RISELEY, Thomas Randell 23 February 1897

Designation	Accident Location	Accident Due to
Shunter	Kalgoorlie	Shunting operations

Thomas Riseley was 21 when he was killed instatntly while engaged in shunting operation at Kalgoorlie. Thomas' brother was the driver of the engine involved in the accident.The original list shows deceased is Ernest Riseley while contemporary newspaper reports indicate his name was Thomas Riseley. Ernest, an engine driver, was Thomas' brother. Thomas lived in Kalgoorlie but there is no information relating to where he is buried.

FATAL ACCIDENT AT KALGOORLIE
The Railway Department has received a telegram from the officials at the Kalgoorlie terminus to the effect that on Tuesday night, while assisting to make up the 11.5 train for the west, Shunter Ernest (sic.) Riseley was accidentally killed, and that the inquest was to be opened yesterday.

Source: *Trove/The West Australian (Perth) Thursday 25 February 1897 Page 4.*

RAILWAY FATALITY AT
KALGOORLIE.
A FIREMAN (sic) KILLED.
Early this morning news came to hand that a fatal railway accident had occurred at Kalgoorlie late last night. From the scant particulars that could be secured, it seems that while shunting operations were going on at the Kalgoorlie railway siding a fireman (sic) named Thomas Riseley tripped and fell in front of some moving goods trucks, and before their motion could be checked three wagons had passed over him. The unfortunate fellow was at once taken from the track, when it was found that he was frightfully mutilated, the left leg being completely severed from the body, and the left arm almost so. He had lost all consciousness, and ceased breathing about ten minutes after the accident had occurred.

The deceased was a son of Mr. Riseley, manager for Messrs. Wilkie Bros., at Kalgoorlie, and it appears that his brother, Ernest Riseley, was the driver of the engine attached to the trucks that caused the fatality.

Source: *Trove/Coolgardie Miner (WA) Wednesday 24 February 1897 Page 5.*

CORONER'S INQUEST.
UNCERTAINTY AS TO SIGNALS.
An inquiry was held on Wednesday morning into the circumstances connected with the death of Thomas Riseley, a shunter , which occurred at the railway siding on Tuesday night through a shunting mishap.

Mr. F. Hare, ERM., was coroner, and the jurymen were Messrs. J. Foster. (foreman), P. Lynch, and J. Sutherland. After viewing the body, an adjournment was made till the afternoon, to ensure the attendance of witnesses.

George Taylor, engine driver, was first called. He deposed that on the night of the 23rd he was engaged shunting at the railway station. There was with him Ernest Riseley, while Thomas Riseley was shunter. Were putting some trucks on a siding. At a signal from deceased went on with his engine. The signal was with a hand and a whistle. Got passed the points and stopped. Then the

officer in charge came running up and said, Oh Tom. Got off the engine, and went back and saw deceased lying on the rails groaning. He did this at 10.35, about 10 minutes after the occurrence.

To the Coroner : They had a string of trucks behind the engine, and deceased uncoupled portion, signaling to witness to go ahead with those left attached. The other trucks had been given sufficient impetus to follow after and he turned off on to another line. Deceased, when he gave the signal to witness to go on, was standing on and between the two trucks where the uncoupling was done.

Henry Yockins, cleaner on the railways, gave evidence to the effect that his attention was first called to the accident by hearing groans. Immediately before heard the trucks bump, which bump was directly after the deceased had whistled to the driver.

Dr J. A. O'Mechan deposed to having been called to the scene of the accident. There saw the deceased, who had one leg cut almost off, one of the arms was broken, and there were other injuries. The man was dead when witness arrived.

Mr. Lord, the stationmaster at Kalgoorlie, deposed that the deceased was a shunter, and was on the night of the 23rd making up a train to go out at 11.5 p.m. The deceased would, in detaching trucks, signal to the driver to ease up to allow the buffers to touch so as to enable the uncoupling to be done. Then the shunter would signal to the driver to go ahead quickly. The deceased was quite right in riding on the trucks. The signal from the shunter to the driver to ease up would be to whistle and wave 'his hand lamp crossways, and to signal for him to go on would be by whistling and waving the lamp up and down.

George Taylor, recalled, said they were by rights not supposed to take notice of any signals except given with the lamp. The signal to ease up would be a red light, and " go on " was meant by a light waved up and down. Waving the lamp crossways meant " come back." Some men signaled one way and some another. The deceased gave his signal to ease up with a whistle. He had not the lamp in his hand. The second signal the deceased gave by a whistle and a wave of the lamp.

In summing up the Coroner spoke of the frequency of railway accidents, and particularly drew the attention of the jury to the serious discrepancies between the statements of the stationmaster and the driver, Taylor, as to the accepted modes of signaling for different operations.

The verdict of the jury was "accidental death," with a rider to the effect that in their opinion an enquiry should be made into the matter of the signaling by the Rail way Department.

Source: *Trove/Kalgoorlie Western Argus (WA) Thursday 4 March 1897 Page 7.*