date o accider	f first name(s) initial(s)		sex	age	location	county	country	grade	primary railway company responsible for location		time of accident	nature of casualty	precise details of injury	type of accident	details of accident	length of time employed by company	other people mentioned	responsibility/ cause	rules mentioned	recommendations made	booked hours	time on duty	inspector	other notes	document title	document sub-title	document reference	document date	page number
1901 Aug	16 William	Lewis	М		Pwiheli	Caemarforshire	Wales	Labourer	Cambrian Railways			Fatal	Run over and killed	Workshops	Assisting with repair to braike work of coach standing in carriage shed, working beneath carriage. Warned engine to back onto the coaches which acknowledged but did not move out immediately.		John Martin; Williams, shunter	Non compliance of warning and no red flags displayed led to this accident.		Vague Company instructions regarding protection which have been addressed with stringent regulations to all staff			J P S Main		Returns of Accidents and Casualties as reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30		Cd.949	1901 Sep 30	71-72
1903 Apr	20 John	Jones	М		Dinas Junction	Caemarforshire	Wales	Goods loader	London and North Westen Railway	North Wales Narrow Gauge Railway Company	07:40	Injury: Fracture(s)	Fractured left leg	Shunting	Goods being transferred between Standard Gauge and narrow gauge railway in goods shed. Wagon being shunted into good shed with doors lowered. Jones was riding on wagon to prevent barrels falling off. Two more wagons were loose shunted against the first wagon. A		William Shelton, Brakesman	Careless working by Shelton who should not have loose thursted the second wagon. Loaders should not have to ride on wagons. Shunting wagons with open doors is contrary to Rule 184b	184 (b)	Loaders riding on wagons should be abolished		06:00	J H Armytage		September 1901 Returns of Accidents and Casualties as reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1903	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents	Cd.1733	1903 Jun 30	97-98
1903 Aug	11 Liewillyn Fre	d Alcock	М	32	Port Dinorwic Quay	Caemarforshire	Wales	Porter signalman, acting shunter	London and North Westen r Railway		12:00	injury: Contusion(s)	Left hand injured	Shunting	barrel fell on his leg. Alcock had turned some points and then ran after a wagon to pin down the brake, using his coupling-pole as a lever. While he was putting in the pin, the brake- handle rebounded and struck the back of his hand			The mishap was due to Akook disregarding the instructions. He had been supplied with a brake-stick for this purpose	coupling-pole to pin down wagon brakes	To prevent any trader entering the yard	12:00	07:30	J J Hornby		Kingdom during the three months ending 30	railway premises	Cd.1922	1903 Sep 30	157
1903 Nov	16 William	Williams	М	38	Portmadoc	Caemarfonshire	Wales	Non-company: Casual labourer	Cambrian Railways	R Hughes, local com merchant	15:45	Injury: Other - see 'Precise details of injury' field	Scalp wound	Goods handling	Williams was assisting to unload a wagon of hay. Pheby went through the siding and warned all to stand clear and repeated the instruction to a dray driver. When the wagons were drawn forward Williams fell to the ground Redrop was drawing a wagon on to the turntable when it		G Pheby, shunter	Pheby did not know Williams had taken up a position on the hay wagon. The mishap was due to Williams' own want of caution. He should have left the wagon when warned of the impending movement	1	to prevent any drater entering the yard unobserved and going near the wagons, it is recommended that the shunter who gives the warning should stay near the last wagon while it is being moved			A Ford		several railway companies in the United Kingdom during the three months ending 31	Appendix C. Reports of Sub-Inspectors A Ford and JJ Homby on accidents to Railway Servants and other Persons employed on railway premises	Cd.2067	1903 Dec 31	100
1904 Mar	22 Thomas Jam	es Redrop	М	35	Camarvon Quay	Caemarfonshire	Wales		London and North Westen Railway		15:00	Injury: Other - see 'Precise details of injury' field	Right foot injured	Shunting	reactiop was crawing a wagon on to the turnitative when in came to rest he put the brake lever down, but it didn't work properly owing to the brake block being worn, with the result the wagon run over the turntable. The horse became restless and trod on Redrop's foot			I consider the mishap purely accidental			11:30	09:00	J J Hornby		neturns of Accidents and Casuames as reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31 March 1904		Cd.2231	1904 Mar 31	120-121
