

**Frederick John Bull**

**Isle of Wight County Press - 30 March 1929**

**SHOCKING BUS FATALITY AT RYDE.**

**PASSENGER AND CONDUCTOR KILLED. – OTHERS INJURED.**

Two lives were lost and several persons injured in a shocking bus accident, the worst in the history of the town, which took place on Thursday at the junction of Union-street and Pier-street, Ryde, when an Enterprise bus toppled over after colliding with a lamp standard.

**THE WRECKED VEHICLE.**

The vehicle, a Ford 14-seater, which was in charge of Charles Frank Wheeler, a married man, of 140 Pyle-street, Newport, as driver, and Frederick John Bull, aged 19, of 39 New-street, Newport, as conductor, left East Cowes at its scheduled time, 12.10 p.m. At approximately 12.45 p.m. the vehicle was descending Union-street and when some distance down the hill, where the gradient is very steep, pedestrians and others were a little alarmed at its apparent unusual speed. A moment later they were shocked to see it take the turn at the bottom of Union-street practically on two wheels, and a second or two afterwards there was a resounding crash as the bus struck the lamp standard on the pavement outside Mr. R. C. Young's shop, felling it from the base with a clean cut and then toppling over on to its left side. Quite a number of people were about at the time, and there was a quick rush to the scene to extricate the occupants, while telephone messages were sent to the Police-station for medical assistance and ambulances. The fore part of the vehicle was damaged in such a way as to leave a wide aperture near the driver's seat through which the rescuers could operate, and no time was lost in going to their aid.

**DRIVER'S MIRACULOUS ESCAPE**

Wheeler, the driver, who escaped in miraculous fashion, was taken into Mr. F. White's café suffering considerably from shock and cuts to the head and hands.

**A VISITOR KILLED**

One of the first bodies to be removed was that of a man who subsequently proved to be Mr. Jack Nunn, a rigger and a married man with children, whose home is at 68 Keith-road, London, E. His injuries were so severe as to suggest that he must have met his death instantaneously. ....

**DEATH OF THE CONDUCTOR**

Other helpers had noticed the dire plight of the conductor of the bus, who was pinned beneath the step of the overturned vehicle. With all possible speed he was released and taken to the County Hospital, where he succumbed to severe internal injuries 15 minutes after his admission.

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## **THE BUS MEN**

The unfortunate young conductor, aged 19, is the third surviving son of Mr. Alfred Bull, bricklayer, of 39 New-street, Newport. He is one of a family of 12 (five sons and seven daughters). His eldest brother died in Mesopotamia just after the war. He was an old boy of the Church of England school and a popular young fellow. He had been engaged on the buses for about three months.

The driver, Mr. Charles Wheeler, is an experienced chauffeur. For some 11 years he was employed driving a lorry for a Newport firm of ironmongers, and he had been an Enterprise bus driver for three or four years. He resides at 146 Pyle-street, Newport. He escaped with cuts to the face and hands inflicted by the flying glass, and was naturally suffering severely from shock, but after treatment at the hospital was able to return home in the evening.

Wheeler, in addition to having had a great deal of experience, is regarded as an extremely careful and cautious driver.

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**Isle of Wight County Press – 6 April 1929**

**THE FATAL BUS ACCIDENT AT RYDE.**

**CORONER'S JURY EXONERATES THE DRIVER.**

**SUGGESTED ALTERNATIVE ROUTE.**

The inquiry into the tragic circumstances surrounding the deaths of the two victims of the shocking accident at the bottom of Union-street, Ryde, on Thursday, when an Enterprise bus toppled over on its side trying to get round the dangerous corner there, took place on Saturday at the Primitive Methodist School, Ryde. After an investigation lasting nearly five hours the jury returned a verdict of "Accidental deaths," exonerated the driver of the bus from any blame, and suggested an alternative route. The inquest was conducted by the Acting Deputy Coroner (W. H. P. F. Thirkell, Esq.), and the victims were Jack Nunn, of London, a passenger, and Frederick John Bull, of Newport, the conductor, who died shortly after admission to hospital.

*{details of inquest not transcribed}*

## **FUNERAL**

The funeral of Frederick John Bull, the conductor of the ill-fated omnibus and one of the victims of the accident, took place at Newport on Tuesday. The first part of the service was held in the Parish Church, the Vicar (the Rev. Canon C. H. Thompson) officiating, the interment following at Carisbrooke Cemetery. The mourners were Mr. and Mrs. A. E. Bull (parents), Messrs. E. E. Bull and C. C. C. Bull (brothers), the Misses E., J., Edith, A., and F. Bull (sisters), Mr. A. Burt (brother-in-law), and Mr. and Mrs. Pearce (aunt and uncle). There were also present Messrs. M. J. Wavell, E. Kemp, F. Westmore, A. W. Salter, and F. Brendley (representing the employers and staff of the Enterprise Bus Co.), Messrs. E. J. Kemp, E. A.

Huck, and R. Parsons (representing the Hants Friendly Society, of which deceased was a member), and Mr. W. G. James. The deceased had been a gunner for 3½ years in the 219<sup>th</sup> Hants Battery Territorial Artillery, and was greatly liked by his comrades. A bearer party in uniform attended as a mark of respect, those present being Sergts. A. Brewer, H. Coombes, and F. Earley, Driver P. E. Drake, Bombardiers E. and A. Drake, Gunners F. Leppard, N. Moses, B. Jones, and G. Willett.

The funeral arrangements were efficiently carried out by Messrs. H. and F. Damp.

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