

over by Mr. T. I. Johnson, chairman.
Mr. Johnson said he had been a member for
33 years and derived much interest, amuse-
ment and pleasure from it.

ING NEWS
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TWO SINGLE TRACKS HOW NORWICH RAILWAY OFFICIAL MET HIS DEATH

Sitting with a jury at County School L.N.E.R. Station yesterday, Mr. W. J. Barton inquired into the circumstances of the death of Mr. Jonathan Lunniss (68), of 49, Carrow Road, Norwich, a chief permanent way inspector, who was killed by a train near County School Station on Monday while walking along the permanent way with Mr. H. F. Robinson, a district telegraph inspector.

At the point where the accident occurred two single tracks run side by side for some distance before branching—one for Wells and the other for Wroxham. Trains run in both directions on each track, and Mr. Robinson in evidence stated that, walking on the right-hand track and not being acquainted with this line, he was surprised to find a train coming up from behind.

Mr. Lunniss had been in the service of the railway company since Gettler, 1888. The police were represented by Acting Police-Sergeant Card, and the railway company by Superintendent W. W. Etheridge (from the District Civil Engineer J. B. Willis, District Police Inspector T. J. Buck, and locomotive Inspector A. Stone.

A son of the dead man, Mr. Frank George Lunniss, of 17, Crown Road, Costessey, said his father attained his 63rd year on Monday, the day he was killed.

Dr. C. E. Harrison, of North Elmham, said he arrived on the scene of the accident at 12.30, and saw the body by the side of the line close to Broom Green and near the junction of the Norwich branch line. Life was extinct; the sculp had been torn away from the right side of the head and the vault of the head was fractured. The left arm was severed at the elbow, and in his opinion death must have been instantaneous. The train must have gone over the arm. It was not possible to say whether the man had been struck from behind, although the face was comparatively free from injury and the scalp had been torn from behind.

Harry Frederick Robinson, of 14, Mornington Road, Norwich, said on Monday he arrived at County School Station at 11.47 to examine a bridge and met Lunniss on the platform. "Mr. Lunniss asked me where I was going and I told him," said witness. "He said he was going to the same place and that we could go together. We walked nearly a mile down the line in the four-foot way of the County School and Eastham line. Everything was quiet until suddenly I heard several short blasts on an engine whistle, about ten I should say. I immediately looked round and found a passenger train was almost on top of us. I shouted, 'Look out,' very loudly, and jumped to the left and just managed to clear. I looked round as soon as I had recovered myself to see if I could see anything of Mr. Lunniss, and found him lying in the four-foot way, apparently dead."

The train stopped, continued Mr. Robinson, the nearest carriage to Mr. Lunniss was uncoupled and the body got out. The train was pulling up when Lunniss was knocked down. No part of the body was on the lines; it was lying between the first and second carriages of the train. What happened was that the body was driven along a good way.

The Coroner—Why was it that you were surprised to hear a whistle?
Witness—It was the first time I had been along this line, but Lunniss had been along it many times. I relied upon him. I'm sure he did not hear it or he would have been the first to get out of the way.

Were you deep in conversation?—No, we were only discussing the ordinary subjects of railway work. We just did not hear it until it was right on top of us.

Police-sergeant Card—If it had been an ordinary double track of a main line, instead of a double track which later divided off into two branch lines, would you have expected to meet a train coming towards you or one coming up behind you?

Witness—I should have been expecting to see one meeting me, but, of course, I did not know that stretch of line. I cannot explain why I did not hear it before.

Albert Edward Gamble, of 250, King Street, Norwich, the driver of the train, said when the train got round the curve outside County School Station he saw two men in the 4 ft. way, 80 to 100 yards away. He opened his whistle, but they took no notice. He still hung on the whistle and shut the regulator, which would make a very loud noise, and applied his brakes. Lunniss still took no notice, and the train knocked him down. He could not see what happened to the other man. The engine and half a carriage passed over Lunniss before the train came to a standstill.

George Robert Baden Ewles, of 27, Parr Road, Drayton Estate, Norwich, the fireman on the train, said he heard the whistle sounded, and on looking through the window saw the two men some distance away. The driver shut off the steam and applied the brakes, keeping the whistle on. Witness shouted, and saw Robinson jump clear. He had a very narrow escape; he turned and looked at witness just as the engine was almost upon him. It was a perfectly clear morning.

A verdict of "Accidental death" was returned. Sympathy with the relatives was expressed by the Coroner, Acting Police-sergeant Card, and by railway representatives present.