Minutes of Meetings held with the Works Superintendent, Crowe, on the 22nd October and with other departmental representatives on the 24th October to consider the arrangements to be made in connection with the loading up and/or removal of the debris and locomotives and tenders etc., at Harrow and Wealdstone.

Departmental representatives present at the meeting held on the 24th October,

Mr. N.R. Pouch
Mr. R. Tildesley
Mr. A. Rule
Mr. A. Barley
Mr. O.同心
Mr. G.R. Bennett
Mr. G. North
Mr. G. Wise
Mr. L.C. Wrench
Mr. A.B. Hedgesinic
Mr. E.C. Allroy
Mr. T. Barlow
Mr. T. Scale
Mr. E.W. Hindsman
Mr. P. Penny
Mr. A.W. Willmore
Mr. G.J. Poole
Mr. J.A. Watts
Mr. A.V. Lowe
Mr. H.A. Fletcher
Mr. G.S. Robinson

Assistant Divisional Motive Power Superintendent, Crowe.
District Motive Power Superintendent, Rugby.
District Goods Superintendent.
District Goods Superintendent.
Assistant District Operating Superintendent, Euston.
Assistant District Motive Power Supt., Willesden.
R.E.F., Willesden.
for E. & T.B. Stonebridge Park.
for E. & T.B.
Office of D.O.S., Euston.
D.P.R.C., Euston.
C.W. Dept., Euston.
Engineer's Dept., Watford.
C.W.1., Engineer's, St. Panmure.
for District Engineer, St. Panmure.
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At the meeting which the Assistant Divisional Motive Power Superintendent had with the Works Superintendent on the site on the 22nd October it was clear that the remains of Engine 45637 and its tender, also the boiler, tender, circular track and leading coupling screws of Engine 46202 would require to be loaded up on to rail vehicles for removal from the site. Engine 46202 would also require a new bogie fitting to enable the chassis to be taken away on its own wheels. A new tender was required to be provided to couple to the remaining chassis of Engine 46202.

With regard to Engine 46242, which is not stabled on the electric lines, but in the up goods yard at Harrow, it was decided that the tender would have to be loaded up and a fresh tender provided to enable this engine to be handled to Crowe after certain straightening of frames, changing of wheels and possible removal of certain parts.

With this knowledge available for the meeting held on the 24th October it was decided to consider only the clearance of the debris, locomotives and tenders etc. other than Engine 46242 and tender.

The question of whether this clearance should be carried out on one or two Sundays was discussed, but in view of the heavy engineering operations which are programmed in this area for some considerable time in November and December, the District Operating Superintendent's representative, supported by the District Engineer's representative, strongly pressed for the whole of the debris on and around the electric continued/
lines to be cleared on one occasion, for which, the District Operating Superintendent's representative was prepared to give possession of all the electric lines and sidings from 1.30am on the Sunday morning, until 4.00 am on the Monday morning, 4.00 between the passing of the last electric train on the Saturday night/Sunday morning, and the passing of the first electric trains on the Monday morning. It was stressed that all breakdown trains and loaded wagon trains etc., must be cleared off the electric lines by 4.00 am on the Monday morning. This would mean that the actual time available for unearthing all the trains and loading would be approximately 24 hours. The only date on which this can be performed without seriously interfering with the very important and heavy Engineering programme will be the 9th November.

If this work were carried out on this date it only meant cancelling the relaying of the up and down slow between Harrow and Sudbury, and the District Engineer's representative stated that this could be arranged without any very serious reaction. Agreement has since been reached that the work should be carried out between the times stated above, i.e. on Sunday/Monday 9th/10th November.

As the District Engineer has possession of the up and down fast lines in Harrow Station on the 2nd November for the purpose of removing the portion of the Sixth Line over these lines, it was agreed the Witley breakdown train should take the opportunity of also occupying the up and down fast lines on the north side of the station between 7.30am and 2.00pm, to load the debris which now lies between the down fast line and the up electric line and the arrangements for this will be made locally between the District Motive Power Superintendent, the District Goods Superintendent and the Galton representatives. There is also a large amount of small debris lying between the up electric line and No. 2 electric siding and as almost all this debris could be dealt with by hand the District Operating Superintendent's representative agreed with the District Goods Supt., to have wagons placed on No. 1 electric siding (the power to which would be isolated) on Sundays 6th October and November 2nd, when it was hoped all this material would be loaded.

