Cleavans.

Up and down lines clean of debris.

Kitchen van 300qy of 6am train - 2 port holes removed from back end of van.

Engine 6171 qy of 6am train - 2 port holes removed to sheding.

Return of two coaches lifted from carriage of last vehicle of 7am train to station.

Shaneau branch cleared of debris and utilized for shaking facilities for loading.

Electric Lax: Ballast train departs from Up Electric Line and that line cleared.

Current restored.

Up and Down sheding disconnected and cleared for straightPräs.

Engine 48215 "City of Glasgow" of 7am train leaves the station to pull down Up East Lax.

Engine 48215 draws clear of damaged track.

Rugby Breakdown train departs from Up East Line and travels to Skerne Thrussing 3qy (to remain).

Crew Breakdown train returns from Down East to Throck.

Damage to permanent way on Down East temporarily repaired.

Engine 48212 clears clean of Down East and both up and down East lines clean of debris.

Engine 6216 Clermont 4 Bottle Yard, Harrow. (Instructions to attend on attendance).
Damage to electric lines on the East Line temporarily repaired.

Gallast train drawn clear of up Fast, remanufactured on down lines (yard side) and remanufactured
6:15pm

Gallast train drawn to down Fast to load at heavy debris train scene
6:35pm

Somers Island on up Fast alongside train for loading
7:00pm

Somers Island cleared of vehicles and available for normal traffic
8:00pm

Heavy debris cleared from pit
1:10am 12fl

Gallast train and debris cleared by 1:20am
1:20am

Gallast train north bound for returning
1:40am

Gallast train south bound for returning
2:00am

Gallast train north bound for returning
4:30am

Gallast train south bound for returning
6:30am 12fl

Work in connection with erection of new bridge over fast lines commenced
7:00am

Gallast train drawn on down Fast for loading at wet side (manchester)
7:15am

Water supply restored to station
11:00am

Matlock 5.00am cleaned of debris
12:00pm

Gallast train arrived on up Fast
1:20pm 40fl

Commenced unloading current
3:20pm

Electric Lines:iding connections restored and No.1 boarding opened with electric current in use
6:30pm
Loading of debris completed and ballast
trains to Sydenham. Down fast was at the
station 7/31 pm.

Unloading of ballast completed and ballast
trains left - up fast was at the station 7/26 pm.

LTE which had been shut in Notting
Hill Line, departed to Battersea. 7/25 pm.

Up and Down fast lines opened to normal
traffic with effect restriction of 18 m/s
through platforms. Flagman on duty. 7/28 pm.

1st Train Into Up fast 10:12. No. 10. Departed to
Battersea. 8/46.
1st Train Into Down fast 9/10. To Depart Holyhead
to 9/12.

Sconset completed 9/30 pm.

Up fast platform repair completed. 9/03 13^h

More morning by Nov.
Particulars of damage to Permanent Way at Harrow, 8. 10. 52.

Up Fast.
4 lengths 60 foot required renewing.
1 52 foot

Down Fast.
4 lengths 60 foot.

Guston to Watford electric line.

1 in 52 double slips, complete less the outside crossing.

Up Electric Platform.
copings damaged 42 linear yards.
platform wall demolished 25 "  "
" surfacing 100 sq. yards.

Dr. Fast Platform.
copings damaged 60 linear yards.
platform wall demolished 38 "  "
" surfacing 100 sq. yards.

Up Fast Platform.
copings damaged 50 linear yards.
platform wall demolished 16 "  "
" surfacing 150 sq. yards.

15 ins. Colne 14 alloy water main
3 lengths of 18 ft. damaged & renewed.
Corr. Lee
Mrs. Beckerstaff
Greenleyke 2381

10-7 to 8pm
after
Healdstone Police Sta.
If accommodation required

✓
MEMORANDUM OF MEETING HELD ON SITE
AT BARNES & W. AT 10.30AM SATURDAY
11TH OCTOBER, 1952.

Present:
Mr. J. Cox - District Operating Supt.

Mr. A. Scales - District Goods Superintendent
Broad Street.

Mr. A. M. Mitty - District Motive Power Supt.
Willesden.

Mr. G. Lutter - Staff Engineer,
St. Pancras Chambers.

Mr. J. Dodd - Carriage & Wagon Engineers
Dept. St. Pancras Chambers.

The meeting was called to programme the work
which required to be carried out subsequent to the clearance
of vehicles from the track and the re-arrangement of the engine
of the 8/1pm from Paddington to visitor which occurred at 10.18am on
11th October 1952.

