

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

MEETING No.70 HELD ON 1 MARCH 1935

Special Expenditure Requisitions

The following were submitted for approval and the signature of the Vice-Chairman:

- (a) CB28 for the purchase of 6 brake vans, 11 flat wagons, 6 rail wagons, 7 hopper wagons and 4 runner wagons, at a total cost of £21,316, this Requisition cancelling a previous Requisition for £16,425 which was approved under a previous Minute. This was approved and to be charged to Capital Account. Capital Account to be credited with the book value of the assets displaced.
- (b) N3/40 for the completion of the ground floor and basement of the Leicester Square substation building, Long Acre and Upper St. Martin's Lane, proposed to be leased to British & Colonial Motors Ltd. at a cost of £13,250, the work to be executed by the Chief Engineer and completed in nine months. This was approved and to be charged as to £9,500 to Capital Account and as to £3,750 to Extraordinary Expenses Reserve Account. Capital Account to be credited with the book value of the assets to be displaced.
- (c) G.149 for the provision of separate fog repeaters for all signals approaching junctions, namely, twelve at Earl's Court; three at Ealing Broadway; one at West Kensington; and one at Parsons Green, at a cost of £422, the work to be executed by the Chief Engineer and completed in six months. This was approved and to be charged to Extraordinary Expenses Reserve Account.

Aldgate East Station – Reconstruction

Consideration was given to plans showing proposed improvements to Aldgate East station and it was decided:

- (a) That consideration be given to the possibility of raising the platforms, in order to reduce the large number of steps between the street and the platforms.
- (b) That the possibility of revising the stairs adjoining the 'Red Lion' and 'Seven Stars' Public Houses and of straightening the passage adjoining them be examined with a view to giving better access from the street.

South Harrow Market – Bridge Abutment

Mr Dawson submitted a memorandum, recommending that in connection with the approaching completion of the new South Harrow station, a scheme for the improvement of the appearance of the bridge abutment and the entrances to the arches on the opposite side of the road be carried out at a total estimated cost of £600. This recommendation was approved subject to the tenants of the arches agreeing to be responsible for lighting, maintaining and keeping the site in a tidy condition. It was noted that it had been possible to raise the existing rents by approximately £36 per annum.

'M' Type Escalators

Further to a previous Minute, Mr. Graff-Baker submitted a memorandum reporting that it had been arranged that all future 'M' type escalators installed after the installation at

Moorgate station would be capable of a speed of 120 feet per minute instead of the present standard of 100 feet. This was noted.

Seeberger Type Escalators – Proposed Replacement

Further to a previous Minute, Mr. Graff-Baker submitted a memorandum recommending that eighteen escalators of the Seeberger type be replaced by special escalators to fit the existing Seeberger trusses, the new escalators being driven at 120 feet per minute by the existing Seeberger machines slightly modified, and new panelling be provided at a total cost of £7,624 per machine. He reported that this compared with the estimated cost of £8,448 for standard 'M' type escalators to fit 26½° incline and capable of 120 feet per minute, and that accordingly a saving of £824 per escalator would be possible. It was estimated that the total cost of the new escalators, including 10 per cent. Contingencies, would be £152,704, and that the value of the existing machines, which would require to be written off, stood in the Board's books at £6,312 and further that there would be a saving in maintenance and running on the eighteen machines amounting to £6,120 per annum, which showed a return of approximately 4 per cent on the expenditure. It was further reported that in the majority of cases the work would necessitate passengers walking down a fixed escalator or stairs for a total period of about 20 weeks at each station, but that at Earl's Court and Charing Cross, where there were special difficulties owing to there being no fixed stairs providing a parallel path, special arrangements would have to be made to minimise inconvenience due to the necessity for closing each machine to traffic for a period of a fortnight. It was decided:

- (a) That the matter be referred to the Comptroller and Accountant for report as to the accounting aspect and as to the possibility of making a claim under the Pooling Scheme.
- (b) That the proposals be agreed in principle, subject to the details with regard to the handling of passengers being agreed with Mr. J.P. Thomas.

Sudbury Town Substation – Obsolete Assets

Further to a previous Minute, Mr. Millen submitted a memorandum reporting that the utilisation of the rotary converter sets removed from Sudbury Town substation, as set out in his memorandum, would enable certain expenditure, estimated at approximately £4,800, to be postponed for the next few years. It was decided that the following transfers of sub-station plant take place, as proposed in the memorandum:

- (a) 800 KW rotary converter set from Sudbury Town substation to Chiswick substation.
- (b) 800 KW rotary converter set from Sudbury Town substation to Fulwell substation.
- (c) 500 KW rotary converter set from Chiswick substation to Wimbledon substation.
- (d) 500 KW rotary converter set from Fulwell substation to Hanwell substation.
- (e) 250 KW rotary converter set from Hanwell to be scrapped.

