date of accident	first name(s) / initial(s)	surname	sex	age	location	county	country	grade	primary railway company responsible for location	companies involved?	time of accident	nature of casualty	precise details of injury	type of accident	length of time details of accident 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 Apr 9	George	Roberts	м		Cefnybedd - Frewd Junction	Flintshire	Wales	Fireman	Wresham, Mold and Connah's Quay Railway		06:52	Fatal		Working trains	Roberts was working a goods train. His loco began slipping on greasy raits while climbing a hil. He had gotten down from the cab (perhaps to tap the loco's sand pipe) when he was hit by a passing train		Accident was attributed to Roberts' want of caution. He shouldn't have left the cab for any purpose whilst loco was moving, especially w/out his driver knowing.					J PS 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:1308	1902 Jun 30	89
1903 Apr 6	John	Walker	м	42	Rhyl	Flintshire	Wales	Engine driver	London and North Western Railway			Injury: Other - see 'Precise details of injury' field	Head injured.		Walker was checking the water level in the tank at the back of the tender and while doing so his head came in contact with an overbridge.		Walker had been unable to obtain sufficient water at an earlier trough and needed to know if he must stop to get an additional supply. The engine was not fitted with a gauge showing the water level.	Instructions forbidding engine crew from leaving the footplate when in motion.	Company to fit gauges recommended by rules. Company to issue instructions forbidding enginemen from leaving the footplate to check water levels.	10:00	07:45	J J Hornby		reported to the Board of Trade by the several railway companies in the United Vinescent during the three months and in 20	Appendix C. Reports of Sub-Inspectors A Ford and JJ Homby on accidents to Railway Servants and other Persons employed on railway premises	Cd.1733	1903 Jun 30	129-130
1904 Apr 26	Jonathan C	Piercy	м		Mold Junction Loco Shed	Flintshire	Wales	Fuel man	London and North Western Railway		22:45	Injury: Loss of body part(s)	Two fingers of left hand severed by wagon wheel.	Shunting	Piercy was assisting in the placing of a wagon on a weighing machine using a tow rope. He attempted to apply the brake on a coal wagon but slipped and fell with his hand on a rail.		Misadventure. The common practise of using a tow rope to position wagons in breach of rules also contributed. Lack of supervision by foremen in charge of the shed.	2 of the Prevention of Accidents Rules, 1902			00:45	J H Armytage		June 1903 Returns of Accidents and Casualities as 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 railway servants and other persons employed on railway premises	Cd.2306	1904 Jun 30	97-98
1906 Feb 27	Joseph	Higginbottom	м	50	Brymbo North sidings, Gwersyllt	Flintshire	Wales	Engine driver	Great Central Railway		19:00	Injury: Multiple	left leg injured	Working trains	Higginbottom was propelling two wagons against a train. As they came into contact with the stationary wagons he was thrown against the tender end.	J Lovell, guard; J Scott, fireman	Misadventure. Lovell states he gave a green then a red signal, but Scott says he saw no signals. Neither statement can be comborated. The impact was not very severe, but was worsened as the stationary wagons all had dead buffers			10:00	01:45	J J Hornby		reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31	Appendix C. Reports of Sub-Inspectors JJ Hornby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	Cd.3150	1906 Mar 31	174
1906 May 17	Robert Isaac	Jones	м	20	Bagillt, Bettisfield Colliery	Flintshire	Wales	labourer		Mr Davaies, farmer	11:00	Injury: Other- see 'Precise details of injury' field	Right knee injured	Goods handling	Iones was unloading coal when five wagons were wrongly shunted by Shone against the wagon causing him to fall to the ground.	H Shone, porter	The mishap can only be attributed to Shone's failure to satisfy himself that the correct points had been set before giving a signal for the shunt to be made					J J Hornby		March 1906  Returns of Accidents and Casualities as reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 30 June 1906	Appendix C. Reports of Sub-Inspectors IJ Hornby, A Ford and C Campbell on accidents to Pallway Separate and other Regions	Cd.3220	1906 Jun 30	: :
1906 Jul 6	John	Hughes	М		Dyserth	Flintshire	Wales	Ganger	London and North Western Railway		05:45	Injury: Contusion(s)	Bruised somewhat severely	Working trains	Train was being propelled, brake van first, when boller gauge glass broke on engine footplate. Removing glass, Guiffinis fongst to close regulator, resulting in train intering buffers at Dyserian abrake van an door of wagons derailing. Heath, Williams and Hoghes jumped from van and fel to gound.	John Heath, guard; George Williams, porter brakesman; Richard Griffiths, engine driver; Walter Davies, acting	Main responsibility lay with Griffiths but Inspector considered Davies not free from blame for not keeping a good look out, which would have enabled him to warm Griffiths of the need to shut off the steam by closing the regulator.					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 30 September 1906	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents	Cd.3332	1906 Sep 30	
