

ACC/1297/CLR/01/001/076

Minutes of Meeting

held at 126 High Holborn, London W.C. on  
Wednesday, October 3<sup>rd</sup> at 3 o'clock, pm.

Present

Sir Henry Oakley in the Chair

Lord Colville of Culross K.T.

Hon: Algernon H. Mills.

Henry Tennant Esq:

Sir Benjamin Baker and Mr Basil Mott, Engineers;

Mr. G.C. Cunningham [Cunningham], General Manager & Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

\*General Managers Report.\*

The following Report by the General Manager on the working of the line from the date of opening was read and ordered to be recorded.

General Managers Office  
3. Oct. 1900

To the Chairman and Directors  
of the Central London Railway.

My Lords and Gentlemen,

We have now had two full months [working crossed out] experience of the working of the Central London Railway. During the month of August the passengers were 2,584,930 and the receipts £20,508,,10,,0; and during the month of September just ended the passengers carried were 2,603,062 and the receipts £20,577. Adding to this the passengers and receipts for the two days in July when the service began, viz:- 173,902 passengers and £1393,,12,,6 receipts, gives a total, from the beginning to 30<sup>th</sup> September, of 5,361,894 passengers and £42,419,,14,,6 receipts. It is satisfactory to note that the number of passengers increasing (regard being had to the fact that there are only 30 days in September as against 31 days in August) and with the increase in the service that we are able to make, I have no doubt at all that our numbers will grow steadily, and anticipate that if we could run a 2½ minutes service the numbers we would carry within 6 months from now would be quite up to those which were estimated before the opening of the line.

The working of the line has brought out certain weaknesses in the system to which I would draw the Boards attention, believing that it is best to have these weaknesses understood as the first step to their cure.

1. The rails have cut and worn under the traffic in a very serious manner. This is especially the case at the points and switches where the crossing over takes place from one line to the other. Already we have had to renew the rails at some of the points twice, and they will require renewing again very shortly. They wear out in three weeks. On the main line where the line is straight the wear is not serious. The cause of the wear is the difficulty in the turning of the bogie truck under the great weight of the Locomotive body. This difficulty may be reduced to some extent by a better design of bearing for the bogie truck and by a better system of lubricating it.

2. Another matter that is of real importance is the question of the service which we are able to give. I am convinced that with the system of switching trains at the terminal points it will be impossible to run a very close service, i.e., trains at intervals of 2½ minutes as was at first anticipated. With the utmost exertion, we have as yet largely been able to effect a 3½ minutes service, and I do not think it is possible to reduce the interval much below this so long as the trains have to be switched at the ends and the locomotives coupled and uncoupled. To effect a rapid service, it is necessary to have loops at the end around which the trains will run without delay in uncoupling and coupling. On the new Metropolitan Underground Railway in Paris recently opened, they have constructed loops at the terminal points of 30 metres on about 100 feet radius, and run their trains round this with ease and rapidity. They expect when fully equipped to run a 1½ minutes service of trains. This matter has been put in the hands of our Engineers and the question of constructing these loops is now under consideration.

3. Our service is still hampered by the non-delivery of trains from the contractors. We run only 6 car trains and had hoped that by reducing the number from 7 to 6 we would have had additional carriages on hand, but the builders seem to have reduced their exertions in a still larger ratio. We were promised last year when this matter of slow construction of the trains was taken up that the last of the Ashbury Companys cars would all be delivered to us by the month of April. They are not delivered yet however, and the want of the cars hampers us considerably in our work and prevents us from keeping up a good service. A considerable force of men is required to put the cars in proper order to make good small defects. It will be necessary to change the design of brake attachment as the present one renders

it impossible to renew the brakes quickly. I have had a new design made by the Westinghouse Company and am about to try it on a carriage.

The Powerhouse has worked satisfactorily, though the consumption of coal is rather more than anticipated. The working of the machinery however is satisfactory and in the two months scarcely any trouble has been experienced from derangement of the Power House or Power House Plant.

It has not been possible to make up the cost of working for the first month with absolute accuracy, on account of certain expenditures made by the Traction Company and the British Thomson Houston Company on our behalf remaining still unadjusted, but the cost as made up at present for the month is £13,359,4,8 amounting to 3s/2d per train mile. This compared with the receipts of £22,672,,15,,1 and 5s/4½ d per train mile shows a working expenditure of 58.8% of receipts. The cost per train mile will be less in the month of September, owing to a larger train mileage having been run with the same staff in most of the departments.

A considerable amount of trouble and expense has been incurred in getting the lifts to work satisfactorily. Every week there is a long list of lift failures and lift delays owing to derangement of the machinery. One of the most troublesome causes of late has been the cutting of the guide shoe upon the guides. I have had the guide shoes renewed with Phosphor Bronze instead of soft metal as put in, and the result of this has been satisfactory. I do not think however that the expense of this and similar work should be borne by the Company, as it is clearly a part of the proper equipment and putting in order of the lifts. If it is an expense that the Company should bear, it should be charged to Capital and not to working expenses. There are still three lifts that have never been finished; viz one at the Post Office, one at Bond Street, and one at Lancaster Gate.

There has also been heavy expenditure in getting the signalling apparatus to work properly, and a considerable force of men is required on hand to see to the proper maintenance of the signals and to their being got into proper order. Numerous small failures which should not take place in a new plant have caused expense. The same remarks apply to the Lighting system, and considerable trouble has been caused by defects in the Lighting Circuits, which have to be made good by men constantly in attendance. There have been three or four bad fires in the lighting switch boards which shew[show] the necessity for a change in the system.

