

10th May 1918 379 ✓ 19

PROCEEDINGS of INQUEST

held upon the body of

Eric James McEwan.

at Melbourne Morgue.

Received at the Crown Law Offices.

RECEIVED
MAY 13 1918
C.L.O.

A. Phillips. Deputy Coroner.

15237.

PROCEEDINGS BEFORE CORONERS.

INQUISITION.

VICTORIA, }
TO WIT. }

AN INQUISITION for our Sovereign Lord King George V., taken at
the Morgue, Melbourne, in the State of Victoria, the 10th
day of May A.D. 1918 in the ninth
year of the reign of our said Lord the King, by me, ~~Robert Hodgson Cole,~~
^{Alexander Phillips}
gentleman, a ^{Deputy} Coroner of our Lord the King for the Central Bailiwick of the
said State, upon the view of the body of Eric James McEwan
then and there lying dead.

Having inquired upon the part of our Lord the King, when, where, how,
and by what means the said Eric James McEwan

(1) His or her. came by¹ his death, I say that
on the 5th day of May 1918

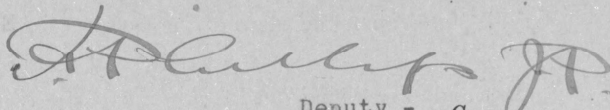
(2) Here state cause
of death, if known;
if unknown, doubt-
ful, or no evidence,
state the fact ac-
cordingly.

15326.

at Melbourne in the Melbourne Hospital
on the 5th May 1918 James McEwan
died from fracture of the skull
caused by an accidental fall from
an Electric Trolley Car of which he was
conductor in ^{Magdeline} ~~Legg~~ or Carlton on the
same day

In witness whereof I, the aforesaid Coroner, have to this Inquisition
put my hand, this 10th day of May

A.D. 1918


Deputy - Coroner.

AP.

VICTORIA POLICE.—(47.)

City Morgue, Russell Street Station

Melbourne

Police District

6th May 1918

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REPORT of Const Watson 4778.

Relative to Death of James Mc Ewan at Melb. Hosp.

D. Maxwell reports the death of James Mc Ewan a tram conductor, late residing at 137 Holden Street North Fitzroy. He was admitted to the Hospital at 3.35 p.m. yesterday suffering from fracture of the skull caused by a fall from an electric tram car. He died at 5 p.m. yesterday from the result of the injuries.

Sen Const Campbell who took the deceased to the Hospital will forward a report for the information of the Coroner.

A. Phillips. Esq.

Amatson
Const 4778.

Deputy Coroner.

copy
Russell Street Station.

Melbourne Police District.
5th May 1918.

REPORT of *Sgt. Const Campbell #400*
Relative to *Death of one James Eric McEwan*
caused by falling off an electric tram car

I have to report that at about 3¹⁰ p.m. today James Eric McEwan, aged 25 years, believed married, of 137 Golden Street, North Fitzroy was conductor on a Luccombe Street electric tram car. When the car had reached to almost Lincoln Square, and was going at full speed he raised the barrier at the off side rear of the car, and as both of his hands were about to be freed from doing so, he suddenly lost his balance, and fell on to the tram road way. I was a passenger on the car and witnessed the occurrence, and when the car was pulled up, I hurried back to the spot, and found him lying on his back unconscious with blood flowing freely from his ears.

I procured an ambulance and conveyed him to the Melbourne Hospital, where he was admitted by Dr. Maxwell.

He did not regain consciousness and died about 5 p.m. today.

The body now lies at the Hospital Morgue.

Sgt. Const Campbell.
S. Const #400

Dr. Hale }
Coroner }

CORONER'S INQUEST.

VICTORIA. TO WIT.

This Deponent* HENRY HAMILTON MC'EWAN

on ~~h/s~~ oath saith, I am a TRAMWAY G RIPMAN

residing at 58 WILLIAMS STREET ST ST KILDA

*Christian and Surname in full.

The deceased was my brother identified his body at the morgue He was aged 24 years and was single and prior to his ~~dece~~ death had been a conductor on the Coburg electric ~~Trams~~ and had been ~~emp~~ employed there for 18 months He was a sober man. I last saw him alive on the Thursday before this accident I did not speak to him then. I saw him to speak to three weeks before and then was in good health and was not suffering from any complaint that I know of. He lived at 37 Holden Street North Fitzroy.

Henry Hamilton McEwan

Taken and sworn before me the 10th day
of May 1918 at Melbourne
A. Phillips
deputy Coroner.

CORONER'S INQUEST.

VICTORIA. TO WIT.

This Deponent* LESLIE CHARLES WHITBURN

on ~~his~~ oath saith, I am a MOTOR MAN.

residing at 9 G RANT STREET EAST BRUNSWICK

*Christian and Surname in full.

I am employed by the Melbourne Brunswick and Caburg

Tramway Trust I remember the 6th inst I was driving the car The time was 3.10 p.m. When I had passed Pelham Street I received a bell and was then taking up the car and then I received another bell and just then it was only the "One bell" That is the stop signal.