1906 Jul 6	John	Heath	М		Dyserth	Flintshire	Wales	Porter guard	London and North Western Railway		05:45	Injury: Other- see 'Precise details of injury' field	Minor injuries - not specified		Train was being propelled, brake van flist, when boiler gauge glass broke on engine footplate. Removing glass, Griffiths forgot to close regulator, resulting in train hitting	Richard Griffiths, engine driver; Walter Davies, acting	Main responsibility lay with Griffiths but Inspector considered Davies not free from blame for not keeping a good look out, which would have enabled him to warm Griffiths of the need to shut off the steam by closing the regulator.			   	02:15	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 30 September 1906	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	Cd.3332	1906 Sep 30	141
1906 Jul 6	George	Williams	М		Dyserth	Flintshire	Wales	Porter brakesman	London and North Western Railway		05:45	Injury: Other- see 'Precise details of injury' field	Minor injuries - not specified	Working trains	Train was being propelled, brake van first, when boller gauge glass broke on engine footplate. Removing glass, culfillins fongst to close regulator, reculting in train letting buffers at Dyserkan abrake van an down of wagons denalling. Heasth, Williams and Hughes jumped from van and fel to gound.	fireman  John Heath, porter guard; John Hughes, ganger; Richard Griffiths, engine driver; Walter Davies, acting fireman	Main responsibility lay with Griffiths but Inspector considered Davies not free from blame for not keeping a good look out, which would have enabled him to warn Griffiths of the need to shut off the steam by closing the regulator.				02:15	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 30 September 1906	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	Cd.3332	1906 Sep 30	141
1907 Oct 11	Joseph	Owen	м	51	Bettisfield Colliery Siding, Bagillt	Flintshire	Wales	Brakesman	London and North Western Railway			Injury: Other- see 'Precise details of injury' field	Right hand injured	Caught between vehicles	Owen attempted to couple wagons with a pole but the hook of his pole slipped and his hand was caught between the buffers.		Unsatisfactory practise of attempting to couple at the moment wagons are coming together. Owen could have waited a few more seconds until the buffers were in contact.		The company have issued instructions that whenever practicable, men must not attempt to couple wagons with a pole until the buffers have closed up.	1	06:00	J J Hornby		reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending 31	Appendix C. Reports of Sub-Inspectors JJ Homby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	Cd.4095	1907 Dec 31	184
1908 May 29	Patrick	Brannen	м	41	Hope Junction	Flintshire	Wales	Brakesman	Great Central Railway	London and North Western Railway	21:00	Injury: Loss of body part(s)	Left arm amputated	Shunting	Fell while lifting brake lever		Maybe due to contacting sleeper ends		Ballast brought up to sleeper ends	10:00	05:30	J J Hornby		December 1907  Summary of Accidents and Casualties 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	Appendix C. Reports of Sub-Inspectors IJ Homby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	Cd.4348	1908 Jun 30	67-68
1910 Jul 6	Robert	Hughes	м		Rhyl, Rhyl Station	Flintshire	Wales	Casual porter	London and North Western Railway		12:40	Injury: Loss of body part(s)	Injury to left arm, required amputation below the	Whilst about	Was collecting paper & rubbish off the down loop line in the station. Falled to arrival of a local passenger train, fell between the platform and the track resulting in his aweeks left arm being ran over.		Dangerous working conditions, and he should not have been employed on this task		Two men must undertake this work in the future, with one man being a lookout		02:25	J H Armytage		reported to the Board of Trade by the several railway companies in the United Kingdom during the three months ending	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons	i	1910 Sep 30	66
1910 Jul 18	Samuel	Jones	м		Bagilt	Flintshire	Wales	Platelayer	London and North Western Railway		08:15	Fatal	elbow.	Whilst about	Working in a team packing. The team moved to safely near the up slow line for train. Jones crossed the slow line and resumed work while the other men stayed dear. He was standing in the down fast line wastching the up train, and failed to scott the down fast line wastching		Jones: breach of rule 273(a)	273 (a)		ļ	03:15	J H Armytage		during the three months ending 30 September 1910 Summany 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	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons	Cd.5493	1910 Sep 30	67
1910 Nov 1	Charles	Williams	М		Brymbo, Vron Brickworks	Flintshire	Wales	Platelayer	Great Central Railway		16:00	lnjury: Multiple	Cuts to the head and a sprained wrist		tatally struck him.  Williams jumped on a trolley before a brake stick had been put in position. The trolley started to move down an incline and Williams had to jump off when it was going at speed, injuring himself.	Charles Picken, Ganger	Williams should not have got on the trolley before the brake stick had been put in place and tested. The accident was hence due to his own want of care.		The accident would not have happened if the trolley had been fitted with proper brakes. It was recommended that the Company should put these on all trolleys	 ! !	09:15	J H Armytage		auring the time months ending 30 September 1910 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 31.	Appendix B. Reports of the Assistant inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	Cd.5688	1910 Dec 31	43-44
