

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

MEETING No.130 HELD ON 3 JULY 1936

Ickenham Station Reconstruction

Consideration was given to alternative schemes of reconstruction at Ickenham station as shown on drawings produced by Adams, Holden and Pearson and the other shown a drawing produced by The Board. It was agreed that potential traffic at this station did not justify an elaborate building and it was decided:

- (a) That Mr Cooper should prepare revised drawings showing the station building constructed of steel and glass units, with a steel bridge and ramps roofed over but not covered in at the sides, leading to the platforms with shelters at the ends of the ramps.
- (b) That Mr Buller should negotiate for the purchase of the field immediately south of the station, fronting Glebe Lane, and report.

Hillingdon Station

Consideration was again given to the desirability of rebuilding Hillingdon station on its present site or alternatively building a new station fronting on the continuation of Western Avenue which is at present under construction. It was agreed that it was desirable that the station should be placed on Western Avenue, being connected with its existing site by a footpath if necessary. It was decided that Mr Buller should:

- (a) Negotiate for the purchase of a frontage on the north side of Western Avenue over the railway for the erection of a new station building, and report.
- (b) Ascertain and report on what terms the field north of the station could be purchased.
- (c) Also ascertain and report details of the town planning proposals for the area and in particular find out if there is any scheme to set back the building line in Long Lane, in case a decision were taken to rebuild the station in its existing position on the lines agreed for Eastcote Station.

MEETING No.131 HELD ON 13 JULY 1936

Leytonstone Station

Mr Cooper submitted a drawing showing the proposed track layout at the junction at Leytonstone and the Newbury Park tube with the Loughton Line. It was decided:

- (a) That the track layout of the tube line as far west as the end of the retaining walls leading from the tunnel should be approved.
- (b) That consideration should be given on the site to the layout of Leytonstone station and in particular to the possibility of moving the station further south adjacent to Fairlop Road and Grove Green Road on the west and the approach to the proposed new bridge over the railway on the east, a large scale plan being made available for the purpose.

Uxbridge and Rayners Lane Substations; Electrical Equipment; Tender

Mr Millen submitted a memorandum dated 13 July reporting that a tender amounting in total to £61,447 had been received from the General Electric Company for the electrical equipment for Uxbridge and Rayners Lane substations including control gear for both the substations and the control room. It was noted that this price represented an increase of slightly over 5½% on the prices paid in 1930 for comparable equipment installed in the Western Extension substations.

It was decided that the General Electric Company's tender of £61,447 for the electrical equipment for Uxbridge and Rayners Lane substations should be accepted.

MEETING No.132 HELD ON 20 JULY 1936

Budget of Extraordinary Expenditure for Year ending 30 June 1937

Mr Cooper submitted a memorandum dated 18 July, together with a statement setting out the special expenditure other than New Works Programme, proposed for execution during year ending 30 June 1937. The following provisional decisions were taken:

- (a) Station Improvements:

Moorgate Station (Metropolitan Line) – Completion	}	To be executed during the current year
Aldersgate		
Golders Green	}	To be reconsidered in June 1937
Farringdon		
Liverpool Street		
Mark Lane		
Cannon Street		

(b) Resignalling

Expenditure on resignalling to be on the same scale as the average of the last few years.

(c) Signal Boxes Converted to Power

Ealing Broadway to be executed during the current year.

(d) Clocks

25 synchronised master clocks – Metropolitan Line.

(e) Lighting

To be divided as to urgent and less urgent work, the urgent work to be included in the programme for execution during the current year, the less urgent work to be reconsidered in December 1936.

(f) Permanent Way Cabins – Reconstruction or Alteration

£1,000 to be spent in the current year.

(g) Bridges

Renewals at Smithfield Market and Charles Street Bridges to be carried out during the current year.

(h) Ventilation

Replacement of plant at Charing Cross, Euston, Clapham, Belsize Park, Elephant & Castle (part) to be executed during the current year.

Finchley Road – Underpinning Contract

Mr Cooper submitted a memorandum dated 18 July asking approval for placing a contract for the preliminary work of underpinning buildings near Finchley Road Station with Messrs John Mowlem Ltd. at an estimated cost of £12,000. This was approved.

