

1923 Nov 1	Richard Ellis	Howells	M	21	Pwllheli	Caernarfonshire	Wales	Labourer	Great Western Railway	11.23	Injury: Other see 'Precise details of injury' field	Head and shoulder	Whirl about the track	Oiling signals and point connections. Stopping in the six foot space between Platform No. 2 and the loop. Came to rest with a broken axle of the locomotive bulging the OE 20 on Macthyth.	8 months	William Watkins, Limerham, Arthur Lloyd, Limerham; Owen John Ellis, Driver	William Watkins: allowing his wheels 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	Wm Worth Cooke	There was an understanding the Watkins would look out for Howell. Gave a late warning, and the train slowed to length it was common for trains to run tender first along this section of railway.	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 December 1923	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	M	27	Llandudno Junction	Caernarfonshire	Wales	Fireman	London, Midland and Scottish Railway	03:40	Injury: Multiple	Abdomen and ribs injured and foot crushed	Workshop	Owen was under an engine oiling the motion when it was moved by another engine coming in contact with it causing him to be crushed between the big end and the firing box and then falling into the pit		Jones, acting driver	The engine causing the movement was driven by Jones who admits he did not give a warning and the accident was due to his neglect. Owen 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 Worth Cooke		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	M	55	Belmont Tunnel	Caernarfonshire	Wales	Ganger	London, Midland and Scottish Railway		Injury: Other see 'Precise details of injury' field	Injuries to the back, face and head	Whirl about the track	A warning was given and all the men stood clear. Jones resumed work and did not act on a subsequent warning given by the lookout man, but remained in the open, while the sub-ganger took the precaution to lay 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 Rules when warned of a train approaching on the Down road.	273		Wm Worth Cooke		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	M	62	Conway	Caernarfonshire	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 flat trucks when the impact with a van caused the brake lever to jerk in the guard. Williams' finger was injured between the floor of the truck and the brake lever.			The accident may, I think, be attributed to misadventure.			Wm Worth Cooke		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	M	29	Beddegert	Caernarfonshire	Wales	Station Master	Welsh Highland Railway		Injury: Crush	Crushed hips	Whirl 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 and was crushed together as the driver applied the brake.			The accident was due to Jones attempting to uncouple the wagons before they were at rest.			Wm Worth Cooke		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	M	44	Llandudno Junction	Caernarfonshire	Wales	Fire dropper	London, Midland and Scottish Railway	20:20	Injury: Cuts or laceration	Head cut and concussion	Whirl on railway property	When some coal men moved a weather screen, it came into contact with the chimney of a boiler, causing it to fall, striking Jones.			Misadventure			Wm Worth Cooke		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	M	30	Portmadoc	Caernarfonshire	Wales	Underman	Great Western Railway	15:55	Injury: Crush	Two fingers and a thumb crushed	Shunting	During shunting operations as an engine drawing 15 wagons came to a stand on No. 1 siding, another engine was placing 6 wagons on the warehouse road. Allen was standing in the 8ft well between 1 and 3 sidings. He placed his hand on one of the wagons as the engine started to move he had his hand get trapped			Accident was due to the thoughtlessness on the part of Allen		A caution be made to Allen by the company	08:25	Wm Worth Cooke		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 Edwards Thomas	M	36	Boston Lodge Portmadoc	Caernarfonshire	Wales	Fireman	Ffestiniog and Welsh Highland Railway	13:30	Injury: Cuts or laceration	Forehead lacerated	Working train	Thomas was firing an engine, and after passing Boston Lodge some foreign substance entered the eyes, momentarily blinding him and causing him to turn about. In doing so he stepped off the footplate, hit 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.			Wm Worth Cooke		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	M	65	Henny, Bangor	Caernarfonshire	Wales	Ganger	London, Midland and Scottish Railway		Fatal		Whirl about the track	During a series of moves, a work train became 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		Titus Roberts, signman; A. Brown, 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			Wm Worth Cooke		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	M	54	Bangor tunnel	Caernarfonshire	Wales	Underman	London, Midland and Scottish Railway	13:20	Fatal	Fatally injured and died shortly after being admitted to hospital	Whirl about the track	Griffiths was oiling points inside the tunnel. He acknowledged a warning from Owen, but was then struck by an engine in the road way with his legs foul of the line.		