

## **RDC Officers Killed in the Line of Duty & Remembrance: Criteria**

This document lists the criteria for officers killed in the line of duty including the various categories of the death, as defined.

### **OFFICERS KILLED IN THE LINE OF DUTY**

#### **Acts of Violence**

Includes all forms of unlawful killing (murder, manslaughter etc) for officers on duty. Similarly, if they are off duty and their occupation as a police officer is a factor.

#### **Misadventure**

Death resulting from accidental injury incurred in the performance of a duty involving special risks (e.g. during a rescue etc).

#### **Accident**

Death resulting from unforeseen accidental injury whilst on routine duty. It does include death from accidents that occurred while travelling to or returning from duty.

#### **Enemy Action**

Death on duty as a result of injuries incurred during wartime air raids.

#### **Death by Natural Causes**

Is included if it occurred while performing a particular duty which contributed to the death (e.g. heart attack whilst chasing a suspect). Officers on duty who have died of natural causes in ordinary circumstances are included in the Remembrance list.

### **REMEMBRANCE**

Officers who have died of natural causes whilst on duty or travelling to or from duty, and there is no contributing 'police duty' related factor. Officers killed in air raids whilst off duty. Serving officers killed off duty by an act of violence where there is no 'police duty' related factor. Serving officers who have succumbed to the Covid19 virus pandemic.

#### **Notes:**

Where possible the details of the death will have ideally been confirmed and checked against at least two sources. However, information from a single source is acceptable if it is perceived to be reliable.

(Where conflicting information is found, further research will be conducted until a reasoned judgement as to accuracy can be made.) Where we are still investigating the death, the officers name will be placed on the working list but not on the publicised Roll of Honour.

Serving or retired officers who have taken their own lives are shown on the internal copy of the RoH but are not currently shown on the website.

## **BIOGRAPHICAL INFORMATION ON RDC OFFICERS KILLED IN THE LINE OF DUTY**

### **ATKINSON John**

John Atkinson had been a constable with the North Eastern Railway Police at Manors Station for a number of years. On the 17 March 1886 he was struck by a northbound train whilst walking through Red Barns Tunnel on the Tynemouth Line. (Another brief news report suggests it may have been the Ouseburn Tunnel). Amongst other injuries his left leg was severed below the knee. He was conveyed to the infirmary but died very soon afterwards. He was about 40 years of age when he died and left a widow and a number of children.

SOURCE: Hartlepool Mail 18.03.1886, Shields Daily News 18.3.1886

### **ATTERBURY John,**

Early on the evening of Friday 13 April in 1860 a young lad was crossing a bridge over the London & North Western Railway line. When he looked down he saw what he thought was a bundle of rags. In fact, it was the body of LNWR Policeman John Atterbury who had not long left home to commence nightshift at Kings Langley. The body was still warm, and it was assumed that he had been walking on one line, knowing that a train was approaching on the other line, when he was struck from behind by a second train. An inquest held on Tuesday 17 April found that he had been accidentally killed by a railway train. John Atterbury was about thirty years of age and was thought to have left a wife and three children; he was buried at Kings Langley on 19 April 1860.

SOURCE: Herts Advertiser 18.04.1860, Cosgrove Burial Record

### **BAILEY Charles William**

DC Charles BAILEY of the LMS Police died on 21st February 1924 at Newton-Le-Willows near Manchester. He was killed by being crushed between wagons while checking that the loads were intact. The routine inspection of goods in transit continued to be a job performed by transport police officers into the nineteen sixties.

SOURCE: RAE/PR14031924/RGO, Death certificate

### **BAINBRIDGE Henry**

Sergeant Henry BAINBRIDGE of the North Eastern Railway Police was killed on 20 May 1908 when he crossed the track at Gateshead Station. He was struck by a passing train and was left 'fearfully mutilated'. He had been employed for twelve years and was married with two children.

SOURCE: RAE/Newcastle Daily Chronicle 21.05.1908

### **BAKER Thomas**

Still serving, with the North London Railway Police, Constable Thomas Baker was 73 years of age when he was killed on 17 August 1855. Forty years earlier he had been

a soldier and had fought at the Battle of Waterloo and before that, in the Spanish Peninsula Wars. He was on late duty that Thursday evening and was last seen alive patrolling the line near Camden Town station. The following morning, his body was found on the line not far away, severed in two. The Deputy Coroner, Mr. Brent, held an inquest at the Elephant & Castle public house, King's Road, Camden Town on Tuesday 22 August. The jury found that the deceased had been crushed by a passing engine and that no blame was attributable to anyone. Funeral Expenses of £9.13s.6d. were paid by the company.

SOURCE: National Archive Ref: [RAIL 529/13 28 Aug 1855, Board Mtg below Min 608] The Era Newspaper 26 August 1855.

### **BALLARD Charles**

PC Charles BALLARD of the LSWR Police was crossing the track at Eastleigh Station on 29th March 1900 with a hand barrow when he was struck by a train. It is possible that he was helping a member of railway staff move some potatoes whilst he was on his way home. He died the following day at the Royal South Hampshire and Southampton Hospital. At the subsequent Inquest the LSWR Police were represented by Inspector Wood who told the Coroner that crossing the track at the scene of the accident was prohibited by the company rules. Pc Ballard left a wife and eight children.

SOURCE: RAE/Hants Advert 31.03.1900, RGO Eastleigh Weekly News 30.03.1900

### **BARKER George Edward**

Docks were a favourite target of the German air force and two officers were killed in one raid on Hull Docks on 8 May 1941. PC's John Woods and George Barker of the London & North Eastern Railway Police were attempting to help the family of the dockmaster at King George Dock extinguish incendiary bombs that had landed on their house. The bombs exploded without warning. The dockmaster, Albert Eastwood and his wife Ethel survived but their children Kenneth Eastwood, 18, and his sister Muriel, 23, were killed instantly and their two other children suffered serious injuries and were taken to Driffield Hospital. Both the police officers were also killed instantly. PC BARKER was sixty-five years old and was due to retire. PC WOODS was fifty-two.

SOURCE: Hull Daily Mail Friday 9 May 1941. Death Certificate

### **BAXENDALE William**

William Baxendale was a Constable with the London & North Western Railway Police. On 16 July 1897 he was working with an inspector and other officers adjusting a weighing machine at Higginshaw gas works at Oldham. Without warning two railway wagons loaded with coal ran down from the siding and crashed into a wagon containing several tons of weights. William Baxendale was killed and another officer seriously injured, the other officers suffered only minor injuries and were said to have had a miraculous escape.

SOURCE: Grantham Journal 17.07.1897, South Wales Daily News 17.07.1897

### **BEALES George**

George Beales was born in 1864 (baptised in November). He lived in various villages along the east Suffolk coast (Kessingland, Wrentham, Pakefield area). In March 1891, he is shown as a tailor's assistant. By 1896 he was a serving constable in the Great Eastern Railway, aged 33 years.

On the 27 June 1896 he suffered severe scalp wounds and internal injuries when accidentally knocked down and run over by a GER engine – no 414, in the parish of Leyton in the county of Essex. On the 21<sup>st</sup> October 1896 he died of his injuries at the Old Rectory, Pakefield (where he, or at least his parents, lived). Inquest held by coroner for Suffolk 23<sup>rd</sup> October 1896. He is buried in Kessingland. The inscription on his gravestone reads-

*George Beales, eldest and dearly beloved son of Isaac & Rose Gunton Beales who died October 21<sup>st</sup>, 1896, aged 33 years. Who lost his life from injuries received whilst doing his duty as constable on the GE Railway.*

SOURCES: Eleanor Clark (Descendent) who has provided details from a wealth of research including the death certificate and photos of the grave.

### **BELL Leonard Percy**

The first officer to die as a result of an air raid during the Second World War was PC Leonard BELL of the LNER force. PC BELL had been stationed at Norwich since 1922. During an air raid on the 1 August 1940, which caused much damage to Norwich, Pc Bell was killed when he was crushed under some railway wagons in the goods yard. He was 45 years of age living at 54 Cardiff Road Norwich with his wife May Lucy Bell. He had been a railway policeman for at least twenty-two years.

SOURCE: Probate extract, Ancestry.com extract, Commonwealth War Graves Commission extract.

### **BIRCH Mark Anthony (Remembrance)**

Having retired from the force as a constable in 2011, Mark Birch became a member of the support team working out of Birmingham New Street Police Station. He fell ill in October 2020 and was admitted to hospital with a suspected kidney disease. There he was diagnosed with the Covid-19 virus. He died overnight of the 11/12 October 2020. He was 62 years old.

SOURCE: Information from Chief Superintendent Allan Gregory

### **BIRRELL Sidney Henry**

Pc Sidney Henry Birrell of Shrewsbury was killed instantly on 13 September 1956 when riding his bicycle outside the railway station. He was in collision with a heavy fertiliser lorry. The cycle was in poor condition and a verdict of accidental death was brought at the inquest. At the entrance to the station yard, he fell off his bike into the path of the lorry and the top half of his body was crushed. He was 6'4" tall and suffered with arthritis and an enlarged heart. He died aged 56 leaving a wife and son. He had been a policeman for 36 years and had been awarded 'St John's

Ambulance Brigade Gold Medal for First Aid. During the Great War he had served with the Royal Flying Corp.

SOURCE: Widely reported in local newspapers, (Shrewsbury history archives) Shrewsbury Station Police Accident Book, 13.09.1956, recorded by Sergeant A.V. Peck. (BTPHG Collections)

### **BISHOP George**

George BISHOP is described as a Supernumerary Policeman, employed by The Bristol & Exeter Railway at Dunball. He was killed on duty on 9 February 1853 after being struck by a train when crossing the tracks. Aged 54, he had been employed in his post since 1849.

SOURCE: Taunton Courier & Western Advertiser 09.02.1853.

### **BOGOMOLETZ Vassili**

Vassili Bogomeletz was a 43-year-old probationary constable with one year's service in the British Transport Police. He collapsed during a physical exercise session at 4.15 pm on 6 December 2005 at the BTP training school at Tadworth in Surrey. He was attended to by a fellow police officer, who was also a trained paramedic, before being taken to Epsom General Hospital by the Surrey Ambulance Service. He was pronounced dead at 5.20 pm. At the request of British Transport Police, Surrey Police took the lead into the investigation.

A postmortem held the next day, 7 December 2005, at Royal Surrey County Hospital in Guildford established that the death resulted from natural causes.

SOURCE: BTP circulation Blue Line (No.183 06/2006, p.12), Information from BTP Administration 2020. [www.surrey.police.uk/news](http://www.surrey.police.uk/news)

### **BOWSTEAD James**

James Bowstead was a policeman with the London & North Western Railway stationed at St Helen's Junction in 1867. As was common in the era, part of his duties was to act as a signaller to ensure the safety of trains. On Tuesday 3 September he witnessed an accident where a carriage was crossing the railway when it was struck by a locomotive. The carriage was destroyed and the driver was seriously injured. Two days later, on Thursday 5 September 1867, Pc Bowstead was being interviewed about the accident by Mr. Pilling, Assistant Traffic Superintendent at Liverpool Lime Street when, sitting at a desk, he suddenly fell forward and died, apparently of a heart attack. He had a known heart disease condition. An inquest was held by Coroner, Mr. C.E. Driffield Saturday 7 September at the Wheatsheaf Inn St Helens. A verdict of death from natural causes was recorded.

SOURCE: Liverpool Mercury 09.09.1867, Liverpool Post 09.09.1867

### **BRIEN (BRYAN) James**

James Brien, sometimes written as Bryan, was a constable with the Great Southern & Western Railway Police of Ireland. On Monday evening 11 December 1848 a train arrived at Carlow Station around 7pm. After passengers and goods were unloaded,

the train was shunted to the station house (?) to prepare it for conveyance of the night mail. James Bryan's duty was to remain on the station platform until the carriages were shunted back. For some unknown reason, Bryan and the ticket-taker, William Moore, went onto the line and were not aware of the on-coming carriages. Both men were crushed between the carriages and the platform edge and in Bryan's case this was fatal. A burial record from Carlow Church of Ireland Parish records shows that James BRIEN was 'killed on the railway' and was residing in Carlow. He was 38 years of age and was buried on 14 December 1848.

SOURCE: BTP HG Service Record PSR2. Southern Reporter & Cork Commercial Courier of 19 Dec 1848. Carlow Parish (Church of Ireland) Burial Register

### **BRIGGS John**

At 1.30 in the morning on Thursday 09 August 1871 Great Northern Railway Policeman John Briggs was performing duty at Bradford Goods Depot when he was accidentally killed when he was run over by an engine. He was badly mutilated as a result of the accident and he suffered instant death. His remains were taken to the Royal Hotel to await an inquest. He was a man of about 35 years of age and left a wife and family.

SOURCE: Leeds Mercury 10.08.1871

### **BROWN George**

George Brown joined the British Transport Commission Police in 1953 and went on to serve in several different posts around the country. He was promoted to Inspector at Leeds around 1974. On the 22 October 1983 he was dealing with unruly returning football fans at Barnsley railway station when he suffered a heart attack and died.

SOURCE: BTP Police Journal Vol 2 No.1 Winter 1983 p.13.

### **BURKE Charles Matthew (In Remembrance)**

On Saturday 6 October 1900, Great Eastern Railway Police Constable Charles Matthew Burke was on duty at West Ham station in London. Early that morning he was found dead on the floor of his police box. The Borough Coroner Dr. G.C. Whelpley held an inquest on Monday 8 October when it was established that he had previously complained of shortage of breath and that death was due to the of a ruptured aneurism. Charles Burke was 42 years old living at 2 Jessie Villas, Leyton

SOURCE: Chelmsford Chronicle Friday 12 October 1900

### **CARTER George**

On Tuesday 3 July 1883 an inquest was held at Great Bridge near Wednesbury into the death of George Carter, a railway policeman with the London & North Western Railway who was stationed at Walsall. The inquest heard that the deceased officer was on the lineside watching a luggage train when he was knocked down and killed by a passenger train. A verdict of Accidental Death was recorded.

SOURCE: Manchester Courier & Lancashire General Advertiser Sat 07. 07.1883, Liverpool Mercury Wed 4 July 1883, Manchester Evening News 03. 07.1883

### **CARVER John**

Serving at Pangbourne near Reading, John Carver was a constable with the Great Western Railway Police with some twelve years' service. On Friday 11 January 1856 he had been on night duty when he was struck by the up-mail train at around 2.45am that morning. He was badly injured and lay beside the line until found by a porter, Elija Higgs, at 5am that morning. He was able to speak and told the porter he had been hit by a train. He was taken to the Royal Berkshire Hospital, but his condition worsened and he died at 3 o'clock that afternoon. (Friday 11 January 1856.) Constable Carver was about 45 years of age and described as a steady and sober man. An inquest was held at the hospital the following morning and the jury recorded a verdict of Accidental death.

SOURCE: Reading Mercury Saturday 19 January 1856

### **CHURCH John**

Constable John Church joined the London Midland Scotland Railway Police in 1941 in a temporary wartime arrangement. On 30<sup>th</sup> March 1945 at about 1:50 PM, whilst on duty at the railway line near Gourock Station, he was struck by the engine of a railway train. He sustained fatal injuries – fracture of the skull and laceration of the brain.

