

ACC/1297/CLR/01/001/060

Minutes of Special Meeting
held at 16. Great George Street. Westminster. S.W.,
on Wednesday 18th October 1899 at 3-30 pm

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.
Lord Rathmore
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O.Graham, Secretary

The Chairman Explained why in consequence of the serious delay in the completion of the Railway, and the slow rate of progress, it had been considered expedient to call a special meeting of the Board.

The Minutes of last Meeting were read and confirmed.

Engineers Report

A Special Report of the Engineers as to the progress of the works and the probable date of completion of the whole undertaking was read as follows and was ordered to be recorded.

Engineers Office
2 Queen Square Place S.W
18. October 1899.

To the Chairman & Directors
of the Central London Railway.

Gentlemen,

We have again in conjunction with the Contractors carefully considered the progress being made with the works with a view to ascertaining now that they are further advanced the probable date of completion.

The chief items remaining to be done are :-

1st Station Buildings. The last stations to be finished will be Oxford Circus and General Post Office. The roofs will be asphalted complete by December 30th and the internal fittings, booking offices &c [etc] will be ready on Feb'y [February] 14th.

2nd Lifts. The General Post Office Station Lifts will be the last and should be complete in working order by January 15th.

3rd Electrical equipment at Depot and Substations. It is estimated that one Main Generating Engine will be running by November 21st. The exciters and auxiliary plant will be ready by November 30th, and that we shall be in a position to supply current to the line for experimental purposes by December 15th. The substation at Notting Hill Gate it is estimated will also be ready by this date. The last substation to be completed is General Post Office which will probably not be ready before January 20th.

4th The Concreting of the Permanent Way is slow and requires care. We have still about 8½ miles to do, but arrangements have been made by which the whole can be completed by the end of January.

5th The Cables and 3rd Rail will be complete for experimental purposes from Notting Hill Gate by December 15th but will not be run throughout before the end of February.

If all goes well the works of the Railway Electrical installation, signals &c should be completed by the end of February. As regards the carriages however, at the present proposed rate of delivery there would be only 15 trains of 7 carriages delivered or sufficient perhaps to open the railway with a 5 minutes service.

The preceding estimates of dates of completion of different portions of the work are the best that can be made, but are subject to variation from causes entirely beyond the control of ourselves or the Traction Company. There is very great difficulty at the present time in obtaining men and materials and further delay may arise from that cause should the difficulty increase. Threats of penalties are just now absolutely disregarded by Contractors and manufacturers, as owing to the abnormal pressure of work practically every contract is necessarily behind time. The only way is to keep a close watch upon every detail and to endeavour to make suggestions which will tend to accelerate progress. This we have done and are continuing to do, and we have no proposition to make with regard to any other course of action.

We are, Gentlemen,
Yours faithfully.
sig. [signed] Fowler & Baker.

Sir Benjamin Baker said that he considered the Report was a reasonable forecast of events. He strongly urged the Board not to communicate with the Electric

Traction Company at the present juncture, as they were prepared to carry out any suggestions which he made to them with a view to progress being facilitated.

Lord Rathmore suggested that if pressure were to be applied it should be applied by Sir Benjamin Baker who knew what difficulties were to be overcome.

The Chairman said the time had arrived when special notice should be taken of the delay in completing the undertaking, but he had no objection to the subject being deferred until the next meeting of the Board when the Engineers would make a further report; which was agreed to.

Agreement with British Thomson-Houston Coy: [Company] for working the line vide folios 243 & 274

The Chairman reported that he had had a meeting with Mr Lazarus, the Chairman of the British Thomson-Houston Company, with reference to the draft agreement which had been prepared for the working of the line at an agreed rate per train mile. The provisions of this agreement were contained in the Contract between the British Thomson-Houston Company and the Electric Traction Company dated 17th August 1897, and the remuneration to be paid by the Railway Company for the services rendered by the Contractors was fixed at 8.4d [pence] per train mile for a minimum of 1,000,000 train miles per annum, and for any number above 1,500,000 train miles 7.75d per train mile.

Mr Lazarus contended that since these figures were arrived at, the weight of the train had been considerably increased, and coal had also risen in price. He produced figures based on the altered conditions which shewed [showed] an increase from 8.4d to 11½d per train mile of 1,000,000 train miles, involving an additional expenditure of about £12,500 per annum. These figures were in the hands of Sir Benjamin Baker, and it was expected that he would be able to report thereon at the next meeting of the Board. The subject was therefore deferred for further consideration.

Cheques specially passed for payment.

The following list of cheques specially passed since last meeting of the Board was submitted and approved.

Name	Particulars	Amount.
Petty Cash	V [-]	20,,0,,0
Early Smith Bros:	Overpaid Call	50,,5,,0
		£ 70,,5,,0

Accounts for Payment

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

Name	Particulars	Amount £ s d
Electric Traction Coy	Proportion of amount paid for work at the Mansion House, by the Waterloo & City Coy	1,742,,15,,0
Sundry a/cs	V [-]	2,,8,,0
Sir Ernest Cassel	Commission	17,,5,,2
		£ 1,762,,8,,2

Documents sealed.

Share Certificates were sealed on the 9th and 17th October, which was reported and approved.

H. Oakley [signed]
Chairman.