

# MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

## No.40 HELD ON 14 MAY 1934

### Hillingdon Station – Proposed Footbridge: Firms to Tender

In accordance with a recommendation set out in a memorandum, submitted by Mr. Cooper, it was decided that the following firms be invited to tender for the proposed footbridge over the Uxbridge Line near Hillingdon Station, authorised by a Special Expenditure Requisition (£550)

Messrs. John Bills.

Messrs. F. Foxley & Co. Ltd.

Messrs Logan & Hemingway.

Messrs. Pitchers Ltd.

Messrs. J. Westwood & Co.

### Ickenham Station – Improvement Scheme

Mr. Heaps submitted a drawing showing proposed new station building at Ickenham and a drawing showing proposed alterations to the platforms and their equipment, the whole estimated to cost approximately £8,000. Consideration was given to means of reducing the cost, and it was decided that Mr. Heaps submit revised drawings showing proposed design of a new station building constructed in standard units of pre-cast blocks (or alternatively of glass and steel).

### Aldgate East Station and Junction – Proposed Reconstruction

Mr. Cooper submitted a memorandum together with drawings showing alternative schemes for the reconstruction of Aldgate East Station and Junction. It was decided:

- (a) That Scheme 1, providing for the reconstruction of the north curve at Aldgate East, be abandoned as being less satisfactory and more expensive in respect of property than Scheme 2.
- (b) That Scheme 2, providing for the reconstruction of the south curve at Aldgate East and the provision of an island platform at Aldgate Station, estimated to cost £600,000, including £75,000 for land and easements, is the best scheme so far developed, and should be recommended for adoption in conjunction with some scheme for improved interchange facilities at Whitechapel Station, at an estimated cost of £55,000, unless a better alternative is devised along the lines laid down in decision (e).
- (c) That Scheme 3 providing two island platforms in Aldgate East Station and a fly-under west of the station, at an estimated cost of £2,150,000, including £750,000 for land and easements, be abandoned notwithstanding the satisfactory facilities that it affords on the ground that the cost is unreasonably high.
- (d) That Scheme 4, placing the westbound platform below the eastbound as a modification of Scheme 2, be abandoned as an inferior alternative.
- (e) That drawings and estimates be prepared for a development of Scheme 2, providing for a bay road at the east end of the island platform at Aldgate East Station, into which a shuttle service of trains from the East London Railway could be run via a single line Tube tunnel joining the East London Railway, south of Whitechapel.

### Metropolitan Line (Stanmore Branch) – Proposed Extension

Mr. Cooper submitted a memorandum, reporting that the proposed extension of the Stanmore Line to join the projected route of the Edgware Extension just south of Elstree Station would have to be run in tunnel as shown previously. The scheme was noted as feasible, and it was decided that selling any of the property under which this extension might pass, the Estate Agents reserve easements in general terms without disclosing any definite proposal or line of route.

### Central London Line – Alterations to Clearances Required for Standard Tube Stock

Mr. Cooper submitted a memorandum, together with a statement, setting out estimated costs of alternative schemes for altering the clearances in Central London Line tunnels to take standard tube stock, varying according to the exact type of stock and the retention or otherwise of the earth return system. This was noted and deferred.

## No.41 HELD ON 28 MAY 1934

## **Metropolitan and Great Central Joint Committee Line Proposed Diversion of L.N.E.R. Expresses**

It was reported that Mr. J.P. Thomas had submitted to the L.N.E.R. the Board's proposal that the L.N.E.R. expresses at present worked over the Metropolitan and Great Central Joint Committee Line should be diverted via High Wycombe, in order to permit of the operation of a regular and frequent service of the Board's electric trains over the section of the Joint Line to Harrow-on-the-Hill and Amersham; and that the L.N.E.R. had examined the suggestion and explained the reasons why it did not appear to them to be practicable to adopt it. The Vice-Chairman stated that in the circumstances he was satisfied that no purpose could be served by pursuing this proposal further, and it was accordingly decided:

- (a) That Mr. J.P. Thomas negotiates further with the L.N.E.R. with a view to agreeing that the scheduled headways for L.N.E.R. express trains operating over the Joint Line shall be reduced to the minimum consistent with safety and that the L.N.E.R. express trains when running late shall have no priority over the Board's trains on the electrified section.
- (b) That Mr. J. P. Thomas, in consultation with Mr. Cooper, determine what works will be required on the Line between Harrow-on-the-Hill and Amersham, in order to permit of the operation of the contemplated increased and regular-interval service of electric trains on this section, on the assumption that the L.N.E.R. expresses continue to operate over this Line subject to the conditions set out in (a) above; and that particulars of these works, together with estimates of cost, be then incorporated in the appropriate section of the Report on the Metropolitan Line Improvement Programme.

## **Prevention of Suicides – Special Platform Track Pits**

Mr. Cooper submitted a memorandum, reporting that the experimental pit in the westbound platform track at Hyde Park Corner Station had been completed; setting out certain recommendations as to the dimensions, design and method of constructing further pits at other stations if required; reporting that the estimated cost of providing pits in platform tracks at all tube tunnel stations, based on these recommendations, was £66,200; and enquiring whether it was intended that this work should proceed. It was decided that a memorandum on similar lines be submitted to the Chairman's Meeting for decision.

## **Metropolitan and District Line Rolling Stock – Design**

Consideration was given to a memorandum, submitted by Mr. Agnew, setting out particulars of alternative proposals with regard to the type of stock and make-up of trains on the Hammersmith and City Line, and a further memorandum, comparing the installation and maintenance costs of air-operated and hand-operated doors. It was decided:

- (a) That the proposal that the Hammersmith and City Line should consist of units made up of two cars permanently coupled together but separable in the shops, be accepted.
- (b) That no provision be made in the new Hammersmith and City stock for first class accommodation.
- (c) That further consideration be given to the practicability and the advantage in cost of providing controls in respect of half the stock at one end only of each two-car unit, and that in this connection it be assumed that the Hammersmith & City Line stock will be confined to straight runs and will not be reversed by operation round the Circle Line.
- (d) That the doors on the Hammersmith and City Line stock be designed so that air operation can be provided later if required, but that the doors be hand-operated at the outset.