SOURCE: BTP History Group Records supported by Family History Research.

### **CLEAVER William**

It was Good Friday, 13 April 1849 and Constable William Cleaver of the Manchester, Sheffield & Lincolnshire Railway Police had spent the afternoon drinking in the Padfield area. He was responsible for safety at the Torside crossing and a section of the line near Glossop. Just before the 6pm train from Sheffield was due he set off along the line to check that it was clear. He was walking in the 'six-foot', the space between the two sets of railway lines when he unaccountably stepped on to line itself just as the train was approaching. He was struck forcibly, and death would have been instantaneous, his body was terribly mutilated. At the inquest on the following Monday afternoon, before Mr Thompson the District Coroner, the jury returned a verdict of Accidental Death. William Cleaver was 32 years of age and left a widow and six children.

SOURCES: Sheffield Independent 14.04.1849, Lloyds Weekly 15.04.1849 and other news reports. Extracts from death registers.

### **COATES William Herbert**

William Herbert Coates was a sergeant in the Grand Union Canal Police at the Regents Canal Dock. He was found drowned on Christmas Eve 24 December 1940 at a time when he was on duty. He lived with his wife Margaret Mary, at 62 Sussex Road, Brixton.

Source: Research by Paul Dew former Curator MPS Museum. Extract from his Will index.

### **COCKWILL John**

PC John Cockwill was a member of the Great Western Railway Police when he was seriously injured on duty in an air raid on 22 April 1941 at the GWR's Docks at Plymouth. He was retired shortly afterwards on a disability pension and died on 12 August 1942 as a direct consequence of the injuries received during the raid. At the time of his death at his home at 11 Cranbourne Avenue, Plymouth, PC COCKWILL was sixty-one years old. He was married to Emily Matilda Cockwill.

SOURCE: GWR Police General Orders. Civilian War Dead Register

### **COKER John (In Remembrance)**

John was taken ill on 22 March 2020 with symptoms of Coronavirus. After his health did not improve, he was admitted to hospital and transferred to an intensive care unit to receive critical treatment. Despite the best efforts of hospital staff, John's health did not improve, and he died on Friday 17 April. John's family, struggled to deal with this most distressing outcome. His colleagues were in constant contact with his wife.

John had been part of the BTP family for over a decade and became a Detective Constable within the CID department at Euston where he was much loved and respected by all those he worked with. His colleagues remember a man who was charismatic, kind and thoughtful and took everything in his stride. He will be greatly missed by all in the Force. John is survived by his wife and their three children.

SOURCE: Paul Crowther, Chief Constable, BTP Plaque

### **COLLIS Robert**

Robert Collis was a member of the 'day police' of the Kingstown and Dublin railway. On Thursday 10 January 1839, the five o'clock train stopped at Booterstown, station, and the doors were opened as usual by the officer, for passengers who were getting out. After the doors were closed, a gentleman thought of stopping and knocked at the window on the opposite side to that at which it is usual to get out. The officer opened the door for him and let him out. The train was at this time in motion and as he hastily shut the door it is supposed that his coat was caught in it, for he was immediately pulled down and two of the carriages passed over his body. When the train had stopped the body was carried to the station-house but all life was departed from it. An Inquest on Robert Collis was held at Booterstown, Co. Dublin, on Friday 11 January 1839 by Sir Nicholas Brady. The verdict of the jury was Accidental death.

SOURCE: PSR2 BTP HG Service Record, Dublin Weekly Register 12 January 1839

### **COOK Daniel**

Detective Daniel Cook served with the North East Railway Police at Hackney Downs Station. Whilst investigating the robbery of a coat, he died on 22 September 1894 after being crushed by a train at Hackney. He was a tall powerfully built man who had previously served in the Metropolitan Police.

SOURCE: Essex Standard 29 September 1894



### **CORBETT Murdo 'Jock' (In Remembrance)**

Born 22 August 1932, he joined the force in 1960 and served at Camden, Euston and Force HG (Park Royal where he was last employed in the control room. On 4 January 1976 he finished a tour of night duty, called in at Euston Police Station before catching the train home to Leighton Buzzard. The train may have completed the return journey twice before he was found to be dead rather than simply sleeping. He was 43 years old and had suffered a heart attack. He had 16 years' service.

SOURCE: Journal 112 Summer 1976, p.15 Retired officers who worked with him.

### **COSSLETT Archibald John**

Archie Cosslett joined the Bute Dock Police at Cardiff Docks on 7 April 1921. He was an active policeman and in January 1937 he was appointed as a Detective at South Lambert. On the 5 February 1955 he had finished duty and was travelling home on a non-corridor compartment train when he heard the sound of fighting going on in the adjoining compartment. He leant out of an open window in an attempt to see what was going on but was struck forcibly on the head and was killed when the train went passed a signal post.

SOURCE: Police Record Card (PRC), Bute Dock Police Discipline Book. PSR2 (PRF), recollections of the late Bill Gibbs who served with Cosslett & knew him well.

### **CRAWLEY John (In Remembrance)**

John Crawley was a 47-year-old inspector with the London, Brighton & South Coast Railway Police, living at Middleton Road, Clapham Junction. On the afternoon of Sunday 28 June 1903, he was found dead at his desk in his office at Victoria Station. An inquest took place under Mr. John Troutbeck at Westminster on Wednesday 2 July 1903 when Dr Freyberger stated that the officer had suffered from heart disease and the jury returned a verdict accordingly.

SOURCE: Gloucester Echo 02.07.1903, Portsmouth Evening News 02.07.1903, BTPHG Police Service Record (PSR2)

### **CREAMER Peter (In Remembrance)**

At the age of 66 years, Peter Creamer was a constable with the Glasgow & South Western Railway Police Force serving at St Enoch in Glasgow. He was on duty on the 10 August 1909 when he complained to a city constable who happened to be at the station at the time, that he did not feel well. He was assisted into a waiting room and medical help was sent for. Unfortunately, he died before a doctor arrived. Peter was a native of Neilston but was living in Strathbungo at the time.

SOURCE: Barrhead news 13 August 1909

### **CROCKER Augustus**

A fatal accident happened at Swindon on Monday evening 8 June 1874 when Railway Policeman Augustus Crocker, was knocked down by trucks coming up the line. Realising that some points needed to be changed to allow the trucks to be

shunted in the west yard of the Great Western Railway works. He ran across the lines but before he could clear the rails the trucks knocked him down and the wheels going over his body cut him completely in two. He had been stationed at Rodbourne Lane level crossing for nearly thirty years. An inquest was held the following Monday and a jury returned a verdict of 'Accidental Death'

SOURCE: Western Daily Press 10.06.1874, Swindon Advertiser & North Wilts Chronicle Monday 15 June 1874

### **DALTON Patrick**

Patrick Dalton was on duty at the Cullaboy crossing also known as Loughan's in Co. Cavan. Here, a road crossed the railway line which ran from Inny Junction (also known as Derradd or Cavan Junction) to Cavan Town. A 'sentry box' was provided for shelter, but probably without the means of providing heat. At the Inquest, conducted by William Pollock Esq. one of the Coroner's for the County of Cavan, Constable McCormick (also believed to be M & GWR police) gave evidence that he saw the 'sentry box' on fire and broke in to rescue Dalton but he had died of asphyxiation, along with his dog. It appeared that Dalton had obtained some hot coals to keep warm and they had caused the fire. The Griffith's Valuation of Ireland (c.1855) shows that the Mullingar and Cavan Railway ran through the townlands of Cullaboy Lower and Cullaboy Upper in the Parish of Drumlumman, Co. Cavan.

SOURCE: BTP History Group Police Service Record (PSR2) including Freeman's Journal newspaper of Tuesday 20 January 1857.

### **DANIELL James**

James Daniell (note that the surname may be spelt Daniel) was a 48-year-old constable with the London & Birmingham Railway Police stationed at Watford. On Saturday afternoon of the 29 September 1838 a lengthy inquest was held at Railway Arms Inn at Watford into the death of Constable Daniell the previous evening, Friday 28 September 1838. Inspector Thomas Howe of the Watford Division of the railway police deposed that about 9pm that evening just before arrival of mail train from London, he saw the deceased wearing a coat and belt belonging to his comrade Constable Wharton. He reprimanded the officer strongly. Inspector Howe then went down the line and returned just after 10pm to find that Constable Wharton had taken up duty at 10pm and was wearing his own coat but it was now in a dirty and torn condition. He accompanied Wharton 200 yards inside the tunnel and saw the deceased lying face down on the line weltering in blood. One arm severed and back of skull and neck open. He was quite dead.

Enquiries found no firm evidence of what had occurred, but it was surmised that Constable Daniel was in the tunnel when the train arrived. With no time to cross the line he had stood flat with his back against the wall. When the locomotive had safely passed, he attempted to turn around and was struck on the back of the head by the projecting rail of the post-office van which knocked him to the ground and under the

wheels of the train. Severe criticism of Wharton was made as it was evident that he must have taken his coat from the body of the deceased. The jury had short consultation and recorded a verdict of accidental death. This event took place just twelve years after the first regular train service in Britain began operations (Stockton-Darlington 1826) and is the earliest recorded death on duty of a railway policeman.  
SOURCE: Morning Chronicle (London) 01.08.1838, Worcester Chronicle 04.10.1838

### **DEAVILLE Samuel**

Samuel Deaville, late of the Leicester Borough Police, had just been appointed a constable on the line of the Leicester & Swannington Railway, when he met with his death on Thursday evening 22 November 1838. It seems that he had gone into the engine house at the West Bridge Station to clean his lantern when the tender came behind him without him being aware of it. It crushed him against the wall at the end of the building and left him so dreadfully injured that he died within half an hour afterwards. The tender appears to have entered the premises so quietly that it was not heard by the unfortunate officer because he could easily have stepped to one side and avoided the accident. Constable Deaville was a steady efficient policeman and had only been in his new post for just four days. An inquest was held at the Turk's Head, Welford Road, Leicester. A verdict of accidental death was returned.  
SOURCE: Leicester Chronicle 24.11.1838

### **DEWS Theophilus**

Pc Theophilus Dews served in the Lancashire and Yorkshire Railway Police. On 28 March 1903 at the age of about 30 years, he was struck and killed by a train at Kirkgate (Wakefield). He had previously lived at Batley.  
SOURCE: Manchester Eve News 28.03.1903

### **DICKSON John**

Following the tragic deaths of a number of people on the Great Western Railway line at Sonning Hill cutting, a number of extra police were taken on to patrol the line at night to increase safety. One of these was John Dickson, recently arrived from Ireland where he had not long retired after many years' service in the constabulary. At 6pm on Tuesday 11 January 1842 John Dickson was giving a safety signal to the driver of an up train when he was struck from behind by a down train. He died very shortly afterwards. The inquest was held by Coroner J. May, the following day, at the Bull & Chequers public house at Woodley Green. James Dickson, (deceased's brother), also a GWR policeman, gave evidence that John Dickson had only been employed for about two weeks. In the language of the day, John's death was recorded as 'the day which terminated his connection with this world.' Jury recorded a verdict of Accidental Death. John Dickson left a wife and four children.  
SOURCE: Reading Mercury 15.01.1842 (Lengthy Inquest report)

### **DISS Albert**

Albert Diss joined the Great Eastern Railway in November 1883. He had a little over 29 years' service and was 60 years of age when, on 21<sup>st</sup> December 1912, he was knocked down by a passing train and was severely injured. He was taken to West Ham Hospital but died three days later, on Christmas Eve 1912. He was buried in West Ham Cemetery when some 60 officers and colleagues attended.

SOURCE: British Transport Police History Group Police Service Record (PSR2)

### **DOBBINS Frederick William**

PC Frederick William Dobbins of the London Brighton & South Coast Railway Police was on special duty at Plumpton on Saturday 14 April 1906 in connection with the races. Police Constable John Thompson, also of LB&SC Police, gave evidence at the inquest as did a number of other witnesses. He explained to the Coroner that both officers were stationed at the level crossing to regulate foot passengers going to the races. Most of the race goers had already gone in and during a quiet period an up train was signalled. Pc Dobbins crossed the line in order to prevent pedestrians crossing from that side. After the train had passed, Pc Dobbins began to cross back over the line, unaware that a fast down train was approaching from the opposite direction. By the time he saw the train it was too late to get out of the way, he was immediately struck and carried forty yards along the line. Death being instantaneous, his head being decapitated in the process. The Jury returned a verdict of accidental death. The jurymen and witnesses gave their fees to his young widow.

SOURCE: Agricultural Express 21.04.1906 Sussex Express 21.04.1906

### **DOGGET James**

On 30 September 1852 an inquest was held at the George Inn at Kilsby by the Coroner Mr. G. Hicks, into the death of London & North Western Railway Policeman James Dogget. In the morning of the previous day, Wednesday 29 September 1852, the officer had been stationed at the south end of Kilsby tunnel. Approaching midday, his body had been found lying on one of the lines some forty yards into the tunnel. He had suffered terrible injuries and death would have been instantaneous. From where the body was in found it is likely that he had been caught between a coal train emerging and an express train entering the tunnel. A verdict of accidental death was passed.

SOURCE: Leamington Spa Courier 09.10.1852

### **DONNELLY George (In Remembrance)**

Police Constable George Donnelly joined the London Midland Scotland (LMS) Railway Police at Manchester in 1931. Within a year he was posted to Wyre Dock where he remained for the rest of his service. Unfortunately, this came to an unexpected end when he was performing Acting Sergeant duties on the night of the 13 July 1953. He was found in a collapsed state in a doorway at 6am the following morning by the relieving sergeant. He was immediately taken to hospital where it was found that he had died. His funeral took place on 17 July 1953, he was 47 years

old. Throughout his service there is no record of any absence from duty through sickness or accident.

SOURCE: BTC Police Journal Vol. 1 No. 9 Oct 1953.

### **DUNN George Cornhill (In Remembrance)**

George Dunn joined the Bute Dock Police at Cardiff Docks on 11 April 1886, having served for many years in the Yorks & Lancaster Regiment before being invalided out due to poor eyesight(!) On 17 July 1906 he was disciplined for gross insubordination and suspended for thirteen days, loss of two days leave and to be dismissed for a next offence no matter how trivial. He must have behaved himself because he died whilst making his way in for duty on 22 February 1911. It was 4.30 in the afternoon when, walking along Lewis Road, Cardiff Docks he cadged a lift on a passing horse-drawn goods cart. He became ill and collapsed and died. He was sixty years old. He was a life-long member of the Diamond Street Methodist Church and was married with three daughters.

SOURCE: BTPHG Police service record PSR2/PHF, South Wales Echo

### **EDWARDS Thomas (In Remembrance)**

Thomas Edwards was superintendent in charge of the Bute Dock Police at Cardiff Docks when he died of natural causes on duty in his office at the police station on 9 December 1885. He was the first Chief Officer of the Bute Dock Police to come through the ranks having been a constable as far back as 1859.

SOURCE: BTP HG Police Service Record (PSR2)

### **ELLIOT John**

Detective John Elliot was thought to be in the course of investigating a theft when he jumped from a train near Tweedmouth on Tuesday 8 September 1896. He fell across adjacent railway lines and was run over by a pilot engine and was decapitated.