1906 Jul	16 Richard	Jones	М	40	Bangor	Caemarforshire	Wales	Brakesman	London and North Westen Railway		13:30	Injury: Contusion(s)	Right leg injured	Whilst about the track	Jones was riding on a slate wagon when an engine collided with it and some of the slabs were moved against his leg.		D Davies, driver	Davies was to blame for permitting his engine to collide with the wagons			11:00	05:00	J J Hornby		returns or Accounts and Cardenses as	Appendix C. Reports of Sub-Inspectors IJ Hornby, A Ford and C Campbell on accidents to Railway Servants and other Persons	Cd.3332	1906 Sep 30	182
1907 Feb	22 Lewis	Grundy	м		Clydach Vale Sidings, Dinas	Caemarforshire	Wales	Reliefman	Taff Vale Railway		14:45	Injury: Contusion(s)	Injuries to head and body	Working trains	Grundy acting as brakesman was in the brake van when the engine of the train failed to stop. The regulator would not close and although the steam brake was applied the van struck the buffer stops. Grundy was in the van when it struck	; ! !	Henry Phillips, Driver; Benjamin Thomas, Guard	Foreign body between face of valve and port. Misadventure			<u></u>	06:45	J H Armytage		reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to college separate and other percent	Cd.3746	1907 Mar 31	115
1907 Dec	10 William	Pugh	М		Ddault	Caemarfonshire	Wales	Shunting guard	d Ffestiniog Railway			Injury: Other - see 'Precise details of injury' field	Face cut and	Working trains	On gravity train and stood up and was knocked by overbridge onto slates of next wagon	1		Method of operation		Suspend light cords before bridges		05:20	J H Armytage		Returns of Accidents and Casualties as reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31 December 1907	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents	Cd.4095	1907 Dec 31	136
1909 Ma	/ 6 John	Poole	М	30	Barmouth	Caemarforshire	Wales	Porter	Cambrian Railways		02:30	injury: Multiple	Head cut; body bruised	Whilst on railway property	Nine empty coaches were put on the back road and Poole went on their roofs to extinguish the lamps. While stepping from one coach to another he came into contact with telegraph wires and fell between the coaches	 		The accident was due to the dangerous practice of extinguishing carriage lights in this siding. There is no reason why they should not have been extinguished while the coaches stood at the platform		The Company should either ensure that the lamps are extinguished at a more suitable place, or, failing that, the telegraph wires should be raised sufficiently for the men to walk along the roofs in safety	12:00	01:30	J J Hornby		Summary of Accidents and Casualities reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending during the three months ending 30 June 1909		Cd.4923	1909 Jun 30	97
1909 Jun	29 Caradoc	Jones	М	32	Dinas	Caemarforshire	Wales	Slate loader	North Wales Narrow Gauge Railway		07:50	Injury: Multiple	Left leg cut; foot slightly bruised	Goods handling	Owens was handing slates to Jones who was in a wagon. The wagon was violently driver 13 yard to a buffer stop when Greenough loose-shunted ten other wagons into the same road, causing the slates to strike Jones leg.		O Owen, slate loader; James Greenough; brakesman	Greenough was responsible for the accident. There was no reason why he should not have brought the wagons to rest clear of the one being loaded. He falled to apply the brakes or give a warning as directed by the Rules	184 (a); 112 (a)		11:30	01:50	J J Hornby			Appendix C. Reports of Sub-Inspectors II Homby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	Cd.4923	1909 Jun 30	122
1909 Sep	24 John	Williams	М	66	Pwlheli	Caemarforshire	Wales	Non- company: Lab ourer	Cambrian Railways	Mr Davis, contractor	13:15	Injury: Multiple	Both legs and left hand injured	Whilst on railway property	The men were breaking bricks kneeling on old sacks. They left these inside the warehouse during the dinner hour. Wilkiams crept between wagons to get the sacks and he was climbing on the platform when the wagons were moved	At Pwilheli for 1 year	E Jones, non- company labourer; Company servants	Although the evidence was conflicting, Williams knew that shunting took place daily at about this time. The accident was due to him recklessly exposing himself to danger by not satisfying himself that the wagons would not be moved	•				J J Hornby		several railway companies in the United Kingdom during the three months ending during the three months ending 30 September 1909	Appendix C. Reports of Sub-Inspectors II Homby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	Cd.5040	1909 Sep 30	95-96
1910 Ma	/4 WE	Fullard	М	17	Talyllyn	Caemarforshire	Wales	Porter	Brecon and Merthyr Railway		13:16	Fatal	Head caught and crushed between gangways	Caught between vehicles	A coach was transferred from the Brecon to the Cambrian train. It stopped a foot from the brake van Fulland signalled to the driver to close up as he jumped down between the vehicles. He lifted his head as the gangways came together	4 days experience with corridor stock	Engine driver; Skey, station master	The accident was largely due to Fulland's inexperience. Skey had warmed him not to go between comidor vehicles until they had been brought to a stand, but he had clearly not understood the danger		Since the accident the Company has issued an instruction prohibiting the men from going between vehicles for coupling purposes before they have come to rest		03:30	J P S Main			Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	Cd.5403	1910 Jun 30	18