Finchley Road – Signal Cabin

Mr Cooper submitted a plan showing the new signal cabin which it was proposed originally to construct near West Hampstead station, but the site of which had been found to interfere with the revised scheme of construction of the station agreed earlier placed south of the tracks of Finchley Road station. Mr Cooper also submitted a drawing showing the plan and elevation of the proposed new signal cabin; both plans were approved.

Height of Platforms – Eastern Extension

Mr Cooper submitted a memorandum dated 17 July reporting that the question of the type of platforms to be provided at Leyton and Leytonstone had been further discussed with the L&NER. He stated that apart from the possibility of running passenger trains of main line stock, the lines through Leyton and Leytonstone would be used by goods trains which would foul the platforms of standard tube type and that accordingly it would be necessary to provide compromise platforms for both roads at Leyton and as Leytonstone for the down road, the up road having a standard tube platform. It was, however, considered undesirable that platforms at the same station should be of different heights and it was decided that compromise type platforms should be provided for all tracks at Leyton and Leytonstone Stations. The L&NER would be informed accordingly.

MEETING No.133 HELD ON 27 JULY 1936

Special Expenditure Requisitions – Review of the Final Costs for Quarter Ended 30 June 1936

Statements dated 14 July, prepared by the Accounts Officer, setting out particulars of final costs of SERs for the Quarter ended 30 June, 1936 were submitted and reviewed. The following decisions were taken:

Particulars	Decision
Provision of additional signals at Rayners Lane	Audit Officer to report upon the whole costs of the signalling alterations including the provision of a new signal cabin recently carried out at Rayners

	Lane
Installation of signal trip apparatus on Northern City Line	Audit officer to examine and report explaining the excess expenditure of £350
Improvement of signalling between Golders Green and Belsize Park, Waterloo and Kennington and at Hendon Central	Audit Officer to examine and report explaining the excess expenditure of £546

Diesel Cars for Operation on Chesham Branch

Mr Graff Baker submitted an SER for the purchase of two diesel cars for experimental working on the Chesham Branch Line together with a covering memorandum dated 23 July in which it was reported that the price shown on the requisition of £18,230 or £9,115 per car was considerably higher than the figure of £6,000 per car previously submitted owing mainly to the figure previously used having been based on that quoted for a wood body, whereas a steel body was proposed. In addition, the installation of pneumatically operated doors, Westinghouse brakes and automatic couplers. It was considered that the increase in cost over the original proposal was justified by circumstances and the requirements for operation under the Board's conditions as set out in the memorandum.

It was decided that Mr Graff Baker should inform the Associated Equipment Company that the Board could not consider accepting the vehicles at the price quoted, which is 50% higher than the figure originally given and the matter be further considered on receipt of a reply from AEC on this intimation.

Ealing Broadway Signal Cabin

Mr Cooper submitted a copy of a plan on which was shown the site proposed for the new power operated signal cabin at Ealing Broadway station. It was noted that it was intended to place the signal cabin on the north side of the District Line tracks and that this position would not interfere with any extension of the District or Central London lines. It was accordingly decided that construction of the signal cabin on the site should be approved.

Leicester Square Station

It is here recorded that at an inspection of Leicester Square station by the Vice-Chairman and officers concerned the following decisions were taken:

- (a) The position of the passimeter for the Hampstead and Highgate Line parallel to the floor tiles was approved. The passimeter for the Piccadilly Line should be moved similarly to a position parallel to the floor tiles.
- (b) The position shown in chalk marks on the floor for ticket machines for emergency use adjacent to the columns opposite the entrance from Charing Cross Road (north-east) and Cranbourn Street (north) was approved.
- (c) The present ticket examiner's posts and chains to be substituted by square posts and chains of the design used at Enfield West Station.
- (d) The five columns in the centre of the ticket hall to be boxed in in the shape of a Maltese cross with curved recesses in which seats can be placed as sketched by the Vice-Chairman, with some coloured decorative treatment above the seats and lit indirectly but brightly.
- (e) It was noted that the posters on the escalators were below eye level and should be raised in case of any future escalators.

Tower Hill Substation – Roman Memorial

The replicas of the inscribed stones found on the site of Tower Hill substation were inspected and it was decided that explanatory brass plates should be affixed on either side of the replicas, one giving the history of the stones and the other a translation of the Latin inscriptions.

There were no items discussed relating to the Underground during Meeting No.134 held on 31 July 1936.