

MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

MEETING No.227 HELD ON 7 NOVEMBER 1938

Uxbridge Station Reconstruction

(a) Pediment

Mr Holden submitted a design for a symbolic pediment at the centre of the new Uxbridge station. It was decided to approve this design subject to the amendments indicated at the meeting.

(b) Stained Glass Window

Mr Holden submitted two designs for a stained glass window in the ticket hall of Uxbridge station, one having oxen crossing a bridge as the principle theme and the other purely abstract. Attention was drawn to the fact that the name Uxbridge did not relate to oxen but was apparently derived from a tribe called Wixan which settled in the district in Anglo-Saxon times. The issue was deferred.

Highgate (LNER) Station

(a) Draught Relief Shaft

Further to earlier discussion during which it was decided that the draught relief shaft at Highgate Station should be carried up a distance of 35 feet above ground level, Mr Robertson submitted a memorandum dated 4 November suggesting that for the reasons set out in the memorandum, it would be more economical and efficient if the shaft were terminated in its present position at a level a few feet above the ground with a damper being provided in order that the shaft could be shut off from the tunnels should the need arise. This was approved.

(b) Platform Layout

Mr Holden submitted a drawing showing details of the proposed layout of the platform walls at Highgate (LNER) station, lower level. It was decided to approve the arrangement shown on this drawing for application to this and other new tube stations, subject to:

(a) Black tiling being reduced to a minimum.

(b) The name frieze being standardised in smaller lettering and running evenly and continuously along the wall.

North London Electrification Scheme; Initial Train Services

Mr Evan Evans submitted a memorandum dated 27 October recommending that the stages for the transfer from steam to electric operation in the North London Electrification Scheme should occur as shown in a diagram dated February 1938 which was attached to the memorandum. It was noted that the low level station at Highgate would not be completed until after the opening of Stage 2 in December 1939 when the tube services would be projected to High Barnet, but that this could be made to operate without hardship to existing LNER passengers provided that the steam train service north of Highgate to Finsbury Park and Kings Cross was not reduced until the opening of the low level station. It was proposed that, say two of the existing seven steam trains per hour on the High Barnet Branch should be diverted to the Edgware branch when the tube service is extended to High Barnet. It was decided:

(a) To approve Stage 1 (Projection of tube service from Highgate (Archway) station to East Finchley) June 1939 and Stage 2 (projection of tube service from East Finchley to High Barnet) December 1939.

(b) That further consideration should be given in due course to Stage 3 (opening of electrified services from Moorgate via Finsbury Park to Alexandra Palace and High Barnet – proposed for September 1940) and Stage 4 (opening of electrified service from Finchley Central to Edgware and the opening of the line from Edgware to Aldenham – proposed for December 1940). In this connection, Mr Robertson would endeavour to arrange that the electrified line between Finchley Central and Edgware is brought into use as part of Stage 3.

High Barnet Station Reconstruction: Moving Platform

Mr Graff-Baker submitted a memorandum dated 3 November reporting that he considered it desirable to obtain experience of a moving platform and suggesting that further consideration might be given to the installation of a moving platform at High Barnet. It was decided that a moving platform would not be provided at High Barnet in the first instance but that plans should be so drawn that a moving platform could be installed as originally proposed after the tube train service is running.

Old Ford Working Site: Proposed Emergency Exit

Reference was made to a discussion at the Chairman's Meeting during which it was decided that currently an emergency exit should not be provided in the working shaft at Old Ford but that provision could be made at a later date if required. Mr Robertson submitted a memorandum dated 4 November recommending that space should be left for the installation of one staircase 6ft in width in this shaft and he sought confirmation that the staircase should not be installed before the line opened for traffic. This was agreed with the provision that the staircase would not be installed until considered necessary.

MEETING No.228 HELD ON 14 NOVEMBER 1938

Eastern Extension: Opening Dates

Mr Robertson submitted a memorandum date 11 November recommending the withdrawal of the proposal to open the eastern extension to Bethnal Green as the first stage of the Eastern Extension. It was agreed that the opening to Bethnal Green only was undesirable and that Mr Robertson should further review the dates when works upon the Eastern Extension would be completed and, in particular, the works for the elimination of the level crossing at Leytonstone.

