

date of accident	first name(s) / initials	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
1904 Dec 8	Thomas	Davies	M	40	Holyhead	Anglesey	Wales	Goods porter	London and North Western Railway			Injury: Other see 'Precise details of injury field'	Right shoulder injured	Shunting	Davies was standing in a wagon repairing a cask when four vans being moved by captain came into contact with the wagon and he was thrown over the end of the wagon on to a low wall.		Day, Captain man	The captain men were allowed to drift into an irregular and dangerous method of working. Day was working alone and did not have a rule book or warning whistle so Davies did not receive any warning which was in contravention of the Rule and Special Instructions regarding the use of the engine.	112 (a) & Special Instructions in circuit 3122		12.00	10.30	J J Honby	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 1904	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.2577	1904 Dec 31	157-158	
1904 Dec 28	Robert	Roberts	M	51	Holyhead	Anglesey	Wales	Shunter	London and North Western Railway		06.55	Injury: Other see 'Precise details of injury field'	Right ankle injured	Shunting	Roberts was responsible for the mishap as the cause of the derailment was incorrectly set points and he was responsible for that duty.				10.00	09.55	J J Honby	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 1904	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.2577	1904 Dec 31	158-159			
1905 Jul 5	Herbert	Whittall	M		Holyhead	Anglesey	Wales	Porter brakeman	London and North Western Railway			Injury: Contusion(s)	Bruised left shoulder	Caught between vehicles	Whilst coupling between coaches, a captain controlled truck was shunted against the stock, moving it slightly. The carriage leading plate struck his chest and his left shoulder bruised against a carriage plate.	10 days	Albert Powell Jones, captain man	Jones said he gave the usual whistle warning before moving the truck which Whittall didn't hear.		The Company will make arrangements for the coupling operators to be performed only at a time when vehicles are liable not to be moved.	02.45	01.45	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 1905	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	CG.2827	1905 Sep 30	106	
1905 Aug 31	William J	Hughes	M		Holyhead Locomotive Shed	Anglesey	Wales	Fitterman	London and North Western Railway		23.00	Injury: Loss of body part(s)	Left hand amputated	Working train	When removing a fire bar from the ash pan of an engine with his right hand, Hughes received the left hand on the rail. The engine moved and the right hand driving wheel passed over his left hand necessitating it later to be amputated.		Shed turner, John Chambers	Chambers is responsible for the accident for failing to ensure it was clear before moving the engine and in accordance with the Company's regulations, failed to sound the whistle.	The Company's Regulations were contravened	05.00	04.00	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 1905	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	CG.2827	1905 Sep 30	107		
1906 Dec 21	Owen	Hughes	M		Holyhead	Anglesey	Wales	Caller-off	London and North Western Railway		15.45	Injury: Contusion(s)	Severe bruising to his left foot	Shunting	Hughes was checking the contents of a box wagon. It was necessary to move this wagon a short distance to the right. Hughes was given about the movement. Hughes heard the warning but remained in the wagon with the result a heavy cast iron left foot suffered severe bruising.			Hughes admitted he ought to have stepped out of the wagon on receipt of the captain's warning and he must be responsible for the accident.			09.45	08.45	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 1906	Appendix B. Reports of the Assistant Inspecting Officers of Railways on accidents to railway servants and other persons employed on railway premises	CG.3483	1906 Dec 31	112	
1907 Jun 6	Owen	Owens	M	28	Holyhead	Anglesey	Wales	Shunter	London and North Western Railway		05.15	Injury: Other see 'Precise details of injury field'	Left hand injured	Shunting	Left hand caught between end of screw B. Under portion of draw bar hook when attempting to couple engine to wagon.			Owens unable to see coupling pole due wagon standing opposite goods shed door & he alleged coupling was not, but as proof of this he alleged accident due to seaward way coupling was lifted.			10.00	09.45	J J Honby	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 C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.3803	1907 Jun 30	98	