1910 Nov 26	Charles	Hughes	М		Llangollen Junction, Ruabon	Flintshire	Wales	Packer	Great Western Railway		05:00	Fatal	Struck by a workmen's Train on the upline	Whilst about the track	Hughes was clearing snow from points at Llangollen Junction. He stepped clear of a slow moving train on the downline only to be hit by the workmen's train on the upline.	Thomas H Cowdrey, Signalman	Hughes should have stood clear of all lines when the downline train approached, hence was responsible for the accident.		operating on severe gradients.		01:00	J H Armytage	Regrettable that Cowdrey had not ensured Hughes was clear when he lowered the signal for the up train.	December 1910 Summary of Accidents and Casualties 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 31	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	Cd.5688	1910 Dec 31	48
1911 Feb 15	Evan Llewellyn	Williams	м	19	Rhyl	Flintshire	Wales	Porter	London and North Western Railway		14:15	Injury: Contusion(s)	Forehead slightly bruised	Shunting	Thrown against side of brake van in which he was travelling when it was derailed during shunting after coming into contact with an engine fouling on an adjacent road	William Jones, brakesman	Attributed to Williams's failure to satisfy himself that all was clear before signalling his driver back			12:00	08:15	J J Hornby		December 1910  Railway Accidents. Summary of Accidents and Casualities reported to the Board of Trade by the several railway companies in the United Kingdom during the three months	Servanta and doner persons employed on	Cd. 5808	1911 Mar 31	81
1911 Oct 26	Albert Edward	Price	м	32	Overton-on- Dee	Flintshire	Wales	Relief man	Cambrian Railways		13:30		Thumb and fore-finger of left hand	Caught between vehicles	In attempting to couple wagons which were still moving slightly, the pole slipped and his fliggers were caught between the buffers		Incidental to the use of the coupling pole			10:00	:	J J Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months		Cd. 6174	1911 Dec 31	: :
1912 Feb 12	John Thomas	Wakley	м	42	Mold Junction	Flintshire	Wales	Brakesman	London and North Western Railway		23:35	Injury: Other - see 'Precise details of injury' field	Back injured	Whilst on railway property	He was running alongside some wagons to uncouple them when he caught his side on a disc signal and was thrown into the side of the moving wagons		The accident was due to the disc signal obstructing his path and as it was not fitted with a back light, he could not locate its exact position		The disc signal should be moved or replaced with a semaphore signal	10:00	09:30	J J Hornby		and Casualties reported to the Board of Trade by the several railway companies in the United Kingdom during the three months	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	Cd. 6346	1912 Mar 31	: :
1912 Sep 28		Parry	м	24	Llanfynydd, Crown Dale Siding, near	Flintshire	Wales	Porter guard	London and North Western and Great Western Joint Railway		12:30	Injury: Crush	Ribs and face bruised	Shunting	Worker was crushed between leading corner of loose shunted wagon and shed wall as he attempted to apply brake		Misadventure but Parry would have been able to apply brake safely if wagon had levers on both sides, not just side nearest shed wall		Brake levers could be fitted to both sides of wagons; or Joint Companies should press siding owners to make it suitable for use by engines to remove need for loose shunting	12:00	06:00			Railway Accidents. Summary of Accidents 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	Cd. 6638	1912 Sep 30	108
1913 May 2	Charles	Elson	м	22	Mold Junction	Flintshire	Wales	Shunter	London and North Western Railway			Injury: Other- see 'Precise details of injury' field	Head injury – no details		Jumped on a moving wagon to hitch a lift, catching a handle. The wagon door opened, he overbalanced and 1 week hit an adjacent wagon.		Misadventure			10:00	08:00	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 1913	Appendix C. Reports of the Sub-Inspecting	Cd. 7144	1913 Jun 30	93
1914 Jan 6	John	Bunting	М	48	Bangor-on-Dee	Flintshire	Wales	Porter guard	Cambrian Railways		16:10	Injury: Crush	Fingers of right hand injured	Caught between vehicles	Bunting was attempting to couple wagon to leading wagon of six which were being closed up by engine. His coupling pole slipped causing his fingers to be caught between buffers as they came together.		Own disregard of instructions.	Forbidden to couple vehicles before buffers brought together.		12:00	06:30	J J Hornby	production of the printed report & it should have been Cambrian	Trade by the several railway companies in the United Kingdom during the three months ending 31 March 1914	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	Cd. 7584	1914 Mar 31	64
1914 Jan 10	Edward	Daniels	м	59	Johnstown - Hafod, near	Flintshire	Wales	Engine driver	Great Western Railway		13:30	injury' field	the brain		Whilst working train Daniels got onto iron box situated in tender of loco in order to release a storm sheet at the side of the tender, he fell from box to the six-foot way.		Own want of care			12:00	05:30	J J Hornby	had the opportunity to remove	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	:	1914 Mar 31	