Should a considerable interval appear probable, Mr Robertson was requested to consider, as a first stage, the possibility of opening the Eastern Extension as far as Mile End (in order to make the interchange with the District Line) and beyond as necessary in order to provide satisfactory reversing facilities.

Fairlop Station and Airport

Mr Robertson reported that the authorities had given further consideration to the layout of roads in the neighbourhood of the proposed airport at Fairlop and that the proposal for a town planned road between Barkingside and Fairlop stations immediately east of and parallel to the railway had been abandoned. The City Corporation was considering a new scheme shown roughly on a plan prepared by Messrs Norman & Dawbarn in which the new Fairlop station would be combined with the airport buildings. It was decided:

- (a) That Mr Robertson should inform the City Corporation that the Board did not disagree in principle to the proposal to build a new station that would form part of the airport buildings, subject to satisfactory terms and plans being agreed.
- (b) That consideration should be given to the desirability of the proposed station and airport buildings being at the south-west corner of the airport with the station replacing both the existing Barkingside and Fairlop stations.

Bank Station: Waterloo and City Line: Improvements

Mr Robertson reported that he had provisionally agreed with the Southern Railway scheme shown on a plan produced by Messrs Mott, Hay and Anderson marked "Scheme No 2" for an interchange subway between the Waterloo and City Line platforms and the Central Line platforms at Bank station.

It was decided to approve in principle the scheme shown on the drawing but that consideration should be given to shortening the length of the subway. The Southern Railway would be asked to include wide limits of deviation for this work in the powers which the company is seeking from Parliament in order to permit an amendment to the scheme of the nature proposed.

MEETING No.229 HELD ON 28 NOVEMBER 1938

Metropolitan Line; Experimental 8-Coach Compartment Stock Train

Mr Graff-Baker submitted a memorandum dated 25 November referring to the fact that authority had been granted under provisional special requisition CB27 for the purchase of an experimental train consisting of eight complete coaches with electrical equipment and traction motors. After further consultation it was proposed to buy the bodies only for the two motor coaches and to place these on the underframes and bogies of two existing motor coaches that would be taken from the current stock of spares. If this procedure were adopted, there would be a saving on Capital expenditure of at least £12,000 but against this there would be an amount an amount chargeable to Obsolescence Reserve in respect of the two bodies which would be scrapped, calculated to 30 June 1939, as being £3,364. Authority was requested for the change in procedure proposed and this was approved.

Northern City Line: Improvements

Mr Robertson submitted a memorandum dated 21 November reporting that the only alterations on the Northern City Line which had been authorised were for the resignalling of the line for which a sum of £25,000 was included in the estimates and for alterations to platforms and tracks to provide for the

operation of tube stock for which a sum of £40,000 was included in the estimates. It had now been found necessary to provide for the additional works set out below and approval was sought for this expenditure:

Work	Amount (£)	Present Allocation
Ventilation	5,000	New Works Programme 1935/40
Restructuring of pump house at Drayton Park	3,630	New Works Programme 1935/40
Tripcock testers	300	New Works Programme 1935/40
Lighting stations	7,000	New Works Programme 1935/40
Renewal of track feeder cables	3,000	Maintenance Reserve
Renewal of pumping plants	1,440	Maintenance Reserve

Mr Robertson further reported that £8,650 additional to the £25,000 would be required to complete the resignalling of the line and that of this amount £6,000 was authorised last year as part of the programme for the modernisation of signalling, but this had not been spent. It was proposed therefore, that £2,650 should be charged to the New Works Programme, 1935/40 and that £6,000 should be reauthorised in the current year and charged to the modernisation programme.

It was pointed out in the memorandum that no proposals for the reconstruction of stations on the Northern City Line had yet been considered. It was decided that the proposals set out above should be approved in principle and referred to the Comptroller and Accountant for allocation of expenditure and report.