SOURCE: Sheffield Telegraph Thursday 10 September 1896

### **FAZAKERLY James**

Constable James Fazakerly was stationed at Newton Junction, midway between Liverpool and Manchester near Warrington. This junction was used by trains from three different railway companies; the Liverpool & Manchester Railway, the Warrington & Newton Railway and the Grand Junction Railway. It was a known danger point with fatalities having taken place there previously. So much so that four policemen were stationed there in order to protect lives. James Fazakerly was one of them and it is ironic that he should also become a victim. It is not clear which police force he belonged to.

Around 7pm in the evening on Saturday 30 September 1838 a goods train travelling from Liverpool towards Manchester passed through the junction. Somehow, several wagons towards the rear of the train had become detached causing a gap between the two parts of the train. It seems that the officer stepped onto the tracks between the two sets of wagons. He was knocked down and the

wagons ran over his head and a leg; he died instantly. He is thought to have had some seven years' service. A verdict of 'Accidental Death' was passed at the Coroner's Inquest.

SOURCE: The Examiner newspaper Sunday 7 October 1838, BTPHG Research

### **FIELD Thomas**

Thomas Field was a constable in the London & North East Railway Police with some 16 years' service after military service in the Great War. He was a well-known officer, stationed at Parkeston Quay railway station. Early on the morning of Thursday 20 October 1936 he was found dead in a mutilated condition, lying on the tracks just outside the station. It was presumed that he had been run over by a train and the jury recorded a verdict of accidental death at the inquest.

SOURCE: Essex Newsman 22.08.1936 & others.

### **FLAVELL Thomas**

Thomas Flavell was a policeman Gloucester Docks. On Thursday 30 Dec 1869 it was realised that he had not been seen for two days. Suspecting that he had fallen into the dock and drowned, two men searched for the body using drags but were unsuccessful. A reward of £1 was offered for information about the missing man. Two days later it became known that a young boy had found a bowler hat floating in the Victoria Dock and had sold it to his brother. The hat was recovered from the brother and another dock policeman recognised it as having belonged to the missing man. The boy indicated where he had found the hat and on Sunday morning a boat was moved and Flavell's body was recovered. An inquest was held the Albion Hotel on Monday 3 January 1870.

The coroner said he was concerned as to how an officer who knew every step of the docks had entered the water and why his disappearance had not been reported sooner. Dock policeman Solomon Fudge said he had been on duty with Flavell on Monday night and had seen him at 2.15 am but had missed him at 5.40 am when he should have opened the dock gates. When asked why he had not reported the matter, Fudge said Flavell had talked about taking holiday; he denied that he had assumed Flavell had gone drinking.

In summing up, the Coroner criticised the policemen for not reporting their missing colleague sooner and said it was desirable to have chains around the dock walls to improve safety. The jury returned a verdict of Found drowned and the Canal Company agreed to fix chains or vertical ladders at the most dangerous spots.

It seems most likely that Thomas Flavell drowned when he fell into the dock on Tuesday 28 December 1869 and this has been recorded as his date of death.

SOURCES: Gloucester Journal 2 Feb 1867 and 15 Jan 1870, RAIL 864/1. BTPHG Police Service Record (PSR2)

### **FORBES James (Remembrance)**

On 31 October 1894 Detective James Forbes of the North British Railway Police, collapsed and died at Tay Bridge Station. He was 54 years of age and died from a cerebral haemorrhage.

SOURCE: Death Registration, Dundee Telegraph Thursday 01 November 1894,

### **FOSTER Harold**

Christmas Eve 1907 saw an accident at the Victoria Dock Hull when PC Harold Foster of the NER Police fell into the dock and drowned. The Inquest was told that the night was bleak and cold and that the dock was shrouded in 'black fog'. Police Constable E. Larvin of the Hull Borough Police was awarded the RHS Stanhope medal for his attempted rescue.

SOURCE: Police Memorial Roll of Honour, The Times digital archive 18.03.1908

### **FOULKES John**

PC John Foulkes of the Midland Railway Police resided near Wrexham in North Wales but was lodging at Swansea and serving at Swansea Docks during the latter part of 1890. He had been on night duty when, on the morning of the 25 September 1890, his body was found in the New Cut by a fellow officer. The cause of death was found to be drowning.

SOURCE: Western Mail 26.09.1890

### **FURBY William Francis**

While serving with the London & North Eastern Railway Police William Francis Furby was knocked down and killed by a motor lorry on 15 November 1924.

SOURCE: Police Memorial Roll of Honour, Birmingham Gazette 19.11.1924, The Scotsman 17.11.1924

### **GALE Lilian Daisy**

To date, the only BTP female officer known to have been killed on duty, Lilian Daisy Gale was stationed at Plymouth Docks during World War Two. She is believed to be the earliest known death of a UK female police officer.

Lilian Gale (nee Darlington) was an articulate, bright, twenty-three-year-old woman when she married Army Lieutenant Leonard Gale in the early months of the war. Her contribution to the war effort was to join the GWR Police at Plymouth Docks in or around, April 1943 as the dock's first policewoman.

As a major Royal Navy Base, Plymouth Docks was a busy and noisy environment in which to work. On the 6 January 1944, aged 26, with less than one year's police service, WPC Lilian Gale was on patrol at the docks when she was knocked down and killed by a dock locomotive.

SOURCES: Western Morning News 03.07.1943, Western Times 14.04.1944. Birmingham Daily Gazette 07.01.1944, Hartlepool Northern Daily Mail 08.01.1944

### **GERMAIN Percy Hugh**

Percy Germain was born in 1888 and served twelve years in the Royal Navy (1907-1919 Petty Officer). He joined the Bute Dock Police in 1919 and was promoted to Sergeant around 1925- he was the first officer at Cardiff to have to pass an exam to be promoted. In 1942 he was on patrol cycling along the side of the Roath Dock and had to dive for cover when a single German aircraft flew low over the dock and released a stick of four bombs which exploded harmlessly in the water. Later in the war he was the sergeant in charge of policing large inland postal depot at St Mellons on the outskirts of Cardiff.

Having survived both world wars he was on his way home from night duty in 1948 when he was knocked down in a road accident on Newport Road in Cardiff. He was taken to hospital and had a leg amputated but died of his injuries on 27 July 1948. He is buried at Nailsworth in Gloucestershire.

SOURCE: Bute Dock Police Joiners & Defaulters Bk, BTCP Jnl V.1 No.2 Jan 1949

### **GOATMAN William**

William Goatman was serving with the Midland Railway when, on 18 February 1860, he was acting as a pointsman when he was knocked down and run over by a goods train. He was severely injured and died almost immediately.

SOURCE: Bristol Daily News 1860, National Roll of Honour

### **GORRINGE George**

London & Brighton Railway Police Constable George Gorringer was employed in the Clayton tunnel near Brighton, to carry out certain safety procedures. He was 25 years of age and had been in the force for some three years. At midnight on the 12 October 1842 Pc Gorringer ran into the tunnel to relieve another officer, Charles Peach. He complained to Pc Peach that he felt a little faint, which he had complained of previously and he was subject to nose bleeds and giddiness. He appeared able to carry out his duties, although he had fainted previously on two occasions.

When a train came through the tunnel sometime later, the fireman on board saw the figure of a man lying across the rails. He called out a warning, but the train was unable to stop in time. Pc Gorringer was seriously injured, one hand had been severed and only attached by sinew. He was taken to hospital where the deputy house surgeon diagnosed concussion of the brain, a fracture of the right hand and arm, and several other concussions on his left thigh and leg. Both his eyes continued shut for several days, although he was sensible. He underwent an amputation of the arm but some three weeks later, on the 3 November 1842, he died of effusion of blood on the brain, arising from the injuries received.

At the inquest held at the Sussex County Hospital, Brighton, before F. H. Gell, the coroner for East Sussex, the jury returned a verdict of Accidental Death.

SOURCE: Windsor & Eton Express 12.11.1842 Bells Weekly Messenger 18.11.1842



## **GOSS**

This officer died in 1836 and he is one of the earliest recorded railway police to die in the course of his duty. Sadly, we have been unable to establish his forename. Constable Goss served with the Liverpool & Manchester Railway Police and was on duty at Watry Lane, Warrington on the evening of Tuesday 1 November 1836. His duty there was to set the signal lamps to ensure the safety of trains crossing from one line to another. This he properly did but when the train passed by, the guard thought he felt a jolt and later inspection found Pc Goss lying on the track with multiple injuries. He was still alive at that time and every possible assistance was given but he died at 6am the following morning. The Coroner's inquest found a verdict of accidental death.

SOURCE: Research by A. RAE and S. Beamon- Times newspaper 20.11.1836, Manchester Guardian 09.11.1836 quoting the Liverpool Times.

## **GRANT Thomas Steel**

Glasgow & Western Railway Police Constable Thomas Grant was on duty at Ayr Station when, on 3 July 1906, he was knocked down by a railway locomotive. He suffered horrendous injuries with both lower limbs being severed. He was taken to Ayr County Hospital where he died of his injuries at 2.45pm the same day. Thomas Grant was a married man and was 63 years old when he died.

SOURCE: Death certificate transcript & Comment provided by S. MacKay (PAMT)

## **HASSALL Henry**

Henry Hassel, a constable with the London & North Western Railway Police was on night duty at Longsight Sidings, Manchester on the 18h December 1880. He was knocked and killed during a shunting operation. A shunter named Thomas Godfrey saw that the officer was standing in danger and called out to him, but he seemed not to hear. The officer was killed instantly. An inquest was held by the Coroner Mr. F. Price; the jury returned a verdict of accidental death,

SOURCE: Manchester Courier 18.12.1880, Merthyr Telegraph 21.01.1881, Lancs Gazette 22.12.1880

## **HAINES Alfred Lawrence**

Dealing with large crowds is always a difficult time for police officers and it is only in very recent times that training in handling crowd dynamics has been provided. The particular problem for officers policing the railway is that crowds must be kept a safe distance from the track and it was this task that PC Alfred HAINES of the Southern Railway Police was trying to achieve at Bungalow Town Halt near Shoreham on 19th August 1934. Officers were at the location in connection with an air display which was taking place locally. The Halt was very crowded and the officers were attempting to keep the crowds away from the platform edge. As an aeroplane was passing overhead Pc HAINES shouted at the onlookers to stay back. His attention was drawn to an individual in the crowd and he stepped back near the platform edge just

as a non-stopping train was passing through. He was swept under the train which was travelling at about 45 miles per hour. The driver of the train reported seeing a police helmet fly past his cab but he did not stop until the next station. PC HAINES was killed instantly. His body was found 268 feet from the end of the platform. PC HAINES had joined the L&BSCR Police at the end of the War and was stationed at Brighton. At the end of the Inquest held on 21st August 1934 the Coroner recommended that additional officers were required at events such as these and that the railway should run their trains at a safe speed.

SOURCE: Evening Telegraph 20.08.1934 22.08.1834, Sussex Agricultural Express 24.08.1934. Ministry of Transport Report, Will extract, Military Discharge Record.

### **HENDERSON Alexander (In Remembrance)**

With seventeen years' service, having joined the North British Railway Police on 10 May 1903, Alexander Henderson was appointed to represent Scottish Railways Police on the historic first national Railway & Dock Police Federation in 1920. He was promoted to Detective Sergeant the same year. Then, after the railway amalgamations of 1923, he was serving in the London & North Eastern Railway Police (LNER) when he was promoted to the rank of Inspector in 1926. He died on duty while still serving in that rank, at Edinburgh Waverley Station on 25 May 1934 at the age of 58 years. Although the actual cause of death is not known, the records make no mention of an accidental or otherwise similar cause, it is to be presumed it was natural causes.

SOURCE: BTPHG Police Service Record (PSR2), LNER Magazine 1934, Evening Telegraph 25.05,1934.

### **HENDERSON James**

During the First World War a number of 'Temporary Constable' (also sometimes referred to as 'Special Constables') were taken on to replace regular officers who had joined the colours. James Henderson was one of these, serving at Monkwearmouth Station, Sunderland. He was on night duty at around midnight on 12 January 1916 when he attempted to cross the line when two trains were approaching or leaving the station. It was a very windy night and that may have been the reason why he did not hear the approach of the second train which knocked him down. He suffered a fractured skull which resulted in death almost instantaneously. A verdict of 'Accidental Death' was recorded. He was 47 years of age and lived at 1 Roseville Street Sunderland.

SOURCE: Newcastle Journal 14.01.1916, BTPHG NR

### **HIBBS Thomas**

At the time of his murder Detective Thomas HIBBS was employed by the LNWR at the Curzon Street Goods Depot Birmingham. On Saturday 10th August 1901 a local bone gatherer, James LEA, went to bathe in the canal that ran near the railway depot. In the canal he found the body of Dc HIBBS which had been badly beaten. Attempts at resuscitation were made by members of the crowd that soon gathered,

using the arm pumping methods which were popular at the time. During this process a passer-by removed the deceased's watch and made off saying '*he won't need this anymore*'. The area in which the depot and canal were situated was described as 'rough' by the local papers. The goods depot was the scene of frequent thefts and various theories were put forward as to the reasons for the murder. The Officer's handcuffs were found on the canal bank and his staff was later discovered floating in the water. Enquiries into the death were made by the City Police and the LNWR, under the same Supt COPPING who had been involved in the investigation of DS KIDD'S murder six years earlier. A letter from an informant (who was easily traced) naming the murderer was found to be nothing more than a piece of nonsense. Eventually three men were arrested but the prosecution was discontinued because of a lack of evidence. At the resumed Inquest on 29th August 1901 the Coroner recorded a verdict of unlawful killing and recommended that railway police officers should patrol in pairs. Dc HIBBS was married with two young children. His brother, William Hibbs, also served in LNWR Police at Birmingham and went on to become a superintendent in the LMSRP.

SOURCE: Contemporary investigation papers Viv Head research

### **HILL John Alfred (In Remembrance)**

Detective Inspector John Hill was a conscientious and extremely well respected and well-liked officer stationed at Liverpool Street, London Area. On 3 May 1954 he boarded a train at 5.55pm from Liverpool Street and just thirty minutes later he collapsed and died, seemingly without warning or prior indication of illness. It left his family, friends and colleagues quite stunned. There is a lengthy obituary in the 1954 BTC Police Journal. He had joined the LMS Police force in 1936 and served as an instructor at Tadworth as well as working his way through the rank structure of the day. (He was appointed Detective Inspector (Class III) in 1948, (Class II) in 1949 and Divisional Detective Inspector in 1953.) His funeral took place at Golders Green Crematorium and was attended by many senior officers from BTC, Metropolitan and City of London police forces. Detective Inspector John Hill left a widow and three young daughters.

SOURCE: BTC Police Journal No. J2/12/42 1954

### **HILLIER William**

William Hillier had been serving as a constable with the Great Western Railway Police at Steventon for just six months when he was run over by a goods train on Friday 16 October 1868. He was badly mutilated. The inquest took place the following day at the Red Lion public house Milton before the Coroner A.D. Bartlett Esq. A verdict of accidental death was returned. The jury greatly sympathised with the father and gave up their fees to him.