1910 Jul	23 Urias	Stephen	М		Penygroes Station	Caemarforshire	Wales	Signalman	London and North Westen Railway	1	13:50	injury: Sprain(s)	Right wrist	Whilst about the track	Was exchanging signal staffs in the 6-foot way between the up/down lines with a passenger train. Stuck by the goods-van of a passing goods and fell.			Want of care				02:20	J H Armytage		reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending during the three months ending 30	employed on railway premises	Cd.5493	1910 Sep 30	67-68
1911 Feb	25 Albert	Harrison	М	31	Pwlheli	Caemarforshire	Wales	Carriage cleaner	Cambrian Railways	London North Western Railway	18:50	Injury: Loss of body part(s)	Left leg ran over and subsequently amputated	Shunting	Fell under carriage attempting to ride on a non-existent bottom footboard while shunting a carriage being attached to a train			Failure by Harrison to not notice that the carriage did not have a bottom footboard			12:00	10:00	JJ Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31 March 1911	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	Cd. 5808	1911 Mar 31	66-67
1911 Jul	12 Arthur	Elis	М		Bangor	Caemarforshire	Wales	Engine driver	London and North Westen Railway	1		Injury: Multiple	Cut to head and severe bruise on shoulder	Shunting	While shunting the engine entered the tunnel and the driver, who was looking out for the shunter's signal, struck his shoulder on the tunnel wall causing him to fall between the engine and the wall			A gong is provided to transmit signals to the tunnel but is only used when the engine has entered the tunnel a considerable distance. The tunnel width is also below modern requirements		The gong should be used whenever the engine is likely to enter the tunnel	<u> </u>	03:15	J H Armytage		the United Kingdom during the three months	employed on rairway premises		1911 Sep 30	53
1911 Nov	27 George Sidn	ry Finch	М	21	Portmadoc	Caemarfonshire	Wales	Passenger porter	Cambrian Railways		09:30	Injury: Other - see 'Precise details of injury' field	Right hand injured	Shunting	After uncoupling wagons with a pole, his hand was caught between the end of the pole and the wall of a building	<u> </u>		Mishap due to want of care on Finch's part			12:00	03:30	J J Hornby		sainway accioents. Summany or accioents and Casualities reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31 December 1911 Bailway Accidents. Summany of Accidents	Servants and other persons employed on railway premises	Cd. 6174	1911 Dec 31	114
1912 Apr	29 William Smi	h Neild	м	24 L	Llandudno Junc tion	Caemarfonshire	Wales	Porter	London and North Westen Railway	,	17:00	Injury: Other - see 'Precise details of injury' field	Left side injured	Shunting	For coupling purposes, WN unnecessarily stepped into four floot whilst engine was approaching wagon to be coupled. Left side injured by tender draw bar but N unable to explain circumstances clearly	: : : !		Breach by WN of rules and regulations			12:00	11:30	J J Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1912	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	Cd. 6474	1912 Jun 30	107
1912 Aug	7 John	Wynne	М	45	Betws-y-coed	Caemarfonshire	Wales	Porter	London and North Westen Railway		16:15	Contusion(s)	Left leg injured	Working trains	During an empty stock move worker was climbing into nine foot wide rear carriage when door struck railing between siding and platform and swung back onto worker's leg			Want of care on part of Wynne: length of siding would not have meant a long walk to station platform; and he knew width of rear carriage even though this class of vehicle was not common on this line		None	12:00	09:15	JJ Hornby		Railway Accidents. Summary of Accidents and Casualities reported to the Board of Trade by the several railway companies in the Unibed Kingdom during the three months ending 30 September 1912 Railway Accidents. Summary of Accidents	railway premises	Cd. 6638	1912 Sep 30	106
1913 Jar	6 Hugh	Hughes	М	35	Bangor	Caemarfonshire	Wales	Fireman	London and North Westen Railway	;	21:50	see 'Precise details of injury' field	shoulders injured		While coaling his engine, Hughes was crushed between the tender of his engine and an iron water pipe in the coal stage.	<u> </u>	M Owen, Driver.	Want of care by Hughes.			10:00	00:05	J J Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises		1913 Mar 31	116