The principal items to be considered were:

1. Removal of engine and tender from the Up Fast Line.

2. Repairs to the permanent way on the Up and Down Fast
   Lines.

3. Repairs to burst/under platform adjacent to the
   Down Fast Line.

4. Re-erection of overbridge for passengers over the
   fast lines.

5. Clearance of debris.

6. Restoration of sidings between the Up and Down
   electric lines.

Mr. Mitty stated that the tender of the dead
engine would require to be dragged back through the
connections from the Up Slow to the Goods Yard and disposed
of in the sidings, and a similar operation with the engine.
He estimated that the movement of the tender would necessitate
a blockage of the slow lines for ½ hour and slightly less
for the engine.

The time taken to repair the damaged track on the
Fast Lines was estimated to take:
- Down Fast: 3 hours
- Up Fast: 2 hours

The time taken to repair the damaged water main
was 15 hours, and this work required occupation of the adjacent
Down Fast Line for a period of approximately to facilitate the
use of a crane working with a ballast train.
Mr. Johnson, Bridge Office, civil engineers, Sutton, also attended the meeting and stated that arrangements had been made for the work on the reconstruction of the footbridge over the Fast Lines to commence at 7.00am on Sunday 12th October. He stated that a 6 feet wide bridge was to be erected and estimated that this would be completed and available for use by 8.00pm.

The work of clearing the debris was considered in two categories,
(a) that which required to be lifted by steam crane,
(b) that which could be man-handled and loaded direct to wagons.

Mr. Minty stated that he estimated the loading of debris by steam crane would be completed in approximately 7 hours, and the engineers Dept., considered that a similar length of time would be needed to complete the clearance of the debris by hand.

The following programme was arranged for the carrying out of the various tasks:

By 12noon Saturday 11th October: The work of the Rugby and Crewe steam cranes will be completed and they will prepare to leave the site. The rerailed dead engine will be drawn back on the Up Fast Line for a distance of one engine length to allow the engineers to commence with the work of repairing the damaged track.

12noon to 3/00pm: Engineers will be given possession of the Down Fast Line for repairs.

3/00pm: To Willesden Breakdown Train to have arrived at the Outer Home Signal on the Down Fast Line preparatory to the repairs to this line being completed. The Train will then proceed through to the North end of the Station to assist in the disposal of the dead engine and tender to the Goods Yard.

After passage of 3/00pm Sutton to Bletchley: On Down Slow Line, the Slow Lines will be blocked for the purpose of disposing of the tender of the dead engine to sidings. A similar blockage will require to be arranged later for the disposal of the engine.

3/00pm to 5/00pm: Engineers will be given possession of the Up Fast for repairs to the track.

5/00pm to 12mid: Willesden steam crane will be given to occupy the Up Fast Line in the Station with wagons placed on the Down Fast Line, and will carry out loading up operations of the debris.

(Cont'd:
1.30am to 3/0am Sunday 12th October: Preparatory work in repairing
the burst water main will be carried out before this time
and the Engineers will be given possession of the Down
Fast Line between 12mid to 3/0pm to finalise this work.

7.30am Sunday to 2/0pm: 30 Open wagons to be placed on the Up
Fast Line for loading up debris by hand.

8.0am to 3/0pm: Erection of footbridge over Fast Lines

2/15pm to 3/0pm: Reballasting of Fast Lines and repairs to
connections for Nos.1 and 2 Sidings, New Lines.

It was also stated that repairs to platforms will
be undertaken as far as possible whilst the other work is
proceeding and the Up Fast platform will be completely repaired
by 3/0pm on Sunday 12th October. The repairs to the Down Fast
platform will take further time, an estimate of which could
not be given at this meeting.

With the repairs to XXXXXX13 No's. 1 and 2 Sidings
being carried out it was noted that before XXXXXX12 these sidings
could be brought into use, material and the remains of a locomotive
will require to be xxxax cleared from No.1 siding. The Electric
Traction Engineer will require to be contacted to arrange for the
No.2 Siding to be isolated so that current could be restored to
No.1 Siding and allow this to be used for traffic.

In view of the slight inconvenience which will
be caused to passengers using the footbridge whilst repairs
are being carried on, and subsequently, owing to the reduced
width of the newly erected footbridge over the Fast Lines, it
was decided that the Police should be asked to control the
movement of passengers over the footbridge from the commencement
of repairs and during the following week.
ARRANGEMENTS FOR THE LOADING OF 
DAMAGED ENGINE AT HARROW — 
SUNDAY 16TH NOVEMBER 1952.

