

Feltham Train Care Depot (Volker Fitzpatrick)

'visit' 10th March 2020

The visit was arranged by the Honorary Secretary of Feltham History Group and consisted of members of either Feltham History group and Hounslow & District History Society and numbered 10 in total.

The day had dawned bright and dry but blustery – the site, like any open site, is subject to the ravages of weather, which of late had been particularly trying 'gales and heavy and persistent periods of rain' had made for very wet underfoot conditions. (see images)

The Train Care Depot site occupies a very large area of what was the western end of Feltham Marshalling Yard with its point of access and exit being via the small 'semi-private' lane that leads to the members club of the National Union of Railwaymen (Feltham).

Although there is vehicular entry [and parking] we firstly had to sign in at the gate and then assemble at the first of two, double story portacabins where general introductions were made.

As with any construction site an induction was necessary particularly where safety of both staff and visitors are concerned. We were met by VF's Community Liaison Officer Nic Ford and the Project Manager Phil Wood and our guide for the morning Martin Blundell, Health & Safety Advisor.

Office personnel were in the region 40 or so complimented by 80 plus engineers.

Consequently, following a power point visual on health and safety, presented by Martin who additionally outlined work site conduct requirements; we were all issued with hi-viz jackets and trousers, Hard Hats, gloves, eye protectors and for those who did not come with steel toe capped Wellingtons - such was supplied.



View looking west St Giles Hotel in the distance.

We left the office complex 'guided' by Martin and made our way on site proper! The site is so defined so as to keep certain work areas away from identified [barricaded off] walk ways – the walk ways are set generally at the periphery which made for good and safe viewing.

VF had kindly laid on motor transport [around the site] for two members who were not so agile



This is the reverse view, i.e. looking east – parallel with houses in Gloucester and Norfolk Roads to the south; the grass bank on the right is excavated earth/material – material from when the site was a Marshalling Yard – in the mix were fragments of iron that were parts of certain structures together with crushed coal/coke and stone or brick all of which has been screened for suitability for 'on-site' re-use. The site boundary as it stands today (south side), is only temporary and once engineering works are completed the boundary will be re-sited giving a 45 yard green buffer with the houses and indeed the nature reserve and Crane Valley Walk Way – not forgetting the Green Gym.

As can be seen much major work, i.e. the preparation of ground surface works for the laying of track, is underway and note the large excavator which was opening up a square trench to house a de-sanitiser for when the daily cleaning is in progress, also whilst we were there an articulated lorry was delivering more rail lines.

The below image shows the first houses in Cygnet Avenue, whilst the second image is near to 44



Just noticeable in the below image are pipes 'blue' projecting from the ground which are for aeration purposes

This image shows the exposed top of the Kempton to Cricklewood water pipe track – the concrete covering is what VF have laid to add stability to the structure which was brick built in approximately 1910 – 'following the line the wide gap in Sparrow Farm can clearly be seen'

The excavation holds three pipes, a 24inch main, a 36inch main and a 60inch main – it would seem that the 'smaller' ones sit on top of the larger as no visual trace of it is apparent but the Water Company have made assurances that it is so!



Towards the eastern end of the site surface works were in progress continuing the rail lines up to where office and staff quarters will be eventually constructed.



In the above view the Sub Station can be observed
– whether this is still in use needs to be explored



It is hope that a further visit will be made in 2021