

Minutes of Meeting
held at 128. High Holborn, W.C., on Wednesday
October 24th 1900 at 3 o'clock p.m.

Present.

Sir Henry Oakley, in the Chair,
Lord Colville of Culross K.T.
Hon. Algernon H. Mills.
Sir Francis Knollys K.C.B., K.C.M.G.
Henry Tennant Esq.
Lord Rathmore
Sir Benjamin Baker & Mr. Mott, Engineers;
Mr. Frank Dawes, Solicitor; Mr. G. Cunningham,
General Manager; and Mr. R. O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The General Managers Report N^o 3 was submitted and ordered to be recorded as follows.

General Managers Office
24 October 1900

To the Chairman & Directors.

General
Managers
Report.

My Lords & Gentlemen,

Since the last Meeting of the Board, I am able to report upon the second month's working of the railway, being the month of September. The number of passengers carried in the 30 days of September was 2,603,062 and the receipt £20,577-11-6 as compared with 2,584,930 passengers in the 31 days of August and the receipt of £20,508-10-6. This shows a small increase of 18,132 passengers and £69-10 receipt. During the month of October our passengers and receipts have kept well up and have shown steady increase. The accounts for the month of September show a total increase in the working of the line of £12,805-6-11 being at the rate of 36.5 p.c. per mile. As compared with the month of August the increase

General
Managers
Report
(Contd)

a decrease in expenditure of £555, and a decrease in the rate per train mile of 1.5^d.

I regret to have to report to the Board that a fatal accident took place on Saturday, the 6th October, resulting in the death of a Conductor by the name of Field. As far as could be found out by investigation afterwards, the man apparently had opened one of the gates and was looking past the side of the train when he was struck by a signal lamp affixed in the side of the tunnel and thrown off the train. He was a young Australian, recently arrived in this country and with some difficulty a distant relative was discovered residing in Leigh, Lancashire. The Company undertook the entire expense of the management of the unfortunate young man's funeral, and the coroner handed over to Mr. Aldington, our Traffic Superintendent, all his property, to be sent to his relatives in Australia when found. The coroners jury returned a verdict of accidental death, exonerating the Company from all blame.

I beg to bring before the Board certain proposals for construction expenditure. The question of the construction of the loops at either end of the line has been dealt with by the Engineers, and I beg to ask the Board for authority to put electric lighting in the tunnel from one end to the other, this lighting to be so arranged as to be used only in case of emergency; - i.e., that the tunnel should not be kept lit at all times, but there should be arrangements at each station by which the light can be switched on to the tunnel when required. I have received through our Engineers, Messrs Fowler & Baker, two offers for the performance of this work; one from Messrs Spagnoletti & Crookes for £2481 and another from Messrs the Electric Traction Company for the sum of £3350, which offer is for doing the same amount of work finished in precisely the same manner, and I beg to ask the Board that the tender of Messrs Spagnoletti & Crookes should be accepted.

I have also to recommend to the Board the purchase of 7 additional locomotives to those now on hand. This will give us a total number of 35 locomotives. With the Chairman, I discussed the matter fully with Mr. Marshall, the Electrical Engineer, and he is strongly of opinion and

read and

I was
two.

Manager's Office
October 1900

to for
the working
of 36.5
per train
per hour

General Manager's
Report (Cont.)

gives good reason for recommending that we should obtain geared locomotives instead of gearless locomotives as being less expensive to maintain, less severe on the tracks and equally efficient for doing the work. The cost of either would be the same and can be set down as about £5300 per locomotive.

I also beg to recommend the purchase of 6 spare locomotive trucks similar to those now in use under our locomotives, so that we may have 6 spares to replace damaged trucks or motors without throwing the whole machine out of service. The cost of these trucks will be about £1800, and it would be prudent that offers should be received from various makers for the construction of these trucks, and the question of drawing up a specification for the same be left in the hands of Mr Marshall.

At our Shepherd Bush Depot there is no proper place for housing the two steam locomotives that we have in service there, and when put over the pits in the Car Shed or in the locomotive shed the ashes that are raked out from them cause a great deal of trouble and difficulty; besides which the room in our Car Shed & Electric locomotive shed is already occupied. I have to recommend that a shed with pit accommodation for these two locomotives be constructed, the superstructure being of light corrugated iron. The cost of this will be about £350.