1914 Mar 17	Frank	Roberts	м	27	Rhyl, Goods Yard	Flintshire	Wales		London and r North Western Railway		19:00	Fatal	Crush injuries	Caught between vehicles	Roberts tried 3 times to couple a wagon which was being closed up with his shunting pole. On the 3rd attempt he appears to have slipped and got between the buffers, neceiving ultimately fatal injuries		Own disregard of instructions.	Instruction that no attempt be made to couple wagons being closed up until buffers troubed		09:00	06:45	A Ford		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	Cd. 7584	1914 Mar 31	81
1914 Apr 14	Walter Frederick	Coathupe	М	50	Rhyl, locomotive yard	Flintshire	Wales		London and North Western Railway		00:50	Injury:	hips and lower body bruised	Wadahaa	IM oiled a loco parked adj to a coal wagon Jones told  1M he was to drive loco. IM quit oiling and west down loco-frames as it went ahead. As he was nr cab handralis he was hit by the coal wagon	Driver W.Jones	Accident was mainly due to coal wagon being parked so close to the fouling point. Only a loco could pass safely by it. Leaving wagon as it was violated rule 184c.IM's lack of care also led to mishap	184 (c)	London and North Western Railway to consider the feasability of improving the arrangements/facilities for coaling at Rhyl depot	10:00	09:20	A Ford	parallel to a turntable road to refuel locos. Most of the locos were refuelled from wagons parked alongside locoshed roads. Loco involved in mishap	Railway Accidents. Summary of Accidents 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	Cd. 7652	1914 Jun 30	115-116

																			·····	·					Pallurus Accidente Cummans of Accidente				
1915 May 1	Owen	Ralphs	м	19 Be	ettisfield I	Flintshire	Wales	Signal porter	Cambrian Railways		15:10	Fatal		Shunting	While coupling up a wagon to a train adjacent to a cattle dock, the victim was crushed between the side of the wagon and the dock wall	i ! !		The victim could have performed the coupling on the side of the track away from the dock wall and not placed himself at risk		i ! ! !	12:00	04:10	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	Cd. 8114	1915 Jun 30	53
ļ	ļ		ļļ.		<del>.</del>			ļ	ļ						wagurano un occa was		ļ	paceum action	ļ		<del> </del>				ending 30 June 1915  Railway Accidents Reports by the	railway premises			·i
1921 Aug 6	Arthur	Hughes		19 Mol	id lunction	Flintshire	Wales	Engine deaner,	London and North Western		14:45	Injury:	Shock and	Working trains	Caught between the brake lever and the handrall on an		Robert Lewis, driver	His own fault for attempting to leave the footplate of a		Reposition the brake levers of this class	08:00	01:30	Wm Worthy		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway		1921 Sep 30	31
1921 Aug 0	Aitilia	nugnes		16 Mul	a Junction 1	ringine	wates	fireman	Railway		14.45	Multiple	bruises	working trains	engine that was not of the standard LNWR type.		Nobelt Lewis, driver	moving engine.		of engine.	08.00	01.30	Cooke		Inquiries into accidents which occurred during the three months ending 30	Servants and other Persons employed on railway premises		1921 Sep 30	31
ļ	ļ		į <u>-</u>	<del> </del>	·			ļ	ļ	ļ	·i				Gang of four had been preparing to change a stock rail			Primary responsibility for breach of Rule 273 (a) lay	ļ	Strong recommendation that this	ļ				September 1921 Railway Accidents. Reports by the		ļ		;i
					lolywell				London and					Whilst about	and switch in the up main line when, with the approach of the Irish Mail, they moved to the four foot of	Experienced	J Jones, sub-ganger; D	with ganger but it was shared by all the gang. It is		Company, along with all others, should continuously remind permanent way					Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents			:
1922 Sep 1	AH	Jones	м	h	unction	Flintshire	Wales	Ganger	North Western Railway		13:40	Fatal		the track	adjoining relief line where they were run down by another train running alongside Irish Mail and hidden by	man	Roberts, underman; R Jones, underman	effects of the preparations they had made but he should have moved clear of relief line and also ensured	273 (a)	staff of the importance of Rule 273 and tighten the supervision of gangs in		06:45	JA A Pickard		Employment Assistant Inspectors of Inquiries into accidents which occurred	to Railway Servants and other Persons employed on railway premises		1922 Sep 30	7
ļ	ļ		ļ <u>ļ</u> .					<u></u>	ļ	ļ					its steam.	ļ	ļ	his gang took up a safe position.	<u> </u>	'practical and intelligent application' of safety rules Strong recommendation that this	<u> </u>				during the three months ending 30 September 1922 Railway Accidents, Reports by the		ļ		ļi
									London and						Gang of four had been preparing to change a stock rail and switch in the up main line when, with the approach		AH Jones, ganger; D	Primary responsibility for breach of Rule 273 (a) lay with ganger but it was shared by all the gang. It is		Company, along with all others, should continuously remind permanent way					Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix B. Reports of the Assistant			:
1922 Sep 1	J	Jones	М	H Ji	lolywell unction	Flintshire	Wales	Sub-ganger	North Western Railway		13:40	Fatal		Whilst about the track	of the Irish Mail, they moved to the four foot of adjoining relief line where they were run down by	Experienced man	Roberts, underman; R Jones, underman	<ul> <li>effects of the preparations they had made but he</li> </ul>	273 (a)	staff of the importance of Rule 273 and tighten the supervision of gangs in		06:45	JA A Pickard		Employment Assistant Inspectors of Inquiries into accidents which occurred	Inspecting Officers of Railways on Accidents to Railway Servants and other Persons		1922 Sep 30	7
