

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

No.47 HELD ON 7 AUGUST 1934

Traffic Problem in the North-East Sector of London

The Chairman stated that it would be necessary for the Standing Joint Committee at its next meeting to consider further the proposals for dealing with the traffic problem in the North-East sector of London, and drew the attention of the Officers representing the Board on the Traffic and Accounts Committee of the Standing Joint Committee to the urgency of completing the reports called for by Standing Joint Committee Minute No.32.

In this connection, Mr. Cooper reported that, in accordance with Minute No. 32, decision (1) (b) of the Standing Joint Committee, consideration had been given, jointly with the Officers of the L.N.E.R., to the practicability of extending Liverpool Street where convenient interchange could be provided. It had, however, been found that for physical reasons effective platform interchange between the two railways could not be provided at any stations which would be suitable from a traffic point of view. Plans for an escalator interchange at Bethnal Green Station had been prepared, but did not constitute an attractive scheme. The proposal for an extension of the Central London Line to an interchange station east of Liverpool Street was accordingly not being pursued further, but schemes for the improvement of the interchange facilities between the L.N.E.R. and the Central London Line at Liverpool Street Station were under review.

Fire Protection at Tube Stations

Mr. Cooper submitted a memorandum, reporting that the L.C.C. Fire Brigade had recently recommended the provision of sprinkler equipment in all stalls and showcases at basement level in Tube stations; but that as a result of discussion with the Chief Inspecting Officer of the Ministry of Transport, modified requirements had now been agreed as set out on a statement attached to the memorandum. The recommendation that the amended requirements be accepted by the Board was approved.

No.48 HELD ON 14 AUGUST 1934

Special Expenditure Requisitions

(a) G.120 for the installation of signal trip apparatus on the Great Northern & City Line, at a cost of £7,550, the work to be executed by the Chief Engineer and Chief Mechanical Engineer and completed in six months.

This was approved to be charged to Capital Account.

(b) C.A.36 for the provision at Rayners Lane of (a) additional overlap track circuit for down home signal P.22 and conversion of signal to colour light type and (b) new shunt signal down platform to tip siding, including facing point lock on No. 14 crossover, in order to allow rubbish to be conveyed by rail from Lillie Bridge Depot to the tip siding at Rayners Lane instead of by road, which will enable a saving of approximately £100 per annum to be effected, at a cost of £279, the work to be executed by the Chief Engineer (Railways) and completed in 12 weeks.

This was approved to be charged to Capital Account. Capital Account to be credited with the book value of the asset to be replaced.

Works for Inclusion in Parliamentary Bill – Session 1934/35

Mr. Cooper submitted a memorandum containing a list of various schemes of improvements to the Board's Railways which had been under consideration, and requesting a decision as to whether powers for their execution should be included in the Parliamentary Bill to be promoted in the 1934/35 Session. The following decisions were taken:

- (a) Powers for the execution of the under-mentioned works to be included in the forthcoming Parliamentary Bill:
- (i) Monument – for the connection from the new subway to the Board's station.
 - (ii) Extension of the Metropolitan Line to High Street, Uxbridge, and the construction of Uxbridge Station at the new terminus.
 - (iii) Fly-under at Cromwell Curve, which is required in connection with the breaking of the Circle service to the West end.

- (b) Powers for moving Kings Cross Station (Metropolitan Line) westwards to be included in the Bill, subject to Mr. J.P. Thomas obtaining the views of the L.N.E.R. upon the Board's scheme and to the approval of the Vice-Chairman. The Chairman directed Mr. Cooper to prepare a model of the proposed scheme for submission to this Committee.
- (c) Mr. J.P. Thomas to submit a report upon the proposal to provide a new station at Mount Pleasant, half-way between Kings Cross and Farringdon.
- (d) The question of including in the Bill power for the execution of the following schemes to be deferred until a decision is reached upon the Metropolitan Line Improvement Scheme generally:
 - (i) Aldgate East
 - (A) Proposed new station at the junction of Commercial Road and Whitechapel Road.
 - (B) Improvements to the south curve of the District Line
 - (C) Purchase of property in connection with the Minorities site.
 - (ii) West end connection for the Metropolitan Main Line.
 - (iii) Baker Street – connection of No. 4 Road to the Inner Circle Line.
 - (iv) Baker Street – siding required in connection with the breaking of the Circle service.
 - (v) Improvements: Finchley Road to Harrow – purchase of small pieces of property and extension of bridge work.
- (e) The scheme for the amalgamation of Cannon Street and Mansion House stations to be further investigated, but powers for the execution of the work not to be included in the forthcoming Bill.
- (f) Mr. Page to confirm that Parliamentary powers are not required for the proposed alterations to the Metropolitan Station at Baker Street and the closing of the Bakerloo Line Station.
- (g) Powers for the execution of the following schemes not to be included in the forthcoming Bill:
 - (i) Extension of the Great Northern & City Line northwards.
 - (ii) Extension of the Great Northern & City Line southwards.
 - (iii) Hammersmith & City Line – lengthening of platforms.

Signalling of Lines Run Over by Board's Trains

Special Expenditure Requisition No. G.120 amounting to £7,500, covering the installation of signal trip apparatus on the Great Northern & City Line was submitted for approval, together with a joint memorandum by Mr. Cooper and Mr. J.P. Thomas. It was reported that in the event of the Great Northern & City being extended and it being necessary to move the apparatus to conform with the standard position on other Tube Lines at some later date, the loss is estimated to be £1,250. (Special Expenditure Requisition No. G.120 was approved under a previous Minute).

It was further reported that the estimated cost of fitting train-stop apparatus on the other sections of Line, not already so equipped, over which the Board's trains run, is as follows:

Wimbledon Line

Between Putney Bridge and Wimbledon £5,250

Richmond Line

Between Acton Lane and Richmond £5,320

Harrow to Rickmansworth and Watford

Provision of train stops at existing signals £8,180

} Maintenance costs £350.00 per annum
 } Maintenance costs £195 per annum

It was reported that the General Manager (Railways) is in communication with the Southern Railway with regard to the equipment of the Wimbledon and Richmond Lines with train-stop apparatus, with a view to that Company contributing towards the cost. The Chairman stated that it was necessary that all lines over which the Board's electrified trains, with only one man in the driving compartment, operate, be equipped with train-stop apparatus, and it was decided:

- (a) That Mr. J.P. Thomas should submit a report at an early date upon the result of his negotiations with the Southern Railway in regard to the equipment of the Wimbledon and Richmond Lines with train-stop apparatus.
- (b) That the question of the immediate equipment with train-stop apparatus of the Harrow to Rickmansworth and Watford Lines be further considered.
- (c) That no steps be taken at this time to provide train-stops between Rickmansworth and Amersham where working is restricted to steam operation and two men are provided in the locomotive cab.

Metadyne Equipments

A memorandum was submitted by Mr. Graff-Baker, recommending that a train be equipped experimentally with Metadyne apparatus, in order to verify the figures of saving in current consumption which had been obtained and to ascertain if further reduction in current consumption is practicable; and requesting authority to equip six Metropolitan ex-Circle Line motor cars to form a Metadyne train at a cost of £18,500, and for the re-seating and re-decoration of the train at a further cost of £1,000, making a total for the experiment of £19,500. This was approved, a Special Expenditure Requisition to be submitted.