In order to improve the cooling towers at the Power House, Mr Marshall recommends and has submitted a plan for the erection of a corrugated iron structure on the top of the present tower which will act as a chimney and induce a stronger draft, thus cooling the water while at the same time conveying and condensing the steam that at present escapes. I think that this is a proper thing to do and I would recommend its construction. The cost of it will be between £350 and £400.

I have to ask the Board to approve of the ordering of 6 spare trucks for our cars, obtained from the Leeds Forge Company who constructed the trucks for the builders of our cars, and also the ordering of 10 pairs of wheels and axles, which have been ordered from the Patent Wheel

General Manager's
Report (Cont.)

Number
locomotives
to be supplied
by traction

7 locomotives
to be built

2 trucks to
be lighted

General
Manager's
Report
(Cont.)

and Arle Company of Wednesbury for repairing purposes of our Rolling Stock. The cost of these is £21-5-0 per truck and £13-15-0 per pair of wheels.

I have during the month effected an improvement in the brake arrangement of our cars which largely facilitates the changing of the brake blocks, and this change in the brake machinery should in my opinion be carried out gradually until the cars are all changed. The cost of doing this will not be large, probably not more than about £3-10-0 per truck, while the saving in labour and expense of maintenance will be very great.

I have the honour to be &c
Signed. Granville C. Cunningham.
General Manager.

Number of
Locomotive
to be supplied
by Traction Co.

The Chairman drew the attention of the Board to the fact that the Traction Company had only supplied 28 locomotive instead of 32 as provided in the Specification attached to the Contract. Sir Benjamin Baker said in his opinion the shortening of the line by leaving out the portion from the Bank to Liverpool Street implied a reduction in the number of engines as well as of cars. Mr. Lemant stated that in the supplementary agreement with the Traction Company dated 23rd August 1897 which was subsequent to the date of the Contract between the British Thomson Houston Company and the Traction Company - 17 August 1897 - (in which 28 engines only were specified) a reduction of the number of cars by 14 was provided for, but no reduction in the number of engines was claimed by the Traction Company.

Locomotive
to be built

It was resolved that subject to a settlement with the Traction Company, the Board obtain prices for seven locomotives to be built to the order of the Central London Company; the Specification to be approved by Sir Benjamin Baker, Mr. Cunningham and Mr. Parrshall.

Tunnels to
be lighted

It was also resolved that Mess^{rs} Spagnoletti & Crookes Contract for the lighting of the tunnels £2481 be accepted with the usual conditions, and that contracts for the following additional works &c be obtained as soon as possible:-

Six span locomotive trucks £1800 estimate

Steam Locomotive Shed at Shepherd Bush £350 estimated
 Heating & Cooling Towers £350 -
 6 car trucks - 10 pair of wheels
 Brake Improvements £3-10-0 per
 car estimated.

Revenue & Expenditure.

The following Statement of Revenue and Expenditure for the month of September was submitted and ordered to be recorded.

Statement of Revenue and Expenditure.

£ s d				£ s d			
To Maintenance of				By Passenger Receipts			
Way &c	A	284	12 7	Ordinary	226,086	188	2 7 8
Locomotive & General				Return	287,653	119	8 11 1
Power	B	4354		Book	95,988	799	18
Repairs of Carriages	C	253	17 11	Private	1590	3	6 3
Traffi Expenses	D	5831	14 4		2646,317	20,844	3
General Charge	E	796	1 9	Transp. Fees		25	12
Workmen's Compensation		6	10 3	Miscellaneous Receipts			
Compensation Claims		52	19 1	Willing & Co		250	
		11579	15 11	Coal Room Fees		41	18 2
Rates & Taxes (Estimated)		1200		Lavatory Receipts		40	8 11
Law Costs		25					
Balance		8397	6 2				
		21,202	2 1			21,202	2 1

Balance to Net Revenue

July 30 - Aug 31. 9313 10 5

Sep 1 - 30. 8397 6 2

Total Balance £ 17710 16 7
 to date.

Manila
 of the R.

Proposed
 extension
 Liverpool
 and Co
 at Shepher
 Bush.
 Expenses
 prepare p

Maintenance
of the Railway

Mr. Lemant raised the question of the liability of the Traction Company to maintain the line for 12 months, including the payment of the wages of the Matelayers under Clause 35 of the Contract. The matter was deferred for further consideration.