It was also agreed that the debris lying on the North side of Harrow No. 1 signal box, between the up fast and down slow, which is all suitable for loading by hand, would be dealt with at some future date at the convenience of the District Operating Superintendent, District Goods Superintendent and Div. Outdoor Assistant Carriage and Wagon Department, when arrangements would be made for a train to be stationed on the down slow line for this purpose.

Other decisions arrived at at the meeting were as follows:

The District Operating Superintendent will arrange as regards the timings for the Witley breakdown train travelling from Witley to Harrow on the night of the 6th and also with regard to the relaying of this train at Sudbury, as it will be required to be worked to the site with the crane loading, then the engine and the breakdown vans in rear of the engine and will be required to be worked to the site over the down electric line from Sudbury (the further movements of this train are described later, under the heading of positioning of trains etc.).

The Divisional Operating Superintendent will time the Rugby breakdown train to arrive at Witley at 12.00 midnight (Sat/Sun), where it will turn round the trains from whence it will be worked to Harrow, ultimately arriving at Harrow on the down electric (again details of the positioning of this train are dealt with later in these minutes).

The District Operating Superintendent in conjunction with the Electric Traction Engineer, Stockbridge Park will arrange for the power to be cut off between Kitchin End North and South immediately after the passage of the last trains over the electric lines and will ensure that the breakdown trains are not put on to the site until the power has been cut off.

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Protection bars will be suitably placed across the live and conductor rails of all tracks concerned. The District Operating Superintendent will also arrange for Traffic Inspectors to be in charge of the many movements which will require to be made by cranes, empty wagon trains etc., throughout the operations.

The occupation of these lines will require to be shown through the Weekly Notice by the District Operating Superintendent, and the usual request will be made by the District Engineer.

Arrangements will be made by the District Operating Supt. for the necessary Railway Police to be available to control any right issues in the vicinity of the station and station approaches.

It was confirmed by the District Engineer that no difficulty would be experienced in operating the points leading from the up and down electric to the No. 1 and 2 Siding with the power cut off, and it was confirmed that the permanent way, points and crossings leading to Nos. 1 and 2 Siding and in No. 1 Siding were suitable for the heavy steam engines to move over. There are no drains in the site, nor where the access girder would require to be passed, but there is a culvert running at right angles to the track near to Section 1/20, but it not in a position where it will interfere with the lifting operations.

The District Engineer, will arrange the necessary flagmen to be available during operations carried out on the 9th October, (Trains on the down line) will be flagged whilst loading is being carried out on the up electric), also during the hand loading of the District Goods Superintendent's staff on the 26th October and 2nd November and again as necessary during the loading by Williamson breakdown men of the debris on the south side of the station on November 2nd. He will also arrange for all the trains concerned during those operations to be continued on completion of the work to ensure that no damage has been done thereby to the use of the heavy engines. He will also arrange for slopeme to be available on the up electric platform on which to place the coal which is to be cut out.

The question of the cutting up of certain parts of the debris by the R.O.C. was considered, but as the District Engineer's representative kindly offered to have Engineering Department's staff, which would be supplemented by the staff belonging to the S.W. department if necessary, one or two sections from theotive Power Department, it was not considered necessary to ask for the assistance of the R.O.C.

The Carriages and Vagon Department would arrange to do some cutting or the debris on Sundays October 26th and November 2nd and will have representatives present on November 9th/10th to supervise and instruct in regard to the cutting of the coach frames, bogie frames etc., and the S.W. Dept. will load all wagons. These will be sent to Grand Locomotive, Wolverham or Derby Carriages and Vagon Works, Those sent to the latter two Works will be unloaded and segregated as necessary and the material will be available for examination at those places by the Grand Works Superintendent's representative if it is desired to retain all locomotive material.

The S.W. representative agreed to have staff on the site on November 9th to temporarily remove the colour light signal on the down electric platform to facilitate getting the coach frames which are situated between London No. 2 signal box on the end of this platform out and on to the up electric platform for cutting up. They will also arrange for the two three new sp Arges No. 1 & 2 electric signals to be removed before November 9th to facilitate the movement of the coaches in No. 1 Siding.

It was also agreed that the high tension cables running along the embankment by the down electric line would be made "dead" during the loading operations.

The District Passenger Supt., will also arrange all notifications to public with regard to the stopping and also with regard to the additional "bus services required."

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The District Goods Superintendent will arrange for loading Inspectors to be available throughout the whole operations on November 9/10th and there will be at least one Inspector working with each crane. The particulars of the types and numbers of wagons required for the various places of debris were noted and with the exception of the special vehicles on to which the boilers and engine frames would be loaded, also the tank wagons on to which the locomotives and tenders would be loaded, he will arrange for all these wagons to be supplied. The special vehicles referred to have been arranged by the Divisional Motive Power Superintendent and the Works Superintendent, Crmth.