1913 May	23 William	Griffiths	М	19	Port Dinorwic	Caemarforshire	Wales	Porter	London and North Westen Railway	1	11:40	Injury: Crush	Left hand injured	Caught between vehicles	Attempted to couple wagons that were being shunted. His shunting pole slipped and his hand was caught between buffers.	 	A W Lewis, Brakesman, J Tharme, Driver		Company instructions forbidding coupling until all vehicles are at rest		12:00	00:10	JJ Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1913 Railway Accidents. Summary of Accidents		Cd. /144	1913 Jun 30	93
1914 Jun	12 Albert Edwa	nd Atkins	М	47 L	Llandudno Junc tion	Caemarforshire	Wales	Shunter	London and North Westen Railway		01:50	injury: Fracture(s)	Fractured pelvis	Caught between vehicles	A wagon shunted by IM was left just clear of no2 sag, Later IM node on loco's steps from no2 sdg, He forgot how tight clearance was where a/m wagon was and he was crushed between the wagon + box	<u> </u>		The accident was caused by Atkins leaving the wagon to close to the siding entrance contrary to the procedure as laid out in of Rule 184(c)	184 (c)		08:00	03:50	A Ford		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1914 Railway Accidents. Reports by the	Officers of Railways on Accidents to Railway Servants and other persons employed on	Cd. 7652	1914 Jun 30	118
1922 Ma	r 1 Edward Own	n Evans	М	ı	Llandudno Junc tion	Caemarforshire	Wales	Fitter	London and North Westen Railway		21:30	Fatal		Whilst about the track	While taking a short cut from the shed to the station, Evans passed between wagons and was hit when the wagons closed up during shunting		Seth Hughes	Men should have taken authorised route		Instructions on route to station should be posted in shed.		08:30	JA A Pickard		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 March 1922 Railway Accidents. Reports by the	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons	<u>.</u>	1922 Mar 31	9
1922 Sep	20 William	Edwards	М	26	Llandudno engine yard	Caemarfonshire	Wales	Fireman	London and North Western Railway			Injury: Contusion(s)	Back bruised	Workshops	Edwards was helping to turn a loco on the turntable. While he was on the turntable's platform operating the stop lever in to hold it in place, he stepped in a hole of a broken board and fell backwards and his back hit an ask box on the loco's tender			There were several defective boards on the turntable. There was one just by the stop lever. The accident coccurred as Edwards failed to set this damaged board in the dark! There were no lights in the area)		LNWR to repair the defective boards on the tumtable and to consider installing lighting near the tumtable, engine pit and water column at this location.		06:40	Wm Worthy Cooke	The turntable was located near the Deganwy end of the yard	Inspecting Officers of Railways, Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1922 Sep 30	32
1922 Der	9 Thomas Ow	en Jones	М	33	Pwiheli	Caemarfonshire	Wales	Signalman	Great Western Railway			Fatal		Whilst about the track	It appears Jones slipped from a train and his left foot became fast, he was dragged some distance before his left leg was released.			Jones duties did not necessitate his being on the platform or on the permanent way at the spot where he was found. His action in taking the tablet to the engine was irregular, and contrary to the usual practice. It appears that lones was riding on, or attempted to get on a footboard of a coach.		The Company might be requested to consider the advisability of providing some lavatory accommodation attached to or near the signal cabin for the use of the signalmen when on duty		05:55	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1922 Dec 31	

1923 Nov 1	Richard Elis	Howells	М	21	Pwiheli	Caemarfonshire	Wales	Labourer	Great Western Railway	11:23	Injury: Other- see 'Precise details of injury' field	Head and shoulder.	Whilst about the track	Oiling signals and point connections. Stooping in the six foot space between Platform No. 2 and the loop. Came to contact with a tender step of the boomotive hauling the Discount No. 2 and 1 and 1 and 1 and 1 and 2 and 2	8 months	William Watkins, Lineman; Arthur Lloyd, Lineman; Owen John Ells, Driver	William Watkins: allowing Hawells to work without proper protection.		Protection and lookout men for men working on the permanent way should be constant and vigilant	09:45	03:52		There was an understanding that Watkins would look out for Howell. Gave a late warning, and the train slowed to 8mph it was common for trains to run tender	Employment Inspectors and Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 21	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1923 Dec 31	33
