

ACC/1297/CLR/01/001/001

Minutes of First Meeting of The Board of Directors held at the Offices of The
Exploration Company Limited 30. St. Swithins Lane E.C.
on Thursday 6th August 1891.

Present

The first Directors named in the Central London Railway Act 1891. viz:

Mr. Edmond Gerard De Crano
[Mr] Francis Alfred Lucas
[Mr] Harry Mosenthal
[Mr] Dillwyn Parrish

In Attendance

Mr. William Morris (Ashurst, Morris Crisp & Co) Solicitor.

Royal Assent.

The Solicitor reported that the Central London Railway Act 1891 had received the
Royal Assent yesterday.

Chairman.

Vide folio 15

It was Resolved: That Mr. Francis Alfred Lucas, be appointed Chairman of the
Board of Directors

Trial Borings.

It was reported that the Central London Railway Syndicate had placed a sum not
exceeding £800 at the disposal of this Company for the purpose of having trial
borings made.

It was accordingly Resolved: That the Engineers be requested to carry out the
necessary trial borings taking care to keep the total expenditure within the limit of
£800 and they were further authorised to give all necessary notices for the
purpose.

Francis A. Lucas. [signed]
Chairman

ACC/1297/CLR/01/001/002

Minutes of Second Meeting held at 30. St. Swithins Lane E.C. on Thursday, 7th
January 1892

Present.

Mr. Francis A Lucas, in the Chair
[Mr] E. G. De Crano.
[Mr] Harry Mosenthal.

In Attendance

Mr W Morris junior, Solicitor

The Minutes.

The minutes of last meeting, were read and confirmed.

Secretary.

Vide folio 17

It was resolved that Mr T. Matesdorf be the Secretary of the Company, pro tem.

Seal.

Vide folio 15

It was Resolved: That the Seal of the Company be only affixed in pursuance of a resolution of the Board and that the Seal be countersigned by one Director and the Secretary.

Custody of Keys of Seal

Vide folio 16

It was Resolved That One of the Seal Keys be kept by one of the Directors and the other by the Secretary, and that the Duplicate Keys be kept for the present in the safe of The Exploration Company in a sealed envelope initialed [initialled] by the Chairman.

Crown Agreement

The Agreement between the Commissioners of Her Majesty's Woods and the Company which has to be executed by this Company in pursuance of the Agreement dated the 16th July 1891 made between such Commissioners and Messrs De Crano, Lucas, Parrish and Hamilton Smith as Promoters was

submitted and approved and it was Resolved that the Seal of the Company should be affixed thereto

The Seal was accordingly affixed

A copy of this Minute and Resolution to be supplied at the request of the Solicitor of the office of Woods and Forests.

Parliamentary Deposit for the Bill of 1892.

Mr. Wm Morris reported that he had arranged with the Bank of Scotland to lend the £496 l. 2 $\frac{3}{4}$ per cent Consolidated Stock required for the money deposit for the Bill of this Session for a Commission of $\frac{1}{2}$ per cent up to Standing Orders and $\frac{3}{4}$ per cent additional for the remainder of the Session, and such terms were approved.

Mr. Wm Morris submitted a form of undertaking to be given to the Bank of Scotland by the Company and Three of the Directors, and an authority to the Solicitors for them to give the undertaking required of them by the Bank and the same were approved and it was Resolved that the Seal of the Company should be affixed thereto.

The Seal was accordingly affixed.

It was arranged that Messrs E. G. De Crano, F. A. Lucas and Harry Mosenthal, will attend at the Bank of England on the 13th inst. [instant] at 1.30. p.m. to make the necessary transfer.

Requisition for Warrant.

It was Resolved to affix the Seal to the Requisition for Warrant for the £4,750 Cash @ 95 $\frac{3}{4}$ = £496 l. 2 $\frac{3}{4}$ % Consolidated Stock addressed to one of the Clerks in the Printable Bill Office of the House of Commons.

The Seal was accordingly affixed.

First Ordinary General Meeting

(Under section 31 of the Act of 1891, the first Directors must retire at this meeting but are eligible for re election.)

The Meeting to be held on Wednesday 3rd February at 2.30 p.m. at 30, St. Swithins Lane. Notices to be sent to the Shareholders of the Syndicate

Wharnccliffe Meeting

The Meeting to be held on Wednesday the 3rd February after above General Meeting.

Letter as to expenses of Bill of 1890.

The following letter from Messrs Ashurst Morris Crisp & Co was read:-

17 Throgmorton Avenue

London E.C. 6th January 1892

To the Central London Railway Company.

Gentlemen;

Messrs John G. Meiggs & Son have asked us to obtain from you an acknowledgement of the liability of your Company to pay the costs charges and expenses of and incidental to the promotion and prosecution of the Central London Railway [crossed out – Act] Bill 1890.

The total amount of such costs, charges and expenses is £19,378,,5,,4. The Amount is made up as follows:-

Solicitors and Parliamentary Agents	
Charges and Disbursements	£16,488,,9,, [[illegible]]
Commission on Loan of Parliamentary Deposit	2,000,,10,, [[illegible]]
Messrs Paine Son & Pollock's Costs re Loan of Parliamentary Deposit.	21,,-,, [[illegible]]
Engineers out-of-pocket	<u>868,,5,,[[illegible]]</u>
	<u>£19,378,,5,,[[illegible]]</u>

Of this amount all, except £5000, was provided by Messrs John G. Meiggs & Son. The £5000 was provided by a Syndicate formed by the Trustees, Executors, & Securities Insurance Corporation Limited to whom the latter amount will, in due course, be payable.

We think Messrs John G. Meiggs & Son's request is reasonable and we enclose a draft of a letter addressed to Messrs John G. Meiggs & Son which we suggest should be sealed by the Company.

We are, Gentlemen,
Yours truly,
(signed) Ashurst Morris Crisp & Co.

And it was Resolved: That the acknowledgement which had been prepared by the Solicitors (a copy of which is set out below) should be Sealed by the Company.

Messrs John G. Meiggs & Son.

We, the Central London Railway Company hereby acknowledge that the amount of the Costs, Charges and Expenses of and incident to the promotion and prosecution of the Central London Railway Bill 1890 is £19,378,,5,,4.

We agree to pay you the sum of £14,378,,5,,4 part of the said sum of £19,378,,5,,4 out of the Capital authorised by the Central London Railway Act 1891 when the Capital authorised by that Act shall be raised the said sum of £19,378,,5,,4 being treated as part of the costs of and incidental to obtaining the Act of 1891.

Dated this 7th day of January 1892.

The Common Seal of the Central London
Railway Company was affixed hereto
in the presence of

SEAL.

Francis A. Lucas, Director.

T. Matesdorf, Secretary.

The Seal was accordingly affixed.

Francis A. Lucas [signed]
Chairman

ACC/1297/CLR/01/001/003

Minutes of Third Meeting

held at 30, St. Swithin's Lane, E.C. on Wednesday, 3rd February 1892.

Present.

Mr. Francis A. Lucas, in the Chair.

[Mr] E. G. De Crano.

[Mr] Harry Mosenthal.

The Minutes

The Minutes of last Meeting, were read and confirmed.

vide folio 12

Application for Shares.

The Secretary reported that the first Directors named in the Section 31 of the Act of 1891 namely Mr. E. G. De Crano, Mr F. A. Lucas, Mr. H. Mosenthal, and Mr. D. Parrish, had made applications for 50 Shares each and had made payment of £2 per share on account of such shares, and it was Resolved that the following Shares be allotted in pursuance of such applications.

To Mr. E. G. De Crano ----- 50 Shares

[To Mr.] F. A. Lucas ----- 50 [Shares]

[To Mr.] H. Mosenthal ----- 50 [Shares]

[To Mr.] D. Parrish ----- 50 [Shares]

Francis A. Lucas.

[signed]

ACC/1297/CLR/01/001/004

Minutes of Meeting
held at 30, St. Swithin's Lane, E.C. on Monday, 24th April 1893.

Present
Mr. Francis A Lucas.

Hampstead, St Pancras and Charing Cross Ry [Railway]

A letter addressed to the Secretary by Messrs Ashurst, Morris Crisp & Co, dated 24th April, re Hampstead, St Pancras & Charing Cross Ry was read.

A Petition against the Hampstead, St Pancras & Charing Cross Railway Bill was submitted and the same was ordered to be sealed.
The seal was accordingly affixed

The draft of a Clause which had been prepared by the Solicitors for insertion in the Hampstead, St Pancras & Charing Cross Railway Bill was submitted and the Solicitors were authorised in the event of the Promoters of the Hampstead St Pancras & Charing Cross Railway Bill agreeing to insert the clause to undertake that the seal of this Company shall be affixed to an Agreement with the Hampstead St Pancras & Charing Cross Railway Company giving to that Company similar protection to that provided for this Company in the Clause submitted.

Francis A. Lucas. [signed]

ACC/1297/CLR/01/001/005

Minutes of Meeting
held at 30, St. Swithin's Lane, E.C. on Thursday, 11th May 1893

Present.

Mr. Francis A. Lucas

The Minutes of last Meeting were read and confirmed.

Hampstead, Euston and Charing Cross Railway.

The following letter was read and ordered to be placed on the minutes.

Victoria Chambers, 15 Victoria Street, Westminster
3 May 1893.

Dear Sir,

Central London Railway and Hampstead, Euston & Charing Cross Ry [Railway].
In accordance with your request I write to say that I considered with Mr Morris the clause proposed to be inserted in the Bill of the Hampstead & [etc] Ry Co for the protection of the Central London Ry & works and approved of it and also of the proposal of the Hampstead & Co that the Central Co should by agreement give to the proposed works of the former Co similar protection.

I am, Dear Sir,

Yours truly,

(signed) J.H. Greathead.

(To) T. Matesdorf Esq. Secretary

Central London Railway Co
30, St. Swithin's Lane, E.C.

A letter of Messrs Ashurst Morris, Crisp & Co, dated 8th May, was read.

The agreement with the Hampstead, Euston and Charing Cross Railway Co, referred to in above two letters was ordered to be sealed.

The Seal was accordingly affixed.

City and South London Railway.

A letter from Messrs Ashurst Morris Crisp & Co, dated 9th May addressed to the Secretary, re City & South London Railway, was read.

A copy of the Clauses for the protection of this Company which had been prepared by the Solicitors for insertion in the City & South London Railway Bill and an engrossment of an Agreement between this Company and the City & South London Railway Company were submitted and approved and the Agreement was ordered to be sealed and the Solicitors were authorised to hand over such agreement to the City & South London Railway Company in exchange for the usual undertaking to insert the Clauses for the protection of this Company in the City and South London Railway Bill.

The letter written by the Secretary to Mr J.H. Greathead dated 10th May, was read.

Francis A. Lucas. [signed]

ACC/1297/CLR/01/001/006

Minutes of Meeting
held at 30, St. Swithin's Lane, E.C. on Friday, the 12th May 1893.

Present
Mr. Francis A. Lucas

The Minutes
The Minutes of last Meeting were read and confirmed.

Waterloo and City Railway Bill.

The Solicitors reported that they had been unable to arrange for the insertion in the Waterloo and City Railway Bill of any clause for the protection of this Company and that they had therefore prepared a Petition against the Bill for presentation.

An engrossment of this Petition was read and approved and the seal was ordered to be affixed thereto.

The Seal was accordingly affixed.

Francis A Lucas [signed]

ACC/1297/CLR/01/001/007

Minutes of Meeting
held at 30, St. Swithin's Lane, E.C. on Tuesday, the 19th December, 1893.

Present
Mr. Francis A. Lucas

The Minutes
The Minutes of the last Meeting were read and confirmed.

Extension of Time Bill.

A letter, dated 8th December, from the Solicitors, and on engrossment of the Petition therein referred to were read and the Seal was ordered to be affixed to the engrossment of the Petition.
The Seal was accordingly affixed.

Francis A. Lucas [signed]

ACC/1297/CLR/01/001/008

Minutes of Meeting.

held at 30, St. Swithins Lane, E.C. on Friday, the 6th April 1894.

Present

Mr. Francis A. Lucas, in the Chair

[Mr] E.G. De Crano

[Mr] Dillwyn Parrish

Mr. George Mosenthal attended on behalf of Mr. Harry Mosenthal.

Mr. William Morris, Solicitor, was in attendance.

Proposed Resignation of the Board.

After discussion, it was resolved to ask the Exploration Company as Managers of the Central London Railway Syndicate to telegraph to Mr. Harry Mosenthal: Solicitors Central London Railway require you resign enable business proceed. Telegraph Exploration Company. All present Directors resign before issue.”

Approval and confirmation of Minutes.

The Minutes of the Meetings held on 24th April, 11th May, 12th May, 19th December, 1893, were read and confirmed and all things done at these Meetings were approved and confirmed.

Application for shares.

Vide folio 12 & 18

The Secretary reported that Mr. Rochfort Maguire, and Mr. Theodore Matesdorf had made applications for 50 shares each and had made payment of £2 per share on account of such shares, and it was Resolved that the following shares be allotted in pursuance of such applications:

To Mr. Rochfort Maguire 50 shares

[To Mr] Theodore Matesdorf 50 [shares]

ACC/1297/CLR/01/001/009

Minutes of Meeting

held at 30, St. Swithin's Lane, E.C. on Wednesday, the 20th March, 1895.

Present

Mr. Francis A. Lucas in the Chair

[Mr] Harry Mosenthal

[Mr] Dillwyn Parrish

Secretary's Remuneration

It was Resolved: That £500 be paid to Mr. T. Matesdorf for his services since 7th January 1892, on floatation [flotation]. Should no issue be made, the question of remuneration is to be reconsidered.

ACC/1297/CLR/01/001/010

Minutes of Meeting held at 30 St. Swithin's Lane. E.C.
on Tuesday the 18th June 1895.

Present

Lord Colville of Culross K.T.

Sir Francis Knollys K C.M G. C.B.

Hon: Algernon H. Mills

Hon: David R. Plunkett [Plunket] Q.C. M.P.

Mr. Henry Tennant

Mr. Dawes (Messrs Bircham & Co) also attended.

The question of the appointment of Chairman of the Board was considered and
It was Resolved:

*Appointment of Chairman of the Company
Vide folio 1 & 97*

That Mr. Henry Tennant be elected Chairman of the Company

Agreement with Electric Traction Coy [Company] to be Sealed

The Solicitor produced Draft Agreement between this Company and the Electric
Traction Company Limited for the construction of the Line and Works, and the
same was approved and it was Resolved that the Seal of the Company be affixed
thereto.

Deposited Plans & Drawings

Copies of the deposited Plans and Drawings referred to in the said Contract were
submitted and signed by the Chairman

*Seal of Compy. [Company] to be affixed in the presence of One Director and of
the Secretary
Vide folio 2*

It was Resolved: That until further Orders the Seal of the Company be affixed in the presence of one Director and of the Secretary or other person or persons duly authorised by the Board and the said Director or Secretary or other person or persons shall sign any Instrument to which the Seal shall be so affixed in their presence.

Appointment of Bankers

The Appointment of Bankers of the Company was considered and it was Resolved: That Messrs Glyn Mills Currie & Co of 67 Lombard Street be, and they are hereby appointed, Bankers of the Company.

***Seal to be in the custody of Messrs Glyn Mills Currie & Co
Vide folio 2 and 42***

It was Resolved: That the seal of the Company until further Orders be kept in the custody of Messrs Glyn Mills Currie & Co, one of the keys of which to be deposited with them to the Order of any Director, and the other to be Kept by the Secretary

Appointment of Engineers

The Appointment of Engineers of the Company was considered and:-

It was Resolved:-

That, Sir John Fowler Bart K.C.M.G.

Sir Benjamin Baker K.C.M.G.

and J H Greathead Esq [Esquire] be

And they are hereby appointed Engineers to the Company

Agreement between Engineers and the Company

The Solicitor submitted the Draft Agreement between the Engineers and the Company with regard to their Remuneration for the Construction of the Line and the same was approved and

It was Resolved:-

That the Seal of the Company be affixed thereto.

Appointment of Solicitors

The Appointment of Solicitors of the Company was considered and
It was Resolved:
That Messrs Bircham & Co of 50 Old Old Broad Street be and they are hereby
appointed Solicitors of the Company

Letters were read from Mr. Graham and Mr. Waddington the Accountant of the
North Eastern Railway and:
*Appointment of Secretary
Vide folio 2*

It was Resolved:-
That Mr. Richard Oliver Graham be and is hereby appointed Secretary of the
Company at a Salary of £400 per annum payable monthly, such engagement
to be subject to three months notice on either side

Prospectus

The Draft Prospectus was submitted and approved subject to any minor
modification that might be approved by the Chairman
The Prospectus was authorised to be issued and circulated

*Mr. Matesdorf to remain Secretary pro tem:
Vide folio 2*

It was Resolved:
That Mr. Graham was at present at Newcastle, Mr. Matesdorf should continue as
Secretary pro tem.

*Offices of the Company
Vide folio 165*

The question of the Offices was considered and
It was Resolved:
To leave the selection and arrangement with regard to Offices in the hands of the
Chairman

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/011

Minutes of Meeting

held at 16 Great George Street Westminster
on Friday the 28th of June 1895

Present

Henry Tennant Esq in the Chair
The Right Hon: Lord Colville of Culross K.P.
The Hon: Algernon H. Mills

There were also present:-

Mr. Cassel and Mr. Matesdorf and Mr. Drake attended on behalf of Mr. Dawes

*General Allotment of Shares

Vide folio 12 and 19*

The List of Applications for Shares in pursuance of the Prospectus was submitted and considered and

It was Resolved:

That the Shares be allotted in accordance with the Allotment Sheets which were initialled for identification by the Chairman

And it was Ordered that Notice of the Allotment be forthwith sent out to the respective Allotees

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/012

Minutes of Meeting

held at 16 Great George Street, Westminster,
on Wednesday the 6th July 1895.

Present.

Mr Henry Tennant in the Chair
Lord Colville of Culross
Hon: Algernon. H. Mills
Right Hon: David. R. Plunket Q.C., M.P.

Mr. Frank Dawes, Solicitor and
Mr. R.O. Graham, Secretary were in attendance

The Minutes of the Meetings held at 30 St. Swithins Lane on June 18th and 16
Great George Street on June 28th last were read and confirmed.

Letters of Allotment sent out

The Secretary reported the Letters of Allotment had been sent out in respect of
215,601 Shares which were allotted in accordance with the Resolution passed by
the Board at their Meeting on June 28th last.

*Further Applications

Vide folio 18 & 21*

The Chairman submitted a list of further Applications for 223 Shares
It was Resolved that the said Shares be allotted accordingly and that Letters of
Allotment should be sent to the respective Allottees.

*Payment of Interest

Vide folio 131*

The question of payment of Interest was considered and
It was Resolved that Interest due to Shareholders should be paid half yearly as at
June 30th and December 31st in each year

Form of Cheque

The Solicitor to the Company submitted a Form of Cheque and Receipt which was approved.

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Signing of Cheques

The question of Signing of Cheques was considered and:-

It was Resolved: that Cheques should be signed by one Director and Countersigned by the Secretary.

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/013

Minutes of Meeting

held at 16 Great George Street, Westminster
on Wednesday, July 17th 1895

Present

Mr. Henry Tennant in the Chair

Lord Colville

Hon: Algernon. H. Mills

Right Hon: David R. Plunket Q.C. M.P.

Mr. Frank Dawes, Solicitor, Mr. Greathead Engineer and Mr. Graham Secretary were in attendance.

The Minutes of last Meeting were read and confirmed

*Investment of Surplus Funds
vide folio 263*

The question of obtaining interest on amounts standing from time to time to the Company's credit at the Bank was considered and
It was resolved that Mr. Mills be requested and authorised to lend out from time to time any Surplus Funds belonging to the Central London Railway and to deposit the Securities for the same with Messrs Glyn Mills Currie & Co, the Company's Bankers.

*Further Allotment of Shares
Vide fo: [Folio] 19 & 29*

The Secretary submitted a List of Applications for Shares and
It was resolved that further shares to the extent of 377 be allotted. and that the seal of the Company be affixed to the Certificates of Shares as the same are allotted.

*Agreement with Traction Company respecting
Balance of Capital*

The Solicitor reported that the Seal of the Company had been affixed to an Agreement with the Traction Company respecting the Share Capital the Traction

Company had agreed to take to enable the Central London Company to obtain a Certificate from a Justice of the Peace which would authorise the issue of the necessary Notices to Treat for the acquisition of the property required for the purposes of the Railway.

Secretary authorised to sign Notices to Treat

The Secretary reported that Notices to Treat had been received from Messrs Ashurst Morris Crisp & Co. Solicitors to the Traction Company as per lists submitted and

It was resolved that all Notices to Treat for the acquisition of property should be signed by the Secretary on receiving a Certificate from the Solicitor that such Notices were in accord with the deposited Plans and were regular in other respects

License from Mr. Greathead to Traction Company

The license from Mr. Greathead (one of the Company's Engineers) to the Traction Company, authorising them to use his Patents in the construction of the Railway was submitted

Application from Baron D'Eichthal and Moritz Warburg & Co for return of amount overpaid

An application was submitted from Baron D'Eichthal of Gironde, France for the return of £8 per share on 52 Shares, part of the 400 Shares which he holds, and which have been paid up in full

An application from Moritz Warburg & Co, Hamburg was also submitted for the refund of the difference between

2500 Shares fully paid	£25,000
and 2500 Shares £2 paid	<u>5,000</u>
	<u>£20,000</u>

and It was resolved that Cheques for £416 and £20,000 be drawn in favour of Baron D'Eichthal and Moritz Warburg & Co respectively on their returning the letter of Allotment and Bankers' receipt for the purposes of being cancelled.

Amounts due to Traction Compy [Company] for Parliamentary Deposit &c [etc]

The Chairman stated that certain payments to the Traction Company were due under Sections 8 and 20 of the Contract, within 28 days from the General Allotment of Shares which took place on June 28th last and It was resolved that Cheques be drawn in favour of the Traction Company as follows:

£115,026	Parliamentary Deposit
£38,334,,9,,6	Parliamentary Expenses
£2,850	Tax on Share Capital

and that the Solicitor see that proper receipts be obtained

Applications withdrawn before Allotment

The Secretary reported that Applications for Shares had been withdrawn before Allotment as follows:

No. 159 Charles Dreyfus	
111 Farringdon Rd	50 Shares Deposit paid £25
[No.] 117 Geo: T.B. Windle	
St. Edmunds, Stanford le Hope	30 shares [Deposit paid] £15
[No.] 620 Alexander Lyon c/o [care of] Eric H Rose	
Jamica [Jamaica] Bldgs. [Buildings] St. Michaels Alley	50 [Deposit paid] £25

and It was resolved that Cheques be drawn for the amounts to be returned, and forwarded to the Applicants, the Bankers' receipts for the Deposits paid being first obtained.

*Calls in Arrear
Vide folio 108*

A list of amounts due from Shareholders on Allotment and outstanding at July 17th was submitted and It was resolved that the attention of the respective Shareholders should be drawn to the fact that under the terms of the Prospectus and the Letter of Allotment payment is to be made forthwith, otherwise Interest at the rate of 4 per cent per annum will be chargeable

*Draft Lease of Offices
Vide fo: 31*

A draft Lease of the Offices at 16 Great George Street was submitted and it was agreed that the terms of the Lease be left in the hands of the Chairman to arrange.

*Mansion House Subways
Vide folio 26*

A proposal from the Waterloo and City Railway Company for the use of the Subways at the Mansion House was submitted and generally approved. An Agreement to be prepared and sealed by this Company.

Henry Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/014

Minutes of Meeting.

held at 16. Great George Street, Westminster,
on Tuesday, November 12th 1895.

Present.

Mr Henry Tennant in the Chair.
Lord Colville of Culross,
Sir Francis Knollys.
Hon: Algernon H. Mills.
Right Hon: David R. Plunket.

Sir John Fowler, Sir Benjamin Baker, Mr Greathead, -
the Companys Engineers – Mr Dawes – Solicitor, and
Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report

Mansion House Subways.

The report of the Companys Engineers' was read as follows:-

Engineers' Office,
8 Queen Anne's Gate. S.W.
12th November 1895.

Engineers Report No. I.

The Directors of
The Central London Rly Co.

Gentlemen.

The Central London Railway, as you are aware, runs for its entire length under the public streets and there are no powers in the Act to enable the Company to sink temporary shafts in the streets for the execution of the tunnelling [tunnelling].

Before work can be commenced, therefore, it is necessary to obtain possession of the property upon which the Station shafts will be placed, and it is necessary also to obtain the approval of the County Council and of the Corporation of certain general plans of the Stations affecting the exact position of these shafts.

Immediately on receipt of the Directors instructions to proceed with the works, the necessary steps were taken, we are informed, to obtain at as early a date as possible the property required for the Stations and Shafts, and at the same time we put ourselves in communication with the County Council and Corporation Engineers with reference to the plans requiring their approval.

*Station Plans.

Vide folio 35*

At the present moment no property has been cleared for the works nor have any of the plans been definitely approved of by the County Council and Corporation, but we hope in the next fortnight to be able to report satisfactory progress in both respects.

We are unable to give any information as to the land, the purchase of which is wholly in the hands of the Contractors.

As regards the Station plans requiring the assent of the London County Council, these, we understand, were informally considered by a Committee of the Council at the first available meeting after the recess, and the plans are still under discussion. It is hardly necessary to add that Caution is necessary in dealing with the County Council in reference to these plans, because the Clause in the Act does not give the Council as much power as they asked Parliament to give them, and the natural tendency therefore would be to strain the powers obtained to the uttermost. It is expedient, therefore, not to press the Council too much to give an immediate decision in the case of every Station, but rather to invite them to discuss the matter with us, if they do not wholly approve of any particular plan, or otherwise, it is possible additional property might have to be acquired.

*Mansion House Subways

vide folios 24 & 27*

*Mansion House Subways

Vide folio 26 & 34*

As regards the Mansion House Station and Public Subway in connection with the same, the modified plans providing for the Communication with the Waterloo & City Railway, in accordance with your arrangements with that Company, have been before Committees of the Commissioners many times, but owing to the inherent difficulties of the site we have been unsuccessful so far, in obtaining the final

approval of the Commissioners. The difficulty has nothing to do with the Railway proper, but merely with the stairs of access to the Public Subways. We had hoped that the City Engineer and ourselves would have been authorised to prepare a joint plan of the stairs and alterations of public roadway and footpaths; but the usual routine has been insisted upon of our preparing a plan for the City Engineer to report upon to some Committee, who subsequently refer it to a sub-committee, who again report to the original Committee, and so finally, after several weeks, we hear that the position proposed by us for the stairs is not agreed to by the Corporation. We have already drawn out every portion of the complicated works at the Mansion House Station at least three times, and we fear that some months may yet pass before the whole of the details will be settled.

Work at Various points

Under these circumstances it is of course important that as soon as sufficient property is acquired, work should proceed where possible, even if the assents of the County Council and Corporation have not been obtained to the whole of the work. We have reason to believe that the County Council will offer facilities in that respect and possibly the Corporation may do so also.

Bank of England Foundations

We are glad to be able to report that the trial shaft sunk in Threadneedle Street shows that the foundations of the Bank of England are quite satisfactory and that the underpinning referred to in the Act may, in our opinion, be safely dispensed with, which would much facilitate the work.

*Plan of Station at Liverpool St.

Vide folio 35*

Plans for the proposed Station under the Great Eastern Railway Company's Station at Liverpool Street have been submitted to that Company and are still under consideration. We believe that the last plan of several submitted is approved by the General Manager who promised to bring it forward for the consideration of his Directors.

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

J.H Greathead.

Deputation suggested

It was suggested that with a view to a speedy settlement of matters in difference, it might be found desirable that a Deputation composed of Members of the Board should approach the London County Council and the Commissioners of Sewers for the City of London, and it was agreed that the Company's Engineers' should first see the Engineers concerned on the other side, and report the result of their negotiations [negotiations] to the Chairman of the Company as soon as possible; and that subsequently Members of the Board should meet the County Council and Commissioners of Sewers as suggested, if necessary.

Negotiations for acquisition of property

Progress of negotiations for acquisition of Sites for Stations.

The following letter from the Electric Traction Company was read and ordered to be recorded:-

16. Great George Street.
Westminster. S.W.
November 11th 1895

R.O. Graham Esq. [Esquire]
Central London Railway.

Dear Sir,

Acquisition of Sites.

In reply to your letter of today, I beg to inform you that all the Notices have been served, nearly all the claims have been received and that my Board have had before them some settlements, about a dozen in all, which they have authorised. Notices have not been served in respect to Davies Street Station as it is a matter of separate and special negotiations, which is proceeding.

Yours faithfully.
(sig). S.G. Burgess
Secretary.

Secretary to sign all Contracts for acquisition of property.

Contracts for acquisition of property.

A letter from Mr Dawes was read, pointing out that Messrs Ashurst Morris Crisp & Co asked that the Company should give Messrs Vigers authority under Seal to sign Contracts providing for the acquisition of Land.

It was resolved that, all Contracts providing for the acquisition of property should be signed by the Secretary of the Company after having been approved by the Solicitor, and that the Seal of the Company should be affixed to a copy of this resolution. The Solicitor and Secretary to see that no delay is allowed to take place in the carrying out of this resolution.

Loan to Nelke Phillips & Bendix

The Secretary reported that the sum of £200,888 ,, 13 ,, 10, had (in accordance with the resolution passed at the Board Meeting on July 17th last) been lent on security to Messrs Nelke Phillips & Bendix at 2 ½ % per annum and that Mr Cassel for consideration of ¼ per cent per annum had guaranteed the amount. The arrangement was approved.

*Further applications for shares

Vide folio 21 & 155*

The Secretary reported further applications for shares as follows:-

Selina McAlpin 1 share

H. Cranswick 10 shares, and stated he had replied to these

applications in accordance with the terms of the following letter which had been received from the Electric Traction Company, - which was approved, and the amount paid ordered to be returned.

Letter from Traction Coy [Company] as to further applications for shares.

16. Great George Street. S.W
October 25th 1895.

R.O.Graham Esq
Secretary.

Central London Railway Coy

Dear Sir,

With regard to any applications that may, from time to time, be made to you for Central London Railway Company's Shares, I am instructed to ask you to reply thereto in the following terms:-

“The Company is not at the present time allotting shares. Probably if you apply through your Brokers they will no doubt be able to obtain shares. If however you have no broker we could give you the name of one who has had dealings in these shares.”

Yours faithfully.
(sig) S.G. Burgess.
Secretary.

*Applications for withdrawal after Allotment.

Vide folio 36*

The following applications for Withdrawal after Allotment were submitted:-

384.	M.J. Doel.	1 share	10/- [shillings] paid
530.	J. Roland.	1 [share]	10/- [paid]
613.	Mrs Stanley.	2 shares	£1 [paid]
274	John Hillman	5 [shares]	£2 ,, 10/- [paid]

The Chairman stated that he would endeavour to dispose of these shares in order to avoid their being dealt with as forfeited, in the Company's books; and they were authorised to be reallocated accordingly, the original allotments [allotments] to be cancelled.

The amount due on allotment paid.

The Secretary reported that with the exception of the above Withdrawals - (Nine shares), - all outstanding amounts due on Allotment had been paid.

*Lease of Companys Offices to be sealed.

Vide fo: [folio] 24 & 36*

The counterpart of the Lease of the Company Offices at 16. Great George Street was submitted, and ordered to be sealed.

Financial Statement (for statement see Statistics No. 1)

The Secretary submitted a statement shewing [showing] the financial position of the Company at the present time; which was ordered to be recorded.

Financial Statement at Nov 12th 1895.

Receipts on Shares &c [etc]:-

No. Of Shares.	Paid on Application.	Paid on Allotment
----------------	----------------------	-------------------

	9114	4,557,0,0	86,583,0,0
	207,630	103,815,0,0	311,445,0,0
	9	4,10,0	
	<u>216,753</u>	<u>108,376,10,0</u>	398,028,0,0
			108,376,10,0
		<u>Receipts on Shares.</u>	506,404,10,0
<u>Add.</u>		Interest on Loan.	594,10,3
		<u>Total amount received.</u>	£506,999,0,3
<u>Expenditure</u> as per particulars attached. Further amounts due, and passed for payment November 12th		157,420,7,1	
		<u>3,765,17,2</u>	<u>161,186,4,3</u>
<u>Less</u>	Deposit & Loan Account.		345,812,16,0
			<u>310,888,13,10</u>
			34,924,2,2
<u>Add</u>	Amounts as above for which cheques have been drawn at this date.		<u>£3,765,17,2</u>
	<u>Credit Balance</u> at Bank at Nov. 11 th 1895		<u>£38,689,19,4</u>
<u>Expenditure.</u>			
Amount paid to Electric Traction Company for Parliamentary Deposit.			<u>115,026,0,0</u>
Amount paid to Electric Traction Company for Parliamentary Expenses			38,334,9,6
Do. [ditto] Tax on Capital			2,850,0,0
Direction to Sept. 30th			966,6,10

Sundry accounts		<u>243,,10,,9</u>
		157,420,,7,,1

Further amounts due for which

Cheques have been drawn:-

Contribution towards expense of

Capital issue – Traction Company	2,500,,0,,0	
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Costs in connection with Act of 1894.

- Ashurst Morris Crisp & Co.	928,,0,,0	
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<u>Sundry accounts</u>	<u>337,,17,,2</u>	<u>3,765,,17,,2</u>
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<u>Total Expenditure</u>	£161,186,,4,,3
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Add.

Amount on deposit at

Bankers.	110,000,,0,,0	
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Amount invested with

Messrs Nelke Phillips &

Bendix	<u>200,888,,13,,10</u>	<u>310,888,,13,,10</u>
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£472,074,,18,,1

Receipts on Shares &c

[etc]		506,999,,0,,3
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Expenditure		<u>161,186,,16,,0</u>
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Available Balance		<u>£345,812,,16,,0</u>
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Further amount to Deposit a/c [account]

The question of the Balance at the Bank having been considered.

It was resolved that a further amount of £25,000 should be placed to Deposit Account, and the Secretary was instructed to to advise the Company's Bankers to that effect.

Accounts for payment.

A list of Accounts for payment was submitted, amounting to £3,765,,17,,2; and they were ordered to be paid.

H. Tennant [signed]

Chairman

ACC/1297/CLR/01/001/015

Minutes of Meeting.

held at 16 Great George Street, Westminster, on Tuesday 14th January 1896.

Present

Mr Tennant in the Chair.
Lord Colville of Culross.
Sir Francis Knollys.
Hon: Algernon H. Mills.
Lord Rathmore of Shanganagh.

Sir John Fowler, Sir Benjamin Baker, Mr. Greathead – the Company's Engineers -:
Mr Dawes & Mr Graham

The Minutes of last Meeting were read and confirmed.

*Engineers Report

No 2*

Mansion House Subways &c [etc.]

The Engineers submitted their second report. dated 13th January, as to the General progress of negotiations [negotiations] with the Commissioners of Sewers & London County Council which was read and ordered to be recorded:-

Engineers Office.
8. Queen Annes Gate.
Westminster S.W.
13th January 1896.

Engineers Report No.2.

The Directors
of the Central London Rly [Railway] Co.

Gentlemen,

*Mansion House Subway & Staircases
vide folio 29 & 49*

We are glad to be able to report that after very prolonged negotiations, the plans of the Central Station, Subways and Staircases at the Mansion House received on the 17th inst., the definite approval of the Commissioners of Sewers, subject of

course to the works being carried out as regards minor details to the approval of their Engineer.

*Station Plans
vide folio 26*

Equally satisfactory progress has been made with respect to the designs of the other Stations, the whole of which with one exception, have received the approval of the London County Council, subject as above to approval of details.

*Liverpool Street Station plan.
vide folio 27 & 56*

The design of the Liverpool Street Station is still under consideration by the Great Eastern Railway Board, but we have reason to believe that the matter will be finally dealt with this week.

General Progress.

The approval of the Station plans by the Public Authorities has enabled us to make good progress with the Contract Drawings and Specifications, and as soon as land is available for the purpose, the whole of the necessary plans will be ready and Sub-Contracts no doubt entered into for the execution of the works.

We are, Gentlemen.
Yours faithfully.
(sig.) [signed] Fowler & Baker.
J.H. Greathead

Station Platforms

Station Platforms.

It is provided by Clause 41 of the specification attached to the Contract with the Electric Traction Company as follows:-

*Electric Traction Co & Engineers advised 15th January 1896.
Acknowledgements received 17th and 20th Jan [18]96 respect[ively]*

“The platforms at the Liverpool Street, Bank and Shepherds Bush Stations shall be 350 feet in length, and at the other platforms 300 feet, unless the Railway Company shall in writing require them to be 350 feet in length. They shall all be

11 feet wide of 4 inch timber and the frames of the same are to be wrought and fixed complete on brickwork or concrete supports built on the invert of the station tunnels. Provided that the length of the stations and platforms shall be sufficient to accommodate trains of seven carriages, seating forty-eight passengers each.”

The subject having been considered, it was resolved that the platforms at the Stations other than “Liverpool Street”, “Bank” & “Shepherds Bush” be 325 feet in length, & that the platforms at “Liverpool Street”, “Bank” & “Shepherds Bush” Stations be also 325 feet in length, instead of 350 feet as provided. The Engineers to arrange with the Traction Company accordingly.

Payment of £4,000 for Engineering.

An application from the Engineers for payment of £4,000 under Clause 3 of the Engineering Agreement was submitted, and ordered to be paid.

Payment of £14,000 to the Electric Traction Company under Certificate. No 1.

The Secretary submitted Certificate No 1, dated January 14th which had been received from the Engineers and which recommended that the sum of £14,000 on account of the Contract Price be paid to the Electric Traction Company, in respect of property purchased by them and vested in the Central London Company under Clause 9, and it was resolved that this sum be paid, and that Clause 11 of the Contract which provides for a Retention Fund of 10%, should not be applied until the works are actually in progress, when accounts shall be adjusted and carried out in accordance with Clauses 9 and 11.

Payment of £5,000 under supplementary Certificate.

The Engineers also reported that a further sum of £5,000 would be required in a short time, in respect of property which had been purchased by the Electric Traction Company, but had not yet been vested in the Central London Railway Company; and the amount so disbursed was ordered to be paid on a supplementary Certificate being received from the Engineers.

*Interest Warrants.

vide folio 116*

The Secretary reported that the Warrants in respect of the Interest due for the half year ending 31st December 1895, had been posted to the Shareholders on the 3rd January; the Gross Amount of the Interest being £7,310,,6,,11; Income Tax £243,,13,,7; and the net Interest £7,066,,13,,4.

*Lease of Offices

vide folio 31*

The Secretary reported that the Lease of the Company Offices at 16. Great George Street had been duly signed and sealed.

*Reallotment of Shares.

vide folio 30*

The Secretary reported that the 9 shares, the applications for which had been withdrawn, and which were authorised by the Board at their last meeting to be reallocated, had been taken up.

List of cheques drawn since last meeting

A list of Cheques drawn as follows since last Meeting was submitted by the Secretary and was confirmed:-

<u>Name</u>	<u>Particulars</u>	<u>Amount</u>		
E. Cassel.	Guarantee on Loan.	20	12	9
Petty Cash (per Secretary)	Office	5	0	0
Secretary & Clerks.	Salaries, November.	42	10	11
Sundries	Amounts refunded on withdrawn Shares.	4	10	0
E. Cassel.	Guarantee on Loan	17	7	5
[E. Cassel]	[Guarantee on Loan]	16	19	5
Henry Tennant	Direction	604	3	4
Lord Colville	[Direction]	60	8	4
Sir Frank Knollys	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Hon. A.H. Mills.	[Direction]	60	8	4
Secretary & Clerks.	Salaries, December.	42	10	0
Petty Cash	Office	4	0	0

Bambridge & Co	Carriage of furniture	30	0	0
E. Cassel.	Guarantee of Loan.	<u>10</u>	<u>14</u>	<u>9</u>
		<u>£1,040</u>	<u>1</u>	<u>11</u>

List of Accounts for payment.

A list of Accounts for payment was also submitted as follows, and ordered to be paid:-

<u>Name</u>	<u>Particulars</u>	<u>Amount</u>		
Sir John Fowler Sir Benj[amin] Baker J.H. Greathead	Engineering Agreement.	4,000	0	0
Great George Street Chambers Co	Rent of Offices	121	15	6
Mead Burt & Co	Printing	3	16	6
Lawrence Dennett & Co	Gas &c Fittings	16	9	3
Thomas Willson.	Furniture	203	0	8
Gas Light & Coke Co	Gas for Offices.		10	2
Waterlow & Sons.	Stationery	80	16	10
Great George Street Chambers Co	Office Fittings	14	18	9
Middle Class Dwellings Co	Office Counter.	20	1	10
Pearce Morrison	Stationery	11	10	0
Electric Traction Company Ltd	Amount due on property purchased & vested in the Railway Company.	14,000	0	0
		<u>£18,472</u>	<u>19</u>	<u>6</u>

Financial Statement.

A Financial Statement was laid before the Board and ordered to be recorded.

Financial Statement at 13th January 1896.

Summary.

Receipts	508,143,,1,,3
Expenditure	<u>169,234,,17,,3</u>

Available Balance £338,908,,4,,0
 at 13th January 1896.

Receipts

Receipts on Shares	506,420,,0,,0
Interest on Deposit Account	513,,17,,7
[Interest on] Loan Account	1,185,,18,,8
Transfer Fees	<u>23,,5,,0</u>
	508,143,,1,,3

Expenditure

To Nov 12 th 1895	161,186,,4,,3
<u>Add Adjustment and Postage etc</u>	<u>12,,2,,1</u>
	161,198,,6,,4
<u>Amounts specially passed for payment since Nov 12th (per list)</u>	<u>969,,17,,7</u>
<u>Interest on paid up Capital for ½ year ending 31 Dec 1895</u>	<u>7,310,,6,,11</u>
Less Income Tax	<u>243,,13,,7</u>
	<u>7,066,,13,,4</u>

Add

Amount on Deposit at Bank	198,000,,0,,0
Loan A/c Messrs Nelke Phillips & Bendix	200,888,,13,,10
Less amt. [amount] repaid	<u>101,501,,18,,1</u> 0
	<u>99,386,,15,,0</u>
	<u>297,386,,15,,</u>
	<u>466,621,,12,,3</u>
	<u>Difference</u> £41,521,,9,,0
Add Outstanding Cheque	60,,8,,4

Leaving Credit Balance at Bank at 13th January £41,581,,17,,4
1896

Deposit A/c Glyn Mills & Co advised 15th Jan '96

The state of the Balance at the Bank was considered, and it was resolved to place a further amount of £15,000 to Deposit Account.

*Half Yearly Meeting

vide folio 75*

The date of the half yearly Meeting to be held in February next was left in the hands of the Chairman to arrange.

A H Tennant [signed]
Chairman

ACC/1297/CLR/01/001/016

Minutes of Meeting.

held at 16. Great George Street, Westminster, on Thursday 13th February 1896.

Present

Mr Tennant in the Chair.

Lord Colville of Culross K.T.

Sir Francis Knollys.

Hon: Algernon H. Mills.

Lord Rathmore of Shanganagh.

Sir John Fowler, Mr J.H. Greathead, Mr Dawes and Mr Graham.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers submitted their third report dated 12th February 1896, as to the general progress of the negotiations [negotiations] with the Authorities, which was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
12th Feb 1896.

Engineers Report No. 3.

The Directors of the Central London Railway Co.

Gentlemen,

Since the date of our last report we have arranged with the Electric Traction Company detailed Specifications for the letting of the Sub-Contracts, and we understand that offers for the construction of the line in seven sections and of the City Station will be immediately invited from responsible Contractors.

Further delay has occurred in connection with the Liverpool Street Station in consequence of the practical difficulties which would be involved in the construction of the works hitherto advocated by the Great Eastern Railway Company, and there is a probability now of the plan originally proposed by us being in effect accepted by the Company.

We are, Gentlemen

Yours faithfully
(sig) Fowler & Baker.
J.H. Greathead.

*Half-Yearly Accounts.
vide folio 75*

The draft of the Half-Yearly Report and Statement of Accounts to 31st December 1895 was submitted; and with certain amendments, approved by the Board.

Financial Statement

A Financial Statement was submitted by the Secretary, and ordered to be recorded.

Financial Statement at 12th February 1896.

Receipts	508,316,,17,,1	
Expenditure	187,999,,0,,4	
Available Balance	320,317,,16,,9	
<u>Receipts</u>		
Receipts on Shares etc		508,143,,1,,3
Further Interest on Loan.		173,,15,,10
		508,316,,17,,1
<u>Expenditure.</u>		
To January 13 th 1896.	169,234,,17,,3	
Cheques drawn for payment at last meeting of the Board.	18,472,,19,,6	
Amounts specifically passed for payment since last Meeting.	1,710,,8,,1	
<u>Less amount returned to Nelke Phillips & Bendix</u>		
	1,399,,18,,4	
Mr Cassels Commision	19,,6,,2	1,419,,4,,6
		291,,3,,7
<u>Add</u>		
Amount on deposit at Bankers		256,800,,0,,0

Loan A/c Nelke Phillips & Bendix.

200,888,,13,,10

Amount repaid

147,017,,11,,4

53,871,,2,,6

498,670,,2,,10

Difference

£9,646,,14,,3

Add

Interest debited in previous statement.

7,066,,13,,4

Less amount of Warrants actually presented.

6,963,,16,,7

102,,16,,9

Leasing Credit Balance at Bank at 12th
February 1896.

£9,749,,11,,0

Office Safe.

*Company's Seal to be removed to their Offices Glyn Mills & Co advised 14th Feb '96

vide folio 16*

The Secretary reported that a safe had been obtained and placed in the Company's Offices. It was resolved that the seal of the Company be forthwith removed from the custody of Messrs Glyn Mills Currie & Company to that of the Secretary at the Company's Offices, 16 Great George Street, Westminster.

Cheques drawn since last Meeting

A list of cheques drawn as follows since the last Meeting of the Board was submitted by the Secretary and approved.

<u>Name</u>	<u>Particulars</u>	<u>Amount</u>
Petty Cash for Secretary	Office	5,,0,,0
Nelke Phillips & Bendix.	Loan Account	1,399,,18,,4
E. Cassel	Commission	11,,11,,5
Secretary & Clerks	Salaries	42,,10,,0
E. Cassel	Commission	7,,14,,9
Inland Revenue Commissioners	Income Tax	243,,13,,7
Nelke Phillips & Bendix	Loan Account.	<u>27,030,,11,,3</u>
		<u>£28,740,,19,,4</u>

Account for payment

The account rendered by S. Chatwood for the safe supplied, amounting to £70,,16,,0 was ordered to be paid.

A H Tennant [signed]
Chairman

ACC/1297/CLR/01/001/017

Minutes of Meeting.

held at 16 Great George Street, Westminster on Thursday 26th March 1896 at 3 o'clock pm.

Present

Mr Tennant in the Chair.

Lord Colville of Culross.

Sir Francis Knollys.

Honorable Algernon H. Mills

Lord Rathmore of Shanangagh.

Sir Benjamin Baker, Mr J.H. Greathead, Mr Dawes and Mr Graham.

The Minutes of last Meeting were read and confirmed.

The Engineers submitted their Report No 4 which was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
25th March 1896

Engineers Report.

Engineers Report No 4.

The Directors
Of the Central London Railway Company

Gentlemen.

Tenders have now been received by the Traction Company for the construction of the line from Shepherds Bush to the Mansion House.

The plans and specifications for the Station at the Mansion House, and Public Subways in connection with the same are completed, and tenders will be immediately invited.

The construction of the portion of the Railway from that point to Liverpool Street depends upon satisfactory arrangements being concluded with the Great Eastern and the North London Railway Companies. As regards the former Company the negotiations [negotiations] have practically been completed and the detailed plans are in progress. As regards the North London Rly [Railway] Company negotiations

have been commenced and there is no reason why a decision should not be arrived at almost immediately as the question is a very simple one as compared with that satisfactorily settled with the Great Eastern Railway Company.

The approval of the County Council has now been given to the plans of all the Stations within their jurisdiction.

We are, Gentlemen,
Yours faithfully,
(sig) Fowler & Baker
J.H. Greathead.

Electric Traction Company to be recompensed for their outlay in preserving Railway Companies lights & easements. Traction Coy. Advised 26 March 1896.

A letter from the Electric Traction Company respecting the preservation of the Central London Companys righto [right to] lights and easements in the various properties acquired was submitted together with a letter from Mr Dawes on the same subject, & it was agreed that the Traction Company be authorised to take the necessary precautions for the protection of the Company interests, and be paid their out-of-pocket expenses.

*Deposit in connection with subways at Mansion House. Glyn Mills & Co authorised to invest £70,000 in Consols on 26th March '96
Vide folio 49*

The Companys Solicitor submitted a draft Agreement which had been prepared by the Commissioners of Sewers providing for the deposit of £70,000 required by the said Commissioners to be made by the Central London Company before the commencement of the works at the Mansion House. The Agreement was assented to and it was resolved that the Company's Bankers be authorised to invest £70,000 in Consols for Cash to be held to the order of the Commissioners of Sewers, subject to advice from the Solicitors, and to the conditions contained in the Agreement.

*Further payments to the Electric Traction Company to be made through Messrs Bircham & Co. Bircham & Co advised 27. March '96 Engineers 13. April '96.
Traction Co 15. April '96*

The question of future payments to the Electric Traction Company in respect of property acquired was considered, and it was agreed to pay the purchase money in future to the Traction Company at the time of the completion of the conveyance. The Central London Company's Solicitors on receipt of an advice from the Solicitors of the Traction Company that the date of settlement had been fixed, to inform the Secretary of the Railway Company of the amount required, when a cheque will be drawn in favour of Messrs Bircham & Company which they can hand over in exchange for the Deeds of Conveyance.

Financial Statement.

A Financial Statement was submitted by the Secretary and ordered to be recorded.

Financial Statement at 25th March 1896.

Receipts	508,488,,3,,0
Expenditure	<u>193,249,,3,,10</u>
Available Balance	<u>£315,249,,19,,2</u>

Receipts.

Receipts on Shares	506,420,,0,,0	
Interest on Loan A/c [Account]	1,529,,5,,5	
[Interest on] Deposit A/c	513,,17,,7	
Transfer Fees	25,,0,,0	508,488,,3,,0

Expenditure.

To February 12 th 1896		187,999,,0,,4
Cheque drawn at last Meeting		70,,16,,0
Cheques specially passed for payment since last Meeting		27,030,,11,,3
Conveying Seal from City		145,758,,7,,5
Contract Stamps		4,,0
		<u>5,,10,,0</u>
		360,864,,9,,0

Less.

Commission to E. Cassel	26,,8,,7
Loan A/c Nelke Phillips & Bendix	27,030,,11,,3
	39,707,,10,,10

[Loan A/c] Union Discount Company	<u>100,861,,14,,6</u>	<u>167,626,,5,,2</u>	
		193,238,,3,,10	
		91,800,,0,,0	
<u>Add.</u> Amount on deposit at Bank			
Loan A/c Nelke Phillips & Bendix		99,516,,17,,6	
[Loan A/c] Union Discount Company	<u>100,861,,14,,6</u>		<u>485,416,,15,,10</u>
	Difference =		23,071,,7,,2
<u>Add.</u> Interest debited in previous Statement		7,066,,13,,4	
Amount of Warrant actually presented.	<u>7,046,,8,,10</u>		<u>20,,4,,6</u>
Leaving <u>Credit Balance</u> at Bank at 25 th March 1896.			<u>£23,091,,11,,8</u>

Cheques drawn since last Meeting.

A list of cheques drawn as follows since the last Meeting of the Board was submitted by the Secretary and approved:-

<u>Name</u>	<u>Particulars</u>	<u>Amount</u>
Ernest Cassel	Commission on Guarantee	7,,2,,0
Union Discount Coy. [Company]	Amount advanced against Bills.	100,861,,14,,6
Nelke Phillips & Bendix	Loan a/c [account]	39,707,,10,,10
Secretary & Clerks per (R.O.G)	Salaries for February.	42,,10,,0
Ernest Cassel.	Commission on Guarantee	7,,15,,2
W. B. Peat.	Auditors Fee for half year	12,,13,,9
W.H. Pannell	[Auditors Fee for half year]	12,,13,,9
Cannon Street Hotel	Half Yearly Meeting	3,,3,,0
Ernest Cassel	Commission on Guarantee	11,,11,,5
Inland Revenue Commsnrs [Commissioners]	Income Tax	91,,13,,0
Electric Traction Company.	Contract Price	<u>5,000,,0,,0</u>
		<u>£145,758,,7,,5</u>

Accounts for payment.

A list of accounts for payment was submitted as follows; and ordered to be paid.

<u>Name</u>	<u>Particulars</u>	<u>Amount</u>
Electric Traction Company	Contract Price.	13,000,,0,,0
Directors Fees	Quarter ending March 31 st	845,,16,,8
Secretary & Clerks (per R.O.G.)	Salaries for March	42,,10,,0
Petty Cash per Secretary.		<u>5,,0,,0</u>
		<u>£13,893,,6,,8</u>

A.H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/018

Minutes of Meeting

held at 16 Great George Street. Westminster, on Thursday 16. April 1896 at 3 o'clock p.m.

Present

Mr Tennant in the Chair.

Lord Colville of Culross.

Hon: Algernon H. Mills

Lord Rathmore of Shanganagh.

Mr J.H. Greathead, Mr Frank Dawes and Mr Graham.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers submitted their Report No 5 which was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
16th April 1896.

Engineers Report No 5.

To the Directors of the Central London Railway Co.

Sub. Contractors for tunnelling work

Gentlemen:

We are glad to be able to report that the Traction Company have now accepted the following tenders for the construction of the Line. Viz Mr John Price's for Sections Nos. 1, 2 and 3 (from Shepherds Bush to the Marble Arch) Messrs Walker Scott & Company for Sections 4 and 5 (from the Marble Arch to the Post Office) and Mr George Talbot's for Section 6 (to the Royal Exchange.)

We are, Gentlemen
Yours faithfully
(sig.) Fowler & Baker

J.H. Greathead.

Mr Greathead stated that the Engineers had satisfied themselves that the Contractors to whom the works had been let, were all men of standing, and had had considerable experience in tunnelling work.

Broad Street Access.

In connection with the proposed access to Broad Street Station, Mr Greathead reported that a "Section" of the proposed subway had today been sent to the Engineers of the North London Company for consideration.