The net gain in total converting plant in Tramway substation would be 1,350 KW.

Special Expenditure Requisition to be submitted to cover the total estimated cost of the proposed transfers, namely £1,375.

Bank Station (Waterloo & City Railway) – Escalator Scheme

Mr. Cooper submitted a memorandum, reporting that the Southern Railway were proposing to install escalators at Bank Station on the Waterloo and City Railway, and that they had approached the Board as to whether the Board had any scheme which should

be considered in connection with such a proposed work. It was decided that so far as it would be out of the question to prepare a satisfactory scheme in conjunction with the Waterloo & City Railway, but that Mr. Cooper review the possibility of a satisfactory scheme being put forward in conjunction with the Northern City extension.

Clapham South Station – Entrance from Flats

A memorandum was submitted on behalf of the Station Committee, reporting that the lessee of the land adjoining Clapham South Station superstructure site had put forward a proposal for a direct connection from Clapham South station ticket hall to the hall of the flats adjoining and above, and that the London County Council raised no objection to the proposal. It was decided not to approve this proposal.

Elephant and Castle Station – Proposed Interchange Subway

A memorandum was submitted on behalf of the Station Committee recommending that a direct interchange subway be provided between the new platform and the northbound City platform, as shown on Messrs. Mott, Hay & Anderson's drawing, this interchange becoming increasingly important in the event of a future extension of the Bakerloo Line. It was decided that the scheme be further developed by Mr. Cooper based on the above layout and with the addition of the proposed subway.

Extension to Barking – Whitechapel Interchange

Mr. J.P. Thomas submitted a revised scheme of interchange at Whitechapel, which had been prepared by Mr. Cooper, whereby the East London trains would reverse on the northbound road, thus making use of only one platform on the East London Line and enabling interchange passages to be built from the existing platforms at a cost of £15,000, as compared with an estimated cost of £45,000 on the larger scheme. It was pointed out that this scheme would be adequate for handling a four-minute service on the East London Line, but that the expenditure would be wasted if it were subsequently found necessary to use both the lower platforms on the East London Line. It was decided that this scheme be developed and submitted to the Main Line Companies concerned for approval, the cost of improvements to the appearance of the lower northbound platform being included in the proposed scheme.

Extension to Barking – Hammersmith and City Line Rolling Stock

Mr. Graff-Baker submitted a memorandum referring to a proposal to equip 24 ex-Metropolitan Circle Line cars with new motors and equipment, at a cost of £27,372 and reporting that these cars were in a worse condition than had been anticipated and that the ultimate expenditure might amount to as much as £1,500 per car. It was decided that in view of the fact that this expenditure of £1,500 per car would be wasted, the life of the rolling stock concerned according to Board's standards having practically expired, Mr. Graff-Baker obtain price for 24 new cars from the Metropolitan-Cammell Carriage, Wagon and Finance Company Ltd. and the Birmingham Railway Carriage and Wagon Company Ltd., delivery to be made by 1 October 1935.

Neasden and Acton Overhaul Work – Consolidation

Further to a previous Minute, Mr. Graff-Baker submitted a memorandum reporting that the agreement with the Unions as to the introduction of ex-Underground methods and conditions became operative in October 1934, and that considerable progress had been made with the consolidation of Neasden and Acton depots, the regular overhaul having

now been transferred to Acton; and further recommending that negotiations be entered into with the Union for 56 men now employed at Neasden Depot working under steam conditions to be transferred to Underground conditions, at an estimated cost of £1,150, it being understood that the greater flexibility of staff working thereby obtainable supplemented by an output bonus would eventually lead to economies which would more than offset additional cost. This recommendation was approved provided that it could be carried out without ultimate additional cost to the Board.

Museum Cars Stored at Lillie Bridge

Further to a previous Minute, Mr. Graff-Baker submitted a memorandum enumerating the various railway vehicles now stored at Lillie Bridge, and recommending that the only vehicles to be kept should be one old City & South London locomotive and car. It was decided:

- (a) That the old City & South London locomotive and car be set up in a suitable position at the end of the platform at Cockfosters station.
- (b) That a scheme be considered and put forward for approval by Mr. Carr, whereby a sum of approximately £500 be put aside each year for the establishment of a Museum stocked with models of the Board's rolling stock, escalators and other suitable apparatus.
- (c) That the various departments concerned be asked to submit suggestions as to suitable model exhibits for such a Museum.
- (d) That Mr. Cooper prepare a scheme for laying out the ground floor, east wing, 55 Broadway, in a suitable manner for the exhibition of these models.
- (e) That as soon as a suitable scheme for a Museum of models has been put in hand, the remainder of the old rolling stock be scrapped.

