POPE, Edward Simon 15 December 1918

Designation	Accident Location	Accident Due to
Guard	Gwindinup	Fall from train

Edward Pope was 39 years of age when fell while attempting to board his moving brake van and sustained fatal injuries. Edward lived at South Bunbury with his wife Josephine and their young children. Edward was interred at Bunbury Cemetery.

South-West Railway Fatality
A railway guard named Edward Simon Pope was killed on Saturday night at Gwindinup, about four miles from Boyanup. He took the 10.15 p.m. train from Bunbury to Donnybrook. He gave the signal "right away " at the Gwindinup siding, and when the train stopped at Argyle, six miles further on, he was missing. The train was taken back and Pope was found alongside the line, both of his legs having been run over. It was surmised that he missed his footing -when getting onto the train. He was conveyed to Bunbury, where his legs were amputated, but be died from shock shortly afterwards. An inquest was opened and adjourned. The deceased, who resided at South Bunbury has left a widow and young children.

Source: *Trove/The Beverley Times (WA) Saturday 21 December 1918 Page 7.*

The Railway Fatality.
The adjourned inquiry into the death of Edward Simon Pope was held at the Courthouse on Thursday afternoon. Mr. A. F. Spencer, J.P., was acting Coroner, and Messrs H. J. Minors, J. Gill and G. W. Knight, were the Jurymen. Constable W. J, Wilkin represented the police, Mr. W. C. Robinson, (District Superintendant) the Railway department, and Mr S. Howard-Bath, the relatives of deceased, and the Drivers' Firemen and Cleaners' Union. Mr O'Malley, President of the latter Association, was also in Court.

Dr. Flynn gave evidence of the injuries which resulted in the death of Guard Pope.

Mr P. E. Teague, of the Railway Department was examined as to the type of van used on the train, and said it was a new type that had been in use about four years, known as Z class. There were two steps to it, one about 2ft and the other 3ft 6ins' from the ground. He was not prepared to say if this van was more dangerous than the older ones that were still use.

Mr Geo. P. Thompson, an engine driver from Argyle, said he alighted from the train at Gwindinup on the night of the 14th inst. He saw the guard give the 'right away' signal, and then noticed he was being dragged along by the train. He saw this for about 100 yards. He then heard a crash, and also saw the van give a distinct bump. He hurried to the spot, and found the guard lying alongside the line with his left leg across the rail. He examined him and found both legs broken. Witness would have attempted to stop the train had not the guard's lamp been extinguished. It. was moon light when the accident occurred, but the light was not too good. The signal could be seen from the van whilst the train was standing at the siding, as the line was straight there, but there was a curve further on towards Argyle. The guard was a distance from the van when he gave the signal. Witness, when he found Mr Pope lying on the line, spoke to him and received the following reply, 'Aren't I stiff? I hung on as long as I could'. Witness then went to Mr Harry Hurst's home, about 50 yards away, and procured sheets and a stretcher. He bandaged the wounds as well as he could, and stopped the bleeding. The guard was then carried to the shelter shed. It was about an hour after the accident when the light engine arrived at Gwindinup, and another hour elapsed before it returned with the doctor and a brake van. Deceased seemed perfectly sober.

Mr David Black deposed that he was driver in charge of the engine. His fireman told him that the 'right away' signal was given at Qwindinup and he started his engine. He had received instructions to stop at Argyle and did so. As he had not received the stop signal, he sent the fireman to question the guard. As the latter could not be found, he asked Guard Russell, who was a passenger on the tram to take charge. On arrival at Donnybrook, he returned to Gwindinup without delay. He found the guard in charge of several men in the shelter shed. As there were no means of conveying the injured man to Bunbury, he returned to Donnybrook and obtained a light van. He also obtained the services of Dr Godwin. Deceased was a very reliable, steady and sober man. Mr. L. Symonds, fireman, deposed that he received the 'right away' signal at Gwindinup and also the second signal which indicated that the guard had rejoined the train. He entirely corroborated the evidence of the driver.

Mr Howard-Bath, in addressing the Jury, said that owing to the extra width of the latest type of Z van, it necessitated the steps being placed beneath the van, this, with the lock on the door, made it difficult for a guard to open the door and regain the van. He asked the jury to inspect the van.

After a short retirement, the jury returned the following verdict. ' We find that Edward Simon Pope died as the result of an accident at Gwindinup on Saturday, December 14th, whilst carrying out his duties as railway guard. We add as a rider a recommendation to the Commissioner of Railways that the latest type of Z van be altered so as to safeguard the officer in charge when entering a moving train in the execution of his duty. We also desire to commend Mr Geo P Thompson for the manner in which he rendered aid under difficult circumstances.'

Source: *Trove/Bunbury Herald (WA) Saturday 21 December 1918 Page 5.*