*Mansion House Deposit.

Vide folios 45 & 265*

Mansion House Subways Deposit.- Mr Dawes reported that the terms of the agreement with the Commissioners of Sewers relative to the sum to be deposited in connection with the Mansion House Subways had been settled, and the agreement was ordered to be sealed.

The Secretary reported that the Company Bankers had in accordance with the resolution passed at the last Meeting of the Board purchased £63,745,,0,,5 2 ¾% Consols to be held to the order of the Commissioners of Sewers subject to the conditions of the agreement in relation thereto.

*Mansion House Subways. Agreements with the Electric Traction Coy [Company] and Waterloo & City Company ordered to be sealed.

Vide folios 34 & 74 & 172*

Mr Dawes reported that the terms of the agreement with the Electric Traction Company respecting the subways at the Mansion House had been arranged and the agreement was ordered to be sealed.

The agreement with the Waterloo & City Company relative to their connection with the Central London subways at the Mansion House was also ordered to be sealed.

A Financial Statement was submitted and ordered to be recorded.

Financial Statement

Financial Statement at 14th April 1896

	<u>Summary</u>	
Receipts	508,560,,19,,3	
Expenditure	222,254,,6,,6	
<u>Difference</u>	286,306,,12,,9	
<u>Less</u> Mansion House Subways Deposit Account.	<u>70,079,,14,,9</u>	
 Available Balance at 14 th April 1896.	 <u>£216,226,,18,,0</u>	
<hr/>		
<u>Receipts.</u>		
On shares &c [etc] as per previous statement.	508,488,,3,,0	
Interest on Loan Account.	71,,11,,3	
Transfer Fees.	<u>1,,5,,0</u>	508,560,,19,,3
 <u>Expenditure.</u>		
To 25 th March as per previous Statement	193,238,,3,,10	
Cheques drawn at last Meeting	13,893,,6,,8	
Cheques specially 15,133,,0,,6 passed for payment since last Meeting.		
Less Commission to E. <u>10,,4,,6</u>	<u>15,122,,16,,0</u>	
Cassell, already deducted from Interest	222,254,,6,,6	
Add. Amount on deposit at Bank.	21,800,,0,,0	
Loan A/c.[Account] Nelke Phillips & Bendix	65,753,,5,,0	
[Loan A/c.] Union Discount Company.	2,350,,7,,6	
Mansion House Subways, Deposit A/c.	<u>70,079,,14,,9</u>	<u>382,237,,13,,9</u>
	 <u>Difference</u>	 126,323,,5,,6
<u>Add.</u> Interest on Shares, previously included.	7,066,,13,,4	
Warrants actually presented	<u>7,056,,1,,10</u>	

Unpresented cheques	10,,11,,6	
	<u>120,,16,,8</u>	<u>131,,8,,2</u>
Leaving <u>Credit Balance</u> at Bank		<u>£126,454,,13,,8</u>
at 14 th April 1896		

List of Cheques.

A list of Cheques drawn as follows, since the last Meeting of the Board was submitted by the Secretary and approved

<u>Name</u>	<u>Particulars</u>	<u>Amount.</u>
Ernest Cassell.	Commission on Guarantee	10,,4,,6
Great George Street }	Rent of Offices &c.	122,,16,,0
Chambers Company }		
Electric Traction Compy	Payment on account of	15,000,,0,,0.
[Company]	Contract price.	
Bircham & Company	Payment for purchase of	2,929,,8,,0
	property.	
Nelke Phillips & Coy	Loan A/c	<u>819,,7,,3</u>
[Company]		
		<u>£18,881,,15,,9</u>

Letter from the Acton District Council, suggesting extension of line to Acton. vide folio 81

A letter from the Clerk to the Acton District Council dated April 15th containing a suggestion that the Central London Railway should be extended to Acton, was read and the Secretary was instructed to say in reply that the Board does not contemplate any extension of the line.

H Tennant [signed]
Chairman

ACC/1297/CLR/01/001/020

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W. on Thursday
14th May 1896, at 3o'clock p.m.

Present.

Mr Tennant in the Chair,
Lord Colville of Culross.
Sir Francis Knollys.
Honorable A.H. Mills.
Lord Rathmore of Shanganagh.
Mr Dawes, Solicitor and Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

A Report from the Engineers, dated 13th May was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
14th May 1896.

Engineers Report No. 6

Engineers Report No. 6.

To the Directors of the
Central London Railway Co.

Gentlemen.

In our report dated 25th March we referred to negotiations [negotiations] in progress with the North London Company with respect to a communication between your Liverpool Street Station and their High Level Station by means of subways and hoists and an access from Liverpool Street for the public on land belonging to the North London Company.

Plans were submitted by us and after consideration by the Engineer of the London & North Western Company a slight modification was suggested which we found no difficulty in accepting as an improvement.

We are glad to be able to report, therefore, that only the assent of the Traction Company, under the terms of their Contract is necessary to enable us to invite Tenders for the work and for the Central London Company to conclude formal agreements with the Great Eastern and the North London Railway Companies.

We are, Gentlemen.
 Yours faithfully.
 (sig) Fowler & Baker.
 J.H. Greathead.

List of Agreements sealed by the Company

The Secretary reported that the following Agreements had been sealed by the Company.

Name	Description of document	Date of Sealing
Mrs S.C.H. Searle.	Conveyance of Freehold premises – Chancery Lane Station	19. Dec 1895
Mrs S.C.H. Searle	Memorial of Deed	[19. Dec 1895]
A. Attneare	Warrant to summon Jury	[19. Dec 1895]
W.P. Thompson.	[Warrant to summon Jury]	[19. Dec 1895]
L.A. Ryalls & others	[Warrant to summon Jury]	[19. Dec 1895]
V.J. Robinson.	Assignment of Leasehold premises.	25. Jan 1896
V.J. Robinson	Memorial of Deed	[25. Jan 1896]
James Kent	Conveyance of Freehold premises, - Chancery Lane Station	[25. Jan 1896]
James Kent	Memorial of Deed.	[25. Jan 1896]
W.H. Roberts	Assignment of Leasehold premises – Uxbridge Road.	[25. Jan 1896]
W.H. Roberts	Memorial of Deed.	[25. Jan 1896]
John T. Campbell.	Conveyance of Land, - Shepherds Bush Station	[25. Jan 1896]
John T. Campbell	Memorial of Deed	[25. Jan 1896]
Henry C. Jones and Capt. [Captain] Cunes Goren.	Assignment of Leasehold premises 544. Oxford Street.	[25. Jan 1896]
Henry C. Jones and Capt. Cunes Goren	Memorial of Deed	[25. Jan 1896]

Phillip Cadby. Wm. [William] Hy. [Henry] Roberts H.H. Heulings	Agreement for apportionment of Rent and Covenants (in triplicate)	27. Feby 1896.
Central London Rly.	Secretary to sign Contracts on behalf of the Company	13. Dec 1895
Central London Rly	Counterpart of Lease of Offices	November 1895
Rev. C.G. Anderson.	Warrant to summon Jury	10. April 1896
Hy. Edwin Moojen	Assignment of Leasehold premises 34a. High Holborn.	22. April 1896
Hy. Edwin Moojen	Memorial of Deed	[22. April 1896]
Wm. Edgington	Assignment of Leasehold premises 133 High Holborn.	[22. April 1896]
Wm. Hy. Bateman with consent of Mrs H.J. Drake.	Conveyance of Freehold premises 34a. High Holborn	[22. April 1896]
Wm. Hy. Bateman	Memorial of Deed	[22. April 1896]
Aubrey Garstin	Assignment of Agreement for Lease.	[22. April 1896]
Aubrey Garstin	Memorial of Deed	[22. April 1896]
Mrs Janette de Pinna	Assignment of Agreement for Lease	[22. April 1896]
Mrs Janette de Pinna	Memorial of Deed	[22. April 1896]
M. & S. Lyon	Warrant to summon Jury	[22. April 1896]
Commissioners of Sewers of City of London.	Agreement as to deposit in connection with Mansion House Subway	[22. April 1896]
Mrs M.A.G.Lee	Warrant to summon Jury	25. April 1896
Phillip Cadby	Agreement for Sale and purchase of Freehold premises, - Holland Park	[25. April 1896]
Waterloo & City Rly Co	Agreement in connection with Mansion House Subways	[25. April 1896]
A.C. Weston.	Warrant to summon Jury	29. April 1896

W.H. Heagcoe	Assignment of Leasehold premises – 31. High Holborn	[29. April 1896]
Rev. J.B. Brookes	Memorial of Deed	[29. April 1896]
Hy. White	Assignment of Leasehold premises – 237 Oxford Street.	[29. April 1896]
M.L. Jackson.	Assignment of Leasehold premises 19. Old Quebec St.	29. April 1896.
Wm. Marriott	Memorial of Deed	[29. April 1896.]
Sebastiano Tenchio	Warrant to summon Jury	5. May 1896
Sebastiano Tenchio	[Warrant to summon Jury]	6. May
George Wreford.	Duplicate Assignment of Leasehold premises. 8. Wood Lane, Hammersmith	7. May.
Wm. Marriott	Assignment of Leasehold premises 542. Oxford Street. & 20. Old Quebec Street.	9. May
A. Stammitz	Assignment of Leasehold premises 15. Argyll Street.	[9. May]
A. Stammitz & S.B. Giles trading as Stammitz Son & Giles.	[Assignment of Leasehold premises 15. Argyll Street]	[9. May]
Ed. [Edward] Hy. Frewin	Memorial of Deed	[9. May]
Ed. Hy. Frewin	Conveyance of Freehold premises 32. High Holborn	[9. May]
Phillip Cadby.	Conveyance of Freehold premises Uxbridge Road.	[9. May]
Phillip Cadby.	Duplicate conveyance of above	[9. May]
Phillip Cadby	Memorial of Deed	[9. May]
Electric Traction Coy [Company]	Mansion House Subway; construction of, and payment for.	1 st May
Duke of Bedford	Appointment of single Arbitrator	13. May
Greatorex & Company	Warrant to summon Jury	14. May

Liverpool Street & Broad Street Works.

The Secretary read the following letters which had been received from the Electric Traction Company and the Engineers of the Central London Railway.

*Letter from Electric Traction Company regarding Liverpool Street and Broad Street arrangements.

Vide folio 35 & 57*

Electric Traction Company Ltd.

16, Great George Street. S.W.

11, May 1896

Henry Tennant Esq

Dear Sir,

Liverpool Street Station with proposed access and Lift Services to North London Station.

I have carefully considered the plans submitted by the Engineers of the result of the negotiations with the Great Eastern & North London Railways

The execution of the work involved in the access from Liverpool Street to and the construction of Liverpool Street Great Eastern Station will cost a much larger sum than was originally estimated by the Engineers and ourselves.

Any access to the North London Railway was not contemplated by us or the Engineers at the time the original estimates were made and is therefore a new proposition and an addition to the expense.

On behalf of the Traction Company I can only agree to execute the work on the following terms:-

1. The suggested entrance to Liverpool Street Station from Bishopsgate Street by a Tunnel, if executed, to be considered and paid for as outside the Contract.
2. If more lifts than are specified in the Contract, or lifts of Greater capacity are required to connect the upper and lower stations, the extra lifts in number or size and consequent enlargement of the Station and other consequent works to be considered and paid for as outside the Contract.

3. The passage connection with the North London Station from our low level passage with Lifts, Shafts and all consequential works to be considered and paid for as outside the Contract.
4. All the above work to be paid for at Cost price to us plus ten per cent, and payments to be made in similar way to the payments under Contract.

Yours very truly

Sig. [circled] Richd [Richard] E. Farrant.

*Letter from the Engineers, regarding Liverpool Street arrangements.

Vide folio 56 & 67*

Engineer's Office.

8. Queen Annes Gate S.W.

13th May 1896.

Hy. Tennant Esq.

Dear Sir,

Liverpool Street Station.

The Contract provides that unless an arrangement with the Great Eastern Company, satisfactory to the Traction Company be come to previous to the 18th June next, the works shall not be carried out under this Contract.

Of course, unless the word "reasonable" be deemed to qualify the term "satisfactory" this would enable the Traction Coy. [Company] to suggest that the whole of the works at Liverpool Street should be dealt with on the cost price, plus ten per cent basis, but we understand that the proposition in their letter to you of the 11th inst., is that certain works only should be considered as outside the Contract.

Mr Farrant refers to some estimate of ours, but that forms no part of the Contract which was based upon the plans marked A and B referred to in Section 25 of the Act of 1892. We understand that Mr Farrant proposes to regard (1.) The proposed entrance from Bishopsgate Street (2) The extra lifts and contingent works and (3) the connection with the North London Railway as extras to the Contract. On the other hand he does not refer to Contract works in which a reduction has been effected [affected], but no doubt has assumed that we would make suggestions in that respect.

Under the special conditions of the Contract with respect to Liverpool Street Station we are prepared to recommend the acceptance of Mr Farrants proposal

provided due consideration be given to the savings effected by the amendment of plans A. & B.

Yours faithfully
(sig) Fowler & Baker
J.H. Greathead.

The Engineers produced a plan under which part of the subway leading from Bishopsgate Street and a portion of the inclined subway from Broad Street to the Central London Station Platforms were proposed to be deferred. The whole question was left for further consideration, the Central London Engineers in the meantime to lay the amended plans before the Engineers of the Great Eastern and North London Companies.

Post Office Station.

The following letters from Mr Farrant and the Engineers, with reference to the proposed enlargement of the Post Office Station were read:-

*Letter from Electric Traction Company regarding enlargement of Newgate Street Station

Vide folio 59*

Electric Traction Company Ltd

16 Great George Street
12th Mat 1896.

Henry Tennant Esq.

Dear Sir,

Enlargement of Newgate Street Station.

The terms on which we are willing to undertake this work and which I have already verbally communicated to you are as follows:-

(1.) The two additional properties in King Edward St north of the land colored [coloured] pink and numbered 202 & 203 on the Parliamentary Plan of 1891 Sheet No 8 to be acquired at the cost of the Railway Company.

(2.) Passages, lifts and other works caused by the extension of the upper and lower stations beyond the area and extent of those shown on the Engineers plans for the Station on land colored pink to be paid for as far as the sub-contract allows by measured prices paid by the Electric Traction Company to their sub-

contractors with ten per cent added, and for the works not covered by sub-contract prices, by cost price to be fixed by the Engineers with ten per cent added.

Your confirmation of this arrangement will oblige.

Yours very truly
(sig.) R.E. Farrant.

*Letter from the Engineers regarding enlargement of Post Office Station
Vide folios 58 & 74*

Engineer's Office.
8. Queen Annes Gate, S.W.
13th May 1896.

Henry Tennant Esq.

Dear Sir,

Newgate Street Station.

Referring to Mr Farrant's letter to you of the 12th inst;
As we read the Contract no provision is made in the lump sum for the execution of enlarged station works on property outside of the limits of the land coloured pink and the question therefore becomes one of a fair bargain between the Company and the Electric Traction Company. Under the special circumstances of the case we think the Traction Company may reasonably be paid the excess cost caused by the additional lift and works incidental thereto shewn [shown] on Drawing No. E 15, as compared with those shewn on Drawing No. E 11, which we presume is the plan for Station on land coloured pink referred to in Mr Farrants letter.

We think the proposed ten per cent addition for profit not unreasonable.

Yours faithfully,
(sig) Fowler & Baker
J.H. Greathead.

Enlargement of Post Office Station approved.

Electric Traction Company advised 16. May 1896.

The subject having been considered.

It was resolved that the enlargement of the station at the Post Office be approved, and the Secretary was authorised to sign the Notices to Treat for the additional

property required. The Secretary was also instructed to advise the Electric Traction Company that the Central London Company is prepared to pay for the additional property, & for the additional lift and works necessary for the expansion of the station.

*Davies Street Station arrangements with the Duke of Westminster for a site at Davies Street.

Vide folio 61*

Electric Traction Company advised 16th May 1896.

Davies Street Station.

The following letters respecting the negotiations [negotiations] with Mr Boodle – the agent of the Duke of Westminster – for a site for Davies Street Station were read and ordered to be recorded.

Electric Traction Company Ltd.

16. Great George Street S.W.

11. May 1896.

Dear Mr Tennant.

Davies Street Station

I send you herewith copies of letters which have passed between our Solicitor and Mr Boodle, the Agent of the Duke of Westminster by which you will see Mr Boodle declines to proceed with the arrangement which we had made with him for placing a station at Davies Street.

I shall be glad to hear from you whether you wish us to take steps to secure a site for a station at this locality either upon the site on the north side of Oxford Street which I showed to you or on any other which we may agree upon.

Yours very truly.

(sig.) Rich [Richard] E. Farrant.

Ashurst Morris Crisp & Coy [Company]

17. Throgmorton Avenue E.C.

28. April 1896.

H.T. Boodle Esq

Dear Sir.

Duke of Westminster & Central London Rly [Railway].

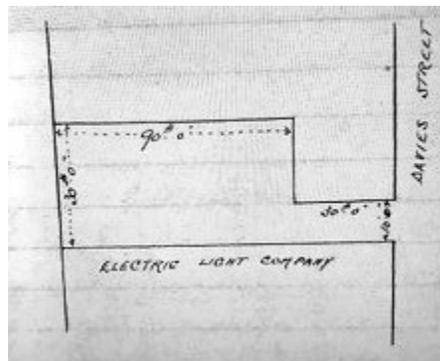
I now return you draft heads of Agreement revised. You will observe I have struck out the proposed deposit of £30,000 in Consols because I am quite certain my clients will not agree to it.

I intimated to you in a previous letter that my clients consider that the arrangement which Mr Farrant and I made with you in regard to Davies Street Improvement as a very onerous one for them. Mr Farrant and I, however, took the position that we were honorably bound to you. And it is for this reason alone that my clients will proceed with the matter. If, however, you introduce any new conditions (such as the proposed deposit) I am quite certain that they will break away and will seek for a station site elsewhere.

*Davies Street Station. Negotiations with the Duke of Westminster for a site at Davies Street
Vide folio 60 & 62*

It is quite correct as Mr Farrant told you that the matter is urgent. It must be settled one way or the other very shortly.

The Agreement must of course, be subject to the proposed arrangement with the Electric Light Company, which I understand Mr Farrant has explained to you. It is proposed that the Railway Company shall grant to the Electric Light Company a Lease of a strip of land 90ft. [feet] by 30 ft. adjoining the property leased to them by the Duke, on the North Side, with the use of an access from Davies Street 30ft. by 10ft. as shown in the annexed rough sketch. The lease is to be for a term to run concurrently with that granted by the Duke, and at the same proportionate rent. This is the condition upon which the Electric Light Company will assent to a Station being made at Davies Street.



I have struck out the provisions as to the subsoil I cannot consent to pay a rent charge for the easement. We have agreed with the crown and other land owners to pay a nominal sum for the subsoil which we take. The amount to be paid to the Crown was settled by an Arbitrator. I think it comes out at about 1/- [shilling] per foot run of street. The amount to be paid to the other land owners has been settled by Agreement but is on the same basis.

I cannot agree to put the Duke of Westminster on any different footing.

I hope it may be convenient for you to deal with this matter without further delay. If you would like to see me. I shall be happy to arrange an appointment to call on you.

Yours truly

Sig. W. Morris Jun [Junior].

*Davies Street Station. Negotiations with the Duke of Westminster for a site at Davies street.

Vide folio 62 & 80*

The Grosvenor Office.

53. Davies St. Berkeley Square [illegible]]

4th May 1896.

Wm [William] Morris Esq Jun

Dear Sir,

Central London Railway.

I have received and considered your letter of the 28th ult. [ultimate] returning the draft Heads of Agreement altered by you in red ink.

I can only say that I regret you have thought it necessary to make these alterations which I cannot assent to.

You are kind enough to say that if I would like to see you, you would be happy to arrange an appointment to call upon me. I am much obliged for this, but I really do not think that any interview would be of service and I shall consider the negotiations for an agreement at an end, after what you say.

I remain,

Yours truly.

sig. H.T. Boodle.

Ashurst Morris Crisp & Company.

17. Throgmorton Avenue, E.C.

5th May 1896.

H.T. Boodle Esq

Dear Sir,

Central London Railway.

I have received your letter of yesterdays date, & I will inform my clients of your determination not to proceed further with the negotiations for an agreement with regard to Davies Street Station and Street Improvement.

Yours truly
sig. Wm Morris Jun

Land Tax to be redeemed

Land Tax. The following letter from the Company's Solicitors was read.

Bircham & Company.

50. Old Broad Street. E.C.
23rd April 1896.

R.O. Graham Esq

Dear Sir,

Redemption of Land Tax.

We understand that Mr Vigers strongly recommends that the Land Tax on the Station Sites, wherever there is any outstanding should be redeemed before the buildings are erected.

We shall be glad if you will bring the matter before the next Board so that we may have definite instructions on the subject.

Yours truly.
sig. Bircham & Company.

Bircham & Coy & Vigers & Coy, advised 16. May '96

and it was resolved to redeem the Land Tax in all cases where it could be done on reasonable terms. The Company's Solicitors to arrange accordingly.

Financial Statement

A Financial Statement was submitted by the Secretary and ordered to be recorded.

Financial Statement at 13th May 1896.

Receipts.	508,965,,5,,5
Expenditure	<u>305,665,,10,,4</u>

Available Balance at 13th May 1896. £203,299,,15,,1

Receipts.

On Shares &c as per previous statement.

508,560,,19,,3

Interest Account.

402,,11,,2

Transfer Fees.

1,,15,,0

Expenditure

To April 14th as per previous statement.

222,254,,6,,6

Mansion House Subways Deposit.

70,079,,14,,9

Cheques passed on 16th April 1896.

3,748,,15,,3

296,082,,16,,6

Cheques specially passed

since last Board Meeting. 20,316,,19,,8

Less. Bircham

& Coy

9,900,,0,,0

E. Cassel –

Commsn 14,,18,,7

[Commission]

Nelke Phillips

& B.

819,,7,,3

10,734,,5,,10

9,582,,13,,10

305,665,,10,,4

Add.

Deposit at Bank

21,800,,0,,0

Loan a/c - Nelke Phillips &

61,224,,3,,9

388,689,,14,,1

Bendix

Difference.

120,275,,11,,4

Add.

Interest on shares previously included.

7,066,,13,,4

Warrants actually presented

7,059,,2,,8

7,,10,,8

Unpresented cheque

866,,9,,10

874,,0,,6

Leaving Credit Balance at Bank at 13th May

£121,149,,11,,10

1896.

Cheques drawn since last Meeting

A list of cheques drawn as follows, since the last Meeting of the Board was submitted by the Secretary and approved.

Name	Particulars	Amount		
E. Cassel	Commission	8	11	1
Bircham & Company	Purchase of property	852	17	
Secretary & Clerks	Salaries in April	42	10	
E. Cassel	Commission	6	7	6
Bircham & Coy	Purchase of property	9,900		
[Bircham & Coy]	[Purchase of property]	1,230		
[Bircham & Coy]	[Purchase of property]	2,534	16	3
[Bircham & Coy]	[Purchase of property]	2,825		
Bircham & Company.	Purchase of property	2,050	8	
[Bircham & Company.]	[Purchase of property]	866	9	10
		<u>£20,316</u>	<u>19</u>	<u>8</u>

Accounts for payment.

A list of accounts for payment was submitted by the Secretary as follows, and ordered to be paid.

Name.	Particulars	Amount.		
Mead Bunt & Coy	Advertising Notice of Half Yearly Meeting	15	2	6
[Mead Bunt & Coy]	Publication of Report.	22	16	2
Waterlow & Sons	Printing &c	41	0	10
Electric Traction Coy.	Certificate No 5.	35,000		
		<u>35,078</u>	<u>19</u>	<u>6</u>

H Tennant [signed]
Chairman

ACC/1297/CLR/01/001/021

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W., on
Tuesday, 4th June 1896, at 3 o'clock p.m.

Present

Mr Tennant in the Chair,
Lord Colville of Culross,
Lord Rathmore,
Sir Francis Knollys,
Hon: A.H. Mills.

Sir Benjamin Baker, Mr Greathead, Mr Dawes & Mr Graham.

Minutes of last Meeting were read and confirmed.

The Engineers Report No 7 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate.
4th June 1896.

Engineers Report No 7.

Engineers Report No 7.

To the Directors, of the Central London Rly [Railway] Co. [Company]

Gentlemen,

We are glad to be able to report that the Contract for the station and public subways at the Mansion House has been concluded with Mr George Talbot, the Contractor for section 6 of the Railway.

The Traction Company have not yet signified their assent to the proposal of the North London Railway Company for the connection between their station and the Central London Station at Liverpool Street, but the subject is receiving their consideration at the present time.

We are, Gentlemen,
Yours faithfully
(sig.) Fowler & Baker
J.H. Greathead.

*List of Agreements &c sealed by the Company.

Vide Seal Book*

The Secretary reported that the following documents had been sealed since the last Meeting.

Name	Description of document.	Date of Sealing.
Crakes Trustees	Agreement for Sale.	22. May 1896
Snooks.	Warrant to Sheriff to deliver possession.	23. May.
Feetum.	Warrant to Sheriff to summon jury	2. June
F. Cooper.	[Warrant to Sheriff to summon jury]	2. June.
A. Cooper.	[Warrant to Sheriff to summon jury]	2 June.
C. Rawley Cross.	[Warrant to Sheriff to summon jury]	2. June
J.L. Grossmith	[Warrant to Sheriff to summon jury]	2. June.

vide folio 57 & 80

Liverpool Street & Broad Street access.

The Engineers submitted amended plans in which the inclined subway from Broad Street to the Central London low level platforms at Liverpool Street, and the subway from Bishopsgate Street are proposed to be deferred. Sir Benjamin Baker suggested that these plans should be adopted by the Board as the best solution of the difficulty, and this course was agreed to. The Chairman to settle the terms of the agreements with the North London & Great Eastern Companies, and to make the best arrangements possible.

Petition from Kensington Woodhouse Park Syndicate.

A petition from the Kensington Woodhouse Park Syndicate protesting against the verdict of the jury in their claim for compensation, and asking for a further consideration of their case, was considered, and the Secretary was instructed to inform the petitioners that it was a matter in which the Central London Company could not interfere.

The Financial Statement was submitted as follows:-

Financial Statement

Financial Statement at 3rd June 1896.

Summary.

Receipts.	508,897,,5,,1
Expenditure	<u>400,541,,13,,1</u>
Available Balance at 3 rd June.	<u>£108,355,,12,,0</u>

Receipts

On shares &c [etc] as per previous statement.	508,965,,5,,5
Interest Account.	<u>80,,7,,11</u>
	509,045,,13,,4
<u>Less.</u> Amount credited to Interest in last statement.	<u>148,,8,,5</u>
Should have been credited to Nelke Phillips & Bendix	508,897,,5,, <u>[[illegible]]</u>

Expenditure.

To May 13 th as per previous statement.	305,665,,10,,4
Cheques passed for payment at Board Meeting on 14 th May	35,078,,19,,6
Cheques specially 67,808,,10,,2 passed since last Board Meeting	
<u>Less.</u> Amount 8,000,,0,,0 repaid by Bircham & Company.	<u>59,808,,10,,2</u>
	400,553,,0,,0
<u>Less.</u> E. Cassel Commission	<u>11,,6,,11</u>
	400,544,,13,,1
<u>Add.</u> Deposit at Bank.	<u>21,800,,0,,0</u>
	<u>422,344,,13,,<u>[[illegible]]</u></u>

	<u>Difference.</u>	86,555,,12,, <u>[[illegible]]</u>
<u>Add.</u> Interest on shares previously included.	7,066,,13,,4	
Warrants actually presented.	<u>7,059,,4,,5</u>	
	7,,8,,11	
Unpresented cheques	<u>1,787,,13,,0</u>	<u>1,795,,1,,<u>[[illegible]]</u></u>
		<u>£88,350,,13,,<u>[[illegible]]</u></u>
Leaving <u>Credit Balance</u> at Bank at 3 rd June 1896.		

Amount required to 1st Nov: 1896 on the Contract.

The following letter from the Electric Traction Company as to the amount to be paid to 1st November 1896 on the Contract was read and ordered to be recorded.

Electric Traction Company Ltd

16. Great George Street, S.W.

21st May 1896.

R.O. Graham Esq.

Dear Sir,

In reply to your letter of the 15th inst., stating that Mr Tennant would be glad if I could give him an approximate idea of the amount of money we shall require to be paid on the Contract between now and the 1st November. I beg to say that it is somewhat difficult to make an estimate before the work is begun, but I do not think that the sum required, would, on account of the works, amount to more than £100,000 which I believe is an extreme amount.

As regards the payment for Land, from the information given to me by the Solicitors this morning, I think it is quite likely that we shall require at least £400,000 for the settlement of Land Claims up to the end of June and a further sum of about £50,000 for July.

Yours truly.

(sig) R.E. Farrant.

*A call of £2 per share to be made on the Shareholders, due 1st Sept 1896

Vide folio 89*

It was resolved that a call of £2 per share payable on the 1st September next be made on the shareholders, it being understood that Messrs Glyn Mills Currie & Company will advance a sum sufficient to meet the requirements of the Company to the end of August on being advised that the call has been made.

Bircham & Company a/c

Messrs Bircham & Companys account for services rendered previous to floatation was considered, and it was resolved that the sum of £333,,19,,0 be paid in settlement so far as the Central London Railway is concerned.

*Applications to pay in advance of calls.

Vide folio 75*

The following applications to pay in advance of Calls were submitted.

Stephen Augustus Ralli 1000 shares

Regensburg & Schnapper 2000 [shares]

And the Secretary was instructed to say in reply that the Company is not at present prepared to accept prepayment of calls.

The Engineers reported they were unable to submit their certificate for the amount due to the Electric Traction Company in respect of property purchased and vested in the Company during the month of May, as they had not received the necessary advice from the Company's Solicitors, - Messrs Bircham & Company – and the Secretary was authorised to draw a cheque for the amount of the certificate as soon as received.

Cheques drawn since last meeting

A list of cheques drawn as follows, since the last meeting of the Board was submitted by the Secretary and approved.

Name	Particulars	Amount		
Bircham & Coy [Company]	Purchase of Property	260		

[Bircham & Coy]	[Purchase of Property]	480		
[Bircham & Coy]	[Purchase of Property]	75		
[Bircham & Coy]	[Purchase of Property]	2,000		
[Bircham & Coy]	[Purchase of Property]	879		3
[Bircham & Coy]	[Purchase of Property]	460		
[Bircham & Coy]	[Purchase of Property]	1,700		
[Bircham & Coy]	[Purchase of Property]	350		
[Bircham & Coy]	[Purchase of Property]	5,880	12	
E. Cassel	Commission	6	2	11
Petty Cash.	Office Expenses.	10		
Bircham & Coy	Purchase of property.	640	15	
[Bircham & Coy]	[Purchase of Property]	2,411	5	
[Bircham & Coy]	[Purchase of Property]	640	15	
[Bircham & Coy]	[Purchase of Property]	640	15	
[Bircham & Coy]	[Purchase of Property]	3,340	19	
[Bircham & Coy]	[Purchase of Property]	3,100		
[Bircham & Coy]	[Purchase of Property]	640	15	
[Bircham & Coy]	[Purchase of Property]	3,284	6	
[Bircham & Coy]	[Purchase of Property]	4,286	15	
[Bircham & Coy]	[Purchase of Property]	623	2	
[Bircham & Coy]	[Purchase of Property]	3,600		
[Bircham & Coy]	[Purchase of Property]	1,076		
[Bircham & Coy]	[Purchase of Property]	1,332		
[Bircham & Coy]	[Purchase of Property]	513	13	
[Bircham & Coy]	[Purchase of Property]	8,000		
[Bircham & Coy]	[Purchase of Property]	8,000		
[Bircham & Coy]	[Purchase of Property]	10,391	8	
Secretary & Clerks	May Salaries	42	10	
Bircham & Coy	Purchase of Property	750		
[Bircham & Coy]	[Purchase of Property]	1,294		
E. Cassel	Commission	5	4	
Bircham & Coy	Purchase of Property	493	13	
[Bircham & Coy]	[Purchase of Property]	<u>600</u>		
		<u>£67,808</u>	<u>10</u>	<u>2</u>

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/022

Minutes of Meeting

held at 16. Great George Street Westminster, on Tuesday
July 14th 1896, at 3 o'clock pm.

Present.

Mr Tennant in the Chair.

Lord Colville of Culross.

Sir Francis Knollys.

Hon: A.H. Mills.

Lord Rathmore.

The Engineers, Mr Dawes, Solicitor, & Mr Graham.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 8 was read and ordered to be recorded.

Engineers Office

8. Queen Annes Gate 14th July 1896.

Engineers Report No 8.

The Directors of the Central London Railway Coy. [Company]

Engineers Report No 8

Gentlemen.

We are glad to be able to report that the Contractors have now commenced work, and at Chancery Lane Station the two lift shafts, each 23 feet in diameter have been sunk to a depth of 12 feet below the street level.

The station sites at Shepherds Bush, Notting Hill Gate, and Bloomsbury are cleared and ready for work to be commenced and, with the exception of Queens Road Davies Street and Newgate Street, the Contractors have obtained possession of all the required property.

At Mansion House the hoarding has been erected in accordance with the instructions of the City Engineer and ground can be broken at once. At Newgate Street the plans have been definitely approved.

We have had important negotiations [negotiations] with the Great Eastern Railway Officials respecting the essential point of how the excavated material is to be got away from that crowded locality, and are glad to say that our proposal to utilise the junction tunnel at Liverpool Street has been regarded favourably by the officers of the Great Eastern Railway, and that we have reason to hope that the matter will be settled in a few days.

Our Inspectors now are engaged in inspecting the castings for the tunnels at nine different works in England and Scotland. The Shields also will be partly ready for our inspection this week.

We are, Gentlemen,

Yours faithfully,

sig. [signed] Fowler & Baker

J. H. Greathead.

*List of agreements sealed.

vide Seal Book*

The Secretary reported that the following documents had been sealed since the last Meeting of the Board.

Name	Description of document	Date of Sealing
Kensington Woodhouse Park Syndicate	Warrant to deliver possession	5. June 1896.
Greatorax & Company	Bond for property in Paddington	8 June 1896.
Viscount Portman	Agreement for sale. Property in Marylebone. Amount £10,320	[8 June 1896.]
G.F. Nash	Assignment of premises, 50. Uxbridge Road.	[8 June 1896]
[G.F. Nash]	Memorial of Deed	[8 June 1896]
F. Garrard's Trustees	Conveyance of 84. High Street Noting Hill Gate. £838	[8 June 1896]
[F. Garrard's Trustees]	Memorial of Deed	[8 June 1896]

A. Cooper	Bond for property at Westbourne Park	11. June 1896.
F. Cooper	Bond for property at Westbourne Park.	11. June 1896.
Greator & Coy.	Warrant to deliver	12 June
Austin	Contract	[12 June]
Mrs E. Hall & others.	Assignment of premises. 84 & 86. High Street, Notting Hill.	24. June
[Mrs E. Hall & others]	Memorial of Deed.	[24. June]
J. L. Grossmith	Bond	[24. June]
J. Legg & others	Conveyance of 82. High St. Notting Hill Gate.	29. June
[J. Legg & others]	Memorial of Deed	[29. June]
Geo. Tomalin	Duplicate assignment of 11. 12 & 13. Stanhope Terrace.W.	[29. June]
Bridge House Estates.	Nomination of Surveyor.	10. July

*Agreement with Electric Traction Coy.

vide Agreements. Vide folios 59 & 89*

Post Office Station.

An Agreement with the Electric Traction Company dated 15. July 1896 relating to the enlargement of the Post Office Station in Newgate Street was submitted by the Company's Solicitor, and ordered to be sealed.

Agreement with New River Coy.

An Agreement with the New River Company dated 15. July 1896 in connection with the mains at the Mansion House was also submitted and ordered to be sealed subject to satisfactory arrangements being made as to the provision of deposit money.

The Secretary read a letter from Mr Dawes asking that during his absence on vacation, the initials of one of his partners should be accepted on all documents which require to be approved by the Company's Solicitors which was agreed to.

Loan Account. 80,000,,0,,0
589,634,,1,,5

Expenditure.

To June 3rd as per previous statement. 400,541,,13,,1

Cheques passed since £232,294,,1,,9

last Board Meeting.

Less Amounts repaid by

Bircham & Coy, 45,197,,6,,0 187,096,,15,,9 587,638,,8,,4

Difference 1,995,,12,,7

Add.

Interest on shares previously included 7,066,,13,,4

Warrants actually presented. 7,059,,10,,1

7,,3,,3

Unpresented cheques 7,614,,10,,2 7,621,,13,,[illegible]

Leaving Credit Balance at Bank £ 9,617,,6,,[illegible]

at 13. July 1896

A list of cheques presented since the last meeting of the Board was submitted by the Secretary and approved.

Cheques drawn since last meeting

Name	Particulars	Amount		
Bircham & Company.	Purchase of Property	150		
[Bircham & Company.]	[Purchase of Property]	549	6	
[Bircham & Company.]	[Purchase of Property]	2,954		
[Bircham & Company.]	Services previous to flotation	333	19	

[Bircham & Company.]	Purchase of Property	1,002	18	2
[Bircham & Company.]	[Purchase of Property]	2,079		
[Bircham & Company.]	[Purchase of Property]	1,540		
[Bircham & Company.]	[Purchase of Property]	1,150		
[Bircham & Company.]	[Purchase of Property]	939	18	
[Bircham & Company.]	[Purchase of Property]	3,762		
[Bircham & Company.]	[Purchase of Property]	1,850		
[Bircham & Company.]	[Purchase of Property]	11,800		
[Bircham & Company.]	[Purchase of Property]	133	2	
[Bircham & Company.]	[Purchase of Property]	146	4	
Bircham & Company	Purchase of Property	26,132		
[Bircham & Company]	[Purchase of Property]	4,916		
[Bircham & Company]	[Purchase of Property]	6,270		
[Bircham & Company]	[Purchase of Property]	7,500		
[Bircham & Company]	[Purchase of Property]	4,730		
Electric Traction Company	Payment on a/c of Contract	28,000		
Bircham & Company	[Payment on a/c of Contract]	4,989	18	
[Bircham & Company]	[Payment on a/c of Contract]	2,500		
[Bircham & Company]	[Payment on a/c of Contract]	1,524	3	
[Bircham & Company]	[Payment on a/c of Contract]	15,000		
[Bircham & Company]	[Payment on a/c of Contract]	2,469		

[Bircham & Company]	[Payment on a/c of Contract]	4,160		
[Bircham & Company]	[Payment on a/c of Contract]	1,350		
Henry Tennant	Direction	604	3	4
Lord Colville	[Direction]	60	8	4
Sir Francis Knollys	[Direction]	60	8	4
Hon: A. H. Mills.	[Direction]	60	8	4
Lord Rathmore.	[Direction]	60	8	4
Secretary & Clerks	June Salaries	42	10	
Bircham & Company	Purchase of Property	1,823	2	
[Bircham & Company]	[Purchase of Property]	13,000		
[Bircham & Company]	[Purchase of Property]	4,000		
[Bircham & Company]	[Purchase of Property]	6,270		
[Bircham & Company]	[Purchase of Property]	800		
[Bircham & Company]	[Purchase of Property]	29,933		
[Bircham & Company]	[Purchase of Property]	1,673	2	
[Bircham & Company]	[Purchase of Property]	2,225	4	
[Bircham & Company]	[Purchase of Property]	547	2	4
[Bircham & Company]	[Purchase of Property]	748	14	9
[Bircham & Company]	[Purchase of Property]	9,900		
[Bircham & Company]	[Purchase of Property]	15,000		
[Bircham & Company]	[Purchase of Property]	513	13	
[Bircham & Company]	[Purchase of Property]	1,240		10
[Bircham & Company]	[Purchase of Property]	800		
[Bircham & Company]	[Purchase of Property]	5,000	8	
		£232,294	1	9

Accounts for payment

A list of accounts for payment was submitted and approved.

Name	Particulars.	Amount		
Waterlow & Sons Ltd	Stationery	4	15	8
Great George Street Chambers Company	Rent	119	14	
Fowler Baker & Greathead.		7,500		
Electric Traction Company.		19,117		
		£26,741	9	8

Increase in salary

Also application from the Secretary for an increase of Salary in accordance with the terms of his engagement was submitted, and it was resolved that: - The Secretary's salary be increased from £400 to £450 per annum as from the 1st July 1896.

H Tennant [signed]

Chairman

ACC/1297/CLR/01/001/022a

Minute of formal Meeting

held at Cannon Street Hotel, Cannon Street. E.C. on Tuesday. 11th August 1896 at
3 o'clock p.m.

Present

Mr Tennant in the Chair.

Lord Colville of Culross

Sir Francis Knollys.

Hon: A.H. Mills.

Lord Rathmore. and Mr Graham.

*Appointment of Assistant Secretary pro tem. *

It was resolved that Mr John Lindsay Bruce Lindsay be appointed to act as Assistant Secretary during the temporary absence of the Secretary with authority to endorse and countersign cheques, and to attest the fixing of the Company's Seal.

H Tennant [signed]

Chairman

ACC/1297/CLR/01/001/023

Minutes of Meeting

held at 16. Great George Street, Westminster on Thursday, the 8th October 1896
at 3 o'clock p.m.

Present

Mr. Tennant in the Chair.

Sir Francis Knollys.

Hon: A.H. Mills.

Lord Rathmore.

Sir Benjamin Baker, Mr. Dawes, Solicitor & Mr. Graham.

The Minutes of last Meeting were read and confirmed.

Engineers Report

The Engineers Report No 10 was read and ordered to be recorded.

Engineers Office

8. Queen Annes Gate, S.W.

8. October 1896

Engineers Report No 10.

To the Directors of the
Central London Railway.
Gentlemen.

Satisfactory progress has been made on the whole with the works during the past two months.

The 30ft [foot]shafts at Shepherds Bush, Holland Park & Westbourne Stations have been completed and headings have been driven from them under the roadway, where brick chambers are being constructed in order to exit the shields, three of which have already arrived.

One of the 23ft shafts at Chancery Lane Station is also finished, and five other 23ft and three 18ft shafts are being sunk at the Marble Arch, British Museum & Oxford Street Stations.

At Bank Station 60 feet of the South Approach in front of the Royal Exchange has been completed.

The Contractors are now in possession of Station Sites with the exception of Davies Street, the negotiations [negotiations] for the acquisition of which site were terminated by the Duke of Westminster's representatives in May last.

We are Gentlemen,
Yours faithfully
(sig) Fowler & Baker.

*Great Eastern Compy. draft agreement with
vide folio 67 & 88*

The draft agreement with the Great Eastern Company in connection with the proposed extension to Liverpool Street was submitted. The Chairman stated that the terms required by the Great Eastern Company for the easement in connection with the Central London station at Liverpool Street were practically prohibitive, and the subject was deferred until the next meeting. The Chairman in the meantime to see Mr. Birt and endeavor to make an arrangement which would be satisfactory which would be satisfactory to both parties.

*North London Compy. draft agreement with
Vide folio 88*

The draft agreement with the North London Company was also submitted, and the further consideration of it deferred until the negotiations [negotiations] with the Great Eastern Company had been concluded.

*Alternative site for station near Davies Street
Application for Parliamentary Powers
vide folio 62 & 88*

Davies Street Site

The question of an alternative site for a station in the neighborhood of Davies Steet was considered, and it was resolved that the negotiations [negotiations] with the Duke of Westminster having failed, notice should be prepared for an application to Parliament to purchase another site for a station in Oxford Street, and submitted to the next Board Meeting.

*Acton District Council suggested extension.
Vide folio 51 & 22[illegible]*

A further letter from the Urban District Council of Acton was read, asking that a deputation should be received by the Board respecting a suggested extension of the line to Acton, and the Secretary was instructed to say in reply that as the Directors are not able at present to entertain the question, they would not be justified in giving representatives of the Urban District Council of Acton the trouble of waiting upon them with reference thereto.

Financial Statement

The financial position of the Company having been discussed, it was resolved that if the estimated progress of the works, and the payments on account to the Contractors rendered it necessary, a further call of £2 per share be made.

Financial Statement at 6th October 1896

Receipts

On shares	981,730,,14,,8	
Sunday receipts, interest &c	<u>665,,2,,7</u>	
		982,395,,17,,3

Expenditure

To 13 th July as per previous statement	587,638,,8,,10	
Additional to date	<u>118,082,,9,,6</u>	
		<u>705,720,,18,,4</u>

Available Balance

276,674,,18,,11

Less

Amount on deposit at Bank	70,000,,0,,0	
Amounts on loan: -		
Messrs Nelke Phillips & Bendix	30,437,,10,,0	
[Messrs] J. Mostyn Pritchard & Coy.	30,000,,0,,0	
[Company]		
[Messrs] Cazenove & Akroyd	<u>100,000,,0,,0</u>	
		<u>230,437,,10,,0</u>
		46,237,,8,,1

Add

Unpresented cheque		60,,8,,4
<u>Credit Balance at</u>		<u>£46,297,,17,,3</u>
October 6 th 1896.		

*List of Agreements sealed by Company
vide Seal Book*

The Secretary reported the following documents had been sealed since the last meeting of the Company

Name	Description of document	Date of Sealing
R.W. Clarke	Warrant to Sheriff	20 July 1896
E.J. Tomlin	[Warrant to Sheriff]	[20 July 1896]
New River Company	Agreement	15. July
Electric Traction Coy.	[Agreement]	15. July
T.E. Goodes	Assignment.	4. August
Trustees of the London Parochial Charities	Bond entered into with sureties	[4. August]
Post Office Employees Burglary Insurance Ass[ociation]	[Bond entered into with sureties]	[4. August]
R. Debenham	[Bond entered into with sureties]	[4. August]
E.J. Tomlin	[Bond entered into with sureties]	[4. August]
Robt. Price.	[Bond entered into with sureties]	[4. August]
J. Brilliant.	[Bond entered into with sureties]	[4. August]
Post Office Employes Guarantee Ass[ociation]	[Bond entered into with sureties]	7. August
Ecclesiastical Comm[issioners]	[Bond entered into with sureties]	15. August
Share Certificates	Nos 1338, 1341-1361 and 1363-1395	[15. August]
R.N. Larter	Assignment	24. August
[R.N. Larter]	Memorial	[24. August]
W.P. Dickens	Assignment	[24. August]

[W.P. Dickens]	Memorial	[24. August]
A. Cooper	Assignment	[24. August]
[A. Cooper]	Memorial	[24. August]
F Cooper	Assignment	[24. August]
[F Cooper]	Memorial	[24. August]
G.H. Healey	Assignment	[24. August]
G.H. Healey	Memorial	[24. August]
Jane Hill	Assignment	[24. August]
Wm. Hill	[Assignment]	[24. August]
H. Hill	[Assignment]	[24. August]
Jane Hill	Memorial	[24. August]
Wm. Hill	[Memorial]	[24. August]
H. Hill	[Memorial]	[24. August]
Ryalls Trustees	Assignment	[24. August]
[Ryalls Trustees]	Memorial	[24. August]
C.G. Anderson.	Conveyance	24. August 1896.
[C.G. Anderson.]	Memorial.	[24. August 1896.]
Philip Cadby	Conveyance	[24. August 1896.]
[Philip Cadby]	Memorial	[24. August 1896.]
G Tomalin	Assignment	[24. August 1896.]
[G. Tomalin]	Memorial	[24. August 1896.]
Wm.H. Sharland	Assignment	[24. August 1896.]
[Wm.H. Sharland]	Memorial	[24. August 1896.]
Ann Lea	Assignment	[24. August 1896.]
[Ann Lea]	Memorial	[24. August 1896.]
J. Brilliant.	Warrant to Sheriff.	[24. August 1896.]
Share Certificates.	Nos. 1396 - 1426	21. August
	[Nos] 1428-1480	[21. August]
[Share Certificates]	Nos 1481-1499	4. September
	1501-1528	[4. September]
H.H. Hewlings	Assignment	8 September
[H.H. Hewlings]	Memorial	[8 September]
E.E. Russell	Assignment	[8 September]
[E. E. Russell]	Memorial	[8 September]
G.B. Johnston	Assignment	[8 September]

[G.B. Johnston]	Memorial	[8 September]
Central London Rly.	Conveyance	[8 September]
W. J. Lucking	Duplicate Assignment	[8 September]
Share Certificates.	Nos: 1529-1537	14 September
[Share Certificates.]	1539-1550	[14 September]
Viscount Portman	Conveyance	[14 September]
George Shaw	Assignment	19. September
Share Certificates	Nos: 1537-1567	[19. September]
Viscount Portman	Deed	29. September
Cecil Long & another	Assignment	[29. September]
Share Certificates.	Nos: 1568-1586	[29. September]
W.H. Pegge & another	Assignment	8. October
[W.H. Pegge & another]	Memorial	[8. October]
Viscount Portman	Conveyance	[8. October]
[Viscount Portman]	Memorial	[8. October]
W. J. Lucking	Assignment	[8. October]
[W. J. Lucking]	Memorial	[8. October]
Share Certificates	Nos: 1587-1605	[8. October]

Cheques drawn since last Meeting

A list of cheques drawn since the last meeting of the Board was submitted by the Secretary & approved.

Name	Particulars	Amount		
Petty Cash.	V [-]	10		
Bircham & Company	Purchase of Property	33	12	
[Bircham & Company]	[Purchase of Property]	8,085		
[Bircham & Company]	[Purchase of Property]	1,321		
[Bircham & Company]	[Purchase of Property]	2,800		
[Bircham & Company]	[Purchase of Property]	1,200		
[Bircham & Company]	[Purchase of Property]	469		

Secretary & Clerks	Salaries	46	13	
Bircham & Company	Purchase of Property	1,300		
[Bircham & Company]	[Purchase of Property]	731		
[Bircham & Company]	[Purchase of Property]	656		
Hampton & Sons	Furniture	28	9	
Waterlow & Sons	Stationery	9	6	6
Bircham & Company	Purchase of Property	1,800		
[Bircham & Company]	[Purchase of Property]	110		
[Bircham & Company]	[Purchase of Property]	1,250		
[Bircham & Company]	[Purchase of Property]	9,000		
[Bircham & Company]	[Purchase of Property]	3,157		
[Bircham & Company]	[Purchase of Property]	1,800		
[Bircham & Company]	[Purchase of Property]	1,000		
[Bircham & Company]	[Purchase of Property]	1,350		
[Bircham & Company]	[Purchase of Property]	4,730		
[Bircham & Company]	[Purchase of Property]	4,916		
[Bircham & Company]	[Purchase of Property]	1,240		10
[Bircham & Company]	[Purchase of Property]	2,000		
[Bircham & Company]	[Purchase of Property]	7,500		
[Bircham & Company]	[Purchase of Property]	5,500		
[Bircham & Company]	[Purchase of Property]	100		
[Bircham & Company]	[Purchase of Property]	40		
[Bircham & Company]	[Purchase of Property]	340		
[Bircham & Company]	[Purchase of Property]	30		
[Bircham & Company]	[Purchase of Property]	3,227		
[Bircham & Company]	[Purchase of Property]	450		
[Bircham & Company]	[Purchase of Property]	3,500		
Bircham & Company.	Purchase of Property	7,350		
[Bircham & Company.]	[Purchase of Property]	790		
[Bircham & Company.]	[Purchase of Property]	1,584		
[Bircham & Company.]	[Purchase of Property]	3,000		
Secretary & Clerks	Salaries	46	13	4
Bircham & Company.	Purchase of Property	1,120		
Cannon Street Hotel	Use of Room	3	3	
Petty Cash.	V [-]	10		

Bircham & Coy	Purchase of Property	300		
W.H. Pannell	Audit Fee	12	13	9
W.D. Peat.	[Audit Fee]	12	13	9
Secretary & Clerks	Salaries	46	13	4
Hy. Tennant	Direction	604	3	4
Lord Colville	[Direction]	60	8	4
Sir F. Knollys	[Direction]	60	8	4
Hon: A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Nelke Phillips & Bendix	Loan	30,437	10	
J. Mostyn Pritchard & Coy.	[Loan]	30,000		
Cazenove & Akroyd	[Loan]	100,00		
		£245,289	5	6

List of Accounts for payment

A list of accounts for payment was submitted and approved.

Name	Particulars	Amount		
Electric Traction Company	Payment on a/c	34,892		
Grt. George Street Chambers Coy.	Rent.	119		
Middle Class Dwellings	Sundries	2	19	11
Fowler Baker & Greathead.	Engineering a/c	6,805	3	4
		£41,819	3	3

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/024

Minutes of Meeting

held at 16. Great George Street, Westminster, SW on
Thursday November 12th 1896 at 3 p.m.

Present

Henry Tennant in the Chair,
Lord Colville of Culross.
Sir Francis Knollys.
Hon: Algernon H. Mills
Lord Rathmore of Shanganagh.
Sir Benjamin Baker, Frank Dawes, Solicitor & Mr. Graham.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 11 was read and ordered to be recorded.

Engineer's Office
8. Queen Annes Gate
12. November 1896.

Engineers Report No 11.

To the Directors of the
Central London Railway Coy. [Company]

Engineers Report No. 11.

Gentlemen,

During the last month satisfactory progress has been made with the shafts, four 30 feet, five 23 feet and three 18 ft. [feet] shafts are now finished.

The Shield Chambers have been completed at Shepherds Bush, Holland Park, and Westbourne Stations and tunnelling was started at Shepherds Bush on the 8th inst., and 30 ft. of the 11 ft 6 in. [inch] has been constructed. Six other shields for the 11 ft 6in. tunnel are being erected at Holland Park, Westbourne & Chancery Lane Stations.

At the Bank Station the South Approach in front of the Royal Exchange is finished except for the permanent roof; and 57ft. of the Passenger and Pipe Subway round the Station is nearly complete.

Detailed drawing and specifications have been completed for the sub-contract for the construction of the line from the Bank Station to the terminal Station of your railway under the Great Eastern Railway Companys Liverpool Street Station. The Parliamentary Plan has been prepared for the altered station near Davies Street.

Specifications and plans for the electric works plant, have been forwarded to the Contractors.

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

*List of Agreements sealed by Company
vide Seal Book*

The Secretary reported the sealing of the following documents, in connection with the requisition of property &c.