1907 Sep 6	Samuel	Williams	M	28	Holyhead	Anglesey	Wales	Temporary goods porter	London and North Western Railway		22.10	Injury: Multiple	Right side and ankle injured	Goods handling	Williams was securing a sheet by lashing over the buffers when an engine closed the wagon together for coupling purposes. He was caught between the buffer shell and head.	10 days	Captain man	The captain man said they had closed the wagon and called a warning, but the sheet was not heard or noted by Williams. The system of closing 40 or more wagons together while men are shunting is unsatisfactory and likely to cause accidents.		It is a regular practice to close up the wagons while the men are engaged shunting. For future safety the Company should issue and enforce instructions forbidding the practice.	12.00	07.40	J J Honby	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 C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.3972	1907 Sep 30	131-132	
1907 Sep 18	Richard	Hughes	M	19	Holyhead export goods	Anglesey	Wales	Sheet repainer, acting as porter	London and North Western Railway		17.15	Injury: Crush	Left thumb injured	Goods handling	Hughes had to stand on the buffer casting. He then placed his hand on the buffer head to align when the wagons were moved by an engine but he was injured as the buffers closed up.		S Green, sheet repainer; Thomas Jones, shunter	The accident was due to Jones failing to warn Hughes of the movement as required by the Rule	112 (A)			12.00	11.15	J J Honby	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 C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.3972	1907 Sep 30	132
1908 Aug 7	Hugh	Pony	M		Holyhead	Anglesey	Wales	Sheet repainer	Lancashire and Yorkshire and London and North Western Joint Railway		22.00	Injury: Other see 'Precise details of injury field'	Thrown to the ground injuring his knee	Shunting	To make the movement it was necessary to draw the engine to the rear of the wagon. The engine was then coupled to the wagon and the wagon was then moved forward and caught by the log.		H Thomas, captain man	Had Thomas attracted the rope correctly, he could have prevented the accident, and to his failure in this respect is attributed the blame.			12.00	04.00	J J Honby	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 1908	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.4050	1908 Sep 30	65	
1908 Oct 8	Samuel John	Green	M		Holyhead, yard	Anglesey	Wales	Sheet repainer, acting as porter	London and North Western Railway		15.30	Injury: Crush	Injury to an arm	Caught between vehicles	Green was lashing over between two wagons attempting to untie the string of a sheet covering one of them and when the wagons were moved, without warning, his arm became caught between the buffer and the wagon.		F Jones, shunter	The accident was due to non-observance of the Rule to which, as he admits, shunter Jones is to blame for causing accidents.	112 (a)			11.30	09.30	J J Honby	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 December 1908	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.4662	1908 Dec 31	89
1909 Oct 12	Hugh	Brown	M	22	Holyhead	Anglesey	Wales	Goods porter	London and North Western Railway		20.30	Injury: Other see 'Precise details of injury field'	Right arm injured	Goods handling	He was loading casks into a van from which he fell over & cask injured his arm.		T Charles, Captain man	Charles knew Brown was in the van but failed to warn him as Rule 112a. Therefore Charles is at fault.	110 (a)			12.00	08.30	J J Honby	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 1909	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.5179	1909 Dec 31	74
1910 Jul 31	Thomas	Dale	M	14	Holyhead	Anglesey	Wales	Trucker boy	London and North Western Railway		11.00	Injury: Crush	Right thumb crushed between the buffers	Goods handling	The buffers of the 2 wagons were about 3 inches apart and for the purpose of climbing into the near on Dale put his right hand on the buffer head, and while struggling to mount the buffer the near vehicle moved and his thumb was caught between them.		T Baghall, trucker boy	I attribute the accident to misadventure			08.00	07.30	J J Honby	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 1910	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.5493	1910 Sep 30	98	
1910 Nov 1	William	Pilling	M	24	Holyhead	Anglesey	Wales	Electric light attendant	London and North Western Railway		16.30	Fatal	Run over	Whilst on railway property	As coaches were being taken to the carriage shed Pilling, employed on the electric light, ran on the carriage shed near the coaches and was struck by one of the pillars and fell under the coaches.			The accident was due to Pilling's disregard of Rule 24 (a) in there was no necessity for him to be upon or near the coaches and that he was well acquainted with the place.	24 (a)			11.30	10.30	J J Honby	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 1910	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.5688	1910 Dec 31	91-92