1			1 1			- 1		:		: :					another train running alongside Irish Mail and hidden by its steam.	i	i	should have moved clear of relief line and also ensured his gang took up a safe position.	1	'practical and intelligent application' of safety rules  Strong recommendation that this					during the three months ending 30 September 1922 Railway Accidents. Reports by the	employed on railway premises	: :		
															Gang of four had been preparing to change a stock rail and switch in the up main line when, with the approach			Primary responsibility for breach of Rule 273 (a) lay with ganger but it was shared by all the gang. It is		Company, along with all others, should					Inspecting Officers of Railways, Railway	Appendix B. Reports of the Assistant			:
1922 Sep 1	R	Jones	м		lolywell unction	Flintshire	Wales	Underman	London and North Western		13:40	Fatal		Whilst about the track	of the Irish Mail, they moved to the four foot of adjoining relief line where they were run down by	Experienced man	AH Jones, ganger; J Jones, sub-ganger; D	assumed that the ganger wanted to observe any effects of the preparations they had made but he	273 (a)	continuously remind permanent way staff of the importance of Rule 273 and		06:45	JA A Pickard		Employment Inspectors and Railway Employment Assistant Inspectors of	Inspecting Officers of Railways on Accidents to Railway Servants and other Persons		1922 Sep 30	7
									Railway						another train running alongside Irish Mail and hidden by its steam.		Roberts, underman	should have moved clear of relief line and also ensured his gang took up a safe position.		tighten the supervision of gangs in 'practical and intelligent application' of					Inquiries into accidents which occurred during the three months ending 30	employed on railway premises			:
	:		!					<u> </u>	<u> </u>						Gang of four had been preparing to change a stock rail		}	Primary responsibility for breach of Rule 273 (a) lay	 !	safety rules Strong recommendation that this Company, along with all others, should	:				September 1922 Railway Accidents: Reports by the Inspecting Officers of Railways, Railway				
1922 Sep 1	D	Roberts	м	н	lolywell	Flintshire	Wales	Underman	London and North Western		13:40	Fatal		Whilst about	and switch in the up main line when, with the approach of the Irish Mail, they moved to the four foot of	Experienced	AH Jones, ganger; J Jones, sub-ganger; R	with ganger but it was shared by all the gang. It is assumed that the ganger wanted to observe any	273 (a)	continuously remind permanent way staff of the importance of Rule 273 and		06:45	JA A Pickard		Employment Inspectors and Railway Employment Assistant Inspectors of	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents		1922 Sep 30	7
			; ;	Ji	unction			:	Railway					the track	adjoining relief line where they were run down by another train running alongside Irish Mail and hidden by its steam.	man	Jones, underman	effects of the preparations they had made but he should have moved clear of relief line and also ensured his gang took up a safe position.	1	tighten the supervision of gangs in 'practical and intelligent application' of	:				Inquiries into accidents which occurred during the three months ending 30	to Railway Servants and other Persons employed on railway premises			
}																 	} 	···· 66 h a sare hoseour	ļ	safety rules	<del> </del>				September 1922 Railway Accidents. Reports by the				
1924 Apr 11	Thomas	Lloyd	м	34	ınahs Ke	Flintshire	Wales	Goods posts	London and North Eastern			Fatal	Crushed between	Shunting	Lloyd was assisting Williams who was moving a wagon by pushing and using a bar under the wheel. Lloyd was pushing the wagon with his chest against the trailing		W Williams	Accident was due to want of care by Williams who failed to properly secure the second wagon before	Lloyd was a casual employee and did	<u>:</u>	:		Wm Worthy		Inspecting Officers of Railways, Railway Employment Inspectors and Railway Employment Assistant Inspectors of	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway		1924 Jun 30	29
		70						Description of	Railway				buffers		buffer. The adjacent wagon rolled down the gradient crushing Lloyd between the buffers			making the movement	not hold a copy of the Company's rules				Cooke		Inquiries into accidents which occurred during the three months ending 30 June	Servants and other Persons employed on railway premises			
ļ	ļ		ļ			·		ļ	ļ	ļ					Wynne was walking in the 4 foot of a single line			: }	<u> </u>	} }	ļ				1924 Railway Accidents. Reports by the				<u></u>
				Tele	mley Hall				and London,	Ffrith Road Stone Quarries		Injury:	Fractured	Whilst about	wynne was waixing in the 4 toot of a single line checking number of wagons when he was knocked down by a goods train. Warnings were given by the		John Williams of the Ffrith Road Stone	Wynne did not hear the warnings because of the noise from a stone crushing machine. There was no need for		İ			Wm Worthy		Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway			54