1924 Mar 19	Robert John	Owen	М	27 LI	andudno Junc tion	Caemarforshire	Wales	Fireman	London, Midland and Scottish Railway	 03:40	Injury: Multiple	Abdomen and ribs injured and foot crushed	Workshops	Owen was under an engine oiling the motion when the it was moved by another engine coming into contact with it causing him to be crushed between the big end and the firebox and then falling into the pit.		Jones, acting driver	The engine causing the movement was driven by Jones who admix he did not give a warning and the accident was due to his neglect. Owne had not taken the precaution of placing head lamps on the engine although this cannot be held to be a contributory cause of the accident.	Clause 4	To indicate that engines are being worked on, firemen should be encouraged when preparing them to make the placing of head lamps in position as their first duty of the day	08:00	00:10	Wm Worthy Cooke		December 1923 Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 March	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1924 Mar 31	56
1924 Jul 10	Henry	Jones	М	55	Belmont Tunnel	Caemarforshire	Wales	Ganger	London, Midland and Scottish Railway		Injury: Other -	Injuries to the back, face and head	Whilst about	A warming was given and all the men stood clear. Jones resumed work and did not act on a subsequent warming given by the lookout man, but remained in the 6ft space, while the sub ganger took the precaution to lie down. Jones was knocked down by a train on the Up line.			The accident was due to Jones' own want of caution and his failure to comply with Rule when warned of a train approaching on the Down road.					Wm Worthy Cooke		Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occuming during the three months ending 30 September 1924 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1924 Sep 30	36
1924 Sep 30	Owen	Williams	М	62	Conway	Caemarforshire	Wales	Checker	London, Midland and Scottish Railway		Injury: Crush	Crushed fingers	Shunting	Williams was in the act of applying the hand brake of one of the fish trucks when the impact with a van caused the brake lever to joil in the guard. Williams' finger were injured between the floor of the truck and the brake lever.			The accident may, I think, be attributed to misadventure.					Wm Worthy Cooke		Rallway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1924 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1924 Sep 30	52
1924 Aug 12	Hugh David	Jones	М	29	Beddgelert	Caemarforshire	Wales	Station Master	Welsh Highland Railway	 	Injury: Crush	Crushed hips	Whilst about the track	Jones attempted to detach a wagon from the rear before the train had been brought to rest. He was crushed between two wagons as they closed together as the driver applied the brake.			The accident was due to Jones attempting to uncouple the wagons before they were at rest.					Wm Worthy Cooke		Inspecting Officers of Railways, Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1924 Sep 30	55
1924 Dec 13	Robert	Jones	М	44 U	andudno Junc tion	Caemarforshire	Wales	Fire dropper	London, Midland and Scottish Railway	 20:20	Injury: Cut(s) or laceration(s)	concussion	property	When some coal men moved a weather screen, it came into contact with the chinney of a brazier, causing it to fall, striking Jones During shunting operations as an engine drawing 15			Micadventure					Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 December 1924 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1924 Dec 31	48
1925 Apr 7	David Herbert	Allen	М	30	Portmadoc	Caemarforshire	Wales	Underman	Great Western Railway	 15:55		Two fingers and a thumb crushed	Shunting	wagons came to a stand on No.1 siding, another engine was placing 6 wagons on the warehouse road. Allen was standing in the 8th well between 1 and 3 siding. He placed his hand on one of the wagons as the engine started to move his hand got trapped			Accident was due to the thoughtlessness on the part of Allen		A caution be made to Allen by the company		08:25	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 June 1925 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1925 Jun 30	24
1925 Aug 29	Robert Edward	Thomas	М	36 B	oston Lodge - Portmadoc	Caemarforshire	Wales	Fireman	Ffestiniog and Welsh Highland Railways	13:30	Injury: Cut(s) or laceration(s)		Working trains	Thomas was fiting an engine, and after passing Boston Lodge some foreign substance entered his eyes, momentarly binding him and causing him to tum about. In doing so he stepped off the footplate, lost his balance and fell, cutting his forehead after hitting a stone.			The foreign substance was blown from the sea and not from the engine. The accident may be attributed to misadventure.			08:15	03:15	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1925 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1925 Sep 30	53