Name	Description of document	Date of Sealing.
W.J. Lucking & others	Agreement for apportionment of Rent	16. October.
[W.J. Lucking & others]	Duplicate of above	[16. October.]
Share Certificates	Nos 1607-1611	[16. October.]
Wm. Vandeleur & others.	Duplicate Assignment	20. October.
Philip Cadby	[Duplicate] Conveyance	29. October.
Share Certificates	Nos 1612-1628	[29. October.]
W.J. Lucking & others	Agreement	3. November
Viscount Portman & others.	Agreement for apportionment of rent.	[3. November]
J.F. Pownall & others	Conveyance	10. November
[J.F. Pownall & others]	Memorial	[10. November]
Cecil Long & others	Assignment	[10. November]

[Cecil Long & others]	Memorial	[10. November]
Wm. Vandeleur & others	Assignment	[10. November]
[Wm. Vandeleur & others]	Memorial	[10. November]
Share Certificates	Nos: 1629-1645	[10. November]

*Great Eastern and North London draft agreements

vide folio 80 & 94*

The draft Agreements with the Great Eastern & North London Companies, in connection with the proposed extension to Liverpool Street were submitted by the Company's Solicitor, and consideration of them was deferred until they had been returned by the respective Companies with any alterations they may have to make thereon.

*Application for Parliamentary Powers for a station in Oxford Street.

vide folio 80 & 94*

The Company's Solicitor submitted a Notice for an application to Parliament for power to take a site in Oxford Street in substitution of the Davies Street Site, and it was resolved that the notice be issued accordingly.

*Financial Statement

vide Statistics No.*

A Financial Statement was submitted by the Secretary and ordered to be recorded.
Financial Statement at 10th November 1896.

Receipts on shares &c.		989,800,,18,,4
Expenditure: -		
To Oct. 6 th per previous statement.	705,720,,18,,4	
Further sums for land, works &c.	<u>72,664,,17,,8</u>	
		<u>778,385,,16,,0</u>

<u>Available Balance</u>		<u>£211,415,,2,,4</u>
<u>Less</u>		
Amount on Deposit	£40,000	
Amounts on loan: -		
Nelke Phillips & Bendix	30,437,,10,,0	
Mostyn Pritchard & Coy. [Company]	30,000	
Cazenove & Akroyds	<u>100,000</u>	
		<u>200,437,,10,0</u>
Credit Balance at Bank		<u>£10,977,,12,,4</u>
at 10. Nov. 1896.		

*Estimated expenditure to 31. Dec. 1896.

vide Statistics No.

vide folio 69 & 200*

The Secretary submitted the statement shewing [showing] the amount which it is estimated will be required to the end of the year on account of the Contract Works, and it was resolved that a further call of £2 per share be made, payable on the 1st February 1897.

Statement shewing the approximate financial position of the Company on the 31st December 1896.

Estimated amount required by the Electric Traction Company to the 31. December 1896 on account of Works, Materials & c per advice	£120,000
Less Retention Fund 10%	12,000
	108,000
<u>Land</u> say 3/5 th of £50,000	30,000
<u>Interest on Shares</u> , payable in January say	15,000
Engineering to December say	20,000
Payment to Great Eastern Company.	28,500

Total Expenditure to be provided for

£201,500

Against this the Company has available funds amounting to £211,415, so that it will not be necessary to make another call until February 1st next.

*Frontage of Newgate Street Station: letter from Commissioner of Sewers.
vide folio 74*

The following letter from the Engineer to the Commissioners of Sewers, in connection with the frontage of the Post Office Station was read: -

Engineer's Department
Guildhall E.C.
5th Nov. 1896.

Dear Sir,

Central London Railway Station, Newgate Street and King Edward St.

Your communication of the 12th ultimo has been laid before the Finance & Improvement Committee, who having in view the enormous traffic that is likely to take place owing to the construction of your Station at the spot in question, think it very desirable that the frontage should be set back in line with the Church adjacent, and the angle next Newgate Street rounded off as shown upon the accompanying tracing, and they have directed me to enquire whether your Company would be willing, in the interest of the public, to carry out the improvement, and if so upon what terms.

Yours truly

sig. D.J. Ross.

The Engineers having certified that the proposed alteration will not necessarily interfere with the provision of an efficient station on the reduced site, it was agreed that Mr Morris should continue negotiations [negotiations] with the Commissioners of Sewers, on the understanding that the Company, though not desirous of parting with the land, have no objection to set back the line of frontage, on payment by the Commissioners of the same cost per square foot for that portion given up as the cost per square foot of the whole site paid by the Company, including expenses of acquisition.

*Suggested Agreement with Great Western Rly for extension to Paddington

Inward Letter 2306.*

A memorandum of suggested heads of Agreement between the Great Western & Central London Companies for an extension of the Central London Rly to Paddington Station was submitted. The Chairman pointed out that some years ago Mr Greathead submitted a plan to Mr Lambert, then General Manager of the Great Western Railway for a connection with the Great Western Railway for a connection with the Central London Railway, and Mr Lambert did not then see his way to make any agreement with the Central London Company, Mr Wilkinson however desired to reopen negotiations [negotiations], but it was resolved not to take any action on the Session of 1897.

Mrs Rickards action against the Company

Mr Dawes read the following letter from Messr Ashurst Morris & Company with reference to an action against the Company by Mrs Rickards: -

Messrs Bircham & Coy. 17. Throgmorton Avenue
6. November 1896.

Dear Sirs,

Central London Railway.

In accordance with the provisions of Clause 36 of the Contract, we beg to give you notice that an Action has been commenced by Mrs Rickards against the Railway Company asking for an injunction to restrain the Defendants their Contractors, Agents, Servants and Workmen from so excavating and working the subsoil adjoining & under the plaintiff premises, situate at 11 Stanhope Terrace, Bayswater Road, London W as to endanger or damage the same and from so carrying on the said operations as to cause a nuisance annoyance or injury to the Plaintiff on her said premises.

We have given the usual undertaking to appear on behalf of the Railway Company.

Yours truly
sig. Ashurst Morris & Coy.

Mr Dawes explained that under Clause 36 of the Agreement with the Traction Company, they have the right to contest the action on their own behalf, using the name of the Central London Company, and he thought it advisable to report the matter to the Board.

*Cost of super-structure at each Station.

vide folio 116*

Mr Fanaut, Chairman of the Electric Traction Company, submitted a drawing shewing the proposed super-structure at Marble Arch Station. The matter was deferred; Mr Fanaut in the meantime to obtain for the information of the Central London Board, the approximate cost of the super-structure at each station.

Report on Manhattan Railway

The Chairman referred to Mr Bain's report on the Manhattan Railways of New York, and suggested that a solatium of 50 guineas be paid to Mr Bain for the trouble he had taken in the matter. This was agreed to.

Cheques drawn since last Meeting

The Secretary submitted the following list of cheques specifically passed for payment since the last meeting of the Board, which was approved.

Name	Particulars	Amount		
Waterlow Bros & Layton	Stationery	4	12	
Electric Traction Coy:	Contract	31,021	4	9
Mead Burt & Coy.	Stationery	54	12	2
Ernest Cassel	Commission	6	4	2
Petty Cash	Office Expenses	10		
Secretary & Clerks	October Salaries	46	13	4
Ernest Cassel	Commission	5	15	6
Electric Traction Coy	Contract	<u>35,637</u>	<u>3</u>	<u>2</u>
		<u>£66,786</u>	<u>5</u>	<u>1</u>

Accounts for payment.

The Secretary submitted the following list of cheques for payment, which was approved.

Waterlow & Sons Ltd	Stationery &c.	44	9	2
Waterlow Bros & Layton	Half Yearly Report	5	1	8
Hampton & Sons	Furniture	<u>10</u>	<u>5</u>	
		<u>£59</u>	<u>15</u>	<u>10</u>

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/025

Minutes of Meeting.

held at 16. Great George Street, Westminster, S.W., on Tuesday
12th January 1897 at 3 o'clock p.m.

Present.

Henry Tennant in the Chair.
Lord Colville of Culross.
Hon: A.H. Mills.
Lord Rathmore of Shaganagh.
Sir Benjamin Baker, Engineer; Mr Wm. Morris, Solicitor; & Mr Graham.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 12 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W. 12.
January 1897.

Engineers Report No. 12.

To the Directors of the Central London Railway Coy. [Company]

Engineers Report No. 12.

Gentlemen,

During the past two months good progress has been made with the works, and all the 30ft. [feet] shafts, eight 23ft. and six 18ft. shafts are now finished. Eleven shields have been started and a total length of 575 yards of 11ft. 6in. [inches] tunnel has been constructed. Two other shields for the 11ft. 6in. tunnel are being erected at British Museum and Queens Road Stations. Three 25 ft. Shield Chambers are being constructed and one 21ft. Shield is ready for delivery. At the Bank Station 120ft. of the passenger and pipe Subway round the Station is complete with the exception of the permanent roof.

We are, Gentlemen,
Yours faithfully
(sig) [Signed] Fowler & Baker.

*Great Eastern & North London Companies draft agreements. Termination of negotiations [negotiations] for the present.
vide folio 88*

The draft Agreement which had been returned by the Great Eastern Company in connection with the proposed extension to Liverpool Street was submitted by the Company's Solicitor.

Sir Benjamin Baker stated that, in his opinion the terms of the Agreement were unworkable and to the disadvantage of the Central London Company.

The Chairman also pointed out the importance to the Central London Company of having a free hand in dealing with the traffic at the proposed station under Liverpool Street. It was ultimately resolved after careful consideration of the whole subject, that the negotiations with the Great Eastern Company respecting the station and works at Liverpool Street be for the present discontinued. As a consequence, negotiations with the North London Company cannot for the present be carried further.

*Central London Bill 1897.
vide folio 88 & 99*

The Central London Bill 1897 as deposited in Parliament, was submitted by the Solicitor, and he was instructed to do what was necessary to have the Bill brought up in the ensuing Session.

Manchester Sheffield & Lincolnshire Rly [Railway]: power to change name

The Secretary reported that a Bill had been deposited in the House of Lords by the Manchester Sheffield & Lincolnshire Railway Company, for power to change its name to that of the "Central Railway Company". The Secretary was instructed to draw the attention of the Manchester Sheffield and Lincolnshire Company to the inconvenience which would be caused, especially on the Stock Exchange, if a name so nearly similar to that of the Central London Railway Company were finally adopted.

*Half Yearly Accounts.
vide folio 75 & 116*

The Secretary submitted the Statement of Accounts for the Half Year ending 31st December 1896, which was approved.

*Date of Half Yearly Meeting

vide folio 75 & 116*

It was resolved that the Half Yearly Meeting should be held at Cannon Street Hotel on Thursday the 4th February 1897 at 3 o'clock pm., and that Lord Colville of Culross and Lord Rathmore, being the directors who retire by rotation, should offer themselves for re-election as directors of the Central London Railway Company for the ensuing year.

*List of Agreements sealed by the Company. *

The Secretary reported the sealing of the following documents in connection with the acquisition of property &c.

Name	Description of document	Date of Sealing
W. Richardson.	Warrant to Sheriff	14. Nov. 1896.
Ecclesiastical Comm. [Commissioners]	Apportionment of rents	23 Nov.
Share Certificates	Nos 1646-1666	[23 Nov.]
Central London Bill 1897.	Petition for power to acquire station site	7. Dec.
Share Certificates	Nos 1667-1676	[7. Dec.]
A. Richardson.	Conveyance of freehold premises	18 Dec.
[A. Richardson.]	Memorial of Deed.	[18 Dec.]
Share Certificates	Nos 1678-1690	[18 Dec.]
R.W. Clarke	Petition for payment out of Court	29. Dec.
J. Brilliant.	[Petition for payment out of Court]	[29. Dec.]
Viscount Portman and others	Conveyance of freehold premises (resealed)	[29. Dec.]
London Parochial Charities	Warrant to Sheriff to summon Jury	[29. Dec.]
Share Certificates	Nos 1691-1702; 1704-1724 1726-1745	7. Jany. [January] 1897.

List of Cheques drawn since last Meeting

A list of cheques drawn since last Meeting was submitted by the Secretary and approved.

Name	Particulars	Amount		
Nelke Phillips & Bendix	Loan Account.	353	11	10
Ernest Cassel	Commission	5	15	6
Nelke Phillips & Bendix	Loan Account.	290		9
Ernest Cassel	Commission	5	16	3
Secretary & Clerks	November Salaries	46	13	4
Nelke Phillips & Bendix	Loan Account.	554	7	6
Electric Traction Coy [Company]	Contract	51,453	5	5
Ernest Cassel	Commission	6	5	3
Henry Tennant	Direction Fee	604	3	4
Lord Colville of Culross	[Direction Fee]	60	8	4
Hon: A.H. Mills	[Direction Fee]	60	8	4
Sir Francis Knollys	[Direction Fee]	60	8	4
Lord Rathmore	[Direction Fee]	60	8	4
Secretary & Clerks	December Salaries	46	13	4
Fowler & Baker	Engineering	4,000		
Nelke Phillips & Bendix	Loan Account	657	6	5
Great George Street Chambers Coy.	Rent	121	8	6
Ernest Cassel	Commission	<u>8</u>	<u>1</u>	<u>2</u>
		<u>£58,395</u>	<u>1</u>	<u>1</u>

List of Accounts for payment

The Secretary submitted the following list of accounts for payment which was approved.

Electric Traction Coy.	Contract	36,938	6	5
Income Tax Commissioners		59	4	2
Waterlow & Sons Ltd	Stamps on Interest Warrants	4	8	6
Petty Cash.	Office Expenses	10		
		<u>£37,011</u>	<u>19</u>	<u>1</u>

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/026

Minutes of formal Meeting
held at Cannon Street Hotel. E.C. on Thursday
4th February 1897.

Present.

Henry Tennant in the Chair.

Lord Colville of Culross.

Hon: A.H. Mills.

Sir Francis Knollys.

Lord Rathmore.

Mr Frank Dawes. Solicitor & Mr R.O. Graham. Secretary:

*Division of the shares

Vide folio 100*

The Secretary asked for instructions with regard to the Division of the Shares, and it was resolved that he be authorised to issue a circular forthwith to the shareholders inviting them to make application to divide their shares into preferred and deferred half shares of £5 each, in accordance with the Central London Act 1891, and he was to take all the necessary steps to effect this object.

*Re-election of Chairman

Vide fos. [folios] 15 & 140*

It was proposed by Lord Colville of Culross, seconded by Lord Rathmore and carried: -

That Mr Henry Tennant be and is hereby re-elected Chairman of the Central London Railway Company for the ensuing year.

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/027

Minutes of Meeting

held at 16. Great George Street. Westminster, S.W on
Tuesday the 9th March 1897 at 3 o'clock p.m.

Present.

Henry Tennant Esq., in the Chair.
Lord Colville of Culross,
Sir Francis Knollys,
Honorable Algernon H. Mills,
Lord Rathmore of Shanganagh.

Sir Benjamin Baker, Engineer: Mr Frank Dawes, Solicitor: and Mr Graham, Secretary.
Mr Wm Morris J. [Junior] of Messrs Ashurst Morris Crisp & Coy. [Company] was
also present.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 13 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
9th March 1897

Engineers Report No 13

To the Directors of the
Central London Railway Coy.

Engineers Report

Gentlemen,

At Shepherds Bush Station three shields are working, and 547 yards of tunnel have been completed. Break up lengths for two 25 feet Cross Over Roads have been commenced.

At Holland Park Station two shields are working, and 388 yards of tunnel have been completed. A shield chamber is being constructed for the 21 feet tunnel shield.

At Notting Hill Gate Station two shield chambers for the 21 feet Station tunnels have been completed, and delivery of one 21 feet shield is expected this week.

At Queens Road Station two shields are working and 175 yards of tunnel have been completed.

At Westbourne Station two shields are working and 374 yards of tunnel have been completed.

At Marble Arch Station one shield has started and 130 yards of tunnel have been completed.

At Oxford Circus one of the 21 feet tunnel shields is now being erected in a chamber constructed for the purpose, and one 11 ft. [feet] 6 ins [inches] tunnel shield is at work and 60 yards of tunnel completed.

At Tottenham Court Road a chamber is being constructed for the erection of a station tunnel shield and 58 yards of 11 ft. 6 in. tunnel have been completed.

At British Museum Station a large shield chamber has been constructed and 75 yards of 11 ft. 6 in. tunnel have been completed.

At Chancery Lane Station three small shields are at work and 178 yards of tunnel completed.

At Post Office Station one 20 feet shaft, one 18 feet shaft and two 23 feet shafts are being sunk.

At the Bank Station about 200 feet of the passenger and pipe subway round the station is completed with the exception of the permanent roof.

Good progress has also been made at the stations with the passages from the lift shafts to the platforms.

We are, Gentlemen.

Yours faithfully.

sig. [signed] Fowler & Baker.

*Petitions against 1897 Bill.

vide folios 94 & 104*

The Secretary submitted a list of the Petitions lodged against the Central London Railway Bill 1897. as follows: -

1. John & Edward Bumpus
2. Vestry of the Parish of St Marylebone.
3. Marshall & Snelgrove.
4. Edward Horsman Bailey & others. (Portland Trustees)
5. Vestry of St George. Hanover Square.
6. London County Council.

The Central London Railway Company's Petition against the London County Council Improvement Bill 1897 was also placed on the table.

*Notice issued regarding division of shares.

vide folio 97 & 108*

The Secretary reported that in accordance with the resolution of the Board which was passed on the 4th February last, a circular was issued to the shareholders inviting them to make application for the division of their shares into “preferred” and “deferred” half shares, and that applications had been received in respect of 35,600 shares.

* Letter of Condolence from the Directors to Mrs Greathead.*

The Secretary reported the following extract from the Chairman’s speech at the last Half Yearly Meeting had been sent to Mrs Greathead, and Mrs Greathead's reply was ordered to be recorded on the Minutes of the Company.

“There is one paragraph in the report which I am sure you will have read with much regret, and that is as regards the death of Mr J.H. Greathead, who was one of the Engineers of the Company. Mr Greathead whose name is associated with the shield system of tunnelling made the question of underground railways and their mode of construction his especial study. Had he lived, the successful completion of the Central London Railway would we may be well assured, have been a great gratification to him; and whilst realising our own loss, I am sure we shall all be prepared and desire to convey to Mrs Greathead our sympathy in the loss which she has sustained.”

Ravenscraig, Streatham [Illegible]
February 6th 1897.

Dear Mr Graham,

Thank you for your letter of yesterdays date and I will be glad if you will convey to the Chairman of the Central London Railway my thanks for his kind message and the gratification I feel at the kind way he mentioned my husbands name at the General Meeting. It would indeed have been a pleasure to him to see the completion of the railway.

Believe me, Yours very sincerely.
signed Blanche Greathead.

Documents sealed by the Company.

The Secretary reported that the following list of documents had been sealed by the Company: -

Name	Description	Date of Sealing.
Ecclesiastical Commissioners	Petition	13. January

E.J. Tomlin	[Petition]	[13 January]
[E.J. Tomlin]	Assignment of leasehold premises	14. January
[E.J. Tomlin]	Memorial of deed	[14 January]
Mrs E.T. Allason	Conveyance of freehold premises	[14 January]
[Mrs E.T. Allason]	Memorial of deed	[14 January]
Ecclesiastical Commissioners	Petition	21. January
R.W. Clark.	[Petition]	[21. January]
E.J. Tomlin	[Petition]	[21. January]
R. Debenham	Deed of Covenant	8. February
[R. Debenham]	Petition	[8. February]
V [-]	Share Certificates	25. January
Trustees of the Latymer Charity	Conveyance of freehold premises	8. February
[Trustees of the Latymer Charity]	Memorial	[8. February]
V [-]	Share Certificates	[8. February]
V [-]	[Share Certificates]	12. February
Ecclesiastical Commissioners	Conveyance of freehold premises	[12. February]
[Ecclesiastical Commissioners]	Memorial	[12. February]
R.W. Clark.	Assignment of leasehold premises	17. February
[R.W. Clark.]	Memorial	[17. February]
Mrs S.V. Blanchard.	Duplicate Assignment	[17. February]
S. Walker to James Shaw	Assignment of 87. Newgate Street.	[17. February]
London & Westminster Bank	Agreement.	26. February

Duke of Bedford	Conveyance of 133-136 High Holborn	[26. February]
[Duke of Bedford]	Memorial of Deed	[26. February]
Ecclesiastical Commissioners	Conveyance & Memorial of Deed	[26. February]
V [-]	Share Certificates	[26. February]

Financial Statement

The Secretary submitted a Financial Statement which was ordered to be recorded.

Financial Statement at 9th March 1897.

Receipts.

On shares &c. 1,394,045,,17,,1

Expenditure.

To Nov 10. as per previous statement 778,385,,16,,0

Further sums for land, works, &c: 191,427,,3,,4

969,812,,19,,4

Available Balance

£424,232,,17,,9

Less.

Amount on deposit at Bank 61,000,,0,,0

Amounts on loan. 340,437,,9,,3

401,437,,9,,3

Credit Balance per Pass Book

£22,795,,8,,6

List of Cheques drawn since last Meeting.

A list of cheques drawn since last Meeting was submitted by the Secretary and approved.

Name	Particulars	Amount.		
Ashurst Morris & Coy	1897 Bill Expenses	250		
Nelke Phillips & Bendix	Loan Account.	169	18	4
Inland Revenue Comm. [Commissioners]	Income Tax		17	6
E. Cassel	Commission	6	8	1
"Times"	Advertising	3	15	
"Daily Telegraph"	[Advertising]	3	13	
Waterlow & Sons Ltd	Stamps	2	12	5
Nelke Phillips & Bendix	Loan a/c	637	6	2
E. Cassel	Commission	6	8	6
Secretary & Clerks	January salaries	47	18	4
Laing & Fletcher	Overpaid Call	106		
Barclay & Coy	Overpaid Call	20		
W. J. Brown.	Interest Warrant.		5	10
Bircham & Coy	Additional property	5,500		
Cannon Street Hotel	Use of Room	3	3	
"Daily Chronicle"	Advertisement	2	12	3
Waterlow & Sons	Stamps	4	15	10
Cazenove & Akroyds	Loan account.	150,000		
Electric Traction Coy:	Contract.	43,284	11	1
Ernest Cassel	Commission	6		6
A. Ruffer & Sons.	Overpaid Call	146		
Petty Cash		10		
Secretary & Clerks.	February Salaries	47	18	4
Crews Lichtenstadt & Coy	Loan account.	130,000		
E. Cassel.	Commission	6	1	2
Electric Traction Coy:	Mansion House Works	606	15	
		<u>£330,873</u>		<u>4</u>

Accounts for payment

The Secretary submitted the following list of Accounts for payment, which was approved.

Name	Particulars	Amount.		
Waterlow & Sons	Stationery	29	18	5
Inland Revenue Comm	Land Tax Redemption	344	5	
[Inland Revenue Comm]	[Land Tax Redemption]	754	5	
Electric Traction Coy:		36,300	5	5
		<u>£37,428</u>	<u>13</u>	<u>10</u>

*Specifications &c for Carriage.

vide folio 107*

The Specifications and Drawings for a Central London carriage which had been prepared by Mr D. Bain of York, were submitted, and the matter was deferred for further consideration.

* vide folios 99 & 108*

Davies Street Station.

The Secretary read the correspondence which had passed between Mr Morris, the Solicitor of the Electric Traction Company, and Sir Howard Vincent with reference to the latter's opposition to the Central London Bill 1897. and Mr Morris submitted a draft agreement between the Duke of Westminster and the Central London Company which was approved and ordered to be sealed, subject to a satisfactory agreement being made with the Electric Traction Company for the carrying out of the work.

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/028

Minutes of Meeting.

held at 16. Great George Street, Westminster, S.W on
Wednesday May 5th 1897. at 3 o'clock p.m.

Present.

Hy. Tennant Esq. in the Chair.

Lord Colville of Culross.

Sir Francis Knollys.

Hon: A.H. Mills.

Lord Rathmore.

Sir Benjamin Baker, Engineer: Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 14 was submitted by the Secretary and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
5th May 1897.

To the Chairman & Directors
of the Central London Railway.

Engineers Report

Gentlemen,

Engineers Report No 14.

At Shepherds Bush Station, the 12ft. [feet] 7 in. [inches] siding tunnel at the West End of the Station has been driven the full length of 120 yards, and the shield removed. Also 627 yards of 11ft. 6 in. tunnel and 18 yards of 25 ft. tunnel for Cross-over-road have been constructed.

At Holland Park Station, one shield chamber for the 21 ft. tunnel shield has been completed and 620 yards of 11ft 6in. tunnel driven.

At Notting Hill Gate Station, one 21 ft. tunnel shield has been erected and 6 ft.of station tunnel driven; another 21 ft. shield is being erected and will be completed

by the end of next week. No small tunnels are being driven from this station but good progress has been made with the passages from lifts to platforms.

At Queens Road Station, 360 yards of the tunnel have been completed.

At Westbourne Station one large shield chamber is finished and a second has been commenced. Two small shields are at work and 609 yards of 11 ft. 6 in. tunnel have been completed.

At Marble Arch a large shield chamber is being constructed and two small shields are at work, and 242 yards of tunnel have been completed.

At Oxford Circus Station one 21 ft. shield has started work, and 10 ft. of station tunnel have been driven. A 25 ft. chamber is also being constructed for the erection of another shield; one small shield is working and 150 yards of tunnel completed.

At Tottenham Court Road Station a 21 ft. shield is being erected and will be completed this week and 120 yards of 11 ft. 6 in. tunnel have been completed.

At British Museum Station both 23 feet shafts are now finished, and 280 yards of 11 ft. 6 in. tunnel have been completed.

At Chancery Lane Station three shields are at work and 580 yards of tunnel completed.

At Post Office Station four shafts are being sunk. Serious delay has occurred at this spot from the interference of the Church Authorities with the operations of the Contractors.

At Bank Station about 300 feet of the Passenger and Pipe Subway round the station is completed with the exception of the permanent roof.

A total length of rather more than two miles of 11 ft. 6 in. tunnel has now been completed.

We are, Gentlemen.

Yours faithfully

sig. [signed] Fowler & Baker.

*Specifications &c for Carriages.

vide folios 103 & 112*

With reference to the provision of Carriages. It was resolved that Drawings & Specifications of the Carriages should, as soon as ready, be sent to the Electric Traction Company with an intimation that they have been approved by the Central London Company.

*Proposed subway between City & South London Rly and Central London Rly:

vide folio 160*

The Engineers submitted a plan of the proposed subway between the City and South London Station at Lombard Street and the Central London Bank Station, the estimated cost of which would be £6,000. It was resolved that subject to the approval of the City Authorities being obtained, and to a satisfactory agreement being made between the Central London and City and South London Companies, the proposal should be approved.

Financial Statement

The Secretary submitted a Financial Statement which was ordered to be recorded.
Financial Statement at 4th May 1897.

Receipts

On shares &c.		£1,395,652,,3,,11
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Expenditure

To 9 th March as per previous Statement.	£969,812,,19,,4	
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Further sums for Land, Works &c to date	<u>113,492,,11,,4</u>	<u>1,083,305,,10,,8</u>
---	-----------------------	-------------------------

<u>Available Balance</u>		£312,346,,13,,3
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Less.

Amount on deposit at Bank	£70,000,,0,,0	
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Amounts on loan	<u>230,835,,19,,3</u>	<u>300,835,,19,,3</u>
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<u>Credit Balance</u> as per Pass Book		<u>£11,510,,14,,0</u>
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Summary

Receipts	£1,395,652,,3,,11	
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Expenditure	<u>1,083,305,,10,,8</u>	
-------------	-------------------------	--

Available Balance	<u>£312,346,,13,,3</u>	
-------------------	------------------------	--

*Division of Shares

vide folio 100*

The Secretary reported that up to this date applications to divide shares in accordance with the Resolution of the Board dated 4th February 1897 had been received in respect of 61,577 shares.

*Davies Street Station

vide folios 104 & 111*

Davies Street Station. The arrangements as regards this station not being complete, the matter was deferred.

Contributions to Prince of Wales Hospital Fund.

An application from Lord Rothschild for a contribution to the Prince of Wales' Hospital Fund, also an application from the West End Tramways Opposition Association for a subscription towards their work of opposing the introduction of tramways in the West End of London were submitted, and the Secretary was instructed to say in reply, that the Directors regretted that no available funds existed out of which such contributions could be made.

*Outstanding Calls.

vide folio 23 & 116*

The Secretary reported that the following shareholders had not paid the Call due on the 1st February last: - R.G. Mason. 10 shares

and Amy Clark. 1 share.

The Secretary was instructed to make another application for the money and report the result.

List of Agreements sealed by the Company

The Secretary reported that the following list of Agreements had been sealed by the Company

Name	Particulars	Date.
V [-]	Share Certificates.	15. March
Kidd's Trustees	Conveyance & Memorial	25 [March]
A & W.T. Richardson	Conveyance. Memorial and plan.	[25 March]
V [-]	Share Certificates	[25 March]

V [-]	Share Certificates	8. April 1897
V [-]	Share Certificates	14 April [1897]
Humbert Trustees	Assignment & Memorial	22. April [1897]
V [-]	Share Certificates.	[22. April 1897]
Central London Rly	Power of Attorney re Debenham.	27. April [1897]
V [-]	Share Certificates.	3 May [1897]
London Parochial Charities	Petition for payment of £7,500 out of Court	[3 May 1897]

Cheques drawn since last Meeting

The following list of Cheques drawn since last meeting of the Board was submitted by the Secretary and approved.

Name	Particulars	Amount.		
Inland Revenue Commsrs [Commissioners]	Land Tax Redemption	326	15	
[Inland Revenue Commissioners]	[Land Tax Redemption]	1,028		
"The City Press"	Advertising	2	5	
Nelke Phillips & Bendix	Loan a/c.	601	15	6
E. Cassel.	Commission.	5	18	11
Secretary & Clerks.	March Salaries	53	15	
Hy. [Henry] Tennant.	Direction Fee	604	3	4
Lord Colville	[Direction Fee]	60	8	4
Sir Francis Knollys.	[Direction Fee]	60	8	4
Hon: A.H. Mills	[Direction Fee]	60	8	4
Lord Rathmore	[Direction Fee]	60	8	4
W.B. Peat.	Audit Fee	12	13	9
W.H. Pannell.	[Audit Fee]	12	13	9
Inland Revenue Commsrs	Income Tax	30		10

Great George Street Chambers Coy. [Company]	Rent.	121	17	
Inland Revenue Commsrs	Income Tax	672	13	3
Petty Cash.	V [-]	10		
Electric Traction Coy:	Contract.	64,809		6
Bircham & Company	Additional land	7,975		
E. Cassel	Commission	20	3	1
Ashurst Morris & Coy:	Parliamentary Evidence.	13	4	5
Secretary & Clerks.	April Salaries	53	15	
		<u>£76,595</u>	<u>7</u>	<u>8</u>

Accounts for payment.

The Secretary submitted the following list of Accounts for payment, which was approved.

Name	Particulars	Amount.		
Electric Traction Company.	Contract	49,987	2	7
Fowler & Baker	Engineering	3,500		
Waterlow & Sons Ltd	Stationery	37	12	3
Mead Burt & Coy.	Certificates.	31	2	3
		<u>£53,555</u>	<u>17</u>	<u>1</u>

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/029

Minutes of Meeting

held at 16. Great George Street. Westminster. S.W on
Friday 28th May 1897 at 3 p.m.

Present.

Henry Tennant Esq., in the Chair.

Lord Colville of Culross.

Sir Francis Knollys.

Hon: Algernon H. Mills.

Lord Rathmore

Sir Benjamin Baker, Engineer and Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

vide folio 108

Davies Street Station.

The Chairman stated that the Electric Traction Company had undertaken to proceed with the works, notwithstanding the provisions of Clause 18 in the Agreement and explained that as the arrangements which have now been made with the Duke of Westminster are not so advantageous to the Electric Traction Company as the arrangements which were originally anticipated, it was asked that the Central London Company should hand over to the Electric Traction Company the upper floors of the Station at Davies Street, which was agreed to.

The Company's Solicitor submitted a draft agreement between the Duke of Westminster and the Central London Railway with reference to Davies Street Station, which was ordered to be sealed; and the Central London Railway Company's Bill of 1897 for an alternative site in Oxford Street was ordered to be withdrawn.

Reduction of Contract Price & number of carriages

The reduction of the Contract Price by £130,000 in respect of the postponement of the Liverpool Street Extension, and the reduction of the number of Carriages required to work the traffic, was approved.

Withdrawal of London County Council's Betterment Clause in their 1897 Bill.

The Company's Solicitor reported that the London County Council had abandoned the Betterment Clause in their 1897 Bill, so far as it affected the Tottenham Court Road Station of the Central London Railway.

*Drawings and specifications of Carriages.

vide folio 107 & 116 & Inward Letter 2491*

The Secretary was instructed to hand over to the Electric Traction Company, the Drawings and Specifications of the Carriages, when approved by the Central London Railway Company's Engineers.

Agreements sealed by the Company.

The Secretary reported that the following list of documents had been sealed by the Company since last Meeting: -

Name	Particulars	Date of sealing
V [-]	Share Certificates.	10. May 1897
<u>Trustees of Paddington Estate</u> (duplicate.)	Assignment of subsoil	[10. May 1897]
<u>Ecclesiastical Commissioners</u>	Deed of Enfranchisement of Copyhold land	12. May
[<u>Ecclesiastical Commissioners</u>]	Memorial of Deed.	[12. May]
V [-]	Share Certificates	20 May

List of Cheques drawn since last meeting

The following list of cheques drawn since last meeting of the Board was submitted by the Secretary and approved.

Name	Particulars	Amount.		
E. L. Paine & Coy. [Company]	Call twice paid	8		
Inland Revenue Commissioners.	Income Tax on Directors Fees.	29	3	4

Waterlow Bros: & Layton	Stationery	6	10	
Nelke Phillips & Bendix	Loan a/c	342	18	3
E. Cassel	Commission	5	9	4
Nelke Phillips & Bendix	Loan a/c	305	13	5
E. Cassel.	Commission	5	2	9
		<u>£702</u>	<u>17</u>	<u>1</u>

Accounts for payment.

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

Name	Particulars	Amount.		
Cazenove & Akroyds.	Representing Company at Stock Exchange.	52	10	
Inland Revenue Commissioners	Land Tax Redemption	911	5	
		<u>£963</u>	<u>15</u>	

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/030

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W. on
Friday the 16th July 1897 at 3-30 o'clock p.m.

Present.

Henry Tennant Esq., in the Chair
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B, K.C.M.G.
Hon: Algernon H. Mills.
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor
and Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 15 was submitted and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W
16th July 1897

Engineers Report No 15.

To the Chairman & Directors
of the Central London Railway.

Engineers Report.

Gentlemen.

At Shepherds Bush Station 98 yards of the 12 ft. [feet] 7 in. [inch] tunnel to the Depot, 1,000 yards of the 11 ft. 6 in. Main Line tunnel, and 46 yards of 25 ft. tunnel for Cross Over Roads have been constructed. The passages from the Lifts to Platforms have been commenced.

At Holland Park Station one large shield has been erected and 8 yards of Station tunnel driven. Two small shields are at work and 892 yards of 11 ft. 6 in. tunnel have been driven.

At Notting Hill Gate Station two 21 ft. shields have been erected and 96 yards of Station tunnel completed. One 11 ft. 6 in. shield is also at work and 83 yards of 11

ft. 6 in. tunnel have been driven. All the brick passages from the lifts to the platforms are finished.

At Queens Road Station a 21 ft. Shield Chamber has been commenced, 43 yards of 25 ft. cross-over road tunnel and 630 yards of 11 ft. 6 in. tunnel have been constructed. The passages from lifts to platforms have been commenced.

At Westbourne Station two large shield chambers are finished, but no large shields have been erected, 940 yds [yards] of 11 ft. 6 in. tunnel have been completed.

At Marble Arch Station one 21 ft. shield chamber is completed and 504 yards of 11 ft. 6 in. tunnel have been constructed. A commencement has been made with the passages to lifts.

At Oxford Circus Station two 21 ft. shields are at work and 64 yards of station tunnel have been driven. Two small shields have been erected and 301 yards of 11 ft. 6 in. tunnel driven.

At Tottenham Court Road Station, 27 yards of 21 ft. tunnel and 234 yards of 11 ft. 6 in. tunnel have been completed. Half the passages to Station platforms are finished.

At British Museum Station 550 yards of 11 ft. 6 in. and 9 yards of 21 ft Station tunnels are finished and the lift passages have been commenced.

At Chancery Lane Station four small shields are at work and 982 yards of 11 ft. 6 in. tunnel completed. The brick passages from lifts are nearly completed.

At Post Office Station all four shafts have been sunk and a shield is being erected.

At the Bank Station the passenger and pipe subway round the station is complete with the exception of the permanent roof.

A total length of nearly 3 ½ miles of 11 ft. 6 in. tunnel has now been completed.

We are, Gentlemen

Yours faithfully

sig. [signed] Fowler & Baker.

*Half Yearly Accounts

vide folios 95 & 139*

The Secretary submitted a draft Report and Statement of Accounts for the Half Year ending 30th June 1897, which were approved and signed by the Chairman.

*Date of Half Yearly Meeting

vide folios 95 & 139*

It was decided to hold the Half Yearly Meeting on Wednesday the 4th August 1897 at 16. Great George Street at 3-30 o'clock p.m.

*Interest Warrants

vide folio 36 & 139*

The Secretary reported that Interest Warrants amounting to £19,314,,8,,7 had been posted to the Shareholders on the 5th July.

*Outstanding Call

vide folios 108 & 124*

The Secretary reported that the call of £20 due on the 1st February last from Mr R. G. Mason had not been paid, although repeated applications had been made for the money. The Secretary was instructed to again point out to Mr Mason that his shares were now liable to forfeiture and to ask that the money should be remitted without delay.

*Carriages.

vide folio 112 & 177*

The question of whether only First, or First and Second Class Carriages should be provided was deferred until the next meeting of the Board.

*Rates & Taxes, payment of during Construction

vide folio 123*

The Solicitor reported that he had had an interview with Mr Wm. [William] Morris Jr. [Junior] (Messrs Ashurst Morris Crisp & Company) in connection with the Central London Company's claim to be exempted from paying Rates and Taxes during construction. Mr Morris asked for a copy of the opinion which the Company's solicitor had obtained. He promised to consider the matter again and hoped to be able shortly to submit a proposal which would be agreeable to both parties.

*Counsels opinion as to buildings at station sites.

vide folio 91 & 119*

The Solicitor was instructed to obtain Counsels opinion as to the Company's power to use part of their Capital for building purposes at the various stations.

List of Agreement sealed.

The Secretary reported that the following list of Agreements had been sealed by the Company since last Meeting.

Name	Description	Date of Sealing
Duke of Westminster.	Deed of Covenant.	28. May
V [-]	33 Notices to Treat (signed only.)	12. June

V [-]	Share Certificates.	[12. June]
Capt. W. S. Beaumont.	Assignment of leasehold premises	[12. June]
[Capt. W. S. Beaumont.]	Memorial of Deed	[12. June]
Paddington Estate (trustees of.)	Assignment of Subsoil	[12. June]
[Paddington Estate (trustees of.)]	Duplicate assignment	[12. June]
[Paddington Estate (trustees of.)]	Memorial of Deed	[12. June]
V [-]	Share Certificates	8. July

Cheques drawn since last Meeting.

The following list of cheques drawn since last Meeting was submitted by the Secretary and approved.

Name	Particulars	Amount.					
Expenditure: -							
Secretary & Clerks.	May Salaries	53	15				
Electric Traction Coy: [Company]	Waterloo & City Coy. Mansion House Subways a/c	1,281					
[Electric Traction Coy]	Contract a/c	82,617	7	4			
E. Cassel	Commission	5	10	9			
Henry Tennant	Direction	604	3	4			
Lord Colville of Culross	[Direction]	60	8	4			
Sir Francis Knollys	[Direction]	60	8	4			
Hon: A. H. Mills.	[Direction]	60	8	4			
Lord Rathmore.	[Direction]	60	8	4			
Secretary & Clerks.	June Salaries	54	3	4			
E. Cassel.	Commission	6	3	3			
Petty Cash.	V [-]	10					
Electric Traction Coy.	Contract	59,775	12	8			
E. Cassel.	Commission	6	9	3			
					144,655	18	3
Loan Account							
Nelke Phillips & Bendix	Loan	145	16	2			
[Nelke Phillips & Bendix]	[Loan]	328	15	2	474	11	4

						£145,130	9 7

[A copy of this table at an accessible font size is included at the end of these minutes]

Accounts for payment

The following list of accounts for payment was submitted by the Secretary and ordered to be paid

Name	Particulars	Amount		
Fowler Baker & Mott.	Engineering	3,500		
Gt. George Street Chambers Company.	Rent.	120	1	
Street & Coy	Advertising	15	11	6
Waterlow & Sons Ltd	Stationery	2	17	2
[Waterlow & Sons Ltd]	Stamps	5	1	
		<u>£3,643</u>	<u>10</u>	<u>8</u>

H. Tennant [signed]
Chairman

Cheques drawn since last Meeting.

Copy of table at an accessible font size.

Name	Particulars
Expenditure :-	
Secretary & Clerks.	May Salaries
Electric Traction Coy: [Company]	Waterloo & City Coy. Mansion House Subways a/c
[Electric Traction Coy]	Contract a/c
E. Cassel	Commission
Henry Tennant	Direction

Lord Colville of Culross	[Direction]
Sir Francis Knollys	[Direction]
Hon: A. H. Mills.	[Direction]
Lord Rathmore.	[Direction]
Secretary & Clerks.	June Salaries
E. Cassel.	Commission
Petty Cash.	V [-]
Electric Traction Coy.	Contract
E. Cassel.	Commission
<u>Loan Account</u>	
Nelke Phillips & Bendix	Loan
[Nelke Phillips & Bendix]	[Loan]

Name	Amount.					
Expenditure: -						
Secretary & Clerks.	53	15				
Electric Traction Coy: [Company]	1,281					
[Electric Traction Coy]	82,617	7	4			
E. Cassel	5	10	9			
Henry Tennant	604	3	4			
Lord Colville of Culross	60	8	4			
Sir Francis Knollys	60	8	4			
Hon: A. H. Mills.	60	8	4			
Lord Rathmore.	60	8	4			
Secretary & Clerks.	54	3	4			
E. Cassel.	6	3	3			
Petty Cash.	10					
Electric Traction Coy.	59,775	12	8			
E. Cassel.	<u>6</u>	<u>9</u>	<u>3</u>			

				144,655	18	3
<u>Loan Account</u>						
Nelke Phillips & Bendix	145	16	2			
[Nelke Phillips & Bendix]	<u>328</u>	<u>15</u>	<u>2</u>	<u>474</u>	<u>11</u>	<u>4</u>
				<u>£145,130</u>	<u>9</u>	<u>7</u>

Minutes of Meeting

held at 16. Great George Street, Westminster on
Wednesday the 4th August 1897. at 4 o'clock p.m.

Present.

Henry Tennant Esq., in the Chair.

Hon: Algernon H. Mills.

Lord Rathmore.

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

*Counsels opinion as to Companys power to erect buildings at the station sites.

vide folios 91 & 122

(Inward Letter 1947)*

Mr Tennant asked the Solicitor to read the following opinion which had been obtained on the question of the Company's power to use part of their capital for building purposes at the various station sites:-

Opinion

"I understand from what is stated to me in conference today that the Central London Railway are desirous of erecting over their station buildings not exceeding in elevation the erections adjacent thereto and of letting the upper portions of the new buildings to tenants.

I think that the Company have power to do this. Their Special Acts do not so far as I have been able to ascertain nor does the Railways Clauses Consolidation Act 1845 contain any provision giving the Company express authority for this purpose, but it seems to me that the proposed use of the land which the Company have necessarily purchased for their undertaking is not inconsistent with the purposes for which the Company has been formed, and will not interfere with the due conduct of their business. If this be so, then the case falls within the principle of the decision in Foster v London Chatham & Dover Railway Company L.R [Law Report] 1895 I.O.B. [Interim Office Building] 711 and the proposed transaction is not "ultra vires".

I ought to add that the case is not quite free from doubt. The facts are different to those of the case cited above, but on the other hand the position of the Company is also different in some respects from that of the majority of other Railway Companys."

signed. F. E. Armitstead. Lime House
4. August 1897.

*Architect to report on station sites

vide folios 119 & 122*

It was resolved that the services of an experienced Architect should be obtained and that he be instructed to visit the various station sites and report to the Board as to how they could best be utilised and at what cost approximately.

Supplemental Agreement with Electric Traction Coy. [Company]

The Solicitor read the Draft Supplemental Agreement with the Electric Traction Company which provides for the station at Davies Street and the Street Improvement there being carried out, and also for the reduction in the Contract Price owing to the postponement of the extension to Liverpool Street, and the consequent reduction of the number of carriages required to equip the line. The draft was approved and ordered to be sealed.

Conveyance to be sealed

The Solicitor submitted for sealing a conveyance of Freehold Land at Shepherds Bush, which was also ordered to be sealed.

*Financial position of Company.

vide folio 124*

The Financial position of the Company was considered, the Secretary stating that there was not sufficient money in hand to pay the amount due to the Electric Traction Company for work executed during the month of July. The Secretary was instructed to apply to the Companys bankers for a loan of sufficient amount to enable the Company to meet the July certificate.

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/032

Minutes of Meeting.

held at 16. Great George Street, Westminster S.W. on
Wednesday 3rd November 1897 at 3 o'clock p.m.

Present.

Henry Tennant Esq. in the Chair.
Lord Colville of Culross, K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Lord Rathmore,
Sir Benjamin Baker, Engineer; Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 16 was read and ordered to be recorded.

2 Queens Square Place.
Queen Annes Mansions. S.W.
3. November 1897.

Engineers Report No 16.

To the Chairman & Directors
of the Central London Railway.

Engineers Report.

Gentlemen.

At Shepherds Bush Station 409 yards of 12 ft. [feet] 7 in. [inch] tunnel to the Depot, 1664 yards of 11 ft. 6 in. Main Line Tunnel and 33 yards of 21 ft. Station Tunnel have been driven. The two 25 ft. tunnels for Crossover Road are finished, and about 80% of the station passages from Lifts to Platforms have been completed.

At Holland Park the Down Station Tunnel is finished and work has been started in the Up Station Tunnel. Both of the 11 ft. 6 in. Main Line Tunnels have been completed as far as Notting Hill Gate Station, a distance of 625 yards. About 60% of the Station Passages from lifts has been constructed.

At Notting Hill Gate, both the Station Tunnels are finished, and 385 feet of 11 ft. 6 in. tunnel driven eastwards. All brick passages from lifts are finished.

At Queens Road 66 yards of Station Tunnel and 1320 yards of 11 ft. 6 in. tunnel have been completed. Two 25 ft. tunnels for Crossover Roads are finished, and an 11 ft. 6 in. siding tunnel has been started. About 55% of the passages from lifts is constructed.

At Westbourne 10 yards of 21 ft. Station Tunnel and 625 yards of 11 ft. 6 in. have been completed.

At Marble Arch 66 yards of 21 ft. Station Tunnel and 974 yards of 11 ft. 6 in. tunnel have been constructed. About 25% of the passages from lifts is constructed.

Davies Street Station. Possession has not yet been obtained of this site.

At Oxford Circus both the Up and Down line Station tunnels are finished, 4 small shields are at work and 863 yds [yards] of 11 ft. 6 in. tunnel have been completed. About 70% of the passages from lifts have been constructed.

At Tottenham Court Road the Up Station Tunnel is finished, and a large shield is being erected to construct the down station tunnel. 567 yds of 11 ft. 6 in. tunnel have also been completed. About 75% of the station passages is finished.

At British Museum, 28 yards of 25 ft. tunnel for Crossover Roads, 32 yards of 21 ft. station tunnel, and 1,090 yards of 11 ft. 6 in. tunnel have been constructed. About 50% of station passages is finished.

At Chancery Lane 2. 25 ft. Shield Chambers have been constructed and 1793 yds of 11 ft. 6 in. tunnel driven. The small tunnels approaching Holborn Viaduct from this station have been stopped in order that the necessary plant may be erected for carrying out the work under the succeeding 150 yards of the Viaduct in compressed air. With the exception of a few junction lengths all station passages are completed.

At Post Office Station two small shields have started work and 190 yards of 11 ft. 6 in. tunnels have been driven. About 20% of the passages from lifts to platforms has been completed.

At the Bank Station, with the exception of the permanent roof, tiling, &c., the passenger and pipe subways round the station are complete, and 75% of the sewer diversion is finished. Work has also been started on the steps to the subway at the corner of Walbrook and Queen Victoria Street and permission has been obtained from the Commissioners of Sewers to construct the steps at Mappin & Webb's corner. In order to proceed as rapidly as possible with the tunnels at this station a temporary 12 ft. shaft has been sunk in front of the Royal Exchange to the station level where a shield chamber will be constructed and

special arrangements have been made for pressing on with the permanent shafts and other work without waiting for the diversion of water and gas mains. Exclusive of the Bank and Davies Street Station, 36% of the Station Tunnels and 63% of the Main line tunnels have been completed.

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

*Buildings over Station Sites

vide folios 119 & 130*

The Architect's Report and Plans for the utilisation of the Station Sites which had been prepared in accordance with the Minute of the Board dated 4th August were submitted, and the subject was deferred for further consideration.

*Working of Railway by British-Thomson-Houston Compy [Company]

vide folio 140*

The Chairman stated that in the Contract made between the Electric Traction Company and the British Thomson Houston Company, provision had been made for the working of the Central London Railway by the British Thomson Houston Company if the Central London Company should decide to enter into an agreement to that effect. The option is to be declared not later than the 1st January 1898,

* Extended to 15th Feby [February]: 1898 Vide letter from Wm. Morris. 30.11.97* and the subject was deferred for further consideration.

*Rates & taxes: - liability for payment during construction

vide folio 116*

Rates & Taxes. The following letter from the Electric Traction Company with reference to this question was read :-

17. Throgmorton Avenue E.C.
22. October 1897.

R.O. Graham Esq, Secy. [Secretary]

Central London Railway
Liability for Rates

Dear Sir.

I discussed this matter with the Directors of the Traction Company this morning, Mr Cassel also being present. Their view is that the rates are an incident to the ownership of the station sites, the freeholds of which have been conveyed to and are vested in the Railway Company; that the Railway Company have insisted upon taking what little profits there are arising from the land in the shape of rentals and that it is therefore right and just that they should pay the outgoings. They point out that the Traction Company have no ownership in these properties and merely occupy them for the purpose of carrying out the works under the Contract. The question, however, is purely a legal one depending upon the construction of the works Contract. Mr Kirby has advised us very strongly that the Traction Company are under no liability to pay any rates whatever; Mr Farwell, Q.C., on the other hand has advised the Railway Company that the Traction Company are liable to pay a portion of the Rates. In these circumstances, the Directors of the Traction Company and Mr Cassel suggest that the matter should be determined by arbitration; that Mr Farwell and Mr Kirby should agree upon some barrister who will settle the point between them and whose decision shall be binding upon both Companies.

Your truly
(sig.) Wm. Morris Jr. [Junior]
Solicitor to the Electric Traction Company Ltd.

“The Chairman was strongly against the issue being decided by arbitration as proposed, and he stated that as the Railway Company had and could have no beneficial occupation of the property during construction they were not liable for the payment of rates and taxes. The whole spirit of the Contract with the Electric Traction Company was that they were to receive a round sum of money and for that they were to pay everything connected with and during construction and hand over the Railway complete in every particular. The further consideration of this subject was also deferred.”

*Agreement with Traction Company as to unallotted shares

vide ffo. [folios] 138 & 147. and Inward Letters. 2222. also folio 154*

Attention has been drawn to the Agreement under which the Traction Company are required to take up 68,247 unallotted shares. It was stated by the Chairman that it was mutually understood that the time had arrived when that should be done, and that it had been arranged that the amount due from time to time according to the Engineers Certificates should be allowed to remain unpaid until an accumulation had taken place equal to £6 per share on the above mentioned number of shares, when such shares should be issued with £6 per share paid in

discharge of the amounts of Engineers Certificates so accumulated. When this had been done all the Share Capital would have been issued. Under this arrangement it will not be necessary to make a further call upon the shares already issued for some time to come. The arrangement was approved.

*Call in arrear.

vide folios 116 & 131*

The Secretary reported that the call of £20 due from Mr R.G. Mason on 1st February last had not been paid. He was instructed to make a further effort to obtain the money and report at the next Board Meeting.

Financial Statement

The Secretary submitted a Financial Statement which was ordered to be recorded

Financial Statement at 1st November 1897.

Receipts :-

On shares.	£1,418,454,16,,11	
sundries, calls &c	12,808,,3,,9	
		1,431,,263,,0,,8

Expenditure :-

To June 30th as per Half Yearly Report.	1,146,220,,11,,1	
Further sums for land, works &c. to date.	<u>225,954,,18,,9</u>	
		<u>1,372,175,9,10</u>
		£59,087,,10,,10

Add.

Mansion House £70,000

Deposit

Amount on loan 84,709,,16,,3

£154,709,,16,,3

Less

Loans repaid 83,865,,8,,2

Amount advanced 25,000,,0,,0

by Bankers

108,865,,8,,2

45,844,,8,,1

Available Credit Balance

£13,243,,2,,9

as per Pass Book.

Account overdrawn

£11,756,,17,,3

Agreements sealed by the Company

The following list of Agreements sealed by the Company was submitted by the Secretary and approved.

Name	Description	Date of Sealing
Vicar of Christ Church, Newgate Street,	Agreement.	31. July 1897
V [-]	Share Certificates	21. July
A. & W. T. Richardson	Conveyance of land	4. August
V [-]	Share Certificates	20. August 1897
J. Hawkins	Warrant to sheriff	[20. August 1897]
V [-]	Share Certificates	31. August
V [-]	[Share Certificates]	17. September.
Electric Traction Coy: [Company]	Supplemental Agreement.	20. September.

V [-]	Share Certificates	2. October
V [-]	[Share Certificates]	14. October
V [-]	[Share Certificates]	3. November
Corporation of London.	Appointmt. [Appointment] of Arbitration	[3. November]

Cheques specially passed for payment.

