SHOCKING FATALITY AT UPTON COLLERY.

TWO MEN HURLED TO DEATH.

DOWN 713 YARDS' SHAFT.

TERRIBLY MUTILATED BODIES.

INQUEST STORY.

A shocking fatality occurred at the Upton Colliery on Sunday midnight, when two men were hurled to death down a 713 yards' shaft. The deceased were:

Willis Wood (40), night charge-man, of 5, Harewood Lane, Upton; and
Norman Kent (36), pumpman, 11, Church Lane, Hemsworth.

They were ascending the shaft in a hoppit which began swinging, and on reaching the top it caught the timbers and tilted, throwing the men 713 yards to the bottom of the shaft. The bodies were terribly mutilated.

Wood went from Harworth to Upton nine months ago. He had previously worked at Donington Main and Rossington. He leaves a widow, two sons aged 16 and 15, and three daughters, the eldest of whom is 13 years.

Kent, who was unmarried, was the second son of Mr. Fred Kent, a foreman plate-layer, the L.N.E.R. at Hemsworth. He had worked at Upton Colliery since it was opened in 1926, and was previously employed at South Kirkby Colliery.

Witneses, in reply to further questions, said that after the signal "One," he required about the signal "Three," and this was given at the same time. He did not notice the speed at which the hoppit was ascending until it came into view, and then he thought it was excessive.

The total swing of the hoppit was estimated at 8 to 10 feet. The men were standing in the hoppit, but they did not seem alarmed. The hoppit was not coming at such a speed that it could not be stopped. If the engine-man had applied his brakes it could have been stopped before reaching the timbers.

Whether his signal "One" to stop

By Mr. Ward: If the hoppit was coming up at normal speed it could be stopped in six inches. He did not agree that the hoppit stopped half-way through the doors. He denied that he gave a signal "One" to raise the hoppit so that the doors could be shut. The electric bell signal could only have been rung by witness.

By Mr. Cook: The centre-arms was only five feet below the collar board.

Mr. Dunn: Considering your experience and that of the other two men what do you think was the cause of the accident?

Witness: I think the cause was that the two men did not get hold of the scaffold ropes and just help to steady the hoppit when coming up.

Don't you think the speed prevented the men from holding the ropes—Not at the time I saw them.

What do you think caused the swing of 8 feet—speed—It may have done, but perhaps it was the air in the shaft.

Have you ever been in a hoppit swinging eight feet—Yes, and been in it.

Without accident—Yes.

Do you think the signal board was...

A shocking fatality occurred at the Upton Colliery on Sunday midnight, when two men were hurled to death down a 713 yards' shaft. The deceased were:

Willis Wood (40), night charge-man, of 5, Harewood Lane, Upton; and
Norman Kent (36), pumpman, 11, Church Lane, Hemsworth.

They were ascending the shaft in a hoppit which began swinging, and on reaching the top it caught the timbers and tilted, throwing the men 713 yards to the bottom of the shaft. The bodies were terribly mutilated.

Wood went from Harworth to Upton nine months ago. He had previously worked at Donington Main and Rossington. He leaves a widow, two sons aged 16 and 15, and three daughters, the eldest of whom is 13 years.

Kent, who was unmarried, was the second son of Mr. Fred Kent, a foreman plate-layer, the L.N.E.R. at Hemsworth. He had worked at Upton Colliery since it was opened in 1926, and was previously employed at South Kirkby Colliery.

Witneses, in reply to further questions, said that after the signal "Three," he required about the signal "One," and this was given at the same time. He did not notice the speed at which the hoppit was ascending until it came into view, and then he thought it was excessive.

The total swing of the hoppit was estimated at 8 to 10 feet. The men were standing in the hoppit, but they did not seem alarmed. The hoppit was not coming at such a speed that it could not be stopped. If the engine-man had applied his brakes it could have been stopped before reaching the timbers.