Proposed
extension to

Liverpool Street

and loop

at Shepherd

Rush.

Engineers to

prepare plans

The Chairman said with the present Cross Over Roads at Shepherd Bush and the Bank and with the aid of spare shunting trains, it was impossible to run a better service than $3\frac{1}{4}$ minutes headway between the trains.

He was in Paris a few weeks ago and saw the loop lines at each end of the new underground railway. Mr. Cunningham had also been to Paris and made an inspection of these loops and they had come to the conclusion that with a similar system of working each end of the Central London line it would be possible to run trains with $2\frac{1}{2}$ or even 2 minutes headway.

It was obvious however that a loop line could not be constructed in the vicinity of the Bank and it would therefore be necessary to go on to Liverpool Street or somewhere in that neighbourhood before a scheme could become practicable.

The Engineers had been requested to prepare a plan showing how an extension eastward with a loop line under Liverpool Street could be carried out; also a loop line at Shepherd Bush. This plan was submitted by Sir Benjamin Baker who stated that his estimate of the cost was £200,000; and £100,000 for wayleaves under private property.

It was arranged that the Chairman of the Central London Company should at once communicate with the Chairman of the Great Eastern Company, and ascertain the views of the Great Eastern Board on the scheme for a station and loop under Liverpool Street Station; the Engineers in the meantime to proceed with the preparation of the plans to be deposited with the proposed Bill.

Carried forward to Book 2.

Continued from Book 1.

Vibration.

Draft letter on the question of the Company's liability for damage caused by vibration was read and ordered to be recorded.

See 30th 17.

Dear Sir,

Vibration & Damage.

We send you on the other side the draft of a letter which we suggest should be written in answer to the various letters you have received in relation to the above.

Yours truly
Signed R. Graham & Co.

Draft.

Dear Sir,

I am in receipt of your letter of -----, and in reply beg to inform you that we are advised that we are in no way responsible for the alleged damage and annoyance which you state was caused by the working of the railway.

Doubtless you are aware that the line has been opened with the approval of the Board of Trade and the trains are being run under the Statutory Authority.

Yours truly
Signed

Secretary

Metropolitan
Drinking Fountain
Association.

Asking for
permission to
place fountains
at Stations

The Secretary read the following application from the Metropolitan Fountain Association.

70, Victoria Street
15 Oct. 1900

Dear Sir,

I am directed by my Committee to offer to your Directors a Drinking Fountain and to propose for erection in the wall, near the entrance door of

British Museum Station, conditional that you will provide the water and future maintenance.

In the event of your acceptance, they propose to offer others, after experience has been gained as to usefulness etc.

I am sending a copy of designs for your Board to select from.

Yours faithfully
 Sig. W. Simpson. Capt.
 Secretary

It was resolved that the application could not be entertained at the present time, the building of the superstructures at the stations not yet having been commenced.

Advertising in
Pelicans

Magazine

The Secretary submitted an application from the Proprietors of "Pelicans Magazine" for a contribution towards the expense of publishing a special series of articles on the Central London Railway.

It was resolved that the application be not entertained.

Davies Street

Station - was read:-
 surplus land

The following letter from the Company Solicitors

50 Old Broad St. E.C.,
 10 October 1900

Dear Sir,

Surplus land at Davies Street.

We have had an interview with Mr. Morris who informs us that the Electric Traction Company are desirous of having this property, of having this property transferred to them without loss of time.

Sir Richard Farrant we understand thinks the present a favorable one for dealing with it, and that delay might materially affect the chance of sale.

Will you let us have your views on the subject.

Yours truly
 Sig. Richam H.C.

Davies Street land
Conveyance to
be prepared.

It was resolved that Mr Davies be
authorised to prepare a conveyance of the surplus land
at Davies Street to the Electric Traction Company in accordance
with Clause 18 of the Contract.

Acton District
Council (C)

Lease of Office
at 125 High Holborn
See folio 205.

The Secretary submitted an agreement between
the Central London Company and Mr Phelps for the tenancy
of the Central London General Office at 125 High Holborn,
which was approved and ordered to be sealed.

Urban District
Council of
Acton

Memorial to
asking for
extension of
C/L to Acton.