MEETING No.72 HELD ON 15 MARCH 1935

Special Expenditure Requisitions

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

- (a) G157 for the demolition of platforms at the following disused tube stations: Down Street, Brompton Road, South Kentish Town, British Museum, City Road, Bull & Bush, to lessen the possibility of interference with train working at a cost of £5,600, the work to be executed by the Chief Engineer and completed in three months. This was approved and to be charged to Extraordinary Expenses Reserve Account.
- (b) CA48 for the provision and installation of local telephones between the Station Master's office and Signal Cabin at the following stations: Paddington, Bank, Holborn, Marble Arch, Shepherd's Bush, Earl's Court, Bow Road, Ealing Broadway, Tooting Broadway and Edgware, at a cost of £278, the work to be executed by the Chief Engineer and completed in two months. This was approved and to be charged to Extraordinary Expenses reserve Account.

Seeberger Type Escalators

Further to a previous Minute, two requisitions were submitted. The first was for the conversion of 18 Seeberger escalators (90 feet per minute) to new type to run at 120 feet per minute at a cost of £152,888. The second was for the modernisation of lighting to escalator tunnels at Charing Cross (Bakerloo & Morden-Edgware), Earl's Court, Liverpool

Street, Broad Street, Kilburn Park, Maida Vale, Paddington and Warwick Avenue, in connection with the conversion of 18 Seeberger escalators to modern type. Mr. Graff-Baker also asked for a decision as to alterations to the advertisement frames in connection with these escalators. It was decided that the proposed expenditure under the Requisitions together with that on the escalator advertisement frames be combined under one Requisition and submitted at the next meeting.

MEETING No.73 HELD ON 22 MARCH 1935

The following Special Expenditure Requisition was submitted for approval and the signature of the Vice-Chairman:

CA60 for the purchase of six automatic change-giving machines for use at the following stations: Leicester Square (3), Bank C.L. (1), Victoria (1), Waterloo (1), at a cost of £1,500, the work to be executed by the Operating Manager (Railways) and completed in ten to twelve weeks. This was approved and referred to the Comptroller and Accountant for allocation.

Plans for Signature

The following plan, having been signed and approved by the officers concerned, was submitted for signature and approval by the Vice-Chairman:

Rayners Lane Siding

The drawing showed plan of proposed new station and middle siding at Rayners Lane. This was approved for track layout only.

Waterloo & City Line – Interchange with Extension to Northern City Line

Mr. Cooper submitted a plan showing the proposals of the Southern Railway for an escalator scheme giving improved interchange between the City Station of the Waterloo & City Railway and the Board's upper station at Bank. It was decided:

- (a) That no satisfactory scheme for linking up the Board's system with the Waterloo & City Railway by a physical junction appeared to be possible.
- (b) That Mr. Cooper look into and report on the cost of the scheme for interchange based upon the above scheme but with the Waterloo & City platforms moved eastwards and the existing interchange passage reconstructed in consequence.

Escalator Schemes

With reference to a previous Minute, Mr. Cooper submitted escalator schemes for the following stations: King's Cross, Marylebone, South Kensington, Strand, Edgware Road, Russell Square and Euston, which were reviewed in detail and certain modifications indicated. It was decided that Mr. Cooper prepare detailed plans and revised estimates in respect of the following escalator schemes:

Stations	Long Escalators	Short Escalators	Based	on
Drawings				
South Kensington	2 at 47ft. Nos.1667a,1668a,1669a	2 at 18ft.		
Marylebone	2 at 72ft.	-----	No.1662a	
King's Cross 1909a	3 at 57ft.	2 at 19ft.	Nos.2152FY	and

It was noted that the seven MH type escalators now stored at Lillie Bridge could be adapted for the long escalators required, but that it would be necessary to purchase four short escalators, two for South Kensington and two for King's Cross.