The following list of Accounts specially passed for payment since last Meeting of the Board was submitted and approved :-

Name	Particulars	Amount.		
Street & Company.	Advertising	2		
Great George Street Chambers Coy.	Rent	119	1	
Holborn Vestry	Rates	34	13	11
[Holborn Vestry]	[Rates]	7		3
Farringdon Ward within	[Rates]	49	12	
Secretary & Clerks	Salaries	54	3	4
[Secretary & Clerks]	[Salaries]	54	3	4
The Times	Advertising	1	4	
The Daily Telegraph	[Advertising]	1	1	6
The Daily News.	[Advertising]	1	1	6
The Financial News	[Advertising]	1		
E. Cassel	Commission	5	3	
Holborn Vestry	Rates.	34	14	11
Electric Traction Coy	City Subway	1060	10	
Westminster Union	Rates	143		
Paddington Vestry	[Rates]	66	6	8
Holborn Vestry	[Rates]	8	12	2
[Holborn Vestry]	[Rates]	7		3
Electric Traction Coy.	Contract	79,123	18	1
Wm. B. Peat	Audit fee	12	13	9
Wm. H. Pannell	[Audit fee]	12	13	9
Railway Times	Advertising	1	11	6

Financial Times	[Advertising]	5	5	
Waterlow & Sons Ltd	Stationery	17	9	3
Secretary & Clerks	Salaries	54	3	4
Hammersmith Vestry	Rates	73	3	
Petty Cash		10		
Electric Traction Coy:	Contract	61,403	19	
Henry Tennant	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys	[Direction]	60	8	4
Hon: A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Secretary & Clerks	Direction	<u>54</u>	<u>3</u>	<u>4</u>
		<u>£143,265</u>	<u>4</u>	<u>6</u>

Accounts for payment.

The following list of Accounts for payment was submitted by the Secretary and ordered to be paid :-

Waterlow & Sons Ltd	Stationery	7	8	6
Mead Burt & Coy:	[Stationery]	4	11	3
Waterlow Bros: & Layton	[Stationery]	4	12	6
Income Tax Commsnrs [Commissioners]	Income Tax	666		4
Fowler Baker & Mott	Engineering	6,500		
Parish of St Giles	Rates.	49	6	8
Commissioners of Sewers	[Rates]	<u>124</u>		
		<u>£7,355</u>	<u>19</u>	<u>3</u>

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/033

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W., on
Tuesday the 14th December 1897 at 3 o'clock p.m.

Present.

Henry Tennant Esq., in the Chair,
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore,
Mr Basil Mott representing Sir Benjamin Baker, Mr Frank Dawes
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 17 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate S.W.
13th December 1897

Engineers Report No 17.

To the Chairman & Directors of the
Central London Railway Company

Engineers Report.

Gentlemen,

At Shepherds Bush Station the necessary plant has been erected for carrying out the remaining length of 12 feet 7 inch tunnel to the Depot in compressed air, and the work is being pressed forward as rapidly as possible, 432 yards having been completed. 1,777 yards of 11 feet 6 inch main line tunnel and 94 yards of 21 feet station tunnel have been driven and about 85% of the station passages has been completed.

At Holland Park the down station tunnel is finished and 42 yards of the Up station tunnel have been driven. The main line tunnels are complete to Notting Hill Gate. No further progress has been made with the station passages.

At Notting Hill Gate both station tunnels are finished and the concrete walls for platforms are being constructed. 631 yards of 11 feet 6 inch tunnel have also been driven eastwards. All Brick passages are finished.

At Queens Road 108 yards of Station Tunnel and 1,497 yards of 11 feet 6 inch tunnel have been completed. The two 25 feet Cross Over Roads are finished. About 60% of the passages from lifts is also finished.

At Westbourne 23 yards of station tunnel and 1,924 yards of 11 feet 6 inch tunnel have been completed.

At Marble Arch 119 yards of station tunnels and 1,133 yards of 11 feet 6 inch tunnel and 5 yards of the 25 ft [feet]. Cross Over Road Tunnels have been constructed. About 50% of the passages from lifts is constructed.

At Davies Street possession has not yet been obtained of this site.

At Oxford Circus the station tunnels are both finished and 1,190 yards of 11 feet 6 inch tunnel have been driven. About 80% of the station passages is finished.

At British Museum 39 yards of 25 feet tunnel for Cross Over Road, 84 yards of Station tunnel and 1,111 yards of 11 feet 6 inch tunnel have been constructed. About 70% of the station passages is finished.

At Tottenham Court Road the whole of the Up station tunnel and 46 yards of the down station tunnel are finished and 790 yards of 11 feet 6 inch tunnel have been driven. About 80% of the station passages is finished.

At Chancery line 5 yards of station tunnel and 1,854 yards of 11 feet 6 inch tunnel have been driven. The necessary plant has been erected for constructing the tunnels under Holborn Viaduct in compressed air and work will proceed at once when the plant has been thoroughly tested. The station passages are practically complete.

At Post Office 264 yards of main tunnel have been constructed and about 25% of the station passages completed.

At Bank Station the passenger and pipe subway is complete except for the permanent roof and 95% of the Sewer diversions is finished. A heading has been driven from the temporary 12 feet shaft and a shield chamber is being constructed. One of the permanent lift shafts has also been sunk to a depth of 10 yards below floor level of the station.

Exclusive of the Bank and Davies Street Stations 50% of the station tunnels and 72% of the main line tunnels has been completed.

Yours faithfully.

(sig. [signed]) Fowler & Baker.

The Chairman stated that he would draw the attention of Sir Richard Farrant, to the slow rate of progress of the tunneling works between Holborn and the Bank Station.

*Cementing of Tunnels.

vide folio 155*

Mr Mott representing Sir Benjamin Baker stated that the desirability or otherwise of cementing the tunnels had been engaging the attention of the Engineers, and they suggested that it was not necessary as a preventive of noise that the flanges of the iron segments of the railway tunnels should be filled in with cement or brick as provided in Section 9 of the Specification attached to the Contract with the Electric Traction Company. The subject was deferred, the Engineers in the meantime to obtain expert evidence as to the effect of leaving out the "filling" on the reverberation of the tunnel, and to report to the Board.

*Buildings over stations.

vide folios 122 & 144*

Mr Measures' Report and Plans for the utilization of the Station Sites were again submitted, and further consideration of them was deferred. Mr Robert Vigers to be asked to make a report to the Board as to the value of the Ground Rent at the various station sites.

Financial Statement.

The Secretary submitted a Financial Statement which was read and ordered to be recorded: -

Financial Statement at 13th December 1897.

Receipts.

On shares &c as per previous statement	£1,431,263,,0,,8	
[On] sundries, calls &c	1,620,,1,,3	
		£1,432,883,,1,,11

Expenditure

To 1st November as per previous statement.	£1,372,175,,9,,10
--	-------------------

[To] further sums for Land & Works	<u>8,440,,19,,6</u>	
		<u>1,380,616,,9,,4</u>
		<u>£52,266,,12,,7</u>

Less

Mansion House Deposit a/c	£70,000	
Amount advanced by Bankers	<u>25,000</u>	
		<u>45,000,0,,0</u>
Available Balance as per		<u>£7,266,,12,,7</u>
Pass Book		

<u>Account overdrawn</u>	<u>£17,733,,7,,5</u>
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Amount of Certificates presented	September	£72,000
but not paid :-	October	69,000
	November	<u>87,000</u>
		<u>£228,000</u>

vide folio 124

Call in arrear

The Secretary reported that he had received a letter from Mr R.G. Mason stating he was now prepared to pay the amount of the Call and interest, and explaining that the delay was owing to illness. The Secretary was instructed to report to the next Meeting whether payment of the call had been made as promised.

*Payment of Interest.

vide folio 19. & 178.*

The Interest due to the Shareholders for the half year ending 31st December 1897 was ordered to be paid on the 6th January 1898.

Agreements &c sealed by the Company.

The following list of Agreements sealed by the Company was submitted by the Secretary and approved

Name	Description	Date of sealing
London & North Western Rly & Great Western Rly:	Conveyance of land.	11. November
Maria Faiers	Warrant to sheriff	[11. November]
Oxford Music Hall	Agreement	[11. November]
V [-]	Share Certificates	[11. November]
Harding	Warrant to sheriff	23. November]
Schew	[Warrant to sheriff]	[23. November]
Major H. D. Robson.	[Warrant to sheriff]	[23. November]
V [-]	Share Certificates	25. November
H.G. McDowall	Assignment of premises	9. December
W.H. Coles.	[Assignment of premises]	[9. December]
C.J. Graham.	[Assignment of premises]	[9. December]
[C.J. Graham.]	Memorial of Deed.	[9. December]
Trustees of Latymer Foundation & others	Agreement for Rent (4 copies)	[9. December]
John. C. Goode.	Warrant to Sheriff	[9. December]
London & North Western Rly & Great Western Rly	Duplicate Conveyance	[9. December]
V [-]	Share Certificates	[9. December]

Cheques specially passed for payment.

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

Name	Particulars	Amount		
A. Bannister – Christ Church Newgate St.	Rates & taxes.	115	14	8
Petty Cash.		10		
Secretary & Clerks.	November salaries	<u>54</u>	<u>3</u>	<u>4</u>
		<u>£179</u>	<u>18</u>	

Accounts for payment.

The following list of accounts for payment was submitted by the Secretary & ordered to be paid :-

Name	Particulars	Amount.		
Holborn Vestry.	Rates & taxes.	34	13	11
[Holborn Vestry.]	[Rates & taxes.]	7		3
Christ Church Parish	[Rates & taxes.]	30	19	11
Westminster Union	[Rates & taxes.]	71	10	
Waterlow & Sons Ltd	Stamps	2	1	8
Income Tax Commrs [Commissioners]	Income Tax.	59	4	2
Vigers & Coy. [Company]	Land Tax Redemption	92	7	11
Ashurst Morris & Coy.	Bill in Parliament 1897 &c	297	19	2
		<u>£595</u>	<u>17</u>	

H. Tennant [signed]
Chairman.

ACC/1297/CLR/01/001/034

Minutes of Meeting

held at 16. Great George Street. Westminster, S.W on
Friday 14th January 1898 at 3 o'clock p.m.

Present.

Mr Henry Tennant in the Chair,

Lord Colville of Culross. K.T.

Hon: Algernon H. Mills.

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

Mr Ernest Cassel, and Mr Wm [William] Morris Jr [Junior] also attended.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 18 was submitted and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
13. Jany [January] 1898

Engineers Report No 18.

To the Chairman & Directors of the
Central London Railway.

Engineers Report.

Gentlemen,

At Shepherds Bush Station the main line tunnels are completed to Holland Park, and 460 yards of 12 ft. [feet] 7 in [inch] tunnel to the Depot and 180 yards of 21 ft. station tunnel have been completed. No further progress has been made with the station passages.

At Holland Park the Down Station is finished and 70 yards of the Up Station have been driven. The main line tunnels are complete to Notting Hill Gate; about 65% of the passages from lifts are finished.

At Notting Hill Gate the Station tunnels are finished and the concrete for platforms is being constructed. 711 yards of main line tunnel have been driven eastward. All the station passages are finished.

At Queens Road the Down Station Tunnel is finished and the construction of the up station has commenced. The main line tunnels are complete to Westbourne and 152 yards of siding tunnel completed. About 60% of passages from lifts has been finished.

At Westbourne 44 yards of the Down Station and 1,821 yards of the main line tunnels have been completed. A commencement has also been made with the station passages.

At Marble Arch the Down Station Tunnel is finished and 20 yards of 25 ft. Cross over tunnels have been constructed. The main line tunnels eastward are finished. 55% of the station passages has been constructed.

At Davies Street the site is now being cleared. A 25 ft. shield chamber is being constructed and the station tunnels will be completed from the Oxford Circus Station Site.

At Oxford Circus the station tunnels are finished and 1,330 yards of main line tunnel driven. About 90% of the station passages is completed.

At Tottenham Court Road the Up Station tunnel 71 yards of the Down Station tunnel and 958 yards of main line tunnel are finished. About 85% of the station passages has been constructed.

At British Museum 55 yards of 25 ft. tunnel for Cross over Road and 108 yards of station tunnel have been driven. The 11 ft. 8 in. main line tunnels between British Museum, Tottenham Court Road, and Chancery Lane are finished, and 70% of the station passages from lifts has been completed.

At Chancery Lane 54 yards of the Down Station tunnel are finished. Work has been restarted under Compressed Air in the tunnels approaching Holborn Viaduct and satisfactory progress is being made. 1,815 yards of 11 ft. 8 in. tunnel have been completed.

At Post Office Station 364 yards of main line tunnel have been driven and 25% of the station passages has been constructed.

At the Bank Station the New River Water Coy: [Company] are laying their new mains in the pipe subway. The sewer diversion is practically finished. One 20 ft. lift shaft has been sunk the full depth. An 11 ft. 8 in. shield chamber is finished, and a 25 ft. chamber for the erection of a station tunnel shield is being constructed.

We have received a formal communication from the Engineers of the Waterloo & City Railway expressing the anxiety of their Directors as to the delay in constructing the outlets at the corner of Queen Victoria Street. Great difficulty has been encountered in constructing this part of the work and it is impossible even now to give an exact date of completion, as until a further length of passage is completed it is impractical to drive the necessary heading to ascertain the

position of the pipes and other obstructions which will have to be dealt with in making the staircases near Mappin & Webbs premises.

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

Progress of Works east of Holborn.

The Chairman stated that he written to Sir Richard Farrant drawing his attention to the slow progress of the works east of Holborn, and the following letter had been received from Sir Richard Farrant in reply :-

16. Great George Street. S.W.,
6. Jany. 1898.

Dear Mr Tennant

In further reply to your letter of the 15th December in which you call my attention to the progress of the works especially as between the Holborn Viaduct and the Mansion House, where you say "very little has as yet been done". You will remember that in dividing the construction of the line into sub contracts, section 5 to be executed by Messrs Scott & Coy. terminated at Newgate Street Station. As they only work from Chancery Lane Station that part of their contract lying east of Holborn Viaduct up to Newgate Street Station would of course not show on the plan of executed work until the completion of their entire contract. The date of completion of their contract to Newgate Street Station has been to some extent necessarily delayed by the Engineers requiring the work under and near the Holborn Viaduct Bridge to be carried out under compressed air. As soon as this was decided no time was lost in arranging the necessary plant &c [etc] for this special work which is now in full swing.

The sixth section of the contract, which is being carried out by Mr George Talbot, starts at and includes the Newgate Street Station. The enlargement of the contract area of this station, which was after long consideration finally decided upon by your Board delayed for many months the commencement of works at this point, and moreover, the extra land for the enlargement of the station, which we acquired at your request, landed us in considerable difficulties, as the site was bounded on the north by a Church having guardians morbidly careful of its preservation; these gentlemen put every obstacle in our way and threatening us with an injunction compelled us to carry on with great difficulty the sinking of the shafts, one of which was so close to the Church that we were obliged to cut through the footings of the walls; in addition to this there was a large flow of water

through the gravel, apparently from underneath the Church, and this necessitated pumping to enable the work of constructing the shaft to proceed.

By the Act authorising the line, continuous pumping is not permitted. The Church Surveyors apparently afraid that the pumping would endanger the stability of the church insisted on the pumping being stopped, and Sir Benjamin Baker had to see him and satisfy him, which he did with some difficulty, that the work could be allowed to proceed. In order to meet the views of the Church Surveyor as to our taking extra precautions to ensure the stability of the Church, Sir Benjamin Baker ordered the rings of the shaft near the Church wall to be reduced from a depth of 4 feet to 2 feet. This of course meant considerable delay, as special castings had to be obtained for this purpose. There have been other reasons for delay which are set out in a letter addressed by me to Sir Benjamin Baker on the 10th December last, copy of which I enclose.

In conclusion, having regard to all the circumstances, everything has been done which could have been done by us or by Mr Talbot in the carrying out of the work; and bearing in mind the unavoidable delay at Newgate Street Station from which end only it was contemplated to execute the entire section of the tunnelling to the Bank Station and the terminus of the line; after consultation with Mr Hudleston I suggested to Sir Benjamin Baker that we should put down a temporary shaft, not originally contemplated in the execution of the work, at a point east of the Bank Station in order that we might put in four extra shields; two 11 ft., one 21 ft., and one 25 ft., so as to enable Mr Talbot to tunnel from the Bank Station, as well as from Newgate Street, and consequently shorten the time of completion of the work by several months. This extra expenditure on plant and works is not included in Mr Talbot's Contract, and is evidence of our energy and our desire to overcome as far as we can delays which have arisen from causes which are not within our control, or of our sub contractors, and which have been caused entirely by the exceptional and unforeseen nature of the work.

Yours faithfully,
sig. Richard Farrant.

*Financial Arrangements.

vide ffo [folio] 124 & 147
and Inward Letter No 2222*

Mr Ernest Cassel attended and stated the Directors would be aware that the amounts due to the Electric Traction Company on the Engineers Certificates since September 1897 had been, as a matter of convenience, allowed to remain outstanding by the Electric Traction Company in connection with the shares which they had to take up when required. The amount of the certificates from

September to December 1897 was £308,202, and the Electric Traction Company were of opinion that in the interests of the Railway Company and themselves they should for the present endeavor to raise money without making calls, and they suggested that the Central London Company should concur in that view.

Mr Morris, on behalf of the Electric Traction Company attended, and having made a request to the Directors of the Railway Company in the above terms,

It was resolved that in pursuance of a request from the Electric Traction Company Limited the Central London Railway Company, will out of the monies they may hereafter receive in respect of the last £4 per share of the uncalled Capital of the Company, such £4 per share amounting to £1,033,476 pay the amount due and to become due to the Electric Traction Company Limited by the Central London Railway Company up to £900,000 to Messrs Glyn Mills Currie & Company for the payment of Promissory Notes which the Electric Traction Company Limited are about to issue for that amount, numbered.

*Half Yearly Accounts & date of Meeting.

vide folio 116 & 179 & 187*

The Secretary submitted a draft of the Report and Statement of Accounts for the half year ending 31st December 1897 which was approved, and it was arranged that the Half Yearly Meeting should be held on the 2nd February 1898 at 16. Great George Street, Westminster, S.W., at 2 o'clock p.m.

*Interest Warrants.

vide folios 116. & 185*

The Secretary reported that Interest Warrants amounting to £20,396,,14,,1 had been posted to the shareholders on the 5th January 1898.

H. Tennant [signed]
Chairman.

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W, on
Wednesday, 2nd Feby [February] 1898 at 2.30 o'clock.

Present.

Mr Henry Tennant in the Chair,

Lord Colville of Culross. K.T.

Hon: Algernon H. Mills.

Sir Francis Knollys.

Lord Rathmore.

Mr Frank Dawes, Solicitor; and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Re-election of Chairman

vide folios 97 & 148*

Resolved that Mr Henry Tennant be elected Chairman.

*Working of line by British Thomson Houston Compy. [Company]

vide folios 122 & 153*

In the contract between the Electric Traction Company and the British Thomson-Houston Company it is provided that the British Thomson-Houston Company shall on being required so to do by the Electric Traction Company at any time before the 1st January 1898

*Extended to 15th February 1898

vide letter from Wm. [William] Morris 30.11.97.*

enter into a contract with the Central London Company for the working of the Generating Station, Locomotives, lighting of the trains, stations, lifts &c[etc] for a period of two years from the date of the opening of the line. The Chairman stated he had gone very carefully into the question of the cost of working the line, and recommended the Board to enter into an agreement.

It was resolved that notice be given to the Electric Traction Company of the decision of the Directors of the Central London Railway Company to enter into an agreement with the British Thomson-Houston Company for the working of the line. Messrs Bircham & Company to be instructed to take all necessary steps in the matter and to prepare a draft agreement.

The following Report of Mr Robert Vigers on the value of the ground rents at several of the Central London station sites was read by the Secretary: -

4. Fredericks Place,
Old Jewry. E.C.
2nd February 1998.

To the Chairman of the
Central London Railway

Value of Ground Rents at various station sites.

Dear Sir,

In reply to your letter of the 14th December last we beg to report that in our opinion the fair rents upon Building Leases for right to erect buildings over the several stations described in the following list, are the sums placed against them. I give the area of the site on the First Floor and also the area of the small plot of land for the erection of a staircase as access.

Station	Area of First Floor	Area of land on ground level	Estimated Yearly Value
Holland Park.	2,091 feet.	1,503 feet	£63
Notting Hill Gate.	2,152 [feet]	240 [feet]	66
Queens Road.	4,700 [feet]	541 [feet]	120
Westbourne.	1,569 [feet]	188 [feet]	80
Marble Arch.	2,523 [feet]	155 [feet]	126
Oxford Circus.	2,827 [feet]	344 [feet]	280
Tottenham Court Road.	2,368 [feet]	378 [feet]	110
British Museum.	2,857 [feet]	259 [feet]	<u>145</u>
			<u>£990</u>

If the access to the First Floor in some cases could be made better the value would be greater.

Yours faithfully.
sig. [signed] Robert Vigers.

The further consideration of this subject was deferred.

Agreements &c sealed by the Company.

The following list of documents sealed by the Company was submitted

Name	Description	Date of Sealing.
Major Robson.	Bond for £15,000	17. December 1897.
V [-]	Share Certificates.	[17. December 1897.]
Mahtis Suttis	Bond for £425	21 December 1897.
G.W.R. Curtis	Bond for £8,704	[21 December 1897.]
J. Usherwood	Bond for £800	[21 December 1897.]
Hy [Henry].J. Waters	Bond for £1,040	[21 December 1897.]
J. Donnell	Bond for £1,717	[21 December 1897.]
Wm. [William] Holmes	Bond for £1,223	[21 December 1897.]
W.H. Coles.	Memorial of deed	5. January 1898
Mahtis Suttis	Warrant to summon a Jury	[5. January 1898]
[Mahtis Suttis]	Warrant to deliver possession	[5. January 1898]
Blakes Trustees	Warrant to summon a Jury	[5. January 1898]
T.F. Blackwell	[Warrant to summon a Jury]	[5. January 1898]
Marguise de Bassano	[Warrant to summon a Jury]	[5. January 1898]
Willans Trustees	[Warrant to summon a Jury]	[5. January 1898]
F. Willan & others.	Bond for £23,591	[5. January 1898]
V [-]	Share Certificates	10. January 1898
A.T. Harding	Assignment of premises	[10. January 1898]
Wm. Holmes	Warrant to deliver possession	11. January 1898
J. Donnell	Warrant to summon a Jury	14. January 1898

Cheques specially passed for payment

The following list of cheques specially passed for payment was submitted by the Secretary and approved: -

Name	Description	Amount		
		£	s	d

Electric Traction Company.	Waterloo & City subway.	1,720	5	
Secretary & Clerks	Salaries.	54	3	4
Henry Tennant	Direction	604	3	4
Lord Colville of Culross.	[Direction]	60	8	4
Sir Francis Knollys.	[Direction]	60	8	4
Hon: A. H. Mills.	[Direction]	60	8	4
Lord Rathmore.	[Direction]	60	8	4
Great George Street. Chambers Coy [Company]:	Rent	121	1	
Secretary & Clerks.	Salaries	54	3	4
Petty Cash.	V [-]	10		
		<u>£2,805</u>	<u>9</u>	<u>4</u>

Accounts for payment.

The following list of accounts for payment was submitted and approved.

Name.	Description	Amount		
		£	s	d
Waterlow & Sons Ltd	Stamps.	4	14	9
Marylebone Vestry.	Rates.	55	13	8
Fulham Union	[Rates.]	86	10	8
Fowler Baker & Mott.	Engineering.	7,000		
Daily Telegraph.	Advertising.	1	3	
		<u>£7,148</u>	<u>2</u>	<u>1</u>

*Salaries.

vide folio 237.*

It was resolved that the Salary of Mr R.O. Graham the Secretary of the Company. should be increased to £600 per annum and that of Mr J.L.B. Lindsay to £130 per annum, as from the 1st February 1898.

H. Tennant [signed]
Chairman.

Minutes of Meeting.

held at 16. Great George Street, Westminster, S.W. on
Tuesday, the 15th February 1898 at 3 o'clock p.m.

Present.

Mr. Henry Tennant in the Chair.
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon [Honorable]: Algernon H. Mills.
Lord Rathmore.
Mr. Frank Dawes, Solicitor., and Mr. R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Buildings over stations
vide 130 & 155*

The report of Mr. Measures in connection with the buildings which it is proposed to erect above the station sites was again submitted. the Chairman stated he was not yet in a position to lay a definite scheme before the Directors, and the subject was again deferred.

Financial Statement.

The secretary submitted a Financial Statement which was ordered to be recorded:-
Financial Statement to 14. February 1898.

<u>Receipts</u>		£1,433,840,,5,,4
<u>Expenditure</u>		<u>1,411,529,,10,,7</u>
		22,310,,14,,9
Mansion House Deposit	£70,000	
Less Amount advanced by Bank	<u>50,000</u>	20,000,,0,,0
<u>Available Balance as per Pass Book</u>		£2,310,,14,,9
<u>Account overdrawn</u>		£47,689,,5,,3
Amount of Engineers Certificates presented but not paid, September 1897 to January 1898		£380,000,,0,,0

Agreements sealed since last meeting

The following list of documents sealed since last meeting of the Board was submitted by the Secretary and approved.

Name	Description	Date of Sealing.
H.J.Waters.	Warrant to deliver possession	3. February
Usherwood & Coy [Company]	Assignment	[3. February]
John Donnell	[Assignment]	9. February
[John Donnell]	Share Certificates.	[9. February]
C.A. Starr	Assignment	15. February
J.C.Goode	Warrant to deliver possession	[15. February]
[J.C. Goode]	Share Certificate	[15. February]

Accounts for payment.

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

Name	Particulars.	Amount.		
Marylebone Vestry	Poor Rate	7	1	9
Paddington Vestry	[Poor Rate]	66	6	8
Waterlow & Sons Ltd.	Stationery &c [etc]	17	19	2
Rowton Hous [House] Ltd	Repairs &c	18	3	1
Middle Class Dwellings Ltd.	[Repairs &c]	1	9	6
Artizans Coy Ltd.	Hire of Room	4	4	
Bircham & Coy:	Law Charges.	<u>1,448</u>	<u>3</u>	<u>4</u>
		<u>£1,563</u>	<u>7</u>	<u>6</u>

H. Tennant [signed]

Chairman

ACC/1297/CLR/01/001/037

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W on
Wednesday, March 2nd 1898 at 3.30 o'clock p.m.

Present.

Mr. Henry Tennant in the Chair,
Sir Francis Knollys. K.C.B. K.C.M.G.
Hon [Honorable]: Algernon H. Mills,
Lord Colville of Culross. KT
Lord Rathmore.

Mr. Frank Dawes, Solicitor; and Mr. R.O. Graham, Secretary

The Minutes of last Meeting were read and confirmed.

*Tiling of Station Tunnels.

vide fo: [folio] 156*

The question of tiling the Station Tunnels in relation to the probable exhibition of advertisements was considered, and it was decided to leave the question in the hands of Sir Benjamin Baker to arrange and report.

Financial Statement

The Financial Statement was submitted by the Secretary & ordered to be recorded.

Financial Statement to 28, February 1898.

Receipts		£1,465,267,,13,,4
Expenditure		<u>1,413,297,,16,,6</u> £51,969,,16,,10
Mansion House Deposit	£70,000	
Less Amount advanced by bank	<u>50,000</u>	<u>20,000,,0,,0</u>
<u>Available Balance</u>		<u>£31,969,,16,,10</u>
	<u>Account overdrawn</u>	<u>£18,030,,3,,2</u>

*Financial arrangements

vide ffo. [folios] 124 & 138 & 165 and Inward Letter 2222*

Mr. Cassel was present and stated that the Electric Traction Company would not have occasion to act upon the resolution which was passed on the 14th January last in connection with the borrowing of money for the purposes of the Contract, and they would continue to advance the amount of the Engineers Certificate as hitherto.

Extra Ordinary Meeting increase of Directorate to six

It was resolved that a meeting of Shareholders be called, to be held on Saturday, the 19th March 1898 at 12 o'clock noon at 16, Great George Street, Westminster for the purpose of increasing the number of Directors to six, with a recommendation to the proprietors to appoint Sir Henry Oakley as a Director of the Company.

Account for payment.

The following account for payment was submitted and ordered to be paid.

Electric Traction Coy [Company] Ltd	One half of amount paid by Waterloo & City Coy	£1,137,,10/= [shillings]
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The following list of documents sealed since last meeting of the Board was submitted by the Secretary and approved

Name	Description	Date of Sealing
W. & J. Downey	Bond	21. February 1898
V [-]	Share Certificates	21 [February 1898]
V [-]	[Share Certificates]	25 [February 1898]
Wm [William] Holmes.	Assignment of leasehold premises	25 [February 1898]
M. Suttis	[Assignment of leasehold premises]	25 [February 1898]
[M. Suttis]	Share Certificates	1 March

H. Tennant [signed]
Chairman

ACC/1297/CLR/01/001/038

Minutes of Meeting

held at 16. Great George Street, Westminster S.W., on Saturday, 19th March 1898
at 12 o'clock noon.

Present.

Mr. Henry Tennant, in the Chair.

Lord Colville of Culross. K.T.

Sir Francis Knollys. K.C.B., K.C.M.G.

Hon: Algernon H. Mills.

Lord Rathmore.

Sir Henry Oakley, having been elected a Director of the Company in General Meeting, took his seat on the Board.

Resignation of Mr Hy. [Henry] Tennant as Chairman

Mr Tennant having referred to and endorsed the observations he had made at the Meeting of Shareholders, which had just been held, stated that he desired the Board to proceed to the election of a successor to himself, and with that object, he formally resigned the office of Chairman.

*Election of Sir Henry Oakley as Chairman

Vide fo: [folio] 140 & 218*

On the motion of Lord Rathmore, seconded by Lord Colville of Culross, Sir Henry Oakley was unanimously elected Chairman until the first Half Yearly Meeting in 1899. Sir Henry, in acknowledging the vote, said that he regarded his election to the Chair of the Central London Company as a great honour conferred upon him.

Arrangement as regards Mr Tennants remuneration.

The following arrangement which had been made with Mr Tennant was confirmed, and ordered to be recorded.

Arrangement.

When the question of the future Chairmanship was under consideration the Directors expressed their desire that whatever changes might be made Mr. Tennant should not cease to be a Director, so that the Company might continue

to have the benefit of his Knowledge and experience, the Chairman at the same time having the advantage of conferring with him on matters affecting the interests of the undertaking and in consideration thereof and of the services hitherto rendered by Mr Tennant to the Company, especially in its initial stages, before the election of the Board, the Directors agreed (subject to the sanction of the Proprietors) to make him a special grant of £ 1,000 (One thousand pounds) a year, from the 1st April 1898 to the date of the opening of the line for public traffic.

Mr Tennant agreed to and also confirmed the above arrangement and explained that he had stated in his speech to the Shareholders his views and intentions as to the future.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/039

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W.,
on Wednesday 6th April 1898 at 3.30 p.m.

Present.

Sir Henry Oakley in the Chair
Lord Colville of Culross. K.T.
Lord Rathmore.
Henry Tennant Esq;
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers Report No 19 was read by the Secretary and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
6. April 1898.

Engineer's Report No 19.

To the Chairman & Directors
Of the Central London Railway.

Gentlemen.

At Shepherds Bush the main line tunnels to Holland Park, the sidings to the Depot and the Cross-Over Tunnels are completed and 190 yards of Station Tunnels have been driven. No further progress has been made with the station passages. The foundations for the two large Chimney shafts of the generating station are concreted and the foundations for the engine house are also in progress.

At Holland Park the main line tunnels to Notting Hill and the station tunnels are complete. The station passages from lifts are finished.

At Notting Hill Gate the main line tunnels to Queens Road and the station tunnels are finished. The station passages are also completed.

At Queens Road the main line cross-over and siding tunnels are complete. The down station tunnel is finished and 94 yards of the up station driven. About 90% of the station passages are finished.

At Westbourne 2045 yards of main line tunnels are built. The Down station tunnel is complete and 8 yards of the Up tunnel have been driven. Work continues in the station passages.

At Marble Arch the main line tunnels to Davies Street are finished; the Down station, 56 yards of the Up Station tunnel and 30 yards of Cross Over tunnel are constructed. No further work has been done in the station passages.

At Davies Street, the Contractors, Messrs Walter Scott & Coy [Company], have obtained possession of a portion of the site and they have started to sink the 18 ft. [feet] stairway shaft. The station tunnels are both in hand and are being constructed from the Oxford Circus site.

At Oxford Circus 1721 yards of main line tunnel have been driven and the station tunnels & passages are complete.

At Tottenham Court Road 1148 yards of main line tunnel are constructed and the station tunnels and passages are complete.

At British Museum the main line tunnels are complete, 70 yards of Cross Over tunnel, the down station tunnel and 50 yards of the Up station have been constructed. 75% of the station passages are complete.

At Chancery Lane the Down Station tunnel is complete and a commencement has been made with the Up station tunnel. The down main line tunnel driven with compressed air under Holborn Viaduct has now passed 100 feet beyond Farringdon Road. Work has been restarted in the Up Main line tunnel, also under compressed air, and satisfactory progress is being made. The station passages are practically complete.

At Post Office 748 yards of main line tunnel are finished and 30% of the station passages are completed.

With the exception of a small length of tunnel at Marble Arch and Oxford Circus the whole of the main line tunnels between Shepherds Bush and Chancery Lane are now complete, and the concrete foundation for the Permanent Way is being constructed.

At the Bank Station, the New River Coy: the Gas Light & Coke Coy: and the Hydraulic Power Coy have completed the laying of their mains in the pipe subway, and are making the necessary connections in the street to their existing pipes. The Water Company expect to complete their work by the end of the month and will then remove their pipes which now run over our station and prevent the sinking of the shafts and the construction of the steel roof. The Gas Company and the Hydraulic Power Coy: should finish their connections in June.

The work on the stairway in Walbrook which is to form an outlet from the Waterloo & City Railway has made good progress and will be ready for use, if required, in the beginning of May. The access to the stairway at Mappin & Webb's Corner has proved to be so obstructed with gas pipes that no use can be made of it at present. The Gas Company are however pushing forward the diversion of these pipes as quickly as possible and this stairway will probably be available by the end of June.

It is hardly necessary to observe that the greatest care has to be exercised in carrying out the tunnelling operations at the Bank Station, not only on account of the close contiguity of the same to the very important buildings in that neighbourhood, but also because of the bad character of the ground in the line of the old Course of the Walbrook. Some temporary trouble arose from a slight movement in certain old cracks in the Mansion House itself, but this was perhaps hardly more than was to be expected in the case of an old building on bad foundations, which had to be extensively underpinned some years ago in consequence of serious settlement.

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

Sir Benjamin Baker produced and explained a diagram showing the progress of the tunnels etc, and the approximate dates on which the various station sites will be cleared of the Contractors plant. Sir Benjamin stated that the work could not be accelerated, but that everything was being done to facilitate matters. The Chairman suggested that the City Authorities if approached might allow another opening at the Bank, so that another shaft could be commenced. Sir Benjamin said he would see if anything could be done in that direction.

Financial Statement.

*1491

1465

26* [note in margin]

The Secretary submitted the following Financial Statement.

Financial Statement to April 4th 1898

Receipts on Shares &c [etc]	£1,491,948,,1,,4
Expenditure.	1,415,577,,7,,11

	<u>Available Balance</u>	£ 76,370,,13,,5
<u>Less</u>		
Mansion House Deposit Fund	£70,000	
Amount returned	<u>15,000</u>	
	£55,000	
Account on deposit	<u>15,000</u>	
		<u>70,000,,0,,0</u>
	Credit Balance at Bank as per Pass Book.	<u>£ 6,370,,13,,5</u>

*Agreement with British Thomson Houston- Coy [Company]

Vide folio 140 & 243*

The Solicitor submitted a draft agreement with the British Thomson Houston Company, the Electric Traction Company and the Central London Company for the working of the Central London trains, lighting of stations, cars and lifts &c. The Chairman stated that he had not had an opportunity of examining the draft and further consideration of it was deferred.

*Application from Electric Traction Coy: for allotment of part of unissued shares
vide Journal Voucher 562.

vide folio 124*

The Secretary read the following application from the Electric Traction Company.

16. Great George St. S.W.

4th April 1898.

Gentlemen,

In view of the amounts now owing to this Company in respect to the Engineers Certificates and our Agreement to take shares in your Company, I am directed to request that you will issue 11,566 shares with £6 paid thereon to this Company's nominees, a list "x" of whom I enclose, and that you will debit our account with the total amount so paid up on these shares.

I will send you a cheque for £1,040,,18,,10 which is the Interest on these shares payable on the 1st July.

Yours truly
signed. H.E. Upton. Secretary.

*1506

1485

21* [note in main area of text]

“x” List of the Electric Traction Company's nominees.

No. of Shares.	Name.	Address.
333	Martin. Alex: William.	27. Throgmorton St. E.C.
667	(Cazenove. Arthur Philip (Akroyd. Swainson Howden	52. Threadneedle St. E.C.
467	Gair. Walter Burgh.	8. Bishopsgate St Within E.C.
1,267	(Baring The Hon: Francis Henry (Revelstoke. Rt: Hon: John. Lord	8. Bishopsgate St Within E.C.
833	Neumann. Ludwig	Warnford Court E.C.
3,333	Neumann. Sigmund	Warnford Court E.C.
333	Sutherland. His Grace the Duke of	35. Parliament St. S.W.
667	Johnson. Herbert	Stock Exchange. E.C.
333	(Rothschild Rt: Hon: Nathan Mayer, Lord. (Barnett Charles Edward. (Lucas Francis Alfred Smith Hugh Colin	Bartholemew Lane. E.C.
2,167.	Rube. Charles	120. Bishopsgate Street. E.C.
267.	Thompson. Henry Yates.	26a. Bryanston Square. W.
500	Clayton. John Bertram	The Chesters. Northumberland [[illegible]]
66	Lewis Sir George.	9. & 10. Ely Place., W.C.
333	Pritchard John Mostyn	31. Throgmorton St. E.C.

*Allotment of Shares to the Electric Traction Coy

Vide folio 29 & 166*

The application being in Conformity with Clause 6 of the Contract with the Electric Traction Company it was resolved that 11,566 shares £6 paid should be allotted to the persons nominated, it being understood that the Central London Company will be liable for the interest thereon as from the 1st July next.

*Buildings at Station Sites

Vide folio 144 & 165*

The question of the desirability or otherwise of investing any portion of the Company's capital in the building of offices and flats above the various stations was considered, and it was resolved that in as much as the property of the Company was likely to be of greater value in the course of a few years and higher ground rents could then be obtained, the buildings to be provided for the opening of the line should not extend further than the ground floor, with a temporary roof, as provided for in Clause 9 of the specification attached to the Contract, the Engineers to prepare plans accordingly, and to provide that the foundations walls and supports shall be strong enough to carry the superstructures to be erected in the future.

*Cementing the Railway Tunnels.

vide folio 130

Inward Letter 2484*

The following letter from Sir Benjamin Baker with reference to the question of concreting was read:-

To the Chairman.

2. Queen Square Place S.W.

6. April 1898

My dear Sir,

Central London Railway.

Referring to Your letter of the 2nd ultimo.

I am of opinion that it would be desirable to fill in the flanges of the small tunnels with concrete for a distance of 15 rings from the ends of the station tunnels and to keep the same whitewashed. I see no advantage in incurring the expense of Concreting the whole length between the stations.

Yours faithfully

sig. Benjamin Baker.

And it was resolved that the concreting of the railway tunnels should be carried out in accordance with the suggestion of the Engineer, any saving in cost as compared with the work which it was intended to carry out under Clause 9 of the Specification attached to the Contract to be dealt with in the final certificate.

*Filling of Station tunnels

vide fo [folio]: 146

Inward Letter 2484*

The Engineer submitted a plan under which he proposed that the station tunnels should not be tiled throughout, but that matchboarding should be substituted, for advertising purposes, for the space of 10 feet at the bottom of the tunnels above rail level, facing the platforms. The plan was approved, the saving in cost as compared with the work which it was intended to carry out under Clause 25 of the Specification attached to the Contract to be dealt with in the final certificate.

Documents sealed by the Company

The following list of documents sealed since the Board Meeting on the 2nd March was submitted by the Secretary and approved

Name	Description	Date of Sealing
v [-]	Share Certificates	8. March 1898
v [-]	Share Certificates	16. March 1898
J.C. Goode	Duplicate Assignment	19 March
H.J. Waters.	Assignment	[19 March]
Wm [William] Holmes.	Petition	25 March
F. Willan & others	[Petition]	[25 March]
J.C. Goode	Originating summons	[25 March]
M. Suttis	[Originating summons]	[25 March]
A & W.T. Richardson	Conveyance	25. March 1898
[A & W.T. Richardson]	Share Certificate	30 [March 1898]
[A & W.T. Richardson]	[Share Certificate]	2 April
[A & W.T. Richardson]	[Share Certificate]	5 [April]

Cheques specially passed for payment

The following list of cheques drawn since the meeting of the Board on the 2nd March was submitted by the Secretary and approved.

Name	Particulars	Amount.		
Petty Cash	v [-]	10		
Glyn Mills Currie & Coy:	Loan	10,000		

Secretary & Clerks	Salaries	70	8	4
Henry Tennant	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys.	[Direction]	60	8	4
Hon: A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	<u>60</u>	<u>8</u>	<u>4</u>
		<u>£10,926</u>	<u>5</u>	

Accounts for payment.

The Secretary submitted the following list of Accounts for payment, which was ordered to be paid.

Name	Particulars.	Amount.		
Street & Coy	Advertising	2	1	6
Great George Street Chambers Coy: Ltd	Rent	122	15	
Holborn Vestry	Rates	7		3
[Holborn Vestry]	[Rates]	34	13	11
Farringdon Ward Within	[Rates]	<u>24</u>	<u>16</u>	
		<u>£191</u>	<u>6</u>	<u>8</u>

Board Meetings to be held on 2nd & 4th Wednesdays.

The Chairman suggested that it might be more convenient to hold the Board Meetings on the 2nd and 4th Wednesdays in each month instead of on the 1st and 3rd Wednesdays as hitherto. This was agreed to, the next meeting of the Board to be held on the 27th inst, at 3-30 o'clock p.m.

[signed] H. Oakley
Chairman.

ACC/1297/CLR/01/001/040

Minutes of Meeting

held at 16. Great George Street. Westminster S.W on Wednesday. 27 April 1898 at
3.30 o'clock [o'clock]

Present.

Sir Henry Oakley in the Chair
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore.
Henry Tennant Esq:
Sir Benjamin Baker. Engineer: Mr Frank Dawes, Solicitor
and Mr R.O. Graham. Secretary.

The Minutes of last Meeting were read and confirmed.

The Secretary read the following Communication which he had received from the City Solicitor, with reference to the works at the Mansion House.

*Alleged damage to the Mansion House.

vide Inward Letters No: 2483*

Guildhall. London. E.C.
7. April 1898.

Sir,

Central London Railway.

I have been instructed by the Corporation of London to communicate with your Company with reference to the damage already occasioned, and likely to be occasioned to the Mansion House in connection with the Tunnel operations now in progress in its vicinity.

I understand the Company's Engineer, Sir Benjamin Baker has already been in communication with the City Surveyor but inasmuch as it cannot be deemed that the making of the smaller tunnel has already caused damage it is necessary that steps should at once be taken with a view to preventing further damage being done by the Company by the construction of a larger tunnel, which I understand is in contemplation.

I beg to suggest for your Company's immediate consideration the desirability of the work being stayed, until a clear understanding has been come to between the Company's Engineer & the Engineer of the Corporation, as to the safest course to

be adopted for the protection of the Mansion House, and I have to request that the provisions of Section 93 of the Central London Railway Act 1891 (as amended by the Act of 1892) be strictly adhered to, as the Corporation must hold the Company answerable for any damage done through disregard of the Act.

Awaiting the favour of an early reply.

I am, Sir,

Your obedient servant.

H. Homewood Crawford.

Work in front of Mansion House to be carried out under Compressed air.

Sir Benjamin Baker stated that about 30 years ago there was a subsidence at the Mansion House, and the cracks which had recently appeared in the building, were the old fissures reopened. The City Authorities were perfectly satisfied with the manner in which the work of tunnelling was being done, but for the purpose of absolute safety they had required him to carry out the construction of the 21 ft. [feet] tunnels immediately in front of the Mansion House under compressed air, and arrangements were being made for this request to be complied with.

*Agreement with City & South London Rly: [Railway] Coy: [Company]

Vide folios 107 & 183*

The draft agreement with the City & South London Company providing for the construction and maintenance of a low level subway connecting the Central London & the City & South London platforms at the Bank was submitted and approved. The Company's Solicitor to return the draft as amended by Sir Henry Oakley to the City & South London Company.

A Director empowered to allot balance of unissued shares & seal the certificates.

In connection with the applications which would be received from time to time from the Electric Traction Company for the allotment of the balance of the shares which they are to take up under Clause 6 of the Contract, it was resolved that a Director be empowered to allot the shares to the various nominees of the Electric Traction Company, and to seal certificates as they may be required.

Financial Statement

The Secretary submitted the following Financial Statement.

Financial Statement at April 26th 1898.

Receipts on Shares &c. [etc]		£1,498,798,,7,,4
Expenditure		1,415,889,,11,,3
	<u>Available Balance</u>	£82,908,,16,,1
<u>Less</u> Mansion House Deposit Fund	£55,000	
Amount on deposit	<u>15,000</u>	<u>70,000,,0,,0</u>
	<u>Available Balance as per Pass Book</u>	£12,908,,16,,1

Under the arrangement with the Electric Traction Company the amount now outstanding as against the balance of the shares which they are to take up is £528,635.

Accounts for payment.

The Secretary submitted the following list of accounts for payment which were ordered to be paid.

Name	Particulars	Amount		
Railway Times	Advertising	2	2	
Hammersmith Parish	Tithe Rent Charge	5	12	8
St George, Hanover Square	Rates	65	5	5
St Giles, Bloomsbury	[Rates]	49	6	8
Income Tax Commiss-nrs [Commissioners]	Income tax	703	6	8
[Income Tax Commiss-nrs]	[Income Tax]	59	4	2
W.H. Pannell		12	13	9
W.B. Peat.		12	13	9
Secretary & Clerks.		<u>70</u>	<u>8</u>	<u>4</u>
		<u>£980</u>	<u>13</u>	<u>5</u>

Documents sealed by the Company

The Secretary Submitted the following list of documents which had been sealed since the last meeting of the Board

Names	Description	Date of Sealing.
V [-]	Share Certificates	6. April 1898
Williams Trustees.	Assignment of Premises	15. April 1898
[Williams Trustees.]	Memorial of Deed.	[15. April 1898]

Debenhams Trustees	Assignment of Premises	[15. April 1898]
[Debenhams Trustees]	Memorial of Deed.	[15. April 1898]
[Debenhams Trustees]	Share Certificates	21. April 1898
G.W.R. Curtis	Assignment of Premises	[21. April 1898]
[G.W.R. Curtis]	Share Certificates.	[21. April 1898]
W. Murton	Release of Premises	27. April 1898
K.R. Hedges	Conveyance of Premises	[27. April 1898]
G.W.R. Curtis	Memorial of Deed	[27. April 1898]
W. Murton	[Memorial of Deed]	[27. April 1898]
K.R. Hedges	[Memorial of Deed]	[27. April 1898]

H. Oakley [signed] Chairman

ACC/1297/CLR/01/001/041

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W on
Wednesday, 11th May 1898 at 3.30 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.

Lord Rathmore.

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

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 20 was read by the Secretary and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
11. May 1898.

Engineers Report No 20.

To the Chairman & Directors
of the Central London Railway.

Engineers Report.

Gentlemen,

At the Depot the concrete foundations for chimney shafts are complete and the brickwork has been commenced. The foundations of the Engine House are finished and the Boiler House foundations are in progress.

From Shepherds Bush to Marble Arch with the exception of 20 yards of station tunnel at Westbourne & 114 yards of siding tunnel at Marble Arch, all the Station, Main Line, Cross Over Road and Siding tunnels are finished.

From Marble Arch to Chancery Lane with the exception of Davies Street and a short length of station tunnel at Chancery Lane all the tunnelling is finished.

The station passages from lifts to platforms at all stations from Shepherds Bush to Chancery Lane are practically finished with the exception of Davies Street, and preparations are being made for tiling the station tunnels and passages.

At Chancery Lane satisfactory progress is being made with the two Main Line Tunnels which are being driven under compressed air. The Down Tunnel has now passed 250 feet beyond Farringdon Road and is approaching the L.C. & D. Ry [London Chatham & Dover Railway] Station at Snow Hill.

At the Post Office 958 yards of Main Line Tunnels are finished and 35% of the station passages are complete. The weekly progress with the ordinary tunnelling still continues much less than was the case with similar work on the two other sub-contracts.

At the Bank Station the New River Water Coy. [Company] have completed the diversion of their pipes and are now in a position to remove the old pipes, but very little can be actually done until the Gas Company have also finished which they expect to do in about three weeks.

The first portion of the permanent steel roof has been fixed over the subway to the Waterloo and City Railway from the stairway in Walbrook. The temporary stairs have been fixed and the connection to their inclined subway is complete. The work on the stairway at Mappin and Webbs corner is being pushed forward and it will probably be open before the Waterloo & City Railway is ready to open. No further trouble has developed at the Mansion House but the Engineers Architects and Surveyor acting for the Royal Exchange and the Bank of England have been in communication with us as to the method of carrying out the tunnels in front of these buildings. They were anxious that work should be done under compressed air and as a compromise we have agreed to use compressed air during the construction of the two large shield chambers still to be built.

We are, Gentlemen

Yours faithfully
signed. Fowler & Baker.

*Buildings over Stations

Vide folios 155 & 355.*

Plans of the Station Buildings at Notting Hill Gate, Westbourne, and Holland Park shewing [showing] the elevation position of Booking Offices, Lavatories etc proposed by the Companys Engineers were submitted. The Chairman stated that he had gone very carefully into the question of the accommodation which it would be necessary to provide at these stations, and the plans were generally approved subject to any minor modifications which may be considered desirable before they are handed on to the Contractors.

*Head Offices of the Company

vide folios 17 & 281*

The question of the location of the Company Head Offices was considered. As a matter of convenience the Chairman said that the "Oxford Circus" site was to be preferred to the Tottenham Court Road or British Museum sites. No definite decision was arrived at, the Chairman, in the meantime, to ascertain if any better scheme could be adopted, having regard to the convenience of the Directors and the financial considerations involved.

*Financial arrangements.

Vide folio 147*

The Chairman said the Board would be aware that the Electric Traction Company had not been able to borrow money through third parties on Promissory Notes, as arranged at the meeting of the Board on the 3rd November 1897, and he had asked them to write a letter explaining what was their view of the present financial relations between the two Companies.

Financial Statement.

The Secretary submitted the following Financial Statement:-
Financial Statement to May 10th 1898.

Receipts on Shares &c.		£ 1,502,669,,12,,7
Expenditure		1,416,882,,11,,0
	<u>Available Balance</u>	<u>£85,787,,1,,7</u>
<u>Less.</u>		
Mansion House Deposit Fund.	£55,000	
Amount on Deposit	<u>21,000</u>	<u>76,000,,0,,0</u>
<u>Credit Balance at Bank as per Pass</u>		<u>£9,787,,1,,7</u>
<u>Book.</u>		

The amount due to the Electric Traction Company for April is £51,818. This together with amounts previously certified for brings the debit up to £580,453 against which the value of the 68,247 shares will be credited, - 23,132 of these shares have been allotted amounting at £6 per share to £138,792.

Money to remain on deposit.

The question of lending money on first class. Commercial Bills was considered, and having regard to the risks attending Commercial Bills, it was resolved to retain the surplus funds on deposit at the Bank.

*Further allotment of shares to the Traction Company

Vide fol. [folio] 155 & 177

Journal vo. 564.*

An application from the Electric Traction Company for the further allotment of 11,566 shares as per list attached, was submitted, and the shares were ordered to be issued in accordance with Clause 6 of the Contract.

No. of Shares.	Name.	Address.
333.	Pritchard. John Mostyn.	31. Throgmorton Street. E.C.
66.	Lewis Sir George Henry	10. Ely Place. W.C.
267	Thompson. Henry Yates.	26a Bryanston Square. W.
2,067	Rube. Charles	120. Bishopsgate Street E.C.
333	Martin. Alex: William	27. Throgmorton Street. E.C.
333.	Rothschild Rt. Hon Nathan Mayer. Barnett. Charles Edward. Lucas Francis Alfred Smith Hugh Colin	The Alliance Assurance Coy: [Company] 1. Bartholemew Lane. E.C.
67	Gair. Walter Burgh.	8. Bishopsgate Street Within E.C.
833.	Neumann. Ludwig	Warnford Court. E.C.
1,667	Baring. Hon: Francis Henry Revelstoke. Rt Hon John, Lord	8 Bishopsgate Street Within E.C.
667	Johnson. Herbert.	Stock Exchange. E.C.
333	Sutherland, His Grace the Duke of:-	35. Parliament Street S W
100	Selborne, Rt. Hon William Waldegrave Palmer Earl of	Blackmoor, Petersfield
3,333.	Neumann, Sigmund	Warnford Court. E.C.

500	Meyers. Augustus.	6. Tokenhouse Yard E.C.
633	Cazenove. Arthur Philip Akroyd. Swainson Howden	52. Threadneedle St. E.C.
<u>34.</u>	Akroyd. John Bathurst.	52. Threadneedle St. E.C.
<u>11,566</u>		

Cheque specially passed for payment.

The following account specially passed for payment was submitted by the Secretary and approved.

Petty Cash £10.

Accounts for payment.

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

Name	Particulars	Amount		
Waterlow Bros & Layton	Stationery	6	1	
Waterlow & Sons.	[Stationery]	23	8	6
Christ Church, Newgate St.	Poor Rate	107	9	4
	Hospital Tithe	30	19	11
Corporation of London.	Rate.	<u>115</u>	<u>14</u>	<u>8</u>
		<u>£283</u>	<u>13</u>	<u>5</u>

Documents sealed.

The Secretary submitted the following list of documents sealed since the last meeting of the Board, which was approved.

Name	Description	Date of Sealing
V [-]	Share Certificates.	29. April 1898
V [-]	[Share Certificates.]	4. May [1898]
V[-]	[Share Certificates.]	10 May [1898]

H. Oakley [signed]

Chairman.

ACC/1297/CLR/01/001/042

Minutes of Meeting.

held at 16. Great George Street, Westminster on Tuesday 24th May 1898, at 3-30 o'clock p.m.

Present.

