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Advantage
for the
1st August,

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Minutes of Meeting

held at 126, High Holborn, London W.C. on Saturday, October 3rd
at 3 o'clock, p.m.

Present

Sir Henry Oakley in the Chair

Lord Colville of Leith M.P.

Mrs. Algernon H. Mills

Henry Bennett Esq.

Sir Benjamin Baker & Mr. Paul Mott, Engineers; Mr. G. Cunningham,

General Managers and Mr. R. O. Graham, Secretary

The Minutes of last Meeting were read and confirmed

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 Manager (Pro)
5. Oct. 1900

To the Chairman & Directors
of the Central London Railway.

My Lords & Gentlemen,

We have now had two full months' working
experience of the working of the Central London Railway. During the
month of August the passengers carried were 233,470 and the receipts
£20,508.10.0; and during the month of September (not added the
passengers carried were 260,306.2 and the receipts £20,577. Adding
to this the passengers and receipts for the two days in July when the
service began, viz.: 17,392 passengers and £1,393.12.6 receipts, gives
a total, from the beginning to 30th September, of 536,894 passengers and
£42,449.14.6 receipts. It is satisfactory to note that the number of
passengers is 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 minute 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

General
Manager
Report.

General
Manager's
Report.

(Contd.)

Certain weaknesses in the system to which I would draw the Board's attention, believing that it is best to have these weaknesses understood as the first step towards 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. On the matter that is of great 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 point it will be impossible to run a very close service, i.e., train at intervals of 2½ minutes as was at first anticipated. With the utmost exertion, we have as yet barely 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 locomotive coupled and uncoupled.

To effect a rapid service, it is necessary to have loops at the ends round which the trains will run without delay in uncoupling & coupling. On the new Metropolitan Underground Railway in Paris recently opened, they have constructed loops at the terminal points of 30 metres or 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} interval 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 & 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

General
Manager
Report
and?

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Last of the Ashbury Company cars would all be delivered to us by the month of April. They are not delivered yet however, and the want of these 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 & am about to try it on a carriage.

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

I have 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 unaccounted for, but the cost as made up at present for the month is £13,889-4-8 amounting to 9 1/2 per train mile. This compared with the receipts of £226 12-15-1 and 5 1/4 per train mile shows a working expenditure of 58.8% of the 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

General Manager's
Report (contd)

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 put 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 show the necessity for a change in the system.

I have &c

Sy. Grouville Cunningham
General Manager.

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

Revenue &
Expenditure

Statement of Receipts & Expenditure on Revenue Account
July 30 to August 31 1900

<u>Expenditure</u>		<u>Receipts</u>	
1900	1900	July 30	By Passengers Receipts
July 30	366 2 1	July 30	2449 602
1/2		1/2	Return
Aug 31	4907 10 3	Aug 31	2715 57
			Book
			Privilege
			" Transp. Acco
			" Miscellaneous Receipts
			Milling & Co
			Loss Property Acco
			Class Room
			Lavatory Receipts
			Revenue in Laundry
			Income &c
Balance	7923 10 5		
	22672 15 1		

Under the
letting of
Shops

Building
Superstructure
Landas for
scales 185

Financial Statement

The following Financial Statement was also submitted and ordered to be recorded.

Financial Statement to 1st October 1900

Capital.

Credit Balance as per Pass Book 11th June 1900 £ 11496-17-5

Receipts on Capital Account 13th June to 1st Oct 1900 49832-7-3

61329-4-8

Less:- Capital Expenditure 12th June to 1st Oct 77472-15-9

16143-11-1

Dr Balance.

Revenue.

Receipts to October 1st.

43280-8-6

Expenditure " "

14448-17-11

General Subsid

120-10-11

30682-19-11

Credit Balance as per Pass Book

£ 12597-8-7

Tender for letting of Shops

The Secretary submitted forms of tender, which had been prepared by Messrs. Vigers & Co. and approved by the Company Solicitors for the letting of the Shops at Post Office, Statham Court Road and Queens Road Stations.

It was resolved that Messrs. Vigers & Co. be authorized to obtain tenders for the letting of these shops on terms to be agreed.

Building and Superstructure tenders for

The question of building Superstructures over the Company 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 authorized to prepare forms of tender for one or two of the station sites.

Account

102	26413	7	9
57	1131	9	9
114	849	4	1
24	24		
Receipts	184	8	1
	5	10	3
	19	19	11
	43	9	2
			155
			12612

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 18th June 1895.

Sir Benjamin Baker said 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 useless, only a reduction being made in the number of Carriages.

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

Wants of the
Board to
Sir Ernest Cassel
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 & 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 Great Eastern Railway in recognition, by the Board, of the valuable services he had rendered to the Company.

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 Great Eastern Railway for public traffic, and also Sir Basil Mott, for his services in conjunction with Sir Benjamin Baker in the construction of the railway.

Life Pass to
Sir Benjamin Baker
and Basil Mott

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 ordered to be paid.

vide Accounts
to paymaster's books
Page 5 and 6.

Share Cert.
of Electric Traction

Loan by the
Company
Bankers
see file 258.

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Share Cert.

Share Certificates
The Secretary reported that Share Certificates were
sealed on August 24th; and September 12th and 27th respectively,
and also Copies of the Company By-Laws and Regulations on
29th August which was approved.

Loan by the
Company
Bankers.

see Feb. 288.

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 Company's Bankers, Messrs.
Ryn-Mills Currie & Co., to advance a further sum of £25000.

W. G. G. G.
Chairman