1911 Nov 17	Henry	Hughes	M	31	Holyhead	Anglesey	Wales	Ganger	London and North Western Railway		00.15	Injury: Other see 'Precise details of injury field'	Left foot injured	Goods handling	Hughes was responsible although he claims that he did not hear the warning but he knew what was about to be done.			Hughes was responsible although he claims that he did not hear the warning but he knew what was about to be done.			12.00	08.45	J J Honby	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 1911	Appendix C. Reports of Sub-Inspectors II Honby, A Ford and C Campbell on accidents to Railway Servants and other Persons employed on railway premises	CG.6174	1911 Dec 31	130	
1912 Jun 15	Samuel	Williams	M	20	Holyhead	Anglesey	Wales	Labourer	London and North Western Railway		12.00	Injury: Other see 'Precise details of injury field'	Right arm injured	Shunting	SW and HP placing wagon on TT at end of siding. Disregarding their red flag, HW authorized more wagons into siding, going to brake stationary wagons. SW slipped, fell and wheel caught left foot.		H Pritchard (labourer) Hugh Williams (shunter)	HW responsible because he not only disregarded the red flag placed by SW and HP but also the instructions by neglecting to warn anyone near the wagon tumbling before moving the wagons.			05.00	05.00	J J Honby	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 1912	Appendix C. Reports of Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	CG.6474	1912 Jun 30	109	
1913 Jun 18	William	Pratt	M	17	Holyhead	Anglesey	Wales	Carriage cleaner	London and North Western Railway		16.00	Injury: Contusion(s)	Back bruised	Working train	Washing the inside of a carriage when another carriage was brought up. The impact caused him to fall against a door, injuring his back.			Lack of protection for those working inside carriages, but not those working inside.	Extend protection to include those working outside carriages	11.30	10.00	A Ford	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 1913	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	CG.7144	1913 Jun 30	94-95		
1914 Mar 30	John	Owen	M	58	Holyhead Goods Warehouse	Anglesey	Wales	Goods porter	London and North Western Railway		14.25	Fatal		Shunting	Owen was in the course of clearing rubbish from between the rails in the import warehouse when 3 wagons were shunted onto same line and he was struck by other wagons which in turn knocked him down.		Brakeman R Evans	Want of care on the part of R Evans			10.00	07.25	A Ford	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 March 1914	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	CG.7584	1914 Mar 31	82	
1914 Sep 17	Thomas	Hughes	M		Carneston Bodogry	Anglesey	Wales	Labourer	London and North Western Railway		15.40	Fatal	Whistled about the track		Hughes kneeling the ballast in a four seater train when despite shout and whistle from Williams passengers struck Hughes.	3 years	Sub-ganger Hugh Williams	Hughes had little experience of ordinary length work without protection of lookout, and consider should not have been working at this place by himself.			09.40	08.40	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 1914	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	CG.7802	1914 Sep 30	37	
1915 Jan 9	Owen	Williams	M	36	Holyhead	Anglesey	Wales	Carriage cleaner	London and North Western Railway		10.45	Injury: Crush	Left arm pinched	Caught between vehicles	Caught between buffers as ensuring all steam removed from pipes.		H E Hughes (shunter) J Jones (fitterman)	Two carriages were to be shunted singly. Jones warned Williams of first but not of second.			10.00	04.45	A Ford	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 March 1915	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other persons employed on railway premises	CG.8031	1915 Mar 31	125	
1922 Apr 18	J T	Williams	M		Holyhead	Anglesey	Wales	Porter	London and North Western Railway		19.30	Injury: Contusion(s)	Severe bruises to back and legs	Whistled on railway property	Williams slipped and fell forty feet from a ladder while working on a signal lamp.			Misadventure.	Since the accident, long burning lamps have replaced the old pattern of lamp.			01.30	01.00	A A Rickard	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 1922	Appendix B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1922 Jun 30	6