1926 Mar 5	Robert	Hughes	М	65 Pi	enryn, Bangor	Caemarforshire	Wales	Ganger	London, Midland and Scottish Railway		Fatal		Whilst about the track	During a series of moves, a work train made an unexpected start and Hughes lost his balance. He fell, his right foot was run over and he died of his injuries 23 days later		engine driver; Morris Roberts, inspector	The accident was due to the train being started without warning. Roberts is primarily responsible, but Brown should have sounded the engine whistle before moving	222		10:00		Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 March 1926 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1926 Mar 31	45
1926 Aug 3	William	Griffiths	М	54 B	langortunnel	Caemarforshire	Wales	Underman	London, Midland and Scottish Railway	 13:20	Fatal	Fatally injured and died shortly after being admitted to hospital	Whilst about the track	Griffiths was ciling points inside the tunnel. He acknowledged a warning from Owen, but was then heard to call for help and was found lying in the six-foot way with his legs foul of the line.			Griffiths showed want of caution. He had failed to use a refuge and had instead crossed to the other line where he was struck by an engine in contravention of the Rule.	273		10:00	06:20	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1935 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1926 Sep 30	36
1927 Mar 25	Griffiths	Hughes	М	51	Bethesda Junction	Caemarforshire	Wales	Ganger	London, Midland and Scottish Railway	 14:53	Fatal		Whilst about the track	Hughes was oiling a fishplate with Jones and Ready when he was run over by a light engine and died six days later						10:00	07:33	Wm Worthy Cooke		Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31. March	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1927 Mar 31	
1927 May 31	w	Payne	М		Pwiheli	Caemarfonshire	Wales	Labourer	Great Western Railway	11:00	Fatal		Whilst about the track	Payne, after completing painting of a disc signal situated between the main line and the adjacent shunting spur, was either in the 4t way or actide the outer ral of the line, when he was struck and run over by an on coming train, which he didn't hear approaching		Humphries, driver; J P	The unfortunate man was not observed by the driver or fireman, in the performance of their work the men I understand work in pairs on or foul of the fines, where danger is likely to be apprehended one or other should be look out. Had such an arrangement been followed no accident would have occurred				04:00	J P S Main		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 June 1927 Railway directs. Reports by the	Appendix B. Reports of the Assistant inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	i	1927 Jun 30	
1927 Apr 20	Albert Victor	Bobbins	М	29	Bangor	Caemarforshire	Wales	Carriage cleaner	London, Midland and Scottish Railway	 07:20	Injury: Other - see 'Precise details of injury' field	Concussion	Whilst about the track	Whilst cleaning a shackle of a two coach train, an engine touched the buffers of the other carriage causing it to strike Bobbins on the head		W Smith, fireman; Owen Jones, driver	Smith's neglect by making contact with a train which had a red flag showing, Jones for not being on the footplate with Smith	134		09:30	01:20	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries: into accidents which occurred during the three months ending 30 June 1927 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1927 Jun 30	32
1929 Jul 4	Thomas	Williams	М	60	Belmont Tunnel, Bangor	Caemarforshire	Wales	Underman, acting as sub- ganger	London, Midland and Scottish Railway	 10:15	Injury: Cut(s) or laceration(s)	forehead lacerated		Williams was with two other men limewashing manhole cover when, whist refilling an a heady life oil lamp, he caused a small fire. Whilst attempting to put it out, he failed to hear two light engines approaching and he was knocked down.		W R Jones, underman; T H Williams, underman	Williams had failed to appoint a look out man , even though he was fully qualified.	273 (e)	Oil lamps to be extinguished before refiling	09:30	02:45	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1929 Railway Acidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1929 Sep 30	49
1930 Dec 24	AS	Altken	М		Bangor	Caemarforshire	Wales	Joiner	London, Midland and Scottish Railway	09:20	details of injury' field	Sustained injuries to his arms and legs	Whilst about the track	He stood dear in an adjacent panel 8 ft. away, where the clearance is 4 ft. 6 ins He stood with his back to the train. As the train passed the board must have fallen outwards through vibration and was struck by the rear of the train and thrown against him who sustained injuries to his legs and arms			The accident, which may be attributed to misadventure, arose through the fact that Aliken falled to take the safer course of bying the board on the gangway adjacent to the rails					JLM Moore		Inspecting Officers of Ballways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 December 1930 Railway Accidents. Reports by the	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1930 Dec 31	28