I then got another bell and then I was easing up the car or slowing down. I then heard ~~some~~ one call out "Stop the car the conductor has fallen off" It was a passenger called out. I pulled up the tram once by the emergency brake. The tram was pulled up about 150 yards from the scene of the accident. I got down off the car and saw the deceased on the road I then got a passenger named Mc'Donald to ring up the ambulance and after the ambulance came I proceeded on the journey.

Leslie Charles Whitburn

Taken and sworn before me the 10th day of May 1918 at Melbourne

J. Peirce
deputy
Coroner.

CORONER'S INQUEST.

VICTORIA. TO WIT.

This Deponent* MATTHEW CAMPBELLon ^{his} oath saith, I am a SENIOR CONSTABLEresiding at RUSSELL STREET*Christian and
Surname in
full.

I remember Sunday ~~the~~ at about 3.10p.m. I was a passenger on an electric car which was proceeding along Madeline Street. I was on the rear portion of the car. I saw the deceased who I knew well just when the car got about opposite Lincoln Place North. I saw him raise the barrier on the off rear side of the car. He raised it up quickly and just as he appeared to free his hand from the top he appeared to lose his balance and fell out on the roadway at once. The car was pulled up about 200 yards further down and I hurried back and I found the deceased lying on the tram line. He was bleeding profusely from the ears and was apparently unconscious. The ambulance arrived quickly and he was taken to the Melbourne Hospital and admitted and I ascertained that he died at 5.15 p.m. on the same day. There was ^{no} one pushed him out and it was a pure accident.

I went and examined the car after to see if there anything the matter with the bar and it was all right. I think that raising this bar is dangerous when going at a good pace and they should wait till the car slows down. If he had ^{not} raised the bar he certainly would not have lost his life. I think that the car was going at about 20 miles an hour. This bar is raised to allow the passengers out. I have noticed that they usually like to have the bar raised before they get to the destination. There is a danger of a passenger falling when the bar was raised.

TOR THOMSON. HE had his hands both up. I could ~~not~~ say if his hands were on each side of the post at the side.

TO THE CORONER: The bar was lifted in the ordinary way as done by the conductors. I have seen the conductors lifting the bars up different ways and ~~sometimes~~ with a hand on each side of the post. I think in this case that he just overbalanced. I cannot say what the bell signals ^{are}.

Taken and sworn before me the 10th day
of May 1918 at Melbourne

J. Phillips
deputy
Coroner.

CORONER'S INQUEST.

VICTORIA. TO WIT.

This Deponent* HERBERT WILLIAM PLEDGERon his oath saith, I am a FOREMAN CARPENTERresiding at 29 ISAAC STREET NORTH BRUNSWICK.*Christian and
Surname in
full.best signed & sworn.

I remember the 5th May last I was seated on the inside of an electric car from Coburg. The tram was proceeding along Madeline Street and was about 300 yards off the terminus. The Conductor was adjusting the barrier at the side and he seemed to be overreaching and he fell on the tram track at the side of the tram. When I saw that he had fallen out I gave the "One bell" to stop and as the tram did not stop at once some one else rang the bell as I was on the way to tell the motorman. I told him to stop at once as the conductor had fallen off. I then ran on to the Ambulance and when I got there I found that an Ambulance was on the way to the deceased. I think that the deceased was overreaching and getting over the ladies at the rear of the car and as the barrier went up he overbalanced and fell. If the bar had not been raised till the tram stopped this accident would have been avoided. I think it a dangerous practice for the bar to be raised till the tram had stopped or nearly stopped.

I have noticed that the passengers get on on the side that the bar has been raised. The passengers get out underneath the bar at times. The bar is no safeguard for the public as they get out underneath it or get underneath in getting on.

TO MR THOMSON. I consider the bar is no safeguard for passengers as they can get underneath it. I have seen the passengers doing that. I think that the bar is about 30 inches from the footboard. I think it is about 18 to 20 inches from the floor of the car or perhaps two feet. I say that the bar is not a safeguard as the passengers can get out underneath it. I saw the conductor put his hands up and he seemed to reach rather far over the passengers and

I consider that was how he lost his balance, and I consider that he

of _____ 19 _____ at _____

Coroner.

CORONER'S INQUEST.

VICTORIA. TO WIT.

This Deponent* _____

on h oath saith, I am a _____

residing at _____

*Christian and Surname in full.

_____ he had one hand on either side of the post. If the
 _____ deceased had caught hold of the post he probably would not have fallen
 out. I would say that a passenger standing on the step is
 _____ equally liable to fall off as a passenger without a
 barrier. I understand that the bar is there to prevent the
 passengers ^{getting} out on the wrong side.

Herbert William Pledger

Taken and sworn before me the _____ day

of *May* 19 *18* at *Melbourne*

J. P. [Signature]
deputy }
Coroner.