1924 Jun 24	Richard	Wynne	М	27 Sidi	ngs, Ffrith	Flintshire	Wales	Porter	Midland and Scottish Joint Railway	Master WH		Multiple	ankle and bruised spine	the track	engine whistle and verbal warning by John Williams. The engine was also put into reverse but could not be	4 days	Quarries Ltd; WH Joseph, Station Master	Wynne to be walking in the 4 foot, the accident was due to Wynnes want of caution	:	:	:		Cooke		Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 June	Servants and other Persons employed on railway premises		1924 Jun 30	54
ļ	ļ		ļ					: :		зоверн					stopped	: 	Mason		: 	: :	<u>.</u>				1924 Railway Accidents, Reports by the				
1			1 1						London and	i i		laboro.	Three toes	:	Turner was detaching an engine when he stepped back	:	:			:	:		Mar Marth		Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway	;		. :
1927 Jan 26	Edward Walter	Turner	М	58 Per	n-y-ffordd I	Flintshire	Wales	Shunter	North Eastern Railway		23:30	Multiple	fractured and crushed	Working trains	foul of the adjacent line and was knocked down and his foot was run over by the engine		į	Accident attributed to Tumers thoughtlessness		:	08:00	07:30	Cooke		Employment Assistant Inspectors of Inquiries into accidents which occurred	Servants and other Persons employed on railway premises		1927 Mar 31	43
<u> </u>	<u>[</u>		<u>ij</u> .		i	i		<u>į                                    </u>	<u>;</u>	<u>[</u> j	i		<u>i</u>				<u>;</u>		<u>i</u>	<u> </u>	<u>i</u>				during the three months ending 31 March 1927		<u> </u>		
									London,						Williams was controlling 13 wagors, running loose on a		E J Smith, goods	Improper use of coupling pole by Williams. Disregard		į !					Inspecting Officers of Railways, Railway	Appendix C. Reports of the Sub-Inspecting			
1927 Jul 30	Owen John	Williams	М	50 Hop	e Junction I	Flintshire	Wales	Goods guard	Midland and Scottish		18:25	Fatal		Shunting	mainline. He was found with his leg severed and his foot trapped		guard; Leach, signalman	by Leach and Smith of special instruction regarding shunting on the up main line.	23 (f)	The company must enforce the rules regarding shunting	08:00	08:00	Wm Worthy Cooke		Employment Assistant Inspectors of Inquiries into accidents which occurred	Officers of Railways on Accidents to Railway Servants and other Persons employed on		1927 Sep 30	55
į	<u> </u>		<u>                                      </u>		<u></u>			<u>.</u>	Railway	<u> </u>							<u> </u>		<u> </u>	: :	<u>j</u>				during the three months ending 30 September 1927 Railway Accidents. Reports by the	railway premises			
									London,			Injury: Other -	Head cut,		While a movement was being made towards No3 siding		į	The accident may. I think, be attributed to Atkin's own							Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix C. Reports of the Sub-Inspecting			:
1928 Jun 6	William Aubrey	Atkin	М	26 Mol	d Junction	Flintshire	Wales	Shunter	Midland and Scottish	i i			shoulder bruised and	Shunting	a slow engine was coming on the down slow line. It came in contact with a coupling pole which he was hold under his right arm, throwing him to the ground in the	:	Roberts, yard inspector	want of care in standing unnecessarily foul of the down slow line without ascertaining if it was safe to do so.		:	:	02:50	Wm Worthy Cooke		Employment Assistant Inspectors of Inquiries into accidents which occurred	Officers of Railways on Accidents to Railway Servants and other Persons employed on	;	1928 Jun 30	48
									Railway			injury' field	1		10ft space.										during the three months ending 30 June	railway premises			:
									London.						Lewis, standing about 30 yards from Powell on the down			Lewis was seen by Habberley on the engine on the down slow, but despite the whistle, steam and smoke							Inspecting Officers of Railways, Railway	Appendix C. Reports of the Sub-Inspecting			
1928 Aug 15	Owen	Lewis	м	61 N	tostyn - Falacre	Flintshire	Wales	Ganger	Midland and Scottish			Fatal		Whilst about the track	fast, warned him to stand clear. Trains passed on the down fast and slow lines and the up fast. Looking to			from the engine on the down fast prevented him from seeing what action Lewis took. The accident was	273 (a)		09:30	05:28	Wm Worthy Cooke		Employment Inspectors and Railway Employment Assistant Inspectors of Inquiries into accidents which occurred	Officers of Railways on Accidents to Railway Servants and other Persons employed on		1928 Sep 30	55
									Railway						where Lewis had been standing, Powell saw his body lying in four foot of the down slow.			clearly due to Lewis' want of caution in working contrary to Rule 273(a)		:					during the three months ending 30	railway premises			
																i	Williams, bricklayer;		:	i					September 1928 Railway Accidents. Reports by the Inspecting Officers of Railways, Railway	Appendix C. Reports of the Sub-Inspecting			:
1929 Jan 22	Ellis Morgan	Ellis	м	61 Mol	id Junction I	Flintshire	Wales	Bricklayer	London, Midland and Scottish		10:30	Injury: Fracture(s)	Left foot injured.	railway	Ellis was repointing a wall. He was thrown to the ground when an engine collided with his ladder. It passed a		Hackney, labourer; District foreman; Morris, shed	Ellis commenced work in a place of danger without a lookout. Horobin did not keep a good lookout and was	273 (c)			03:00	Wm Worthy Cooke		Employment Inspectors and Railway Employment Assistant Inspectors of	Officers of Railways on Accidents to Railway  Servants and other Persons employed on		1929 Mar 31	43
