

BRITISH RAILWAYS

(The Railway Executive)  
(London Midland Region)

To:- L.W. Cox, Esq.,  
District Operating Supt,  
EUSTON. 1.

From:- District Operating Supt's Office,  
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EUSTON. 1.

Ref : E/1640.  
Extn.8388

13th October, 1952.

MISHAP AT HARROW - WEDNESDAY OCTOBER 8th.  
ELECTRIC LINES.

At 8.20am an alarm was received and at 8.23 a.m., an isolation was made to the Up and Down lines between Kenton and Harrow Sub- Stations.

To enable passengers to be cleared from trains standing between Harrow and Hatch End arrangements were made at 9.4am for an extension of the isolation Harrow Sub-Station to Hatch End, at the Wembley side of the obstruction the isolation was extended to Wembley Central at 9.19am for the same purpose.

Owing to some difficulty in operating the pillar switches No.'s 409-410-411, 412 at Hatch End by the Station Master Inspector Wareham of the electrical department had to proceed to Hatch End and the isolation was carried out at 9.35 a.m.

In order to clear the lines of these Empty electrics, and allow steam cranes to proceed to the site of mishap, the line between Harrow Sub-Station and Hatch End was again made alive at 10.22 a.m., three trains standing on the Up line between Hatch End and Harrow were cleared back wrong line to Hatch End and the line was again isolated between Harrow Sub-Station and the switch pillars at Hatch End at 11.22 a.m.

Rugby Steam Crane worked to site (from Watford) on the Down electric arriving at 1.30 p.m.

On the Wembley side of the mishap, six trains were standing on the Up line between Harrow & Wealdstone and Wembley and five on the Down line, the section of line was between Harrow pillar switches and Wembley Central was again made alive at 11.22 a.m. to remove these trains. The Up and Down lines were cleared at 2.25pm, the Kentish Town Crane proceeded from Stonebridge Power House Box to the site on the Down Line arriving at Harrow station at 3.10pm.

At approximately 10.0am a Bus service was put into operation between ~~Bushy~~ <sup>WEMBLEY</sup> and Hatch End calling at all stations, and this operated throughout the period of the blockage of the Electric lines.

An electric service of 4 trains per hour was operated between Watford and Hatch End, also between Euston and Wembley, one of these services each half hour was run to Kenton over the Up electric line under single line working by pilotman, and at 3.0pm to 7.0pm the service to Wembley was increased by two additional trains per hour Broad Street to Wembley Central and return.

Thursday October 9th.

Train Service.

Watford Jct. to Hatch End.

4.50am to 10. 0 am	6 trains per hour.
10. 0am to 3. 0 pm	4 trains per hour.
3. 0pm to 7. 0 pm	6 trains per hour.
7. 0pm to finish	4 trains per hour.

Euston to Wembley Central.

5.10am to 1. 0am, 4 trains per hour  
Trains departing Euston at 7 and  
37 minutes past each hour were run to and  
from Kenton under S.L.W.

Broad Street to Wembley C.

5. 0am to 10. 0am, 2 trains per hour.  
3. 0pm to 7. 0pm, 2 trains per hour.

Broad St. to Willesden.

Mid-day period as per W.T.T.

Broad St. to Richmond.

As per W.T.T.

London Transport services were reversed at Queens Park.

Friday October 10th.

Same as Thursday October 9th.

Saturday October 11th.

Lines at Harrow opened for traffic at 4.30am and the following  
services operated throughout the day:0

Watford / Euston ) As per W.T.T.

Euston / Watford )

Watford / Broad St. )

Broad St./Watford )

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Watford / Elephant & Castle

Only 3 trains available at Watford these  
worked the 4.59 am 5.25am and 5.52am  
services.

5.12-5.37-6. 8-6.21-6.33-6.47 started from  
Queens Park. Commencing with the 6.54am ex  
Watford the Watford Jct./Elephant & Castle  
services were as per W.T.T.

Owing to the siding at Harrow not being available the  
Elephant & Castle / Harrow service was reversed at Queens Park.