Whether his signal "One" to stop

By Mr. Ward: If the hoppit was coming up at normal speed it could be stopped in six inches. He did not agree that the hoppit stopped half-way through the doors. He denied that he gave a signal "One" to raise the hoppit so that the doors could be shut. The electric bell signal could only have been rung by witness.

By Mr. Cook: The centre-arms was only five feet below the collar board.

Mr. Dunn: Considering your experience and that of the other two men what do you think was the cause of the accident?

Witness: I think the cause was that the two men did not get hold of the scaffold ropes and just help to steady the hoppit when coming up.

Don't you think the speed prevented the men from holding the ropes—Not at the time I saw them.

What do you think caused the swing of 8 feet—speed—It may have done, but perhaps it was the air in the shaft.

Have you ever been in a hoppit swinging eight feet—Yes, and been in it.

Without accident—Yes.

Do you think the signal board was...
Hughes, and another named Martin, were in the shaft working on a cable which had been put in during the holidays, and work proceeded in the ordinary way. At 11.55 p.m., witness went to Willis Wood, who was working out. He told Willis Wood that the pump was not working, and told him he was the only man he could find to go and fetch Kent from the Stanton seam, where he was working. Willis Wood, who (witness) knew Wood had not been down to fetch anyone out before, but he did not give him any instructions as to what to do, but told him to go to the winders' winder to stop for the pump man. Wood went down into the hoppit—the cage having been taken out to enable him to go down the shaft—shortly afterwards he knocked “Three” on the hoppit with a spanner, which he (witness) had thought would be the recognised signal that men were going to ride, and after a rather lengthy pause witness was called down the shaft. Witness “on command” gave the signal to ride to Kent. Kent replied “All right.” and gave the signal. Witness passed the signals on to the engine-winder, who put the engine in motion, and the hoppit began to rise.

The Coroner: Did you notice anything about the hoppit when rising?—Witness: No, sir, not until it came into the engine-winder's pit, when the cage showed 10 feet down the pit, and I then noticed it was swelling.

Did you do anything?—Yes, sir. I shouted down to them for God's sake look out or you will get underneath that centre arm.

Had you any means of knowing whether they heard you?—They all had their hands 20 feet away.

Did they shout back or give any signal?—No, sir.

Witness added: The hoppit swung clear of the centre arm, and I leaned back. I then gave the hoppit the signal, and I called the “One” to stop, but the engine did not stop. On looking back again I saw the hoppit underneath the timbers, and the men were thrown out.

The Coroner: When you gave the signal “one” to the engine-winder did the hoppit actually stop?—No, sir. The men were thrown out 40 feet above the doors.

Supporting the men in the hoppit had given any signal as they were coming up, witness had been thrown out, and there had been no difficulty in receiving it—Not at least.

Was any signal given?—None whatever.

Had either of the men any means of coping with the swelling hoppit?—At all events.

What could they have done?—There were no ropes on either side of them, and they could have got hold of these and saved themselves. They were not within easy reach of anything.

Replying to Mr. Cook, witness said he was on duty when Kent went down to the pump about 8 o'clock.

Had you any instructions to let Kent go out?—No, sir. I had instructions from the man. I relieved that Kent was going down at 8 o'clock and was coming out at 12. The instructions were that I was to bring Kent out.

The hoppit was running without any rider or guide ropes. The rope was 100 yards and worked at 500 yards per minute. The rope between them and the hoppit was 100 yards, and the hoppit was resting on the doors at the top. Witness worked underneath the cages, but there was no one else to bring Kent out of the shaft. So far as he knew Wood had not been to the hoppit before. He had been in and out in the cage, but there had always been an «out» at the bottom to "knock out" the cage.

The coroner then moved about in the hoppit, and it came near causing it to swing.

Replying to Mr. Dunn, witness said he had been an engine-winder for many years and had been at the Upcott Colliery for the past nine or ten months. He had seen people on a shaft and believes that a hoppit should swing 8 to 10 feet in the air.

