

# MINUTES FROM THE ENGINEERING COMMITTEE MEETINGS

by Tony Beard

## No.58 HELD ON 9 NOVEMBER 1934

### Proposed Centralization of Traffic Controllers on Leicester Square Sub-Station Site

The Secretary of the Committee submitted a memorandum reference to the proposal to locate the whole of the Control Staff of the Board's Railways, Omnibuses and Tramways in one building on the Sussex Stores Public House site adjoining Leicester Square Sub-station, reporting that after further review of the location of the telephone and control equipment, the Chief Engineer had advised that the telephone equipment could best be located not in the proposed new building itself, where it would admittedly be vulnerable, but in one of the old lift shafts at Leicester Square Station, where it could be covered over by an adequate thickness of concrete and would be virtually in a bomb-proof and fire-proof situation; that in the event of the Controller's Office on the 'Sussex Stores' site being entirely demolished by fire or other cause, emergency measures could be quickly improvised for operating the whole of the automatic system at a special desk incorporated in the automatic telephone room in the lift shaft and that in view of these measures of protection, the Principal Officers concerned had agreed that there could not reasonably be any objections to the centralization of the traffic control system on the ground of vulnerability. It was further observed that in view of the acceptance of the Report of the Technical and Safety Committee, recommending that for other reasons the scheme for the centralization of the Traffic Controllers on the 'Sussex Stores' site should be abandoned, this matter no longer arose as a practical issue. This was noted.

## No.60 HELD ON 23 NOVEMBER 1934

### Leicester Square Station – Utilisation of Lifts

Consideration was given to a memorandum, submitted by the Chief Mechanical Engineer, reporting that sufficient lifts have been reserved and stored from stations where escalators have been installed to equip Essex Road (two lifts) and Highbury (three lifts) with Otis lifts in substitution for the Easton (electric) and Musker, the work (hydraulic) lifts respectively installed at present. Further it was reported that consideration had been given to the utilisation of the lifts to be removed from Leicester Square Station at stations where old-fashioned lifts now operate and that it appeared that little economy would result.

It was decided that detailed proposals, including estimates of cost, be submitted for further consideration for the replacement of lifts at Essex Road and Highbury Stations, and that in respect of the lifts to be removed from Leicester Square Station no steps be taken to exchange lifts at other stations and that the lifts be scrapped.

## No.61 HELD ON 30 NOVEMBER 1934

### Special Expenditure Requisitions

The following Special Expenditure Requisition was submitted for approval and the signature of the Vice-Chairman:

F.48 for laying ducts, re-arranging existing L.T. cables and laying new L.T. cables in connection with the proposed transfer of sections fed from Hammersmith Substation to Wood Lane and Putney Substation; and providing L.T. cables from Wood Lane Substation for the conversion of tramways to trolley bus working in the portions of Uxbridge Road and Goldhawk Road which will be fed therefrom, at a cost of £6,900, the work to be executed by the General Manager, Tramways, and completed by August 1935.

This was approved to be charged as to £3,130 to Capital Account and as to £3,770 to Extraordinary Expenses Reserve Account.

### Treatment of Disused Stations

Mr. Cooper submitted a memorandum, dealing with proposals for flooring over disused lift and stair shafts at Brompton Road, Dover Street, Chancery Lane, City Road, Knightsbridge and British Museum Stations, involving a total expenditure of £7,500. This was approved in principle, subject to detailed plans and estimates being submitted at a future date.

### Merging of Two Substations at Baker Street

Mr. Millen submitted a memorandum, setting out the advantages to be derived from the merging (dependent upon the closing of the Bakerloo Upper Station) of the two substations at Baker Street, which would effect economics in operation amounting to £1,000 per annum, release building frontage having a total value of about £750 per annum, and provide for greater reliability and flexibility of the supply. The memorandum also requested authority for the immediate provision, at a cost of £2,000, of an electrical link between the two substations. It was decided that a plan and estimate of the total cost of carrying out the necessary alterations be submitted at a later date.