I have &c [etc]  
sig. Granville C. Cunningham  
General Manager

\*Revenue and Expenditure\*

The following Statement of Receipts and Working Expenses from the date of opening to 31 August 1900 was submitted and ordered to be recorded.

Statement of receipts and Expenditure on Revenue Account  
July 30 to August 31, 1900

1900 July 30 to Aug 31	<u>Expenditure</u>		1900 July 30 to Aug 31	<u>Receipts</u>	
	To maintenance of Way A	366,,2,,1		By Passenger Receipts Nos	
	[To] Locomotive and			Ordinary	20,413,,7
	[To] Generating Power B	4,907,,10,,3		2,449,602	
	[To] Repairs of Carriage C	127,,2,,11		Return	1,131,,9,,9
	[To] Traffic Expenses D	6,587,,12,,5		271,557	
	[To] General Charges E	851,19,,3		Book	849,,4
	[To] Workmens Comp [Compensation]	3,,17,,9		107,904	
	[To] Rates and Taxes estimated	500		Privilege	1 [shilling]
	[To] Law Costs [estimated]	15		24	
				[By] Transfer Fees	24 [£]
				[By] Miscellaneous Receipts	
				Willing & Coy [Company]	184,,8,,7
				Lost Property Fees	5,,10,,3
				Cloak Room [Fees]	19,,19,,11
				Lavatory Receipts	43,,9,,2
				Pence in Cancelling Boxes etc	1,,5,,5
	[To] Balance	<u>£9,313,,10,,5</u>			
	=	<u>£22,672,,15,,1</u>			<u>£22,672,,15,,1</u>

\*Financial Statement\*

The following Financial Statement was also submitted and ordered to be recorded.  
Financial Statement to 1<sup>st</sup> October 1900

Capital

Credit Balance as per Pass Book 1 <sup>st</sup> June 1900	£ 11,496,,17,,5	
Receipts on Capital Account 12 <sup>th</sup> June to 1 <sup>st</sup> October 1900	<u>49,832,,7,,3</u>	
	61,329,,4,,8	
<u>Less:- Capital Expenditure 12<sup>th</sup> June to 1<sup>st</sup> Oct</u>	<u>77,472,,15,,9</u>	
<u>[[illegible]] Balance</u>	16,143,,11,,1	
<u>Revenue.</u>		
Receipts to October 1 <sup>st</sup>		43,280,,8,,6
Expenditure [to October 1 <sup>st</sup> ]	14,418,,17,,11	
General Interest	<u>120,,10,,11</u>	
		<u>30,682,,19,,11</u>
<u>Credit Balance as per Pass Book</u>		<u>£ 12,597,,8,,7</u>

\*Tender for letting of Shops\*

The Secretary submitted forms of Tender which had been prepared by Messrs Vigers and Coy and approved by the Companys Solicitors for the letting of the Shops at Post Office, Tottenham Court Road and Queens Road Stations. It was resolved that Messrs Vigers & Coy be authorised to obtain Tenders for the letting of these shops on terms to be agreed.

\*Building of [?] Superstructures, tenders for  
see folio 165\*

The question of building Superstructures over the Companys stations was considered.

The Chairman stated that he had been advised it would be in the best interests of the Company, if the right to build over the stations was let on lease, the Company reserving to themselves the right of taking over the buildings at any time at a price to be agreed, and it was resolved that Messrs Vigers & Company be authorised to prepare forms of tender for one or two of the station sites.

\*Number of Locomotives to be Supplied\*

The Chairman drew attention to the fact that the Electric Traction Company had supplied 28 locomotives instead of 32, the number mentioned in the Contract dated 18<sup>th</sup> June 1895.

Sir Benjamin Baker said that he was under the impression that when the extension to Liverpool Street was dropped, a reduction was made in the number of carriages and locomotives.

Mr. Tennant said this was not so, only a reduction being made in the number of carriages.

Sir Benjamin Baker said he would have enquiries made as to the reason why 28 locomotives only were ordered, and the matter was deferred for further consideration.

\*Thanks of the Board to Sir Ernest Cassel K.C.M.G. and life pass over the line\*

The Chairman said that as this was the first Meeting after the opening of the line, it was a fitting opportunity and it gave him very great pleasure to remind the Directors of the very special services, financial and advisory, which had been rendered by Sir Ernest Cassel, without of course any pecuniary or other reward.

Sir Henry Oakley proposed, and it was resolved that Sir Ernest Cassel be requested to accept a life pass over the Central London Railway in recognition, by the Board, of the valuable services he had rendered to the Company.

\*Life Pass to Sir Benjamin Baker and Basil Mott\*

It was also resolved that Sir Benjamin Baker be requested to accept a life pass over the line as a memento of the successful completion and opening of the Central London Railway for public traffic, and also Mr Basil Mott, for his services in conjunction with Sir Benjamin Baker in the construction of the railway.

\*Vide Accounts for payment books Page 5 and 6\*

The Secretary reported that cheques amounting to £17,831,,11,,3 had been passed for payment since last meeting of the Board, and the same was approved. A List of Accounts was also submitted for payment, amounting to £29,895,,17,,4 and was ordered to be paid.

\*Share Certificates Sealed\*

The Secretary reported that Share Certificates were sealed on August 24<sup>th</sup>, and September 12<sup>th</sup> and 27<sup>th</sup> respectively, and also Copies of the Company Bye Laws and Regulations on 29<sup>th</sup> August which was approved.

\*Loan by the Companys Bankers

see folio 258\*

In order to meet the payment of the accounts which were passed for payment it was agreed that the Secretary be instructed to ask the Companys Bankers, Messrs Glyn Mills Currie & Coy, to advance a further sum of £25,000.

H. Oakley [signed]  
Chairman