SOURCE: Berkshire Chronicle 17.10.1878

### **HOLLAND George**

A member of the Lancashire & Yorkshire Railway Police, PC James Holland was on foot patrol approaching the East Lancashire Railway warehouse at Preston on 25 April 1882 when he was struck by a train. He was badly mutilated and died instantly. He was 42 years of age, was married with seven dependent children.

SOURCE: 1881 Census, Preston Chronicle 25.04.1882, Manchester Evening News 26 April 1882 Birmingham Daily Mail 26.04.1882 (Shown as James Holland but 1881 Census and Preston Chronicle show George)

### **HOWARD Thomas**

Sergeant Thomas Howard of the Bute Dock Police, Cardiff, drowned in the Junction Canal which connected the West Dock to the East Dock. He died on 18 December 1869 at the same place as Constable John Scudamore had drowned eleven years earlier. Thomas Howard died in suspicious circumstances on night duty after he had blown his police whistle to summon help. Two constables rushed to the scene to find a foreign seaman named Halman struggling in the water. After they rescued the seaman they found the body of the sergeant. The seaman was evasive, saying he had not seen the sergeant and tried to run away. Halman was arrested on suspicion of murder but with no other witnesses or other evidence he did not stand trial.

SOURCE: Western Daily Mail 21.12.1869, Cardiff Times 25 December 1869

### **HURDLE Albert**

It was a little after 6pm on Friday 24 January 1896 when 58-year-old Albert Hurdle, a serving constable with the London & Brighton & South Coast Railway Police was on duty at Brighton Station. It was mid-winter and quite dark at the time. It is believed that the unfortunate officer tripped on some telegraph wires and fell into the path of a London bound train and was run over.

SOURCE: Mid-Sussex Times 24.01.1896

### **JAMES Michael**

An entry in the BTC Police Journal records that Constable Michael JAMES died on 29 November 1956 as a result of an accident on duty on the previous day. Pc James had been on duty at Shore Road Crossing, Birkenhead during shunting operations and was found lying on the railway lines in a badly injured condition. There were no witnesses to the accident. Pc James had joined the former Cheshire Lines Committee Railway in 1920 and all of his service was in the Liverpool and Birkenhead area. A particularly distressing aspect of this case is that the officer was due to retire in December when he would have reached the age of 65 years.

SOURCE: BTC Police Journal April 1957 p. 49

### **JONES Charles**

Constable Charles Jones was a newly appointed policeman with the London & Birmingham Railway Police. On the 18 January 1940 he was on night duty at Watford Tunnel when he was caught in the passing of two trains travelling in

opposite directions. A truly deadly combination. He was unable to get of the way in time and was knocked onto the rails by the train that was traveling at 35 miles an hour. The whole length of the train passed over the deceased's body. His head was crushed and his body badly mutilated, death would have been instantaneous. It was his first turn of duty at the tunnel. An inquest was held by the Coroner F.J. Osbaldiston at the Clarendon Arms near Watford Station. He commented that such an inexperienced officer should not be placed at such a dangerous spot. L&BR Police Superintendent Bedford said that he would not place such a newly appointed officer there again.

Watford Tunnel was considered to be a most dangerous place to police. It was only a little over a year since Pc James Daniel had been killed at the same spot.

SOURCE: The Charter 26.01.1840

### **JONES Herbert**

Sergeant Herbert Jones was on duty at Camden Goods Station on 18 January 1917 when he was struck by a train. He died of his injuries 3 February 1917. He was 57 years old and had served for more than thirty years.

SOURCE: LNWR Gazette 1917 Vol 6 (Copy of original requested from NRM- yes but currently closed (Covid-19) may take some weeks.) (No news report found)

### **KEATING John (In Remembrance)**

John Keating served for many years in the Nottingham Constabulary. He was born in 1836 in Nottingham but by 1915, at the age of 63 years he was serving as a constable with the Great Central Railway Police in Nottingham. His occupation has been described variously as 'watchman or private constable' in one report and Auxiliary Constable in second report and police magazine. There is no such legal entity as a 'private constable' and an auxiliary constable would usually mean a sworn constable, additional to a police force's strength. (Also sometimes known as an 'additional' or a 'supernumerary' constable.) The force receiving payment from a private company or outside body for providing a constable dedicated to protect their property on a full time basis. In this case Queen's Walk goods station for the additional benefit of Messrs Logan and Hemingway contracted to the Great Central Railway, hence a GCR policeman.

At 1.30pm on 23 March 1899 he had barely left home to walk back to duty after a dinner break when he collapsed and died in the street from a heart attack. He lived with his wife at 25 Waterway Street, Nottingham; they had three children:

SOURCE: Anthony Rae research

### **KELLY James**

James Kelly was fifty-seven years old and had served as a policeman with the North Eastern Railway Police for many years. On Saturday 30 July 1870 he was duty at Percymain Station near South Shields when, approaching 9.25pm, he had occasion to cross the railway track to reach the down platform to meet passengers from the

9pm train from Newcastle. At the last moment he fell onto the rails and the approaching train ran over him, inflicting 'fearful' injuries. He was carried home to North Shields and he died the following day.

SOURCE: Carlisle Journal 02.08. 1870

### **KENDALL Sydney**

Pc Sydney Kendall served with the British Transport Commission Police at Newton Abbot Station. He was crossing the lines on foot near the station on 18 April 1950 when he was struck by a passenger train from Exeter. He was killed instantly. There is a report of a Sydney Kendall stationed at Newton Abbot station in 1919, indicating that the officer had over 30 years' service.

SOURCE: Western Times 21.04.1950

### **KIDD Robert**

The murder of Detective Sergeant Robert KIDD is probably the best recorded of the deaths on the Roll of Honour. DS KIDD was thirty-seven years old and employed by the London and North Western Railway. He had served at other locations in the north west and had formerly been a constable in the Manchester City Police. On 29 September 1895 KIDD was sent to Wigan to liaise with another officer, Detective Constable OSBOURNE, about the problem of repeated thefts from goods wagons held in the sidings which now lay derelict just south of the modern Wigan North Western station. The two officers entered the sidings from the direction of the station and immediately saw a group of men who they challenged. The group made off chased by the officers. In their attempts to detain the offenders a fierce fight ensued. OSBOURNE was seriously assaulted and KIDD received multiple stab wounds and died at the scene. An investigation was started without delay and involved the Borough, County and Railway forces. Superintendent COPPING attended from the LNWR headquarters in London but the Borough Police who soon arrested a group of men who lived near the scene did most of the "hands on" work. After drawn out committal proceeding and an Inquest, which also committed the suspects for trial, the case came before the assizes at Liverpool. Two men were convicted of murder after a third suspect gave evidence for the Crown. Both were sentenced to hang. One, Elijah WINSTANLEY, was executed on 17th December 1895 and the other, William KEARSLEY had his sentence commuted to penal servitude for life. Robert KIDD left a widow and seven children under the age of twelve. The wagon, which was subject to the attention of his murderers, carried only a consignment of sweets. A local story at the time suggests that WINSTANLEY spent part of the evening of the murder drinking with the man who eventually executed him. Indeed, the murder attracted a great deal of interest from the national and local press. Louis TUSSARD displayed a wax effigy of the murdered officer in a local hall and a campaign was started to raise money for the families of the convicted men. Funds were also raised for the family through a fund started by the Mayor and supported in Police Review.

DS KIDD'S widow was granted a pension of 25/- a week until the eldest son was old enough to be employed by the LNWR.

In 1993 a student accommodation building at the British Transport Police Training Centre was named in memory of DS KIDD. A direct descendent of the murdered man is a serving officer in the North West Area of the British Transport Police.

SOURCE: The Police Service National Roll of Honour. Paper: *A Deed of Savagery, Bloodshed & Death: The Murder Of Detective Sergeant Robert Kidd 1895* - Philip Trendall 1995.

### **KILDALE John B.**

On the 3 January 1951 Constable John Kildale was serving with the British Transport Commission Police stationed at York. He was on duty working alone in a goods yard. At the time, loose wagons were being pushed over the 'hump' to be diverted into certain lines to form trains. The officer was last seen examining wagons at No 1 line. Shortly afterwards he was seen lying across the two lines with injuries suggesting that he had been knocked down by a wagon on another line. There were no witnesses. He died on arrival at hospital. The cause of death was given as hemorrhage and shock due to severe multiple injuries as result of being struck by a goods wagon in a railway shunting yard.

SOURCE: BTC Police Journal Vol 2, No.1 Page 34, York Coroner's Inquest Book

### **KING John**

Constable John King was a member of the Great Western Railway Police stationed at Taunton when he was found dead in his police box on New Year's day, Monday 1 January 1849. No cause of death was ascertained but the night had been bitterly cold and that may well have been the cause. John King left a wife and four children.

SOURCE: Taunton Courier 03.01.1849. Exeter Flying Post 18.01.1849.

### **LAY Alfred**

Detective Sergeant Alfred Lay had thirty years' service with the London and North Eastern Railway Police when he suddenly collapsed and died in the booking hall at Leyton railway station on the evening of Tuesday 4 November 1930. He lived at Pearcroft Road in Leyton and was likely to have been returning home from work when he died.

SOURCES: LNER Magazine, Chelmsford Chronicle 07 November 1930

### **LEAFE George William**

The death of George LEAFE was described in newspaper reports as '*The Leeds Umbrella Tragedy*'. On 14 March PC George Leafe was called to eject a well-known local female vagrant from Leeds Station. The woman was abusive and refused to leave. When being ejected she threw her umbrella with great force at the officer striking him in the face. A witness described the umbrella as *being stuck in the man's head as if it might have been a turnip*. In fact, the umbrella spike lodged in the

officer's face causing a small, but deep, wound. The officer was sick for a few days but was keen to return to work for financial reasons. The same reason prevented any medical consultation. However shortly after his return to work he was again taken ill. After some delay a doctor was called to his home and rest was recommended. He died on 26 March 1907. A post-mortem examination showed that he had died from meningitis, the most likely cause being the infection of the facial wound. The vagrant, Madge Dunning, was charged with Manslaughter but the charge was later withdrawn because there was a small chance that the meningitis was a coincidence. There were no other reported cases of meningitis in the area at the time. Modern analysis would have been able to pinpoint more exactly the cause of death and treatment of the wound may well have saved the unfortunate PC Leafe

SOURCE: Leeds Mercury 04.04.1907, 06.04.1907, 20.04.1907 and others.

### **LEGGHE Hezekiah**

Police Constable Hezekiah Legge was stationed at the Bristol & Exeter Railway Station at Bristol. He had about three years' service but prior to that he was believed to have served for upwards of ten years in the Bristol Borough Police. On the 14 August 1873 he was standing on the platform when he turned to warn passengers to keep clear when he himself was caught by some trucks, knocked down and several of the trucks passed over his leg. He was taken to hospital but died within a few hours. He was 34 years of age and a married man, thought to have one son aged about two years. He had been living in the Bedminster area of the city.

SOURCE: The Times 20.08.1873, North Devon Journal 21.08.1873 and 1 other.

### **LENNY Herbert Charles**

Herbert Charles 'Bert' Lenny was a British Transport Police dog handler based at Stratford. On Sunday 25 November 1973 he was on duty when he arrested a man near Kings Cross and took him to the otherwise unoccupied uniform police accommodation at Kings Cross Goods Yard. The office was on the first floor of an original Victorian row of offices. Whilst going through the formalities of the arrest he suffered a heart attack and collapsed and died. The prisoner tried to help the officer firstly by giving him first aid and then telephoned to summon an ambulance. This was a worthy response given that he could have simply slipped out of the door.

Pc Lenny was 52 years old and he had 26 years' police service. His funeral was attended by many of his colleagues including senior officers led by Assistant Chief Constable R.E. Kerr. His 9-year-old police dog, Mac, was retired and presented to the family.

SOURCE: BTP Police Journal 1973, BTP GOs, BTP PRC, Personal Recollections

### **LEWIS William**

Stationed at Croydon, William Lewis was a 43-year-old constable with the London & Brighton Railway Police. On the morning of Thursday 10 February 1842, he was on duty between Windmill Bridge and Croydon Junction. As the train from Brighton



approached, the engineer saw the officer on the line and began to slow the train and blew the whistle. The officer took no notice and it seems that the sound of the approaching train was masked by another train in the area. The train slowed to around 10 miles an hour but was unable to stop before striking the officer. He sustained serious injuries and was conveyed to Guy's Hospital. He died the following day, Friday 11 February 1842 and was buried at St John's Parish Church in Croydon on 16 February 1842. At the inquest held on Saturday 12 February by the City Coroner, Mr. Payne, a verdict of Accidental Death was recorded.

SOURCES: Death Register & Burial Register extracts, Morning Advertiser 14.02.1842, Bell's Weekly Messenger 12.02.1842 and two other newspaper articles.

### **LINGARD John Arthur**

Special Constable John LINGARD of the NER Police is the only railway police Special Constable to have died as a result of his duties. While patrolling at Hull on 22 September 1914 he stepped onto the line and was hit by a train which dragged him to his death. A verdict of Accidental Death was recorded at an Inquest held on 24 September 1914.

SOURCE: RAE/Police Rev 2/10/14 p.476 (email to Nat police library 13.08.2019)

### **LLOYD Frederick Wyndham**

Twenty-seven-year-old Frederick William Lloyd was a dock constable with the Grand Union Canal Police when, on 17 June 1936, he was involved in a road accident. He was riding a motorcycle when he was in collision with a motor lorry at the junction of Shadwell High Street and Glamis Road, London. Sadly, he sustained a fractured skull and was killed in the collision. We do not know whether or not he was on duty at the time of the accident. However, Glamis Road leads directly from Shadwell Basin and given that he was a dock policeman living in Brentford, at 26 Lateward Road, it is highly likely that he was going to or coming from duty. He has therefore been included in the Roll of Honour.

SOURCE: Gloucester Citizen 18.06.1936. Copy of death certificate

### **LOOM Frederick William**

PC 153 Frederick LOOM was employed by the Midland Railway on the other side of their empire at Poplar Dock in east London. PC LOOM was nearing retirement as he was sixty-three years old and had entered service in 1883. His posting at one of the less taxing posts on the Midland may have had something to do with his age or was possibly connected with his demotion from Sergeant in 1895. On 17 January 1913 he fell while knocking in a bolt with a piece of wood. He broke his thigh and contracted double broncho-pneumonia from which he died on 19 January 1913. A verdict of accidental death was recorded. His family received £248-1-6d compensation, £12 from the Midland Railway Friendly Society and £6 from the Police Benevolent Fund.

SOURCE: RAE/RGO/Police Record Card (PRC)

### **LOXTON Aaron**

Aaron Loxton, a policeman with the South Wales Railway Police at Riverside Station (later Cardiff General, now Cardiff Central Station) was killed whilst walking home along the railway line from work on 22 February 1859. An inquest was held two days later and Josiah Jolly, a police colleague, said that he last saw Loxton alive about ten minutes to ten on the evening when he left work to walk home to Canton.

