

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

MEETING No.81 HELD ON 7 JUNE 1935

Rolling Stock for Proposed Extensions

Mr. Graff-Baker pointed out that owing to the low ebb at which rolling stock construction stood in this country at the moment, it might be difficult to supply requirements for all the extensions exactly at the time that the extensions were opened. It was decided that, if necessary, the Board would buy cars ahead of their requirements and store them in order to spread the programme of construction evenly.

Reconditioned Circle Trains

The Vice-Chairman referred to the fact that one Circle Line train was still running which had not yet been reconditioned. Mr. J.P. Thomas reported that this was a spare which ran to release a reconditioned train for cleaning purposes and its use would be unnecessary as soon as car washing arrangements had been provided at Neasden.

South Ealing Station

Further to a previous Minute, Mr. J.P. Thomas submitted a memorandum, reporting that there appeared to be no prospect of sufficient traffic development at Ascott Avenue to justify the opening of a station there, and that traffic was again on the increase at South Ealing Station. It was decided that any necessary renovation and repairs of the temporary station and footbridge at South Ealing be put in hand, and the situation reviewed in twelve months' time.

Park Royal Station

Mr. Cooper submitted a scheme for moving the Board's platforms at Park Royal to a new site adjoining the G.W.R. station at Park Royal West and affording direct access between the two stations.. It was noted that this was an unsatisfactory scheme and should not be undertaken.

Mr. Cooper further submitted a memorandum, recommending that Messrs. Haymills' tender amounting to £17,617 for the construction of a new station building on the existing site at Park Royal be accepted. This, together with the plan showing details at platform level, was approved.

MEETING No.82 HELD ON 14 JUNE 1935

TRAVELLING FACILITIES – NORTH LONDON

Electrification – High Barnet Branch

Mr. Cooper submitted a memorandum, raising various points in connection with the above proposed works. The following decisions were reached:

- (a) Provision to be made for the Board to have a track independent of the London & North- Eastern Railway in both directions between Drayton Park and Highgate, subject to the cost of providing such a track not being prohibitive. It was understood that this would necessitate works at three points on the London & North Eastern

Railway Line, i.e. south of Finsbury Park and north of Finsbury Park on the northbound and south of Finsbury Park on the southbound.

- (b) Consideration to be given to the possibility of extending the Alexandra Palace Branch in a north-westerly direction to a terminal station crossing over Bowes Park Road to a terminal station on the golf course adjoining the North Circular Road.
- (c) Facilities for goods working to be provided and detailed consideration to be given to this in conjunction with the London & North Eastern Railway.
- (d) The layout at East Finchley to provide for reversing the Northern City trains north of the station.
- (e) The line to be doubled between Church End, Finchley and Edgware.
- (f) A new station on this branch to be provided at Edgware alongside the Board's for the stock interchange.
- (g) Sidings connected to both railways if possible, to be provided at Edgware.
- (h) The Board's Edgware Line to be projected to a station at Elstree.
- (i) A depot to be provided at Elstree.

At the moment, proposals to be dealt with on the basis that the Board would carry out the following works:

- (i) Construction of tube between Highgate (LPTB) and East Finchley
- (ii) Signalling alterations and electrification north of Drayton Park and Highgate (LPTB) of the Edgware, High Barnet and Alexandra Park branches of the London & North-Eastern Railway, excepting the portion between Drayton Park and the point where the High Barnet branch leaves the main line.
- (iii) Construction or reconstruction of stations.

The London & North Eastern Railway to carry out the remainder of the works.

TRAVELLING FACILITIES – NORTH-EAST SECTOR OF LONDON

Enlargement of Central London Railway Tunnels

Mr. Cooper reported that the cost would be roughly £100,000 for the provision of the necessary clearances on the Central London Line for the stock which it was proposed to use on the extension to Ilford, a further £100,000 for the necessary improvements to the alignment of the existing tracks, and a further £200,000 for the provision of a fourth current rail throughout the length of the Central London Line in order to meet the Ministry of Transport's desire that current rails should be standardised throughout the Board's system. It was decided that the Ministry of Transport be informed that the Board propose to adopt the Central London Line standard of a single current rail for the whole the proposed electrification both east and west of the Central London Line, i.e. the electrification of the Ruislip and Loughton Branches.

MEETING No.83 HELD ON 21 JUNE 1935

Neasden Depot – Proposed Layout

Mr. Graff-Baker submitted a memorandum, together with a drawing showing entirely new depot buildings and a layout on the lines of that at Cockfosters, at a cost of £194,500 and a sketch showing an adaptation of the existing carriage shed, at a cost of £187,500.

