

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

No.12 HELD ON 9 OCTOBER 1933

New Works Programme 1930 – Completion Dates

Mr. Cooper submitted a memorandum, reporting that following upon a recent review of the progress of the unfinished works included in the New Works Programme, the following completion dates might now be expected:-

Escalator Schemes Not Yet Open for Traffic:	Report
Knightsbridge Station – East End	End of February 1934
Knightsbridge Station – West End	Middle July 1934
Chancery Lane Station	10 April 1934
Leicester Square Station	Summer 1935
Other Uncompleted Works:	
Holborn Station: Booking Hall	
Generally	End of 1933
Stall and auxiliary	Spring 1934
Booking Office	Spring 1934
Warren Street Station:	
All work except ventilation	End of 1933
Hammersmith Station:	
Queen Street Passage	End of 1933
Boston Manor Station	End of 1933
Osterley Station	February 1934
South Harrow Station	End of June 1934
Green Park Station	Almost complete
Bank and Monument Stations	Almost complete

It was noted that subject to comment that the commencement of work upon the reconstruction of South Harrow station might with advantage be deferred until April 1934.

Knightsbridge Station – Platform Tiling

It was reported that owing to the works in connection with the installation of escalators it would be necessary to re-tile approximately one-half of the platform walls at Knightsbridge station, and recommend on behalf of the Station Committee that for the sake of uniformity the central portions of the platform walls not be affected by the escalator scheme should be simultaneously re-tiled at an additional cost of £1,500, not specifically included in the authorised estimates for the reconstruction of the station.

This recommendation was approved. The cost to be charged in the meantime to a Special Expenditure Requisition for the reconstruction of Knightsbridge station, on the understanding that the allocation of this expenditure, a portion or the whole of which might properly be charged to Extraordinary Expenses Reserve, will be reviewed when the excess expenditure on the Requisition is finally dealt with.

Moorgate Station

Mr. Cooper submitted a drawing and a revised model showing amended escalator scheme for Moorgate station having two new interchange escalators between the GN&C Line and the Edgware Line booking hall.

Mr. J.P. Thomas also submitted a memorandum together with a drawing showing proposed use of the existing low-level passages to enable the GN&C lifts to be operated to platform level, as previously proposed

It was decided:

- (a) that the revised scheme be approved in principle,
 - (i) subject to some improvement of the stairs connecting the booking hall with the various platforms, which will require to be used for ingoing traffic during the morning peak.
 - (ii) to a reconsideration of the interchange passages, and
 - (iii) to further study of details generally.

- (b) that steps be taken to install the two escalators connecting the platforms at the two Tube Stations as soon as possible. 'M' type escalators to be used, as the rise is only 30ft 6ins. A Special Expenditure Requisition to be submitted for this work independently of the remainder of the scheme.
- (c) that two of the 'MH' type escalators manufactured for stock be adapted for use on the upper flight between the GN&C platforms and the extended booking hall, the rise being 37ft.
- (d) that in view of the decision to proceed with the installation of escalators at this station as soon as possible, the proposal to adapt the existing low-level passages to enable the GN&C lifts to be operated to platform level to be dropped.

Edgware and Bushey Extension – Site of Proposed Terminus

Further to a previous minute, Mr. Buller submitted a memorandum, reporting that the Bushey U.D.C were understood to be prepared to agree to the proposed station approach road from High Street, Bushey, being 60ft in width and that the Council desired to construct a sewer following the line of the proposed 60ft town-planned road from the top of Sparrows Hill to Coldharbour Lane at their own expense on condition that the Board would grant them a free perpetual way-leave, subject to the right at any time for the Board, or any purchaser of the surplus land to connect to the sewer without payment.

The recommendation that the Council's proposal be accepted was approved.

No.14 HELD ON 16 OCTOBER 1933

Moorgate Station

Further to a previous Minute, the proposed arrangement of the fixed stairs connecting the booking hall with the platforms of both Tube lines was reconsidered.

It was decided that Mr. Cooper submit a revised drawing showing a proposal to close the passages and fixed staircase connecting the booking hall with the Edgware Line platforms, and to provide instead a spiral staircase between the south ends of the GN&C and Edgware Line platforms as the existing spiral staircase near the centre of these platforms will be destroyed by the interchange escalators.

