

1934 May 16	Eric Gordon	Speakman	M	29	Buckley branch, Cornwall's Quay	Flintshire	Wales	Placed engine cleaner	London and North Eastern Railway	London, Midland and Scottish Railway	14:10	Fatal		Shunting	He was using a shunting pole to pin down a brake - it flew upwards and hit him on the head	Thomas, shunter; Philips, driver	He should not have used a shunting pole to brake a wagon.			08:00	01:30	Wm Worthington 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 June 1934	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	30
1936 Apr 1	John Hassall	Chamberlain	M	25	Llanfynydd Frith	Flintshire	Wales	Non-company Person on business	Great Western and London, Midland and Scottish Joint Railway	Mr F M Clements, of the Frith Roadstone Quarries	11:00	Fatal		Goods handling	Chamberlain was standing with one foot on a line, using a long pole to pull tarmac out of a shoot into a tip wagon. He did not hear an engine propping a brake van which hit him and dragged him some 65 yards	Humphreys, guard	The line has very restricted visibility due to a curve and the stone crushing plant downs out all other noise. Chamberlain's own want of caution in stepping foul of the line without checking it was safe to do so caused the accident	Rules and Regulations of the Joint Company concerning duties, competence and equipment for look-outs	The practice of working foul of the line which was common practice is highly dangerous. Should it be necessary for any employee to work here, the manager should appoint a competent and properly equipped person whose sole duty is as look-out			Wm Worthington 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 June 1936	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1936 Jun 30	40
1936 Oct 30	William	Byram	M	42	Penny-ffordd	Flintshire	Wales	Goods guard	London and North Eastern Railway			Injury: Contusion(s)	Bruised arm	Shunting	Byram's arm was caught between buffers when his coupling pole slipped		Byram for not obeying Rule 12 (b) that wagons should be stationary before coupling/uncoupling	12 (c)		08:00	07:00	Wm Worthington 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 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	55
1936 Dec 9	John Evan	Hughes	M	64	Holywell Junction	Flintshire	Wales	Goods guard	London, Midland and Scottish Railway			Injury: Multiple	Upper arm and ribs fractured, severe multiple bruises and shock	Shunting	Hughes was in the 6 foot between the slow and fast lines, in dense fog, when he was hit by the fast train		Displaying a disregard of ordinary care and lack of caution in walking foul of the fast up line, when there was a 9 yard space	The gong used to alert men on the line should be replaced with a series of powergongs		08:00	01:46	Wm Worthington 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 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	73
1937 Nov 1	Arthur James	Rumsey	M	34	Mold Junction	Flintshire	Wales	Fireman	London, Midland and Scottish Railway		22:30	Injury: Other see "Pnecke" details of injury field	Right side injured	Working train	Rumsey was leaning from a footplate observing the injector overflow pipe when he came into contact with the corner of a standing wagon on an adjoining line	William Worthington Bennion, class 1 shunter	Bennion was at fault			08:00	00:55	J Birch	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 1937	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1937 Dec 31	59
1938 May 3	E	Jones	M		Prestatyn	Flintshire	Wales	Ganger	London, Midland and Scottish Railway		07:30	Fatal	Struck and killed by a train	Whilst about the track	Jones was employed as a ganger and shortly after 08:00, as a result of information from a passing engineman, the ganger from the adjoining length fouled Jones' body lying in the cess. His cap and keying hammer were lying within a few yards of his body, and he had been struck by a train.		The accident can only be attributed to his momentary neglect in that respect			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	23		
1938 Aug 18	P	Nevitt	M		Rhyl	Flintshire	Wales	Errand boy	London, Midland and Scottish Railway	Local firm of greengrocers employing Nevitt	09:00	Fatal	Unspecified injuries to which he succumbed almost immediately	Caught between vehicles	Passing through a three foot space between stationary sill vans, Nevitt was trapped between the buffers when two moving rail vans hit the stationary one closing up the three foot space causing Nevitt's fatality.	Four unnamed men pushing a wagon; driver of the greengrocers lorry; Robert Parry, duty porter	Parry had a duty to attend to the brakes of moving wagons in a shunt but he let the two vans run unchecked without ensuring a safe route. His failure to do so renders him primarily responsible for the accident.			112 (a)		J M Moore	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 B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1938 Sep 30	27