

ACC/1297/CLR/01/001/077

Minutes of Meeting

held at 125, High Holborn, WC, 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, Engineer and Mr Mott, Engineers; Mr Frank Dawes, Solicitor;
Mr. G C Cuningham [Cunningham], General Manager; and Mr R.O. Graham,
Secretary.

The Minutes of last Meeting were read and confirmed.

General Managers Report.

The General Managers Report No 3 was submitted and ordered to be recorded as follows.

General Managers Office
24 October 1900

To the Chairman and Directors
My Lords and Gentlemen,

Since the last Meeting of the Board, I am able to report upon the second months 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 receipts £20,517,,11,,6 as compared with 2,584,930 passengers in the 31 days of August and the receipts of £20,508,,10,,6. This shows a small increase of 18,132 passengers and £9,,1,,0 receipts. During the month of October our passengers and receipts have kept well up and have shown steady increases. 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 36.5d [pence] per train mile. As compared with the month of August this shows a decrease in expenditure of £555, and a decrease in the rate per train mile of 1.5d.

I regret to have to report to the Board that a fatal accident took place on Saturday 6th October, resulting in the death of a conductor by the name of Field. As far as

could be found out by investigators 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 the country and with some difficulty [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 coroner's 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 fund 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 £2,481 and another from Messrs the Electric Traction Company for the sum of £3,350, 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 Parshall [?], the Electrical Engineer, and he is strongly of opinion and 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 track 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 to be left in the hands of Mr Parshall[?].

At our Shepherds 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 and 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 Tower at the Power House, Mr Parshall [?] 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 and Axle 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 [etc]
Signed. Granville C. Cuninghame.
General Manager.

Number of Locomotives to be supplied by Traction Coy [Company]

The Chairman drew the attention of the Board to the fact that the Traction Company had only supplied 28 locomotives 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 cars. Mr Tennant 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.

Locomotives 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 Cuningham and Mr Panshall [?].

Tunnels to be lighted

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

Six spare locomotive trucks £1800 estimate
 Steam Locomotive Shed at Shepherds Bush £350 estimated
 Heightening [illegible crossed out] of Cooling Towers £350 [estimated]
 6 car trucks – 10 pair of wheels
 Brake Improvements. £3,,10,,0 per car estimated

Revenue and 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 Way &c A	284,,12,,7	By Passenger Receipts No.	
[To] Locomotive and Generating Power B	4,354	Ordinary 2,261,086	18,842,,7,,8
[To] Repairs of Carriages C	253,,17,,11	Return 287,653	1,198,,11,,1
[To] Traffic Expenses D	5831,,14,,4	Book 95,988	799,,18,,0

[To] General Charges E	796,,1,,9	Privilege 1590	3,,6,,3
[To] Workmens Compensation	6,,10,,3	2,646,317	20,844,,3,,0
[To] Compensation Claims	52,,19,,1	[By] Transfer Fees	25,,12,,0
	11,579,,19,,1	[By] Miscellaneous Receipts	
[To] Rates and Taxes (Estimated)	1200	Willing & Coy	250
[To] Law Costs	25	Cloak Room Fees	41,,18,,2
		Lavatory Receipts	40,,18,,11
[To] Balance	<u>£8,397,,6,,2</u>		
	<u>£21,202,,2,,1</u>		<u>£21,202,,2,,1</u>
<u>Balance to Net Revenue</u>			
July 30-Aug 31	9,313,,10,,5		
Sept 1 - 30	8,397,,6,,2		
Total Balance to date.	<u>£17,710,,16,,7</u>		

Maintenance of the Railway

Mr Tennant 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 Platelayers under Clause 35 of the Contract. The matter was deferred for further consideration.

Proposed extension to Liverpool Street and loops at Shepherds Bush. Engineers to prepare plans

The Chairman said with the present Cross Over Roads at Shepherds Bush and the Bank and with the aid of spare shunting trains, it was impossible to run a better service than 3¼ 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 Cuninghame 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 2½ 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 Shepherds Bush.

This plan was submitted by Sir Benjamin Baker that his estimate of the cost was £300,000; and £100,000 for way leaves 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

[Full minute transcription replicated here to enhance discoverability. The following transcription relates to original information recorded in Acc/1297/CLR/01/002/001]

[*Vibration

Draft letter in reply to letters.

See Folio 17.*

The following letter from the Companys Solicitors on the question of the Companys liability for damage caused by vibration was read and ordered to be recorded.

50. Old Broad St
18. Oct. 1900

Dear Sir

Vibration & Damage.

We send you on the other side of 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 Bircham & Coy.

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 [unreadable]
15 Oct. 1900.

Dear Sir,

I am [advised] by my Committee to offer as a [gift] to your Directors a Drinking Fountain and Dog Trough for erection in the wall, near the entrance door of your 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 found as to usefulness etc.

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

Yours faithfully

sig. [signed] Wm [William] Simpson. [Capl:]

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 Feildens Magazine

The Secretary submitted an application from the Proprietors of "Feildens 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 – Surplus land

The following letter from the Companys Solicitors was read:-

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 favourable one for dealing with it. And that delay might materially affect the chances of sale.

Will you let us have your views on the subject

Yours truly
sig. Bircham & Coy

Davies Street land Conveyance to be prepared.

It was resolved that Mr Dawes 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.

*Lease of Offices

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 Offices at 125 High Holborn, which was approved and ordered to be sealed.

*Urban District Council of Acton.

Memorial &c [etc] asking for extension of C.L.R 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 the 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 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 town 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
sig: Alex Hemsley.

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

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

Sealed in the presence of
Alex Hemsley
Clerk to the Council.

Seal of the Acton
Urban District
Council

Company will not extend C.L.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.L.B. Lindsay and Mr E.C. Heymer for increase of salary.

It was resolved that Mr Lindsays salary be increased from £150 to £175 per annum and that Mr Heymers 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 £3,514..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 £16,151..16..10 were submitted for payment, and ordered to be paid.

Drawing A/c [Account] to be opened for a/cs [accounts] 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 Companys Bankers, the General Manager to have authority to draw cheques upon the amount as may be found necessary, which was approved, the Secretary to instruct the Companys Bankers accordingly.

H. Oakley [signed]
Chairman]