Witness added that he exercised the same care on the night of the accident as he has on all previous nights.

James Fell, colliery electrician, of 47, Walton Road, Upcott, said he had examined the accumulators that register the signals, and at the time of the accident the accumulator was in good working order. He bore out the evidence of Jackson regarding the signals received and responded to.

THE USE OF THE HOPPIT:

Thos. Wm. Dodson Hinde, assistant engineer, said he was on duty at the Shaft at the time of the accident. He was on the lookout for a signal, and Prust would be there to see the withdrawal of Kent. He knew there was no cage in No. 1 shaft, and that there was a signal made to get Kent down to the Shaft. He asked him back to the Stanton seam at 8 o'clock, and saw that he was got out at 8 o'clock. In reply to Mr. Cook, witness said he was changed by Prust, and by Prust's advice he should have gone down to the hoppit himself, and had Kent with him. Kent knew how to steady the hoppit, and witness had a signalator. Witness had seen him ride with Kent. He agreed that the most likely thing was that the hoppit was not properly steadied, and that the men were not properly steadied.

Mr. Dunn: And is that what you did expect from inexperienced men?—Witness: Yes.

Mr. Grant contended that there was "not a tittle of evidence against Thorpe," and asked that the two charges against him be dropped. The magistrates agreed, and dismissed the charges against Thorpe.

Varley, giving evidence of his own, said he did not see the two men, but he saw them when Horbury spoke to them as the bus passed them. Varley had his arm lifted, and the next thing the witness knew was that there was a crash, and a window was found to have been picked up in the bus. Lycey would not swear that another man was on the bus. Thorpe was there with a constable, and identified Varley.

Winfred White, of the Yorkshire Traction Bus, gave evidence of the bus to the Inquiry. He was on duty and saw Varley's name on her list at the time, she said, and did not see the two men, but she saw them when Horbury spoke to them as the bus passed them.

Mr. Grant contended that there was "not a tittle of evidence against Thorpe," and asked that the two charges against him be dropped. The magistrates agreed, and dismissed the charges against Thorpe.

Varley, giving evidence of his own, said he did not see the two men, but he saw them when Horbury spoke to them as the bus passed them. Varley had his arm lifted, and the next thing the witness knew was that there was a crash, and a window was found to have been picked up in the bus. Lycey would not swear that another man was on the bus. Thorpe was there with a constable, and identified Varley.

Mr. Grant contended that there was "not a tittle of evidence against Thorpe," and asked that the two charges against him be dropped. The magistrates agreed, and dismissed the charges against Thorpe.

Varley, giving evidence of his own, said he did not see the two men, but he saw them when Horbury spoke to them as the bus passed them. Varley had his arm lifted, and the next thing the witness knew was that there was a crash, and a window was found to have been picked up in the bus. Lycey would not swear that another man was on the bus. Thorpe was there with a constable, and identified Varley.

Mr. Grant contended that there was "not a tittle of evidence against Thorpe," and asked that the two charges against him be dropped. The magistrates agreed, and dismissed the charges against Thorpe.

Varley, giving evidence of his own, said he did not see the two men, but he saw them when Horbury spoke to them as the bus passed them. Varley had his arm lifted, and the next thing the witness knew was that there was a crash, and a window was found to have been picked up in the bus. Lycey would not swear that another man was on the bus. Thorpe was there with a constable, and identified Varley.

Mr. Grant contended that there was "not a tittle of evidence against Thorpe," and asked that the two charges against him be dropped. The magistrates agreed, and dismissed the charges against Thorpe.
Five feet below the collar board.
Mr. Dunn: Considering your experience and that of the other two men, what do you think the cause of the accident was?—With the原因I think the cause was that the two men did not get hold of the scaffold ropes, and just keep to steady the hoppit when coming up.

Don't you think the speed prevented the men from reading the ropes?—No. Not at the time I saw them.