Loxton lived near the level crossing in Canton and usually walked home along the line. He was a perfectly sober and steady man and had been in the service of the company nine years. It was a dark night and Pc Jolly warned him to beware of the down express (heading towards Swansea) which was due at seven minutes past ten. Loxton's body was found at half past five on the following morning, lying between the two lines, his head against the up rail some six or seven hundred yards from the station. Train wheels had evidently not passed over any part of his body and it was Pc Jolly's opinion that he was struck by the buffer plank that threw him so violently forward that his head had come in contact with the rail and thus caused his death. The jury returned an accidental verdict.

SOURCE: Cardiff & Merthyr Guardian 26.02.159 p.6 (Comprehensive report)

### **LUTKIN Dennis**

Dennis William Lutkin was a Railway Constable with the London, Brighton & South Coast Railway Police. He was 49 years of age and on night duty on Saturday 3 March 1900 at Norwood Junction. He was crossing the lines to attend to the up-mail train from Brighton which had just arrived when he was knocked down and killed by a local train. The inquest was held at Croydon when the locomotive driver told the coroner that he had attended eight inquests, five when he had run over victims as a driver and three when he was a fireman. A verdict of Accidental Death was returned.

SOURCE: Dundee Evening Post 8 March 1900

### **MacRAE Peter**

On 15th November 1935 PC Peter MacRae and two colleagues were conducting observations in an attempt to catch offenders stealing from coal trains at Thornhill near Rotherham. As a coal train moved off the officers ran alongside keeping watch through the wagons. PC MacRae slipped on some lineside rubbish and bumped into another officer, PC Howard. Both officers fell and PC MacRae was crushed under the wheels of the train. An Inquest was held three days later and the Coroner stated that he wished it be recorded that Peter MacRae "*died doing his duty*".

SOURCE: RAE/Rotherham Advertiser 16.11.1935 & 23.11.1935

### **MAGUIRE (forename unknown)**

Constable No. 61 Maguire of the South Western Railway police was on duty at the Nine Elms terminus on 29 December 1845. In opening the great gates at the terminus to allow a post chaise to enter, he was struck on the head by a pole, fell to the ground and was run over by the carriage. Dr Stathan was in immediate attendance and due to the severity of his injuries, the unfortunate officer was taken

to St Thomas' Hospital where he died the following evening. At the inquest held two days later, a verdict of accidental death was recorded.

SOURCE: John Bull Magazine 05.01.1846, Morning Post 31.12.1845

### **MANNING Richard**

In 1861 Constable Richard Manning was serving with the Bristol & Exeter Railway Police near Taunton. At twenty years of age, he could not have had much service or experience. He signed off duty at 8pm but it was Saturday night, (19 January 1861) and he stayed on, playing cards for cider with colleagues. At 11pm it was Richard who took a lamp to pass the up-mail train to Bristol (due there at 12.25am). While the train was passing another policeman saw a down-train pass at the same time. It was feared that Richard had been struck by this second train and a search quickly found this to be correct. His badly mutilated body was found about fifteen feet from where he would have been standing. Death would have been instantaneous.

An inquest was held by the Coroner N.N. Monckton Esq. at the Victory Inn at Allerford near Taunton on Wednesday 23 January 1861. Railway Police Superintendent Blackmore, from Bristol, was present at the hearing. A verdict of 'Accidental Death' was arrived at and a second policeman named Phillips was severely censured for his conduct. Richard Manning was due to be married on the following Lady Day (by tradition, 25 March)

SOURCE: Bristol Daily Post 24 January 1861

### **MARKS Albert Levy Carslake (In Remembrance)**

As a police inspector with the Great Northern Railway Police Albert Marks was well-known and well-respected having been the officer in charge for the Doncaster District for fifteen years. On Thursday 22 April 1920 he was on his way to court at Newark to prosecute a case of alleged theft. He was taken ill at Newark station platform and died before a doctor could attend. He previously served at Kings Cross, Hitchen and Boston having been a policeman throughout his life. He was 47 years old and lived at 10 Hexthorpe Road, Doncaster and left a widow, Alice and two sons Alex and Leslie.

SOURCE: Yorkshire Evening Post 22.04.1920. 1911 Census, Probate notice

### **MARSH Alfred**

On 23rd August 1897 two officers of the Lancashire & Yorkshire Railway Police were called to a ship at Fleetwood Docks, the *Ormesby*, to deal with two drunken sailors. PC Fisher and PC Alfred Marsh tried to eject two men - Robert Bolton and Peter Carney. A violent struggle took place and the officers were separated. PC Marsh was found in the hold of the ship seriously injured. Bolton was arrested and a search of the neighbouring ship, the *Amarapoora*, resulted in the arrest of Carney. PC Marsh was attended by a local doctor and was found to have suffered a dislocated shoulder, broken ribs and a pierced lung. He was taken to the Cottage Hospital where he lay until 12 January 1898 when he died of his injuries. Although Carney's trial was delayed, Alfred Marsh was never fit enough to give evidence. In his

absence Carney was convicted at Manchester Quarter Sessions of assaulting the officer and was sentenced to six months hard labour.

SOURCE: Liverpool Echo 13 January 1898.

Phil Trendall Roll of Honour research paper 1999

### **MAULE John Clement**

Was a serving officer with the Newport Harbour Commission Police when he died on the 8 December 1868. He went on duty the previous evening at Pengwelly and was found at 5am, lying in the mud near Tredegar Wharf when the tide receded. It was thought that the strong winds during the night blew his cape into the water and he drowned while trying retrieve it. He was just 23 years old and had been in the force a short time. He lived in Castle Town (now Castleton) and leaves a young widow.

SOURCE: National Police Roll of Honour, Cardiff Times newspaper 12.11.1868

### **McCLURE James**

A dock policeman at Cardiff Docks, 45-year-old James McClure drowned in the West Dock whilst on night duty on Saturday the 20 August 1859. An inquest was held on Monday 22.08.1859 at the town hall before the deputy coroner George Simon Esquire and a respectable jury. Constable James McClure had only joined the Bute Dock Police about eight or 10 days previously. He was seen on his beat by the sergeant between twelve and one and seemed perfectly alright. Between one and two am he spoke to a watchman named Hayes. At this time he appeared to be coming from the police station and going onto his beat which extended from Powell's tips to the wire works. It was quite a clear moonlit night. Another officer, PC Woodhouse spoke to Hayes sometime afterwards and asked if he had heard a plunge in the water? Hayes replied no and no more notice was taken of the circumstances. When Pc Woodhouse came off duty at 6 o'clock in the morning he reported that he had heard a splash in the water as the deceased had not then returned. A search was made near the spot indicated by Constable Woodhouse and the James McClure was soon found, quite dead. There was a slight mark over his right eye, supposed to have been caused by his falling upon some rafts of timber floating near to the foot of the West Dock. The opinion of the jury was that he had accidentally fallen into the water and they returned a verdict of 'Found Drowned'. Pc McClure lived in Ellen Street and left a widow and some children perfectly destitute.

(Within the previous two days, a seaman had fallen from his ship and drowned in the East Dock and another had fallen from a mast and had also been killed.)

SOURCE: Cardiff Times 27.08.1859, CPR Folder.

### **McCLAFFERTY James Daniel**

Chief Inspector James McClafferty is one of the most senior officers to appear on the Force's Roll of Honour. Chief Inspector McClafferty was fifty-seven when on 1st October 1954 he saw a man steal two cartons of cigarettes from a British Transport Commission van which was parked in a street in Edinburgh. He chased the suspect

but collapsed and died of a heart attack in Dalry Road. Chief Inspector McClafferty had originally joined the Caledonian Railway Police in 1919.

SOURCE: RAE/BTC Police Journal, Lancashire Evening News 01.10.1954

### **McLEOD John**

British Transport Commission Police Constable 190 John McLEOD was accidentally knocked down and killed by a goods train in the early morning of 10 November 1953 at Burntisland where he was stationed. He had eight years' service having joined the force on 8 October 1945 and was a married man with three young children. The officer was cremated on 13 November 1953 when a large contingent of police were in attendance including the Chief of Police and Superintendent John Bell of the Edinburgh Division

SOURCE: PRC folder: Police Journal Issue 2, No 10, p.45 extract.

### **McMANUS Henry**

Henry McManus was born on 26 October 1831 in Chelsea. He joined the London and North Western Railway Police sometime between 1856 and 1859. His death certificate shows that he was accidentally killed on the railway at Sudbury (not far from Wembley) in December 1860, apparently on the 26<sup>th</sup>. The inquest took place on the 4 January 1861 and the registration of death made on the 26 January. Henry was buried on the 5 January 1861 in the graveyard of St John the Evangelist in Wembley.

SOURCE: Death certificate and Steve Beamon research

### **McMILLAN Walter**

On 25 January 1960 another officer from the Scottish Area died in pursuit of a criminal. PC Walter McMillan of the BTC Police was chasing an offender at the Mineral Depot in Morrison Street Edinburgh when the suspect jumped over a wall. PC McMillan also leapt over the wall but at a point some distance from the suspect and a twenty-foot drop. PC McMillan suffered a fracture to the base of his skull from which he died a short while later. PC McMillan has just completed his probation. He was thirty years old and was married with three children. A collection by his colleagues raised £300 and an additional £10-10/-was donated by the BBC after the corporation made a radio programme about the work of the BTC Police.

SOURCE: RAE/BTP Journal/Whitbread/Edinburgh Evening News 26.01.1960

### **MERCER Joshua**

Very little is known about Joshua other than the brief circumstances of his death. He was from Liverpool and an officer with the Yorkshire & Lancashire Railway Police. He alighted from a train at Bluepits Station, Rochdale on Saturday night on the 17 January 1863. It was his intention to catch the next goods train into Yorkshire, but he was standing with his back to a shunting operation and he was knocked down and instantly killed.

SOURCE: Dundee Advertiser 21 January 1873. Rochdale Observer 24 January 1873

### **MOORE Ernest**

PC Ernest MOORE was thirty-two years old and had been an officer in the Midland Railway Police for just two months when he was struck and killed by a train on 4 December 1906 at Heath Town Junction near Wolverhampton. His body was found in a mutilated state with the head crushed, a foot missing as well as other injuries. Death would have been instantaneous. The Inquest, held a few days, later heard that it was a dark and windy night and that it was likely that the officer did not hear the approach of the train. He lived at Wednesfield Road, Heath Town.

SOURCE: Biographical document by Inspector Phil Trendall c.2000. Derby Daily Telegraph Wednesday 5 December 1906, Birmingham Mail Wed 5 December 1906

### **MOORE Patrick**

An officer of the Great Junction Railway Police, Patrick MOORE was a constable of the line near Bridgeford, Staffordshire. Whilst on duty around 4pm on the afternoon of Monday 29 May 1843, he could be found drinking with some men at a rickyard. Hearing the approach of a train he hurriedly returned down the embankment and attempted to cross the line. At the last moment he turned to see the engine and was struck forcibly in the chest by the buffer and flung into a ditch. Somewhat surprisingly he was not killed instantly but survived until the afternoon of the following day. An inquest was held on Wednesday 31 May by Mr. R. Fowke at Bridgeford when the evidence was examined. It was clear that no-one was to blame except for the unfortunate deceased himself. Patrick MOORE was a widower and he left one daughter. The GJR company graciously paid for the officer's funeral at St Mary's churchyard, Stafford and supplied his daughter with mourning.

SOURCE: Manchester Courier & Lancashire General Advertiser 10.06.1843

(Credited to the Staffordshire Advertiser)

### **MORRIS John**

As a constable with the Great Central Railway Police, John Morris was stationed at Mansfield railway station. On 23 March 1906 he was on duty on the platform when he seemed to be taken by a fit causing him to fall from the platform onto the line. On the evidence of his son Charles Ernest Morris, his father was not subject to fits although Dr Wordsworth who attended on the night said that he had treated the deceased for epileptic fits. It was found the officer was bleeding from the back of the head and he died at 6am the following day. He was 50 years of age, had been a constable for about 18 months and lived at Princess Street, Mansfield. At the inquest held on 27 March 1906 the jury found that death was due to injuries sustained in the fall following an epileptic fit.

SOURCE: Nottingham Evening Post 27.03.1907

### **MUNRO William**

Having previously served for some ten years in the Forfarshire Constabulary, William Munro joined the Highland Railway Police as a constable at the locomotive yard at

Inverness. On 23 January 1899 on his afternoon rounds, he made to cross a set of lines when he was knocked down by a shunting engine and several wheels passed over his shoulder and neck. His head was very nearly severed, and death would have been instantaneous. He had joined the Highland Railway Police only about six months previously and in that time he had become a well-respected officer. He was 38 years of age, a native of Inverness and he left a widow and five children, the youngest being just six months old.

SOURCE: Dundee Advertiser 24.01.1899, Falkirk Herald 28.01.1899

### **MURDOCH David Tanner**

David Tanner Murdoch was one of two London & North Eastern Railway Police officers killed on duty outside Glasgow in 1938. It is the only occasion in the history of railway and dock policing to have claimed the lives of more than one officer during the same incident. On 14th December 1938 two officers; PC Allan Proudfoot and PC David Tanner Murdoch were on plain clothes foot patrol on the line near Port Dundas, Glasgow. The exact circumstances of their deaths is unclear but it is believed that they were both struck by a goods train from Glasgow. Their bodies were found at 6.30am by another patrolling policeman. Both deceased men were experienced officers. PC Proudfoot was forty-seven years old and PC Murdoch forty five years old. Both were stationed at Glasgow and lived in the city.

SOURCE: Derby Daily Telegraph 14.12.1938, The Scotsman 15.12.1938

### **MURRAY Donald**

On Friday 10 October 1873 at just after 6 o'clock in the morning, at the L&NWR Terminus constable Donald Murray attempted to cross the line while an engine and two carriages were coming up to the platform. On reaching the facing points the officer was struck by the buffers of the first carriage and he was thrown across the rails. His head coming between the wheel and the points and the as a result, the first carriage became derailed and when the brakes were applied, it was forced up on the opposite platform, completely smashing the side of the second carriage. Constable Murray was cut to pieces and died instantly. He left a wife and a large family unprovided for. Inquest held 10 October 1873 recorded verdict of Accidental Death.

SOURCE: Hull packet Newspaper Tues 07.10.1873, Morning Post 11.10.1873

### **NASH William**

PC William NASH, age 31yrs served in the Newport Harbour Commission Police and was found drowned on 18.08.1855 when he fell into the water of the Town Pill<sup>1</sup>, while on foot patrol near the Cinderhill Wharf. <sup>1</sup>[The term 'pill' refers to a cut or inflow of water into a river where small boats can be moored.] Superintendent Huxtable reported a few days later that donated subscriptions for his widow and children was then £17.16s.6d but he expected that more money would be raised.

Source: Nat. Police Memorial Roll of Honour, Monm'thshire Merlin news 25.08.1855

### **NEAL (sometimes spelt as NEIL) James**

Most officers who served at the docks who died in the line of duty succumbed to drowning. Constable James Neal serving with the Great Central Line Railway Police at Grimsby Docks was no exception. There was one unusual aspect to his death on 10 November 1917. It seems that he was in company with a seaman named James Patterson, a deck hand on a minesweeper. It was a dark night and a storm was blowing and both men were found drowned in the same place. There is no evidence to show if the two men were actually together and if so, in what circumstances. Constable NEAL was aged 61 years and was a married man with four daughters and a son, the youngest of his children. His death was recorded as an accident.