1922 Sep 29	Anthony	Faherty	M	25	Holyhead	Anglesey	Wales	Labourer	London and North Western Railway			Injury: Crush	Foot crushed	Whistled on railway property	Faherty was iron-washing cattle from the carriage siding. He was stood on a cattle dock when the wagon he was stood upon suddenly moved. The wagon's lower door hit a beam which was then pushed back along by the door causing Faherty's foot to become crushed between it and the dock.		Owen Edward Jones, working alongside Faherty; William John Hughes, acting chief barter	It is desirable that undermen who have a look-out man should have power to the retain the service of the look-out man until such time as they consider he may be released with safety to themselves.	112 (a)			09.00	02.30	Wm Worthing Cooke	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 1922	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	33
1922 Oct 2	Hugh	Owen	M	44	Holyhead	Anglesey	Wales	Underman	London and North Western Railway			Fatal	Whistled about the track	Owen was regularly engaged in the siding of points. He was knocked down by the leading wagon on the points No. 1 and 2 and carried dead on to the west side of overbridge No. 232.			The accident may be attributed to misadventure.			10.00	06.10	Wm Worthing Cooke	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 1922	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	35		

1923 Jun 18	Richard	Hughes	M	30	Export warehouse, Holyhead	Anglesey	Wales	Casual goods porter	London, Midland and Scottish Railway	21:40	Injury: Multiple	Multiple injuries to legs and feet	Goods handling	Hughes was unloading a wagon when it was hit by two other wagons moved by capstanman Williams under the instructions of foreman Owen. He lost his balance and fell over the end of the wagon.	Richard Williams, capstanman; Jacob Owen, acting foreman; William Thomas Jones, in charge of unloading	Owens is responsible for the accident by allowing Hughes to remain in the wagon contrary to the Rule. Williams is at fault for not giving adequate warning before setting the wagons in motion	112 (a)	Enforcement of the Rule has been lax and it should be strictly observed in future. Hughes had not received a copy of the Company Rules	09:00	03:10	Wm Worthly 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 1923	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1923 Jun 30	44
1924 Sep 2	Robert John	Swain	M	19	Holyhead	Anglesey	Wales	Acting fitter's labourer	London, Midland and Scottish Railway		Injury: Contusion(s)	Back bruised	Workshop	Swain was clearing out the smoke box of engine No102 which was standing inside the shed on level road. Owing to engine No183 coming in contact with the hot his fall from the engine frame into the pit	Charles Yarwood, fitter; H O Williams, driver; George Williams, driver	The accident was due to Yarwood and George Williams neglecting to give effect to Clause 4 and 6 respectively of the Company's instructions for movement of engines on the Locomotive Sheds			Wm Worthly 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 1924	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	46		
1925 Apr 17	Robert	Parry	M	37	Holyhead	Anglesey	Wales	Shunter	London, Midland and Scottish Railway	13:15	Injury: Fracture(s)	Arm fractured and lacerated below the elbow	Working train	An engine made contact with 9 riddled vehicles which were thrust at the top of the No 13 "Pony" attempts to lift the "D" link of the engine screw coupling over the driver to ease up the shunting and slipped off and his arm was crushed		The accident I think, may be due to misadventure			Wm Worthly 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 1925	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	37		
1925 Dec 7	John Richard	Owen	M	58	Holyhead	Anglesey	Wales	Painter	London, Midland and Scottish Railway		Injury: Fracture(s)	Fractured bone in foot	Whilst about the track	Owen and 2 other men were working on the gable end of the new earth sheds, from ladder which had been erected between the shed roof and wall. 30 minutes later a wagon pushed by 2 men dislodged the ladder Owen was causing him to fall the ground.	Halden, chargehand; H Smith, chargehand jover; J Edwards, labourer	The accident was due to Halden's failure to possessing the road and his failure to protect his men working on the ladder, either by securing the points with a wind flag, or by posting a lookout man. Edwards who moved the wagon without permission is not free from blame.			Wm Worthly 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 1925	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1925 Dec 31	49		