What do you think caused the swing of 8 feet—speed?—It may have done, but perhaps it was the air in the shaft.

Have you ever seen a hoppit swing eight feet?—Yes, and been in it.

Without accident?—Yes.

Do you think the accident could have been prevented had there been a rider?—Yes.

Then the absence of a rider caused the accident?—Yes.

Witness added that they could not have a rider and work in the shaft at the same time. The accident he tried the hoppit in the shaft and it came up from the bottom steadily.

The Coroner: Do you think it likely that a man calling down to the men hurried them?—No. No. They gave the signal on the instant I called.

ENGINE WINDER AND THE SIGNALS.

Daniel Jackson, winding-engine-man, of 257, Tom Wood, Ash Lane, Upton, said that after receiving the signal to start, he turned on the electric bell from the hankman's, turned on the electric bell from the scaffold, and then gave a signal of "Props," to raise the hoppit.

On the last signal, he started the engine very slowly, and he kept at a steady speed all the time. Next signal was "One" to stop, and at that time the hoppit was half-way through the door. The signal was indicated on the engine drum. It was the usual thing to give a signal to stop at that point, but having got it, he applied the brakes and the engine came to a standstill after the hoppit had stopped his other another signal "One" to raise it through the doors, and restarted the engine, stopping at the landing mark. The reason he brought the hoppit up very slowly was that he knew there was no rider or carrier. He could have stopped within six inches in the journey.

By Mr. Cook: There was no movement of the engine between 10 o'clock and midnights, when Wood went down the shaft, and no jerky running during the descent. In the time remaining, at the time there were two men, Mr. Hughes and Mr. Fell, but they were not allowed to go down to answer the bell, as he kept his attention on the engine. He thought these two men would hear the signals. If the deceased moved about in the engine, he could have been observed. The engine could be seen.

Replies to Mr. Dunn, witness said he had been an engine-man 23 years, and had been employed at the Upton Colliery for five months. He thought it was remarkable that a hoppit should swing 8 to 10 feet in the shaft.

Witness added that he exercised the necessary care during the accident, as he did on all other occasions.

James Fell, colliery electrician, of 47, Walton Road, Upton, said he had been employed there a considerable time on the signals, and at the time the signalling apparatus was in order. He bore out the evidence of the hoppit operator, that he received the signals, received and responded to.

THE USE OF THE HOPPIT.
Thos. Wm. Dodson, assistant winding-engine-wright, said he was on duty at the Colliery from six o'clock on Sunday morning until 11:30 in the evening, and at no time during that period was he allowed to do any work in the shaft. Witness added that, as he was passing Highfield House at 11:30 p.m. on March 10th, he saw a man, whom he afterwards identified as Mr. Dunn, calling down the shaft, and asked him to put the hoppit down.

STONES THROUGH WINDOW OF OMNIBUSES.

$50 FINE FOR UPTON MAN.

LAWs NEEDED TO PROTECT ROAD TRAFFIC.

For more than two hours yesterday the West Riding magistrates at Pontefract were engaged in hearing three charges brought by John Ward, Mrs. Joseph Bottomley, and Joseph Thorpe, miner. The charges involved the throwing of stones through the windows of omnibuses, and very serious views were taken of the charges against Varley.

The men were first charged with being guilty of the assault of an omnibus driver, and with an assault on a miner, and, in addition, a charge of maliciously injuring an omnibus was preferred. The next was that the conduct was to break a smash, and that a stone had been broken with the stones produced the damage.

Mr. C. M. Pratt prosecuted, and Mr. Stanley Bartlett defended. The charges were not admitted.

Mr. Pratt said that at 11:30 p.m. on March 12th, while a Yorkshire Traction omnibus was being driven along Upton Lane, a person charged saw a man standing near Highfield House, one of them, whom he afterwards identified as Varley, was in the omnibus. The next was that the conduct was heard a smash, and found a man had been broken with the forms produced the damage. The next was that the conduct was heard a smash, and found a man had been broken with the damage produced by the damage. The next was that the conduct was heard a smash, and found a man had been broken with the damage produced by the damage.

