WM TRAINS.

6.40am Windermere.
7.00 Tring.
7.25 Rugby.
8.30 Manchester.
9.05 Wolverhampton.
9.10 Bletchley.
9.35 Riverside.
10.00 G.W.
10.20 Riverside.
10.50 Carlisle & Bkpl.
11.45 Manchester.
12.15 Rugby.
12.40 Pols ex Maiden L.
1.15 G.W.
1.35 Bletchley.
2.15 Wolverhampton.
2.30 Liverpool.
2.45 Manchester.
3.15 Rugby.
3.45 Manchester.
4.30 Liverpool.
4.37 Wolverhampton.
5.06 Northampton.
5.15 H’head & Bkpl.
5.25 Bletchley.
5.45 Bld St - Tring.
5.50 Rugby.
5.45 Bletchley.
6.07 Liverpool.
6.12 Northampton.
6.20 Maiden L to Npton.
6.22 Bld St - Tring.
6.42 Birmingham.
7.05 Birmingham.
7.15 Northampton.
7.29 Inverness.
7.30 INVERNESS PERTH.
8.00 Tring.
8.30 Poata.
8.50 Holyhead.
9.10 Glasgow.
9.25 Glasgow.
9.35 Birmingham.
9.55 Wads - Carlisle.
10.45 Manchester.
10.52 Perth.
11.45 Windermere.
11.40 Glasgow.
11.54 Bletchley.
12.20am Crewe.
12.20 Tring.
12.30 Manchester.
12.30 Liverpool.
1.37 News W’hampton.
2.05 Northampton.
2.35 Staff Watford.
3.40 Bletchley.
5.15 Pols. Bletchley.
6.40 Windermere.
<table>
<thead>
<tr>
<th></th>
<th>Right Hand</th>
<th>Left Hand</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right heading</td>
<td>3.2</td>
<td>3.16</td>
<td>6.18</td>
</tr>
<tr>
<td>Dealing</td>
<td>3.16</td>
<td>4.18</td>
<td>8.4</td>
</tr>
<tr>
<td>Called to heading</td>
<td>14.6</td>
<td>13.16</td>
<td>27.76</td>
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<tr>
<td>Intermediate</td>
<td>10.9</td>
<td>8.18</td>
<td>19.17</td>
</tr>
<tr>
<td>Driving</td>
<td>10.8</td>
<td>10.10</td>
<td>20.18</td>
</tr>
<tr>
<td>Hoggine</td>
<td>6.5</td>
<td>9.8</td>
<td>15.13</td>
</tr>
</tbody>
</table>

**Total:** 48.6 | 51.0 | 99.6
### UP TRAINS

<table>
<thead>
<tr>
<th>Title of Train</th>
<th>Hatch End</th>
<th>Harrow No. 1</th>
<th>North Wembley</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Line</td>
<td>Time</td>
<td>Line</td>
</tr>
<tr>
<td></td>
<td>passed</td>
<td>Miss</td>
<td>passed</td>
</tr>
<tr>
<td>10/20pm Glasgow to Euston.</td>
<td>FAST</td>
<td>5.06</td>
<td>FAST</td>
</tr>
<tr>
<td>7.31am Tring to Euston.</td>
<td>SLOW</td>
<td>5.13</td>
<td>SLOW</td>
</tr>
<tr>
<td>8/15pm Perth to Euston.</td>
<td>FAST</td>
<td>5.16</td>
<td>FAST</td>
</tr>
</tbody>
</table>

### DOWN TRAINS

<table>
<thead>
<tr>
<th>Title of Train</th>
<th>North Wembley</th>
<th>Harrow No. 1</th>
<th>Hatch End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Line</td>
<td>Line</td>
<td>Line</td>
</tr>
<tr>
<td></td>
<td>passed</td>
<td>TIME</td>
<td>passed</td>
</tr>
<tr>
<td>9.32am Harrow to Northampton.</td>
<td>SLOW</td>
<td>7.51</td>
<td>SLOW</td>
</tr>
<tr>
<td>10.54am Euston to Liverpool</td>
<td>FAST</td>
<td>6.17</td>
<td>FAST</td>
</tr>
</tbody>
</table>
Mr. Turrell,
Station Master,
Euston.

8379

Accident at Harrow : 8.10.52.