SOURCE: A variety of records and documents researched by Anthony Rae. BTPHG Collected Police Records file. (CPR)

### **NEWSHAM John**

On Tuesday 21 December 1847 Manchester, Sheffield & Lincolnshire Railway Policeman John Newsham was on duty, stationed at the entrance to Woodhead Tunnel. He attempted to board a moving pilot engine for the purpose of going just a few yards along the line. The step however was covered in snow and he lost his footing and fell to the ground. One of the wheels of the engine passed over his right foot. He was conveyed to the infirmary and the foot was amputated. His injuries were such though that he did not rally and died a week later on Tuesday 28 December. An inquest took place the following day at the Royal Infirmary before the City Coroner Mr. Chapman. The deceased had been quite sober at the time and must have known that what he attempted to do was contrary to orders and a verdict was passed accordingly.

SOURCE Manchester, Sheffield & Lincoln General Advertiser 01 January 1848

### **OLIVER Robert Pryce (In Remembrance)**

With more than thirty-five years' service, British Transport Police Inspector Robert Pryce Oliver, stationed at Irvine, was fifty-eight years old when he died of natural causes on 17 February 1987. At that age, he was naturally close to retirement. The actual cause of his death is not currently known.

SOURCE: Nominal Roll & BTP Personnel system Kalamaz

### **PARSONS John**

On Christmas Eve, 24 December 1856 Acting Bristol & Exeter Railway Police Constable John Parsons was on night duty at Nailsea Station when the night mail train was approaching. The engineer on the train saw the officer cross the line in front of the train then turn back to re-cross the line. He left it too late however and he was struck by the buffer of the train. His body was found beside the line and his lamp near the box where he was stationed. His cap was found on the front of the locomotive when the train arrived at Bristol.



He was described as a steady man and there was a suggestion that he was sleepy and confused at the time. At the inquest, held by the Coroner Bruges Fry, a verdict of Accidental Death was recorded. He was 47 years of age.

SOURCE: Weston-Super-Mare Gazette & General Advertiser Sat 27.12.1856 and Sat 03.01.1857

### **PEARCE Joseph**

In the mid-1850s the Bunch of Grapes public house in Merthyr was a favourite tavern for off-duty railwaymen and a number were gathered there just before Christmas 1856, on the 19 December. Amongst them was Joseph Pearce, a switchman and policeman of the Vale of Neath Railway Company. Pearce had previously been a constable with the Glamorgan Police at Merthyr as well as the Neath Borough Police.

Vale of Neath engine driver, James Oldfield was also in the pub together with Elias Jenkins and a man named Russell. All the men had been drinking and an argument developed between Joseph Pearce and Elias Jenkins. Outside the pub a fight took place and Jenkins was seen by engine driver Oldfield, to stab Pearce with a knife.

The local constable, Pc Dunlop, arrived on the scene and detained Jenkins. Pearce died of his wounds shortly afterwards. At the inquest, the Coroner explained the law to the jury as to the distinction between murder and manslaughter; the jury returned a verdict of wilful murder. However, at the Glamorgan Assizes three months later, Jenkins was found not guilty of the murder of Joseph Peace after he put forward the defence that it was both Pearce and Oldfield who had attacked him. Jenkins was found guilty of manslaughter and sentenced to twelve months imprisonment.

SOURCES: Cardiff & Merthyr Guardian 27.12.1856 and Cambrian Newspaper 03.01.1857, Glamorgan Record Office, Document Ref: dcon/220/2.

### **PICKEN Albert Edward**

Constable Albert Edward Picken was stationed at Park Lane shops, but on Saturday 11 March.1922 he was posted to Central Station, Newcastle to assist with crowd control for the cup tie. After finishing duty, he caught the 11.50pm train to Felling-on-Tyne Station and was knocked down walking along the line towards his home. He received terrible injuries but was still alive when found at 5.20am on Sunday morning. He died very soon afterwards. Known to his wife Emily as Bert, he had been married for six months before his death aged 26 years and left a young widow.

SOURCE: BTPHG PSR2. Evening Telegraph & Post 13.03.1911 and others.

Photo of grave with accompanying inscription.

### **PICKERING George**

On Saturday 14 December 1861 North Eastern Railway Policeman George Pickering was accompanying the market train which left Sunderland at 4pm that day. After leaving Murton Junction it seems he may have climbed the train, probably in order to turn the brake, but then fell under the carriages. Seeing that something was wrong, the engineman stopped the train and found the constable lying across the rails, the

train having passed over his legs. He was later taken to his home Burleigh Street where he subsequently died from his injuries.

SOURCE: Durham Chronicle Friday 20 December 1861

### **PICKLES Reginald Keith**

Served at Leeds as a cadet and a constable between 02.05.1960 and 04.04.1963 when re resigned to Join the Leeds City Police. Two years later, on 16 November 1965 he was on duty when he was fatally crushed by a reversing lorry. He was 23 years of age.

SOURCE: Police Roll of Honour Trust

### **PIKE John Edwin**

An officer who was on observations when he met his death was PC Edwin Pike who on duty on the loop line between Alderley and Wilmslow. At 11.20pm almost certainly on the 7 January 1938, his body was found lying in the 'four foot'. He was still alive but died shortly afterwards of injuries caused by a train. At the subsequent Inquest, on Monday 10 January 1938, the jury added a rider to their verdict of accidental death to the effect that "the system of warning of possible trains does not seem to be sufficient". The Inquest did not reveal the nature of the duties being performed by PC Pike. A representative from the Headquarters of the LMS Police told the court that the deceased was engaged on *secret duties* and after consultation the Coroner agreed that further details need not be disclosed in open court. Train wreckers were known to have been active on this part of the line and speculation suggests that this was what Pc Pike's secret duties related to. Edwin Pike was thought to have served with the Lancashire Constabulary prior to joining the LMS Police.

SOURCE: Western Gazette Friday 14 January 1938. Taunton Courier 15.Jan 1938

### **POOLE James (In Remembrance)**

Stationed at Coventry, James Poole, aged about 48, was a policeman in the London & North Western Railway Police. At 5.30am on Wednesday 4 September 1861 his son, who was on his way to work at Leamington Spa, found his father dead in the porter's lodge at the station. A surgeon, George Bodington was in attendance, but it was clear that the officer had not breathed for some time. It was known that he had spent much of the previous day working on his potato patch and it was supposed that he died of apoplexy. The Coroner thought it unnecessary to hold an inquest. James Poole left a widow and four children, who were said to be in a destitute condition.

SOURCE; Coventry herald 13.09.1861

### **POTTER Thomas Ambrose (In Remembrance)**

It is not in doubt that Thomas Potter was an inspector with the Metropolitan Police and that he had a good reputation as a thief catcher. Yet there is an enigma- while giving evidence at court in 1871, he also described himself as a superintendent with

the London & South Western Railway Police, for a period of at least four years. He was for instance, well known in Southampton where he prosecuted cases in the courts for offences committed on the railway. Seemingly this was while still an inspector with the Metropolitan Police- his record of service there states he served from 4 June 1849 – 15 November 1875.

At 10.30am on that November morning Superintendent Potter arrived by train at Cannon Street Railway Station. He stepped down onto the platform and collapsed to the floor. Mr Bartlett, a surgeon, was summonsed and arrived soon afterwards to confirm the officer was dead.

Thomas Potter was a member of the Grand Lodge and in 1871 was living at 19 Agnes Street, Waterloo Road.

SOURCES: Old Bailey proceedings 1871, Metropolitan Police record of service, Hampshire Advertise 14.08.1869, Poole & Dorset Herald 25.11.1875

### **PROUDFOOT Allan**

Allan Proudfoot was one of two London & North Eastern Railway Police officers killed on duty outside Glasgow in 1938. It is the only occasion in the history of railway and dock policing to have claimed the lives of more than one officer during the same incident. On 14 December 1938 two officers; PC Allan Proudfoot and PC David Tanner Murdoch were on plain clothes foot patrol on the line near Port Dundas, Glasgow. The exact circumstances of their deaths is unclear but it is believed that they were both struck by a goods train from Glasgow. Their bodies were found at 5.30am by another patrolling policeman. Both deceased men were experienced officers. PC Proudfoot was forty-seven years old and PC Murdoch forty five years old. Both were stationed at Glasgow and lived in the city.

SOURCE: Derby Daily Telegraph 14.12.1938, The Scotsman 15.12.1938

### **PURDY William**

William Purdy had served his country as a member of the Coldstream Guards during the South African War and the first year of the Great War before being injured and discharged. He was still serving his country as a police constable with the Great Northern Railway Police at Bradford when he was struck from behind by a locomotive whilst on patrol on 26 October 1916. He was very seriously injured and died in the infirmary shortly afterwards. He was 41 years old. Inspector Furniss gave evidence at the inquest held at the town hall on 30 October 1916.

SOURCE: Leicester Mercury 31.10.1916

### **RACE William**

The Railway Police were proud to have been the first force to introduce police dogs in the early part of the century. There has only been one recorded case of a dog handler being killed on duty and this occurred on 22 July 1940 just south of West Hartlepool Station. PC William RACE of the LNER police was on foot patrol with his German shepherd dog when he was struck and killed by a train. It was suggested at the Inquest that his dog ran in front of the train and the handler died getting it out of

the way, although this was unconfirmed. Inspector Bainbridge of the LNER Police gave evidence before the Coroner that police dogs were trained to defend their handlers and it was for this reason that the first railway staff that arrived on scene were attacked by the dog. The family nature of the police forces of the time is illustrated by the suggestion that this witness was the son of the Sergeant BAINBRIDGE who was killed on duty in 1908. PC RACE was fifty two at the time of his death. He had five children including two sons who were serving police officers.  
SOURCE: RAE/Police Review. Northern Daily Mail 23.07.1940

### **RALPH George**

A verdict of Accidental Death was recorded at the inquest on GWR Police Constable George Ralph who was killed when he was run over by a train in the early hours of Sunday 15 October 1882. The Coroner, Dr Danford Thomas heard evidence from GWR Police Sergeant George Allett who stated that the deceased booked on duty on the evening of Saturday 14 of October at Harrow Road Gates. At 3.30am, having found the officer missing from his post, he went in search of him. He found his body on the railway line near Westbourne Bridge. He had been cut in two. It was an area that the officer would have been very familiar with. A shunter named William Mugeridge stated that he had seen the deceased sitting on a railway line early that morning, close to where this body was discovered. It was not the same railway line as the one where he met his death. The officer was 59 years old and lived at 40, Penton Street, Pentonville in London.

SOURCE: Islington Gazette Monday 23 October 1882

### **ROBINSON John**

Pc John Robinson served with the North East Railway Police at Gateshead. On 9 April 1901 he was struck and killed by a train at Park Lane Gateshead whilst on duty.  
SOURCE: Sunderland Daily Echo 10.04.1901, Shipping Gazette 10.04.1901

### **ROBINSON Raymond George**

Sergeant Raymond Robinson was fifty-five years old when, on 29th August 1975, he escorted an illegal immigrant from Newhaven to the Royal Sussex Hospital at Brighton. While there the detainee became violent. With other officers Sergeant Robinson attempted to restrain the detainee. During the struggle Sergeant Robinson suffered a fatal heart attack.

SOURCE: BTP Journal Issue 110 Winter 1975

### **RODAWAY Alfred Biggs**

Pc Rodaway was on night duty serving with the Newport Harbour Commission Police on the 7 January 1864. He had found an inebriated man near the harbour on the River Usk at Newport and taken him back to the police station to sober up. Returning to his beat he somehow fell into the water and drowned, His watch had stopped at 4am. Fellow officers found him around 8am that morning. He left a wife and ten children, the youngest of whom was a two months old baby who became ill and died

very shortly afterwards. Pc Rodaway was a well-respected officer and a subscription amounting to £149 was raised for his widow.

SOURCE: The National Police Memorial Roll of Honour, Headstone at St Woolos Cemetery, Newport, Monmouthshire Merlin Newspaper 09.01.1864, 1861 Census

### **ROSS William**

Police Constable William Ross of the Lancashire and Yorkshire Railway Police was about to go off duty at 6.15am at Bolton Trinity Street Railway Station on 15 January 1868. He was in conversation with the night duty goods inspector, William Rothwell, when he was warned about an oncoming train bearing down on him. The engine was letting off steam and, confused, he stepped into the path of the train and was killed instantly. At the inquest, the jury returned a verdict of accidental death but added that better siding accommodation should be provided at the station. Pc Ross left a wife and three young children.

SOURCE: Leigh Chronicle & Weekly District Advertiser 18.01.1868, Yorkshire Post 18.01.1868

### **RUMMING Jacob**

A Constable with the Bristol & Exeter Railway Police, Jacob Rumming was 27 years of age when he met his death whilst on night duty at Silk Mill Crossing near Taunton on 27 August 1856. His duties included operating the signals at the crossing for the safety of the train crew and the public. He was knocked down by the 8pm train from Exeter a few yards from his duty box after apparently miscalculating the distance of the train. He suffered multiple severe injuries and death would have been instantaneous. Constable Rumming had been employed at his post for three years and was quite sober at the time. An inquest was held at the New Inn, Bishop's Hull before W.W. Monkton Esq. and a verdict of Accidental Death was passed. He left a young wife in an advanced state of pregnancy and a child.

SOURCES: Exeter & Plymouth Gazette 06.09.1856 & others, Burial Certificate

### **RUSSELL Samuel**

Previously employed as a Sergeant with Leicester Borough Police, Samuel RUSSELL transferred to the Midland Counties Railway Police (MCRP) as an Inspector around 1842. At that time the Midland Counties Railway was in the process of being absorbed into the Midland Railway. Inspector Russel was in charge of special trains and was described as very active and efficient, he was very well thought of. On the night of his death, on the 4<sup>th</sup> September 1844, the deceased had been sent to assist and superintend the leisure trains and had accompanied one to York that day. Around 9pm, after the arrival of a train at Sheffield, Inspector Russell attempted to cross the line to the luggage warehouse in the dark when he was knocked down and run over by a train. He was 38 years old and death was instantaneous. He left a wife and seven children, and a special fund was set up by the Midland Railway who themselves donated £100 to help support the family.

### **RUSTON William**

The death of PC 90 William RUSTON of the Midland Railway is one of the few cases to be recorded in BTP files. Pc Ruston joined the force in September 1911 at Birmingham. He was transferred to Swansea at the end of January 1912. Like many police officers he was an ex-soldier although he was only a young man at the time of his death. At about 21:45 on 4th May 1912 he was on duty at Swansea Station watching a busy train being prepared for departure. The train was being shunted to another platform and a passenger believing that the train was about to leave attempted to board the moving train. The guard of the train concerned that the passenger was about to fall between the carriages tried to stop him. PC RUSTON ran to his help but while assisting the guard he fell under the wheels of the train and sustained a broken neck and a fractured skull. The deceased's family (he was married with a baby son) received £217-3-5d under the Workman's' Compensation Scheme, £12 from the Midland Railway Friendly Society and £6 from the Police Benevolent Fund. There is no record of any pension being paid to his widow.