It is considered that two daily wagon trains will be necessary, otherwise considerable congestion will occur due to the confined space, for loading end therefore, one of these trains will be established on the down electric and the other on the up electric and subject to the agreement of the District Operating Superintendent one of these trains will be marshalled at Watford to be at the disposal of the attached diagrams and the other at Sudbury, also to details shown on the attached diagram. It is, of course, very essential that the marshalling of these trains is strictly adhered to, otherwise considerable waiting time will be incurred with the cranes, and therefore it might not be possible to complete the loading operations within the time laid down.

The District Goods Superintend will arrange for the shooting to be removed from the debris and the locomotives in the vicinity of the scene of operations on Saturday 8th November and for the sheets removed to be loaded up at the same time. He will also arrange for staff to be available on the 9/10th November to load debris suitable for loading by hand underneath the coach by No. 2 signalbox and also any other small debris which may be required to be loaded by hand on the date of operations.

The District Goods Superintendent to provide ropes, sashes and masts etc. to enable the coupled wheels and the boiler frames removed from Brincom 45637 and 6522 to be secured in the wagon.

The feeding of all staffs concerned during the main operations on the 9/10th November will be the responsibility of the departments themselves. The Divisional Motive Power Superintendent will arrange for the feeding of the locomotives to be carried out independently. Each gang to ensure that full supplies of oxygen-ethylene will be available in the vans.

Willesden crews to leave Willesden with the job facing north and the Rugby crews to leave Rugby also with the job facing north.

Owing to the long duration of the time to be taken in carrying out the operations on the 9/10th November the break-down crew should be of such number as to permit some to be resting or taking meals, whilst the remainder continue to work, and arrangements should be made accordingly. In order to facilitate the men obtaining adequate rest it would assist if the Divisional Operating Superintendent could arrange for a third class sleeping car to be placed in the up station at Harrow station, and filling this if an ordinary coach could be made available, a little rest can be obtained by the men in the break-down vans going to those who are not resting requiring to take meals in the same compartment, thus disturbing those who are endeavouring to obtain some rest.

The question of lighting at the site on the 9/10th November was discussed by these present and the London O.M.K. Assistant has been approached as to whether he can make arrangements to provide a portable generator and temporary lighting in the vicinity of the scene of operations. The question of fire precautions was also considered and it was suggested that there were fire hydrants on the platforms, that permission to use these and arrangements for their running should be taken up with the Fire Superintendent, also if agreed, that these hydrants could be used for the filling of the steam crane water tanks and the engine tanks if need be.
Willisden will arrange for the tender tank of Engine 45637 to be cut out by oxy-acetylene where it will be out of gauge when loaded. This to be done sometime before November 9th. The tank and the tender of Engine 45620 also to be freed of the frame by Crowe Locomotive Works staff before the 9th November.

With regard to the special vehicles necessary for the loading of the locomotives, two such vehicles are at present standing in the Engine Shed at Watford and these are required for the loading of the boiler and frame of Engine 45637. The Works Superintendent, Crowe, will arrange for a further vehicle to be sent to the site which is suitable for the loading of the boiler of Engine 45620, and will also provide two tenders, i.e. one for Engine 45620 and one for Engine 45624, and one new boiler for Engine 45620.

As the whole of the operations are dependent upon the engines being stripped and ready for loading up by the night of November 9th, the Works Superintendent has kindly agreed to undertake the stripping of Engine 45620 to enable the boiler to be taken out, also to make it possible for a new boiler to be fitted under this engine and for the main frames at the trailing end of the engine, which are badly out of gauge, to be cut off and replaced as necessary to bring them within gauge. The Works Supt. will arrange for the loading engine buffer box, which is badly damaged, to be built up to enable a guard's brake to be coupled to it. Arrangements will also be made by the Works Superintendent's staff to lend to as far as possible the Locomotive bissell truck. The stripping of fittings etc., necessary in conjunction with this, will be carried out by the staff. He will also arrange for the necessary stripping and cutting to be done on Engine 45637 to enable this to be loaded up, i.e., boiler, main frames and wheels separately. Mr. Forsyth has agreed to provide a Boiler Slinger on the 9th November, which should save considerable time in loading the boiler, as this can will be convenient with the correct position for the slings for boiler, which will greatly facilitate the removal of the boilers from the frames. He has also agreed to lend suitable slings for the purpose and these will be sent in the stores van to the District Motive Power Supt., Willisden, who will arrange for them to be taken to the site in time for them to be fixed round the boilers by the Crowe Works staff on Saturday November 1st.

