

Alterations at Dover Marine Station



Track alterations in progress at Dover Marine, on the site of platform extensions for electric trains

TO accommodate 12-car multiple-unit trains when the electrification from London *via* Faversham is inaugurated in June, the two island platforms at Dover Marine Station are being extended by 114 ft., with 24-ft. ramps. This necessitated altering the layout of the tracks at the London end; replacement of the covered way to the train ferry dock, formerly at ground level, by a footbridge from the upper landing of the stairs at the (Lord Warden) entrance from the street, to link up with the existing footbridge at the top of the staircase now being demolished with the existing covered way; moving the oil fuel pipe line from the store tanks to the ferry berth; and shifting of signals controlled by the manually-operated box to the north-east of the station.

At the same time, power-operated point machines have been installed, and steam-pipes for train heating are being laid to serve four tracks in the station. A relay room is being built next to the signalbox, with provision for colour-light signalling, the installation of which is

under consideration in connection with extension of electrification from Sevenoaks *via* Ashford to Dover, Deal and Ramsgate.

As was recorded briefly in the March issue, the station was closed for one week at the end of February, and was re-opened on March 1. During that period, cross-Channel services were diverted to Folkestone, apart from the motorcar and train ferries, which worked as usual. The tracks to the train ferry dock were not affected. By the end of the week, track work had been completed, and the spans of the footbridge erected. The superstructure of the latter is now being completed. Extension of the platforms is due for completion by the end of the present month. The full width of the extended platforms between tracks 3 and 4 and tracks 5 and 6 will be covered with umbrella roofing.

Track alterations were effected in double shifts. Work began at 6 a.m. on February 21, and continued with only brief intermission, until 5.30 p.m. on February 24. Complete possession by the Chief Civil Engineer's department

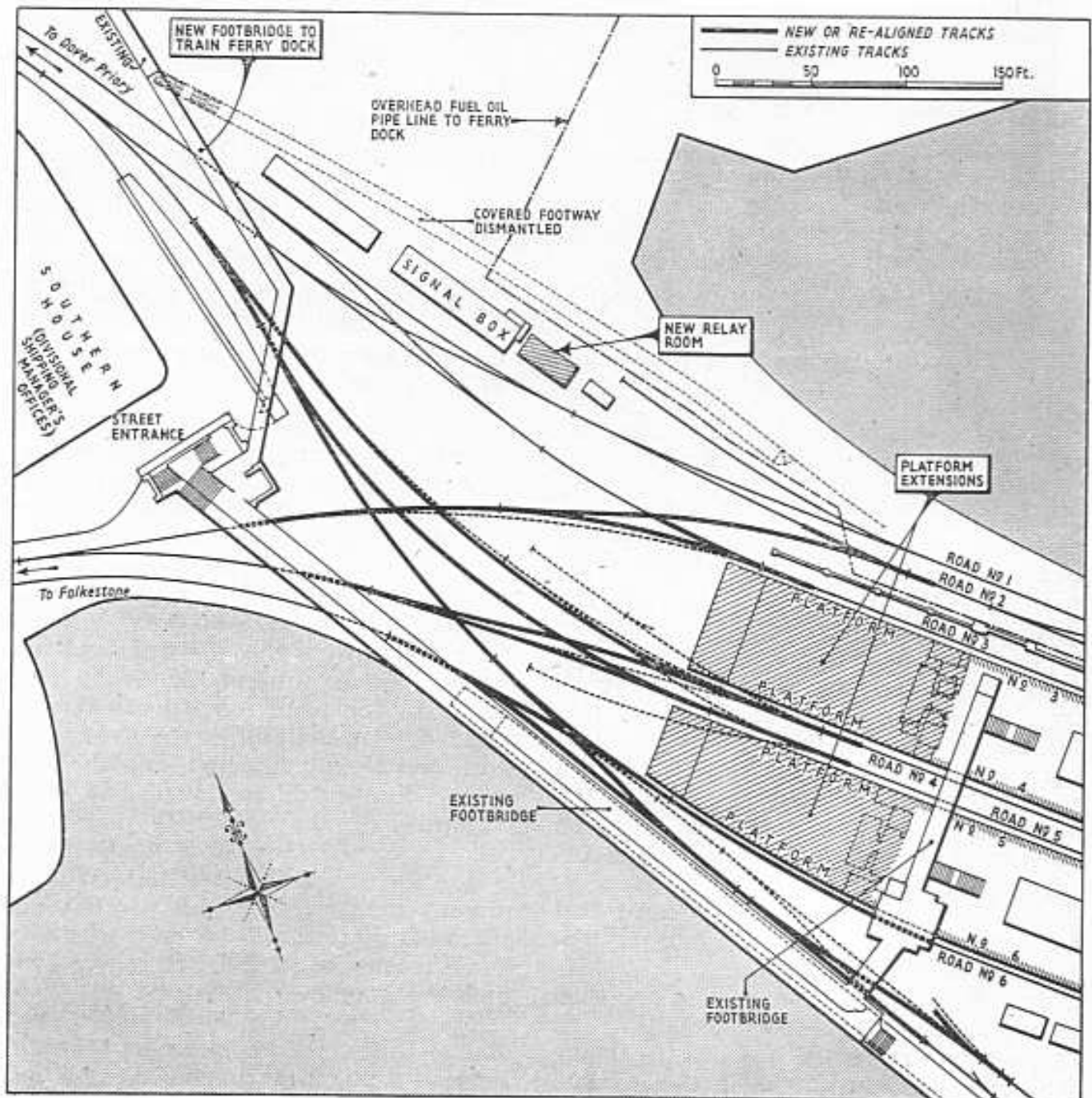
was obtained for the period of nearly 84 hr. Wagons containing old and new sections were moved as required by one diesel locomotive. Two 10-ton cranes were used simultaneously. Planning of crane movements was complicated by the existing footbridge over the tracks leading to Folkestone. Prefabricated lengths were brought in on bogie wagons. Rails are of the standard 109 lb. flat-bottom type, and the diamond crossings are of manganese steel.

To ensure co-ordination with the trackwork, and to afford space for erection of the bridge supports, it was arranged that two end spans of the new

footbridge could be erected before the completion of the final stage of the track alterations. The trestle could not be begun until completion of the permanent way, but all spans were erected before resumption of traffic on March 1.

Concrete screen walls are being provided on the outer side of roads Nos. 3 and 6. It was necessary also to close the roadway leading from the street entrance to the Admiralty Pier (to the south of the station) and across the existing north end of the station.

The lines to be electrified in June include that from Faversham *via* Dover



North end of Dover Marine Station, showing track layout, platform extensions and other works now in progress

Priory to Dover Marine and the Dover triangle. A second stage will comprise the route from Sevenoaks to Tonbridge, and Ashford, and thence to Ramsgate *via* Canterbury West, and to Folkestone, Dover, Deal and Ramsgate. Certain Continental boat expresses will be hauled by electric locomotives, and the remainder will be formed of multiple-unit electric stock.

Some boat trains, other than those in connection with the train ferry, include baggage vans or flat wagons for containers. These are attached in the

rear from London. On arrival at Dover Marine from Victoria, vans and flat wagons are shunted by an engine on to the quayside roads for easy loading into the ship. A similar process takes place in the reverse direction, when vehicles are drawn from the quayside roads and attached to the front of the train by the train engine. As it is impracticable to lay conductor rails on the tracks sunk in the quayside, battery-driven baggage vans will be built for attachment to boat trains to and from Victoria.