1927 Sep 15	Owen John	Hughes	M	35	Llangefni	Anglesey	Wales	Non-company Person on business	London, Midland and Scottish Railway	09:40	Injury: Other see "Precise details of injury field"	Hips bruised	Whilst about the track	Hughes climbed between the warehouse deck and a wagon to unfetter a horse, when the wagon moved. Whilst attempting to get out of the way, he was caught between the wagon and the deck wall.	J Williams, acting-shunter; signalman	Williams, who failed to give warning.	112 (a)		Wm Worthly 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 1927	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1927 Sep 30	63		
1928 Aug 3	Henry Owen	Jones	M	44	Holyhead	Anglesey	Wales	Carriage cleaner	London, Midland and Scottish Railway		Injury: Cuts; Contusion(s)	Leg lacerated	Caught between vehicles	Coaches were propelled onto either stationary on No 1 platform line. Jones was in the leg between Nos 1 and 2 lines, standing between the headstocks of 3rd and 4th of the stationary coaches. The railway engine started him and a stepping chair a bucket he was using cut his leg.	High Williams, Shunter; William Williams, Engine Driver	The mishap was due to failure of H Williams to examine the line before authorising the movement. W Williams was remiss in not stopping the movement when he could see where he was going due to steam and smoke from another engine and in the absence of any hand signal to guide him.			Wm Worthly 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 1928	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1928 Sep 30	53		
1929 Aug 16	Owen Leonard	Owen	M	25	Cattle Sidings, Holyhead	Anglesey	Wales	Shunter	London, Midland and Scottish Railway	15:50	Injury: Loss of body parts)	Leg amputated	Shunting	Owen was run over by a vehicle. It was believed that he stepped onto the 4ft wagon without giving hand signals to the engine driver, to stop.		Owen, for failing to abide by rules	23 (g)		Wm Worthly 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 1929	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	56		
1930 Oct 29	Afred	Green	M	59	Llanfair Gairweu	Anglesey	Wales	Engine driver	London, Midland and Scottish Railway	02:00	Fatal	Head injured	Working train	Green had gone onto tender, without pausing to tell Williams, in order to retrieve urgently the tobacco sack which he saw protruding over side of tender and was concerned that it would strike passengers. Whilst there his head was struck as he expressed passed under overbridge.	Unnamed fireman	Accident was caused by fact that, on Royal Scot engine class, rack from front to back in centre of tender for fire-frames. Meanwhile, instructions should be issued that coal should not block racks and tops should only be carried to racks when engines are in service outside depots.		Wm Worthly 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 1930	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1930 Dec 31	49			
1933 Mar 31	William	Williams	M	64	Holyhead, Martyn yard	Anglesey	Wales	Labourer	London, Midland and Scottish Railway	08:45	Injury: Contusion(s)	Chest bruised	Whilst about the track	Williams was returning to his ship when he was knocked down by a vehicle on a siding being moved by captain Robert Hughes. Williams' own want of care in stepping off of a four-foot way without having first looked and ascertained it was safe to do so. Williams was deaf	John Hughes, capstanman; William Robert Hughes, painter	Hughes heard Williams' cry for help and heard the going when he went to his rescue. The accident is due to Williams' own want of care in stepping off of a four-foot way without having first looked and ascertained it was safe to do so. Williams was deaf			Wm Worthly 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 March 1933	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1933 Mar 31	43		
1933 May 11	John	Ellis	M	33	Holyhead, goods yard	Anglesey	Wales	Capstanman	London, Midland and Scottish Railway	01:30	Injury: Contusion(s)	Right leg bruised	Shunting	Working alone and attempting to stop a brake van by means of the capstan he was sliding down from warehouse. Ellis was struck on leg by end of rope which he lost control of as it passed through his hands.		Three causes: Ellis working single-handed; his use of capstan, rather than hand brake; no stop van; capstan rope being too short because it was measured by stores-issuers in slides rather than by means of standard measure			Wm Worthly 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 1933	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1933 Jun 30	41		
