

| date of accident | first name(s) / initial(s) | surname | sex | age | location | county | country | grade | primary railway company responsible for location | any other companies involved? | 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 |
|------------------|----------------------------|------------|-----|-----|--------------------|---------------|---------|---|--|-----------------------------------|------------------|---|---|----------------------------|---|------------------------------------|---------------------------------------|---|--|---|--------------|--------------|---|---|--|---|--------------------|---------------|-------------|
| 1902 Jun 25 | Evan | Evans | M | | Trawscote Llanilar | Cardiganshire | Wales | Ganger | Manchester and Midland Railway | | 11:30 | Fatal | | Whilst about the track | Evans used a rail lorry to take wood to fix fencing. Returning the lorry to Llanilar, he met an oncoming train. As he tried to lift the lorry's wheels off the rails his head was hit by the train's loco. | | | No precautions were taken to protect the lorry while it was on the line. Before he left to do the repairs Evans had never informed Llanilar's signaller about his plans. Accident due to Evans' negligence. | 248 (a) | Company should emphasise that gangers and loading men must follow the rules concerning the protection of platelayers' lines. Also the company must provide men e.g. flagmen to protect the lorry. | | | 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 June 1902 | Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises | Co. 1308 | 1902 Jun 30 | 81-82 |
| 1906 Oct 1 | Fredrick | Chichester | M | 39 | Talyllyn Junction | Cardiganshire | Wales | Goods guard | Brecon and Merthyr Railway | Midland Railway; Cambrian Railway | 08:30 | Injury: Other see 'Precise details of injury first' | Left hand mumbled injured | Shunting | Chichester employed by Midland, doing shunting when caught foot against weight box of point locking bar & fell. | | | Weight box is 7" high in effort where he had to walk thus causing obstruction. There as no light either. | | Weight box on B&M line but point & locking bar owned by Cambrian Ry. who should be asked to remove it or put in effort. B&M should provide lights. | 10:00 | 02:00 | J J Hornby | | 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 1906 | Appendix C. Reports of Sub-Inspectors J J Hornby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises | Co. 3483 | 1906 Dec 31 | 122 |
| 1907 Jul 31 | Fredrick L | Hill | M | | Hafod | Cardiganshire | Wales | Labourer | Great Western Railway | | 09:30 | Injury: Contusion(s) | Struck by an engine sustained severe bruising to his left thigh | Whilst about the track | Hill was freighting up the motor on the board and was standing just foul of the up line. A strong wind was blowing at the time and he failed to notice the approach of a light engine which was standing on the up line. Hill was struck by the engine and sustained a severe bruise to his left thigh. | | George Tudor, backlayer | Insider that the accident must be attributed to Hill's own want of caution | | | J H Armytage | 03:30 | 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 September 1907 | Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises | Co. 3972 | 1907 Sep 30 | 84 | | |
| 1907 Aug 20 | A H | Ward | M | 15 | Tyryewin | Cardiganshire | Wales | Lampboy | Great Western Railway | | | Fatal | Run over by the rear wheels of the wagon | Whilst about the track | Ward was talking to Jenkins then asked for the keys for the lamp but to get some oil. Jenkins who was going off duty asked them to wait and followed after them. After a mineral train had passed Jenkins found Ward had been run over fatally. | 5 months | Jenkins, signaller | I am of the opinion however, that it is desirable to employ older and more experienced persons where lamps have to be collected and distributed over a large area of busy lines as in this section. | | | J P S Main | 05:45 | 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 September 1907 | Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises | Co. 3972 | 1907 Sep 30 | 85 | | |
| 1911 Jun 23 | Dan | Harris | M | 19 | Cardigan | Cardiganshire | Wales | Shunter | Great Western Railway | | 17:00 | Injury: Crush | Right foot injured | Shunting | The victim claims he slipped on a wet sleeper while walking alongside vehicles. The inspector believed that the victim was trying to ride upon his shunting pole and slipped and fell. | | J Morgan, engine-driver | The engine driver's account conflicted with the victim's story and the inspector attributed the accident to the victim disregarding his instructions | Instruction not to make improper use of shunting poles | | | J J Hornby | 12:00 | 09:00 | Returns of Accidents and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1911 | Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises | Co. 5937 | 1911 Jun 30 | 100 |
| 1911 Dec 5 | Michael | Evans | M | 63 | Aberystwyth | Cardiganshire | Wales | Non-company Employer of unnamed company | Great Western and Cambrian Joint Railway | Next to company's employ | 12:30 | Injury: Multiple | One rib broken and right shoulder injured | Goods handling | Evans had come to unload bricks and dimbed on to one of the wagons, remaining there while the wagons were positioned for unloading. However when his wagon was brought forward and stopped, he fell to the ground | outside carrier | Shunter W Vaughan | Evans was aware of the routine and should not have placed himself in danger. Vaughan admitted that he should have asked Evans to come down | 112 (a) | | | J J Hornby | | Returns of Accidents and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 December 1911 | Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises | Co. 6174 | 1911 Dec 31 | 125 | |
| 1912 Aug 11 | William Henry | Edwards | M | 26 | Aberystwyth | Cardiganshire | Wales | Porter | Great Western and Cambrian Joint Railway | | 21:00 | Injury: Contusion(s) | Right leg injured | Whilst on railway property | Worker fell into turntable pit as he was walking from signal cabin to turntable road to give single line staff to driver of engine standing there | | | Went of care on part of Edwards | None | | 12:00 | 11:00 | J J Hornby | | Returns of Accidents and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 September 1912 | Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises | Co. 6638 | 1912 Sep 30 | 101 |
| 1913 Aug 14 | Humphrey Edward | Owen | M | 43 | Aberystwyth | Cardiganshire | Wales | Temporary coalman | Cambrian Railways | | 16:00 | Injury: Multiple | Broken left collar bone and right thigh injured | Shunting | 3 coal wagons were being loose shunted alongside the coal stage wall when they started to run back. Owen attempted to engage the brake lever of the first wagon and was caught between it and the wall | 3 weeks | C Campbell, acting locomotive foreman | Owen's inexperience probably contributed, but person responsible for the shut did not secure the vehicles. | Company should devise means whereby it will be unnecessary for a man to stand for coupling purposes between vehicles while they are in motion. | | 11:30 | 10:00 | J J Hornby | | Returns of Accidents and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 September 1913 | Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises | Co. 7188 | 1913 Sep 30 | 99 |
| 1914 Sep 23 | J E | Davies | M | | Aberystwyth | Cardiganshire | Wales | Fireman | Cambrian Railways | | 12:15 | Injury: Crush | Left hip and shoulders injured | Caught between vehicles | Fireman crushed between engine and coach while attempting to couple them up. Engine on a sharp curve. | | | Design of central buffers and chopper couplings on stock necessitating fireman standing between to align. | | It will be unnecessary for a man to stand for coupling purposes between vehicles while they are in motion. | | 03:45 | J P S Main | | Returns of Accidents and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 September 1914 | Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises | Co. 7802 | 1914 Sep 30 | 28-29 |