

Underground Electric Railways Company
of London Ltd

A Board Meeting held at
the Offices of the Company, Electric
Railway House, Broadway, Westminster

on Tuesday 1st June 1920

Present

RT Hon. Lord Ashfield, in the Chair

Mr H. A. Vernet Deputy Chairman
Mr W. M. Acworth

RT Hon. Lord Colwyn

Sir James Devonshire

RT Hon. Lord Farrer

RT Hon. Lord George Hamilton G.C.

Col. Sir Herbert Jekyll K.C. M.C.

RT Hon. Viscount Kimbford

Mr Lionel Robinson

RT Hon. Lord Stuart of Wortley

Mr C. J. Cater Scott

RT Hon. Lord Southborough

In attendance

Managers of the Operating Companies Officers
Assistant Secretary and Solicitor of the Company

2573 The Minutes of the Board Meeting held on the
4th May 1920 were signed.

Special Business

2574 Bills in Parliament Session 1920
Companies Works Bill - The Commercial

Manager reported that this Bill was now awaiting the appointment of a Committee of the House of Lords.

The Agreement with the London & North Western Railway Company had not yet however been finally settled.

Companies' Fares Bill.

The Chairman stated that this Bill would come before the Committee of the House of Commons on Tuesday the 8th inst., when he hoped to be able to appear before the Committee with clauses which had been agreed with the Ministry of Transport.

L.C.C. Tramways & Improvements Bill.

Middlesex County Council Bill.

Herts County Council Bill.

Essex Improvements Bill.

The Commercial Manager reported that these Bills would come before a Committee of the House of Commons on June 15th and steps were being taken to oppose all the Bills.

Tramways (Temporary Increase of Charges) Bill.

The Commercial Manager reported that this Bill had now received Royal Assent and that the London United Tramways Ltd had made application for an Order under the provisions of the Act to increase their fares. The same had been granted and increased fares had been introduced as from 1st June 1920.

No increases had been made in the Workmen's Fares and the Order was subject to confirmation within a period of six months.

Financial Statements

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a Traffic Statements

Traffic statements for the week ending 22nd May 1920 and for the period from 1st January to 22nd May 1920 were submitted and discussed.

It was reported that a careful examination of the traffic showed that the decrease in passenger was largely accounted for in the central zones, as a good many sections continue to show satisfactory increases, and the decreases were probably accounted for by the increased omnibus traffic.

The passengers carried during the Whit Sunday Holidays created a record.

b. Operating Statements.

Operating Statements showing the provisional figures for the month of April 1920 and for the four months to April 30th 1920 were submitted and discussed.

c Cash Statement.

Cash Statement to the 25th May 1920 was submitted showing a debit balance of £498.5.7 and Treasury Bills amounting to £112,000.

It was resolved that the drawing of cheques since the date of the last Board Meeting be approved and confirmed.

Merchants Trust Limited.

The Treasurer reported that the Merchants Trust Limited were repaying a further £40,000 off their loan from the London General Omnibus Company Ltd thus reducing the amount to £110,800.

Advances by the Company had been made to the Company to deliver advances to the Company for consideration especially for the Company to remain to be discussed and first.

d. The Company

May 25th 1920

The subscribers were certain

Advances to Associated Equipment Company Ltd
by the London General Omnibus Company Ltd
The Treasurer reported that an amount of £205,000
had been advanced to the Associated Equipment
Company Limited by the London General Omnibus
Company Limited on account of "K" type chassis
delivered and to be delivered and that further
advances would be necessary from time to time.

Discounting Treasury Bills

The Treasurer reported that there had been need
for some time past to discount Treasury Bills in
considerable amounts in order to meet current disbursements
especially in the case of the London General Omnibus
Company Ltd and that the great bulk of the Bills
remaining fall due in the first week in July and
could not be profitably discounted. It was proposed
to discount a certain amount during the current week
and re-invest so as to have Bills falling due in the
first week of September.

It was resolved that the arrangement be
and the same is hereby approved and confirmed.

d. Capital Statement

Statement showing the Capital position of the
Company was also submitted and discussed.

Staff Matters

2576 Rates of pay of Supervisory Staff (L.G.O.C.)

The Operating Manager of the Operating Companies
submitted list of grades and the amounts of additional
war wages which he recommended should be paid to
certain Members of the Supervisory Staff &c. Mr. Mann's

Street Staff and Mess Room Staff

2577 Employees engaged on Coach Making Works
(L.G.C.C.)

Referring to Minute No 2547, the Maintenance Manager of the London General Omnibus Company Ltd reported that the Award of the Industrial Council provided for an increase of 3^d per hour for Craftsmen, 2^d per hour for semi skilled workers and 1^d per hour for unskilled workers, the rates to apply as from 1st March 1920.