Confirming telephone conversation between our representatives; S.C.A. Jefford in his evidence at the Private Enquiry made a statement that the number of passengers in the Perth train before the accident was 29 firsts and 60 thirds.

It is noted that on his train sheet the loading of the train as shown at Crewe is stated to be 26 firsts and 87 thirds.

The train concerned made booked stops at Muneeton and Rugby and I shall be pleased if you will go into the matter specially with S.C.A. Jefford and obtain a statement from him as to whether this variation is on account of the subsequent stops made by this train after leaving Crewe.

As the evidence is required before the resumed Ministry
of Transport Enquiry on Friday, 6th November, I shall be pleased if you will make such arrangements as will ensure that the information is received by then.
PERSONAL

Distrip Ruston
Rail London

28th January 1953

S.G. Hearn, Esq.,
Operating Superintendent,
EL.TON

HAFFROW ACCIDENT: OCTOBER 8th, 1952

Referring to conversation: Relief Signalman Arritage was allocated to the position of Relief Signalman Class 1 Watford on November 10th 1948 from the position of Class 2 Signalman Berkhamsted (Bonne 1st) which he had filled since September 22nd 1947. He commenced training for the position of Relief Signalman on December 2nd, 1949 and took charge February 20th 1950. The boxes he was scheduled to relieve are Watford No. 2, Watford No. 3, Watford High Street (Croxley Green Junction) and Bushey & O. (Station). He was examined in his knowledge of those boxes and Certificate of Competency issued on February 20th 1950, signed by District Signalman's Inspector Cairn.

As is the practice, he was given training in signalboxes other than his allocated ones as and when opportunity presented itself but records are not now available prior to April 1951 to enable me to state the exact length of time he was training in Harrow No. 1. I can, however, establish that definite training was taken on August 7th, 9th and 10th 1951 and that he had worked in charge on September 1st, 2nd, 20th, 21st and 22nd 1951. He had a further day refreshing his memory on March 13th 1952 and again took charge on September 30th, October 1st, 2nd, 3rd, 4th, 5th, 6th and 8th.
It is not the practice to issue Certificate of Competency for Relief Signalmen other than for the boxes they are scheduled but the District Signalman's Inspector takes the opportunity of speaking to the Relief Signalman whilst training and prior to being put in charge.

Assistant District Signalman's Inspector Short recalls that he was at Harrow No.1 during the time Armitage was training in August 1951 and discussed the working with him.

It must also, of course, be appreciated that Armitage is an experienced Signalman and had had over two years experience of outer home working at Berkhamstead (Bourne End) and was also conversant with the boxes on either side of Harrow, namely Hatch End and North Wembley. He would not therefore, require much training at Harrow No.1 before becoming fully conversant with the conditions at that box.

A Relief Signalman advises the District Signalman's Inspector when he considers he is competent to work at such a signalbox until the District Signalman's Inspector is satisfied that he has had sufficient training and is able to work the signalbox efficiently, and of course, the Inspector has the full knowledge of the Relief Signalman's capabilities.

As you are aware, Relief Signalmen are not allocated to such positions from the Signalman's grade, until they are seen personally by myself or my Assistant. Whilst there is no definite record of the date Armitage was seen, I should have had no hesitation in allowing him to be allocated to the position of District Relief Signalman on the 10th November 1948.
Q. Mr. Cleaver. Perth train first would you not have allowed that train to proceed on the main line in preference to the Watford train.

A. Are you under a misapprehension of what I said.

(The Coroner asked Mr. Cleaver to put the question again.)

Q. I am asking the witness, on his previous reply to you, why, or rather, if he had received the Perth train first whether he would have allowed its passage on the Fast line with the knowledge that when he had received the local he would have allowed it into the platform thus blocking the Perth train.

A. No, I would have kept the Up Fast platform for the local train bearing in mind that the Up residential trains have preference over all other trains.

Q. You booked on at 6. Can on that particular day.

A. I booked on at 5.37am at Watford.

Q. Very well. 5.37am what was the weather conditions like when you got to Harrow.

A. Dark and misty.

Q. Was it just misty, was it misty all the time.

A. What time do you mean.

Q. From the time you arrived up to the time of the accident.

A. From the time I arrived until 5.35am it was not foggy enough for me to apply the fog regulations but I did apply fog regulations after that time until 8.10am.

Q. What is implied in fog regulations.

A. An additional ½ mile in advance of home signal unless the fog signalman is on duty at the outer home signal when you can then accept as normal.