In connection with the operations by the Works Superintendent's staff referred to above, those commences on the 26th October and will proceed until completed, when these necessary will transfer to Engine 45624 to do what requires to be done in conjunction with the Motive Power Department to make the locomotive fit for travelling to Crowe.

Arrangements have been laid on for the Works staff to be accommodated in the Motive Power Hostels during the time they are working at Harrow.

Suitable protective clothing has been arranged and a representative of the District Motive Power Superintendent has been detailed to act as a liaison between the Works and Motive Power.

The District Operating Superintendent has arranged for the power to be off in No. 1 siding between 10am and 5pm daily and the District Operating Superintendent has provided a representative as a contact between the Works and the authorities controlling the switching on and off of the power, and the engine house staff have provided a signal to be used with the Works staff throughout the time they are at Harrow.

The mid-day meal will be supplied from Willisden canteen and taken by the staff in a disused room on the platform.

Oxy-acetylene supplies have been arranged from the R.O.C. and transport for the men between Willisden and Harrow has been arranged by the District Motive Power Superintendent by a utility bus.
As it was not agreed at the meeting on the 26th October that the whole of the operations should be carried out on the 9/10th November and has since been agreed the following programme of crane operations has been drawn up:

**SUMMARY OF OPERATIONS TO BE MADE BY EACH CRANE.** (All lifts must be made in the order shown otherwise connection will be lost, throwing two cranes out of work, possibly for long periods).

**WILLESDEN.**

1. Load tender tank of Engine 46282 onto special vehicle on down electric.
2. Load all machinery of tender of Engine 46282 onto special vehicle on down electric.
3. Load boiler of Engine 45637 onto special vehicle on down electric.
4. Load frames of Engine 45637 onto special vehicle on down electric.
5. Load wheels of Engine 45637 onto suitable wagons on down electric.
6. Load carriages bogie frames and wheels into wagons on up electric.
7. Load tender of Engine 45637 (at 'R' on diagram) onto special vehicle on down electric.
8. Load store box etc., of Engine 45637 (at 'R' on diagram) onto special vehicle on down electric.
9. Lead small debris lying between down fast and up electric lines (at 'W' on diagram).
10. Lead up debris at the entrance to No. 2 siding, (i.e., that which is on the station side of the tender of Engine 46282 and shown at 'V' on diagram) on to wagon on the up electric.

Will then start to arrange for coupling of Engine 46282's tender to the engine end to provide the necessary add ons to prepare the chassis of Engine 46282 to go to Willesden.

**RUGBY.**

1. Remove oil colour light signal at North end of No. 1 platform.
2. Remove crane situated between Harrow No. 2 S.E. end and the end of the down electric platform and place it on to the up electric platform for cutting up (must be placed on the platform clear of B7000 on the up electric by empty wagon train on that line).
3. Lead up that material which requires handling by a crane which is underneath the crane referred to in (2) also debris from Harrow No. 2's Coal Edn (shown at 'X' on diagram) into wagons on the up electric.
4. Lead up debris on the bank on the North side of Harrow No. 2 signal box, also tender frames at the foot of the bank (at 'Y' on diagram) into wagons on the up electric.
5. Lead up boiler of Engine 46282 onto special vehicle on the down electric.
(6) Unload new bogie for Engine 46202 from wagon on down electric and place on No. 2 siding in front of Engine 46202.

(7) Lift front end of Engine 46202 and remove leading coupled wheels, afterwards lowering front end of engine on to packing.

(8) Lead up leading coupled wheels of Engine 46202 into wagon which had contained the new bogie.

(9) Lift front end of Engine 46202 for placing new bogie under.

(10) Lift trailing end of Engine 46202 and remove bissel truck complete.

(11) Lead up bissel truck into wagon on the down electric.

(12) Lead up coach (now set up on the up electric platform) (shown at 'T' on diagram), into wagons on the down electric.

(13) Replace signal at North end of the down electric platform.

In order to avoid any confusion in regard to the marshalling of the empty wagon trains and the breakdown trains and the positioning of same, the following description of these movements has been drawn up, but again as the volume of work to be carried out on the site was not decided at the meeting on the 24th October and has since been determined, the programme outlined at the meeting for loading of the locomotives on the following Sundays has had to be scrapped and the ensuing arrangements are substituted and, if they are unsatisfactory in any way, those concerned should communicate with the Divisional motive Power Superintendent, Crewe at once. In this connection a further meeting will be held in the Assistant District Operating Superintendent's Office, Boston on Tuesday, November 4th at 11.30 am to discuss any proposed amendments to the arrangements. Only those departments having any amendments to propose need attend.

