

Minutes of Meeting
held at 125, High Holborn W.C. on Thursday
May 17th 1900 at 3 o'clock p.m.

Present.

Sir Henry Parkes in the Chair.
Lord Colville of Culross K.T.
Sir Francis Knollys K.C.B. K.C.M.G.
Hon. Algernon H. Mills.
Lord Rothermere
Henry Tennant Esq.
Mr. G. C. Cunningham, General Manager; Mr. Frank Dave,
Solicitor; Sir Benjamin Baker, Engineer; and Mr. Graham
Seabury

The Minutes of last Meeting were read
and confirmed.

The Engineers Report was read and
ordered to be recorded.

Engineers Office
2, Queen Square Place St.
May 17th 1900

Engineers Report No 40.

To the Chairman & Directors
of the Central London Railway.

Engineers
Report.

Gentlemen,

Since Monday the 14th a train of seven coaches
has been running during the day from Shepherd Bush
to Queens Road for the purpose of testing all the loco-
-motives and training engine drivers, guards and
signalmen.

The runs so far have been successful
and with the exception of a broken collecting shoe on
one locomotive at Shepherd Bush (Queens Road, no
failure has occurred.

The 3rd rail is fixed and bonded throughout
the line except at the Queens Road at British Museum
and Bank Stations, and by the end of this month we

shall be in a position to run a service of trains for trial purposes from Shepherd's Bush to the Bank.

The signalling is somewhat behind, but the Contractors for this work assure us they will be finished by June 1st, and they are working continuously day and night and on Sundays.

With the exception of a number of small details, the chief work now remaining to complete the railway lies in the station buildings and lifts.

Of the 48 lifts required, 23 are complete and have been worked, 14 are practically finished but have not been tested and the remainder are all in hand and should be ready early in June.

Of the Station Buildings:- Shepherd's Bush, Holland Park, Queens Road, Notting Hill Gate, Lancaster Gate, Oxford Circus, Tottenham Court Road, British Museum, and Chancery Lane are finished except for Office fittings and small details. At the Bank, the internal works forming lift entrances and some things still remains to be done, but will be finished by the end of this month. The Marble Arch, Bond Street and Port Office Stations are most behind, but they can be completed in all essential particulars by the middle of June.

At the Depot, the electrical equipment is practically complete, and all the main engines have been worked. The sub-stations at Marble Arch and Port Office will be ready before the end of this month.

At the Bank Station at 12.30 last night a temporary shed erected at the north east end of the Public Subway for the convenience of the men was found to be on fire and the fire brigade had to be summoned to extinguish it.

Though the fire was serious it was fortunately confined to the Public Subway and the Central London Booking Hall has not suffered in any way. In the Public Subway about 60 square yards of tiling, 60 feet of wood cornice, and 200 yards of electric light cable have been destroyed and a large amount of the steel roof will have to be repainted, but this will not delay the completion of the railway.

We are, Gentlemen

Yours faithfully
J. Fowler & Baker.

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Secretary

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Progress of
Works.

see folio 267.

The Chairman reported that on Friday last he had in conjunction with Mr. Cunningham and the Engineer made an examination of the works.

He was of opinion that the stations at Marble Arch, Bond Street, and the Post Office could be sufficiently finished to enable the line to be opened towards the end of June, as enough left accommodation could be provided at each of these stations.

It was arranged that Sir Benjamin Baker should communicate with the Board of Trade at once in connection with the examination of the line and works.

Experimental
trains

Mr. Cunningham reported that a train had been running experimentally between Shepherd's Bush and Queens Road with satisfactory results up to the present.

Coal supply
see folio 265.

The question of the supply of coal for the Lower Station was considered, and the Chairman recommended that a month's stock at the lowest market price should be obtained to commence operations with. This was agreed to, and it was also arranged that a stock of from 4,000 to 5,000 tons should be kept in reserve.

Financial
Statement

The following Financial Statement was submitted and approved

Financial Statement to 15th May 1901

Receipts

Expenditure as per previous Statement £273,225-7-2

Add further Expenditure

9689-3-2

£282,914-10-4

Balance

£ 109,085-9-8

Less - Mansion House Deposit Fund £10,000

Loan to traction Company 80,000

98,000-0-0

Credit Balance as per previous Statement = 149,085-9-8

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Financial
Statement
Cont.

Contract Price £314,000
Cash paid to Traction Company
to April 1900 £235,401
Debitures Credited 558,665

* Balance £2912,066
£201,934

* This does not include the amount
paid for additional land at the
Low Office Station viz: £23,508.

Additional Work at Depot. £2,000

Cheques
Special
passed for
payment

The following cheques were specially passed
for payment since last meeting of the Board viz
Buckham & Coy. Parliamentary Expenses £200 and
do Solicitors Fee £330
which were approved.

Account
for payment

The following list of accounts for payment was
submitted and ordered to be paid.

Name	Particulars	Amount
A. Jones	Housekeeper &c	6 13 2
Chetwood Lock Coy	Renewing Supt to Holborn	14 14
G. Street & Coy	Reporting Meeting	26 5
National Telephone Co	General Manager Telephone	11
Hammer Smith & Co	Door Rate	87 18 2
Corporation of London	Consolidated Rate	124
Building for Vestry	Door Rate	29 17
Montreal S. M. Co.	Ticket Cancelling Box	26 7 9
Electric Auction Coy.	Rents received by C.A.	123 6 4
		450 1 5

Documents
sealed

The following list of documents sealed since last Meeting was submitted and approved.

Name	Particulars	Date of Sealing
Duke of Bedford	Share certificates Agreement as to repair of property	30 April
London & North Western Ry & Great Northern Railway	Share certificates Agreement of siding at Shepherd's Bush	8 May

H. Oakley
Chairman

Examiner
Report