FRIDAY, 14TH NOVEMBER 1952

No. 85. 2.47pm Watford to Willesden not to convey any 
Harrow traffic.

SATURDAY, 15TH NOVEMBER 1952

No. 85. 4.30am Watford to Harrow to convey Shed traffic only.
No. 85. 2.47pm Watford to Willesden not to call at Harrow.
No. 83. 1.55pm Harrow to Willesden to clear all available 
wagons from Harrow and leave Goods Road clear 
except for 5 E.G. wagons on stops.
Leave headroom on stage road for the three 
coaches of the Breakdown Train.

Marshal the following vehicles on the Straight 
Road in the order shown below in readiness 
for the work on Sunday —

Stops

ERG
Damaged Engine

1. Seltrac MK (against damaged engine)
1. Recton
3. High Goods wagons
1. Plate wagon
1. Robel "C"
1. Flatrol

SUNDAY, 16TH NOVEMBER 1952

Engine and guard to be arranged to work the Breakdown 
train from Willesden M.P.D. at 6.30am. Relief will be required.

Engine and guard and brakevan to leave Willesden at 
3. Opm for Harrow to work the special train from that point to 
North Wembley Yard, remarshal as required (See OG Notice) and 
leave train ready for working to Crewe.

No traffic to be worked from Watford to Harrow on 
Sunday November 16th.

L. J. Cox
DISTRICT OPERATING SUPERINTENDENT.
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<thead>
<tr>
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<td>Wolverhampton.</td>
<td>9.40</td>
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<td>Northampton.</td>
<td>9.56</td>
<td>10.16</td>
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<td>Tring.</td>
<td>10.0</td>
<td>10.31</td>
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<td>Pots Rugby.</td>
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<td>7.50</td>
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<td>Northampton.</td>
<td>11.07</td>
<td>11.27</td>
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<td>Liverpool.</td>
<td>11.41 (H. End)</td>
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<td>10.45</td>
<td>Bletchley</td>
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<td>12.18</td>
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<td>Rugby (B&amp;G)</td>
<td>12.39</td>
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<td>1.16 (H. End)</td>
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<td>1.32</td>
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<td>2.9</td>
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<td>Perth</td>
<td>7.4</td>
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<td>5.7</td>
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<td>8.35</td>
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<td>Blackpool</td>
<td>10.46</td>
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<tr>
<td>8.50</td>
<td>Pots Crewe.</td>
<td>12.24</td>
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<tr>
<td>1.10</td>
<td>Stranraer Milk.</td>
<td>12.38</td>
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</table>
ACCIDENT AT HARROW. 8. 10. 52.

I enclose account which I have received from the Station Master, Hatch End for 16/6d which represents food purchased for 3 members of the permanent way and one member of the Station Staff who worked excessive hours without a meal break.

This amount was paid out of traffic cash and is now outstanding at the Station and I shall be pleased if you will kindly authorize clearance of this item.

For L. W. CO.
21 May 1953

8.00 am, Euston to Liverpool 8.10 S.

Booked:

12.5 pm Manchester to Euston as divided at Euston into two portions and fans the Manchester portion of the 8.00am and 8.30am trains from Euston.

4.10 pm Liverpool to Euston is divided and fans Liverpool portion on above trains.

On 8th October this booked Marshalling was not observed.

The 8.00 am Liverpool train was formed with the stock of the 12.5 pm ex Manchester, the latter train being short of a CK in the Manchester portion which was presumably left at Euston.
amishap at Harrow's Wealdstone October 8th 1952

In connection with the above, on the day of amishap above him Ganger.

Sergeant Humphry Brigham knowing leader Leading Rodin & Burton were

required to work excessive hours without a meal break & I purchased

refreshment for them from "Vanny Fair" cafe Hatch End totaling 10/-

as per receipt detached attached money paid from traffic cash

please instruct on clearance.

[Signature]
Dear Mister: in morning
Mr. Abraham House
proceed to Harrons
hence to Estton.

Agreed

/ 11/13

[Signature]

[Signature]
Wealdstone
Police Sta
21 Apr 1113

Clark - addresses
for relatives

S. A. 1426

Coxton 381

Mr Cox
Watford 2378
Ballast deck up East 5 Brent 1-20

When Crane Dept. 1-40

Ballast air up Fast 11:15 7:08

Cleared up East 5:43
Assistance by Stonebridge Park Power Station Staff at Wealdstone 8.10.52.

