

date of accident	first name(s) / initial(s)	surname	sex	age	location	county	country	grade	primary railway company responsible for location	any other companies involved?	time of accident	nature of casualty	precise details of injury	type of accident	details of accident	length of time employed by company	other people mentioned	responsibility/ cause	rules mentioned	recommendations made	booked hours	time on duty	inspector	other notes	document title	document sub-title	document reference	document date	page number
1929 May 12	Alfred	Willets	M		Mold Junction	Wrexham	Wales	Chamber, acting as shunter	London, Midland and Scottish Railway			Injury: Loss of body part(s)	Leg amputated	Shunting	Whist shunting Willets tripped over a ground signal and fell, his legs became trapped and he was dragged, causing serious injury	5 weeks as shunter; his first night on	R J Williams, engine driver	Misadventure.		The company should consider moving the ground signal from a narrow space between two lines			Wm Worth Cooke		Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 June 1929	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1929 Jun 30	40
1930 Jul 23	William John Henry	Bate	M	28	Byrnbu, Vron Junction	Wrexham	Wales	Fireman	Great Western Railway		10:45	Injury: Multiple	Burns and scalds to both arms and hands and face. Shoulder lacerated. Shock	Shunting	During shunting, four wagons were detached and lopped shunted unattended up a rising gradient. The engine was then moving forward along another line, but was struck broadside before they could get clear, breaking off the whistle pillar		Evans, goods guard; Williams, relief shunter	Williams allowed Evans, the more senior man, to overrule him concerning the placing and braking of vehicles on the gradient. He also countermanded Williams' stop signal. Evans is responsible for the accident by failing to observe regulations	Regulation concerning propelling vehicles over the branch line on a rising gradient	The method of shunting was unnecessary. Rounding accommodation was available and other means could have been adopted which would not have incurred any risk	08:00	05:35	Wm Worth Cooke		Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1930	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1930 Sep 30	28
1933 Aug 17	Alfred	Rogers	M	59	Croesnewydd South	Wrexham	Wales	Signal linesman	Great Western Railway		11:05	Injury: Cuts (laceration(s))	Eye, cheek and head lacerated, shock	Whist about the track	Rogers came in contact with a light engine he had cleaned up and was walking round the disc, between it and the straight road immediately in front of the engine. He fell to the ground, lacerating his scalp with the blade of the stovel which he had in his hands.		Griffiths, assistant linesman	attribute the accident to a want of caution on the part of Rogers in stepping foul of the straight road without having first looked and ascertained that it was safe to do so.			Wm Worth Cooke		Railway Accidents. Reports by the Inspecting Officers of Railways, Railway Employment Assistant Inspectors of Inquiries into accidents which occurred during the three months ending 30 September 1933	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1933 Sep 30	27		
1936 Nov 5	Henry Franklyn	Grossmith	M	59	Cross Newydd	Wrexham	Wales	Shunter	Great Western Railway			Fatal	Crushed ribs, chest and right arm	Shunting	Grossmith fell between two vehicles after using a shunting pole to apply the brake of the rear vehicle. However the vehicles were still moving and Grossmith apparently fell between them		Charles Jones, Goods guard	Misadventure			08:00	02:05	Wm Worth Cooke		Railway Accidents. Reports by the Inspecting Officers of Railways, 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	49