Sir Henry Oakley in the Chair
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore.
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Progress of Works at the Bank Station

vide folio 136 & 176*

Sir Benjamin Baker stated that he had been in communication with Mr. Cassel and Mr. George Talbot with reference to the slow rate of progress of the tunnelling east of the Post Office and of the works at the Mansion House Station. The works at the Bank had presented greater difficulties than were ever anticipated by the Engineers and the Electric Traction Company had found it necessary to give financial assistance to Mr. Talbot. Notwithstanding this Mr. Talbot asserted he had lost money on the contract and he agreed to his books being examined so as to show what the actual loss was.

Sir Benjamin said he was trying to perfect the organisation on Mr. Talbot's contract and suggested that the matter should stand over for a fortnight. Everything was being done to facilitate the progress of the works. This was agreed to, the Engineers to make a further report at the next Board Meeting.

Enlargement of Holland Park Station. Purchase of Boyne Lodge Estate.

The Chairman reported that he had been enquiring into the desirability of purchasing from the Electric Traction Company the land known as the Boyne Estate, which adjoins Holland Park Station Site. Sir Richard Farrant, on behalf of the Electric Traction Company had agreed to sell it at cost price, about £4,450. The Chairman recommended the Board to make this purchase as it would add considerably to the value of the site in view of the buildings which it is proposed

to erect over the stations in the future. This was agreed to, the Secretary to advise the Electric Traction Company accordingly.

Enlargement of Westbourne Station

The Chairman also recommended the Board to purchase additional land at Westbourne Station as he considered the accommodation afforded by the present site was insufficient for the purposes of a station in that locality. Sir Richard Farrant had agreed to reopen negotiations with Messrs Rickards for the purchase of their property which was adjacent and the subject was deferred pending the result.

Testing of Electric Lifts

The Chairman said he had been present on Monday the 16th inst., at the testing of the electric lift which had been erected by Messrs Sprague in the staircase shaft at Notting Hill Gate. The test was very exhaustive and the result entirely satisfactory. 48 lifts would be required to equip the line and these would be ordered as soon as the Engineers had certified that all their requirements had been met by the Contractors.

Delivery of Boilers, Engines Machinery &c [etc].

The Chairman said he had also had an interview with Mr. Parshall, the Engineer acting for the British-Thomson Houston Company, who had given the following dates as those on which the locomotives, boilers, machinery etc would be delivered in London. Sir Richard Farrant had been advised of these dates, and had agreed to have the necessary accommodation provided in time.

14 Locomotives on the 1st November 1898

Boilers & Machinery [on the 1st November 1898]

Sub-station Machinery on the 1st October 1898.

*Financial Arrangements

vide folio 165 & 184*

The following letter which had been received from the Electric Traction Company in connection with the financial arrangements was ordered to be recorded. The Chairman to consider what reply should be given thereto.

16. Great George Street. S.W.
13. May 1898

Dear Sir,

It is provided by Art [Article]: 12 of the Agreement of the 18th June 1895 that as soon as the shares of the Central London Rly Company are sufficiently paid up to enable the borrowing powers of the Company to be put in force payment to the Contractors shall unless otherwise agreed be made in cash and debenture stock in the proportion borne by the cash part of the Contract price then unpaid to the amount of the Debenture Stock included in the Contract price then remaining unallotted.

It is understood that the £6 per share on the total share Capital of the Central London Railway Company will be paid up on or before 1st July next. From this date, therefore, the Central London Railway Company would be at liberty to issue Debenture Stock and can allot to the Traction Company a proportionate amount of the payment due to them in such debentures, the remaining proportion being payable in cash.

The Traction Company is prepared to defer the payment in cash until 1st January 1899, provided that they receive as security corresponding amounts of debentures of the Central London Company upon which the Traction Company shall be at liberty to borrow from third parties. The rate of interest for the deferred payment to be three per cent.

Yours faithfully
(sig.) H.E. Lepton [?]. Secretary

*Waterloo & City access at the Bank

vide folios 49 & 233

Inward Letter 1765*

The following letters had been received in Connection with the temporary staircases at the Bank Station for the Waterloo & City passengers. They were read and ordered to be recorded.

Waterloo & City Railway Company.
Waterloo Station. S.W.,
14. May 1898.

My dear Sir

Referring to our correspondence in June and July last as to the works of your Company affecting the Waterloo & City Railway. I am instructed to again address you and press for the completion of the Staircases and approaches, the more urgent of which at the present time are those at Mappin & Webbs and the National Safe Deposit corners of Queen Victoria Street.

I am to add that Sir Charles Scotter will take an early opportunity of seeing Sir Henry Oakley with reference to the above.

Yours faithfully
(sig.) Fred J. Macaulay
Secretary

Central London Railway

Engineers Office
19. May 1898

Dear Sir,

In reference to the Waterloo & City Companys letter to you of the 14th inst. No effort has been spared to complete the stairs at Walbrook, and Mappin & Webbs corner, and a large amount of additional work which was not originally contemplated has been done in order to give them the facilities required at the earliest possible moment. The Walbrook stairs are practically finished and can be handed over when wanted. The access to the stairway at Mappin & Webbs corner is so obstructed with Gas & Water pipes that progress is very difficult and uncertain, but a large portion of this work is done and the stairway will probably be available at the beginning of July.

Yours truly.
(sig.) Basil Mott.

Waterloo & City access at the Bank

The Chairman said that Sir Charles Scotter had called upon him and intimated that the formal opening of the Waterloo & City Railway would take place on the 1st July next and the public opening on Monday the 4th July.

Sir Benjamin Baker said that so far as Mappin & Webbs Corner was concerned, the removal of the Gas and water pipes was not in the hands of the Central London, and consequently the completion of the work was entirely dependent on conditions over which we have no control. A large portion of the work had been done and he hoped the staircase at Mappin & Webbs Corner would be ready by the 1st July next. The Secretary was instructed to send a reply to this effect to the Waterloo & City Company.

The Secretary submitted the following Financial Statement:-

Financial Statement

Financial Statement to May 23rd 1898

Receipt on shares &c [etc]

£ 1,504,934,, 14,, 6

Expenditure 1,417,166,,4,,5

Available Balance £ 87,768,,10,,1

Less

Mansion House Deposit £ 55,000

Amount on Deposit 25,000 80,000,,0,,0

Credit Balance at Bank as £ 7,768,,10,,1
per Pass Book

The amount due to the Traction Company for April is £63,968. This together with amount previously certified for brings the debit up to £592,602, against which the value of the 68,247 shares will be credited. 23,132 of these shares have been allotted amounting at £6 paid per share to £138,792.

Accounts for payment.

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

Name	Particulars	Amount
Secretary & Clerks	Salaries	70,,8,,4
Waterlow & Sons.	Stamps	5,,[0],,[0]
Paddington Vestry	Rates.	29,,17,,[0]

£ 105,,5,,4

Documents sealed by the Company

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

Name	Description	Date of Sealing.
V [-]	Share Certificate	11 May 1898
Peter Robinson Ltd	Agreement	19 [May 1898]
V [-]	Share Certificate	20 [May 1898]
Mrs S.V. Blanchard	Assignment	24 [May 1898]

[Mrs S.V. Blanchard]	Memorial of Deed	[24 May 1898]
[Mrs S.V. Blanchard]	Plan	[24 May 1898]

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/043

Minutes of Meeting

held at 16 Great George Street. Westminster. S.W on
Wednesday, June 15th 1898 at 3-30 o'clock pm

Present

Sir Henry Oakley in the Chair
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B. K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr. Frank Dawes, Solicitor; X
Mr. R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 21 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate SW
15th June 1898.

Engineers Report No. 21.

To the Chairman & Directors
of the Central London Railway.

Gentlemen,

Engineers Report.

At the Depot the Chimney Shafts are 10 feet above ground level and good progress has been made with the walls and foundations for the boiler and engine house. Ten of the steel stanchions for the intermediate wall are fixed in position.

From Shepherds Bush to Chancery Lane, with the exception of 50 yards of Station Tunnel at Davies Street all the Station, Main Line, Cross Over Road and siding tunnels are finished and the passages from lifts to platforms are also practically complete at all stations except Davies Street.

The two Main Line Tunnels being driven under compressed air from Chancery Lane are making satisfactory progress. The Down Tunnel is now 27 yards beyond the L.C & D. Rly Station at Snow Hill and the Up Tunnel is half way across Farringdon Road.

At the Post Office a very considerable increase has taken place in the rate of progress with the ordinary tunnelling and during the past week it has about equalled the rate of progress made on Messrs. Walter Scott & Co's section.

At the Bank Station the progress has also improved. No. 3 lift shaft is being sunk and temporary walls are being constructed across the station area to enable the other shafts to be started. The Air Lock to be used in constructing the large Shield Chamber under compressed air has arrived and is being fixed in position, and the two small tunnels driven east and west show increased progress.

The Gas Company have not yet been able to complete the diversion of their pipes and have been delayed during the past week owing to a bad leak in the 25" [inches] main and no other opening can be made in the road by the Gas Company till this is repaired.

With the exception of the Steel Roof the stairway at Mappin and Webbs corner is nearly finished and temporary stairs are being constructed to the Waterloo & City incline.

We are, gentlemen,
Yours faithfully
(sig.) Fowler & Baker.

*Progress of Works at the Bank.

vide folio 169 & 197*

Sir Benjamin Baker said it had been agreed to hold Meetings once a fortnight at which the Engineers and Contractors would be present, for the purpose of considering the progress of the works at the Bank Station, and to deal with any points requiring discussion. It was hoped that these meetings would tend to facilitate progress very considerably.

*Single Staircases to be substituted for Double staircases.

vide Inward Letter 2304*

The Chairman stated that he had suggested to Sir Benjamin Baker and to the Electric Traction Company that the double interspiral staircases which in accordance with the Contract were to be provided at each station was not necessary as the number of passengers who would wish to use the staircases in

preference to the lifts would be exceedingly small, and the provision of single staircases would amply provide for them. Sir Benjamin Baker concurred in this view.

It was resolved that single staircases should be constructed at each station, instead of double staircases as provided for in the Contract with the Electric Traction Company, the saving in cost to be dealt with in the final certificate.

*Carriages, tickets &c.

vide folio 116. & 207 209*

The desirability of having First and Second Class Cars was discussed, and it was decided to defer the matter until the general question, including tickets, and fares came to be considered.

*Further allotment of Shares to the Electric Traction Coy:

vide folio 166 & 184

Journal Voucher 578*

The Secretary reported that Certificates in respect of 15,402 shares had been issued to nominees of the Electric Traction Company in accordance with Clause 6 of the Contract as follows :-

No. of Shares	Name		Address
334	Pritchard,	John Mostyn	31. Throgmorton Street E.C.
68	Lewis	Sir George Henry	10 & 11. Ely Place. W.C.
1,844	Neumann	Sigmund	Warnford Court E.C.
1,490	King	Henry James	[Warnford Court E.C.]
666	Johnson	Herbert	Stock Exchange. E.C.
2,166	Rube	Charles	120. Bishopsgate St. E.C.
334	Sutherland	His Grace the Duke of	35. Parliament St. S.W.
1,334	Herring	George	1. Hamilton Place W.
334	Rothschild Barnett Lucas Smith	Rt: Hon: Lord. Charles Ed: Francis A: Hugh Colin	The Alliance Assurance Coy:
66	Gair	Walter Burgh.	8. Bishopsgate St. E.C.
266	Thompson	Henry Yates	26a Bryanston Square. W.
834	Neumann	Ludwig	Warnford Court E.C.
1666	Baring Revelstoke	Hon: Francis H. Rt: Hon Lord	8. Bishopsgate St. E.C.
266	Akroyd	John Bathurst	52. Threadneedle St. E.C.
200	Akroyd	Swainson H.	[52. Threadneedle St. E.C.]
200	Cazenove	Arthur Philip	[52. Threadneedle St. E.C.]
334	Martin	Alexander Wm.	27. Throgmorton St. E.C.
2,000	Bischoffsheim	Henri L.	31. Throgmorton St. E.C.
800	Savory	Ronald H.	27. Austin Friars E.C.
200	Horsfall	Robert Ernest	4. Belsize Square N.W.
<u>15,402</u>			

*Payment of Interest.
vide folios 131 & 250*

It was resolved that Interest at the rate of 3 per cent per annum be paid on the Share Capital of the Company for the Half Year ending June 30th 1898 on the 6th July next. The Transfer Books to be closed for the usual period.

The following Financial Statement was read and ordered to be recorded.

Financial Statement.

Financial Statement at 14th June 1898.

Receipts on Shares &c		£1,511,246,,4,,3
Expenditure.		<u>1,417,276,,12,,1</u>
<u>Available Balance.</u>		£ 93,969,,12,,2
Carries ford. [forward]		

Less

Mansion House Deposit £55,000

Amount on Deposit	<u>27,000</u>	82,000,,0,,0
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Credit Balance as per Pass Book £ 11,969,,12,,2

The amount due to the Electric Traction Company for May is £55,490. This together with amounts previously certified for brings the debit up to £648,092 against which the value of the 68,247 shares will be credited. 38,534 of these shares have been allotted amounting at £6 per [?] per share to £231,204.

The Secretary was instructed to advise the Company's Bankers to place a further sum of £6,000 on deposit.

*Half Yearly Meeting

vide folio 139 & 213*

It was resolved that the Half Yearly Meeting of the Company be held at 16. Great George Street, on Wednesday the 3rd day of August next at 12 o'clock noon.

It was arranged that the next Meeting of the Board should be held on Wednesday 6th July at 3.30 o'clock p.m.

Accounts for payment.

The Secretary submitted the following list of Accounts which was ordered to be paid.

Name	Particulars	Amount		
Holborn Vestry – J.W.Ager	Poor Rate	7	0	3
[Holborn Vestry] - H.A.Mather	[Poor Rate]	34	13	11

Marylebone Vestry	[Poor Rate]	65	2	0
Street & Coy:	Advertising	22	17	6
National Telephone Coy.	Telephone	18	5	
Sundries		4	1	4
		152		

Documents sealed by the Company.

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

Name	Description	Date of Sealing
S. L. Worth	Assignment of 379. Oxford St.	25. May 1898
V [-]	Share Certificates	27 May
V [-]	[Share Certificates]	4. June
V [-]	[Share Certificates]	8 June
V [-]	[Share Certificates]	13 June
H.W.Cunningham.	Warrant to sheriff	14. June

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/044

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W on
Wednesday 6th July 1898 at 3.30 p.m.

Present

Sir Henry Oakley in the Chair
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore.
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O.Graham. Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 22 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate SW
July 6th 1898

Engineers Report No. 22.

To the Chairman & Directors
of the Central London Railway.

Gentlemen,

Engineers Report.

At the Depot the Chimney Shafts are 24 feet above ground level and the walls of the Engine and Boiler House are 5 feet high. The concrete floor of the Engine House is also complete, and the excavation for the foundations of the Engine and Carriage sheds has been commenced.

At Davies Street one station tunnel is complete and the second will be finished in 10 days. With this exception all the tunnels are complete from Shepherds Bush to Chancery Lane

Satisfactory progress has been made with the tunnels being driven under compressed air. The Down Tunnel is now 60 yds. [yards] beyond the L.C & D.R.

Station at Snow Hill and the work is now being carried on under ordinary pressure. The Up Tunnel is just beyond Farringdon Road.

At the Post Office the increase in the rate of progress with the ordinary tunnelling has been well maintained since our last report and 70% of the Station passages are complete.

At the Bank Station the New River Company and the Gas Company have now completed the diversion of their pipes. The Gas has been blown out of the old pipes and they are being removed as required, and the work has now been restarted on that part of the Public Subway hitherto blocked by these pipes. Satisfactory progress has been made with No. 3 Lift Shaft which is half finished and the temporary cross walls are well forward. The Air Lock, for constructing the large shield chambers under pressure, is fixed, but there has been delay in erecting the air compressing plant.

With a view to assist in the proper organisation of the work at the Bank Station we have arranged to hold fortnightly meetings with the representatives of the Traction Coy [Company] to fix the details of progress according to an agreed programme and to investigate the causes of any delay which may have occurred since the last meeting. So far this arrangement has worked very satisfactorily.

An offer has been received from Messrs Mowlem & Burt for the construction of the subway connection between the Central London & the City & South London Railways and we recommend that an agreement be prepared on the basis of this offer.

We are, gentlemen
Yours faithfully,
signed. Fowler & Baker.

*Subway at Bank to connect Central London & City & South London Rly Coys:

vide folio 160. & 209

Inward Letter 2182*

The Secretary read the following letter which had been received by Sir Benjamin Baker from Messrs Mowlem & Coy with reference to the construction of the subway to connect the City & South London and Central London platforms at the Bank Station.

Grosvenor Wharf, Millbank, SW
24. June 1898.

Sir,

City & South London Railway.

Lombard Street Station – Proposed Low Level
subway between platforms (C & S.L.R and C.L.R.)

We have carefully gone into the drawing and the particulars of the above works which you have sent us, and beg to say that we can execute the straight portion for Thirty Eight pounds (£38) per lineal yard; the curved portion (both vertical and horizontal) which necessitates the provision of special castings for Four pounds ten shillings (£4,, 10,,0) per ton extra, and any planing that may be required at the schedule price.

These prices may appear to you to be a little high, but as they apply only to a short length which would have to be done by hand and without the aid of a shield, the Cost of labour would be practically double what otherwise it would be. Another factor which has to be taken into account is the provision of additional plant necessary to carry out the work.

We have very carefully considered the matter in all its bearings with the result that the figures quoted are the lowest prices at which we can undertake to execute the work.

As a portion of this work affects the Central London Railway we beg to point out that we cannot accept the risk of any subsidence should such occur to it or to the buildings contiguous to it.

We are, Sir
Your obedient servants.
signed John Mowlem & Coy:

Resolved that the prices quoted by Messrs Mowlem & Company be agreed to, the Secretary to instruct the Companys Solicitors to draw up a Contract for the construction of the works, the cost of the entire subway to be paid in equal proportions by each Company.

*Final Allotment of Shares to the Electric Traction Coy:

vide folio 177 & 199*

The Secretary reported that the Electric Traction Company had applied for the allotment of the balance of the shares which they had subscribed for under Contract. The necessary certificates had been prepared and sent to the Electric Traction Company and the whole of the Share Capital of the Central London Railway, 285,000 shares was now issued.

Cash part of the Contract Price			£2,442,000
Amount paid to the Electric Traction Coy:	Cash	£1,199,938	
[Amount paid to the Electric Traction Coy:]	Shares	<u>409,482</u>	<u>1,609,420</u>

Leaving Cash payable.	£832,580
Debentures payable	<u>672,000</u>
<u>Balance of Contract unpaid.</u>	<u>£1,504,580</u>

*Issue of Debenture Stock.

vide folio 171*

The Company are now at liberty to issue Debenture Stock and can allot to the Electric Traction Company proportionate amounts of the payments due to them in such Debentures, the remaining portion being payable in Cash. In their letter of the 13th May 1898 the Electric Traction Company state they are prepared to defer payment in Cash until 1st January 1899 provided that they receive as security corresponding amounts of Debentures of the Central London Railway, the rate of interest for the deferred payments to be 3 per cent per annum.

Resolved that the arrangement as proposed by the Electric Traction Company in their letter of 13th May 1898 be approved and that the Directors take the authority of the Shareholders at the Extra Ordinary General Meeting which is to be held on 3rd August next for the issue of the sum of £900,000 Debenture Stock, being the Loan Capital authorised by the Central London Railway Acts of 1891 and 1892 and bearing interest at the rate of 4 per cent per annum, payable half-yearly on the 15th January and 15th July.

Financial Statement

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

Financial Statement at July 5. 1898

Receipts on Shares &c		£ 1,517,523,,8,,2
Expenditure		1,418,348,,0,,11
<u>Available Balance</u>		£ 99,175,,7,,3
<u>Less. Mansion House Deposit</u>	£ 55,000	
Amount on Deposit	<u>33,000</u>	<u>88,000,,0,,0</u>
<u>Credit Balance per Pass Book.</u>		<u>£11,175,,7,,3</u>

The amount of the Certificates unpaid at May 31 is £648,092. The value of the shares now taken up by the Traction Company is 68,247 @ £6 = £409,482; leaving a balance due to them of £238,610.

*Interest Warrants posted.

vide folio 139 & 254*

The Secretary reported that Warrants for the Interest accrued during the Half Year ending June 30th 1898 amounting to £24,852,,11,,11 were posted to the Shareholders on Tuesday July 5th 1898.

Cheques specially passed for payment

The following list of Cheques specially passed for payment since last Meeting of the Board was submitted and approved.

Name	Particulars	Amount		
Secretary & Clerks.	June Salaries	70	8	4
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys	[Direction]	60	8	4
Hon: A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq:	[Direction]	60	8	4
		£ 976	13	4

Accounts for payment.

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

Name	Particulars	Amount.		
Fowler Baker & Mott	Engineering	10,000		
Waterlow & Sons Ltd.	Stamps.	6	18	6
Gt. George St. Chambers Coy:	Rent	121	1	
J. Walker	Clock	4	15	
Petty Cash	V [-]	10		
		£10,142	14	6

Documents sealed by the Company

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

Name	Description	Date of Sealing
V [-]	Share Certificates.	18 th June 1898
	[Share Certificates.]	22 nd [June 1898]
	[Share Certificates.]	29 th [June 1898]
J. Kirk	Agreement settling claim to 3. Bloomsbury Court.	2 nd July 1898

It was agreed that the next Meeting of the Board should be held on Tuesday, the 19th July at 3.30 p.m.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/045

Minutes of Meeting

held at 16. Great George Street. Westminster. S.W
on Tuesday 19th July 1898 at 3-30 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.
Lord Rathmore.
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr Frank Dawes. Solicitor
and Mr R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Half Yearly Accounts.

vide folio 139 & 213*

The Secretary submitted a draft Report and Statement of Accounts for the Half Year ending 30th June 1898, which, as amended, was ordered to be printed and circulated among the Shareholders

Enlargement of Marble Arch Station

The Secretary reported that the Interest of the Ground Landlord in No 548. Oxford Street had been acquired for the sum of £1,950, for the purpose of enlarging the area of the Station, and providing better accommodation for the working of the traffic.

Cheque specially passed for payment.

The Secretary submitted the following Account which had been specially passed for payment since last Meeting of the Board, which was approved.

Ashurst Morris & Coy:	Deposit for purchase of 548 Oxford St.	£195
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Accounts for payment.

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

Name	Particulars	Amount.		
Waterlow & Sons Ltd.	Stamps.	3	18	7
Westminster Union	Rates	67	18	6
Fulham Union	[Rates]	82	12	
Electric Traction Coy:	One half amount paid by Waterloo & City Coy:	2,529	10	
		2,683	19	1

Documents sealed by the Company

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

Name	Description	Date of sealing
V [-]	Share Certificates	12. July 1898
S. Harris & M.S. Ray	Assignment of Leasehold Premises	18 [July 1898]
[S. Harris & M.S. Ray]	Memorial of Deed.	[18 July 1898]
V [-]	Share Certificates	19 [July 1898]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/046

Minutes of Meeting

held at 16. Great George Street. Westminster. S.W. on
Wednesday October 5th 1898 at 3.30 p.m.

Present.

Sir Henry Oakley in the Chair
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Honorable [Honourable] Algernon H. Mills
Lord Rathmore.
Henry Tennant Esq
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
and Mr. R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
5. October 1898

To the Chairman & Directors
of the Central London Rly [Railway]:

Engineers Report No. 23.

Gentlemen,

Engineers Report.

In accordance with a request of the Chairman we have again considered most carefully with the Contractors and their officers the question of past and present progress and probable date of completion of the works of the railway.

As regards past progress we may remark that with a view of urging on the sub-contractors, an earlier date was specified in the sub-contracts than could perhaps be reasonably hoped to be attained, and that notwithstanding the great apparent delay the amount of work executed in the time so far on the Central London Railway compares favorably [favourably] with that done by other Contractors on railways of a similar kind in the same time elsewhere.

As regards date of completion, a reconsideration of the state of progress of the works of the railway, and the electrical installation and plant, confirms us in the opinion previously expressed to the Directors that the key of the situation is the Bank Station.

At this point, we are entirely in the hands of the Public Authorities, the Bank of England and others, and are bound by most stringent clauses in the Act of Parliament. We have been called upon to use compressed air at certain places, the provision for which has involved months of delay, and we may be called upon to use it elsewhere. Under these circumstances it would be misleading to profess that any statement of ours as to the probable date of completion should be considered as more than a careful estimate, based partly upon ascertained facts but largely upon assumptions which may or may not be realised in fact.

If all goes well and our anticipations are realised it is possible that Talbot will be able to hand over the Bank Station to the Electric Traction Company to do the finishing of the Tiling, platforms and permanent way etc about the beginning of August next year, and as experience will have been gained by that time in the working of the electric installation at other parts of the line, it is possible that a further couple of months would see the line in working order. We need hardly say however, that unforeseen contingencies may arise, which may delay the opening of the railway beyond what, with our present information, we consider to be a possible date.

The present condition of the works of the railway is as follows :-

Shepherds Bush. Shafts finished : passages finished & concreted; station tunnels finished and platform walls built: Crossover tunnels finished and sleeper walls built: Tiling, a quarter of Down Station done. Site cleared.

Holland Park. Shafts finished. Passages finished and concreted. Station tunnels finished and platform walls built. No tiling done. Foundations of station buildings started.

Notting Hill Gate. Shafts finished. Passages finished and tiled. Station tunnels finished and tiled. Basement of station buildings nearly finished.

Queens Road. Shafts finished. Passages finished and concreted. Station tunnels finished and platform walls built. Crossover tunnels finished and sleeper walls built. No tiling done. Site being cleared.

Westbourne. Shafts finished. Passages finished and concreted. Station tunnels finished and Down Station one third tiled. Site cleared.

Marble Arch. Shafts finished except deepening for sub-station which is proceeding. Passages finished and concreted. Station tunnels finished and platform walls built. Crossover tunnels finished and sleeper walls built. No tiling done. Site cleared.

Davies Street. Sewer diversion finished. Road diversion:- one footpath paved and open for traffic. Shafts:- 18 feet finished, 30 feet not started. Passages not started. Station tunnels finished and platform walls nearly finished. No tiling done. Site not cleared.

Oxford Circus. Shafts finished. Passages finished and concreted. Station tunnels about one half tiled. Site not cleared.

Tottenham Court Road. Shafts finished. Passages finished and nearly all tiled. Station tunnels finished and seven eighths tiled. Site cleared. Foundations for station buildings started.

British Museum. Shafts finished. Passages finished and concreted. Station tunnels finished and platform walls built. Crossover tunnels finished and sleeper walls built. No tiling done. Excavation for station buildings proceeding.

Chancery Lane. Shafts finished. Passages nearly finished. Station tunnels finished. Platform walls half built in Down Station and not started in Up Station. No tiling done. Site not cleared.

Post Office. Shafts finished. Passages nearly finished but not concreted. Station tunnels :- Up Line three quarters done. Down line shield chamber half built.

Bank. Shafts Nos. 3 & 5 finished. Pipe Subway and public subway over same :- brickwork practically finished and all Gas, Water and Hydraulic Pipes diverted. Public subway from Mappin & Webbs stairs one third finished. Subway from Mansion House Place;- excavation finished & brickwork one quarter done. Station tunnels, one shield chamber built and shield erected. Crossover Tunnels not commenced. Booking Hall, one third of excavation done.

Main Line Tunnels. All complete with the exception of 110 yards between Chancery Lane and the Bank Station.

Siding Tunnels. All complete except 133 yards at the Bank Station.

Depot. Carriage Shed :- one quarter of roof principals erected. Carriage Repair Shed:- walls 10.ft. [feet] above ground level. Engine Repair Shed:- walls 5 ft. above ground level. Running shed foundations all in Engine House:- walls within 8'6" (8 feet 6 inches) of full height. Three foundation beds of Engines finished and three others proceeding. Boiler House :- walls 20 ft. above firing floor level. Chimneys both 80 ft. above ground. Water tank half built.

We are, Gentlemen
Yours faithfully
(sig.) Fowler & Baker

Sir Benjamin Baker having expressed the opinion that the Railway would not be completed and ready for opening by June 28th 1899, which is the date mentioned

in Clause 4 of the Central London Act of 1894 as the limit of time for the construction of the Railway.

*Application to Parliament in Session 1899 for extension of time &c.
vide folio 200*

It was resolved to make an application to Parliament during the next Session for an extension of time for the period of one year for the construction of the Railway, also for the payment of interest out of Capital in addition to the sum of £150,000 authorised by Clause 6. of the Act of 1894 for the like period. The application to cover the compulsory acquisition of certain properties adjacent to the Shepherds Bush, Marble Arch and Westbourne Station Sites for the enlargement of the station premises at these points, and an additional house in Davies Street in order to improve the frontage line of that street and the alteration of such frontage line. The Railway Company also to seek power to enable them to dispose of the premises which may be erected over their station buildings as freeholds, or to dispose of the right to build above their stations as freeholds.

The Secretary submitted the following Financial Statement which was ordered to be recorded.

Financial Statement.

Financial Statement to 4th October 1898.

Receipts on Shares &c.		£1,551,515,,16,,6
Expenditure.		1,457,716,,7,,3
	Available Balance.	93,799,,9,,3
<u>Less.</u>		
Mansion House Deposit	£ 55,000	
Amount on deposit at Bank	<u>28,000</u>	
		<u>83,000,,0,,0</u>
<u>Credit Balance per Pass Book.</u>		<u>£10,799,,9,,3</u>

The amount now owing to the Electric Traction Comp [Company] on Certificates certified by the Railway Companys Engineers is as follows:-

To 30. June 1898	£ 286,929
[To] 31. July [1898]	51,630
[To] 31. August [1898]	<u>43,101</u>
	<u>£ 381,660</u>

List of Accounts specially passed for payment.

The following List of Accounts for which cheques have been specially drawn since last Meeting of the Board was submitted and approved.

Name	Particulars	Amount.		
Secretary & Clerks	July Salaries	70	8	4
W. A. Tilney	Cheque in lieu of last warrant.	7	5	
W. H. Pannell	Audit fee	12	13	9
W. B. Peat	[Audit fee]	12	13	9
Secretary & Clerks	August Salaries	70	8	4
R.O.Graham	American Expenses	250		
Petty Cash	V [-]	10		
Waterlow & Sons Ltd.	Stationery.	11	8	10
Fulham Union	Poor Rates.	5	17	3
Corporation of London	Rates	115	14	8
Financial Times	Advertising.	1	9	
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys	[Direction]	60	8	4
Hon: A.H.Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq.	[Direction]	60	8	4
Secretary & Clerks.	September Salaries	70	8	4
		£ 1,544	12	3

List of Accounts for payment.

The following list of Accounts for payment were submitted and ordered to be paid.

Name.	Particulars	Amount		
Bircham & Coy:	"Boyne Lodge" Purchase	4,755	14	6
Great George St. Chambers Coy.	Rent.	119		
Ashurst Morris & Coy.	"548 Oxford St." Purchase	1,755		
Holborn Vestry	Poor Rates	34	13	11
[Holborn Vestry]	[Poor Rates]		7	3
Farringdon Ward Within	Police Rates.	20	13	4
		£6,692	2	

Agreements sealed by the Company.

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

Name	Description	Date of Sealing
V [-]	Share Certificates	22. July
City & South London Rly V [-]	Agreement for construction of low-level subway.	[22. July]
Major H.D.Robson.	Assignment of Leasehold	26 July
[Major H.D.Robson]	premises	
[Major H.D.Robson]	Memorial of Deed	[26 July]
V [-]	Share Certificates	29. July
Central London Rly	Deed Poll in respect of 237. Oxford Street	3. August
[Central London Rly]	Memorial of Deed	[3. August]
Register of Shareholders	Half Year to June 30th	[3. August]
W.H.Cripps & ano. [another]	Warrant to Sheriff	4. August
V [-]	Share Certificates	8 August
Central London Rly	Deed Poll (sealed twice)	[8 August]
Ecclesiastical Commissioners	Deed of Enfranchisement.	11. August

[Ecclesiastical Commissioners]	Memorial of Deed	[11. August]
[Ecclesiastical Commissioners]	and plan	[11. August]
V [-]	Share Certificates	[11. August]
V [-]	[Share Certificates]	17. August
W.H.Cripps & ano. (trustees of.)	Warrant to Sheriff	[17. August]
V [-]	Share Certificates	5 September
V [-]	[Share Certificates]	8 [September]
V [-]	[Share Certificates]	19 [September]
V [-]	[Share Certificates]	21 [September]
V [-]	[Share Certificates]	26 [September]
V [-]	[Share Certificates]	29 [September]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/047

Minutes of Meeting

held at 16. Great George Street, Westminster S W on
Wednesday, November 2nd 1898 at 3-30 o'clock pm.

Present.

Sir Henry Oakley in the Chair,
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G
Lord Rathmore
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 24 was read and ordered to be recorded,

Engineers Office
8. Queen Annes Gate. S.W.
Nov 2nd 1898

Engineers Report No. 24.

To the Chairman and Directors
of the Central London Railway.

Engineers Report.

Gentlemen,

We have to report that good progress has been made with the tunnelling during the past month. All the Main Line Tunnels are complete from Shepherds Bush to the Bank, and only 133 yards of Siding Tunnel remain to be constructed.

Depot. Carriage Shed roof principals erected. Carriage Repair Shed, walls within 1 foot of full height. Erection of roof commenced. Engine Repair Shed, walls average 7 ft. [feet] above ground level. Running Shed, walls average 4 ft. above ground and roof column foundations in.

Engine House Walls within 1 foot of full height Erection of roof commenced. Three foundation beds of Engines finished and three proceeding.

Boiler House walls within 8 ft. of roof. Chimnies [chimneys] both 110 ft. above ground level. Water tank, all walls within 6 ft. of top.

Of the Generating Plant. 6. Boilers, 4 Main Engines and 2 Cooling Towers have been delivered complete.

Work has been started on the Station buildings at Holland Park, Notting Hill Gate, Queens Road, Westbourne, Tottenham Court Road, and British Museum Stations.

At the Bank, Lift shafts Nos 3 & 5 are finished and No 4 is half done.

The Public Subway to Messrs Mappin & Webbs Stairs is about ½ finished and the brickwork in the subway to Mansion House Place is complete and the Steel roof fixed and concreted.

The Booking Hall area is ¾ excavated.

Work has been started under compressed air on the Shield Chambers for the up Station Tunnel and the 25 ft. Crossover Road. The Down Station Tunnel has been started and 8 yards of Tunnel completed.

We are, Gentlemen
Yours faithfully
signed. Fowler & Baker

*Progress of Works at the Bank.

vide folio 176 & 206*

In connection with the works at the Bank, Sir Benjamin Baker pointed out that the Railway Coy: [Company] had no power to stop up any part of the roadway so as to facilitate the construction of the roof of the Subway, but negotiations [negotiations] were in progress with the City Engineer, Mr Ross, and plans were being prepared for submission to him for carrying out the work under the best available conditions. Sir Benjamin would report the result of these negotiations [negotiations] at the next Board Meeting.

The following letter which had been received from the Vestry Clerk of the Church of St Mary-le-Bow was read.

61. Cheapside. E.C.
19. October 1898.

*St Mary-le-Bow Church, Cheapside, regarding alleged damage.

vide fol: [folio] 207*

Dear Sirs,

On the instructions of the Churchwardens of St Mary-le-Bow Church, Cheapside, I have to inform you that their Surveyor has reported to them that the fabric of the Church shows several serious cracks and advises that the damage has been undoubtedly caused by the works carried out by your Company under Cheapside.

I understand that the damage is likely to increase and the position of the matter is therefore serious.

I shall be glad to hear from you at once as to the course your Company will take in the matter to prevent further damage if possible, and as regards the damage already shewn [shown] and the future security of the fabric.

I shall be glad to confer with the Engineer on the matter and can see him or his representative here on Friday morning next between 11 and 12 o'clock.

In the meantime I am instructed to consider the position of the Rector, Churchwardens and Parishioners in the matter.

Yours faithfully
signed E. J. Trustram.
Vestry Clerk.

The Secretary reported that an Underpinning Notice had been served on the Company by the Surveyor of the Church, and a counter notice stating that underpinning was unnecessary had been served on the Church Authorities by the Company's Solicitors. Sir Benjamin Baker said that the damage done to the Church was not serious and he recommended that an Arbitrator be appointed to decide whether underpinning was necessary or not. He would report further on the matter.

*Financial arrangements with the Electric Traction Company.
vide folio 184 & 208*

The Secretary read the following communication from the Electric Traction Company.

16. Great George St S.W
14. October 1898

Dear Sir,

I am instructed by my Board to notify you of an arrangement made by us with Messrs. Glyn & Coy, for an advance of £300,000 (three hundred thousand pounds) to be repaid on the 15th January 1899, and enclosed I send you an extract from the Minutes of our last Meeting with reference to it.

Will you please therefore inform Messrs. Glyn & Coy that you hold the first monies payable to my Company – up to the amount we shall owe them on the 15th January 1899 – at their disposal, their receipt for same being a sufficient discharge to you for the amount so paid on our behalf.

Yours truly
signed. H.E. Upton

Secretary

*Certificates from July 1898 to be payable 55% in Debentures and 45% in Cash.
Vide Letter 26th August 1898 to the Electric Traction Company.
Inward Letters 2222.*

Extract from the Minutes of a Board Meeting held by
the Electric Traction Company at No. 16. Great George St. S.W.
on Friday the 14th October 1898.

“That Messrs Glyn Mills & Company will advance a sum not exceeding £300,000 (three hundred thousand pounds) payable in instalments on the 31st inst. 30th November and 31st December next, four days notice being given them of the amount of each such instalment. The total amount so borrowed to be repaid on the 15th January 1899 with interest calculated at Bank rate.

As security for such advance the Electric Traction Company to pledge to Messrs Glyn Mills & Company the first monies payable to them by the Central London Railway Company for work done, the present amount so owing and for which the railway company are liable to pay in Cash exceeding £340,000 (three hundred and forty thousand pounds).

The Central London Railway Company are to be advised of above arrangement and instructed to hold the first monies payable to the Electric Traction Company at the disposal of Messrs Glyn Mills & Company to the amount owing to them under the above arrangement.”

signed Richard Farrant) Directors
[signed] T. Davidson)
[signed] H.E. Upton Secretary

*Call of £2 per share to be made.
vide folio 89 & 208*

Resolved that this arrangement be approved and that a Call of £2 per share be made upon the Shareholders for the purpose of discharging the Railway Company's liability to the Electric Traction Company for money advanced and interest thereon. The date of the Call to be fixed at the next Board Meeting.

*Application to Parliament for extension of time.
vide folios 192 & 229*

A draft copy was submitted of the Notice of the application to Parliament next Session for an extension of time for one year for the completion of the works, also for power to pay interest out of Capital during the latter period, and to acquire certain properties considered necessary for the enlargement of Westbourne and Marble Arch Stations, and to improve the frontage line of Davies Street.

Resolved that the draft Notice be approved and that the Company's Solicitors be empowered to take the necessary steps for the carrying out of the objects of the application.

The Secretary read the following letters which had been received from Messrs W.P. Thompson & Company containing an offer to purchase 4½ inches of the Party Wall at the Chancery Lane Site.

Offer from Messrs. W.P. Thompson & Coy to purchase rights of party wall at Chancery Lane Station

6. Lord Street
Liverpool, 17th Oct 1898.

Dear Friend Henry Tennant,

You will remember on the Cricket Field at Bootham at Whitsuntide last, I had a talk with you about the Chancery Lane Station of the Central Railway in London, and I mentioned that the land the Company had bought for the Station abuts on a street which was previously arched over and that you therefore had the right of rebuilding the arch. I happen to hold the lease of the land on the opposite side of the narrow street, and it seems to me that it would greatly improve your premises and mine also if this arch were not rebuilt, and I therefore approach you to know whether we could purchase from the railway the 4½ inches on our side of the street which the Company own. We have several times approached the Engineers on the subject, but they have given us no definite reply. The matter has now come to a crisis as unfortunately on Saturday our premises were burned down, and we shall now have to rebuild. We shall therefore be extremely glad if you will kindly interest yourself with the Railway Company to get them to come to some decision about this arch. If they will kindly sell us the 4½ inches and waive their rights to build the arch over the road we purpose [propose] building a handsome front facing the railway. Before the buildings purchased by the Railway Company were pulled down we had a lot of photographs taken of your buildings and ours. We have ancient lights looking on your premises which prevent you building a reasonable height. Now we should be quite pleased to arrange for your buildings up any height you require, and in case you may have, which I do not think you have, any rights which would

prevent us from joining our building to the next one (that is covering our back yard) and building up to a reasonable height, you might waive it at the same time. We could arrange for the walls of both buildings when they are rebuilt to be made with white brick or tile facing each other or to be kept white-washed so that the light should be increased. With the exception of our one window however partly owing to your arch there were no lights to speak of on either side the only other lights being high up. I might mention that our firm sold out our lease of No 31 to the Railway Company at practically their own offer although we were very strongly advised that we should get about £2,000 more if we fought them, and one or two of our neighbours who did fight them did get very considerable amounts more. Also at the time that the valuers were coming round and it was supposed by them & us that they might have to take down our No 34 building in part, I informed them that as the building was empty at the present time we should charge them nothing for compensation for disturbance for pulling down such parts as they required and rebuilding. We think therefore we have a little claim on the friendliness of the railway company. I also told Mr Vigers that if they could only have arranged to have had the railway on the other side of the little street we should be glad to let them have our premises at very little more than they cost us, as we did not wish to move out of our offices which were very convenient, and it was really a much greater loss than we expected moving out, as we are now paying a much greater rent than we were in our old offices and they are not quite as convenient, and we have a very much worse entrance. Hoping you will kindly give this matter your attention and apologising for troubling you.

I remain, Yours truly
signed. W.P.Thompson.

Henry Tennant Esq:

6. Lord Street
Liverpool. 19 Oct 1898.

Dear Sir,

I sent a copy of my letter to you to my partner and now learn from him that my construction of his previous letter is incorrect and our place is not burned down. It is only a serious fire in the upper story [storey]. Further by our lease we cannot give up the ancient lights without the ground landlords consent, and therefore please consider my letter to you not an offer but simply to know whether the Railway Company would be prepared to sell the 4½ inches which they possess of our wall, and the right of arching over the street. The rest of the letter must be held only to be what I personally would like to do and intend to do if I can, but as

my partner has pointed out to me there are some little difficulties in the ground lease which we hold.

Yours truly
signed. W.P.Thompson.

The Chairman stated he had considered the matter very carefully with Sir Richard Farrant and he had instructed the Secretary to advise Messrs W.P.Thompson & Company that the Railway Company had decided not to dispose of their rights at the Chancery Lane Site, which was approved.

Financial Statement.

The Secretary submitted the following Financial Statement which was approved.

Financial Statement to October 31st 1898

Receipts on Shares &c [etc]		£ 1,557,415,,12,,3
Expenditure		<u>1,464,575,,10,,8</u>
	Available Balance	92,840,,1,,7
<u>Less</u> Mansion House Deposit	£55,000	
Amount on Deposit at Bank	<u>28,000</u>	<u>83,000,,0,,0</u>
	<u>Credit Balance</u> per Pass Book	<u>9,840,,1,,7</u>

The amount now owing to the Electric Traction Company on Certificates certified by the Companys Engineers is as follows:-

Cash to June 1898.	£286,929
[Cash to] September 98	58,704
Debentures [to September 98]	<u>71,750</u>
	<u>£417,383</u>

Accounts specially passed for payment.

The following list of Accounts specially passed for payment since last Meeting of the Board was submitted & approved

Name	Particulars	Amount.		
Bircham & Coy	Stamp Duty on Deed.	24		
Secretary & Clerks	October Salaries.	70	8	4
		94	8	4

Accounts for payment.

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

Name	Particulars	Amount		
Paddington Vestry	Rates & taxes	63		4
Hammersmith Vestry	Tithe rent	2	15	10
St Giles Vestry, Bloomsbury	Rates & taxes	49	6	8
Waterlow & Sons Ltd	Stationery	20	4	9
Petty Cash.	V [-]	10		
		£145	7	7

Agreements sealed by the Company.

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

Name	Description	Date of Sealing
V [-]	Share Certificate	7. October
V [-]	[Share Certificate]	14 [October]
James Currie	Assignment & Memorial	14 [October]
St Mary Abbots Vestry.	Agreement.	18 [October]
V [-]	Share Certificates	19 [October]
V [-]	[Share Certificates]	22 [October]
Electric Traction Coy:	Agreement & Memorial – Boyne Lodge	28 [October]
V [-]	Share Certificates	31 [October]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/048

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W, on
Wednesday November 30th 1898 at 3.30 p.m.

Present.

Sir Henry Oakley in the Chair,
Lord Colville of Culross K.T.
Honble [Honourable] Algernon H. Mills,
Lord Rathmore
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor
and Mr R.O.Graham, Secretary.

*Death of Sir John Fowler.

vide fol: 214*

The Chairman said that as the Board would be aware, one of the Companys Engineers, Sir John Fowler, had died at Bournemouth on the 20th inst, It was resolved that a letter of Condolence be sent to Lady Fowler expressive of the sympathy of the Directors in her bereavement.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 25 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate S.W.
Nov. 30 1898

Engineers Report.

To the Chairman & Directors
of the Central London Rly.

Engineers Report No. 25.

Gentlemen,

Good progress has been made with the works at the Depot. The Carriage Shed roof principals are erected and the slating and glazing has been started. The walls of the Engine & Carriage Repair Shed are practically finished and the roof principals are being erected. The Main Engine House walls are finished and five out of six

Engine Foundations have been constructed. The walls of the Boiler House are finished and the Excavation has been started for the Economisers. Both Chimneys are 140 feet above ground level.

Of the Generating Plant, 2 Main Engines, 2 Condensers, 6 Boilers and 4 Cooling Towers have been delivered and our inspector in America reports that 3 Main Engines, 15 Transformers and 3 Rotary Converters are ready for shipment.

The Construction of the station buildings is proceeding at Shepherds Bush, Holland Park, Notting Hill Gate, Queens Road, Westbourne, Tottenham Court Road and British Museum Stations.

At the Bank, Shafts Nos. 3, 4 and 5 are finished and No. 2 is being sunk. Nearly the whole of the excavation for the Booking Hall and Public Subway is out and the steel roof has been fixed over the approach to Mansion House Place. The work under Compressed Air has made good progress and the Shield Chambers for the 21 feet Up Station Tunnel and the 25 feet Cross-Over Road are half finished and 22 yards of the Down Station Tunnel has also been constructed. The Post Office Authorities are now diverting the Pneumatic Tubes and Telegraph Wires.

We are, Gentlemen.

Yours faithfully

Signed. Fowler & Baker

*Progress of Works at the Bank

vide folio 197 & 212*

Sir Benjamin Baker stated in connection with the works at the Bank that there was every disposition on the part of the City Authorities to give all the facilities they could, but on going into the matter in detail they could not see their way to allow the Company to take up any part of the roadway during the day; that being so he had to revert to his original plan of taking up the roadway during the night, putting in the necessary timbering and replacing the roadway in time for the commencement of the daily traffic.

*Condition of Bow Church. Cheapside

vide folio 198*

As regards Bow Church, Sir Benjamin Baker stated that the Board of Trade had appointed Major-General Hutchinson to act as Arbitrator and the matter would be mentioned in his next Report. He did not anticipate any further movement in the Church.

*Report by Secretary on working of American rapid transit lines.

Suggested fares &c [etc]

vide folios 177 & 285*

The Secretary submitted his report on the working of the rapid transit lines in America, also Statement of suggested Fares, estimated earnings of trains, and estimated working expenses &c, which had been prepared in connection with the fare or fares to be adopted on the Central London Railway. The Chairman pointed out that the fittings of the Booking Offices depended upon the system of Fares put into operation, and the object of these statements was to show the Board what would be the probable effect of a uniform fare and of graduated fares and to enable the Directors to form an opinion as the right course to pursue. The Chairman suggested that as the Statements had just been completed, each Director should be supplied with a full set and the discussion upon them should be postponed until the next meeting of the Board, which was agreed to.

Financial Statement.

A Financial Statement to November 29th 1898 was submitted and ordered to be recorded.

		<u>Financial Statement.</u>	
Receipts on shares &c			£ 1,559,362,,16,,7
Expenditure			<u>1,464,761,,13,,11</u>
		<u>Available Balance</u>	£ 94,601,,2,,8
<u>Less</u>			
Mansion House Deposit.	£55,000		
Amount on Deposit at Bank	28,000		83,000,,0,0
		<u>Credit Balance as</u>	
		per Pass Book	£ <u>11,601,,2,,8</u>

The amount now owing to the Electric Traction Company on Certificates certified by the Company's Engineers is as follows :-

To September 30	£ 417,383
Month of October	<u>68,555</u>
	<u>£ 485,938</u>

Cash to June 30 1898	286,929
[Cash to] October	88,259
Debentures	<u>110,750</u>
	<u>£ 485,938</u>

*Financial arrangements

vide folio 199 & 215*

The Secretary read the following letter from the Electric Traction Company.

16. Great George Street S W.
29. Nov 1898

Dear Sir,

Financial arrangements.

Mr Davidson writes me as follows :-

“I have arranged with Messrs Glyn Mills Currie & Company that if we wish it they will continue the loan until the 1st March next. Therefore the Central London, if they like, can make their next call payable on the 1st March. I think there is to be a Board Meeting of the Central London on Wednesday and it would be well if you informed them that we are ready to continue the financing until the 1st March, and that the rate we should charge would be Bank rate.”

I send you this for your information in order that the Railway Company may make what arrangements they consider to be most advantageous.

Yours faithfully
signed. Richard Farrant.

*Call payable on January 13th 1899

vide folio 200 & 215*

The Secretary was instructed to write to the Electric Traction Company thanking them for their offer to continue to advance the amount of the Certificates, and It was resolved that the arrangement under which the amount owing to the Electric Traction Company in cash would be paid to Messrs Glyn Mills Currie & Company on January 15th next should stand, and that a Call of £2 per share be made on the “partly paid” Ordinary and Preferred Shares payable on January 13th next, for the purpose of discharging the loan.

*Inspection of pattern Carriage by the Chairman

vide folios 177 & 283*

The Chairman reported that he had been to Manchester to examine the Central London carriage which had been constructed by the Ashbury Company and which was generally approved. It was found that the weight of the Carriage was somewhat in excess of that specified (13 tons 16 cwts [hundredweights] instead of 12 tons) but he did not propose to take any steps to reduce the weight of the carriages which remained to be constructed as the Engineers reported that this could not be done with satisfactory results. 150 carriages had been ordered and were to be delivered by September 1899.

*Contract for low level Subway at the Bank

vide folio 183*

The Contract with Messrs John Mowlem & Company for the construction of the Subway between the platforms of the Central London and City and South London Companies Stations at the Bank was ordered to be sealed.

Accounts specially passed for payment

The following list of Accounts specially passed for payment since last meeting of the Board was submitted and approved

Name	Particulars	Amount		
Ashurst Morris & Coy	Purchase of No. 548 Oxford Street	33	18	2
Waterlow Bros & Layton	Stationery	6	17	6
Secretary & Clerks	November Salaries	70	8	4
		£111	4	

Accounts for payment

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

Name	Particulars	Amount.		
Marylebone Vestry	Poor Rate	65	2	
Holborn Vestry	[Poor Rate]	7		3
[Holborn Vestry]	[Poor Rate]	34	13	11
Christ Church.)	[Poor Rate] 124,,0,,0)			
Newgate Street)	Hospital Title 33,,1,,4)	157	1	4

Income Tax Commissioners.	Income Tax	856	19	11
Bircham & Company.	Professional Service	261	9	5
		£1,382	6	10

Documents sealed since last meeting

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Description	Date of Sealing.
V [-]	Share Certificates	5. November
V [-]	[Share Certificates]	11 [November]
V [-]	[Share Certificates]	18 [November]
V [-]	[Share Certificates]	25 [November]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/049

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W. on
Tuesday. 17th January 1899 at 12 o'clock p.m.

Present.

Sir Henry Oakley in the Chair

Lord Colville of Culross. K.T.

Hon: Algernon H. Mills.

Lord Rathmore.

Henry Tennant Esq.

Mr. Basil Mott, Engineer; Mr. Frank Dawes, Solicitor and
Mr. R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 26 was read and ordered to be recorded.

Engineers Office.
8. Queen Annes Gate. S.W.
Jany [January]. 16. 1899

Engineers Report No. 26

To the Chairman & Directors of the
Central London Railway.

Engineers Report.

Gentlemen,

Good progress has been made with the buildings at the Depot. The Ironwork of the Main Engine House roof is complete, and the slating has been started. The walls and roof of the Carriage Shed are finished and the roofs of the Engine and Carriage Repair Shops are being constructed. The Boiler House Walls are finished and the Bunkers for Coal Storage are being erected. The excavation for the Economisers is out and the two Chimneys, each 200 feet high are finished.

The permanent way for sidings is being laid at the Depot and about 1,000 tons of Main Line Rails have been delivered.

Of the Generating Plant, 3 main engines have been delivered and the remaining three are ready for shipment from America, and our Inspector reports that good

progress has been made with the Transformers and Rotary Converters and that 4 locomotives are ready for shipment.

The construction of the Station Buildings is proceeding at Shepherds Bush, Holland Park, Notting Hill Gate, Queens Road, Westbourne, Marble Arch, Oxford Circus, Tottenham Court Road, and British Museum Stations.

At the Bank Station, Shafts Nos. 2. 3. 4. and 5 are finished, No. 1 is nearly finished and the Staircase Shaft has been started.

Work has been commenced on the roof of the Public Subway round the Booking Hall and a length of about 80 ft. x 20 ft. of the roadway has been removed & replaced by a temporary timber road to enable the steel roof to be fixed in position. Good progress has been made with the work under air pressure and the Shield Chambers for the 21 feet Station Tunnel and the 25 feet Cross Over Road are finished and both shields are being erected. 60 yards of the Down Station have been constructed.

The post office authorities are diverting the pneumatic tubes and telegraph wires, but their progress is slow.

We are, Gentlemen,
Yours faithfully
(sig [signed].) Fowler & Baker.
p.p. Basil Mott

*Progress of Works at the Mansion House and Bank

vide folios 206 & 240*

[[illegible]] Mott explained that he had recently made arrangements with Mr Ross, the City Engineer, for the necessary facilities for the construction of the roof of the Bank Station Subways. A considerable portion of the roadway had been taken up and temporary timbering laid down. Some delay had been caused by the non-delivery of the steel work which was being supplied by the Phoenix Iron Company of Derby, but they were being strongly pressed and a portion of the roofing was expected to be received in the course of a few days.