Positioning of Empty Wagon Trains and Breakdown Trains on site.

Willendon breakdown train to arrive in No. 1 electric siding with the doors next to the step block, then the engine and lastly the train and to remain in this position until the arrival of the empty wagon train on the up electric.

An empty wagon train from Sudbury, comprising of vehicles as laid down in diagram attached to these minutes to follow the Willendon train, and to proceed on to the site on the down electric line to a point where the guard's brake will be clear of the points leading from the down electric into the No. 1 electric siding.

Another empty wagon train to leave Watford on the up electric, comprising of vehicles as laid down in diagram, following the last electric train and to proceed along the up electric until clear of the points leading from the No. 1 sidings to the up electric at Hurst station. This empty wagon train will then set back on to the Willendon breakdown train, which is standing in No. 1 siding and remove the breakdown train leaving the engine and the engine in the No. 1 siding and placing the van well clear on the North side of the up electric. The empty wagon train will then uncouple from the breakdown van and again draw clear of the points to No. 1 siding on to the up electric to allow the Willendon breakdown train engine to proceed from the No. 1 siding on to the Willendon breakdown vans and
remain on it until required, the Willesden CRANE being left in No. 1 siding. The empty wagon train on the up electric will then be shunted to the очстит посвящает as required.

The Rugby breakdown train having been worked on the up main or slow lines to Willesden will be turned at that point as a whole, and proceed in the following order: engine, crane and vans, ultimately arriving at Harrow on the down electric, where the train must be left not less than 250 yards from the south end of Harrow Station platforms to allow for movements which will be made backwards or forwards by the empty wagon train on this line, i.e., down electric, in accordance with leading operations. The crane will then be unhooked from the train and placed in position by Harrow signalbox for the first lift.

As the room available for both cranes to work in No. 1 sidings will be very restricted, particularly so at the Harrow No. 2 signalbox end, where the majority of the lifts will require to be made, it will be necessary, after the Rugby crane has loaded the material on the bank at the north end of No. 2 signalbox (No. 4 Lift shown in "sequence of lifts") for that crane to enter No. 1 siding under its own power. The Rugby engine then setting back into the station clear of the empty wagon trains movements to be made on that line. The Rugby crane will then make all subsequent movements under its own power. At the completion of operations it will travel by No. 1 siding on to the down electric, the Rugby engine having previously set back clear on the north side of Harrow No. 2 box, will couple up to it again and propel it on to its own narrow wagons and ultimately on to its own train. It will then be ready marshalled for departure to Rugby.

The Willesden crane will only require to work in No. 1 sidings and will, therefore, do this under its own power. These arrangements may appear to be somewhat complicated and will take a little while to perform, but time will be saved at the end of operations, as both breakdown trains and the empty wagon trains will be quite easily marshalled in the correct order for departure.

The following will be the movements to be made when loading is completed:

1. The empty wagon train on the down electric may leave the site immediately the operations are completed.

2. The Rugby breakdown train engine to proceed and stand clear of the point leading to No. 1 Siding.

3. The Rugby crane to return to the down electric by the No. 1 Siding as described earlier and be propelled on to its own narrow wagons and train and depart for Rugby.

4. The new tender for Engine M202 to be placed against Engine M202 by the engines on the up electric empty wagon train and coupled up. Afterwards this engine to return to the empty wagon train on the up electric and depart for destination, to be laid down by the District Operating Superintendent.

5. The Willesden breakdown train engine to proceed into No. 1 siding, couple up to the crane and return with it to the up electric and place it on the Willesden breakdown train and then leave for Willesden.

An engine and brake (also conveying a Tender from Willesden) to leave Harrow on the up electric at about 10/6 on the 9th November and proceed to the vicinity of the site in readiness for disposal of Engine M202. To perform this, the engine should unhook from the brake and proceed into No. 2 siding and couple to the tender attached to the chassis.
of Engine 46202 and haul them out of the siding and back them on to the guard's brake, standing on the up electric and then proceed to Willesden Loco.

Arrangements will subsequently be made for this chassis and tender to be conveyed to Grove Works by special path.

The speed of this train from Harrow to Willesden Loco, should under no circumstances exceed 8 m.p.h.

All concerned are requested to make themselves thoroughly conversant with the above programme.