Miscellaneous Mileage

With reference to a previous Minute, of the Staff, Stores and Accounts Committee, Part II, Mr. Cooper submitted a memorandum reporting that the Rayners Lane dump was being used for the general tipping of engineering refuse from the tunnels, etc., the land being of no special value. It was noted the dump would be brought up to a uniform level and properly surfaced with a view to the ultimate provision of a utilisable site. Mr. Cooper further reported that, although the handling of the ballast trains from Lillie Bridge involved additional miscellaneous mileage, it enabled economies amounting to £1,400 per annum to be realised as against the cost of the additional mileage which represented only £56 per annum. This was noted.

Extension to Ilford – Proposed Site for Depot

Mr. Cooper submitted a plan showing proposed site for a depot south of Grange Hill station. This was noted: Mr. Buller to make enquiries in connection with the acquisition of land, and report.

MEETING No.74 HELD 29 MARCH 1935

Special Expenditure Requisitions

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

- (a) CB 29 for the conversion of 18 Seeberger escalators to new type, at a cost of £157,446, the work to be executed by the Chief Mechanical Engineer, Railways, and completed by March 1937. This was approved and to be charged as to £150,571 to Capital Account and as to £6,875 to Extraordinary Expenses Reserve Account. Capital Account to be credited with the book value of the displaced assets, less reserve appropriation, and the balance debited to Revenue Account over a term of five years.
- (b) CA55 for the enlargement of the existing booking booth at Piccadilly Circus station to be standard size, and its transfer to Park Royal, a new one being substituted therefore at a cost of £135, the work to be executed by the Chief Engineer. This was approved and to be charged to Extraordinary Expenses Reserve Account.
- (c) CA58 for alterations to train description apparatus and signs and the fitting of special switches to transmitters in signal cabins on the Piccadilly Line at a cost of £282. Approval of this requisition was deferred with a view to a study being made as to the indicator capacity on the Piccadilly Line in order to ascertain whether this alteration to train describers might be regarded as final.
- (d) CA52 for the provision of 83 platform seats at certain stations on all lines, at a cost of £315, the work to be executed by the Chief Engineer, Railways and completed within six months. This was approved and to be charged to Extraordinary Expenses Reserve Account.

Further to a previous Minute, it was reported since the date of the last meeting the following Special Expenditure Requisition had been submitted for approval and signed by the Vice-Chairman:

CB30 for the purchase of additional rolling stock for the extension of the Hammersmith & City service to Barking at a cost of £99,177, the work to be executed by the Chief Engineer, Railways and completed by October 1935. This was approved and to be charged to Capital Account, a claim to be submitted against the Pool for an additional allowance in connection with this expenditure.

Metropolitan Widened Lines – Removal of Crossover

Further to a previous Minute, Mr. J.P. Thomas submitted a memorandum asking for permission to remove the connection between the 'Up' Circle and the 'Up' Widened Lines west of King's Cross station, this enabling economies to the extent of £400 in connection with the proposed modernisation of King's Cross signal cabin. This was approved.

Earl's Court Grounds – Proposed Escalator Scheme

Consideration was given to the plans for the proposed exhibition building on the site of Earl's Court Grounds and it was decided that Mr. Cooper prepare a scheme showing a revision of the booking facilities at the Warwick Road entrance to the Exhibition with suitable escalator interchange to the Tube and District platforms.

Metropolitan Line Improvements

With reference to a previous Minute, consideration was given to the proposed layout between Finchley Road and Baker Street, being the scheme for which powers were now being sought in Parliament. Mr. Cooper reported (a) that the cost of an interchange station at Swiss Cottage, providing in each direction, interchange across a platform between fast and slow tracks, and of independent stations on both Metropolitan and Tube Lines at Finchley Road, but without taking account of the cost of land or easements, would not greatly exceed the cost of the comparable works provided for on the diagram, but that fresh powers would be required for the works at Swiss Cottage in connection with such an interchange station as might fall outside the limits of deviation, and (b) that the cost of such an interchange station at St John's Wood, due to the impossibility of providing a tube railway over the Regent's Canal becomes prohibitive because the Metropolitan Railway must be lowered to go under the Regent's Canal alongside the tube railway involving reconstruction for a distance of about one mile. It was therefore decided:

- (a) That no satisfactory scheme for interchange stations, apart from that at Finchley Road, could be devised within the limits of deviation (one advantage of Finchley Road is that it provides for bus feeder services)
- (b) That assuming it was not desired to ask Parliament for further powers, the best arrangement of platforms at these stations would be as follows:
 - (i) Platform exchange at Finchley Road between both railways.
 - (ii) Independent stations on both railways at Swiss Cottage.
 - (iii) A tube station at Acacia Road.
 - (iv) Marlborough Road station to be closed.
 - (v) St. John's Wood station to be closed except for days when there were first-class cricket matches at Lords.