Q. You do not have to contact Hatch End under those regulations.

A. No.

Q. Under those regulations you could not have accepted the Perth train.

A. No.

Q. At 8.10am the weather in your opinion was sufficiently clear to withdraw the fog regulation.

A. Yes, I could have given fog clear at 8.0am but like the regular practice with signalmen, I usually allow 10 minutes to see what the weather was doing.
8th. Sletto for Wednesday 8th. 10th.

Stock | Tons | Numbers
-----|------|--------
P.T.K | 20   | 26356  
C.K  | 21   | 4813   
P.K  | 30   | 1124   
P.T.K | 34   | 34108  
C.K  | 30   | 24683  
P.T.K | 34   | 34287  
T.O  | 20   | 27266  
R.K  | 30   | 36049  
F.O  | 31   | 7465   
F.K  | 30   | 1117   
P.T.K | 32½ | 34024  
P.G | 26   | 36405  
P.G | 25   | 30947  
P.G | 27   | 70148  
P.G | 26   | 31735  

15 on 453 tons

Train Engine 46202 Sheet 3 A Class G
Assistant Engine 46367 Sheet 9 A Class 7

Start steaming back after and stop creating.
<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>BTK</td>
<td>26896</td>
</tr>
<tr>
<td>CK</td>
<td>493</td>
</tr>
<tr>
<td>Fk</td>
<td>1124</td>
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<tr>
<td>BTK</td>
<td>34108</td>
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<tr>
<td>CK</td>
<td>24683</td>
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<tr>
<td>BTK</td>
<td>34287</td>
</tr>
<tr>
<td>To</td>
<td>27266</td>
</tr>
<tr>
<td>RK</td>
<td>30049</td>
</tr>
<tr>
<td>Fo</td>
<td>7465</td>
</tr>
<tr>
<td>Fk</td>
<td>117</td>
</tr>
<tr>
<td>BTK</td>
<td>34024</td>
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<tr>
<td>B9</td>
<td>30402</td>
</tr>
<tr>
<td>B9</td>
<td>30947</td>
</tr>
<tr>
<td>B9</td>
<td>70748</td>
</tr>
<tr>
<td>B9</td>
<td>31751</td>
</tr>
</tbody>
</table>

Total: 15253

J. 46202
45637
Several pieces of door handles were found on the ground from the siding, where the train was drawn. A 3 coach set forming the goods was found on the adjacent line only close to the area over which the handles were broken off in the course of night when the 2 coach set was part of 12 vans in trains x St Albans. The first notice was when the train arrived on platform. Porter Butler pointed same to guard. He thinking it was 2nd coach from gas engine attach. humorous Walker's report, the train went on towards Watford. After, I was informed.
At 8am I erected the post and found only the edge of the coach set grazed. I cannot say what was done or in which direction. The first was hard-braked as the chimney found when parking clear before setting another train in the siding. The relief boss man was not told in time to examine the stock before departure.

[Signature]
Particulars of damage to door handles etc on left side up off 731st Apr 55 to Boston due to fouling at Ding

1st vehicle T. 12005 (disc at trailing end) :
- Commode handle bent and 1 door handle missing 4th compartment from disc
- Door handle bent and still workable
- Commode handle bent 5th from disc

3rd vehicle T. 1780 (disc at leading end) :
- Commode handle broken 3rd compartment from disc
- Door handle broken off and 1 commode handle bent 4th compartment from disc
- Commode handle bent 5th from disc

4th vehicle T. 1550 (disc at trailing end) :
- Door handle missing 6th from disc
- Commode handle bent and 1 door handle bent but still workable 5th from disc

5th vehicle T. 1129 (disc at leading end) :
- Commode handle bent and 1 door handle missing 4th from disc
- Door handle missing and 1 commode handle bent 5th from disc

6th vehicle T. 11254 (disc at trailing end) :
- Commode handle bent and 1 door handle missing 6th from disc
- Door handle broken and 1 commode handle bent 5th from disc
- Doorlight broken 3rd from disc
Vehicle of 9.32 am虫 to Euston stabled in No. 2 Shed.