*Half Yearly Report

vide folios 187 & 252*

*Date of Half Yearly Meeting.

vide folios 179 & 251*

The Secretary submitted a draft of the Half Yearly Report and Statement of Accounts for the Half Year ending 31st December 1898 which was approved, and it was arranged that the Half Yearly Meeting should be held on the 15th February 1899 at 16. Great George Street Westminster S.W at 3 o'clock p.m., the business

of the Extra-Ordinary Meeting to be transacted immediately after the conclusion of the General Meeting.

*Alleged damage to the Bank of England premises
vide folio 253.*

The Secretary read the following letter which had been received from the Bank of England with reference to alleged damage to the Bank premises.

Bank of England. E.C.
7th January 1899

Sir,

I am directed by the Governors of the Bank to inform you that since the commencement of your Company's works in the neighbourhood of the Bank's premises, several new cracks and subsidences have been observed in portions of the structure of the Bank. In certain instances, the cracks and subsidences are still under observation and their cause is receiving careful consideration, in one case however there can be no reasonable doubt that the injury is caused by the operations of your railway in Threadneedle Street.

It is the desire of the Bank to give you the earliest notice of what has happened and what is happening, so that your Company may take every precaution against a further extension of the damage. I am to add that your Company must expect to be called upon by the Bank to bear the cost of the repairs of the damage already done as well as of any steps that it may be necessary to take to prevent further subsidence.

I am, Sir
Your obedient servant.
K. Grahame,
Secretary.

Mr Mott reported that Sir Benjamin Baker had been in consultation with Sir Arthur Blomfield, the architect to the Bank of England, and in Sir Benjamin's opinion the damage was not at all serious. The matter was having close attention and a further report would be made.

*Death of Sir John Fowler, Bart. Letters to and from Lady Fowler.
vide folio 205*

The Secretary read the following letter which had been sent to Lady Fowler by the Chairman in connection with the death of her husband the late Sir John Fowler, Bart, and the reply thereto:-

16. Great George Street. S.W.
9. December 1898.

Dear Lady Fowler,

I am requested by my colleagues on the Board of the Central London Railway to express their deep sympathy with you and your family in the irreparable loss which you and they have so recently suffered.

Sir John was well known to the Members of the Board, and several of them had been honoured with his friendship, and we all deplore the death of an eminent member of his profession, and of a kind and manly friend.

It is a cause of sincere regret to all that he was not spared to see the completion of the work in which he was deeply interested – the Central London Railway.

Assuring you of our sincere sorrow.

I have the honour to be,

Dear Lady Fowler,

Yours very sincerely,

(sig.) Henry Oakley.

Thornwood Lodge
Campden Hill. Kensington. W
10. December 1898

Dear Sir Henry,

Lady Fowler begs me to convey to you and to the Board of the Central London Railway her sincere thanks for the warm expression of sympathy with her and her family contained in your letter of December 9th.

Sir John was indeed deeply interested in the construction of the Central London Railway which will be of the greatest benefit to the public, when completed.

Yours faithfully.

(signed) Alice Fowler.

*Call of £2 per share due 13. Jany. 1899

vide folio 208 & 254*

The Secretary reported that a Call had been made on the Shareholders on January 13th and £440,660 had been received up to the 16th inst.

*Payments to the Electric Traction Company.

vide folios 208 & 219*

The Secretary reported that the amount owing to the Contractors, the Electric Traction Company, for work done to the 30. November last as certified by the

Company's Engineers together with Interest to January 13th was £422,759,,12,,11, and in discharge of this sum the following cheques had been drawn:-

On Jan'y 13th £ 95,000 in favour of Messrs Glyn Mills Currie & Company, being the amount advanced by them to the Electric Traction Company by arrangement.

[On Jan'y 13th] 205,000 in favour of the Electric Traction Coy:

[On Jan'y] 14th 60,000 [in favour of the Electric Traction Coy:]

£ 360,000 - leaving a balance of £62,759,,12,,11

This together with the Cash Amount of the December Certificate viz:- £19,504 will be paid out of the proceeds of the Call.

*Members of Parliament to back the C.L.R. Bill for 1899

vide folio 303.*

The Secretary submitted a letter which had been received from the Company's Solicitors asking for the names of two members of Parliament who would back the Central London Railway Bill of 1899. The matter was left in the hands of the Chairman to arrange.

Cheques specially passed for payment

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

Name	Particulars	Amount		
J. Mowlem & Coy [Company]	Subway at Bank	1,900		
Petty Cash.	V [-]	10		
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross.	[Direction]	60	8	4
Sir Francis Knollys.	[Direction]	60	8	4
Hon. A.H. Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq:	[Direction]	60	8	4
Secretary & Clerks.	December Salaries	70	8	4
Glyn Mills Currie & Coy	Loan to Electric Traction Coy:	95,000		

Electric Traction Coy	Payment on account of deferred Engineers Certificates	265,000		
		£362,886	13	4

Accounts for payment

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

Name	Particulars	Amount		
Fowler & Baker.	Engineering	7,000		
Electric Traction Coy	Proportion of amount recvd. from Waterloo & City Coy:	4,547	5	
Great George Street Chambers Coy	Rent	120	17	
Inland Revenue Commsrs [Commissioners]	Income Tax	63	7	6
Street & Coy.	Advertising	36	7	6
Mead Burt & Coy	Printing	12	14	2
H.B. Measures.	Architects Fee	220		
Westminster Union	Poor Rate	67	18	6
Fulham Union	[Poor Rate]	85	10	
		£12,153	9	8

Documents sealed

The following list of documents, sealed since last Meeting of the Board was submitted and approved

Name	Description.	Date of Sealing
V [-]	Share Certificates	5. December 1898
V [-]	Apportionment of Tithe Rent Charge at Hammersmith	[5. December 1898]
V [-]	Share Certificates	7. December

V [-]	Petition to House of Commons to introduce Bill for 1899.	16 December
V [-]	Share Certificates	[16 December]
V [-]	[Share Certificates]	19. December
John Mowlem & Sons.	Contract for construction of Subway at the Bank	23 December
Duke of Westminster	Conveyance of 381 & 383 Oxford Street and 87. 89. 91. & 93. Davies St.	29. December
[Duke of Westminster]	Memorial of Deed	[29. December]
	Share Certificates	9. January 1899
	[Share Certificates]	16 [January 1899]

H. Oakley [signed]
Chairman.

4187ACC/1297/CLR/01/001/050

Minutes of Meeting

held at 16. Great George Street. Westminster S.W, on
Wednesday, 15th February 1899 at 4 o'clock p.m.

Present.

Sir Henry Oakley.
Lord Colville of Culross K.T.
Sir Francis Knollys, K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore
Henry Tennant Esq:
Mr. Basil Mott, Engineer; Mr. Frank Dawes, Solicitor
and Mr. R.O. Graham, Secretary.

*Appointment of Chairman

vide fol: [folio] 148 & 301*

It was proposed by Lord Rathmore,
Seconded by Lord Colville of Culross,
and resolved That Sir Henry Oakley, be, and he is hereby re-elected Chairman of
the Central London Railway Company for the Current year.

Sir Henry Oakley having taken the Chair, the Minutes of last Meeting were read and
confirmed.

Financial Statement.

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

Financial Statement at February 13th 1899.

Receipts on Shares &c		£ 2,038,712,,11,,4
Expenditure		<u>1,951,617,,9,,8</u>
	<u>Available Balance</u>	£ 87,095,,1,,8
<u>Less</u>		
Mansion House Deposit	£ 30,000	
Amount on Deposit at Bankers.	<u>42,000</u>	72,000,,0,,0

Credit Balance £ 15,095,,1,,8

Amount due to Traction Company for January

Cash £22,616

Debentures 27,645

50,261

Total cash paid to December 1898.

£ 2,123,381

Debentures debited.

175,200

*Financial arrangements with the Electric Traction Company

vide folios 215 & 254*

The Secretary read the following letter with reference to Financial arrangements.

Central London Railway Company.

16. Great George Street S.W.

27th January 1899

Dear Sir,

I understand from our Chairman, who saw Mr. Cassel on Tuesday last, that the Electric Traction Coy [Company] are prepared to continue advancing the amount of the monthly certificates until further notice, interest to be charged on the cash proportion at the rate of 3 per cent per annum. Mr Cassel, I believe, does not wish another call to be made this half year, so that at any rate the arrangement, if confirmed, would be in force until the payment of the June Certificate is due.

Will you please lay this matter before your Directors and let me have a confirmatory letter setting forth the terms upon which they are prepared to continue the arrangement.

Yours faithfully
sig [signed] R.O.Graham

To the Secretary

Electric Traction Company.

Electric Traction Company Limited

16. Great George Street S.W.

3rd February 1899.

Dear Sir

With reference to the payment of future certificates by your Company, I am instructed by my Board to say that this Company is prepared to defer all cash

payments due up to and including the next June certificate, charging you interest at the Bank rate for the time being.

I shall be glad if you will let me know whether your Board agree to this, and if so, will you please confirm the arrangement.

Yours faithfully
sig H.E. Upton

To the Secretary
Central London Railway.

It was resolved that the thanks of the Board be conveyed to the Electric Traction Company for their offer to continue deferring the payment of the Engineers Certificates, and that it be accepted, interest to be [crossed out – charged] paid at Bank Rate, the Central London Company reserving the right to pay off any portion of the Certificates if they have funds available.

*Calls in arrear

vide folios 131 & 230*

The Secretary reported that the following shareholders were in arrear with the payment of the Call due on January 13th last, and was instructed to issue a further reminder and report the result at the next Board Meeting.

Name	Amount	Name	Amount
Amy Clark	£ 2	G. Kennaby	£ 30
Robert R Clark	2	J.A. Kaye	6
James Couldrey.	20	Robt. G. Mason	20
Sir Richard Farrant	1972	F.W. Phillips	20
Barnet A. Fersht.	4	George E.B. Pritchett	100
E. Gspandl	8	R.H. Vague [?]	2

A. Cunnington £20, T.S. Woodhouse £2 W.R. Makins £200
W. Tarrant £6. M. Urbe £20

The Secretary read the following further letter which had been received from the Urban District Council of Acton suggesting an extension of the Central London Railway to Acton and Ealing.

Suggested extension of line to Acton, made by the Urban District Council of Acton.

vide fol: 81.

Urban District Council of Acton.

242. High Street. Acton.
16. January 1899

Dear Sir,

I am directed again to Call your attention to the benefit which would be likely to accrue to the Central London Railway if they were to place Acton in direct communication with London, and I am also directed to enclose a copy of a resolution which was passed by this Council last Tuesday upon the subject, and shall be glad if you will give them a favorable answer.

I remain
Yours very faithfully
sig. Alex Hemsley

To the Secretary
Central London Rly Coy:

Copy of Resolution

“That considering the great benefit likely to accrue to Acton if brought into direct railway connection with London, the Central London Railway Company be urged to extend their line from Shepherds Bush to this Parish.”

It was resolved that as the Board is devoting all its energies to the completion of the line as planned, no extension can at present be considered, and the Secretary was instructed to write to the Clerk of the Acton Urban Council accordingly.

Traffic Superintendent.

The question of advertising for a traffic superintendent was considered, but as the matter was not immediately pressing, it was agreed to defer it until next meeting of the Board.

Accounts specially passed for payment.

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

Name	Particulars	Amount.		
Electric Traction Company	Payment on a/c	£ 82,000		
Sherwood & Coy	Parliamentary Fees	250		
S. Loewe	Cheque to replace lost Interest Warrant.	13	1	
Secretary & Clerks	January Salaries	70	8	4
Petty Cash	V [-]	10		

		£ 82,343	9	4
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Accounts for payment.

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

Name	Particulars	Amount.		
Paddington Vestry	Poor Rate	31	10	2
J. Mowlem & Sons	Subway at Bank	292		
Electric Traction Coy	Payment on a/c	263	13	4
Mead Burt & Coy	Stationery [Stationery]	43	5	4
Waterlow & Sons Ltd	Stationery & Stamps.	47	17	6
Inland Revenue Commissioners	Income Tax	411	15	
L. Messel & Coy	Interest on payment in full	25	16	
		£ 1,115	17	4

Documents sealed

The following list of documents which had been sealed since last meeting of the Board was submitted and approved.

Name	Particulars	Date of Sealing
	Share Certificates	24. January 1899
	[Share Certificates]	27 [January 1899]
Mayor & Commonalty of London.	Conveyance of land.	1. February 1899
	Share Certificates	3 [February 1899]
	[Share Certificates]	8 [February 1899]
Register of Shareholders	Half Year to Dec 31. 1898.	15 [February 1899]

Report by the Solicitor on Private Bills in Parliament 1899 affecting the Central London Railway.

The Companys Solicitor submitted the following Report dealing with the Bills which have been deposited for this Session, and which will affect the Central London Railway.

Report on Private Bills.

We have with the assistance of Mr. Mott looked through the several Bills which seem likely to affect this railway and the only Bills which appear to do so are the following:-

1. Great Northern & Strand Railway
2. North West London Railway
3. London Improvement Bill. (Holborn to Strand) New Street.

- I. With regard to the first of these, – the Great Northern & Strand – the Bill promoted in effect by Directors of the Great Northern Railway Company is projected to pass under Holborn by Little Queen Street and will there cross the Central London Railway and the usual clauses ought to be inserted in this Bill for the protection of the Central London Railway Company so as to ensure that their tunnels and works are not in any way affected and to provide for plans being submitted to, and the works so far as the Central London Railway may be affected being carried out to the approval of their Engineer.
- II. North West London Railway. This line comes up to the south end of Edgware Road where the same joins the Bayswater Road close to its junction with Oxford Street. The Bill provides for a subway under the Central London Railway crossing to the south side of the Central London line, coming back again close by where Park Lane joins Oxford Street. In this case it seems to us the usual clauses ought to be inserted for the protection of the Central London line and to provide for plans being submitted and work being done to the approval of, and under the supervision of the Engineer of the Central London line so far as it may in any way affect that line.
- III. The London Improvement Bill affects the Central London Railway in this way. A portion of the Central London Railway under High Holborn near Little Queen Street is included within the limits of deviation for the proposed new Street from Holborn to the Strand, and as such is included within the so called Improvement area and the railway is therefore liable to have an improvement charge placed upon it.

It will be within recollection that a similar provision was inserted in the Improvement Bill of 1897. The Central London Railway petitioned against the Bill on the ground that their tunnels being underground ought not to be in any way the subject of an Improvement charge or “betterment” and the London County Council, after putting the Railway Company to the expense of petitioning and

fighting the case ultimately made an alteration in their plan so as to exclude the Central London Railway, but although every pressure was brought to bear upon them in the first instance they would not exclude the railway until the matter was fought out before the Committee. The Bill provides that water, gas, electric pipes, mains and apparatus shall not be subject to betterment, but it does not similarly [similarly] exclude the property of the railway Company even though it be underground.

We think that in this case a petition should be presented so as to obtain exclusion from the improvement or betterment area of any property of the railway Company underground.

We would also submit that for the purpose of ensuring clauses in the first two cases a short petition should be presented.

Petitions would probably have to be deposited not later than Saturday 25th instant.

*Petitions to be lodged

vide fol: 229*

It was resolved that petitions should be presented, and that the Solicitor should communicate with the other Companies concerned with a view to protective clauses being inserted in their Bills.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/051

Minutes of Meeting.

held at 16. Great George Street. Westminster, S.W on
Tuesday, 28th February 1899 at 1 o'clock p.m.

Present.

Sir Henry Oakley in the Chair
Lord Colville of Culross K.T.
Sir Francis Knollys. K.C.B. K.C.M.G.
Lord Rathmore.
Hon: Algernon H. Mills.
Mr Basil Mott, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Secretary read the Engineers Report, which was ordered to be recorded.

Engineers Office
8. Queen Annes Gate S.W.
27. Feby [February] 1899.

Engineers Report No. 27.

To the Chairman & Directors
of the Central London Railway.

Engineers Report.

Gentlemen,

Good progress has been made with the work at the Depot. The Carriage Shed Walls and Roof are finished and the sidings are being laid. The walls of the Engine & Carriage Repair Sheds and the Running Sheds are finished and the roofs are being glazed and slated.

The Main Engine House Roof is practically finished and the travelling crane is being erected. This crane will be completed in a few days when the erection of the Main Generating Engines will be started at once.

The Boiler House Roof is half finished and 10 of the 16 Boilers have been delivered. The Bunkers for Coal Storage are being erected and the brickwork for flues and Economiser Chambers is half completed.

Of the Generating Plant 4 Main Engines have been delivered and our Inspector reports that 25 Locomotive frames, trucks and cabs are ready for shipment and the work on the rotary Converters, Transformers and Exciters is well forward. A large amount of material for the Lifts has been delivered at the various station sites and 16 machines and 20 car frames are at the Depot. The guides for lifts are being erected at Shepherds Bush, Holland Park, Notting Hill Gate, Queens Road, Westbourne, Tottenham Court Road, British Museum, & Chancery Lane Stations. About 400 yards of Permanent Way have been laid in the tunnel from the Depot to Shepherds Bush Station.

The Station Buildings are being constructed at all stations except Davies Street, Chancery Lane and the Post Office.

At the Bank the Subway to Mappin & Webbs Stairs is finished and the tiling has been started.

Considerable progress has been made with the steel roof over the Public Subways and the City Authorities have agreed to our enclosing portions of the roadway which will enable us to work during the day as well as during the night. This concession will greatly facilitate the progress. We hope now to complete this roof over the Subway and Booking Hall in about 4 months.

The work under compressed air has been carried on without interruption. The Down Station Tunnel is finished with the exception of the West Head Wall which is being constructed.

The Shield for the 25 ft. Cross Over Tunnel has just started work and the 21 ft. Up Station Tunnel is finished and will start when the headwall of the Shield Chamber has been removed.

We are, gentlemen,
Yours faithfully
signed. Fowler & Baker.

*Letters in Connection with the roofing of the Subways & Station in front of the Mansion House

vide folio 228.*

In consequence of the slow progress of the work of roofing the Station and Subway at the Bank, it was determined to make an application to the City Authorities for permission to open up the roadway by sections during the day as well as at night. The following correspondence was read by the Secretary.

Central London Railway

16. Great George St. S W.
17. Feby 1899

My dear Sir,

The Central London Railway Company of which I am the Chairman, are extremely desirous of proceeding, as quickly as possible with the important and difficult work of fixing the permanent steel roof over the subways to be devoted to the Public, and over the Station area in front of the Mansion House.

My Company have received so much courteous assistance from your Engineer and from the Corporation generally, that I should hesitate to press for further consideration, but for the conviction that the Interests of the Corporation as representing the citizens of London, and of the Company will be best attained by the adoption of a course which will put an end to the inconvenience at present suffered by the work being carried on at night only.

The proposal I have to submit is that the Company should be allowed to take possession by day, as well as by night, of certain small areas,- to be approved by the Corporation – in succession, each area being finished and restored to public use before the next is occupied. To avoid the objection to a great[?] surface on timber as at present, our Contractors will arrange for temporary asphalt paving being laid down over each completed space, the whole area being afterwards relaid by the Contractors for the Corporation according to the terms already arranged.

This letter will be accompanied with detailed plans prepared by our Engineers shewing [showing] separately the several areas to be consecutively occupied, and to which the assent of the Corporation is asked.

In the event of any other scheme of progression being preferred, or that submitted being modified, the Central London Board will authorise their Engineer, Sir Benjamin Baker, to settle finally with the Engineer of the Corporation.

I shall further gladly wait on the Corporation at any time they may appoint if I can in any way assist in the settlement of this urgent and important matter.

May I ask your good offices to submit this letter to the Committee or other body who will represent the Corporation.

I am, My dear Sir
Yours very faithfully
(signed.) Henry Oakley

Sir John B. Monckton
Town Clerk, Guildhall.

Public Health Department.

Guildhall E.C.
23. February 1899

Dear Sir

Central London Railway Works.

Your letter of the 17th inst., with reference to the works of the City of London Railway Company in front of the Mansion House and the plans which accompanied the same having been under consideration by the Corporation at its meeting today, I have the pleasure to inform you that the application contained in your said letter as to completing the works section by section working night and day, is complied, with subject to the direction of the Engineer (Mr D.J. Ross), to suitable arrangements being made with the Commissioner of Police for the regulation of the traffic, and without prejudice to the powers of the Corporation at any time to alter or modify the arrangements as circumstances may necessitate.

I am, Dear Sir
Yours faithfully
signed John B. Monckton

Sir Henry Oakley

*Petitions lodged against Bills in Parliament 1899.

vide fol [folio]: 224*

The Secretary reported that Petitions had been lodged by the Central London Company against the following Bills, viz :-
London Improvements Bill 1899
North West London Rly [Bill 1899]
Great Northern & Strand [Bill 1899] and the
Solicitor was instructed to draw up Clauses for the protection of the Central London Company and submit them to the other side for approval.

*Petitions lodged against Central London Bill 1899

vide folio 200 & 232 & 242*

The Secretary reported that the following Petitions had been lodged against the Companys Bill for 1899, in the House of Commons.

W. M. Tapp

Mrs Rickards

Great Eastern Railway, and the Solicitor
was instructed to Communicate with these petitioners with a view to the
opposition to the Bill being withdrawn and report to the next meeting of the
Board.

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

Cash Statement

Cash Statement at 25th February 1899

Cash received on Shares &c		£2,401,332,,0,,0
Cash Expended		<u>2,336,696,,6,,9</u>
	<u>Available Balance</u>	64,635,,13,,3
<u>Less</u>		
	Mansion House Works Deposit Fund £ 30,000	
	Amount on deposit at Bank <u>27,000</u>	<u>57,000,,0,,0</u>
	<u>Credit Balance as per Pass Book.</u>	£ <u>7,635,,13,,3</u>
Cash paid to Traction Company including value of shares allotted under Contract,-to Jany [January] 1899		£2,085,824
Debentures debited but not issued – to Jany 1899		202,845

*Calls in arrear.

vide folio 220 & 234*

The Secretary reported that the following Calls were still in arrear viz :-

A. Clark £2	E. Gspandl £8	G.E.B. Pritchett £100
R.R. Clark £2	G. Kennaby £30	R.H. Vague [?] £ 2
Sir Richard Farrant £1972	J.A. Kaye £ 6	T.S. Woodhouse 2
B.A. Fersht £4	R.G. Mason £20	

It was resolved that the attention of the above shareholders be drawn to the fact that their shares were liable to forfeiture at the expiration of 2 months after the date of the Call

Accounts for payment

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

Name	Particulars	Amount.
Electric Traction Coy [Company]	Payment on account	£ 22,616,,9,,11
O. Hodgson	Report of Meeting	3,,11,,0
Secretary & Clerks.	Salaries	70,,8,,4
		<u>£ 22,690,,9,,3</u>

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Description	Date of Sealing.
V [-]	Share Certificates	17. February 1899
	[Share Certificates]	24 [February 1899]
Great Northern & Strand Rly:	Petition against Bill	[24 February 1899]
North West London Rly	[Petition against Bill]	[24 February 1899]
London Improvements Bill	[Petition against Bill]	[24 February 1899]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/052

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W on
Wednesday 22nd March 1899 at 3 o'clock p.m.

Present.

Sir Henry Oakley in the Chair,

Lord Colville of Culross K.T.

Honble [Honourable] Algernon H. Mills

Lord Rathmore

Henry Tennant Esq:

Sir Benjamin Baker, Mr. Basil Mott, Engineers;

Mr Frank Dawes, Solicitor & Mr R.O. Graham, Secretary.

The Chairman explained that Sir Francis Knollys was unable to attend the meeting as he had to be present at Lord Herschell's funeral.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 28 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
March 22. 1899.

Engineers Report No. 28.

To the Chairman and Directors
of the Central London Railway.

Gentlemen,

Engineers Report

The extensive buildings at the Depot are now practically complete and the Engine Pits, Sidings &c are being constructed. The erection of the Generating Plant in the Engine House has been started.

The Lift Guides are being fixed at all stations except Marble Arch, Davies Street, Oxford Circus and Post Office and the Lift Machinery is being erected at Shepherds Bush and Holland Park. 25 machines and 34 car frames have been delivered at the Depot.

About 2,000 yards of permanent way have been laid in the Main Line Tunnels from Shepherds Bush eastwards.

The Station buildings are being constructed at all the stations except Davies Street and Post Office.

At the Bank the concession granted by the City Authorities has facilitated the progress of the work very considerably, and about half of the steel roof over the Public Subways and Booking Hall is now fixed.

The work under compressed air has also progressed satisfactorily. The Down Station Tunnel is finished 40 feet of the Up Station Tunnel has been driven and the 25 feet Crossover Road will be completed this week.

We are, Gentlemen
Yours faithfully
signed Fowler & Baker.

The Chairman asked the Engineers to see that special care was taken not to exceed the permission given by the City Authorities in connection with the erection of the hoardings necessary for the completion of the roof of the Subways and Station

Opening of line

The Chairman also stated that Sir Benjamin Baker had informed him that he hoped the line would be ready for opening by November next.

*Proceedings of Central London Bill 1899.

vide folios 229. & 236*

The Solicitor reported the proceedings on the Central London Bill of 1899, stating that the Bill had passed the Lord Chairman, and a Clause had been agreed with the Great Eastern Railway Company, under which they withdrew their opposition to the Bill. The negotiations [negotiations] with Mrs Rickards representative for the acquisition of her property were re-opened without success, and that portion of the Bill relating of Mrs Rickards premises had been struck out. Mr Tapp's petition was withdrawn without prejudice to its being brought up in the House of Lords. A.Clause [A Clause] was being arranged with the Duke of Westminster regarding Davies Street.

*Waterloo & City Railway. Letters regarding low-level connection

vide folios 172. & 246*

The Secretary read the following application from the Waterloo & City Company.

20. Victoria Street. S.W.

9th March 1899.

Dear Sir,

Waterloo & City Railway and
Central London Railway.

At the last meeting of the Waterloo & City Board we were instructed to place ourselves in communication with the Engineers of the Central London Railway, and state that the Directors think it would be advisable to construct a low level communication between the stations of the two Companies.

We beg to hand you herewith plan shewing [showing] the proposed communication between the terminus of the Waterloo & City Company's Subway and the western end of your Station.

We shall be glad if you will lay this letter before the Directors at their next meeting, and as the work ought to be done by your Contractors, we shall be obliged if you will inform us of the sum at which they will do the work subject of course to your approval of the design generally.

Kindly give this matter your early attention.

We are, Yours faithfully
signed W.K. Galbraith
Alex. B.W. Kennedy

Sir Benjamin Baker K.C.M.G.

Waterloo & City Railway Company.

Waterloo Station
20. March 1899.

Dear Sir,

City Terminus.

With reference to your Call here this morning I should be glad if you would let the matter of the proposed tunnel connection between the two stations at the City remain in abeyance for the present.

I will write you definitely as soon as possible.

Yours faithfully
G. Knight
Secretary

R.O. Graham Esq. Secy. [Secretary]
Central London Rly:

*Calls in arrear.

vide fol [folio] 230 & 237*

The Secretary reported that the following Calls were still in arrear:-

G. Kennaby £30	J.A. Kaye £ 6
R.G. Mason 20	T.S. Woodhouse 2

and he was instructed to write to these shareholders again, asking for the immediate payment of the amounts due.

Financial Statement.

The following Financial Statement was submitted and approved.

Financial Statement at March 20th 1899

<u>Receipts</u> on shares &c		£ 2,405,357,,3,,2
<u>Expenditure</u>		<u>2,336,671,,13,,1</u>
	<u>Available balance</u>	<u>68,685,,10,,1</u>
<u>Less</u> Mansion House Works Deposit	£30,000	
Amount on Deposit at Bank	<u>2,000</u>	32,000,,0,,0
	<u>Credit Balance per Pass Book</u>	<u>£ 36,685,,10,,1</u>

Cash paid to Traction Company		
to January 1899		£2,085,824
February Certificate - Cash		<u>25,286,,18,,0</u>
		<u>2,111,111</u>
Debentures debited but not		
issued – to January 1899		£ 202,845
February Certificate		<u>30,905</u>
		<u>233,750</u>

Accounts for payment

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

Name	Particulars	Amount.
------	-------------	---------

Electric Traction Coy [Company]:	Payment on account	£ 25,286,,18,,0
J. Mowlem & Coy	[Payment on account]	314,,0,,0
Income Tax Commissioners.	Income Tax deducted from Shareholders.	556,,0,,9
Farringdon Ward Within	Police Rate	24,,16,,0
		<u>£ 26,181,,14,,9</u>

Documents sealed.

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Description	Date of sealing
V [-]	Share Certificates	7. March 1899
Wm. C. Jones.	Warrant to sheriff to summon a jury	9. March
V [-]	Share Certificates	17. March

[unsigned]
Chairman.

ACC/1297/CLR/01/001/053

Minutes of Meeting

held at 16. Great George Street, Westminster. S W on
Wednesday, April 19th 1899 at 3 o'clock p.m.

Present.

Sir Henry Oakley in the Chair,
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 29 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
19. April 1899.

To the Chairman and Directors
of the Central London Railway Company.

Engineers Report.

Gentlemen,

Satisfactory progress has been made at the Depot All the 6 Main Engines and two of the large Dynamos are being erected. The Boiler House roof is finished and 4 Boilers are also being erected. The pits are finished in the Engine and Carriage Repairing Shops and Running Shed.

The Lift Guides and Overhead Girders are finished at Holland Park, Notting Hill Gate and Tottenham Court Road Stations, and Lift Machinery is being erected at Shepherds Bush, Holland Park and Queens Road. 28 complete Lift Machines have been delivered at the Depot.

The permanent way has now been laid from Shepherds Bush to Westbourne Station in both tunnels.

The station buildings are being constructed at all stations except Davies Street and Post Office. There has been some delay on these buildings owing to the non-delivery of steelwork.

At the Bank the progress has been good & about 80% of the Steel Roof over the Public Subways and Booking Hall is now finished. The 21 ft. [feet] Down Station Tunnel and the 25 ft. Crossover Road are finished and 100 ft. of the Up Station Tunnel has been driven.

A trial trip of 40 miles has been run on the North Eastern Railway with one of the Central London carriages with satisfactory results. This carriage was constructed by the Ashbury Wagon Company.

We are, Gentleman
Yours faithfully
signed. Fowler & Baker.

Sir Benjamin Baker stated that the City Authorities had expressed their satisfaction with the manner in which the work of roofing the Subways &c [etc] at the Bank Station was being carried out.

*Bills in Parliament

vide folio 232.*

The Company's Solicitor submitted the Central London Bill as amended in Committee including a Clause for the protection of the Great Eastern Company at Liverpool Street, which was approved.

The Solicitor also reported that the preamble of the North West London Bill has been passed by the Committee and that in the case of the Great Northern & Strand Bill a clause had been settled for the protection of the Central London property, which was approved.

The following Financial Statement was submitted and approved:-

Financial Statement at 17th April 1899.

Receipts on Shares &c	£ 2,408,288,,16,,7
Expenditure	<u>2,363,876,,6,,1</u>
<u>Available balance</u>	£ 44,412,,10,,6

Less.

Mansion House Works Deposit Fund. £30,000

On deposit at Bank	<u>6,000</u>	<u>36,000,,0,,0</u>
	<u>Credit Balance per Pass Book</u>	<u>£ 8,412,,10,,6</u>

Cash paid to Traction Company up to and including certificate for February 1899.	£ 2,111,111
Cash portion of certificate for March, payment of which is deferred	<u>21,465</u>
	<u>£ 2,132,576</u>
Debentures debited but not issued, to February 1899.	233,750
[Debentures debited but not issued, to] March 1899	<u>26,240</u>
	<u>£ 259,990</u>

*Calls in arrear.

vide folios 234 & 243*

The Secretary reported that the following Calls due on the 13th January last were still in arrear :-

J.A. Kaye	£ 6	R.G. Mason	£ 20
G. Kennaby	30	T.S. Woodhouse	2

and the Solicitor was instructed to write and ask for payment of the amounts due with interest, failing which the shares will in the ordinary course be forfeited.

*Increase in salaries

vide folio 143. & 307.*

The following advances in salary in the Secretarys office were submitted and approved :-

J.L.B. Lindsay	£130 - £150	per annum, to date from Mar: 1
E.C. Heyme [?]	85 - 95	[per annum] [to date from Mar: 1]
H. Olding	30 - 40	[per annum] [to date from Mar: 1]

Cheques specially passed.

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

Name	Particulars	Amount.

Secretary & Clerks	March Salaries	73	15	
Petty Cash	V [-]	10		
Sir Henry Oakley	Direction Fee	604	3	4
Lord Colville of Culross	[Direction Fee]	60	8	4
Sir Francis Knollys	[Direction Fee]	60	8	4
Hon: A.H. Mills	[Direction Fee]	60	8	4
Lord Rathmore	[Direction Fee]	60	8	4
Henry Tennant Esq:	[Direction Fee]	60	8	4
		£ 990	-	-

Accounts for payment.

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

Name	Particulars	Amount		
Gt. George St. Chambers Coy [Company]:	Rent	122	8	6
Holborn Vestry. - H.A. Mather.	Poor Rate	34	13	11
[Holborn Vestry] - J.W. Ager.	[Poor Rate]	7	-	3
Christ Church Parish.	[Poor Rate]	-	-	-
[Christ Church Parish]	Hospital Tithe	190	6	-
Hammersmith Vestry.	Vicars Tithe	2	15	4
St. George, Hanover Square.	Poor Rate	353	8	
Inland Revenue Commsrs [Commissioners]	Income Tax	411	15	-
W.H. Pannell.	Audit Fee	12	13	9
W.B. Peat	[Audit Fee]	12	13	9
		<u>£ 1,147</u>	<u>14</u>	<u>6</u>

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved :

Share Certificates sealed 22 March 1899
[Share Certificates] [sealed] 28 [March 1899]

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/054

Minutes of Meeting

held at 16. Great George Street Westminster S.W, on
Thursday 18th May 1899 at 3 o'clock.

Present.

Sir Henry Oakley in the Chair
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Colville of Culross K.T.
Henry Tennant Esq:
Mr Basil Mott, Engineer; Mr Frank Dawes, Solicitor;
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 30 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
May 17th 1899

Engineers Report No. 30.

To the Chairman & Directors
of the Central London Railway Coy [Company].

Engineers Report.

Gentlemen,

At the Depot good progress has been made. All the main castings for the
Generation Engines are in position and four of the large dynamos are being
erected. Four boilers have been tested by hydraulic pressure with satisfactory
results and four others will be ready for testing next week. The Coal Bunkers over
the Boilers are complete and the coal conveyor has been delivered.

The sidings are now being laid in the Carriage and Repairing Shops and about 1,000
yards have been completed.

Five locomotives are being erected and a very large amount of Electric Plant has
been delivered since our last report.

The Lift Guides are finished at all Stations except Marble Arch, Davies Street, Post Office and Bank and the Lift Machinery is being erected at Shepherds Bush Holland Park, Queens Road, Westbourne, Tottenham Court Road and British Museum.

The permanent way has now been laid from Shepherds Bush to Oxford Circus in both tunnels.

The Station Buildings are being constructed at all stations except Davies Street. This work has been much delayed owing to the difficulty of obtaining delivery of the necessary steelwork.

Good progress has been made at the Bank and the whole of the Steel Roof over the Booking Hall and Public Subway round it is now finished and the temporary walls across the Booking Hall, built to facilitate Construction are being removed. The Public Subway from Mappin and Webbs corner to Mansion House place is being tiled and the stairs at Mansion House Place are finished.

The 21 ft [feet] Down Station Tunnel and the 25 ft. Cross Over Road are finished and 230 feet of the Up Station has been driven.

We are, Gentlemen
Yours faithfully
signed. Fowler & Baker
pp. Basil Mott.

*Progress at the Bank Station

vide folio 212 & 246*

The Chairman said it would be satisfactory to the Board to know that the roofing of the Bank Station and Subways had been completed without any serious mishap. Mr. Mott reported that the use of Compressed air at the Bank would be discontinued in about a months time and the station passages could then be finished.

Progress with Station Buildings

As regards the Station Buildings, the Chairman read the following letter which he had received in reply to a letter he had addressed to Messrs Newton Chambers & Coy:

Thorncliffe Iron Works
near Sheffield
17 May 1899

Sir Henry Oakley
16. Great George Street. S.W.

My dear Sir,

I have received your favour of the 16th inst., respecting the Ironwork for the stations of the Central London Railway, and asking me to give the whole of the order my personal attention and hasten it forward as quick as it is possible to manufacture it.

I can assure you that I have done this from the day the order was given to us there has not been a single moment lost here and we are running night and day upon it and shall continue to do so until the work is finished.

Notting Hill Gate is entirely finished and men have gone to commence erection.

Holland Park is in a forward state and will follow it.

Tottenham Court Road is in course of manufacture and will follow next.

We have the material here for three more stations and we have a good number of columns cast and faced.

I cannot make you a definite promise as to the speed we shall go at, but in the course of a week's time I shall know how they got on with the erection of the one that is ready, and then I shall be able to speak about the whole matter.

You may however depend that nothing shall be wanting on my part to complete the work as early as possible.

I remain
Yours very truly
signed. George Dawson.

and **It was resolved** that a letter should be written to the Electric Traction Company asking them, in view of the serious Consequences resulting from any further delay, to press the work forward at all points, more especially at Post Office Chancery Lane and Davies Street Stations.

*Petitions against Central London Bill in the House of Lords.

vide folios 229. & 247*

The Petitions of the London County Council and Mr. W. M. Tapp against the Central London Bill in the House of Lords were submitted.

The Chairman stated that the main opposition of the London County Council was on the question of Workmens Trains and Fares, and he was expecting to receive a clause from their Parliamentary agents shortly. As regards the widening of Davies Street, the Electric Traction Company were preparing their own case.

Financial Statement.

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

Financial Statement to 17th May 1899.

Receipts on Shares & Expenditure.		£ 2,410,643,,2,,0
		<u>2,365,168,,18,,7</u>
	<u>Available Balance</u>	£ 45,474,,3,,5
<u>Less</u>		
Mansion House Works Deposit A/c	£ 30,000	
Deposit at Bank	<u>9,000</u>	<u>39,000,,0,,0</u>
	<u>Credit Balance per Pass Book</u>	£ <u>6,474,,3,,5</u>
Cash paid to Electric Traction Company up to and including February Certificate 1899		£ 2,111,111
Cash portion of Certificates for March & April payment of which is deferred.		<u>58,105</u>
		£ <u>2,169,216</u>
Debentures debited but not issued to March 1899		£ 259,990
[Debentures debited] for April [1899]		<u>44,780</u>
		£ <u>304,770</u>

*Outstanding Calls.

vide folio 237*

The Secretary reported that the following Calls were still in arrear viz:-

J A. Kaye £6, T.S. Woodhouse £2.

In the case of Mr. Kaye, the Call Letter had been returned marked "Gone Away" and up to the present no advice of his new address had been received. The Solicitor had been instructed to make another application to Mr. Woodhouse for the payment of his call.

Change of name of Davies Street Station.

The Secretary submitted a Memorial from the business firms in Wigmore Street in which they asked for an alteration in the name of Davies Street Station. The consideration of the memorial was deferred, pending the discussion of the whole question of the names of the various stations.

*Draft agreement with British Thomson-Houston Company.

vide folios 153 & 270*

The Company's Solicitor submitted the draft of the agreement with the British Thomson-Houston Company which had been altered by Messrs Ashurst Morris Crisp & Coy. The consideration of this agreement was deferred.

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Description of document.	Date of Sealing.
V [-]	Share Certificates	19. April 1899
V [-]	[Share Certificates]	26 [April 1899]
V [-]	[Share Certificates]	8 May
V [-]	[Share Certificates]	13 [May]

Cheques drawn since last Meeting

The following list of cheques drawn since last Meeting was submitted and approved

Name	Particulars	Amount
Inland Revenue Comrs [Commissioners]	Income Tax	£ 63,,7,,6
Secretary & Clerks	April Salaries	73,,15,,0
		£ 137,,2,,6

Accounts for payment.

The following list of Accounts for payment was submitted and approved.

Name	Particulars	Amount		
Waterlow & Sons Ltd	Stationery	15	19	4
Waterlow Bros & Layton	[Stationery]	10	5	
Paddington Vestry	Poor Rate	29	17	
St George & St Giles, Bloomsbury	[Poor Rate]	49	6	8
Corporation of London	Consolidated Rate	119	17	4
		£ 225	5	4

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/055

Minutes of Meeting

held at 16. Great George Street, Westminster S.W on
Wednesday 14. June 1899 at 3 o'clock p.m.

Present

Sir Henry Oakley, in the Chair
Lord Colville of Culross K.T.
Sir Francis Knollys K.C.B., K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr. Frank Dawes, Solicitor
and Mr. R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report No. 31 was read and ordered to be recorded.

Engineers Office
8. Queen Annes Gate. S.W.
14. June 1899.

Engineers Report.

Engineers Report No. 31

To the Chairman & Directors
of the Central London Railway.

Gentlemen,

At the Depot satisfactory progress has been made since our last report. All of the six Main Engines and five Dynamos are being erected in the Engine House and the Main Steam and Exhaust Pipes &c [etc] are being fixed. Eight boilers have been tested by hydraulic pressure and found satisfactory. The brickwork in the flues is finished and two of the four economisers are erected.

The sidings in the carriage shed, Repairing Shops and Yard are being laid and about 1,900 yards have been completed.

Ten locomotives out of the 28 required have now been erected and three others are in progress.

The Lift Guides are finished at all stations except Davies Street, Post Office and Bank, and the Lift Machinery is being erected at Shepherds Bush, Holland Park,

Notting Hill Gate, Queens Road, Westbourne, Tottenham Court Road, and British Museum.

The permanent way has been laid from Shepherds Bush to Chancery Lane in both tunnels and the concrete is finished between Queens Road and Notting Hill Gate. The Station Buildings are now being Constructed at all the stations, A considerable amount of steelwork has at last been delivered and the columns and roof girders are being erected at Holland Park, Notting Hill Gate and Tottenham Court Road.

At the Bank, the steel roof is being fixed over the Southern approach from the Royal Exchange & the stairs at the Globe Insurance Office Corner are being constructed. The stairway and lift shafts are all complete and good progress has been made with the work under air pressure. The Down Station and Crossover Road Tunnels are finished and the Up Station and Siding Tunnels will be finished at the end of this month.

We are, Gentlemen,
Yours faithfully
signed. Fowler & Baker.

*Progress of Works at the Bank

vide fo [folios] 240 & 263*

In reply to the Chairman, Sir Benjamin Baker said that nothing further could be done towards improving the rate of progress at the Bank Station. He did not consider that any advantage would be gained by an increase of night work as the walls of the station buildings under present conditions would be ready in time for the delivery of the necessary steel work.

*Further connection with Waterloo & City Company at the Bank to be postponed.

vide fols [folios] 233 & *

The following letter from the Waterloo & City Company postponing their application for a low level footway connection with the platforms of the Bank Station was read and ordered to be recorded.

Waterloo & City Railway Company

Waterloo Station. S.W.

27th May 1899

Dear Sir,

With reference to your call upon me a short time ago as to a plan prepared by our Engineers for the construction of a footway connection between the platforms of this Companys City Station and the Bank Station of your Company. I beg to say

that the matter has been again considered by my Directors who think that, for the present at any rate, the proposal may remain in abeyance until it can be seen whether the traffic passing between the two railways would make such a connection desirable.

With regard to some remarks made by you at our interview, perhaps I ought to state that a low level footway between the two stations in the City has always been in the contemplation of my Directors. The suggestion was first made in the time of Mr Greathead who was associated with Mr Galbraith in the engineering of the Waterloo & City Railway and who was also until his death, one of the engineers of the Central London Railway.

I am,
Yours faithfully
signed G. Knight.
Secretary.

*Bill in Parliament

vide folios 242 & 252*

The following Clause proposed by the London County Council for insertion in the Central London Railway Companys Bill in connection with Workmen Trains and Fares was read and ordered to be recorded.

Clause 15a. Page 7.

1. The Company shall at all times after the opening of their Railways authorised by the Acts of 1891 and 1892 or any part thereof for conveyance of passengers run a sufficient number of trains which shall stop either at all stations or at such stations as may be required for the Conveyance of workmen and shall be timed to arrive at both terminal stations up to eight o'clock on every morning of the week except Sundays Christmas Day Good Friday and Bank Holidays.
2. The Company shall issue tickets for workmen available for all trains up to eight o'clock a.m. at fares which shall not exceed –
One penny for the single and two pence for the return journey.
3. A workmans return ticket issued in pursuance of this section shall entitle the holder to return in a third class carriage by any train during the day and to leave the train at the station from which the holder started or at any intermediate station at which the train shall stop.
4. The Company shall publish and keep published in some conspicuous and Convenient part of every station on the railway noticeboards or placards setting forth the conditions on which Workmen's tickets are issued, the fares charged in respect thereof and the trains by which such tickets are

available and shall also publish the like information in their books of time tables

5. The liability of the Company under any claim to compensation for injury or otherwise in respect of any passenger travelling by any train run or provided under this section or any passenger returning at a fare fixed under and for the purpose of this section shall be liable to a sum not exceeding One hundred pounds.
6. On complaint being made to the Board of Trade with respect to the sufficiency, convenience number or times of Workmens trains or the sufficiency of the accommodation provided thereby or the fares or tickets the Board of Trade may after enquiry make such order upon the Company as having regard to the circumstances may appear to the Board to be necessary to give effect to the purposes of this section.

The Chairman stated that the second clause referring to the number of trains and the fares to be charged would place an unreasonable burden upon the Company as it was impossible to carry workmen profitably at 1d (one penny) fares. The following section as an alternative was submitted and approved.

Clause 15a, Page 7.

2. The Company shall issue tickets for workmen available for all trains which shall be timed to arrive at either terminal station up to eight o'clock a.m. at fares which shall not exceed two pence single and three pence return fare from Shepherds Bush to the Bank and vice versa or one penny half penny single and two pence return fare from Shepherds Bush to the Marble Arch and vice versa and one penny halfpenny single and two pence return fare from Marble Arch to the Bank and vice versa.

The Company's Solicitor advised that the Clause should be opposed [opposed?] generally and in the meantime he would see if anything could be done by approaching the Parliamentary Committee of the County Council with a view to coming to some arrangement.

*Candidates for position of Traffic Superintendent.

vide folio 255*

The following list of candidates selected for the position of Traffic Superintendent was submitted.

Name	Age	Present Position.
------	-----	-------------------

Fevion, James	50	Chief Clerk, Managing Directors Office Metropolitan Rly.
Bayley, George B.	45	[Chief Clerk], Season Ticket Office, District Rly
Wood, T.	48	Station Master, L & N.W.R., Willesden
Binge, Wm	42	Chief Traffic Superintendent, Mersey Rly.
Marriott, H.	-	Lancashire & Yorks. Rly. Manchester,
Constantine, J.	51	Assistnt. to Superintendent of Line, Midland Rly
Robinson, J. Clifton	-	Engineer, London United Tramways.
Evans, Arthur	44	Station Master, G.W.R. Newport.
Cranefield, Philip	45	Assistnt. to Superintendent of Line, L.C.&D.R.
Thomas, E.E.	43	District Superintendent, S.E.R. Ashford,
Hughes, H.	33	Station Master, Chorlton cum Hardy, Cheshire Lines Committee.

The Chairman said that he had one or two more Candidates to see, and the subject was deferred for further consideration.

Financial Statement.

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

Financial Statement at June 13th 1899.

Receipts on Shares &c		£ 2,414,993,,15,,11
Expenditure		<u>2,365,511,,19,,3</u>
	<u>Available Balance</u>	£ 49,481,,16,,8
<u>Less</u>		
Mansion House Works Deposit A/c £ 30,000		
On deposit at Bank	<u>9,000</u>	39,000,,0,,0
	<u>Credit Balance per Pass Book</u>	£ <u>10,481,,16,,8</u>
<u>Cash paid to the Electric Traction Company up to and including Certificate for February 1899.</u>		£ 2,111,111
Cash portion of Certificates - March to May payment of which is deferred.		<u>89,218</u>
		<u>£ 2,200,329</u>
Debentures debited but not issued.		
	To April 1899	£ 304,770

May [1899]

38,025
£ 342,795

*Payment of Interest to 30. June 1899 authorised.

vide folio 178. & 332*

It was resolved that Interest at the rate of 3 per cent per annum be paid on the Share Capital of the Company for the Half Year ending 30th June 1899, on July 6th 1899. The Transfer Books to be closed for the usual period, and the Companys Bankers to be asked to advance an amount sufficient to meet the payment of Interest.

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

Description	Date of sealing
Share Certificates	25. May 1899
[Share Certificates]	6 June [1899]
[Share Certificates]	12 June [1899]

Cheques passed for payment.

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

Name	Particulars	Amount
Petty Cash	V [-]	20
Secretary & Clerks	May Salaries	73 15
		£ 93 15

Accounts for payment.

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

Hampton & Sons.	Furniture	1	19	6
National Telephone Coy [Company]:	Telephone Line	18	5	
Street & Company.	Advertising	44	2	3
Westminster Union.	Rates	71	10	
Holborn Vestry	[Rates]	34	13	11
[Holborn Vestry]	[Rates]	7		3

Marylebone Vestry.	[Rates]	57	1	3
Electric Traction Coy:	Proportion of payment by Waterloo & City Coy:	1,645	5	-
		£ 1,879	17	2

*Date of Half Yearly Meeting

vide folio 213 & 255*

It was resolved to hold the Half Yearly Meeting on Wednesday the 2nd day of August 1899 at 2 o'clock, the place of meeting to be fixed at the next Board.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/056

Minutes of Meeting

held at 16. Great George Street. Westminster S.W., on
Wednesday 12th July 1899 at 3 o'clock p.m.

Present

Sir Henry Oakley in the Chair,
Lord Colville of Culross K.T.
Sir Francis Knollys K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore,
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor
and Mr R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Half Yearly Report & Accounts

vide folio 213 & 294*

The Draft Report and Statement of Accounts for the half year ending 30 June 1899 was submitted and approved.

*Bill in Parliament. L.C.C. Clause as to Trains and Fares for workmen.

vide folio 247*

The Chairman reported that the London County Council had declined to accept the Clause which had been submitted in connection with the Workmens Trains and Fares; and it had been decided to leave the Clause in question out of the Bill. The Lord Chairman had agreed that the Clause for the protection of Government Observatories should be left out of the Bill, which as amended would come before him on Thursday the 13th July.

The Secretary read the following letters which had been received from Messrs Freshfield & Williams.

New Bank Buildings
31 Old Jewry E.C.
4. July 1899

To the Secretary
Central London Railway.

Construction of the Railway at Smith Payne & Smiths Bank

Sir,

Sir Wolfe Barry has forwarded to us a copy of his letter of yesterdays date addressed to Sir Benjamin Baker, the Engineer of your Company. He will no doubt have informed you of the Contents of that letter.

We think it well to give you notice at once that if any damage is done to the premises of Messrs Smith Payne and Smiths by any acts done by or omitted to be done by your Company, Messrs Smith Payne and Smiths will of course hold your Company responsible.

We are, Sir
Your obedient servants
signed Freshfield & Williams.

New Bank Buildings
31. Old Jewry E.C.
4. July 1899.

To the Secretary
Central London Railway.

*Construction of works at the Bank of England

vide folio 213*

Sir,

Sir Wolfe Barry has forwarded to us a copy of his letter of yesterdays date addressed to Sir Benjamin Baker, the Engineer to your Company. He will no doubt have informed you of the contents of that letter.

We think it well at once to give you notice that if any damage is done to the Bank of England by any acts done by or omitted to be done by your Company, the Bank will of course hold your Company responsible.

We are, Sir
Your obedient servants
signed Freshfield & Williams.

Sir Benjamin Baker said the matter was of no great importance. Sir Wolfe Barry was afraid the air pressure would be taken off too quickly as the tunnelling approached completion but he had given him an assurance on that point and it was unlikely any further steps would be taken on behalf of the Bankers in question.

The Secretary was instructed to intimate to Messrs Freshfield and Williams that their letters would receive the most careful consideration.

*Financial arrangements

vide folio 219. & 257*

The Financial position of the Company was considered. The Secretary reported that in order to pay the Half Yearly Interest due to the Shareholders he had asked the Companys Bankers to advance the sum of £23,000. This would leave a Credit Balance of about £10,000 on General Account, The sum of £89,500 was due to the Electric Traction Company, being the Cash portion of the amounts certified for by the Engineers for the three months ending 30. June last. Mr. Mills said there was every prospect of the Bank Rate being immediately advanced to 3½% or 4%, and in that case he thought it would be advisable to give notice of the final call.

*Call of £2 per share to be made payable 1st October

vide folio 215 & 258*

It was resolved that Notice of the Final Call of £2 per share should be given to the Shareholders immediately after the date of the Half-Yearly Meeting, and that the Cash amount owing to the Electric Traction Company should be discharged out of the proceeds of the Call.

*Payment of Interest Warrants.

Vide folio 185*

The Secretary reported that Interest Warrants amounting to £34,521,,3,,5 had been posted to the Shareholders on the 5th July, payable on the 6th July.

*Traffic Superintendent

Vide folio 249 & 257*

The Chairman reported that he had made a selection from the applicants for the position of Traffic Superintendent, and it was agreed to hold a meeting of the Board on Tuesday July 25th at 3 p.m. for the purpose of interviewing Messrs. Constantine, Bayley and Aldington.

*Date of Half Yearly Meeting

vide folios 251 & 295*

It was resolved to hold the Half Yearly Meeting in the Westminster Palace Hotel on August 2nd at 2 o'clock in the afternoon.

Cheques passed for payment.

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

Name	Particulars	Amount.		
Petty Cash	V [-]	20		
Secretary & Clerks	June Salaries	73	15	
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys.	[Direction]	60	8	4
Hon: Algernon H Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq:	[Direction]	60	8	4
		£1,000		

Accounts for payment.

The following list of accounts for payment was submitted and approved.

