



Herridge Farm, Collingbourne Ducis
for where building materials were being supplied

Fatality At Collingbourne Ducis A Haulier Killed

Early on Wednesday morning an accident occurred at the Midland and South West Junction Railway station at Collingbourne Ducis which unhappily had a fatal termination. Mr. Edward Vivash of Cadley, a haulier and coal merchant, was engaged in unloading a truck load of building materials to be used in the construction of a racing establishment at Herridge Farm. No doubt not realising that shunting was in operation he got between the buffers to fasten the cord which kept the tarpaulin cover in its place. Quite unconscious of danger, he went on with his work but some trucks were shunted down the siding and he was caught between the buffers and severely injured. He was taken to the house at the Station Master and Dr. Williamson of Ludgershall was telegraphed for. From the first, there was little hope of recovery and death took place in the evening. The sad event aroused much sympathy as the deceased leaves five children (all under seven years of age) and a widow in failing health. He was a native of Wexcombe and settled in Collingbourne Ducis seven or eight years ago. The deceased was a leading member of the Primitive Methodist body and at the last Parish council election was elected a councillor and regularly attended the meetings.

The Inquest

An inquest was held yesterday (Thursday) by the Deputy Coroner for the Division, Mr. P. Sylvester and a jury of which Mr. John Tilbury was foreman.

Mrs. Louisa Taylor said the deceased was her brother and he was 33 years of age. He had been in his usual health and had not been subject to fits. She was present with him at the time of his death and he remained conscious to the last. In reply to the foreman, the witness said that the deceased had always enjoyed good health and was not deaf.

Mr. James Edward Curtis, Station Master at the Midland and South West Junction Railway station at Collingbourne said he knew the deceased quite well. He was employed handling timber at Herridge Farm. The deceased asked if anything had arrived for Freeman and the witness replied that it had. The deceased then went into the goods yard. About four minutes after, he noticed the deceased by the trucks which he had to unload but he did not say that he was going to unload them. The engine was still on the main line and had been previously shunting trucks out of the goods siding.

The four trucks were being shunted in when the accident occurred, and it would have been impossible for the driver of the engine to see the deceased. The engine driver, Frampton, stated that he had to

detach several trucks at Collingbourne. There were 33 trucks when they got to Collingbourne and he said he had to push off certain trucks down the goods siding. The wagons had to go about 30 yards alone. He said his mate was keeping a look out but the station buildings obscured the view. The guard was shunting and giving signals and also unhooking the wagons. He knew nothing about the occurrence excepting seeing a man lying on the ground. The fireman knew no more about it than himself. The guard of the 7 o' clock from Andover stated that It was his duty to detach some trucks at Collingbourne - seven. They were not all together which necessitated two or three shunts. He saw nothing of the deceased until after the accident. When the single truck was shunted down, the deceased was not there but the two loaded trucks were. The single truck was loaded with scrap iron. He could not see the trucks from his position as the goods yard is on the curve. The trucks were travelling at about four miles per hour. In reply to the foreman, the witness said he could not say whether or not the deceased was aware that shunting was going on. He did not see him until after the accident,

In summing up, the coroner said that no blame could be attached to anyone but it would have been more satisfactory if the deceased had been warned that shunting was going on. There was no doubt that he died from shock due to being caught between the buffers of the two trucks.

The jury returned a verdict of Accidental Death. Chief Inspector Rumbold was present on behalf of the Railway Company.

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