Mr. Pratt said that at 11:30 p.m. on March 12th, while a Yorkshire Traction omnibus was being driven along Upton Lane, a person charged saw a man standing near Highfield House, one of them, whom he afterwards identified as Varley, was in the omnibus. The next was that the conduct was heard a smash, and found a man had been broken with the damage produced by the damage. The next was that the conduct was heard a smash, and found a man had been broken with the damage produced by the damage.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.

Fortunately there were no passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic. No passengers in the Yorkshire Traction omnibus, but the damage would be evident on the window of the omnibus, and Varley's action was heard by the road traffic.
UGTON.

BUS SERVICES. — New time-tables came into operation on Monday, involving some curtailment of services. Loyal to passengers another change is that they have confirmed that the “threepenny return,” that is, the single tickets, tenpence each way, were necessary. The gardens on the bus terminus at Walton Road were broken down and it is alleged, constitute a danger to pedestrians as well as intending bus passengers at night.

A WRIST DRIVE AND DANCE, organised by the Wroxham Club and Institute, was held in the Club House on the evening of April 2nd. W. A. Cooper was M.C. for the main dance and twenty tables were occupied. Prizes were won by Mrs. Bowley, Mrs. W. H. White and Mrs. A. I. Mears. Miss. H. H. Wood and Mrs. F. H. Wood were both dancing in which were Mr. and Mrs. F. H. Wood, Mr. and Mrs. F. H. White and Mr. and Mrs. F. H. White. The music was provided by Miss H. H. Franklin and Miss A. I. Mears. The dance was enjoyable and all were satisfied with the arrangements.

WHITESTIDE'S GALA — A general meeting of the Pontefract Medical Charities Committee was held in Wordsworth's Café, Pontefract, on Monday, to consider the advisability of holding the Whitestone Gala this year. There was a good attendance. The President (Mr. J. W. W. Whittington) introduced the meeting and showed that in each successive year the takings had fallen slightly. A year after a great deal of work and the coming of many new helpers, only profit was made. Mr. J. W. W. Whittington then reported. The meeting was then adjourned.

FUNDAMENTAL OF MR. W. WOOD. — The funeral of Mr. Willis Wood, one of the victims in the shaft accident at Upton Colliery, took place at Badsworth, on Monday, at the Rev. H. M. E. Goddard, officiating. The coffin was borne to its last resting place by Messrs. Proctor, Woolley, Foss, Ingleby, Bull, and Dickson, deaconesses and workmates. Among the mourners were Mrs. Wood, Mr. W. W. Whittington, Mr. W. W. Whittington, and Mrs. J. Baines (mother), Mrs. H. H. Franklin (aunt), Mrs. J. Baines (sister), and a number of friends and workmates. There were numerous floral tributes, including one in the form of a harp, made up of rose sprays and leaves, a bunch of roses and tulips from the children, a cross of tulips, carnations and lilies from mother, brother and sisters, and wreaths from the Manager of the Coal Mine. The funeral was followed by Messrs. T. J. Johnson and Mr. T. J. Johnson, and Mrs. Middleton (grandmother), and a number of friends and workmates. The grave was lined with hay, leaves and daffodils by Mr. C. M. Thompson, of Badsworth. The funeral arrangements were carried out by the Pontefract Co-operative Society.

HAMPHELL.

A FALLING UPBELOW of the population is said to have taken place. The population was ten thousand and the children's school population was reduced to three hundred.

ACKWORTH.

ACKWORTH TENNIS CLUB.

A SPECIAL MEETING of Members was held on Monday next, April 8th, in the Wesleyan School. Ackworth, at 7.30. Business to decide whether the Club shall be continued. All members were requested to be present.

ACKWORTH.