SOURCE: BTP History Group Police Service Record (PSR2)

### **SARGENT Eric Charles (In Remembrance)**

A detective with the London Midland Scottish Railway Police, Eric Charles Sargent was based at Euston Headquarters. On the 13 October 1940 he was seriously injured during an air raid whilst off duty. He and his wife, Elsie Gwendoline Sargent lived at Flat 3 Metropolitan Station, Stanmore which was where he received his injuries. He was taken to the Royal National Orthopaedic Hospital at Stanmore, but he died the same day. He was 32 years old.

SOURCE: Police Record Card (BTPHG) Commonwealth War Graves Commission

### **SCUDAMORE John**

PC John SCUDAMORE was a member of the Bute Dock Police at Cardiff. Around 0500 on 4 November 1858 he was on patrol near the Junction feeder canal at the docks when he fell into the water and drowned. The Inquest, held the same day, was the subject of much local comment. The original jury, by a majority of 8-3, wished to deliver a verdict of manslaughter against the Dock company but this was rejected by the Coroner, Mr Lewis Reece. PC Frewin gave evidence that the area where the accident took place was unfenced and very poorly lit. This witness also confirmed that the deceased was sober at the time of the accident. Frewin said that Scudamore had told him of his desire to leave his job because it was so dangerous. A second jury was sworn in on 12 November 1858 and delivered a verdict of accidental death.

SOURCE: Significant research by Viv Head including lengthy newspaper reports

### **SEDMAN Thomas William**

On 12 September 1923 PC Thomas SEDMAN was killed by a train while patrolling the track near Selby. He is thought to have been hit by the 21:19 Post Office train from Selby to Hull. At the Inquest the deceased was described by Inspector Arrowsmith of the LNER Police as a "*steady and sober man.... with no domestic*

*problems*". At the time of his death PC SEDMAN was sixty-four years old and had served in the NER/LNER Police for thirty-four years.

SOURCE: RAE/Selby Express 14.09.1923

### **SHARP John**

This officer's death was registered on 14 February 1947. According to the entry in the register, which is not very clear, he was last seen alive on tenth of February. He was found dead the following day, 11 February on No. 2 platform London Midland Scottish railway station at Alloa. As well as multiple head injuries he had an amputated right arm. He was 47 years of age being born on 13 July 1899 and was a married man residing at 54 Keith Street Kincardine, some five miles from Alloa.

SOURCE: Death Register, 1939 Register, Scotsman Newspaper 14.02.1947

### **SHOPLAND Robert**

Pc Robert Shopland was a member of the Bristol & Exeter Railway Police when he was struck and killed by a train on 3 October 1863. He was stationed at Taunton but was killed at Norton Fitzwarren on the Watchet branch line. He left a wife and three children.

SOURCE: Western Gazette 03.10.1863

### **SMITH Frank**

Constable Frank Smith was on duty at Stoke on Trent railway station on Sunday evening 20 December 1885. When attempting to board the train that was arriving from Burton on Trent with a number of other railwaymen, he fell from the running board and was crushed. Witnesses said that he would have died instantly. He was 30 years of age and was married with four children. He had been a railway employee for some time but had only recently been appointed the station constable at Stoke on Trent. He was described as a civil and obliging man.

SOURCE: Birmingham Daily Post 22.12.21885. Derby Daily Telegraph 22.12.1885

### **SMITH Frederick Albert**

Frederick Albert Smith was a constable employed by the Great Eastern Railway. On Friday evening 7 December 1906 he was on duty at Newmarket Station when the 7.47pm train to Cambridge was getting ready to depart. Constable Smith was standing with one foot on the running board of a carriage, apparently talking to a passenger when the train moved off. After a few moments he stepped down onto the platform but then stumbled and fell between the platform and the running board. The train was immediately stopped but the officer was found to be dead. He was 54 years of age. The inquest took place the following evening at Newmarket Railway Station before Mr A.J. Lyon, Coroner for the County of Cambridgeshire. When the body was examined, no bones were found to be broken and the cause of death was given as syncope and suffocation through the pressure to which the body was

subjected between the platform and the footboard. A verdict of Accidental Death was passed and no blame was attached to anyone except the deceased himself.

SOURCE: Chelmsford Chronicle 14.12.1906, Cornishman 13.12.1906

### **SMITH Harry James**

Harry James Smith joined the LMS Railway Police on 1 September 1936 at Derby at the age of 21 having been first a weights & measures assistant. He was an active policeman and his good work in making arrests was noted on several occasions. He had married Elsie Morley at Leicester in 1937. On 15 January 1941 he was on duty at Derby Railway station during a bombing raid. The station took a direct hit and Pc Harry James SMITH was killed. Born in the First World War, killed in the Second.

SOURCE: Derby Daily Telegraph 25.01.1941. HG Police Service Record (PSR2)

### **SMITH James**

Divisional Superintendent James Smith of the London & North Eastern Railway Police died at his home address in Wilson Street, Darlington on 16 March 1923. While attending Darlington Police Court on 8 March a week earlier, to conduct a prosecution, he was seized by illness. After reaching home he lapsed into unconsciousness from which he never recovered. Death was due to haemorrhage of the brain.

SOURCE: Hartlepool Northern Daily Mail 17.03.1923

### **SMITH Robert William**

Robert William Smith was born into a small community of Givendale in the East Riding of Yorkshire in 1878. His father, William Smith was a police constable serving at Mirfield with the West Riding Police. By the turn of the century Robert had joined the North Eastern Railway Police as a constable at Hull Docks. He later married Emily and the couple had five children.

By 1921 the Smith family were living in York, where Robert was serving as a constable at York railway station in what became the London and North Eastern Railway (LNER). Robert was in his sixties when the 2<sup>nd</sup> World War broke out and he continued to serve as a constable at York.

Early in the morning of Wednesday, 29 April 1942, York suffered its worst air raid of the war. The Luftwaffe bombarded strategic targets – the railway line, station, carriage works and the airfield. York railway station was almost completely destroyed. Pc Robert William Smith had remained at his post and was in the police office when it took a direct hit by a high explosive bomb; he was killed instantly.

On 29 April 2017 eighteen people- police officers, History Group members and family members gathered at his graveside in York Cemetery to commemorate the death of Constable R.W. Smith

SOURCE: York Railway memorial. York civic and cemetery records. On-Line Family History research programmes.



### **STAGG Edwin**

An inquest was held on Monday 4 August 1873 at Wooten Bassett upon the body of Edwin Stagg, a railway policeman with the Great Western Railway. The deceased, on the previous Saturday 2 August.1873 was attempting to cross the line as an excursion train between London and Bristol passed through the station at a rate of 35 mph. The unfortunate man was caught by the buffer of the engine and was thrown a distance of twenty yards, death being near instantaneous.

SOURCE: Preston Chronicle & Lancs Advertiser 09.08.1873

### **STAMP John (In Remembrance)**

Constable John Stamp, an officer with the London & South Western Railway Police. He was performing duty at Sandown Race Course on Saturday 14 July 1911 when he collapsed and died of natural causes. He was fifty-three years of age. News coverage of the day was dominated by Louisa Cavendish, Duchess of Devonshire also having been taken ill at the same event on the same day and later dying.

SOURCE: National Police Memorial Roll of Honour

### **STEBBINGS John Thomas**

The Deputy Coroner Dr. E.K. Houchin held an inquest at Poplar Hospital on 23 October 1899 into the death of a man who fell into a dry dock at Poplar. At the time, fog had been hovering over the metropolis for several days and evidence showed that the deceased had lost his way in the fog.

At that inquest the deputy coroner was told of another death in not too dissimilar circumstances. On the previous Saturday, 21 October 1899, twenty-six-year-old John Thomas Stebbings, a Regents Canal dock constable, was drowned in the same dock. There were at least five deaths in London that weekend where fog was thought to be a contributing factor with three at least involving workers falling into a dock.

SOURCE: London Daily News 24 October 1899

### **STEED Osborne Ernest**

The Police Review of 8 November 1940 records that Superintendent Osborne Ernest STEED of the London Midland Scottish Railway Police, died at the age of 58 years, after a short illness caused by shock as a result of enemy action. The actual circumstances of his death are not clear. However, looking at the circumstantial evidence, there is every possibility that he was caught in an air raid whilst on duty. Superintendent Steed was based at Euston which suffered from several air-raid attacks during the second week in October 1940, notably a high explosive bomb on 13 October; he died on 17 October 1940.

Osborne STEED died in Stoke Mandeville Hospital in Aylesbury which, at the time, was a satellite of Middlesex Hospital taking general patients and those suffering injuries from air-raids. Middlesex Hospital was close to Euston and would have been most likely to receive injuries from the station following an air-raid. STEED lived at 21 Cowbridge Road, Kenton in North Harrow and if injured at home, would have been

likely to have been taken to a hospital in the Watford area. In a final piece of circumstantial evidence, Arthur J. King wrote in his unpublished memoirs *Nothing was said to Detective Inspector Ossie Steed, later a superintendent, he was killed in a London air-raid from what I was later told.*

Contact with his descendants in 2020 has not resulted in any further information. Whilst there is no direct evidence of Osborne Steed having been killed on duty as a result of an air-raid, there is significant circumstantial evidence to show that this was the case.

SOURCES: Police Record Card (PRC). Police Review 08.11.1940. Anthony Rae research, Steve Beamon research, [www.bombsite.org](http://www.bombsite.org), A.J. KING Memoirs. Death Certificate. Burial Register extract.

### **SULLY John**

On Wednesday 2 February 1853 Bristol & Exeter Railway Policeman John Sully was stationed the Dunball cutting, near Bridgewater. About half-past eleven that morning, the 9.45 up-train from Exeter approached the cutting. When it was nearly opposite the police box beside the up line, Pc Sully was seen to run from his box towards the down line, in front of the engine. As he got to the middle of the up-line he looked towards the train, which was very close, he turned around to go back towards his box, but before he could so he was knocked down by the engine. He was struck by the fire-box which rolled him nearly twenty yards along the line; he was killed instantly. An inquest was held two days later, on Friday 4 February, at the Exchange Inn. There were a number of witnesses to the accident who gave evidence and a verdict of Accidental Death was passed. John Sully was described as a Supernumerary Policeman, who had been employed on an as required basis for the previous four years. He was about 54 years of age and considered too old for a permanent situation as a policeman, apparently because he was too old to join the provident society. The unfortunate man left a wife and one child. The Coroner and jury were pleased to learn that a donation had been made by the railway company to the deceased's family.

SOURCE: Taunton Courier & Western Advertiser 09.02.1853

### **TAGGART William**

A constable with the Whitehaven, Cleator and Egremont Railway, William Taggart lost his life when he was on duty at Moor Row near Whitehaven on Friday 7 February 1868. He had spoken to the driver of an engine that was soon to leave the shed about which line he would be using. Pc Taggart either did not hear or misunderstood the reply because as he left the shed on foot, he chose to walk on the very set of lines the engine was using. He was knocked down and died instantaneously; his body was all but cut in two.

An inquest was held the following Monday at Cleator Moor when the jury returned a verdict that the deceased had met his death accidentally. William Taggart was 42

years of age and an experienced and obliging officer who had served in the force for many years. He left a widow and a daughter.

SOURCE: Carlisle Patriot newspaper 14.02.1868, Newcastle Chronicle 15.02.1868

### **TALLEY Thomas**

Thomas Talley was a platform policeman with the London & North Western Railway Police at Bletchley Junction station when, on Friday 9 January 1863, he met with an accident which led to his death.

The Cambridge goods train, due at 9.55pm, had just arrived and was going to take on water. PC Talley attempted to jump onto the engine but missed his hold and fell between the engine and the platform. He was taken to Bedford Infirmary where his right leg was set and his left leg amputated but he died three days later on Monday 12 January 1863. It was particularly unfortunate as the officer was about to be married, the banns having been called.

SOURCE: Cambridge Independent Press 17.01.1863

### **TANNER Charles John**

Police Constable 38 Charles Tanner joined the Bute Dock Police on the 21 July 1897 at the age of twenty-seven. He served throughout the Great War when all officers worked 12 hours a day, 7 days a week with no annual leave days for six years. Many officers felt the strain during this time and, with the war over, four serving officers died during the first few months of 1919. Charles Tanner collapsed and died whilst on duty at the west side of the East Locks at 4.15pm on 3 January 1919. He was forty-nine years old. His funeral took place at St German's Church, Adamstown at 11am on Wednesday 8 January 1919. Superintendent David Davies, five sergeants and fourteen constables attended in uniform.

SOURCE: Bute Dock Police Joiners & Defaulters Book, Refused Charge Book and General Orders Book (No. 4 1919), 1911 Census

### **TARRANT Cornelius**

On Wednesday 15 January 1875 an inquest was held at the Kingsland Tavern in St Mary's Street, Southampton by the Borough Coroner Mr E. Coxwell, into the death of South Western Railway Police Detective Cornelius Tarrant. Evidence was given by two witnesses who saw the deceased on board a vessel in the outer harbour in the early hours of Sunday 5 January 1873 when he appeared to be intoxicated even though on the second occasion he appeared to be asleep. Later, Inspector Gardner gave evidence that he was doubtful that the officer had been intoxicated and that he had been on duty for sixteen hours without food. He spoke highly of the deceased who was greatly esteemed by his superiors. The Coroner said that his job was to establish the cause of death not to determine whether deceased was drunk or sober. Detective Tarrant's body was recovered from the dock waters five days later at 1pm on Friday 10 January, there were no marks on the body. A verdict of 'Found Drowned' was passed. His funeral took place on Friday 14 January 1875.

SOURCE Hampshire General Advertiser 15 January 1873

### **TAYLOR Arthur John**

A constable with the GWR Police, John Arthur Taylor was on duty at Paddington Station when he was killed in an air-raid on 17 April 1941. He was the son of Mr and Mrs E. Taylor of 22 Barnhill Road, Yeading Lane, Hayes, Middlesex.

SOURCE: Commonwealth War Graves Commission

### **TEMPLE William**

A fatal accident occurred on the South Wales Railway at Cardiff on Wednesday 9 January 1867 at daylight. Railway policeman William Temple was found a few yards from his watch-box with his head knocked to pieces. It appears that in some way he must have been struck by one of the trains which passed during the night, when he was on duty at Newtown level crossing in Cardiff. None of the engine drivers or other employees were aware that any accident had occurred until the mutilated body was found. It was conveyed to his lodgings and a coroner's inquest was held upon it.

SOURCE: London Evening Standard 11.01.1867

### **THOMPSON Edwin (In Remembrance)**

During a major air raid on 19 November 1940, by the German Luftwaffe when 441 bombers carried out a devastating attack on Birmingham, Edwin and his wife Ann, were both killed at their home address of 68 Prince Albert Street, Small Heath during the evening/night, their home was in the vicinity of the British Small Arms Factory (BSA) which was also hit killing 53 workers, the total number of people killed in this raid was 450. At the time of his death Edwin was 54 years of age and a sergeant in the LMS Police at Birmingham.