1931 Oct 6	тѕ	Williams	М		Bangor	Caemarforshire	Wales	Carriage cleaner	London, Midland and Scottish Railway	07:32	Fatal	Run over by the wheels of the trailing bogie, with fatal results.	Working trains	About 7.32 am the engine was brought back on to the two coaches and the train was held for some time for the purpose of picking up certain permanent way men who were to travel by it. After it had left Williams' body was found on the outer rail next the 6t way having been run over with fatal results.		wagon examiner	Williams had completed the work and packed up his tools, he may have thought that something was not quite right and entered the 4ft way beneast the couch to look and thought that he could get clear before any movement took place. The accident evidently resulted from his own lack of care			4	01:00	J P S Main		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 December 1931 Railway Accidents. Reports by the	Appendix B. Reports of the Assistant inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1931 Dec 31	19
1932 Oct 10	Richard Griffiths	Williams	М	35	Pwiheli	Caemarfonshire	Wales	Passed fireman, acting as driver	Great Western Railway	05:15	Fatal	between the buffer of engine No 2391 and the tender of No. 3255	Working trains	He had moved it a few feet unfortunately it came to rest on a centre and Thomas at once reversed it moved it back catching and cushing Williams who stepped in between the leading buffer of engine No 2391 and the tender buffer of engine No. 3255. He sustained internal injuries to which he succumbed		John Maxwell Jones, engine driver; William Thomas, fireman; Robert Thomas, fireman	M Jones and W Thomas are jointly and equally responsible for the failure to comply with the above engulation. Thomas being more sepcially concerned for having reversed and moved engine No. 3255 toward engine No. 2391 without the knowledge or consent of J. M. Jones, or giving warming of any kind			08:00	00:10	Wm Worthy Cooke		Inspecting Officers of Ballways, Railway Employment Inspections and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31 December 1932 Railway Accidents. Reports by the	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1932 Dec 31	25
1934 May 5	Robert	Jones	М	59	Pwiheli	Caemarforshire	Wales	Ganger	Great Western Railway	09:10	Injury: Cut(s)	Cuts over eye and ear and concussion and shock		While walking between tracks with hammer he was hit with it which had hit a door that was being closed		John Hughes, porter	Neglect by walking in middle of tracks and failure to ensure all doors were closed			04:14	01:15	Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1934 Jun 30	23
1934 Jul 8	William Oliver	Williams	М	-	Llandudno	Caemarforshire	Wales	Goods guard	London, Midland and Scottish Railway					When the engine had moved a few yards Williams who was on the steps leading to the footplate was caught and crush between the tender and a verhicle standing on the goods shed road siding.		John Henry Morris, shunter	Morris although he was aware of the position of the veiblicks had not made any attempt to move them clear and his negligence in falling to provide cleared as Isld down in Rule was the primary cause of the accident, but Williams is not free from responsibility.	į				Wm Worthy Cooke		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1934 Sep 30	

	Randall Wifre		м	42	Llandudno Junc tion	Caemarfonshire	Wales	Painter	London, Midland and Scottish Railway			Injury: Contusion(s)	Bruised shoulder severe concussion	Whilst about the track	James adjust stepped off the ladder onto a scaffold. He then fell onto a roof sheet which failed to hold him owing to a corner lashing parting, and he fell out of the sheets onto some sacks of grain and onto the deck and was injured.	painter	The accident was not witnessed. James does not recall what occurred when he stepped of the ladder onto the scaffold. Under the circumstances the accident should be attributed to misadventure.			03:15	Cooke	Railway Inspecting Employn Employn Inquiring ti	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of nto accidents which occurred he three months ending 31	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	25	934 Dec 31	41
1935 Oct 9	G	Jones	м		Bangor	Caemarfonshire	Wales	Porter	London, Midland and Scottish Railway		21:00	Fatal	His body was fast between the edge of a lift table and the top of the platform	Goods handling	Inside the lift, lones had not folded back the barrow handle into a position of safety. As the lift was raising, the handle fell against the wall forcing the barrow backwards trapping iones against a collapsible gate, which gave way.		iones must be held responsible as a barrow of this type can be conveyed in the lift in safety provided that ordinary care is exercised		The company is recommended to provide some means whereby the handles of the barrow may be secured in an upright position.		JLM Moore	Railway Inspecting Employn Employn Inquisites during ti	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of not accidents which occurred the three months ending 31	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	25	935 Dec 31	15