Fowler & Baker	Engineering	9,000		
Electric Traction Coy [Company]	Interest	340	6	1
Gt. George St. Chambers Coy	Rent	120	5	
Waterlow & Sons Ltd.	Stationery	9	12	8
Mead Burt & Coy	[Stationery]	4	16	
Marylebone Vestry	Rates	7	5	3
Hammersmith Vestry	[Rates]	83	18	3
		£9,566	3	3

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

<u>Name</u>	<u>Date of Sealing</u>
Share Certificates	16 th June
[Share Certificates]	20 th [June]
[Share Certificates]	11 th July

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/057

Minutes of Special Meeting.

held at 16. Great George Street, Westminster, S.W., on
Tuesday 25th July 1899 at 3 o'clock p.m.

Present.

Sir Henry Oakley in the Chair,
Lord Colville of Culross. K.T.

Hon: Algernon H. Mills.

Lord Rathmore.

Henry Tennant Esq:

Mr R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Appointment of Traffic Superintendent

vide folio 255 & 259*

The following Candidates for the position of Traffic Superintendent were interviewed by the Directors,

Mr. J. Constantine of the Midland Railway.

[Mr.] G.B. Bailey [of the] Metropolitan District Rly:

[Mr.] C. Aldington [of the] Great Western Railway.

and it was resolved that the appointment should be finally decided at a full meeting of the Board which was to be held on August 2nd immediately after the conclusion of the Half Yearly Meeting.

*Financial Arrangements

vide folio 254 & 259*

The following letter from Mr Davidson, one of the Directors of the Electric Traction Company, was read

21. Old Broad Street.

E.C.

20. July 1899.

Dear Mr Graham,

With regard to money. I think it would greatly simplify matters if the Central London Railway Company were to borrow from Glyns say £100,000 and pay the money to the Traction Company now. If the Traction Company borrow, we

have to get the Railway Company to intervene all the same, It would therefore be much simpler for the Railway Company to borrow direct.
Will you suggest this to Sir Henry Oakley and let me know what he decides, as the matter should be settled before the holidays.

Yours truly
signed T. Davidson.

*Loan from Messrs Glyn Mills & Coy: [Company]
see folio 357*

It was resolved that the Companys Bankers be asked to advance the sum of £100,000 (say One hundred thousand pounds.) to enable the Company to discharge the Cash portion of deferred Engineers Certificates owing to the Electric Traction Company, the loan to be repaid out of the proceeds of the Call to be made shortly.

*Final Call of £2 to be made
vide folio 254*

It was resolved that the Final Call of £2 per share should be made on the “partly paid” Ordinary & Preferred Shares, payable on the 1st September 1899.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/058

Minutes of Meeting

held at 16. Great George Street, Westminster, S.W., on
Wednesday 2nd August 1899 at the conclusion of the Half Yearly Meeting.

Present.

Sir Henry Oakley in the Chair,
Hon: Algernon H. Mills,
Rt. Hon: Lord Rathmore.
Henry Tennant Esq;
Mr R.O.Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Financial arrangements
vide folio 257 and 278.*

The Secretary reported that the Cash amount due to the Electric Traction Company to the 30th June last amounting to £112,831,,8,,2 had been partly paid off by means of a loan of £100,000 from the Company's Bankers, Messrs Glyn Mills Currie & Company. This sum would be repaid out of the proceeds of the Call which had been made and was due on 1st September next. The arrangement was approved.

*Traffic Superintendent appointed
vide folio 257*

It was resolved that Mr. Charles Aldington, of the District Superintendents Office, Great Western Railway, Paddington be appointed Traffic Superintendent of the Central London Railway as from October 1st 1899 at a commencing salary of £600 a year, which will be increased to £700 per annum at the end of one year, and to £800 per annum at the end of two years. The engagement to be terminable by 6 months notice on either side.

Cheques passed for payment.

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

Name	Particulars	Amount
------	-------------	--------

F.M.S. Little.	Interest Warrant mislaid		14	6
Ashurst Morris & Coy: [Company]	Purchase of 548. Oxford St.	2,828	7	
Secretary & Clerks.	July Salaries	73	15	
Electric Traction Coy:	on a/c of Contract	100,000		
		£102,902	16	6

Accounts for payment.

The following Accounts for payment were submitted and ordered to be paid.

Name	Particulars	Amount		
Petty Cash.	V [-]	10		
Corporation of London	Consolidated Rates	119	17	4
J. Mowlem & Company	Subway at Bank	531		
Waterlow & Sons Ltd.	Stationery	22	12	11
		£ 683	10	3

Documents sealed

The following documents were sealed since last Meeting, and the list was approved.

Name	Description	Date of sealing
V [-]	Share Certificates	26 th & 31. July
Mrs M. Cunliffe	Warrant to Sheriff	31. July
Register of Shareholders to 30. June 1899	V [-]	2. August

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/059

Minutes of Meeting

held at 16. Great George Street. Westminster, S.W on
Wednesday 4th October 1899 at 3.30 o'clock.

Present.

Sir Henry Oakley in the Chair,
Lord Colville of Culross K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore.
Henry Tennant Esq:
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor
and Mr R.O.Graham, Secretary

The Minutes of last Meeting were read and confirmed.

The Engineers Report No 32. was read and ordered to be recorded.

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

Engineers Report

Engineers Report No 32.

To the Chairman & Directors
of the Central London Railway.

Gentlemen.

The whole of the Electrical equipment at the Generating Station has now been delivered with the exception of one Main Engine Shaft. The four Exciting Engines have still to be erected and the Main Engines require their fittings, but the steam pipes are complete and the 16. Boilers have all been tested with satisfactory results, and 9 have been fitted with mechanical stokers. It is hoped that before the end of this month at least 4 Boilers will be under steam. Good progress has been made with the Electric Locomotives. They are all delivered and 22 erected.

The difficulty in obtaining delivery of steelwork has been very great and progress on the station buildings has been much delayed in consequence; it has also prevented the completion of the lift machinery at the Post Office, Chancery Lane, and Marble Arch. At the other stations except Davies Street, the progress is fairly good and at Notting Hill Gate the oak panelling is being fixed to the lift cars. The permanent way has now been laid throughout from Shepherds Bush to the Bank, but 2/3 of the concreting remains to be done. The Contractors are working at this day and night.

At the Bank 2/3 of the Public Subways are tiled and plastered, and it is proposed to open all the staircases except those in front of the Royal Exchange for the use of the Waterloo & City Company some time this month, retaining so much of the public subway as is required for the completion of the Central London Railway Booking Hall and Lifts.

As regards the work still remaining to be done the chief items are the platforms, the staircases, the signalling arrangements, the laying of the cables & 3rd rail, the completion of the sub-stations and the station buildings, and the tiling of Chancery Lane & the Bank. These works are being pushed forward at every available point.

The Ashbury Wagon Company have completed 4 trains of 7 carriages and our inspector reports that a large number of other carriages are in hand at these works and also at the Brush Company works at Loughborough.

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

*Progress of the Work
see folios 246 & 320.*

The Chairman said that as the work of construction generally was behind and serious delay was being caused by the want of the steelwork required for certain stations, the next meeting of the Board should be held in a fortnights time – the 18th inst., – when the Engineers were to report specially upon the progress of the undertaking and to say when the completion of the work may be expected.

Financial Statements

The following Cash Statement was submitted and ordered to be recorded.

Cash Statement at October 2nd 1899.

Receipts on Shares &c. [etc]

£ 2,853,733,, 11,, 4

Expenditure		2,586,049,,14,,8
	<u>Available Balance</u>	£ 267,683,,16,,8
Mansion House Deposit a/c	£ 30,000	
<u>Loans.</u> A Biedermann & Coy	70,000	
J. Mostyn Pritchard & Coy	10,000	
	9,990 2/9	
	[9,990,,2,,9]	
Union Discount Coy	<u>138,925 1/4</u>	258,915,,4,,1
	[138,925,,1,,4]	
		<u>£8,768,,12,,7</u>
	<u>Credit Balance per Pass Book</u>	

*Loans to firms on the Stock Exchange & others

vide folio 21*

The Secretary reported that the following sums, being part of the proceeds of the Call due on September 1st, had been loaned on the Stock Exchange, Sir Ernest Cassel guaranteeing the Company against loss for a Commission of one half per cent:-

Messrs A Biedermann & Coy	£ 70,000
[Messrs] J. Mostyn Pritchard & Coy	£ 20,000

The Company's Bankers have also bought from the Union Discount Company £40,000 English Treasury Bills due January 6th 1900 @ 3% discount, and £100,000 India Government Treasury Bills due December 3rd 1899 at 3¼% discount = £138,925,,1,,4.

Application from National Telephone Company to place cables in the tunnels

The following application from the National Telephone Company asking for permission to place their cables in the Central London Company's tunnels was read:-

National Telephone Company Ltd

3. St Andrew Street E.C
11. August 1899.

To Sir Henry Oakley
16. Great George Street S.W.

Dear Sir

With reference to your letter of the 9th inst. The Company has not at present a license for 25 years as far as London is concerned, and I cannot definitely state that this will be so. Of course our license at present runs to 1911.

I should be prepared to recommend my Company as a maximum to pay you an annual rental of £50 per mile per cable not exceeding 3" diameter, and of course the other items mentioned in your letter.

Yours faithfully
sig. C.B. Clay
Metropolitan Superintndt [Superintendent]

3. St Andrew Street. E.C.
16. August 1899

Dear Sir,

In reply to your letter of the 15th inst., the cables which we should desire to put into your tunnels at once would be two or three from Westbourne Park to Tottenham Court Road, two cables from Tottenham Court Road to Chancery Lane, and four from the Bank to Chancery Lane, and there is little doubt if this wayleave is granted that we shall soon occupy all the space that you propose to give us.

Yours faithfully
sig C.B. Clay
Metropolitan Superintnd [Superintendent]

Sir Benjamin Baker said he had discussed the matter with the Telephone Company's Engineer, and there was no electrical or physical difficulty in the way. The Chairman suggested that the Telephone Company should be allowed to place their cables in the tunnels if satisfactory terms could be arranged; which was approved.

*Balance of deposit with City commissioners

vide folio 49 & 315.*

The Secretary reported that there was a balance of £30,000 still remaining invested in Consols to the order of the City Corporation as a fund for the completion of the Bank Station and Subways. The Chairman stated that the Engineers had certified for work done at the Bank to the extent of £65,083, but owing to the fall in the price of consols he recommended that no steps should be taken at present for the release of any portion of the £30,000, which was agreed to.

Davies Street Station frontage

The following letter approving on behalf of the Duke of Westminster the elevation of Davies Street Station was read and ordered to be recorded.

The Grosvenor Office
Davies Street. W.
19. August 1899.

Dear Sir,

Central London Railway.

In reply to your letter of the 10th inst, which has been laid before the Duke of Westminster's Estate Board Meeting, we are instructed to inform you that under the circumstances which you mention, the Duke of Westminster will have no objection to the elevation of the Station as submitted.

Yours truly
signed Boodle Hatfield & Coy

The Secretary reported that Mr Charles Aldington who was appointed Traffic Superintendent at the last Board Meeting commenced his duties on Monday the 2nd October.

Cheques drawn since last Meeting.

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

Name	Particulars	Loans			Expenditure		
Secretary & Clerks	August Salaries				73	15	
Ashurst Morris & Coy	Deposit – 548 Oxford St				4,500		
[Ashurst Morris & Coy]	[Deposit – 548 Oxford St]				2,700		
Petty Cash	V [-]				10		
Westminster Hotel	Use of Room				2	12	6
A.Biedermann & Coy	Loan	50,000					
Glyn Mills & Coy	Repayment of Loan				100,000		
Electric Traction Coy	On a/c of Contract				37,152	7	9
Glyn Mills & Coy	Repayment of Loan				23,000		

J. Mostyn Pritchard & Coy	Loan	10,000					
[J. Mostyn Pritchard & Coy]	[Loan]	9,990	2	9			
A.Biedermann & Coy	[Loan]	20,000					
Union Discount Coy	[Loan]	138,925	1	4			
Electric Traction Coy	On a/c of Contract				24,314	1	3
[[J.?.B.Lindsay]]	Salary				12	10	
Sir Ernest Cassel	Commission on Guarantee				5	15	1
Lord Rathmore	Call overpaid				9	10	
Stillwell & Coy	[Call overpaid]				6		
M.S. Harter	[Call overpaid]					6	5
Sir Henry Oakley	Direction				604	3	4
Sir Francis Knollys	[Direction]				60	8	4
Lord Colville	[Direction]				60	8	4
Hon: A.H. Mills	[Direction]				60	8	4
Lord Rathmore	[Direction]				60	8	4
Henry Tennant Esq	[Direction]				60	8	4
Secretary & Clerks.	September Salaries				61	5	
		228,915	4	1	192,754	8	
					228,915	4	1
					£421,669	12	1

[A copy of this table at an accessible font size is included at the end of these minutes]

Accounts for payment.

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

Name	Particulars	Amount		
Bircham & Coy	Professional Services	115	13	1

"Transport"	Reporting Meeting	5	15	6
Gt George St. Chamber Coy	Rent &c	119		
Sundry a/c	V [-]	3	5	5
Street & Coy	Advertising	10	13	6
Holborn Vestry – J.W. Ajax [?]	Rates & Taxes	7		3
[Holborn Vestry] - H.A. Mather	[Rates & Taxes]	34	13	11
Hammersmith Vestry	[Rates & Taxes]	2	15	4
Paddington Vestry	[Rates & Taxes]	61	7	2
Farringdon Ward	[Rates & Taxes]	28	18	8
Sir Ernest Cassel	Commission	18	9	10
		£ 407	12	8

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Description	Date of Sealing
J.J. & W.F. Rope	Warrant to Sheriff	8. August
	Share Certificates	22 [August]
	[Share Certificates]	6 September
	[Share Certificates]	14 [September]
	[Share Certificates]	27 [September]

H. Oakley [signed]
Chairman

[Cheques drawn since last meeting - Copy of table included above, reproduced at accessible font size:]

Name	Particulars	Loans		
Secretary & Clerks	August Salaries			
Ashurst Morris & Coy	Deposit – 548 Oxford St			
[Ashurst Morris & Coy]	[Deposit – 548 Oxford St]			

Petty Cash	V [-]			
Westminster Hotel	Use of Room			
A.Biedermann & Coy	Loan	50,000		
Glyn Mills & Coy	Repayment of Loan			
Electric Traction Coy	On a/c of Contract			
Glyn Mills & Coy	Repayment of Loan			
J. Mostyn Pritchard & Coy	Loan	10,000		
[J. Mostyn Pritchard & Coy]	[Loan]	9,990	2	9
A.Biedermann & Coy	[Loan]	20,000		
Union Discount Coy	[Loan]	138,925	1	4
Electric Traction Coy	On a/c of Contract			
[[J.?.B.Lindsay]]	Salary			
Sir Ernest Cassel	Commission on Guarantee			
Lord Rathmore	Call overpaid	9	10	
Stillwell & Coy	[Call overpaid]			
M.S. Harter	[Call overpaid]			
Sir Henry Oakley	Direction			
Sir Francis Knollys	[Direction]			
Lord Colville	[Direction]			
Hon: A.H. Mills	[Direction]			
Lord Rathmore	[Direction]			
Henry Tennant Esq	[Direction]			
Secretary & Clerks.	September Salaries			
		228,915	4	1

Name	Loans			Expenditure		
Secretary & Clerks				73	15	
Ashurst Morris & Coy				4,500		
[Ashurst Morris & Coy]				2,700		
Petty Cash				10		
Westminster Hotel				2	12	6
A.Biedermann & Coy	50,000					

Glyn Mills & Coy				100,000		
Electric Traction Coy				37,152	7	9
Glyn Mills & Coy				23,000		
J. Mostyn Pritchard & Coy	10,000					
[J. Mostyn Pritchard & Coy]	9,990	2	9			
A.Biedermann & Coy	20,000					
Union Discount Coy	138,925	1	4			
Electric Traction Coy				24,314	1	3
[[J.?.B.Lindsay]]				12	10	
Sir Ernest Cassel				5	15	1
Lord Rathmore				9	10	
Stillwell & Coy				6		
M.S. Harter					6	5
Sir Henry Oakley				604	3	4
Sir Francis Knollys				60	8	4
Lord Colville				60	8	4
Hon: A.H. Mills				60	8	4
Lord Rathmore				60	8	4
Henry Tennant Esq				60	8	4
Secretary & Clerks.				61	5	
	228,915	4	1	192,754	8	
				228,915	4	1
				£421,669	12	1

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 Feby [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 excitors 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.

ACC/1297/CLR/01/001/061

Minutes of Meeting

held at 16. Great George Street, Westminster. S.W.,
on Wednesday 1st November 1899 at 3.30 o'clock p.m.

Present

Sir Henry Oakley in the Chair
Lord Colville of Culross K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Henry Tennant Esq
Sir Benjamin Baker, Engineer, Mr Frank Dawes, Solicitor
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and Confirmed.

Engineers Report

The Engineers Report was read and ordered to be recorded.

Engineers Office
2. Queens Square Place S.W.
Nov. 1st 1899.

Engineers Report No. 34.

Gentlemen.

The rate of progress made with the works has been well maintained since our last Report.

The Steelwork, Electric plant &c [etc] is being delivered and erected as anticipated and nothing has occurred so far to necessitate a modification of our estimate as to the probable date of completion.

We are, Gentlemen,
Yours faithfully
Signed Fowler & Baker.

*Agreement with British Thomson Houston Company
vide folio 270.*

The draft of the proposed Working Agreement with the British Thomson Houston Company was discussed and further consideration of it was deferred until the

Engineers were able to report as to the best and most economical way of carrying the agreement in to effect.

Financial Statement

The following Financial Statement was submitted and approved.

Financial Statement at 31. October 1899.

Receipts on Shares &c [etc]		£2,859,879,,10,,4
Expenditure		2,605,016,,5,,11
	Available Balance	£254,863,,4,,5
Less		
Mansion House Deposit Fund	£30,000	
<u>Loans:-</u>		
A. Biederman & Coy	60,000	
[Company]		
J. Mostyn Pritchard & Coy.	19,990,,2,,9	
Union Discount Coy	<u>138,925,,1,,4</u>	<u>248,915,,4,,1</u>
Cash Balance per Pass Book		£5,948,,0,,4
Cash paid to Electric Traction Compy [Company] up to September on account of Contract.		£2,265,272
Debentures Credited but not issued		<u>450,890</u>
		2,716,162
Contract Price		<u>3,114,000</u>
	<u>Balance</u>	<u>£397,838</u>

Documents sealed

The Secretary reported that Share Certificates were sealed on the 25. October, which was approved.

Cheques specially passed for payment

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

Name	Particulars	Amount.
------	-------------	---------

Electric Traction Coy.	Cash portion of Engineers Certificate.	16,544	14	
R. O. Graham	Salary	50		
C. Aldington	[Salary]	50		
Clerks Salaries	[Salary]	23	15	
		<u>£16,668</u>	<u>9</u>	

Accounts for payment.

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

Name	Particulars	Amount.		
Ashurst Morris & Coy	Charges in connection with purchase of 548 Oxford Street	53	12	10
Shannon Ltd	Office Furniture	29	5	
Wyckoff Seamans & Coy	[Office Furniture]	2	1	10
Waterlow & Sons Ltd	Printing & Stationery	13	12	2
Christ Church, Newgate St.	Poor Rate	148	16	
Sir Ernest Cassel	Commision	17	5	2
		<u>£264</u>	<u>13</u>	

Appointment of General Manager.

The Chairman stated that in his opinion the time had arrived when a General Manager should be appointed, and he recommended that Mr. Granville C. Cuningham [Cunningham], M. Inst. C. E., Managing Director of the Birmingham Tramway Company, who had been very successful in the working of tramways in Montreal and Birmingham be appointed to fill the position.

Mr. Cuningham was called in, and having given an account of his previous experience to the Board **It was resolved** that he be appointed General Manager of the Central London Railway at a salary of £2,000 a year, the engagement to be for three years certain.

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/062

Minutes of Meeting

held at 16. Great George Street. Westminster. S.W.,
on Wednesday 22nd November 1899 at 3.30 o'clock.

Present.

Sir Henry Oakley in the Chair,

Lord Colville of Culross K.T.

Lord Rathmore

Henry Tennant

Mr. G.C. Cuningham [Cunningham], General Manager; Basil Mott, Engineer, Frank Dawes, Solicitor & R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers Report was read and ordered to be recorded

Engineers Office
2 Queens Square Place SW.
22. Nov 1899.

Engineers Report No. 34.

To the Chairman & Directors of the Central London Railway.

Gentlemen,

The rate of progress so far as the Station Buildings, Lifts and concreting of the Permanent Way are concerned have been well maintained, but we regret to report that owing to the non-delivery of Steam Pipes from America as advised, the completion of the Electric Plant will be delayed, and it will not be possible to supply current to the line for experimental purposes before the first week in January instead of December 15th as originally estimated.

We are, Gentlemen.
Yours faithfully
Signed Fowler & Baker
B.M.[?]

Financial Statement.

The following Financial Statement was submitted and approved

<u>Financial Statement at 20th May 1899</u>		
Receipts on Shares, Interest &c [etc]		£2,860,131,,16,,10
Expenditure		2,619,241,,12,,0
	Available Balance	£240,890,,4,,10
<u>Less</u>		
Mansion House Deposit	£30,000	
Fund		
Loans. A. Biedermann & Coy: [Company]	45,000	
J. M. Pritchard & Coy	20,000	
Union Discount Coy	138,925,,1,,4	
		<u>233,925,,1,,4</u>
<u>Cash Balance per Pass Book</u>		<u>£6,965,,3,,6</u>
Contract Price		£3,114,000,,0,,0
Cash Paid to Electric Traction Coy. up to October	£2,279,091,,0,,0	
Debentures Credited but not issued	467,775,,0,,0	
		2,746,866,,0,,0
	<u>Balance</u>	<u>£367,134,,0,,0</u>

*Financial Arrangements with the Electric Traction Compy [Company]
vide folio 259*

The Secretary read the following application from the Electric Traction Company for an advance of Cash on the Security of Central London Debentures.

21 Old Broad Street
14 November 1899.

Dear Sir,

Sir Henry Oakley consented some little time ago to advance to the Traction Company such sums of money as they might require on the security of Central London Railway debentures to which they are entitled up to 31. December next. I do not think the Traction Company is likely to require any advance up to that date, but it is necessary that they should arrange their finances for the first three months of 1900. I should therefore be much obliged to you if you would ask Sir

Henry up to what amount he would be willing and able to lend the Traction Company funds, on the security of debentures for the months of January, February and March. I am not able to say what amount would be required, but it looks as if the Company might be able to use up to £130,000 although personally I do not think such a large amount would be necessary.

I am. Yours truly
J. Davidson.

*Traction Coy. Advised 28th December 1899
Vide Inward Letter No. 2968*

The Secretary
Central London Railway.

It was resolved to advance to the Electric Company the sum of £85,000 or such further sums as may be required if the state of the Companys finances permits, on the security of Central London Railway Debentures calculated at par, interest to be paid by the Electric Traction Coy at the Bank of England discount rate current from time to time, the advance to be made in one sum at the mid January settlement, and repayment to be made at the settlement at the commencement of June 1900, or at such earlier period as the first half of the Retention Money belonging to the Electric Traction Company, and now in the hands of the Central London Railways, may fall due.

City & South London Rly [Railway]: name of Station at the Bank

The Secretary drew the attention of the Board to the fact that the City & South London Company had named their station at the corner of Lombard Street and King William Street "Bank Station" without officially informing the Central London Railway.

Cheque Drawn since last meeting

A cheque for £13,819,,2,,4 was drawn in favor [favour] of the Electric Traction Company since last meeting of the Board, and the same was approved.

Accounts for payment

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

Name	Particulars	Amount		
Waterlow & Sons	Printing & Stationery	11	8	4

Sir Ernest Cassel	Commission	20	16	5
W. H. Parnell [?]& W. B. Peal	Audit Fee	25	7	6
Inland Revenue Comsrs [Commissioners]	Income Tax - Shareholders	1,190	8	7
[Inland Revenue Comsrs]	[Income Tax -] Directors	63	7	7
[Inland Revenue Comsrs]	Redemption of Land Tax	378	2	6
Christ Church Parish	Hospital Tithe	33	1	4
St. Giles & St. George Parishes	Poor Rate	51	16	
Hammersmith Parish	[Poor Rate]	<u>83</u>	<u>18</u>	<u>3</u>
		<u>£1,858</u>	<u>6</u>	<u>6</u>

Documents sealed

It was reported that Share Certificates were sealed on November 6th and 17th respectively, which was approved.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/063

Minutes of Meeting

held at 16. Great George Street. Westminster. S. W.
on Wednesday 13th day of December 1899 at 3.30 p.m.

Present.

Sir Henry Oakley in the Chair
Lord Colville of Culross K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore

Mr. Cuningham [Cunningham], General Manager; Mr. Basil Mott, Engineer; Mr Frank Dawes, Solicitor; and Mr. R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*New Offices at 125. High Holborn.

vide folios 165 & 295*

The Secretary reported that Mr. Cuningham and he had inspected a block of offices in a new building at 125 High Holborn, and recommended that negotiations [negotiations] should be commenced with a view to obtaining these rooms for the General Offices of the Company. This was agreed to and the Secretary was instructed to report further at the next meeting of the Board.

Advertising

The question of the spaces on the Companys premises to be devoted to advertising purposes was considered, and it was resolved for the present that only the space in each station tunnel which had been covered with match[?] boarding, and the interior of the lift cars from the dado upwards should be let for advertising purposes. Bookstalls to be allowed on the station platforms and in the Booking Halls in positions to be approved by the Company.

The Secretary was instructed to obtain offers from the firms of Messr W. H. Smith & Son, Messr. Willing and Messr. Partington, for submission to the Board.

Financial Statement.

The following Financial Statement was submitted and approved.

Financial Statement at 12th December 1899.

Receipts on Shares, Interest &c [etc.]		£2,860,356,,14,,9
Expenditure		2,621,332,,2,,7
	<u>Available Balance</u>	239,024,,12,,2
Mansion House Deposit	£30,000	
Fund.		
On deposit at Bank @4%	100,000	
<u>Loans:-</u>		
A Biederman & Coy	45,000	
[Company] @ 5½%		
J. Mostyn Pritchard & Coy @ 5½%	20,000	
Union Discount Coy	<u>38,925,,1,,4</u>	
		<u>233,925,,1,,4</u>
	<u>Credit Balance per Pass Book.</u>	<u>£5,099,,10,,10</u>
Contract Price		3,114,000,,0,,0
Cash Paid to the Electric Traction Company up to October, on account of Contract.		
	£2,279,091	
Debentures Credited but not issued	<u>467,775</u>	
		<u>2,746,866,,0,,0</u>
	<u>Balance</u>	<u>£367,134,,0,,0</u>

Engineers Report.

The Engineers Report was read and ordered to be recorded.

Engineers Office
2. Queens Square Place
13. Dec 1899.

Engineers Report No. 35.

To the Chairman & Directors
of the Central London Railway

Gentlemen,

The rate of progress so far as the concreting of the permanent way is concerned has been improved and the work is slightly in advance of our estimate. The station buildings at Marble Arch and Post Office are a few days behind, but at Chancery Lane and other stations they are in advance of the programme.

The completion of the Electric equipment has progressed fairly well since our last report, and no further delay in the supply of the material has occurred.

As regards the carriages, the delivery promised by the sub-contractors has not been maintained, but the Contractors assure me that every effort is being made to regain the time lost and to deliver the 15 trains by the end of February.

We are, Gentlemen.
Yours faithfully.
sig. Fowler & Baker
pp Basil Mott.

Metal casing for the cables.

The Chairman stated that owing to some misunderstanding, the metal casing for the cables had only just been ordered. by the Electric Traction Company, and it would take about three months before delivery could be obtained.

*Carriages. Letter from Mr Cuningham with reference to non-delivery of carriages by the Ashbury & Brush Carriage Companies.

vide folio 209.*

As regards carriages, Mr. Cuningham reported that Mr. Mott and he had paid a visit to the Ashbury Companys works at Manchester, and that he had written a letter to the Chairman on the subject, which was read as follows:-

16. Great George Street. S.W.
8. December 1899.

To
Sir Henry Oakley.

Dear Sir,

As I think you are aware, I visited the Ashbury Carriage works on Tuesday to see the condition of the cars that they are constructing for us. The position of affairs is briefly as follows:-

They have to supply 17 trains, five trains are practically finished, a sixth is well under way, the seventh is partly laid down, and the eighth has not yet been commenced. This leaves eleven trains to be worked at now.

Sir John Macline [?], whom I saw, told me they would put on all possible force to expedite the construction of the trains and the manager (Mr. Gatwood) assured me that the sixth train would be completed by the end of this year. This is considerably behind the times which they promised to you in the letter they wrote of the 23rd October. This letter stated that the sixth train would be delivered on the eight of December, that is today, whereas they say the end of the year – which probably means the middle of January.

They also promised in that letter that the succeeding trains would be delivered at fortnightly intervals. Candidly I do not see the prospect of this being done. Of course there is a good deal of work upon the iron underframes, the bogie trucks and wheels, which is scattered about in different places, but the assembling of the material together, and the commencement of work on the bodies is in the position that I have shown.

I impressed upon Sir John and the other Directors the necessity of pressing this work forward as our whole life depended on getting the trains promptly, and they promised to use every endeavour, but already the work is far behind what was stated in the letter to you of the 23rd October. Whatever pressure you can bring to bear upon the Company I think it would be advisable to bring, for unless considerably more energy and despatch is shown in the future than has been done in the past we will have to wait long for the fulfilment of the Contract.

I afterwards visited the Brush Company Works at Loughborough, and found things there also in a very backward condition. They have 25 cars to supply and their Works Manager told me that the first train would not be delivered until the end of February. This was such a very unpleasant statement that I took it up with him very strongly with the result that Mr. Scott Russell promised that other work would be dropped and every possible force put on our cars, and that their first train would be delivered by the end of January, the rest of the cars to follow as soon after as possible.

It will doubtless be necessary to bring every possible pressure to bear on both these Companies to try and make them keep up to their promises.

I have gone into the coupling question with both Works and with Mr Mott and Mr Hudleston, and have arranged a modification which will make the coupling much more workable with very little additional work on the cars.

Mr. Mott was to send them drawings of what was required, but there is nothing in this that should in any way delay the construction of the cars.

I am,

Yours faithfully
 sig. Granville C. Cuningham
 General Manager.

*Fares – as to uniform rates.

vide folio 207 & 288*

Mr. Cuningham submitted a memorandum showing the estimated result of the adoption of uniform fares, of 1d (pence) and 2d. A general discussion took place, but the subject was deferred for further consideration.

Documents sealed

The Secretary reported that Share certificates were sealed on 25th November, 4th & 11th December, which was approved.

Cheques drawn since last meeting

The following list of cheques drawn since last Meeting of the Board was submitted and approved.

Name	Particulars	Amount		
G. C. Cuningham	November Salary	83	6	8
R. O. Graham	[November Salary]	50		
C. Aldington	[November Salary]	50		
Clerks Salaries	[November Salary]	23	15	
Petty Cash	V [-]	20		
		<u>£227</u>	<u>1</u>	<u>8</u>

Accounts for payment

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

Name	Particulars	Amount		
Sir Ernest Casel	Commission	13	7	1
Fowler & Baker	Engineering	8,500		
Shannon Ltd.	Office Furniture	28	13	
Street & Coy	Advertising	28	17	
Holborn Vestry - H. O.[?] Mather	Poor Rate	34	13	11
[Holborn Vestry – H.O. [?] Mather]	[Poor Rate]	7		3

Westminster Union – J.W.Afer	[Poor Rate]	67	18	6
		<u>£8,680</u>	<u>9</u>	<u>9</u>

It was also reported that the following loans had been arranged, which were approved.

A. Biederman & Coy	Loan @ 6½%	60,000		
J. Mostyn Prichard & Coy	[Loan @] 6¾ [%]	9,957	16	2
		<u>£69,957</u>	<u>16</u>	<u>2</u>

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/064

Minutes of Meeting

held at 16. Great George Street. Westminster. SW
on Wednesday 17 January 1900 at 3 o'clock pm.

Present.

Sir Henry Oakley in the Chair,
Lord Colville of Culross K.T.
Honble [Honourable] Algernon H. Mills.
Lord Rathmore
Henry Tennant Esq
Mr. G.C. Cuninghame [Cunningham], General Manager;
Mr Basil Mott, Engineer
Mr Frank Dawes, Solicitor
and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and Confirmed.

Engineers Report

The Engineers Report was read and ordered to be recorded

Engineers Office
2. Queen Square Place S.W.
17. January 1900.

Engineers Report No. 36.

To the Chairman & Directors
of the Central London Railway.
Gentlemen,

With the exception of the Sidings and Crossover Road at the Bank Station, the whole of the permanent way is now concreted, the progress made being well in advance of our estimate.

On the station buildings the rate of progress has been improved since our last Report, and with the exception of Davies Street all the roofs are finished and the internal fittings booking offices &c [etc.] are in hand.

The Completion of the Electric plant has made fair progress at the Depot, and it is expected that one of the Main Generating Engines will be ready for trial next week. There has unfortunately been some delay in fixing the 3rd rail owing to defective

insulation. This difficulty has now been got over and the work is being pushed forward but it will not be possible to supply current to the line for experimental purposes before the 2nd week in February.

The Contractors have started to fix the high tension cables in the tunnels and have already completed six miles out of 19 required.

As regards the Carriages, the sub-Contractors are very much behind. Six trains have been delivered but of the three trains promised in January none have been received.

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

The Chairman said he hoped Sir Benjamin Baker would bring all possible pressure to bear on the Contractors to push on the Completion of the work as every days delay meant additional payment of interest and brought the Company nearer to the expiration of its Parliamentary Powers.

*Report on the Working of the line and proposed fares by the General Manager.

Vide folios 285 & 298*

Mr Cuningham submitted the following report on the proposed fares, and the working of the line. He also submitted a Statement showing the estimated receipts per annum on the basis of the proposed fares.

Private & Confidential

Fares and Working of the Railway

Report on Proposed Fares
And Working Arrangements.

To the Directors of the Central London Railway,
My Lords and Gentlemen,

I beg to lay before you the following Report in regard to the fares proposed to be charged upon the Central London Railway.

At our Board Meeting of 13th December, we had a more or less informal talk upon the subject, when a proposition that had been discussed by Sir Henry Oakley and myself was laid before you. After further and more mature consideration, I am now able to put the matter in a more definite shape.

One class of carriage only

In the first place it is proposed that there should be only one class, though upon each train there should be smoking cars, one at each end thereof, and perhaps one car reserved for ladies only.

Uniform fare of 2d [pence]

In regard to the fare to be charged, it is proposed that this should be at a uniform rate of 2d, and (in order to meet the requirements of our Act of 1891 with regard to Workmens trains) that during the early morning hours there should be given a return ticket at the rate of 2d, thus allowing the passenger to travel from any station to any station for 1d. and return in the same way for another 1d.

Workmens trains

It is not quite certain that this giving of the return ticket will absolutely comply with the requirements of the Act. These requirements are that there should be three workmen's trains in the morning, giving the entire journey at one penny and three workmens trains at night at the same rate. What we propose will give 40 trains in the morning between the hours of 5 and 8 a.m., and practically an unlimited number of trains for returning at any time during the day at the same rate.

The only difference between what we propose and what is required by the Act, is that in order that a person may have the benefit of the penny journey he must take a return ticket, so as to get the penny journey back in the day. In order to make it quite clear that we have a right to do this legally as proposed, we shall have to get the sanction of the London County Council; and in order that our rates may not be liable to duty it will be necessary to have an amendment to our Act passed during the present Session of Parliament. Instructions have already been given to the Parliamentary Agent of our Solicitors to apply for leave to introduce this amendment to our Act, and it is expected that permission will be given.

Besides giving the 2d return ticket in the morning, it is the intention that in the early morning hours from 5 to 8 am, the uniform fare should be one penny; but when we apply to the Council for their sanction of the 2d return ticket, it is not the intention to bring forward the uniform penny fare, as it is not deemed desirable that we should, at any rate at the outset, be tied down to this. It will be probably impossible to give penny fares in the evening, without opening the whole system to penny fares, and though possibly this may be the best scheme to adopt ultimately, it is considered wiser not to commence it at the outset, but to use return tickets in the manner described.

Fares collected at turnstiles

It is believed that it may be possible to collect the fares by means of turnstiles, and thus abolish the use of tickets (except the return tickets just mentioned), and a firm of makers of turnstiles in Southwark are now designing a special turnstile for this purpose which will, while recording the number of passengers going through, also record the time at which they pass. An arrangement such as this will greatly simplify the work of collecting fares and it is in the direction of simplification that the arrangements should be chiefly turned.

Further siding accommodation at Shepherds Bush.

With regard to the siding accommodation in the Yard at Shepherds Bush. I think the principle to be followed is that there must be at least sufficient siding room to stand all our cars, without leaving any of them in the tunnel. As arranged at present there is not such room, and if all our cars were delivered we would have to place some of them down in the tunnel, where they would be very awkwardly situated for practical purposes. In the working of this tunnel system I think every provision should be made for easy and efficient handling of the cars and everything should be avoided that will be likely to cramp and hinder the working. For this reason we ought to be able to take all our cars out of the tunnel at night for their proper inspection, cleaning, and overhauling of running gear. The arrangement of sidings at present made only provides standing accommodation for 19 trains. The total number of trains will probably be 24, and there should be accommodation at least for this number and also for additional spare cars. The cost of these additional sidings is very small compared with the enormous sum that has been expended on the whole work; but their construction I look upon as very necessary for the proper working of the system. The interest upon the cost of construction would very soon be saved in reduced working expenses. When running the close and rapid service in the tunnel which will be absolutely required if we are to carry enough passengers to make the system pay, there is no proper opportunity to leave the trains down in the tunnel.

Further Pit accommodation at Depot.

For similar reasons much more extensive pit accommodation should I think be provided in the yard than has been laid out. Owing to the fact that our cars are built very low in order to run in the low tunnel it is impossible to get under the car trucks or to examine the running gear without placing the car over a pit. A brake shoe could not be removed without placing the car over a pit. A brake shoe could not be removed except over a pit. When running cars for 18 or 20 hours a day it is apparent that the time for examination and adjustment is very short; that to be

efficient and rapid it must be made as convenient and as little hampered as possible, while at the same time it is equally apparent that this proper examination is most essential for the cleanly[?] and safe working of the system. There is nothing that is so necessary for the practical success of the system as having the yard laid out so that all the cars may be rapidly and efficiently cleaned, overhauled and repaired each night before going out on the next days work. On such system as it is intended to work in the tunnel, it would be practically impossible to do any of this work in the day time, and proper provision should be made for doing this in the yard at night.

*Overhead Trolley system suggested at the Depot.
vide folio 306*

I should also very strongly recommend that an overhead system should be put in the yard so that the electric locomotives may be able to move the trains and that we may not have to depend upon steam locos. This matter has been gone into and can be practically carried out at a comparatively small cost. The advantage accruing in the simpler and more expeditious working of the yard would be great.

signed Granville C. Cuningham
General Manager.

17. January 1900.

Estimated Train Service and Passengers.

Shepherds Bush to Mansion House.

1 st hour	5 to 6 a.m.	8 trains @ 400 passengers.	3,200
2 nd [hour]	6[-] 7 [a.m.]	14 [trains @ 400 passengers.]	5,600
3 rd [hour]	7[-] 8 [a.m.]	20 [trains @ 400 passengers.]	8,000

Mansion House to Shepherds Bush.

1 st hour	5.20 to 6 a.m.	6 trains @ 250passengers	1,500
2 nd [hour]	6[-] 7 [a.m.]	10 [trains @ 250 passengers]	2,500
3 rd [hour]	7[-] 8 [a.m.]	16 [trains @ 250 passengers]	4,000
		<u>Total first 3 hours.</u>	<u>24,800</u>

Shepherds Bush to Mansion House.

From 8 a.m. to 6 p.m. 10 hours 20 trains per hour
200 trains @ 150 passengers per train. 30,000

Mansion House to Shepherds Bush.

From 8 a.m. to 6 p.m. 10 hours 20 trains per hour
200 trains @ 150 passengers per train. 30,000

Total 8 a.m. to 6 p.m. 60,000

Shepherds Bush to Mansion House

From 6 p.m. to 7.30 pm. 1½ hours 20 trains per hour
30 trains at 300 passengers. 9,000

Mansion House to Shepherds Bush

From 6 p.m. to 7.30 p.m. 1½ hours 20 trains per hour
30 trains @ 400 passengers. 12,000

Total 6 p.m. to 7.30 p.m. 21,000

Shepherds Bush to Mansion House

From 7.30 p.m. to 11.30 p.m. 3½ hours 20 trains per hour
70 trains at 150 passengers. 10,500

Mansion House to Shepherds Bush

From 7.30 p.m. to 11.30 p.m. 3½ hours, 20 trains per hour
70 trains at 150 passengers. 10,500

Shepherds Bush to Mansion House

From 11 p.m. to 12 p.m. 10 trains
10 trains at 150 passengers 1,500

From 12 p.m. to 12.15 am 3 trains
3 trains at 150 passengers 450

Mansion House to Shepherds Bush.

From 11 p.m. to 12 p.m. 14 trains
14 trains at 150 passengers 2,100

From 12 midnight to 1 a.m., 8 trains
8 trains at 150 passengers 1,200

Total 7.30 p.m. to 1 a.m. 26,250

Summary of Passengers & Train Miles.

	Train Miles	Passengers	Receipts in d.
From 5 to 8 a.m.	444	24,800 @ 1 d	24,800
[From] 8 a.m. [to] 6 p.m.	2,400	60,000 @ 2d	120,000
[From] 6 p.m. [to] 7.30 p.m.	360	21,000 @ 1d	21,000
[From] 7.30 [to] 1 a.m.	<u>1050</u>	<u>26,250 @ 2 d</u>	<u>52,500</u>
	<u>4254</u>	<u>132,050</u>	<u>218,300</u>
	or 1,442,106 per annum	or 44,504,950 per annum.	or £910 per diem

Average - 31 passengers per train mile.

(6 cars) average, 5.2 passengers per car mile.

Receipts 1.65d. per passenger.

Receipts 51.3d per train mile

Expenses 24 d. per train mile

Expenses to Receipts 46.78%

Total daily receipts	£910
[Total daily] expenses 4,254 @ 2/- [shillings]	425

<u>Daily net earnings</u>	<u>£485</u>
---------------------------	-------------

Annual net earnings £485 @ 313 days	£151,805
£242 [@] 52 Sundays.	<u>12,740</u>
	<u>£164,545</u>

Total Annual Receipts	£308,755
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[Total Annual] Expenses	<u>144,210</u>
	<u>£164,545</u>

Granville C Cuningham
General Manager

13. December 1899

These documents were ordered to be printed and a copy sent to each Director, and the subject was deferred for further consideration at the next meeting of the Board.

*Proposed Bill in Parliament Session 1900 re Workmens Fares and Trains.
see folio 306.*

The Companys Solicitor submitted the draft Notice of a proposed application to Parliament in the ensuing Session to amend the Central London Railway Act of 1891, with reference to cheap fares and trains for the working classes. It was resolved that the draft notice be approved and that the Company Solicitor be empowered to take such steps as are necessary for carrying out of the objects of the application.

*Half Yearly A/cs. [Accounts]
see folio 252 & 298*

The Secretary submitted the accounts, subject to audit, for the Half-Year ending 31st December 1899, which were approved. The Engineers however desired further time before making their Half Yearly Statement, and the draft report was left for consideration at the next meeting of the Board.

*New Offices at 125 High Holborn
see folio 281*

The Secretary reported that new offices for the Company had been secured at No. 125 High Holborn, & that the Draft Lease which is returnable at 3, 7, 14, or 21 years and which provides that the rent of the premises is to be £650 per annum, with a fine of £75 if the lease is returned at the end of 3 years, was in the hands of the Companys Solicitor for examination. The arrangement was approved subject to the provisions of the lease being approved by the Companys Solicitors.

*Date of Half Yearly Meeting.
see folios 255 & 344.*

It was resolved that the Half Yearly Meeting of the Shareholders be held on Wednesday the 21st day of February 1900 in the Westminster Palace Hotel at 12 o'clock noon.

Directors retiring by rotation

Lord Colville of Culross and Lord Rathmore being the Directors to retire by rotation, intimated their willingness to serve for the year 1900, and offered themselves for reelection.

Traffic Superintendent to visit America

The Chairman stated that Mr. Aldington, the Traffic Superintendent, had been instructed to proceed to America, and to report on the detailed working of the trains on the overhead railways &c [etc.] in New York and Chicago. Mr. Aldington would be away about a month, and it was recommended that the sum of £150 be advanced to him for travelling expenses, which was approved.

Cheques specially passed for payment

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

Name	Particulars	Amount.		
G. C. Cuningham	December salary &c	171	10	4
R.O. Graham	[December salary &c]	50		
C. Aldington.	[December salary &c]	50		
Salaries of Clerks	[December salary &c]	23	15	
Sir Henry Oakley	Direction	604	3	4
Lord Colville of Culross	[Direction]	60	8	4
Sir Francis Knollys	[Direction]	60	8	4
Hon: Algernon H Mills	[Direction]	60	8	4
Lord Rathmore	[Direction]	60	8	4
Henry Tennant Esq.	[Direction]	60	8	4
Petty Cash	V[-]	20		
Sir Ernest Cassel	Commission	27	14	9
Ashurst Morris & Coy [Company]	re 548 Oxford Street	<u>57</u>	<u>18</u>	<u>5</u>
		<u>£1,307</u>	<u>3</u>	<u>6</u>

Loan.

Loans.

Electric Traction Coy. Advance against Debentures. £85,000

Accounts for payment.

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

Sundry Accounts	V [-]	3	18	1
Waterlow & Sons	Stationery &c	6		5
Marylebone Vestry	Poor Rates	79	19	3
Great George St. Chambers Coy.	Rent	122	14	6
Remington Scholes Synd. [Syndicate]	Typewriter	17	19	8
Mead Burt & Coy.	Printing	10	3	
T. E. Way.	Interest Warrant	5	16	
J. Kitchin	[Interest Warrant]	1	9	
Sir E. Cassel	Commission	<u>24</u>		<u>10</u>
		<u>£272</u>		<u>9</u>

Documents sealed

The Secretary reported that Share Certificates were sealed on December 21st 1899 and on January 1st, 12th and 15th 1900; also that the duplicate conveyance of Lord Portmans interest in No. 548 Oxford Street was sealed on January 5th & resealed on January 9th ; which was approved.

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/065

Minutes of Meeting

held at 16. Great George Street. Westminster. S.W on
Wednesday 7th February 1900 at 3 o'clock. p.m.

Present.

Sir Henry Oakley in the Chair,

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Lord Rathmore

Hon: Algernon H. Mills

Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor,

Mr. G.C Cuninghams [Cunningham], General Manager & Mr R.O. Graham, Secretary,

The Minutes of last Meeting were read and confirmed.

*Half Yearly Accounts.

vide folio 294 & 334*

The Secretary submitted the Draft Report of the Directors for the Half Year ending 31. December 1899, which as revised was approved and ordered to be printed and circulated among the Shareholders.

*Report on the Working of the Line &c [etc]

vide folio 288 & 310*

Mr Cuninghams Report on the working of the line and the Fares suggested to be charged was further considered, and it was resolved that the Report should be generally approved, with the modification that Workmen &c should be accepted at 1d [penny] single fare & 2d return at any station up to 7.30 a.m. instead of 8 a.m. It was also recommended, as an experiment, that a car should be set apart for ladies only, if it should be found convenient to do so.

The draft Bill which the Company are promoting in the ensuing Session for the purpose of amending the Central London Act of 1891 with reference to Cheap Fares for the Working Classes was approved subject to such alterations as the Chairman may deem necessary.

Cheques specially passed for payment.

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

Name	Particulars	Amount.		
C. Aldington	Journey to America - Expenses	50		
Electric Traction Coy. [Company]	a/c of Contract	16,160	5	7
G. C. Cuningham	Salary	166	13	4
R. O. Graham	[Salary]	50		
C. Aldington	[Salary]	50		
Salaries of Clerks	[Salary]	25		
Petty Cash	V[-]	20		
		<u>£16,521</u>	<u>18</u>	<u>11</u>

Accounts for payment

The following accounts for payments were submitted and ordered to be paid

Name	Particulars	Amount		
Waterlow & Sons	Stationery	22	8	
St. Georges Vestry	Rates	353	8	
J. [P.?]S. King & Coy.	Stationery	2	8	
Christ Church Vestry	Rates	8	5	4
Sir Ernest Cassel	Commission	6	15	4
[Sir Ernest Cassel]	[Commission]	7	5	9
Paddington Vestry	Rates	29	17	
		<u>£430</u>	<u>7</u>	<u>5</u>

Documents sealed.

The Secretary reported that Share Certificates were sealed on January 23rd and 30th respectively, which was approved.

H. Oakley [signed]
Chairman

Minutes of Meeting

Held at 16 Great George Street, Westminster, SW. at the conclusion of the Half Yearly Meeting on Wednesday, February 21st 1900.

Present.

Sir Henry Oakley,
Lord Colville of Culross K.T.
Sir Francis Knollys K.C.B. K.C.M.G.
Hon: Algernon H. Mills
Lord Rathmore.

Mr. G.C. Cuninghame [Cunningham], General Manager; & Mr. R.O. Graham,
Secretary

*Re-election of Chairman

vide fol [folio]: 218*

It was proposed by Lord Rathmore

Seconded by Lord Colville of Culross and resolved that Sir Henry Oakley be and he is hereby elected Chairman of the Central London Railway for the current year.

Sir Henry having taken the Chair, the minutes of the last meeting were read and confirmed.

Financial Statement

The following Financial Statement was submitted and approved.

Financial Statement to February 17th 1900.

<u>Receipts</u> to December 31. 1899	£2,849,980	
Add. Outstanding Call paid	<u>20</u>	£2,850,000
Expenditure to December 31 1899	3,167,884,,7,,0	
<u>Less.</u> Debentures credited to Traction Coy [Company]	<u>488,165,,00,,00</u>	
	2,679,719,,7,,00	
Add Further Expenditure to date	<u>27,105,,19,,02</u>	<u>£2,706,825,,06,,02</u>
		£143,174,,13,,10
Mansion House Deposit	£30,000	
Fund		
Loans to Stockbroker	26,000	

[Loans to] Traction Coy [Company]	85,000	144,000,00,00
	<u>Credit Balance</u>	<u>£2,174,13,10</u>
Contract Price		£3,114,000.
Cash paid to Electric Traction Company up to January 1900	£2,311,938	
Debentures credited	<u>507,995</u>	<u>2,819,933</u>
	<u>Balance</u>	<u>£294,067</u>

Working Capital

The following Statement showing the balance available for Working Capital was also submitted and ordered to be recorded.

<u>Liabilities</u> at February 14. 1900		<u>Assets</u> at February 14. 1900.	
<u>Balance of Contract</u> Including Retention Fund Contract	£3,114,000	<u>Cash available:-</u> A. Biedermann & Coy	£12,000
Amount paid in Cash	£2,335,446	J.M Pritchard & Coy	26,000
L.[?] Debentures Credited	<u>507,995</u>	Loan to Traction Coy	85,000
	<u>2,843,441</u>	Mansion House	30,000
		Consols	
		<u>Balance of Debentures</u>	
		not yet credited	
		Electric Traction Coy	
	£270,559		£672,000
Engineering - balance	13,000	<u>Less</u>	<u>508,000</u>
Direction & General Charges – Half Year	3,000		164,000
Interest Half Year to June '1900	42,750	Central Companys Debentures	
Contingencies	100,000		£228,000
		Less 1/3 of additional Interest £75,000	
<u>Balance</u>	141,691	<u>25,000</u>	
			£203,000

Add premium of 25%

51,000

254,000

£571,000

£571,000

*M.P's to back the Central London Bill

vide folio 215*

The Secretary reported that Sir Reginald Hanson Bart., and the Honorable Alban Gibbs had kindly consented to allow their names to appear on the back of the Central London Company Bill of the current Session.

Cheques specially passed for payment

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

Name	Particulars	Amount		
Paddington Vestry	Rates.	1	13	2
Alfred von Neufville	Lost Interest Warrant	21	15	
Electric Traction Coy:	On a/c [account] of Contract.	<u>15,074</u>	<u>10</u>	<u>1</u>
		<u>£15,097</u>	<u>18</u>	<u>3</u>

Documents sealed

The following list of documents sealed since last meeting of the Board was submitted and approved.

Name	Particulars	Date of Sealing
V[-]	Share Certificate	8 February
Central London Bill 1900.	Petition for leave to deposit Bill	14 [February]
Montague Burgoyne	Warrant to sheriff to summon a jury	19 [February]
V[-]	Share Certificate	20 [February]

H Oakley [signed]

Chairman

ACC/1297/CLR/01/001/067

Minutes of Meeting

held at 16 Great George Street. Westminster S.W., on Wednesday March 7th 1900
at 4 o'clock p.m.

Present

Sir Henry Oakley in the Chair

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon. Algernon H. Mills.

Lord Rathmore

Henry Tennant Esq.

Sir Benjamin Baker, Engineer; Mr G.C. Cunningham, General Manager; Mr. Herd,
Solicitor, for Mr. Dawes; and Mr. R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers Report No. 37 was read and ordered to be recorded.

Engineers Office
2. Queen Annes Mansion
7. March 1900.

Engineers Report No. 37.

To the Chairman and Directors
of the Central London Railway.

Gentlemen,

We are glad to report that several trial runs have been made from Shepherds Bush to Notting Hill Gate with an electric locomotive and two Carriages with very satisfactory results. The Main Generating Engines in the Depot and the transformers in the sub-station at Notting Hill Gate worked well and so far no fault of any kind has developed in the plant. The permanent way proved satisfactory and the running of the carriages was good. The Contractors hope to be able to run from Shepherds Bush to the Bank on the Down Road in another fortnight.

Considerable progress has been made with the lifts and they will be ready for testing at Shepherds Bush next week.

As regards carriages, 70 have now arrived at the Depot, but the sub-contractors are much behind the deliveries promised.

The Station Buildings are being pushed forward, but their final completion depends upon the progress made with the Lifts.

We are, Gentlemen
Yours faithfully
signed. Fowler & Baker

*Coal Supply
see folio 320.*

The question of the supply of Fuel for the Power House was considered, and it was decided that enquiries should be made at once as to the price of coal, and the matter reported upon at an early meeting of the Board.