SOURCE: BTP Service Record (PSR2). Birmingham Civilian War Dead Register

### **THOMPSON Richard**

Pc Richard Thompson was a railway policeman believed to be serving with the Lancashire & Preston Junction Railway Police when he was struck by train and killed at Galgate Station (Lancaster) on 4 September 1858.

SOURCE: Liverpool Daily Post 9 September 1858, Kendal Mercury 11.09.1858

### **TONG John (In Remembrance)**

London & North Eastern Railway Police Constable John Tong, aged 60 years, was killed during an air raid on Hull. He was off duty at the time and at home with his wife Edith aged 58 years, when on 24 June 1943, their terraced house at 3 Carlton Terrace, Victor Street, Holderness Road, Hull took a direct hit. John Tong's body was recovered from the rubble and his wife found seriously injured. She died three days later, on 27 June at the Hull Royal Infirmary. They resided near the eastern docks area of the city. Apart from the roll of honour web site:

<https://www.policememorial.org.uk/rollofhonour.php#>, we have nothing to say he was a policeman. He is listed as a docker in the 1939 register. Very likely to have been a Special, many were taken on at the docks during WW2.

SOURCE: National Police Roll of Honour, Hull Civilian death list, 1939 Register

### **TUBBS George**

George Tubbs was a fifty-nine-year-old sergeant with the London & South Western Railway Police stationed at Nine Elms in London. He lived at 17 Viceroy Street, South Lambert. He was on duty at Nine Elms Station on Tuesday 8 April 1890 when an accident occurred that cost him his life. Around 4.40am a shunter named Harry Bridger heard Sergeant Tubbs call out nearby and when he reached the spot he found the officer lying beside the tracks and saying 'I'm dying, the points did it'. His legs were badly mangled. The officer was conveyed to hospital on an ambulance that was likely to have been a hand cart. On arrival he said that he had been getting onto one of the wagons which was in motion, when his foot or his coat caught the handle of the points and pulled him to the ground. He was operated on under ether to amputate both his legs by house-surgeon Dr G.E. Anson but he did not survive the operation. At the inquest at St Thomas' Hospital under the Coroner Mr. A.W. Wyatt a verdict of 'Accidental Death' was recorded.

SOURCE: Police Service Record (PSR2), London Evening Standard 11 April 1890

### **TYRELL Charles Albert**

Charles Albert Tyrell was a railway police officer for thirty-nine years. He collapsed while about to give evidence at an East Ham inquest on 23 November 1950 and was taken to Queen Mary Hospital, Stratford. He died seven days later, on 30 November 1950. He was sixty-four years old and was stationed at Liverpool Street, he due to retire the following year. He lived at 59 Essex Road Romford and was buried at Whalebone Lane Cemetery. At his death, his rank was shown as PC/Det. Duties.

SOURCE: Police Record Card, an untitled news cutting and Grandson Roger Tyrell

### **UNDERWOOD Thomas**

A constable for some six years with the London and North Western Railway Police, Thomas Underwood was 44 years of age when he met his death. He was due on duty at Towcester Road crossing at 6.30am on Thursday 7 November 1850; his duties there were to signal trains in and out of the station.

The driver of a goods train stopped at a red signal and when he got the light from the officer, he began to move off. At the same time, a pilot engine with tender first, was also approaching the crossing and the constable was struck by the tender. The officer was found lying between the gates of the crossing. At that time he was still alive, but he died very soon afterwards. The body of the officer was examined later that day by a surgeon who believed that death would have resulted instantaneously. The accident occurred at 10 minutes past 6 at a time when it was dark.

An inquest held at the White Hart Inn by Mr Hicks recorded a verdict of Accidental Death. Thomas Underwood was described as a respectable and steady man of no little property. Thomas Labrum, a fellow constable who witnessed the accident, said of Underwood- *No man was more willing in his duty.*

There is a slightly unusual twist to this accident. The deceased officer had previously been a sergeant in the Bedford and Irthlingborough Constabulary but had taken the post of Constable with the LNWR Police at Northampton at his own request. And two days after the death the following curious notice appeared in the Northampton Mercury-

*The relatives of Thomas Underwood, formerly in the Marines and late a policeman at the Northampton Station of the London and North Western Railway Police, and who met his death by an accident, on the night of Thursday last, the 7<sup>th</sup> instant, are requested to apply IMMEDIATELY to Charles Elton, Constable, Hardingstone, Northampton.*

SOURCES: Northampton Mercury 09.11.1850 (2), Bedfordshire Mercury 16.11.1850

### **WALTON George**

On 15th December 1948 Constable George Walton was on duty during a late turn, carrying out point duty on West Dock Bridge, St Andrews Dock, Hull when he was struck by a motor lorry. He suffered multiple fatal injuries including a fractured skull. During the war, although quite young he served in the Merchant Navy. He was 23 years of age, born 12 January 1925. He was living at 17 Mayfield Terrace, Cockfield, Bishop Auckland but staying in Hull. The four main railway companies were amalgamated into British Railways at the beginning of 1948, but the British Transport Commission Police did not come into being until 1<sup>st</sup> January 1949. For 1948 only, the police were known as the British Railways Police. George Walton was the only member of the British Railways Police to be killed on duty.

SOURCE: BTC Journal April 1949, Hull Daily Mail 16 December 1948

### **WARBURTON, George**

George Warburton is the only known member of the Vale of Neath Railway Police to be killed on duty. It happened during an accident at Abernant Railway Station, near Aberdare in the County of Glamorgan on 14 May 1860. It was his duty to open and close crossing gates to allow safe passage of trains and people. On this occasion he was slow to open the gates for a train to pass and in the act of opening the second gate he was struck by the train and killed. A verdict of Accidental Death was recorded at the inquest.

Later, in June 1860, a local newspaper reported that Constable Warburton had left a young wife near to her confinement and three young children. The stationmaster at Abernant, Mr Eslick (sp?) and several others arranged for almost £40 to be raised by subscription for the benefit of Mrs Warburton and her family. It seems then that the officer was held in high regard in the community.

SOURCES: Cardiff Times 26.05.1860, Cardiff & Merthyr Guardian 23.06.1860, GRO Index of Deaths

### **WATKINS Charles**

A constable with the Great Western Railway Police, Charles Watkins was stationed at Brinscombe near Stroud. In the early hours of Thursday 12 March 1874, he was signalling a train on the upline with his lantern. At the time he was standing on the down line, when he was struck from behind by a second train approaching from that direction. He was not immediately missed but was later found dead lying on the ground. It became clear that he had been struck on the head by the buffer plate. PC Watkins was an experienced officer, being about sixty years of age; he was highly respected by his employers and the public.

SOURCE: Cheltenham Chronicle 17.03.1874

### **WATTS Samuel**

Samuel Watts was a police inspector with the London & Birmingham Railway Police, stationed at Wolverton. On Friday 6 September 1839 he was traveling on a ballast train from Castle Thorpe to Wolverton. He attempted to get off the train whilst it was still moving at a slow speed of just 3 miles an hour. In doing so however he fell under the wheels which ran over his legs and body and death was instantaneous. An inquest was held the following day before J.M. Cowley Esq. and a verdict of Accidental Death was declared. At the coroner's suggestion, a representative of the company promised to make it an offence for any person to jump off a moving train.

SOURCE: Morning Post 12.09.1839. Taunton Courier & Western Advertiser 10.09.1839, Staffordshire Advertiser 14.09.1839

### **WEBSTER William**

William Webster was a Sergeant with the North East Railway Police when he was struck by a railway locomotive on the 18 January 1888. The accident took place while he was crossing the line at Greenfield, near the engine sheds, at Gateshead. He was 51 years old and he was killed instantly. The following day an inquest was held by Coroner Grabham at the Commercial Hotel, Gateshead. The jury returned a verdict of Accidental Death. A donation of £15 was made to his family on the 9 February 1881 by the North Eastern Railway Company.

SOURCES: Newcastle Evening chronicle 19.01.1888, NER Staff Magazine Minute 15657. Hartlepool Daily Mail 19.01.1888,

### **WETHERALL Leonard Harold**

Today the Limehouse Basin is a desirable place to live but this was not always the case. During the 1920's it was a bustling commercial dock owned by the Regents Canal Dock & Shipping Company. Leonard Harold Wetherall was a Regents Canal Dock (RCD) police constable who had been born on the 10 May 1897 in Dartford. His mother died in a fire in 1900 and his father died of cancer in 1908. Leonard became a Barnado's boy at the age of 13. Three years later he joined the Royal Navy and was one of 60 survivors out of a crew of 600 when the cruiser HMS Hawke was torpedoed. After the war he had joined the RDC Police by 1922.

He booked on duty on the afternoon of 30 November 1927 and was allocated a beat at Spurling Wharf. When he failed to book off duty, a colleague, Constable Frederick Dixon, was sent to look for him and eventually found him lying dead on the granite floor of a warehouse at Medland Wharf. He had a broken neck and a fractured skull. Medical evidence suggested the injuries were conducive with having been caused by a fall of seventeen feet through a well (winch) hole beneath which he was found. The Coroner declared that it was a mystery as to why he had left his beat to go to Medland Wharf and the verdict was that his death was accidental. He was thirty years old.

SOURCE: Death certificate, Ancestry.com & Wetherall's great nephew Roger Healy

### **WHINN George Dodds**

On 28 January 1932 another officer from the North East was killed by a train. PC George Whinn who had served in the LNER/NER Police for thirty years was called to meet a train at Newcastle Central Station at 07:45 in the morning. He is believed to have slipped on a sleeper and fell under a train. Although not killed instantly he suffered very serious injuries, the wheels of the train having nearly severed the truncheon in his trouser pocket. First Aid was rendered by three other officers, but PC Whinn died on his way to hospital.

SOURCE: RAE/Newcastle Weekly Chronicle 30.01.1932 Hartlepool Daily Mail 28.01.1932

### **WILCOX Ralph**

Ralph Wilcox was born in Cardiff on the 21 November 1916. He joined the London Midland & Scottish (LMS) Railway Police at Alexandra Dock Liverpool on 15 May 1939. He later served with the British Transport Commission Police at Dublin North Wall and as PC (CID) 472 on the 20 August 1964 he was riding his motorcycle returning home from duty when he was involved in a road accident and was killed. An inquest took place on 9 September 1964.

SOURCE: BTP HG Service Record (PSR) and Nominal Roll (NR)

### **WILLIAMS Henry James**

An inquest was held at the Bristol Coroners Court on 22 October 1945 into the death of Henry James Williams, aged 61 years on 4 October 1945. A constable with the Great Western Railway Police, he had been found at the Westerleigh Sidings on the outskirts of the city with serious injuries from which he died. A jury returned a verdict of Accidental Death as a result of being struck by a railway wagon. He lived at Chiphouse Road, Kingswood Bristol.

SOURCE: Western daily Press 23.10.1945.

### **WILLIAMS Robert**

The Salford Borough Coroner, Mr. F. Price held an inquest at Liberal Union Club on the 20 July 1892 onto the death of Robert Price, a policeman with the Lancashire and Yorkshire Railway Company. The thirty-year-old officer was on duty at the



Brindle Heath sidings Pendleton and was found in a badly mutilated condition lying on the track early on the morning of Tuesday 19 July 1892. Shortly before, two coal wagons had detached from a goods train going into the sidings and it was supposed that the officer had been knocked down by one of these wagons. He was still alive at that point, though clearly in agony, and was taken to Salford Royal Hospital where he died an hour later. The jury returned a verdict of accidental death.

SOURCE Manchester, Sheffield and Lancashire General Advertiser 21.07.1892

### **WILSON Thomas**

North Eastern Railway Constable, Thomas Wilson, was accidentally crushed between the buffers of two wagons at the NER Goods Yard- at Hull, on Saturday 6 May 1865. He was taken to his residence at Perseverance Place, Wood's Lane, but died two days later on Monday 8 May. He was 45 years of age. An inquest was held the same day, the 8 of May, by the Deputy Coroner for Hull Mr Matthew Cressy Lee.

SOURCE: Hull Packet 12.05.1865, Death Certificate (copy)

### **WINTER Keith**

On the morning of Friday, 23 October 1970 a lorry carrying a propane gas tank attempted to enter Hull Docks via the subway from West Dock Street to Billingsgate Crossing. The tank caught the overhead bridge and gas started to escape. PC Keith Winter went to assist at the scene. There was an explosion as the gas caught fire. PC Winter received very serious burns. He was taken to Hull Royal Infirmary where he died on 23 November 1970. Nineteen members of the public were injured, and one civilian also died. At the time of his death PC Winter was twenty-two years old and had been married for five months. He had joined the Force in 1964 as a cadet and was appointed as a constable in 1967. A Cup was donated to the force by Keith Winter's family and is now awarded annually to a probationary officer who has performed an act of bravery during the year of the award. A building at the British Transport Police Training Centre was named after this officer.

SOURCE: RAE/BTP Journal, Death certificate

### **WOOD Charles Cecil (In Remembrance)**

Thirty-four-year-old Charles Cecil Wood was a Special Police Constable with the London Midland Scottish (LMS) Railway Police stationed at Camden in London. On 25 September 1940, he was killed in an enemy air raid. He lived at 141 Askew Road and was not on duty at the time of his death when he was visiting the Sun Inn, his local public house in Askew Road. The pub took a direct hit and was flattened. He was born in the 2Qtr 1906 in Fulham.

SOURCE: Commonwealth War Graves Commission, PRC Record Card, HG Nominal Roll, (HG Records) Civilian War death records.

### **WOODS John Francis**

Docks were a favourite target of the German air force and two officers were killed in one raid on Hull Docks on 8 May 1941. PC's John Woods and George Barker of the

London & North Eastern Railway Police were attempting to help the family of the King George Dock dockmaster extinguish incendiary bombs that had landed on their house. The bombs exploded without warning. The dockmaster, Albert Eastwood and his wife Ethel survived but their children Kenneth Eastwood, 18, and his sister Muriel, 23, were killed instantly and their two other children suffered serious injuries and were taken to Driffield Hospital. Both police officers were also killed instantly. PC Barker was sixty-five years old and was due to retire. PC Woods was fifty-two.  
SOURCE: Hull Daily Mail Friday 9 May 1941 (Barker death cert)

### **YELLOP William**

PC 126 William Yellop served with the GNR Police was found seriously injured in Holloway Good Yards which was south of Finsbury Park Station in north London on 7 September 1901. He was taken to the Royal Free Hospital where he died the same day. An unidentified train had struck him when he was likely to have been on patrol. It is possible that he had lay undiscovered since the previous evening.  
SOURCE: RAE/Hornsey Journal 09.09.1901 & 14.09.1901. Islington Daily Gazette 09.09.1901.

### **YOUNG Murdoch**

Late in July of 1885, North British Railway Policeman Murdock Young was on duty on the railway at Tay Bridge, Dundee near the Goods Yard, when he was hit by a passing van and seriously injured. He was taken to the infirmary where on Wednesday 29 July he had a leg amputated. Unfortunately, Murdoch died the following day on 30 July 1885. He was 29 years of age having been born on 10 November 1856, and lived in Union Place, Perth Street.  
SOURCE: Dundee Courier 29 07.1885, 1881 Census, Ancestry Family Tree.

End