Owen Williams, look-out man	Griffiths showed want of caution. He had failed to use a refuge and had instead crossed to the other side where he was struck by an engine in contravention of the Rule.	273		Wm Worth Cooke		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	M	51	Bethesda Junction	Caernarfonshire	Wales	Ganger	London, Midland and Scottish Railway	14:53	Fatal		Whirl about the track	Hughes was oiling a flatplate with Jones and Ready when he was run over by a light engine and died six days later		Jones, Ready, Underman	Hughes did not warn the signal man that he was working on the line. Jones and Ready warned Hughes that a train was approaching but he continued to work on the flatplate. The accident was due to negligence on the part of Hughes			Wm Worth Cooke		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	59			
1927 May 31	W Payne	M		Pwllheli	Caernarfonshire	Wales	Labourer	Great Western Railway	11:00	Fatal	Run over with fatal results	Whirl about the track	Payne, after completing painting of a disc signal situated between the main line and the adjacent shunting spur, was on the 4th way at the end of the road of the "I" line, when he was struck and run over by an oncoming train, which he did not hear approaching		J.B. Edwards, charge-man; J. Humphries, driver; J.F. King, fireman; Henry Whitton, signal painter	The unfortunate man was not observed by the driver. In the performance of their work the men understand work in pairs on a foul of the lines, where a danger is likely to be apprehended one or other should look out. Had such an arrangement been followed no accident would have occurred			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	1927 Jun 30	1			
1927 Apr 20	Albert Victor Bobbins	M	29	Bangor	Caernarfonshire	Wales	Carriage cleaner	London, Midland and Scottish Railway	07:20	Injury: Other see 'Precise details of injury' field	Concussion	Whirl about the track	While clearing a shackle of a coach train, an engine touched the buffers of the other carriage causing it to strike Bobbins on the head		W.S. Smith, fireman; Owen Jones, driver	Smith's neglect in making contact with a train which had a red flag showing, Jones for not being on the footplate with Smith	134		Wm Worth Cooke		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	M	60	Belmont Tunnel, Bangor	Caernarfonshire	Wales	Underman, acting as sub-ganger	London, Midland and Scottish Railway	10:15	Injury: Cuts or laceration	Head and forehead lacerated	Whirl about the track	Williams was with two other men limewashing marble covers when, while setting an already set lamp, he caused a small fire. While attempting to put it out, he failed to see 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 setting	09:30	02:45	Wm Worth Cooke		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	A.S. Alken	M		Bangor	Caernarfonshire	Wales	Joiner	London, Midland and Scottish Railway	09:20	Injury: Other see 'Precise details of injury' field	Sustained injuries to his arms and legs	Whirl about the track	He stood clear in an adjacent panel 8 ft. away, where the clearance is 4 ft. 6 ins. He stood with his back to the track. As the train passed the board must have swung 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 Alken failed to take the safer course of lying on the board on the gangway adjacent to the rails		J.M. Moore		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	T.S. Williams	M		Bangor	Caernarfonshire	Wales	Carriage cleaner	London, Midland and Scottish Railway	07:32	Fatal	Run over by the wheels of the trailing bogie, with fatal results	Working train	About 7.32 am the engine was brought back on to the two coaches and the train 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 board in front of the way having been run over with fatal results.		William Salisbury, wagon examiner	Williams had completed the work and packed up his tools, but may have thought that something was not quite right and entered the 4th way beneath the coach to look and check that he could get clear before any movement took place. The accident evidently resulted from his being back on the board.		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	1931 Dec 31	19				
1932 Oct 10	Richard Griffiths	M	35	Pwllheli	Caernarfonshire	Wales	Passed fireman, acting as driver	Great Western Railway	05:15	Fatal	Caught between the buffer of engine No. 2391 and the tender of engine No. 3255	Working train	He had moved a few feet unfortunately a cable went on a centre and Thomas at once reversed, a back catching and crushing 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 regulation, Thomas being more especially concerned for having reversed and moved engine No. 3255 toward engine No. 2391 without the knowledge or consent of M. Jones, or giving warning of any kind	08:00	00:10	Wm Worth Cooke		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	M	59	Pwllheli	Caernarfonshire	Wales	Ganger	Great Western Railway	09:10	Injury: Cuts or laceration	Cuts over eye and ear and concussion and shock	Whirl about the track	While walking between tracks with hammer he was hit with a wheel that had a door when he was being closed		John Hughes, porter	Neglected by walking in middle of tracks and failure to ensure all doors were closed	04:14	03:15	Wm Worth Cooke		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	M	62	Llandudno	Caernarfonshire	Wales	Goods guard	London, Midland and Scottish Railway		Injury: Crush	Direct crushed and bruised	Whirl about the track	When the engine had moved a few yards Williams who was on the coach leading the footplate was caught between the tender and a vehicle standing on the goods shed road siding.		