									Railway				,	property	warning flag put there by Ellis.		engineman; Horobin, fireman; Williams	not warned to do so by Morris.		į					Inquiries into accidents which occurred during the three months ending 31 March	railway premises			
			! <u>†</u>					: :	Great Western	;; ;					Sleepers were being loaded into a ballast train. Owens	; ;	Thomas Own,		 	; ;	: !				1929 Railway Accidents. Reports by the Inspecting Officers of Railways, Railway				:
1930 Sep 26	John Evan	Williams	м	27	ed Talon -	Flintshire	Wales	Underman	and London, Midland and		11:00	Injury: Cut(s) or laceration(s)	Fingers lacerated on	Goods handling	gave a signal and whistle to stand clear to allow the train to be moved. As the brakes on the van and engine were		relaying ganger; gang of men; William	The mishap was due to Williams' own want of care in unnecessarily placing his hand on a buffer. Williams di not slip or stumble towards the train and the warning to			09:30	03:00	Wm Worthy Cooke		Employment Inspectors and Railway Employment Assistant Inspectors of	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on		1930 Sep 30	31
į			1	Lia	jiripud				Scottish Joint Railway			second citati(S)	left hand		released the wagons buffered up and William's hand was caught between buffers		David Jones, goods guard	stand clear was properly and adequately given	1	<b>!</b>			CORE		Inquiries into accidents which occurred during the three months ending 30	railway premises			
ļ			<u> </u>					} 	} }						Baker had climbed into brake van standing on siding	<del> </del>		Baker at fault for entering brake van which was, in any		<b>!</b>	<del> </del>				September 1930 Railway Accidents. Reports by the  Inspecting Officers of Railways, Railway				:
1930 Nov 21	John Joseph	Baker	м		altney, Wagon i	Flintshire	Wales	Lifter	Great Western		13:45	Injury:	Arm, shoulder and breast	Shunting	outside shops when other vehicles were shunted into it, the impact throwing him to the floor. It was during	:	Smith, wagon builder	case, not required by his duties. He was familiar with arrangement that when red flags are displayed, wheel		: :	09:30		Wm Worthy		Employment Inspectors and Railway Employment Assistant Inspectors of	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway		1930 Dec 31	37
-				Wo	orkshops				Railway			Contusion(s)	bruised		period when shunting is regularly carried out and is signalled, in accordance with appropriate Rule, by display of red flags.			stop is not locked in position to prevent moves in sidings outside shops. Smith tried to reach and warn him of risk but was too late.		i i			Cooke		Inquiries into accidents which occurred during the three months ending 31	Servants and other Persons employed on railway premises			
<u> </u>								<del>.</del>	<u> </u>	·					Lowe needed to uncouple brake van and last 2 wagons		} !	Accident not witnessed but Inspector concluded that	•	Company should consider lighting the	<del> </del>				December 1930  Railway Accidents. Reports by the  Inspecting Officers of Railways. Railway				
1920 Dec *	Harry	Lowe	м	35 u	e lunction	Flintshire	Wales	Goods guard	London, Midland and		19:30		Both legs run over; died in	Shunting	before train was moved into siding. Hobbins heard him detach coupling and shortly afterwards cry for help.	:	Hobbins charter	Lowe had breached relevant Rule by using his shunting pole to drop brake lever on first uncoupled vehicle and		Company should consider lighting the Down cess point where accident occurred and inform Ministry of decision taken. He			Wm Worthy		Franks are at Laurenteen and Rail-	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway	;	1930 Dec 31	çc
2,30 0401								guard	Scottish Railway				hospital later same day.		Lowe was found with legs across rail, his shunting pole split in 2 places. Brake lever on first detached wagon			that wagon had struck and run over him on falling gradient. Pole showed signs of this use on regular		noted that ambulance stretcher had now			Cooke		Inquiries into accidents which occurred	Servants and other Persons employed on railway premises			
ļ			ļ					<u> </u>	<u> </u>						was dropped but not secured.		}	:	<u> </u>	Despite the accident Hughes still did not	ļ			See LMS 31/1/1931 and	December 1930 Railway Accidents. Reports by the	<b> </b>	·		
1931 Mar 4	loho	Bloxham		ea Pro	estatyn -	Eliatrhira	Wales	Indom:	London, Midland and	: !	14:50	injury:	Ribs fractured. Elbow	Whilst about	The men were weeding a path on the outside of the slow line. Blowham was walking on the sleeper ends raking loose ballast and facing oncoming traffic when he		Hughes, ganger;	The accident was due to Hughes failing to appoint a look-out. A strong wind was blowing which prevented the men hearing the approaching train. This also		see the necessity for appointing a look- out. It has been pointed out that	09:30		Wm Worthy	numerous similar accidents. This Inspector has now added his voice	Inspecting Officers of Hailways, Hailway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway	: :	1931 Mar 31	: :
231 maf 4	AIII	www.idifff		1	Talacre	anarra E	********	Gradinian	Scottish Railway		14.30	Multiple	lacerated	the track	was struck by a passenger train that none of the men had heard approaching		Three other men	the men nearing the approaching train. I his also caused the engine exhaust to obscure the engine driver's view		education of such men is essential regardless of the amount of work to be undertaken or the time occurried	03:30		Cooke	calling for independent training of gangers, etc., in the need for look-	Inquiries into accidents which occurred during the three months ending 31 March	Servants and other Persons employed on railway premises		-our wild 31	
