MISHAP AT HARRON — WEDNESDAY OCTOBER 8th.
ELECTRIC LINES.

At 8.20 a.m. an alarm was received and at 8.23 a.m.,
and 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
9.44 a.m. 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 9.19 a.m. 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 Wregham 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 2.25 p.m.,
The Kentish Town Crane proceeded from Stonebridge Power House Box to
the site on the Down Line arriving at Harrow station at 3.10 p.m.

At approximately 10.00 a.m. a bus service was put into
operation between Wembley 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 pilot man, and at 3.00 p.m. to 7.00 p.m.
the service to Wembley was increased by two additional trains per
hour Broad Street to Wembley Central and return.
Thursday October 9th.

Watford Jct. to Hatch End.

4.50am to 10.00am 6 trains per hour.
10.00am to 3.00pm 4 trains per hour.
3.00pm to 7.00pm 6 trains per hour.
7.00pm to finish 4 trains per hour.

Euston to Wembley Central.

5.10am to 1.00am 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.

5.00am to 10.00am 2 trains per hour.
3.00pm to 7.00pm 2 trains per hour.

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:

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

Watford / Broad St. )
Broad St./Watford  )  "  "  "

Watford / Elephant & Castle

Only 3 trains available at Watford these
worked the 4.39am 5.25am and 5.52am
services.
5.12-5.37-6.00-6.21-6.33-6.47 started from
Queens Park. Commencing with the 6.34am 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.