WALL, Francis 15 September 1895

Designation	Accident Location	Accident Due to
Shunter	Perth Yard	Shunting operations

Francis Wall was fatally injured when he fell while shunting at Perth. A coroner's inquest determined that his death was an accident. No other information is readily available.

A RAILWAY EMPLOYEE INJURED.
Perth, Yesterday.
Francis Wall, a shunter in the Central Railway Station yard, fell between two trucks early on Sunday morning last. He received frightful injuries and no hope is entertained of his recovery

Source: *Trove/Southern Times (Bunbury) Tuesday 17 September 1895.*

ACCIDENT ON THE PERTH RAILWAY STATION.
A SHUNTER KILLED.
FALL FROM A TRUCK.
A terribly painful accident, attended by fatal consequences, happened to a shunter on the railway, named Francis Wall at Perth railway station yesterday. It appears that while engaged in shunting tracks in the goods yard, he missed his footing, falling with considerable violence to the ground and coming into contact with a guard iron.

Though falling clear of the line, received injuries to the left arm, chest and head. The accident was witnessed by several fellow employees, who summoned Dr. McWilliams . The injuries were dressed and Wall was removed to the Colonial Hospital where he was admitted by Dr. Elgee. At the outset, little hope was entertained for his recovery, the nature of his injuries being so serious. The unfortunate fellow lingered throughout yesterday and last night, and succumbed to his injuries early this morning.

An inquest was commenced this afternoon.

Source: *Trove/The Enquirer and Commercial News (Perth) Friday 20 September 1895 Page 16.*

CORONER'S INQUEST.
THE RECENT RAILWAY ACCIDENT.
Francis Wall, who was fatally injured in the railway goods shed yard on Sunday morning last, was resumed yesterday before Mr. T. F. Quinlan, J.P.

Edward George Wren, night porter at the railway station, said that he knew the deceased, who was a shunter. Witness instructed deceased to cut off two trucks of timber and a van from a train, that came in from Pinjarra at 5.15 a.m. on Sunday last. Deceased proceeded to carry out his instructions, and the trucks were pulled towards the William Street crossing over one of the points. Instead of cutting the trucks off while the train was at a standstill, he signaled the train back and jumped on the footboard of the van and proceeded to uncouple it while the train was in motion. While doing this his foot slipped and he fell undre the vehicle. Before the train could be brought to a standstill he was severely injured. Witness saw deceased make an effort to recover himself in falling, but the van passed over his arm. It was not usual to uncouple while the train was in motion. When witness carne up to deceased he was lying on his back unconscious, with his right arm was over the rails. The train might have been travelling at the rate of five miles an hour when the accident happened. Deceased had come on duty at half past five on Saturday evening and was on duty till the time of the accident,

or for 12 hours, but he was not employed all the time. He usually knocked off at 2 30 o'clock in the morning, but be waited from that time to the time of the accident owing to the train being late. He had nothing to do during the two hours of waiting, and he had been lying down for a time. The men were supposed to work nine hours, but sometimes delays occurred.

James Heggarty, an engine driver, said that he had been engaged in shunting on the morning of the accident. The engine was in the act of kicking off the trucks towards the goods yards, when he noticed that the engine went over something . He immediately stopped the engine, and discovering the accident informed the loco foreman of the circumstances. The engine was proceeding tender first with the break van and two trucks on. The deceased had been on the engine and had jumped on to the guard's van for the purpose of uncoupling the trucks. He had started the engine on a signal received from the shunter. The deceased was lying in front of the engine when it stopped. When deceased got on the brake van he was on the Other side from witness and hidden from his view. Shunters were not supposed to uncouple when the trains were moving, but they very often did it, taking the risk.

Walter Wildy, fireman, said ha had seen the deceased before the accident on the step of the break van, but he did not notice him fall. Deceased was on the step when he signalled for the engine to back. Deceased did not succeed in uncoupling the trucks.

Constable Robinson gave evidence about to taking deceased to the Colonial Hospital.

Dr. Elgee gave evidence about examining the deceased on the morning of the accident. Deceased was suffering from a compound fracture of each jaw, a compound fracture and laceration of the arm, the fracture of four ribs and aad laceration of the lungs. Deceased lived until 3.30 a m. on Monday morning when be died from the injuries he received.

Henry Charles Davis, Chief Traffic Inspector, said the deceased had entered the service about a fortnight ago, having had previous experience as a shunter on the Victorian railways. He was employed on probation, and had given, up to the accident, every satisfaction. Although he was an experienced officer, his action on Sunday morning was not that of an experienced man. There was no need to try and uncouple while the train was in motion. It was a most unusual thing for a shunter to lean over from the step of the brake van to uncouple trucks. The reason why deceased was so long on duty on that particular morning was on account of the Pinjarra train being late. The ordinary hours the shunters worked were between 8 and 9, and they seldom worked longer. Between 2 a.m. and 5.15 a.m. the deceased was doing nothing.

The jury returned a verdict that the deceased came by his death accidentally, and that there was no blame attachable to anyone.

Source: *Trove/The West Australian (Perth) Wednesday 18 September 1895 Page10.*

Author's Note: *To date I have not been able find any personal or family information relating to Francis Wall. April 2016.*