	ļ		ļ <del>ļ</del>					<del> </del>	ļ							: :	: :		<u> </u>	undertaken, or the time occupied	<del> </del>			out men.	1931 Railway Accidents. Reports by the				<u>:</u>
				Que	eensferry,				London, Midland and			Injury:			Caddy knocked a firebar, which was being used as a	:			İ	Firebars are not appropriate as props.			Wm Worthy		Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway			
1931 Nov 13	rnomas Elks	Caddy	M	33	Flint	rintshire	Wales	Fireman	Scottish Railway			Fracture(s)	r-oot tractured	working trains	prop to hold back the coal from the tender, the firebar dropped on his foot		Williamson, Driver	Misadventure	İ	The issue of a wooden prop as a recognised fitting is suggested	06:00	03:00	Cooke		Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 31	Servants and other Persons employed on railway premises		1931 Dec 31	46
ļ	ļ		ļļ.		<del>.</del>	·		<u> </u>	ļ	ļ			ļļ			ļ	ļ		<u> </u>	<del>!</del>	<u> </u>				December 1931 Railway Accidents. Reports by the		ļ		<u>.</u>
									London, Midland and			Injury:		Goods	Using a lift to send a load of fish to road level, the lift became stuck. He reached over to cull the control cable.	:	; ;			•	•				Inspecting Officers of Railways, Railway Employment Inspectors and Railway	Appendix B. Reports of the Assistant			
1932 Mar 31	R	Wynne	М	Holy	well Town	Flintshire	Wales	Porter	Scottish Railway		07:30	Fracture(s)	Broken arm	handling	inside the lift shaft. In doing so the falling barrier gate caught his arm.			Defects of the lift				02:30	J P S Main		Employment Assistant Inspectors of Inquiries into accidents which occurred	to Railway Servants and other Persons employed on railway premises		1932 Mar 31	19
	: :		: :			- 1				: :	:						į.			•					during the three months ending 31 March 1932		:		. !

1934 May 1	Eric Gordon	Speakman	in M	29	Buckley branch, Connah's Quay	Flintshire	Wales	Passed 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 few upwards and lit him on the head	Thomas, shunter; Phillips, driver	He should not have used a shunting pole to brake a wagon.			08:00	01:30	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 occurred during the three months ending 30 June	Appendix C. Reports of the Sub-Inspecting Offices of Railways on Accidents to Railway Servants and other Persons employed on railway premises	į	934 Jun 30	30
1936 Apr 1	John Hassall	Chamberlain	ain M	25	Llanfynydd - Ffrith	Flintshire	Wales	Non-company: Person on business	Great Western and London, Midland and Scottish Joint Railway	Mr F M Clements, of the Ffrith Roadstone Quarries	11:00	Fatal		Goods handling	Chamberlain was standing with one foot on a line, using a long rake to pull tarmac out of a shoot into a tip wagon. He did not have an engine progring a brake van which hit him and dragged him some 635 yards	Humphreys, guard	The line has very restricted visibility due to a curve and the stone crushing plant drowns out all other noise. Chamberlain's own want of caustion 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 a look-out.			Wm Worthy Cooke	1934 Railway Acadents. 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	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	19	936 Jun 30	40
1936 Oct 31		Byram		42	Pen-y-ffordd	Flintshire	Wales	Goods guard	London and North Eastern Railway			Injury: Contusion(s)	Bruised arm		Byram's ams was caught between buffers when his cougling pole slapped		Byram for not obeying Rule 12 (b) that wagons should be stationary before coupling/uncoupling	12 (c)		08:00	07:00	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 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	15	936 Dec 31	55
	John Evan				Holywell Junction	Flintshire	Wales	Goods guard	London, Midland and			injury: Multiple	Upper arm and 3 ribs fractured, severe multiple bruise 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 power gongs			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 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	19	936 Dec 31	73
-	Arthur James		į		Mold Junction	Flintshire	Wales	Fireman	London, Midland and Scottish Railway		22:30	Injury: Other- see 'Precise details of injury' field	Right side	i ! !	Rumsey was leaning from a footplate observing the lajector 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	111 (e)		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	15	937 Dec 31	59
1938 May :	E	Jones	М		Prestatyn	Flintshire	Wales	Ganger	London, Midland and Scottish Railway		07:30	Fatal	Struck and killed by a train		Jones was employed as a ganger and shortly after 08:00, as a result of information from a passing enginemant, the ganger from the adjoining length flound 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 premites	19	938 Jun 30	23
1938 Aug 1	Р	Nevitt	М		Rhyl	Flintshire	Wales	Errand Boy	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 rall vans, Nevitt was trapped between the buffers when two moving rall 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)	There was lavity in carrying out Rule 122. The Company therefore should ensure this rule is fully applied in case similar conditions exist elsewhere.			J L 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	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	15	938 Sep 30	27