1936 Nov 26		Jones		27	Conway Morfa	Caemarfonshire	Wales	Lengthman	London, Midland and Scottish Railway			Fatal	Killed instantly by a passing train	Whilst about the track	Jones standing on the sleeper ends was hit by a train and died instantly	Parry, Sub-ganger, Prytherch, Ganger;	Lack of caution and misconduct on the part of Jones in failing to stand clear of all running lines in accordance to Rule 234 (a)			09:30 07:05	Wm Worthy Cooke	Ralivas Inspecting Employn Employn Inquiries during ti	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of nto accidents which occurred he three months ending 31	Appendix C. Reports of the Sub-Inspecting Offices of Railways on Accidents to Railway Servants and other Persons employed on railway premises	15	936 Dec 31	69
1937 Feb 11	Roger	Foukes	М	47	Llandudno Junction shed	Caemarforshire	Wales	Coalman	London, Midland and Scottish Railway		15:55	Fatal		Whilst on railway property	Foulkes was coaling an engine when the wagon in which he was standing was hit by a loose wagon causing him to fall on to the track	Jones, driver; Blanch,	Failure of Jones and Blanch to ensuring that the brakes on the wagons they had shunted were fully applied	110 (b) and 111 (e)			Wm Worthy Cooke	Railway Inspecting Employn Employn Inquisits during the ti	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of nto accidents which occurred hree months ending 31 March	Appendix C. Reports of the Sub-Inspecting Offices of Railways on Accidents to Railway Servants and other Persons employed on railway premises	15	137 Mar 31	50
1937 Jul 14	Richard Price	Jones	м	37	Caernanvon, Victoria Docks	Caemarfonshire		Checker, acting as shunt-horse driver	London,		09:45	Injury: Cut(s) or laceration(s		Shunting	Jones had attached the hook of the horse draw chain to a buffer spindle. He was standing by the horse's head when it started to pull. The hook flew off the buffer, striking Jones		Misadventure. Due to space and marine fittings, horses must work within the four-foot way. Horse loops are often inaccessible, or cause the chain to fool the brake lever. Jones was not aware of any instructions concerning attaching horses to vehicles	Instruction General Appendix March	An instruction has been issued to all drivers at this station prohibiting attaching draw chain to any buffer. It is recommended that the Instructions be amended by a similar prohibition to apply to all stations	09:30 01:45	Mar Marth	Rallway Inspecting Employn Employn Inquisits during ti	Accidents. Reports by the Officers of Railways, Railways eent Inspectors and Railways eent Assistant Inspectors of nto accidents which occurred the three months ending 30	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	15	937 Sep 30	59
1938 Apr 2		Hughs	м		Pwiheli	Caemarforshire	Wales	porter	Great Western Railway		13:00	Injury: Contusion(s)	Bruised elbow	Shunting	Highs, who was employed as a passenger porter, was engaged in shunting, and whist attempting to couple 2 considor vehicles tagesther, before they came to rest, he sustained a brussed elbow which kept him off duty for a week.		Hughs was fully aware of the Rule. He frankly admits that the accident was the result of his disregard of this important Rule, and it will doubtless b a lesson for him in the future.	13 (c)			R H Williams	Railway Inspecting Employn Employn Inquinis during the	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of nto accidents which occurred three months ending 30 June	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	r	938 Jun 30	1
1938 Aug 24	William John	Colles	М	30	Pwilheli Station	Caemarforshire	Wales	Porter, acting as shunter	Great Western Railway	•			Injured pelvis		He was ridding through, the Loop line on the engine, when he was crushed between it and an observation window of the vertice which was rearest to the fouling point, at the South end of the cross-cree, and sustained the injury stated above.		I attribute this accident to Coles disregard of Rules where vehicles must be left sufficiently clear of the fouling points of any adjoining lines,	111(e) 118	Evidently there has been a laxity in carrying out the provisions of the Rules in question, at this station, and I recommend for the consideration of the Company, that such steps as will ensure their observance in future be taken.	08:00	J A Sindair	Railway Inspecting Employn Employn Inquisits Inquisits	Accidents. Reports by the Officers of Railways, Railway nent Inspectors and Railway nent Assistant Inspectors of nto Assistant Inspectors of the three months ending 30 September 1929.	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	25	938 Sep 30	41