No.15 HELD ON 23 OCTOBER 1933

The following Special Expenditure Requisitions were submitted for approval and the signature of the Vice-Chairman

Special Expenditure Requisitions

- (a) H.17 for the strengthening of the banks on the Stanmore Line, including provision of drains, at a cost of £7,500 representing money spent in connection with this Line since 17 June 1933, being the date at which the works were deemed to have been completed for the purpose of grant under the Development (Loan Guarantee and Grants) Act, 1929, and the expenditure which is necessary to complete the consolidation of the Line, with special reference to slips and drainage of the banks, but not including the cost of settlement of Messrs. Walter Scott & Middleton's claim.

This was approved and the work to be charged to Capital Account.

- (b) N5/4 for the replacement of two existing cooling towers Nos.7 and 8 at Neasden Power Station, which are 25 years old and past repair, by two new cooling towers, each having a capacity of 230,000 gallons per hour, at a cost of £4,000, the work to be executed by the Chief Engineer through Contractors.

These were approved and to be charged to Capital Account.

Moorgate Station

Mr. Cooper submitted fly-leaves to a drawing showing that it would be practicable to close the passages and fixed staircase connecting the booking hall with the Edgware Line platforms and to provide instead a spiral staircase between the south ends of the GN&C and Edgware Line platforms, close to the foot of the staircase between the booking hall and the GN&C platform.

This was noted as a satisfactory proposal, unless it is thought desirable after further study of the scheme to provide a fixed staircase in the proposed new escalator tunnel.

Finsbury Park Station

At an inspection of Finsbury Park station on 20 October, it was decided that Mr. Cooper and Mr. J.P. Thomas consider and report upon a proposal for replacing the GN&C Line signal cabin by an automatic cabin operated on the system adopted at Wood Green or on the Stanmore Line, and for constructing accommodation for staff on the south and west side of the platform.

Drayton Park Station and Depot

At an inspection of Drayton Park station and Depot on 20 October, it was decided that a scheme be prepared and submitted by the Station Committee for accommodating the emergency booking office in the existing parcels office when the latter is closed, and for removing the existing emergency booking office and tidying up the front of the station.

Highbury Station

At an inspection of Highbury station on 20 October, it was decided:

- (a) that the disused signal cabin at the north end of the platforms be removed, unless it is desired to adapt it for use as a permanent way depot for other engineering purposes in substitution for existing accommodation elsewhere.
- (b) that Mr. Cooper arrange for a more satisfactory type of barrier to be employed on the platforms at this and other GN&C Line stations.

Aldgate East – Alterations Required for Improved Train Service

Mr. J.P. Thomas submitted a memorandum reporting that it was now anticipated that the Southern Railway Company would abandon the proposal to extend the East London trains over the Southern Railway system and indicating that as a result it should be possible by abandoning the East London through service to increase the service on the Upminster Line without incurring the expenditure of some £1,750,000 for widening from Mark Lane to Whitechapel. He further reported that the Sub-Committee representing the Board and the Main Line Railways which was reviewing the requirements at Aldgate East should be in a position to report with recommendations within two or three weeks. This was noted.

No.16 HELD ON 30 OCTOBER 1933

British Museum Station – Disposal of Site

Mr. Buller submitted a memorandum with reference to the disposal of the site of the British Museum station, now closed. It was decided that Mr. Buller be authorised to sell the premises, including the whole of the lift shaft, to the Bedford Estate, subject to approval of terms; and that in due course Mr. Cooper arrange to seal off the access from the lift shafts to the railway.

Provision for Cutting Off Current in Emergency on Railways

Further to a previous Minute, a report was submitted on behalf of the Technical and Safety Committee upon the provision for cutting off current in emergency on railways, setting out recommendations for the installation of emergency telephone wires (a) in the tunnels of the Northern & City Line, at an estimated cost of £1,760; (b) on all open sections of the railways owned by the Board on which Tube rolling stock is operated, at an estimated cost of £36,500; and (c) in the tunnels of the Metropolitan, Hammersmith & City, and the East London Lines, at an estimated cost of £21,230. It was decided:

- (a) that the system of emergency telephone wires already installed in other Tube tunnels be installed in the tunnels of the Great Northern & City Line and that a Special Expenditure Requisition for £1,760 be submitted for this purpose forthwith.
- (b) That before a decision is taken upon the other recommendations set out in the report, the Technical and Safety Committee enquire and report upon the provision, if any, made for cutting off current in emergency on other electric railways both in Great Britain and abroad.