The Bearer, Mr. S. Clapp, is the senior First Aid worker at these premises and was in charge of a detachment of First Aid men sent to assist yesterday. He is now sent to recover First Aid materials and equipment left yesterday. Please give him the necessary facilities.

G. A. B. LEISHMAN

Said well
Accommodation

For anyone wishing to stay near recently

54 Talbot Road, Tel. Harris 9930
33 Radcliffe Road

Mrs Jenkins, WVS County Organiser
BAR 6043
Niger Office BAR 0972

Please help, provide accommodation
for those involved

Councillor Jordan, Greenwich 2370
(Chairman, Harrow UDC).

Aco 0434
Knights Cen.  
Raddle inquiry to Honw

Request H. A. level

Mr. Raddle requested to attend.

Advise Mr. Dean.

W. D. Drake

Mr. Etche assisted.

BBC recording via Annie Honw 12.0

Grateful for recording facilities.

R. Simpson editor "Locomotives" told to report to

Mr.
B. D. V. Arrangements.

Willesden called 8.20 a.m.
    off shed 9.0 a.m.
    arrived 10.45 a.m.
    departed from right site.

Kentish In. called 10.50 a.m.
    left shed 11.36 a.m.
    arrived 3.35 p.m.
    departed.

Rugby called 8.20 a.m.
    left shed 9.13 a.m.
    arrived 11.25 p.m.
    departed.

Bletchley called 8.20 a.m. * subsequently —

Cane called 1.25 p.m.
    left shed 2.50 p.m.
    arrived 9.55 p.m.
    departed.

Fire Brigade Arrangements.

Call made at 8.18 a.m.
    arrived in less than 5 minutes.

Line Clearances.
Mr. Howson saw lines at 5.32 a.m.

299 calls were made at 8.18 a.m. & 8.19 a.m. for doctors & ambulances.
First call arrived on scene with ambulance within 5 minutes.
Not able to say number of doctors actually there.

No. of ambulances 32.
BRITISH RAILWAYS

Kentish Town Station 14 Oct 1962

DISTRIBUT Locomotive Superintendent's Report.
Re breakdown at Harrow Wealdstone

Date of accident 8.10.62 Train from

To Engine No. Driver of

Station. Time information received 0.50

Time breakdown vans left 11.20 Time arrived at accident 3.25

Time line clear and vans left for shed Time of arrival on homeward
journey in Loco. sidings 4.15 9.1962

No. of breakdown men sent 8 In charge of G. Franks

W. G. O. Parker in attendance
Nature of accident expresses a local train causing great damage.

Probable cause and remarks: Subject to findings of inquiry.

To D.O.S.

Dist. Loc. Supt.

London Western

1st November 1952
COLOUR LIGHT SIGNAL TO BE REMOVED TEMP.

LETTERS INDICATE DEBRIS AS FOLLOWS:
X Y Z N T R Y

FORMATION OF WAGON TRAINS ON SITE AT HARROW NOVEMBER 9TH 1952
<table>
<thead>
<tr>
<th>Time ordered</th>
<th>Willesden</th>
<th>Rugby</th>
<th>Crewe</th>
<th>Kentish Town</th>
<th>Old Oak</th>
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<td>&quot; he</td>
<td>8.25am</td>
<td>8.30am</td>
<td>1/30pm</td>
<td>10.50am</td>
<td></td>
</tr>
<tr>
<td>&quot; standby</td>
<td></td>
<td>9.43am</td>
<td>2/49pm</td>
<td>11.36am</td>
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<tr>
<td>&quot; left Shed</td>
<td>9.0am</td>
<td>1.25pm</td>
<td>9.55pm</td>
<td>3/35pm</td>
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<tr>
<td>&quot; arrived</td>
<td>10.45am</td>
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<td></td>
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<tr>
<td>&quot; left few Shed</td>
<td>11/2pm</td>
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<tr>
<td>Time ordered</td>
<td>8:25am</td>
<td>8:30am</td>
<td>1/30pm</td>
<td>10:50am</td>
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<td>&quot; standby</td>
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<tr>
<td>&quot; left shed</td>
<td>9:00am</td>
<td>9:45am</td>
<td>2/40pm</td>
<td>11:30am</td>
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<tr>
<td>&quot; arrived</td>
<td>10:45am</td>
<td>1:25pm</td>
<td>9/58 pm</td>
<td>3/55pm</td>
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<tr>
<td>&quot; left for shed</td>
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