National Transport Workers Federation

2578 The Operating Manager of the Operating Companies reported that the Representatives of the Union had been seen on several occasions since the last Meeting of the Board, and it had now been arranged that the London General Omnibus Company would agree to pay whatever advances in wages might be settled between the National Joint Industrial Council and the Tramwaymen's Unions. A deadlock had been reached with the Tramways and it had been necessary to refer the matter to the Minister of Labour, but it was not improbable that the principle of grading Tramways would be approved and that the rate applicable to the highest grade of 9^d per week would have to be accepted, 8^d per week would be payable from 1st March and 7^d per week from 1st June.

ImprovementsCentral Overhaul Depot (L.G.C.C.)

2579 Referring to Minute No 1405 it was reported that the land at Chiswick had been bought at a

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cost of £34,000 and arrangements would be made to proceed with the completion of the purchase, and for the erection of the Central Overhaul Depot for the London General Omnibus Company Ltd as quickly as possible.

Central Overhaul Depot (Railways)

1580 It was reported that a Report had now been received from Messrs Rendel Palmer & Tritton in regard to a Central Overhaul Depot for the Railways which emphasised the need for centralising the work of repairs on the District and Tube Railways, but that the scheme was not sufficiently developed to submit a full report thereon to the Board.

Services and Fares

2581 Fares increases

The Commercial Manager reported that the scale of fares increases introduced as from 1st June 1920 on the London United Tramways were as follows:-

1½ for two stages 1 mile
2d for three stages 1½ miles
and 1d per mile thereafter

thereby giving an increase of approximately 40% over the previous fares

The same scheme would be applied to the Metropolitan Electric Tramways Ltd as soon as the Order which had been applied for under the Tramways (Temporary increase of charges) Act had been received.

The fares charged on the routes operated by the London General Omnibus Company Ltd within the areas worked by the London United Tramways Limited had been correspondingly increased.

A scheme had been worked out for a general increase of fares on all routes but these increases

would not be put into force pending some decision on the Companies Tares Bill in the House of Commons.

The local fares on the Railways had also been reviewed, and it was proposed that the above scale be applied, but when the fare of 5^d for a five miles journey was reached, the following scale would then apply:-

6^d for 6 $\frac{1}{2}$ miles.

7^d " 8 "

8^d " 10 "

9^d " 12 "

7^d miles for 1st thereafter

The Private Hire charges of the London General Omnibus Company Ltd had been found to be too high, and the rates had been amended as follows.

Booking fee 10^d

Hire per mile

4^d per mile up to 63 miles

4^d " over 63 "

Hire per hour

11^d per hour up to 10 hours

10^d " over 10 hours

Minimum charges

18^d miles

3 hours.

Special charges on Saturdays and Sundays from

April to September

Saturdays 10^d per char. a. banc. or bus

Sundays £1 ditto

New Routes

2582) The Commercial Manager reported that arrangements had been made to extend the London General Omnibus Services from Coler

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Exham, and for the East Surrey Traction Company to extend their running from Reigate into Caterham and Epsom.

It was also hoped at an early date to provide a service from Hounslow to Staines and Egham and Windsor which service was at present being worked by the Thames Valley Omnibus Company.

Agreements and Contracts

Documents sealed

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The Assistant Secretary reported that the Seal of the Company had been affixed to the following documents since date of last Meeting:-

Endorsement on Agreement, dated 23rd December 1913 with the Company and J. C. Mitchell, as to the cancellation of appointment as Comptroller of the Company.

Proxy for the Ordinary General Meeting of the London & Suburban Traction Company Ltd 19th May 1920

Proxy for Ordinary General Meeting of the Union Shipplus Lands Co Ltd 10th June 1920.

Proxy for Ordinary General Meeting of the Union Construction Company Ltd 10th June 1920

It was resolved that the sealing of the above mentioned documents be and the same is hereby approved and confirmed.

Petrol Contract

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The Chairman stated that satisfactory arrangements had been made for supplies of petrol as from the 1st July next.

Miscellaneous

Registration Work.

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It was resolved that

The sealing of Ordinary Share Certificates for
4222 Shares in respect of transfers etc be
and the same is hereby approved and confirmed.

It was further resolved that the Sealing
of Certificates for 29253 "A" ⁵/₈ Shares
in respect of transfers be and the
same is hereby approved and confirmed.

Ashfield
Chairman.

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