

HARROW TRAIN ACCIDENT

The 7.31am Passenger train Tring to Euston was crossed from the Up Slow to the Up Fast line at Harrow No.1 Box and arrived in Harrow Station No.4 Platform at 8.17am. Whilst this train was proceeding through the crossing the 8.15pm Passenger train Perth to Euston was passing Hatch End Station Box on the Up Fast line and proceeding towards Harrow.

The signals worked from Harrow No.1 Box applicable to the 8/15am Passenger train from Perth on the Up Fast line were in the following position for the approach of this train :-

Colour light distant signal : at Caution
which is 1475 yards from :-

Semaphore Outer Home signal : at Danger
which is 440 yards from :-

Semaphore Inner Home signal : at Danger
which is 153 yards from :-

Harrow No.1 Signalbox.

The 8.15pm Perth to Euston train failed to stop at the Outer and Inner Home signals and came into violent collision with the rear of the 7.31am Passenger train Tring to Euston which was at a stand in No. 4 Platform, Harrow, and the 8.0am Passenger train Euston to Liverpool which was approaching on the Down Fast line at the time could not be prevented from crashing into ^{an} obstruction across that line as a result of the collision.

At the time the 8/15pm Perth to Euston train over-ran the Home signals in the danger position at Harrow No.1 Box the crossing was still set for a movement from the Up Slow to the Up Fast and the movements of the Perth train through the trailing end of these crossing points on the Up Fast line caused the switches to be damaged by being run through in the closed position.

The reason for this crossing from the Up Slow to Up Fast not having been reversed after the 7.31am Tring to Euston train had passed over it and into the platform is that the platform starting signal was lowered for the 7.31am Tring to Euston

to proceed and with the signal in this position the junction is locked as set at the time the signal was lowered. Before the Signaller at Harrow No.1 Box could lower the Up Fast Platform Starting and Advanced Starting signals for the 7.31am ex Tring to proceed when the station work was completed, he must first have had the train accepted by the box in advance and the movement of the block indicator by the Signaller at North Wembley to the "Line Clear" position allows the Signaller at Harrow to pull the signal lever applicable to these signals. He can only pull these signals off once for each movement of the block indicator to the "Line Clear" position and if, for example, the Signaller had decided to run the 8/15pm Perth train through on the Up Fast and the North Wembley Signaller had operated the block indicator to the "Line Clear" position for that train and then the Signaller at Harrow changed his mind and decided to run the 7.31am Passenger train ex Tring first, before Harrow No.1 Signaller could lower signals for the Tring train to proceed, he must ~~have to~~ cancel the Perth train to North Wembley who would restore ^{the} block indicator to the normal or line blocked position and then the Harrow Signaller would require to signal and obtain an acknowledgement for the Tring train from North Wembley in the form of the block indicator being again moved to the line clear position.