Test: 20 499
T: 11297
T: 17144

Brake test carried out in Alfreton Shed at Euston
on 16th October with following results:

BT: 20499. Hand brake hard on after 4½ turns. Vacuum reserve strokes 4 ½ and 4 inches

T: 11297. Vacuum reserve strokes 5 and 4½ inches

T: 17144. " " 4 and 4½ inches

Carriage brake generally good.
<table>
<thead>
<tr>
<th>Engine</th>
<th>2369</th>
</tr>
</thead>
<tbody>
<tr>
<td>HT</td>
<td>2423</td>
</tr>
<tr>
<td>T</td>
<td>12095</td>
</tr>
<tr>
<td>T</td>
<td>11790</td>
</tr>
<tr>
<td>T</td>
<td>11550</td>
</tr>
<tr>
<td>T</td>
<td>11129</td>
</tr>
<tr>
<td>T</td>
<td>11954</td>
</tr>
<tr>
<td>T</td>
<td>21183</td>
</tr>
<tr>
<td>T</td>
<td>15202</td>
</tr>
<tr>
<td>T</td>
<td>14201</td>
</tr>
</tbody>
</table>

9 Vehicles - 251 Tons.

Driver: A. Payne  (Watford)
Foreman: H. Hine  (Watford)
Rordial: C.H. Merritt (Watford)
ENGINE NO. 5637

Engine 5637

Driver: A. Parkinson (Edge Hill) - Pressured killed
Fireman: G. Cooper (Edge Hill) - Injured, detained in Harrow Hospital.

Engine 6252

Driver: J. Barton (Edge Hill) - Injured, now detained in Royal Orthopaedic Hospital, Staines.
Fireman: G. Coaker (Edge Hill) - Injured, detained in Harrow Hospital.

Guard: A. Smith (Buxton) - Shock

Travelling Ticket Collector: (Rugby) - Shock
Engine 46342
Reg 4991
R0 3437
CR 1768
BM 29380
SH 4499
CK 1317
S18 B.723
SH B.703
SM B.589
BSF B.370
R0 3166

Total 11 vehicles — Tons.

Driver R.C. Jones (Croyde)
Fireman C. Tompkin ("")
Gent (Carlisle)

Running Car Attendant:

Ravenilde (Perth)
Jefford (Buxton)
Gent S.V. (Buxton)

Travelling Ticket Collector

McNally (Buxton)

Train Crew personnel injured or missing:

Driver R.C. Jones — missing presumed killed
Fireman C. Tompkin —
B.C.S. Ravenilde — badly shocked and signed off
at Buxton at 2:30 pm but returned home on the 7:40 pm
Train Smith and will return for display at Buxton on 16th.

C.S.G. McNally — Injured and admitted to Buxton
General Hospital.
Train Crew of 7·5 Ton Train to Burton

Driver - A. Ayres
Fireman - A. Hine
Goods Guard - V. H. Herbert

Available Train Crew of 7·5 Ton Burton to Liverpool

Driver - A. Burton
Fireman - G. Cooper
Goods Guard - A. Smith

Available Train Crew of 7·5 Ton Burton to Barrow

Fireman - M. Cooper
Driver - A. Treadwell
Fireman - D. Feather

Available Train Crew of 7·5 Ton Burton to Darwen

Fireman - M. Cooper
Driver - A. Treadwell
Fireman - O. H. V. Pet
Goods Guard - J. O. Hally

Rhos-y-ffynnon

S'man D. Fullon
S'man A. Horsefall

Rhos Station Staff

Station Master - C. L. Molinon
Station Foreman - T. Foskett

Rhos Goods Dept. Staff

Claw - A. Vicars
Goods Foreman - G. Doughty

Other Witnesses

Traffic Apprentice - K. Wall

(being advised by Divisional Office, Grosw.)
Up trains from Whampston Manor.
Mark the Blackfriars
Setland.

Manor
Rutland
Whampston
Blackfriars
Rutland
Whampston
Cuckfield.


8:15 from Perth
into 7:31 local
from London
from Staton
to Cuckfield
8:00 on 1st March
Car into station
about 8:20.
Up Farm

4. 8.11  8.17
   2 9. 8.18. all 12

Wells


Pep OFF 8.10 'r. 16

Down Farm

4 8.16  8.17  8.17  8/5  10.5

Down Wells

2 45  45  45  8.10  8.45

3  8.14  8.14

No. 46. Rodden Jr. on 'tale of mote (2)

Joe came on at 6:55.
Ate breakfast.

Graduate 1 Jan 359