

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
1923 Feb 5	Thomas	Bethell	M	50	Brynawar	Beconshire	Wales	Non-computer Carter	London, Midland and Scottish Railway	Wazen Nantyglo Colliery Company (Employer)	09:40	Injury: Crush	Right hand crushed	Caught between vehicles	Bethell & Williams were in the process of unloading hay from a wagon with a horse & cart. James gave verbal warning of movement on the road. Bethell at once got down to attend to the horse which was tethered to the wagon buffer but in the process his hand was crushed between the buffers.		Evan Williams, Employee of Wazen Nantyglo Colliery Co; David James, Goods Guard; W Thomas, Foreman	James at fault for not allowing enough time & not ensuring the vehicles were clear according to company rules. Thomas had sent James to check that everything was clear before shunting. He had called but the shunting happened before Bethell had time to attend to his horse.	112(a) - regarding checking that everything is clear before shunting takes place.				Wm Worthing 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 1923	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1923 Mar 31	42
1928 Aug 6	W A	Hamar	M		Bulth Wells	Beconshire	Wales	Engine driver	Great Western Railway		14:15	Injury: Other see 'Precise details of injury field'	Turning his engine and was struck on the head by the handle	Whistle about the track	While the engine was turning on the turntable, wagons were being shunted nearby. An angle iron stay on the last wagon caught the engine buffer forcing the turntable back and Mr Hamar to lose control of the handle, which caused his injuries.		Mr W Ashton, Examiner	Those undertaking the shunting operations should have checked that there was no turning operations on the turntable. Mr Hamar himself should have advised shunting staff that he was about to undertake an engine turning operation.		It was recommended: A mechanical means of preventing shunting during turntable operations be looked at. Enginemen should not undertake turning operations until allowed by those in charge of shunting. Shunting staff must confirm that no turning operations are scheduled during shunting.		01:30	J P S Main		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 B. Reports of the Assistant Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1928 Sep 30	4
1932 Jul 29	John	Davies	M	31	Cynghordy Llanwrtyd Wells	Beconshire	Wales	Underman	London, Midland and Scottish Railway		15:10	Injury: Loss of body part(s)	Left leg amputated below knee	Whistle about the track	While walking on the single line Davies failed to notice an approaching freight train and in his attempt to get clear he slipped and failed to get his left leg clear. Wyatt and his fireman were engaged at the time and failed to notice Wyatt on the track		Wyatt, engine driver	The primary cause of the accident was want of caution by Davies for not walking on the path either side of the single line. A secondary cause was the failure of Wyatt to keep a proper look-out			09:30	07:40	Wm Worthing Cooke	Accident location between 52 1/2 and 52 1/4 mileposts.	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 1932	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1932 Sep 30	40
1934 Mar 31	Phyce	Davies	M	56	Bulth Wells	Beconshire	Wales	Goods guard	Great Western Railway		16:20	Injury: Contusion(s)	Multiple bruises	Working train	Davies was riding the footboard of a brake van whilst attempting to open the door to the veranda. As the van entered the goods shed he was crushed between van and wall			Want of caution on behalf of Davies			08:00	03:20	Wm Worthing 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 1934	Appendix C. Reports of the Sub-Inspecting Officers of Railways on Accidents to Railway Servants and other Persons employed on railway premises		1934 Mar 31	30
1935 Dec 10	John	Maund	M	61	Hwy, Goods Yard	Beconshire	Wales	Porter, acting as goods checker	London, Midland and Scottish Railway		11:40	Fatal	Caught and crushed between buffers	Whistle about the track	Maund was required to move about yard checking goods. He appeared to have stepped into the 4-foot way when a coal wagon was loose shunted on to cattle stock siding. He appears to have been crushed between this wagon and others in the siding		Prosser, Goods Guard	Maund's want of caution in stepping into 4-foot way			09:30	04:00	Wm Worthing 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	54