Mr. Cooper submitted a drawing showing a flyunder connecting the proposed down tracks in Neasden station to the west end of the depot layout with a single track. It was noted

- (i) that Mr. J.P. Thomas considered a flyunder essential to the proper operation of the

Depot in conjunction with an intensive service on the Main Line; (ii) that the construction of the flyunder would involve the Depot being entered, except in emergency, from the western end. This would mean that the progressive layout as shown on the drawing should be turned end for end; (iii) that the layout shown on the drawing involved the demolition of the existing line of buildings at the south side of the depot site. It was decided that a further study of the layout be made on the basis of:

- (a) A flyunder being constructed as shown on the drawing.
- (b) A progressive depot as shown on the drawing but worked from west to east.
- (c) An independent ownership of the power house; fencing to be erected with some provision for coal sidings for the use of the power house.
- (d) The existing range of buildings on the south side being retained.

Further decided that the general policy be to abandon steam working at Neasden, and for Mr. J.P. Thomas to negotiate a payment to the L.N.E.R. in consideration of their taking over the whole maintenance of the Board's steam locos.

MEETING No.84 HELD ON 28 JUNE 1935

District Line Stock – Fitting of Electro-Pneumatic Brakes and Shunt Field Control

Mr. Graff-Baker submitted a memorandum together with Special Expenditure Requisitions for fitting shunt field control on 267 existing District Line motor cars, and on 14 motor cars now under construction for the District Line at a cost of £15,285 and for fitting electro-pneumatic brakes to existing District Line stock and to 28 cars for the District Line now under construction by the Birmingham Railway Carriage & Wagon Company at a cost of £86,963. It was decided (a) that arrangements be made to fit shunt field control to the 14 motor cars and electro-pneumatic brakes to the whole of the 28 cars now under construction with the Birmingham Railway Carriage & Wagon Company for the District Line at a total additional estimated cost of under their contract of £4,002, and to the 26 trailers (forming the first part of the 78 replacement trailers for the District Line) now under construction by the Metropolitan Cammell Carriage Wagon & Finance Company at an additional cost under their contract of £1,118. A Special Expenditure Requisition to be forward immediately. (b) to defer consideration of the remainder of the expenditure until October next, when the whole of the programme expenditure would come under review. Two Special Expenditure Requisitions to be withdrawn and new requisitions submitted at that time.

Metropolitan Line – Weed Killer

Mr. Graff-Baker submitted a memorandum reporting an over-expenditure of £70 arising out of a Special Expenditure Requisition (for equipping a District Line Local service motor car with four 500-gallon tanks, together with spraying apparatus for killing weeds on tracks of the Metropolitan Line at a cost of £300) due to modifications which had been found necessary in the design of the specially equipped car.

Park Royal Station – Proposed Subway

Mr. Cooper submitted a memorandum, dated 27 June, asking what would be the Board's policy in respect of an application received from the Engineer to Middlesex County Council regarding a proposal for a subway under Western Avenue adjoining the new Park Royal station.

It was decided that a reply should be sent to the Engineer to the Middlesex County Council informing him that the Board would not be prepared to participate in the provision of a

subway at this point and it was scarcely necessary, but that the Board consider that an island should be provided in the middle of the road as had been done in similar circumstances at Osterley station.

Leicester Square – Demolition of Sussex Public House

Mr. Cooper submitted a memorandum, dated 27 June, recommending that the following firms be invited to tender for the demolition of the Sussex Public House at Leicester Square:

Mr H J Moyes
The London Demolition Company Ltd
Messrs. H. Sabey & Company
Messrs. Willment Bros
The St Mary's Wharf Cartage Company Ltd

Notting Hill Gate Station – Escalator Scheme

Mr. Cooper submitted alternative schemes for a combined station at Notting Hill Gate. It was decided that further plans be prepared on the basis of (a) the High Street being widened so as to destroy the Board's existing station sites; (b) a basement ticket hall being constructed under the street; (c) stairs being provided from the ticket hall to the Metropolitan platforms; (d) escalators being provided from the ticket hall to the level of a subway immediately below the Metropolitan Line; (e) escalators being provided from the above subway level *or* the ticket hall direct to the mean level of the Tube platforms. The matter to be treated as urgent.

Traffic Facilities – North East London – Land at Ilford

Mr. Buller reported that, as a result of enquiries, he found that the ten acres of land required by Mr. J.P. Thomas for temporary sidings near Barkingside station belonged to the Borough of Ilford. It was decided that Mr. Buller approach the Borough of Ilford openly on behalf of the Board with a view to the purchase of ten acres of land at a reasonable price and report.

New Tube Rolling Stock

Mr. Graff-Baker reported that he had received an offer from the Birmingham Railway Carriage & Wagon Co. Ltd to carry out the construction of the proposed six-car experimental tube train at a cost of £7,500 per two-car unit, including new air brakes and couplers, as compared with the price of £3,200 for existing single cars. It was decided (a) that an order be placed for an experimental train on the basis set out previously; (b) that Mr. Graff-Baker report in detail upon a comparison of costs on an estimated basis between the experimental train and existing Tube cars to provide a series of check figures.