John Henry Morris, shunter	Morris although he was aware of the position of the vehicles had not made any attempt to move them clear and his negligence in failing to provide clearance led down in fact was the primary cause of the accident, but Williams is not free from responsibility.	111 (e)		Wm Worth Cooke		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	34			

1934 Oct 19	Randall Wilfred	James	M	42	Llandudno Junction	Caernarfonshire	Wales	Painter	London, Midland and Scottish Railway			Injury: Contusion(s)	Bruised shoulder severe concussion	Whist about the track	James & John 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.	Rowlands, foreman 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	Wm Worthing Cooke	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 December 1934	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1934 Dec 31	41	
1935 Oct 9	G	Jones	M		Bangor	Caernarfonshire	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, Jones 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 Jones against a collapsible gate which gave way.	Jones 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.		J.M Moore	December 1934 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 December 1934	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1935 Dec 31	15			
1936 Nov 26	Alan	Jones	M	27	Conway Morfa - Conway	Caernarfonshire	Wales	Lengthman	London, Midland and Scottish Railway		Fatal	Killed instantly by a passing train	Whist about the track	Jones standing on the sleeper ends was hit by a train and died instantly	Pony, Sub-ganger, Pytherrch, Ganger; Evans, Lengthman; Edwards, Driver; Taylor, Fireman	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)	234 (a)	09:30	07:05	Wm Worthing Cooke	December 1936 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 December 1936	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1936 Dec 31	69	
1937 Feb 11	Roger	Foukes	M	47	Llandudno Junction shed	Caernarfonshire	Wales	Coalman	London, Midland and Scottish Railway	15:55	Fatal		Whist on railway property	Foukes 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, fireman	failure of Jones and Blanch to ensure that the brakes on the wagons they had shunted were fully applied	110 (b) and 111 (a)		Wm Worthing Cooke	December 1937 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 1937	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1937 Mar 31	50		
1937 Jul 14	Richard Price	Jones	M	37	Caernarvon, Victoria Quays	Caernarfonshire	Wales	Checker, acting as shunt-horse driver	London, Midland and Scottish Railway	Caernarvon Dock Trust	09:45	Injury: Cuts/abrasion(s)	Forehead lacerated (right side)	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 foul the brake lever. Jones was not aware of any instructions concerning attaching horses to vehicles	An instruction has been issued to all drivers of 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	Wm Worthing Cooke	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 30 September 1937	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1937 Sep 30	59
1938 Apr 2	T	Hughes	M		Pwllheli	Caernarfonshire	Wales	Passenger porter	Great Western Railway		13:00	Injury: Contusion(s)	Bruised elbow	Shunting	Hughes, who was employed as a passenger porter, was engaged in shunting, and whilst attempting to couple 2 corridor vehicles together, before they came to rest, he sustained a bruised elbow which kept him off duty for a week.		Hughes was fully aware of the Rule. He frankly admits that the accident was the result of his disregard of the important Rule, and it will doubtless be a lesson for him in the future.	12 (c)		R.H Williams	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 30 June 1938	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1938 Jun 30	1	
1938 Aug 24	William John	Coles	M	30	Pwllheli Station	Caernarfonshire	Wales	Porter, acting as shunter	Great Western Railway		09:25	Injury: Crush	Injured pelvis	Shunting	He was edging through the Loop line on the engine when he was crushed between it and an observation window of the vehicle which was nearest to the boiling gong, at the South end of the cross-over, 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.	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 Sinclair	September 1938 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 30 September 1938	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1938 Sep 30	41		