1935 Apr 15	John	Jones	M	63	Boodorgan	Anglesey	Wales	Ganger	London, Midland and Scottish Railway	22:46	Fatal	Multiple injuries and was dead when Mr Roberts found him	Whilst about the track	There were no witnesses to the accident. Mr Jones had left the station at 10:40am and walked along the up-line with the purpose of observing a down line passenger train pass over a set of points. Because the train was late, an up-line freight train would have passed the points at the same time.	Roberts, signaller; Jones, fireman	Mr Jones was not seen from the footplate of either engine, so no warning was given to him. It was believed that Mr Jones was responsible for his own death, being in breach of Rule 234.	234 which requires staff to stand watch during the three months ending 30 June 1935		Wm Worthly 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 1935	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1935 Sep 30	48		
1935 Nov 30	Gwilym Edward	Doughy	M	15	Holyhead	Anglesey	Wales	Junior greaser	London, Midland and Scottish Railway	09:15	Fatal	Caught between carriages	Caught between vehicles	Doughy was replenishing water tanks on three carriages. He had failed to use a red flag and was on the roof of one carriage. When movement occurred the fall from the roof onto the buffers between the carriages and was then crushed	Worboys, Foreman; Davies, traffic Inspector; Williams, Carriage cleaner	Doughy's failure to use a red flag and unnecessarily going onto roof			Wm Worthly 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 1935	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1935 Dec 31	51		
1936 May 30	Frederick John	Joseph	M	40	Holyhead, import shed	Anglesey	Wales	Goods porter, acting as shunter	London, Midland and Scottish Railway	04:30	Injury: Cuts; Contusion(s)	Hands lacerated and bruised	Goods handling	A container was being lifted by crane to empty its load into a wagon. The wagon started to move whilst Davies, being crushed, or caught under the brake lever while holding on to the side of the vehicle. His hands were then caught by the container	Davies, porter; Williams; crane driver	The accident was due to the wagon not being secured by its brakes before loading commenced.			Wm Worthly 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	56		
1936 Nov 28	Victor	Williams	M	17	Holyhead	Anglesey	Wales	Junior greaser	London, Midland and Scottish Railway		Injury: Scald(s) or burn(s)	Face and hands burned	Whilst on railway property	Williams was caught in a jet of flame from gas being charged into a carriage. The connection was poor and a lot of acetylene escaped	Ellis, Examiner	Ellis failing to detect the faulty connection between the cylinder and the vehicle, owing to his lack of experience	Company Regulations			Wm Worthly 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	70	
1937 Apr 6	James	Heggan	M	60	Holyhead	Anglesey	Wales	Joiner	London, Midland and Scottish Railway	09:30	Fatal	Whilst about the track	Whilst about the track	Run over by train which failed to see him walking near track	Andrew, fireman; Devereux, engine driver; Ward, district foreman	No need for him to walk on track	15 210		Wm Worthly 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 1937	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises	1937 Jun 30	43		
1938 Aug 7	Hugh John	Jones	M	37	Holyhead	Anglesey	Wales	Fireman	London, Midland and Scottish Railway	23:40	Fatal	Struck and fatally injured by an engine	Working train	Evans obtained the signaller's permission to leave the yard, he moved the engine, it ran on to the turntable, and collided with another engine which was stationary on the turntable. Jones who was attending to the vacuum hose pipe, was killed instantly, whilst Owen sustained injury to his hip.	William George Jones, driver; Frank Samuel Evans, fireman	Full responsibility for this accident must therefore rest with W. G. Jones.			J A Sidiqi	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	53		
1938 Aug 7	David	Owen	M	54	Holyhead	Anglesey	Wales	Engine driver	London, Midland and Scottish Railway	23:40	Injury: Other see "Precise details of injury field"	Injury to hip	Working train	Evans obtained the signaller's permission to leave the yard, he moved the engine, it ran on to the turntable, and collided with another engine which was stationary on the turntable. Jones who was attending to the vacuum hose pipe, was killed instantly, whilst Owen sustained injury to his hip.	William George Jones, driver; Frank Samuel Evans, fireman	Full responsibility for this accident must therefore rest with W. G. Jones.			J A Sidiqi	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	53		