The Secretary submitted a letter and sealed
memorial from the Urban District Council of Acton as
follows:-

Urban District Council of Acton.

242, High Street, Acton.
4 October 1900.

Dear Sir,

You will remember that on 16th January 1899 I
wrote to you on behalf of the Acton District Council
suggesting that a benefit would accrue to your Railway
if they were to place Acton in direct communication
with London, and you were good enough to reply on
the 18th February that your Board were then unable to
direct their attention to any extension either eastward
or westward.

As your line is now completed and in active
operation my Council have instructed me to ask
whether your Directors are now able to consider the
question.

There can be no doubt I think, having regard
to the rapidly increasing population of this town and
of the neighbouring towns of Ealing, it would be a great
benefit to the Central London Railway, as also to the
public, if Acton were to be placed in direct communication
with London through your line.

I enclose a copy of a resolution which was passed
last Tuesday by this Council on the subject.

Yours faithfully
Sgt. Alex. Ramsay.

Acton District - To the Directors of the
Central London Railway Company

The Memorial of the Acton Urban Council

Sheweth.

The District of Acton covers a very large area, the Parish comprising between 2000 and 3000 acres, and the number of inhabitants is rapidly increasing. The population of the District at the Census taken in 1891 was 24,207 and at the present time it is estimated at 40,000.

During the past few years a complete system of drainage has been established, a large public park acquired and improvements made in the High Road at great expense. During the present year a Free Library has been opened at an expenditure of upwards of £9,000. The Council are about to erect works for the generation and supply of Electric Light and Power at an estimated expense of upwards of £20,000, and the question of the erection of Public Baths and Municipal Buildings is now under consideration.

The Rateable Value of the District in the year 1866 when the local board was established was about £29,000; it is now £164,804 and is rapidly increasing but the accommodation afforded by the existing railways in Acton is quite inadequate for the population of the town, besides which the North and South Western Junction Railway Company have not responded to any appreciable degree to the applications made by the Council for a reduction of fares and an increase of train accommodation which has been excessively irregular and unpunctual.

A remedy for all this could be effected by the Central London Railway Company if they were to extend their present line to Acton, and your Memorialists submit that having regard to the large and increasing population of the town it will be very much to the interests of the Company if such extension were effected, for it is not only that Acton is rapidly increasing in population but the neighbouring parish of Ealing which now numbers about 40,000 of population is increasing to an equal extent with that of Acton, and if

Acton District
Council (Contd.)

the line of the Company were extended to Acton in all probability it would be found desirable to extend it to Ealing also. If that were done there seems little or no doubt that the greater part of the extensive traffic from Acton and Ealing into the City would be diverted from the existing Railways to the Central London Railway.

Your memorialists therefore pray that you will take this matter into your favorable consideration.

Signed in the presence of
Alex. Hemmley,
Clerk to the Council.

Seal of the Acton
Urban District
Council

Drawings
to be 9
for the
£2.

Company will
not extend G.R.

It was resolved that the Secretary be authorised to intimate to the Urban Council of Acton that the Directors are not prepared to alter their decision not to extend the line westward, which was given at their meeting on 15th February 1899 in reply to a previous application.

London Commercial
Travellers Society

The Secretary submitted an application from the London Commercial Travellers Society asking for a contribution to the Society's Fund which was read.

Salaries.Increases.

See folio 108.

The Secretary submitted applications from Mr. J. B. Lindsay and Mr. E. C. Heymer for increase of salary.

It was resolved that Mr. Lindsay's salary be increased from £150 to £175 per annum and that Mr. Heymer's be increased from £95 to £110 per annum both advances to date as from August 1st last.

vide Accounts for
Payment Book,
page 7

Cheques amounting to £3514-6-5 were reported as having been drawn since the last meeting of the Board, and the same was approved.

vide Accounts for
Payment Book
page 10.

Accounts amounting to £1615-16-10 were submitted for payment, and ordered to be paid.

Drawing Ac
to be opened
from under
£2

The Chairman drew attention to the fact that a large number of accounts presented for payment were for amounts under £2, and he proposed that a sum of £100 be placed to the credit of a "Drawing Account" at the Company Bankers, the General Manager to have authority to draw cheques upon this amount as may be found necessary, which was approved, the Secretary to instruct the Company Bankers accordingly.

H. Caple
Chairman