Tenders for Advertising

The Secretary submitted a list of Tenders for the advertising and bookstall privileges at the Central London Stations, and it was resolved that the tender of Messrs Willing & Company be accepted as follows, subject to a satisfactory agreement being completed.

Messrs Willing & Company Ltd.

366. Grays Inn Road. W.C.
9. March 1900.

Dear Sir,

With reference to the writers interview with you yesterday, I am instructed by my Directors to amend our offer of the 22nd December 1899 for the right of advertising &c [etc] on the Central London Railway as follows :-

55% on the gross receipts derived from all advertisements.

10% on the gross takings of the Bookstalls at your [?] Bank Station

5% on the gross takings at all the other bookstalls with a minimum rental of £2,100.

Yours faithfully
for Willing & Company Ltd.
W. J. Spooner. Secretary

Tenders for placing Automatic Machines.

The consideration of the Tenders for the placing of Automatic machines at the various stations was deferred until after the opening of the line for public traffic.

Shoeblack Chairs at Stations

The Secretary read an application from Lord Kinnaird asking for permission to place Shoeblack Chairs in the Booking Halls of the Companys Stations. It was resolved that this application should be declined for the present; Lord Kinnaird to be informed that it will be considered after the line has been opened for traffic, and it is demonstrated that there is room in the booking halls for the chairs.

*Central London Bill 1900.

vide folio 294 & 326*

The Secretary reported that the Central London Bill of this Session had passed the Standing Orders Committee of the House of Commons without opposition.

*Overhead Working of Depot.

vide folio 292 & 324*

The Chairman reported that the British Thomson Houston Company had submitted a scheme of Overhead Construction for the purpose of shunting and working the trains in the Yard at Shepherds Bush.

The scheme was approved, and it was agreed to expend a sum not exceeding £6,000 on the work, the Electric Traction Company to have the option of taking the Contract at a reasonable figure to be arranged.

*Secretarys Salary

Vide folio 143 and 237*

It was resolved that the salary of the Secretary be increased to £700 per annum as from 1st January 1900.

Cheques specially passed

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

Name	Particulars	Amount.		
Salaries of Clerks	February Salaries	26	5	
G. Cunningham	[February Salaries]	166	13	4
R.O. Graham	[February Salaries]	50		
C. Aldington	[February Salaries]	50		
		£292	18	4

Accounts for payment

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

Name	Particulars	Amount.		
"Transport."	Report of Meeting	5	5	
Westminster Palace Hotel	Use of Room	2	12	6
Waterlow & Sons	Stationery	9	12	8
S. George, Hanover Square	Land Tax	6	6	
St James, Westminster	Poor Rate	453	15	
W.H. Parnell	Audit Fee	12	13	9
W.B. Peat	[Audit Fee]	12	13	9
Electric Traction Coy [Company]	Proportion of amt. [amount] received from Waterloo Coy.	782	5	
Income Tax Commissioners [?]	Income Tax deducted from Shareholders	1424		7
		£2709	4	3

Documents sealed.

The Secretary reported that Share Certificates were sealed on March 7th, which was approved.

Colville [?] [signed]
Chairman

ACC/1297/CLR/01/001/068

Minutes of Meeting

held at 16, Great George Street. Westminster. S.W on Friday 30th March 1900 at 2 o'clock.

Present.

Lord Colville of Culrose K.T., in the Chair

Sir Francis Knollys K.C.B., K.C.M.G.

Hon. Algernon H. Mills.

Sir Benjamin Baker, Engineer; Mr G.C Cunningham, General Manager

Mr Frank Dawes, Solicitor and Mr. R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report

The Engineers Report was submitted and ordered to be recorded.

Engineers Office
2, Queens Square Place SW
30. Mar 1900

Engineers Report No. 38

To the Chairman & Directors
of the Central London Railway

Gentlemen,

Since our last report, satisfactory trial runs have been made from Shepherds Bush to the Bank Station on the Down line. The Sub-station at Notting Hill Gate is now complete, both rotary transformers have been tried and work well. The sub-stations at Marble Arch and Post Office have also made good progress

One of the electric lifts is now in working order at Shepherds Bush and the work on the lifts at the other stations is well advanced except at Marble Arch and Post Office which are behind hand owing to the additional work caused by the sub-stations.

As regards carriages, 11 trains have now been delivered and four more are expected by the end of April.

We are, Gentlemen
Yours faithfully

Signed Fowler & Baker

Financial Statement

The following Financial Statement was submitted and approved.

Financial Statement to March 29. 1900

Receipts to February 17. 1900.	£2,850,000
Expenditure to Feb 17. 1900 per previous Statement £2,706,825,,6,,2	
<u>Add</u> Further Expenditure 23,065,,17,,0	2,729,891,,3,,2
<u>Balance</u>	£120,108,,16,,10
<u>Less</u>	
Mansion House Deposit Fund. £30,000	
Loan to Traction Coy: [Company] 85,000	115,000,,0,,0
<u>Credit Balance as per Pass Book.</u>	£5,108,,16,,10
Contract Price £3,114,000	
Cash paid to Traction Coy: to February 1900. £2,331,577	
Debentures Credited <u>531,995</u>	
	<u>2863,572</u>
<u>Balance</u>	= <u>£250,428</u>

*Fares Question

vide folio 298. & 316.*

The question of the Fare or Fares to be Charged on the Central London Railway was postponed until the next meeting of the Board.

Appointment of Accountant

It was resolved that Mr. Sam Benton Critchley, the Accountant and Assistant Secretary of the Mersey Railway, be and he is hereby appointed Accountant of the Central London Railway Company as from 1st May 1900 at a salary of £350 per annum.

Cheques drawn since last Meeting

A cheque amounting to £19,638,, 14,,0 in favour of the Electric Traction Company was drawn since last meeting of the Board to meet the Cash portion of the Engineers Certificate for work done during February, and the same was approved.

Accounts for payment

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

Name	Particulars	Amount.		
Farringdon Ward Within	Police Rate	24	16	
Holborn Vestries	Poor Rate	7		3
[Holborn Vestries]	[Poor Rate]	34	13	11
Sir E Cassel	Commission	11	15	1
G. Street & Coy	Advertising	3	5	
G.C. Cunningham	Salary	166	13	4
R.O. Graham	[Salary]	75		
C. Aldington	[Salary]	50		
Salaries of Clerks	[Salary]	27	1	8
Sir Henry Oakley	Director - Chairman	604	3	4
Lord Colville of Culross	[Director]	60	8	4
Sir Francis Knollys	[Director]	60	8	4
Hon A.H. Mills	[Director]	60	8	4
Lord Rathmore	[Director]	60	8	4
Henry Tennant Esq:	[Director]	60	8	4
		£1306	10	3

Documents sealed

It was reported that Share Certificates were sealed on March 7th, 14th, 21st & 28th respectively; also an agreement with Mr G.C. Cunningham [Cunningham] in regard to his appointment as General Manager; and an agreement with Mr T. Phelps for the lease of 125, High Holborn, and a warrant to summon a jury in the case of Henry C. Warry, which were all approved.

It was arranged that the next meeting of the Board should be on Wednesday the 25th April 1900 at

3 o'clock pm, and the Secretary intimated that it would take place at the new offices of the Company, 125 High Holborn.

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/069

Minutes of Meeting

held at 125. High Holborn W.C. on Wednesday 25. April 1900 at 3.0 o'clock. p.m.

Present.

Sir Henry Oakley in the Chair.

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon. Algernon H. Mills

Lord Rathmore

Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;

Mr. G.C. Cunningham, General Manager and Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

The Engineers Report was read and ordered to be recorded.

Engineers Office
2, Queens Square Place. S.W.
25. April 1900.

Engineers Report

Engineers Report No 39.

To the Chairman and Directors of the Central London Railway.

Gentlemen

Satisfactory progress has been made with the electric equipment since our last report. The bonding[?] of the nails is complete and the sub-stations at Marble Arch and Post Office Stations will be finished by the end of next week.

The Lifts have been working successfully at Shepherds Bush, Holland Park, Queens Road and Lancaster Gate Stations

The lift cars are erected at all stations except Bond Street and Post Office.

There is a considerable amount of work remaining to be done on the Station buildings, especially at Marble Arch Bond Street, and Post Office where the work has been delayed on account of the sub-stations and lifts. There has also been a considerable difficulty in obtaining plasterers which has delayed the tiling.

Thirteen trains have now been delivered and another is promised for the end of this week.

We are, Gentlemen
Yours faithfully
signed. Fowler and Baker.

The Chairman drew the attention of Sir Benjamin Baker to the fact that Parliamentary Powers expired on the 28th day of June next, and every days delay after that date meant serious financial loss to the Company. Sir Benjamin said everything essential was progressing and work was proceeding both by day and night.

Additional work on Station Buildings &c [etc]

The following letter from Sir Richard Farrant to Sir Benjamin Baker was read.

Electric Traction Coy [Company] Ltd
16. Great George Street. S.W.
24. April 1900

Dear Sir Benjamin,

With reference to the expenditure on Station Buildings. I am now preparing detailed figures which will be ready shortly as a basis for arriving at the extra cost of the works, beyond the works contemplated in the Contract.

In the meantime however, as you have now certified for the cost set aside for the station buildings under the Contract viz £60,000, I shall be glad if you will ask the Railway Company to give the necessary authority to certify some further amount in respect of these extra works. I would suggest £30,000 pending the settlement of the actual amount.

Yours faithfully
signed Richard Farrant.

It was resolved that the Engineers should be instructed to certify for an amount not exceeding £25,000 on account, for additional expenditure on the station buildings, beyond that set aside for the purpose under the Contract.

Financial Statement.

The following Financial Statement was submitted and approved.

Financial Statement to 24th April 1900.

Receipts.		£2,850,000
<u>Expenditure</u> as per previous Statement.	£2,729,891,,3,,2	
Add further Expenditure.	1,334,4,,0	
		<u>2,731,225,,7,,2</u>
	<u>Balance</u>	118,774,,12,,10
<u>Less</u>		
Mansion House Deposit Fund.	£30,000	
Loan to Traction Coy [Company].	<u>85,000</u>	115,000
<u>Credit Balance per[?] Bankers</u>		
<u>Pass Book</u>	<u>£3,774,,12,,10</u>	

Contract Price	£3,114,000
Cash Paid to Traction Coy to March 1900	£2,331,577
Debentures Credited	<u>531,995</u>
	<u>£2,863,582</u>
Balance	<u>£250,428</u>

*Mansion House Deposit
See folio 265*

The Secretary reported that the City Corporation had authorised the release of £20,000 from the Mansion House Deposit Fund, and Consols to that amount had been sold by the Companys brokers, leaving a balance of £10,000 still standing to the order of the City Corporation.

*Fares question
See Folio 310.*

The Chairman said he had very carefully considered the important question of the Fares to the [be?] charged on the Central London Railway, and he recommended the Board to adopt a uniform fare of 2d as a basis upon which to commence operations.

It was resolved that return tickets at 2d should be issued between 5 a.m. and 7.30 a.m, the return half being available from any station after 7.30 a.m.

Ordinary single journey tickets at a fare of 2d to be issued from 7.30 a.m. to the close of business; these tickets being available to or from any station. Books of tickets to be sold, but no season tickets to be issued to commence with.

Cheque specially drawn.

The Secretary reported that a cheque for Petty Cash amounting to £20 had been drawn since last meeting of the Board, which was approved.

Accounts for payment.

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

Name	Particulars	Amount		
Sundries.	Gas Coy: A.W. Brown: T.S. King	4	19	4
Portman Estate	Rent. 548.Oxford St.	3	7	8
Great George St. Chambers	[Rent] 16. Gt.George St.	123	19	
Mead Burt & Coy	Stationery	8	10	6
Income Tax Commissioners	Income Tax	63	7	7
St. Georges & St. Giles Parishes	Poor Rate	49	6	8
Christ Church Parish	Poor Rate &c	181	17	4
Hammersmith Parish	Tithe Rent.	2	14	3
Waterlow and Sons	Stationery.	11	13	3
Electric Traction Coy:	Additional Works.	2,000		
[Electric traction Coy:]	Cash portion of Engineers Certificate – to be paid 4 May	6,750		
		£9,199	15	7

Documents sealed.

The Secretary also reported that Share Certificates were sealed on April 10th and 23rd respectively, which was approved

H. Oakley [signed]

Chairman

ACC/1297/CLR/01/001/070

Minutes of Meeting

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

Present

Sir Henry Oakley in the Chair.

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon: Algernon H. Mills

Lord Rathmore

Henry Tennant Esq

Mr. G.C. Cuninghame [Cunningham], General Manager; Mr Frank Dawes, Solicitor;
Sir Benjamin Baker, Engineer; and Mr Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report

The Engineers Report was read and ordered to be recorded.

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

Engineers Report No 40.

To the Chairman & Directors of the Central London Railway.

Gentlemen,

Since Monday the 14th a train of seven coaches has been running during the day from Shepherds Bush to Queens Road for the purpose of testing all the Locomotives 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 Shepherds Bush Crossover Road, no failure has occurred.

The 3rd rail is fixed and bonded throughout the line except at the Crossover Roads 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 Shepherds 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 and should be ready early in June.

Of the Station Buildings;- Shepherds 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 tiling still remains to be done, but will be finished by the end of this month. The Marble Arch, Bond Street and Post 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-station at Marble Arch and Post 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, 150 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
Sig [Signed] Fowler & Baker.

*Progress of Works

see folio 262.*

The Chairman reported that on Friday last he had in conjunction with Mr Cuninghame [Cunningham] and the Engineers 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 lift 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 train

Mr Cuningham [Cunningham] reported that a train had been running experimentally between Shepherds Bush and Queens Road with satisfactory results up to the present.

*Coal supply

see folio 305.*

The question of the supply of Coal for the Power Station was considered, and the Chairman recommended that a months 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 1900

Receipts		£2,850,000
Expenditure as per previous Statement	£2,731,225,,7,,2	
Add Further Expenditure	<u>9869,,3,,2</u>	
		<u>2,740,914,,10,,4</u>
	<u>Balance</u>	£109,085,,9,,8
<u>Less</u> Mansion House Deposit Fund	£10,000	
Loan to Traction Company.	<u>85,000</u>	95,000,,0,,0
	<u>Credit Balance as per Pass Book</u>	[£]14,085,,9,,8

Contract Price		£3,114,000
Cash Paid to Traction Company to April 1900	£2,353,401	

Debentures Credited	<u>558,665</u>	<u>*2,912,066</u>
	<u>Balance</u>	<u>£201,934</u>

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

Additional Work at Depot £2000

Cheques Specially passed for payment

The following cheques were specially passed for payment since last meeting of the Board viz

[Bircham & Coy. [Company]	Parliamentary Expense	£200 and
[Bircham] & Coy.]	Solicitors Fee	£3,,3,,0

which were approved.

Accounts for payment

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

Name	Particulars	Amount.		
A. Jones	Housekeepers A/c	6	13	2
Chatwood Lock Coy	Removing Safe to Holborn	14	14	
G. Street & Coy	Reporting Meeting	26	5	
National Telephone Coy	General Managers Telephone	11		
Hammersmith Vestry	Poor Rate	87	18	2
Corporation of London.	Consolidated Rate	124		
Paddington Vestry	Poor Rate	29	17	
Montreal S. Rly Coy.	Ticket Cancelling Box	26	7	9
Electric Traction Coy.	Rents received by C.L.R.	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
V [-]	Share Certificates	30 April.
Duke of Bedford	Agreement as to repair of property	[30 April]
[Duke of Bedford]	Share Certificates	8. May
London & North Western Rly & Great Western Railway	Agreement of siding at Shepherds Bush	[8. May]

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/071

Minutes of Meeting

held at 125, High Holborn, W.C. on Thursday
31st May 1900 at 3 o'clock p.m.

Present.

Sir Henry Oakley in the Chair.

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon: Algernon H. Mills.

Lord Rathmore.

Sir Benjamin Baker, Engineer; Mr. Granville C. Cuninghame [Cunningham], General
Manager; and Mr. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report

The Engineers Report was read and ordered to be recorded

Engineers Office
2. Queen Square Place. SW.
May 31. 1900.

Engineers Report No 41.

To the Chairman and Directors
of the Central London Railway.

Gentlemen,

The trial train has been running daily from Shepherds Bush to Queens Road since our last Report. About 130 round trips have been made, and with the exception of a short circuit in the train lighting cable no failure has occurred and no further trouble has been experienced with the collecting shoe.

The signal levers have been fixed, and the mechanical locking completed at all stations. The electric locking is necessarily last and is somewhat behind but work will as far as possible be carried out continuously throughout the Whitsuntide Holidays, in order that the line may be ready from Shepherds Bush to the Bank for experimental running, on Wednesday June 6th.

Twenty five lifts are now complete and have been working. Some trouble has been experienced with the small resistances in the motor field coils, but larger ones obtained in this country are being put in, and the Contractors are confident that there will be no delay from this cause.

Better progress has been made with the completion of the Station Buildings, and the tiling at Marble Arch and General Post Office which was much behind is now half finished and the Booking Offices are being fitted up.

The British Thomson Houston Company have kept up to their estimated time for the practical completion of the Marble Arch and Post Office Sub Stations and the rotary converters have been at work this weekend at both places.

84 carriages have been delivered by the Ashbury and 12 by the Brush Company or sufficient for 16 trains of 6 carriages. Another train of 7 coaches should leave Ashburys on Saturday.

We are, Gentlemen
Yours faithfully
signed, Fowler and Baker.

*Overhead Work at the Depot

See folio 306.*

The Tender of Messrs Blackwell & Coy [Company] Ltd, for the construction of an Overhead Trolley System at Shepherds Bush Depot, amounting to £6,054 was submitted, and after consideration accepted by the Board.

Financial Statement

The following Financial Statement was submitted and approved.

Financial Statement at 29th May 1900

Receipts		£2,850,000
Expenditure as per previous Statement	£2,740,914,,10,,4	
Add Further Expenditure	<u>484,,8,,5</u>	
		<u>£2,741,398,,18,,9</u>
	Credit Balance	£108,601,,1,,3
<u>Less.</u>		
Mansion House Deposit Fund	£10,000	
Loan to Traction Coy.	<u>85,000</u>	95,000

Balance as per Bankers Pass Book £13,601,1,3

Contract Price		£3,114,000
Cash Paid to	£2353,401	
Traction Coy.		
Debentures	<u>558,665</u>	2,912,066
Credited		
<u>Balance</u>		<u>£201,934</u>
Additional Works at Depot		£2,000

Directors and other Passes

The question of passes for the Directors was considered. The Chairman said as the fare was so low, he did not consider it necessary to issue General Passes, and he recommended that books of Complimentary tickets would serve the same purpose. It was also arranged that books of Residential Tickets should be sold at the rate obtaining on other Companies lines, and that arrangements for the interchange of privilege tickets with other Companies should be looked into.

*Bill in Parliament

see Folio 306*

The Secretary reported that the Central London Bill in Parliament had passed both Houses unopposed, and was now awaiting the Royal Assent.

Cheque specially passed for payment

The Secretary reported that a cheque for £20,8,3 in payment of Wages had been drawn since last meeting of the Board, which was approved.

Accounts for payment

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

Name	Particulars	Amount.		
Salaries and Wages	Salaries of Officers for month to 31 May	315		4
[Salaries and Wages]	Salaries of staff. - Secretary	26	13	4
[Salaries and Wages]	[Salaries of Staff]. - Traffic Superint [Superintendent]	19	3	4
Petty Cash	Traffic Office	10		

C. Aldington	Drivers Wages etc	32	3	
Holborn Vestry	Poor Rate	7		3
Electric Traction Coy	Additional Works.	1,600		
S. Trenner & Son	Lettering doors.	6		
D. Hulett & Coy	Fixing Gas Fire	3	4	9
Marylebone Vestry	Poor Rate.	90	6	4
Hampton & Sons	Removing furniture	3	5	
		£2,112	16	4

Documents sealed

The Secretary reported that Share Certificates were sealed on May 22nd and 26th respectively which was approved.

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/072

Minutes of Meeting

held at 125, High Holborn, London. W.C.
on Wednesday 13th June 1900 at 3.30 p.m.

Present

Sir Henry Oakley in the Chair,
Lord Colville of Culross. K.T.
Sir Francis Knollys. K.C.B., K.C.M.G.
Hon: Algernon H. Mills.
Lord Rathmore
Henry Tennant Esq.
Sir Benjamin Baker, Engineer; Mr Frank Dawes, Solicitor;
Mr. G.C. Cuninghame [Cunningham], General
Manager, and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

Engineers Report.

The Engineers Report was read and ordered to be recorded.

Engineers Office
2, Queen Anne Place S.W.
12 June 1900

Engineers Report No 42.

To the Chairman and Directors of the Central London Railway.

Gentlemen,

Trains have been running from Shepherds Bush to the Bank since June 6th and have completed 1120 train miles without failure of any kind.

The rotary converters have been working together at all three substations satisfactorily. We have been anxious for a long time to test the running of the three substations in parallel as it was more or less experimental. The rotaries themselves contain certain special features which have not been

tried before and were designed to overcome difficulties experienced elsewhere, and it is satisfactory to find that the results so far have been very good and that no trouble has arisen.

The Signal Cabins, Levers and Frames are erected and fixed throughout and the mechanical signalling is practically complete. The electric locking apparatus have been fixed at 9 stations and should be finished before the 20th inst.

Thirty six lifts have now been worked and adjusted, and twelve of the larger resistances for the field coils have been delivered and tested with satisfactory results.

The improved progress on the station buildings has been maintained and with the exception of the asphalt floors and some tiling at the Bank, General Post Office, Davies Street, and Marble Arch Stations, very little remains to be done.

103 Carriages have now been delivered or sufficient for 17 trains for 6 coaches and another train of 7 coaches will be delivered on Saturday.

We are, Gentlemen
Yours faithfully
signed Fowler & Baker.

Notice to Board of Trade re opening of line

The Secretary was instructed to give the usual 10 days notice to the Board of Trade as from 17th June 1900, in regard to the official inspection of the line.

Financial Statement

The following Financial Statement was submitted and approved.

Financial Statement at 11 June 1900

Receipts		£2,850,000
Expenditure as per previous statement	£2,741,398,,18,,9	
Add Further Expenditure	<u>2,104,,3,,10</u>	<u>2743,503,,12,,7</u>
		£106,496,,17,,5
 <u>Less</u> Mansion House Deposit	 £10,000	

Loan to Traction Coy [Company]		<u>85,000</u>	<u>95,000,,0,,0</u>
		<u>Credit Balance as per Pass Book</u>	<u>£11,496,,17,,5</u>
Contract Price		£3,114,000	
Cash Paid to Traction Coy to April 1900	£2,353,401		
Debentures Credited	<u>558,665</u>		
		<u>2912,066</u>	
		<u>£201,934</u>	
<u>Additional Works at Depot</u>		<u>£3,600</u>	

*Arrangements for opening Ceremony
see folio 332*

It was arranged that the Members of the Board should receive the Prince of Wales at the Bank Station at 3.45 p.m. on Wednesday the 27th June. The party will at once proceed to Shepherds Bush by train stopping at one station only on [en] route. The guests not included in the party accompanying the Prince of Wales will travel by the train leaving about 3.15. p.m. Light refreshments to be provided at Shepherds Bush, and return train to be run at the Conclusion of the Ceremony. These arrangements were approved.

Cheques specially passed for payment

The following cheques specially passed for payment since last meeting of the Board were reported and approved.

Name	Particulars	Amount		
Salaries and Wages	Traffic Men week ending 2 June	28	6	8
[Salaries and Wages]	[Traffic Men] [week ending] 9 June	49	15	6
		£78	2	2

Accounts for payment

The following accounts for payment were submitted and ordered to be paid.

Name	Particulars	Amount		
Waterlow & Sons Ltd	Printing and Stationery	8	9	3
A. Jones	Housekeeping	9	13	
Smith Premier Coy	l. Typewriter	22	10	10
National Telephone Coy	Hire of Telephone	18	5	
		£58	18	1

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/073

Minutes of Meeting

held at 125 High Holborn W.C. on Friday
June 22nd 1900 at 4 o'clock p.m.

Present

Sir Henry Oakley in the Chair

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon: Algernon H. Mills

Lord Rathmore

Henry Tennant Esq

Granville C. Cunningham, General Manager; Sir Benjamin Baker, Engineer; and Mr
R.O. Graham, Secretary

The Minutes of last Meeting were read and confirmed.

*Arrangements for opening Ceremony

see folio 330 and 334*

The Secretary reported that arrangements had been made with Mr. Ritz, the manager of the Carlton Hotel for the supply of refreshments at the opening ceremony. Mr. Ritz would also provide the Marquee at Shepherds Bush, and the awnings at the Bank Station.

Sir Francis Knollys intimated that the Prince of Wales would arrive at the Bank Station on the 27th inst., at 3.30 p.m. instead of 3.45 p.m. as previously arranged, and Mr. Cunningham was asked to provide a train at 3 o'clock instead of 3.15 p.m. for the guests not travelling in the second train conveying the Prince to Shepherds Bush.

*Payment of Interest to June 30th 1900.

vide folio 250*

The Secretary reported that the Interest for the Half Year amounted to £42,750. The Electric Traction Company wished to retain the £85,000 which was lent to them in January last and it would therefore be necessary to arrange with the Companys Bankers for an advance of £40,000 to meet the payment of interest, which was approved.

Documents sealed since last meeting

It was reported that Share Certificates were sealed on June 13th and 20th respectively, which was approved.

Cheques specially passed for payment

The following cheques specially passed for payment since last meeting of the Board were submitted and approved.

Name	Particulars	Amount		
Petty Cash	Secretarys Office	20		
Salaries and Wages	Wages of Traffic Staff	117	12	4
		£137	12	4

Accounts for payment

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

Name	Particulars	Amount		
Oliver Typewriter Coy [Company]	Supplies	1	2	11
Christy & Coy	Caps and Badges	3	14	
S.S. Furman[?]	Wages	13	15	
J. Cowdy[?] & Coy	Lamps	29		
Lancashire Watch Coy	Watches.	18	8	6
		£66		5

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/074

Minutes of Meeting

held at 125 High Holborn, London. W.C. on
Tuesday, July 17th 1900 at 3 o'clock p.m.

Present

Sir Henry Oakley in the Chair,

Lord Colville of Culross K.T.

Sir Francis Knollys K.C.B., K.C.M.G.

Hon: A. H. Mills

Lord Rathmore

Henry Tennant Esq.

Sir Benjamin Baker, Engineer; Mr G.C. Cuningham, [Cunningham]
General Manager; and Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

*Date of opening of railway

see folio 332*

Sir Benjamin Baker said nothing serious remained to be done. The lifts were practically ready at all stations except Bond Street, and he saw no reason why the line should not be opened to the public on the 30th inst.

Mr Cuningham said he had sufficient trains ready to run a 5 minute service.

It was resolved that the Central London Railway should be opened to the public for traffic on Monday the 30th inst.

*Half Yearly Report and Accounts

see folio 298*

The Half Yearly Report and Statement of Accounts were considered. The accounts was approved subject to Audit, and the Secretary was instructed to send a revised draft Report to each of the Directors for their suggestions.

*Date of Half Yearly Meeting

See folio 295*

The date of the Half Yearly Meeting was fixed for Wednesday the 8th day of August next, the meeting to take place at the Holborn Restaurant.

Cheques specially drawn since last meeting

The following list of accounts specially passed for payment since the last Meeting of the Board was submitted and approved

Name	Particulars	Amount		
Salaries Pay Bills	Traffic Staff to 23. June 1900	193	15	7
Sir Henry Oakley	Director	593	15	
Lord Colville.	[Director]	59	7	6
Sir Francis Knollys.	[Director]	59	7	6
Hon. A.H. Mills.	[Director]	59	7	6
Lord Rathmore	[Director]	59	7	6
Henry Tennant Esq	[Director]	59	7	6
Salaries Pay Bills	Clerks Salaries for June	64	4	9
G. C. Cunningham	Salary	166	13	4
R.O. Graham	[Salary]	58	6	8
C. Aldington[?]	[Salary]	50		
S.B. Critchley	[Salary]	29	3	4
H.A. Morris	[Salary]	18	15	
G. F. Perrins	[Salary]	20		
Salaries Pay Bill	Traffic Staff	32	6	11
[Salaries Pay Bill]	[Traffic Staff] to 30 June	303	6	
Holborn Vestry	Rates	34	13	11
Salaries Pay Bills	Booking Clerks	7	11	6
Petty Cash	Expenses	30		
Sundries for R.O. Graham	V[-]	50	4	
Salaries and Wages	Traffic Staff to 7 July	400	15	5
Electric Traction Coy. [Company]	Additional Works	2500		
		£4,850	8	11

Accounts for payment

The following Accounts were submitted for payment and ordered to be paid

H.O.[?]

Name	Particulars	Amount		
Fowler and Baker	Engineering	5,500		
Carlton Hotel Ltd	Opening Ceremony	831		6
Bertram and Son	[Opening Ceremony]	170	10	6
Ingersoll Sargent Coy	Cancelling Boxes	232	15	
F.[?] Phelps	Rent	163	15	
Waterlow and Sons	Stationery	166	14	9
J. Compton and Sons	Clothing	295	18	9
Spagnoletti and Coy	Electric Light	122	6	6
Mead Burt and Coy	Printing	85	11	6
Dr Hallen	Professional Services	78	10	
Westminster Union	Rates	71	10	
Lancashire Watch Coy	Watches	59	7	7
Christy and Coy	Caps	46	13	1
Transport.	Advertising	20		
South Premier Coy	Typewriters	19	3	9
Firmin and Sons.	Buttons	16	13	4
J. Cowdy and Coy	Lamps	15	2	1
National Telephone Coy	Telephones	7	12	8
Youngs Duplicator Coy	Cabinet	7	4	
Metropolitan Police	Men on duty on 27th	7		
Whitehorn Bros:	Gold Pass.	5	10	
A. Jones	Housekeeping	4	6	7
Sundries for R. O. Graham.	[Housekeeping]	3	16	6
Dawe and Coy	Hire of Broughams	3	7	6
Ellams[?] Duplicator Coy	Duplicator	3	3	
		<u>£7,937</u>	<u>12</u>	<u>7</u>

Documents sealed

The Secretary reported that a Warrant to the Sheriff to summon a jury in the case of Mrs E. M. Vincent was signed on 30th June, which was approved.

H. Oakley [signed]
Chairman.

ACC/1297/CLR/01/001/075

Minutes of Meeting

held at 125. High Holborn W.C., on 8th August 1900
at the conclusion of the General Meeting.

Present

Sir Henry Oakley in the Chair.
Hon. Algernon H. Mills
Lord Rathmore
Henry Tennant Esq.
Mr. G.C. Cuninghame [Cunningham], General Manager;
and Mr R.O. Graham, Secretary

The Minutes of last Meeting were read and confirmed.

Weekly Receipts to be published

The question of the desirability or otherwise of making public the weekly earnings of the Company was considered, and it was resolved that a Statement of the weekly traffic should be prepared by the Accountant and posted on the Tuesday evenings of each week to the various Stock Exchanges and to the principal newspapers.

Board of Trade Certificate

The Secretary submitted the Certificate from the Board of Trade sanctioning the opening of the line for public traffic and the same was ordered to be recorded as follows:-

Col: Yorkes Report

Copy R9652

Railway Department
Board of Trade
Whitehall. S.W.,
28th July 1900.

Sir.

I have the honour of Report for the information of the Board of Trade, that in compliance with the instructions contained in Your Minute of 14th June, I have inspected the Central London (Electrical) Railway.

The line, so far as passenger traffic is concerned, commences at the West end of Shepherds Bush Station, and terminates at the East End of the Bank Station, its length being rather more than $5\frac{3}{4}$ miles (the actual length of the up line being 5 miles 65.63 chains, and that of the down line 5 miles 66.6 chains.)

Tunnels

The up and down lines are carried in two separate tunnels, each 11' [feet] 6" [inches] in diameter, which widen out to 21 ft in diameter at the stations. The depth of the line below the surface varies approximately from 50 feet to 100 feet. The tunnels are cylindrical in section and formed of six cast iron segments with a closing piece or key. Generally speaking the tunnels may be said to be along side each other, but in some places they are on different levels and overlapping each other.

Gauge

The gauge is 4' 8 $\frac{1}{2}$ ". The steepest gradient on either line is 1 in 30 (this inclination occurring at the departure end of each platform.) The sharpest curve on the up line has a radius of 5 chains, and on the down line of 4.54 chains. These curves and all others of less radius than 10 chains are fitted with 'check rails'.

Permanent Way

The permanent way consists of steel bridge rails [fo crossed out] weighing 100 lbs [pounds] per yard fastened to longitudinal oak timbers (11" x 5" in section) by fang bolts; the timber being tied together by oak transoms 5" x 5 $\frac{1}{2}$ " at intervals of 7 feet 6 inches. The timbers are bedded in concrete.

The electrical conductor is carried on the transoms between the rails, and there is a footway formed of two planks (9" x 3") between one rail and the electrical conductor.

Stations

There are 13 stations viz; Shepherds Bush, Holland Park, Notting Hill Gate, Queens Road, Lancaster Gate, Marble Arch, Bond Street, Oxford Circus, Tottenham Court Road, British Museum, Chancery Lane, Post Office, and the Bank.

The general features of the stations are the same in all cases. Each station Consists of two platforms 325 feet long and 1 foot 8 inches high. The entrances to the stations from the streets are wide and commodious and the booking offices which are spacious, are on the street level, except at the Bank Station where they are in the subway.

Platforms

Access to the platforms from the booking halls is afforded by staircases and electrical lifts, and the arrangements by means of gates and barriers for regulating the flow of passengers from the streets to the platforms seem to be satisfactory. The staircases have hand rails and landings at vertical intervals of 10 feet. Telephones are provided between the platforms and booking halls. The stations are well lighted. At the Bank Station an elaborate system of subways has been constructed close under the surface of the streets forming access to the Central London Railway and to the City and Waterloo Railway, and also providing a means of crossing from one street to another.

Lifts

The Lifts which are of American design and manufacture, form a very important and interesting feature at the various stations.

I attach to this report as an appendix a description of these appliances, which was given in "Engineering" in the issues of March 3 and 10, 1899.

This account may be useful for future reference. At the Bank Station there are 5 lift shafts 20 feet in diameter, each containing one lift – total 5 lifts. At the Post Office Station, there are two lift shafts, 23 feet diameter, each containing two lifts, and one shaft 18 feet in diameter containing one lift. - total 5 lifts.

At Chancery Lane there are two 23 feet shafts each containing two lifts, - total 4 lifts.

At the British Museum, Tottenham Court Road, and Oxford Circus, the number of lifts is the same as at Chancery Lane.

At Bond Street there is a 30 ft shaft containing 3 lifts – total 3 lifts.

At Marble Arch there are 2 shafts of 23 feet each containing 2 lifts – total 4 lifts.

At each of the remaining 5 stations there is a 30 feet lift shaft containing 3 lifts.

The following details of the weights and areas of the cars have been supplied to me by the Engineers of the Central London Railway Company:-

Shafts	No. of cars	Area sq. [square] ft.	Weight of car	Weight of passengers	Total weight
18 ft	1	172	5 ½ tons	5 tons	10 ½ tons
20 [ft]	1	250	6 [tons]	7 ½ [tons]	13 ½ [tons]
23 [ft]	2	140	5 [tons]	4 [tons]	9 [tons]
30 [ft]	2	145	6 [tons]	4 ½ [tons]	10 ½ [tons]

	1	117	4 ½ [tons]	3 ½ [tons]	8 [tons]
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The weights of passengers in the above table is taken as 66 lbs [pounds] per square foot of floor area, which I am informed by the Engineers of the Company has been found by experiment both in England and America to be equivalent of the greatest crowd of passengers which it is possible to get into a lift. But even if the load per square foot is taken as 100 lbs, the total weight will still be moderate as compared to the theoretical strength of the ropes attached to each car or cage. All the lifts except those at the Bank have four lifting steel ropes 7/8" in diameter, and four 7/8" counter weight ropes; the ultimate breaking strain of each cable being specified at not less than 22 tons. Each of the lifts at the Bank Station has six lifting ropes, each ¾" inches in diameter, and six similar counter weight ropes; each rope having an ultimate breaking strain of not less than 16 tons.

The lifts have safety appliances of a novel description. These safety clutches are fixed below the cars, and they are operated by means of a small rotary governor, which can be so adjusted, that when the speed of the car exceeds an agreed limit, a trigger is released which causes two strong springs to bring the clutches into operation.

I saw the safety apparatus tested at No 3 lift at the Bank Station, and at No 2 lift at Shepherds Bush Station, each lift being loaded with weights equal to 66 lbs per square foot. The tests, for which special arrangements were made, were satisfactory, the safety gear being instantaneously brought into action, and holding the car securely. For obvious reasons it is difficult to test the safety gear of [every crossed out] all the lifts, but from the experiments referred to, it may be assumed that the safety clutches are satisfactory. They should however be periodically examined, so as to ensure that they will be kept in working order. The general maintenance of the lifts will also require unremitting attention.

Forty one of the lifts were tested in my presence with the loads given in the following table viz:-

Bank	No 1 lift 2, 4 and 5 3 safety clutch tested with 16,000 lbs.	82 men 80 [men] each
Post Office	No 1,2 and 3 4	55 [men] [each] 57 [men]
Chancery Lane	No 1,2 and 3 4	50 [men] [each] 57 [men]
British Museum	No 1 and 2	55 [men] [each]

	3 4	59 [men] 55 [men]
Tottenham Court Road	No 1,3 and 4 2	55 [men] [each] 54 [men]
Oxford Circus	No 1 2,3 and 4	56 [men] 55 [men] [each]
Marble Arch	No 2,3 and 4 (No 1 lift Marble Arch is not yet ready for use.)	55 [men] [each]
Lancaster Gate	No 1 2 (No 3 lift not yet ready for use)	50 [men] 35 [men]
Queens Road.	No 1 and 2 3	45 [men] [each] 50 [men]
Notting Hill Gate	No 1 2 and 3	50 [men] 52 [men] [each]
Holland Park	No 1 and 3 (No 2 lift not yet ready for use.)	50 [men] [each]
Shepherds Bush	No 1 2 and 3 3 (second test) No 2 safety clutch tested also with 8100 lbs. July 10 th	56 [men] 50 [men] [each] 60 [men]

The lifts at Bond Street Station are not yet ready and were not examined by me. All the lifts except those at the Bank have emergency doors, so that if for any reason a cage should become fixed in a shaft, the adjacent cage can be brought along side of it, and the passengers transferred from one to the other. This cannot be done at the Bank as there is only one lift in each shaft.

Tiling

The station tunnels are lined with white glazed tiles and are well lighted with electric (arc) lamps. A few gas lamps are also provided in case of failure of the electric current.

If Bond Street Station is brought into use before the lifts are ready, to which course I see no objection, care must be taken to fix barricades across the openings

to the lifts at the top of the shaft, so as to prevent any risk of persons falling down the shaft.

Signalling

The signalling of the lines is similar in to that existing in other electrical railways. There are no distant railways; all signals are stop signals, and the signals are electrically interlocked with the block instruments on the Spagnoletti system. The distance between the stations varies from 1288 yards to 642 yards, and each station is provided with a starting home, and an outer home signal. And the arrangements are such that the starting signal of any station cannot be lowered for a train until that train has been accepted by the signal box ahead, nor until the outer home signal has been placed at danger; and the outer home signal cannot be lowered until any previous train has passed out of the station and over an electric treadle placed in advance of the starting signal, or has been placed in a siding clear of the main line. The system if properly used, should ensure the existence of an adequate interval of space between succeeding trains. But I noticed during my inspection that some of the signals in the tunnels were, owing to the fracture of the coloured glasses, showing white lights, instead of green or red. Whenever this happens, the white light should in accordance with the well known rule, be treated as a danger signal.

Cars

The cars are very commodious and comfortable. They are carried on four wheeled bogies, and are smooth running, quiet and well lighted. They have of course no side doors, but are entered by means of end gangways, with side gates. Each train will consist of 6 or 7 cars, and passengers will not be allowed to travel upon the gangways or platforms between the cars. A guard will be stationed on every gangway, and it will be his duty among other matters, to call out the names of the stations, to open and close the side gates, and to prevent any passenger from standing upon the gangway during the time the train is in motion. This arrangement is necessary, as an incautious passenger might, if permitted to remain on the gangway, receive serious injury through his head or arm coming in contact with the side of the tunnel.

Locomotives

Each locomotive weighs 43 tons and is carried on two four wheeled bogies. The controlling gear is placed in the centre of the locomotive, and is surrounded by a 'cab' (similar to that on a steam engine) under which the driver and his assistant stand. The Engine can be driven with equal facility in either direction. The

electrical energy is conveyed to the motors by means of a shoe or slipper which slides along the conductor rail. The trains and engines are fitted throughout with Westinghouse brakes, the air for which is compressed by means of an air pump worked by an auxiliary electric motor on the engine.

The Company have, I understand, 28 electric locomotives and 108 cars. It is proposed to commence working with a 5 minute service, each train consisting of an engine and 6 cars. Should the traffic require it a three and a half minutes service will be put on hereafter. If necessary each train may consist of 7 cars, the platforms being sufficiently long for the purpose. The fare is to be 2d [pennies] for the whole or any portion of the journey.

Speed

The average speed will be 14 miles an hour, which will involve a running speed of from 18 to 20 miles an hour. But on the 5 chain curves the speed should not at any time exceed 15 miles an hour, and to this the Company have agreed.

The inspection occupied four days, and the few matters which appeared to me to require attention have all been dealt with by the Company, so that on the occasion of my last visit, everything was in perfect order, except a few signal lamp repeaters in the signal boxes, which required adjustment, and one or two coloured signal glasses in the tunnels, which required renewal.

The work throughout appeared to be of a very substantial nature, and no money or effort has been spared to render the railway as complete as possible in every detail.

I can therefore recommend the Board of Trade to sanction the opening of the Central London Railway for passenger traffic.

I have &c[etc]
(sig) H. A. Yorke
Lt Col. R.E.

To the Assistant Secretary
The Board of Trade. S.W.

Mr Trotter's Report

Copy R. 8347

8. Richmond Terrace
Whitehall.
June 27. 1900

Sir,

I have the honour to report for the information of the Board of Trade, that inspected on the 13th inst. and on the 21st inst., the electrical equipment of the Central London Railway.

Electrical Equipment

The electrical equipment of the line consists of a third rail, as on the Liverpool Overhead Railway, the City and South London, and the Waterloo and City Railways; the working pressure is 500 volts. The return is by the rails which are not intentionally connected to the lining of the Tunnels, but are more or less insulated by the sleepers. The rail is nowhere accessible to passengers.

Current

The current is supplied to the rail by Generators in sub-stations, driven by three phase alternating current motors. The three phase supply is at high pressure, 3,000 volts. The motors and transformers are suitably protected and the switch board is satisfactorily constructed but owing to the confined position and the necessity for artificial illumination at all times, I recommend that hinged or other moveable panels should be provided for the purpose of closing in the high pressure switches, in order that, in case of failure of the light, an assistant groping in the dark, might not be liable to touch the high pressure terminals.

Switch Boards

The low-pressure switch boards are of the usual type and are well constructed.

Lifts

The lifts are worked electrically, from an independent supply. The apparatus for controlling the lifts is worked electrically from the car, instead of mechanically. This introduces mechanism of very great complexity. Very ingenious contrivances are employed to avoid possible contingencies, and at the same time intricate apparatus is thus added which increases the probability of something going wrong. The best that can be said for this apparatus is that it has been found to work in America, and careful examination of it leaves me with the impression that the worst that can happen is to imprison a load of passengers in the shaft. In most of the lifts, emergency doors are provided so that if one lift jams, an adjacent lift can be brought along side and the passengers can be transferred. But at the lifts at the Bank, this cannot be done, and an hour or two might elapse before the passengers could be released.

Mains

The high pressure mains are carried in the tunnels in steel casings, and are nowhere accessible. The mains connected with the motive power and lighting in the substations are lead covered, but those for the lifts are not so covered, but are finished with braid and compound. This is satisfactory under ordinary conditions but the results of even a very small outbreak of fire might be serious, since the compound is of a very inflammable character. I am reluctant to recommend that these cables should be boxed in and the boxing filled with sand, for this would prevent inspection, and I consider that careful periodic inspection would be better.

Locomotives

I have inspected a locomotive, and have recommended that the terminals on the roof should be boxed in, since a driver might inadvertently, or in the case of an unusual jerk, bring his hand in contact with it.

I have inspected the generating works and consider the plant and equipment to be satisfactory so far as relates to the danger of electric shocks.

When the ordinary service is commenced I will make an inspection of the instruments which indicate the fall of potential and leakage.

Subject to the Report of Colonel Yorke, I recommend that the electrical working of this line be sanctioned.

I have etc
(sig) Alex P. Trotter

To the
Assistant Secretary
Board of Trade. S.W.

Certificate of the Board of Trade.

7. Whitehall Gardens S.W.
3. August 1900.

Sir,

I am directed by the Board of Trade to transmit to you the enclosed copy of Colonel Yorke's Report of his inspection of the Central London Railway, together with a report by Mr. Trotter on the electrical equipment of that Railway.

I am at the same time to inform you that, subject to the observations and conditions contained in these Reports, the Board sanction the use of the line for passenger traffic.

I am Sir
Your obedient servant

Sig. Francis J. S. Hopwood

To the Secretary
Central London Railway

General Managers Report

The following Report as to the working of the line during the first week of its opening was submitted by Mr. Cuninghame [Cunningham], the General Manager, and ordered to be recorded as follows:-

Central London Railway

125. High Holborn W.C.

To the Directors.

My Lords and Gentlemen,

We have now had an experience of one weeks works on the Central London Railway, and I beg to put before you a few figures and remarks upon the subject. On Monday the 30. July the line was opened to traffic, and the trains were running at an interval of 5 minutes from 5.15 a.m. to 12.30 at night. This service was continued throughout the week and on Sunday a 7½ minute service was worked from 8 o'clock in the morning till 11.30 at night. The 5 minutes service required 12 trains in circuit, each train consisting of 6 cars, while another train was kept at the Bank to facilitate the crossing over of the trains at the terminus. On Sunday, the 7½ minute service was worked with trains of the same size. The number of passengers carried was very large and exceeded our expectations, and with the exception of a few stoppages which were not of vital importance, the service went with remarkable smoothness. The numbers carried on the first day were 82,579; on Thursday August 2nd, 95,875; and on Saturday August 4th the figure rose to 104,703. The total carried for the week was 606,003. These large numbers were transported safely and without any accident. The total amount earned for this traffic was £4,845., 14., 4 being 1.92d per passenger. This is a higher average than [than?] stated in the estimates that I made previously to the Board. The Board may perhaps recollect the average of the Metropolitan system is 1.7d per passenger, and that they will remember was assumed as being the probable average to be obtained on this line. This service was performed with 16,006 train miles or 96,036 car miles. The receipts average 72.6d per train mile. These receipts are considerably higher per train mile than those previously estimated; the estimate I placed before the Board on 13 December last was 51.8d per train mile, so that it will be seen that our actual figures have considerably exceeded this. There is every indication of the traffic continuing at this rate, and with the increased service, large numbers of passengers may be expected to be carried.

During the present week, I expect to be able to increase the train service to 4 minute trains and in the week following to bring it up to 3 minute trains.

The experience which we have already had has shown that the lift accommodation at Shepherds Bush is insufficient to deal with the large numbers of passengers going there. In one day we booked over 26,000 passengers from Shepherds Bush Station. When the electric lines of the London United Tramways System are opened, and the large number of passengers that will be carried by that system brought to Shepherds Bush Station, our passengers from there will doubtless greatly increase. At present, we have only 3 small lifts, and on various occasions during the past week these were quite unable to deal with the swarms of people, and the staircase itself became blocked in a dangerous manner, so that it was necessary to close the outer gates and prevent others from entering. So apparent and pressing is the need for increased lift accommodation at this place that I at once took up the matter with Sir Henry Oakley, and the Engineers have submitted a rough scheme for increasing the lift accommodation there by constructing a new lift shaft at the back of the station on property which we now control. The cost of this will be about £12,000, and I would press upon the Board the necessity for taking this work in hand without delay. At other stations on the line the lift accommodation is fairly capable of dealing with the traffic, and after a short time of working, I expect the lifts will work smoothly and without trouble.

In the locomotive department I would suggest to the Board that it is necessary to obtain some spare trucks with motors on them to replace those under the locomotives that might be injured or require repair in the service, so as to not to keep locomotives in the Yard while repairs are being carried out. I think 6 such trucks should be obtained, and the cost of these will be about £1,000 each. We have only 28 locomotives in the service, and when we run [of crossed out] a 2½ minute service it will require 26 in actual use, and this does not leave a sufficiently large margin. The trucks I have spoken of will enable us to repair locomotives quickly, but I think it would be prudent to obtain at least 2 additional locomotives to those that we now have. The cost of these is I understand about £3,500 each.

I beg to report to the Board, that with the concurrence of the Chairman, I have made a Contract with Messrs Stephenson, Clarke and Coy [Company] for a supply of 600 tons per week for a period of 2 months of coal, for use in the Power House, at 15/6 per ton. This is a coal of a quality that has been tested in our Power House and found thoroughly suitable, and it was necessary to close the Contract at once so as to insure the stated supply. This is in addition to the supply of coal that has been purchased by the British Thomson Houston Company for use in the Power House, and these quantities will give us a surplus of coal to

be stored in the Yard. The quantity that is being consumed in the service that we are at present running is about 90 tons per diem. I ask the Board to approve of this Contract.

Sig. Granville C. Cuningham.
General Manager.

Accounts for payment

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

Name	Particulars	Amount		
Bircham & Coy	Professional services	155		
Whitehorn Bros.	Gold Passes	34	13	
Willing and Coy.	Advertising	39	14	
A. Jones	Housekeeping	5	4	8
Wage Pay Bills	20 28 th July	896	9	9
		£1131	1	5

Documents Sealed

The Secretary reported that Share Certificates were sealed on 21st and 28th July; and the 2nd August; also an agreement with Messrs Willing and Coy in regard to Advertising on the 2nd inst. The Register of Shareholders for the Half Year ending 30th June 1900 was sealed on 8th August, and the same was approved.

H. Oakley [signed]
Chairman

ACC/1297/CLR/01/001/076

Minutes of Meeting

held at 126 High Holborn, London W.C. on
Wednesday, October 3rd at 3 o'clock, pm.

Present

Sir Henry Oakley in the Chair

Lord Colville of Culross K.T.

Hon: Algernon H. Mills.

Henry Tennant Esq:

Sir Benjamin Baker and Mr Basil Mott, Engineers;

Mr. G.C. Cunningham [Cunningham], General Manager & Mr R.O. Graham, Secretary.

The Minutes of last Meeting were read and confirmed.

General Managers Report.

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 Managers Office
3. Oct. 1900

To the Chairman and Directors
of the Central London Railway.

My Lords and Gentlemen,

We have now had two full months [working crossed out] experience of the working of the Central London Railway. During the month of August the passengers were 2,584,930 and the receipts £20,508,,10,,0; and during the month of September just ended the passengers carried were 2,603,062 and the receipts £20,577. Adding to this the passengers and receipts for the two days in July when the service began, viz:- 173,902 passengers and £1393,,12,,6 receipts, gives a total, from the beginning to 30th September, of 5,361,894 passengers and £42,419,,14,,6 receipts. It is satisfactory to note that the number of passengers 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 minutes 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 certain weaknesses in the system to which I would draw the Boards attention, believing that it is best to have these weaknesses understood as the first step to 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. Another matter that is of real 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 points it will be impossible to run a very close service, i.e., trains at intervals of 2½ minutes as was at first anticipated. With the utmost exertion, we have as yet largely 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 locomotives coupled and uncoupled. To effect a rapid service, it is necessary to have loops at the end around which the trains will run without delay in uncoupling and coupling. On the new Metropolitan Underground Railway in Paris recently opened, they have constructed loops at the terminal points of 30 metres on 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 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 and 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 last of the Ashbury Companys cars would all be delivered to us by the month of April. They are not delivered yet however, and the want of the 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 and am about to try it on a carriage.

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

It has 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 unadjusted, but the cost as made up at present for the month is £13,359,4,8 amounting to 3s/2d per train mile. This compared with the receipts of £22,672,15,1 and 5s/4½ d per train mile shows a working expenditure of 58.8% of 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 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 got 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 shew[show] the necessity for a change in the system.

I have &c [etc]
sig. Granville C. Cunningham
General Manager

Revenue and Expenditure

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

Statement of receipts and Expenditure on Revenue Account
July 30 to August 31, 1900

1900 July 30 to Aug 31	<u>Expenditure</u>		1900 July 30 to Aug 31	<u>Receipts</u>	
	To maintenance of Way A	366,,2,,1		By Passenger Receipts Nos	
	[To] Locomotive and [To] Generating Power B	4,907,,10,,3		Ordinary 2,449,602	20,413,,7
	[To] Repairs of Carriage C	127,,2,,11		Return 271,557	1,131,,9,,9
	[To] Traffic Expenses D	6,587,,12,,5		Book 107,904	849,,4
	[To] General Charges E	851,19,,3		Privilege 24	1 [shilling]
	[To] Workmens Comp [Compensation]	3,,17,,9		[By] Transfer Fees	24 [£]
	[To] Rates and Taxes estimated	500		[By] Miscellaneous Receipts	
	[To] Law Costs [estimated]	15		Willing & Coy [Company]	184,,8,,7
				Lost Property Fees	5,,10,,3
				Cloak Room [Fees]	19,,19,,11
				Lavatory Receipts	43,,9,,2
				Pence in Cancellling Boxes etc	1,,5,,5
	[To] Balance	<u>£9,313,,10,,5</u>			
	=	<u>[£]22,672,,15,,1</u>		<u>£22,672,,15,,1</u>	

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 11 th June 1900	£11,496,,17,,5	
Receipts on Capital Account 12 th June to 1 st October 1900	<u>49,832,,7,,3</u>	
	61,329,,4,,8	
<u>Less:- Capital Expenditure 12th June to 1st Oct</u>	<u>77,472,,15,,9</u>	
<u>[[illegible]] Balance</u>	16,143,,11,,1	
<u>Revenue.</u>		
Receipts to October 1 st		43,280,,8,,6
Expenditure [to October 1 st]	14,418,,17,,11	
General Interest	<u>120,,10,,11</u>	
		<u>30,682,,19,,11</u>
<u>Credit Balance as per Pass Book</u>		<u>£12,597,,8,,7</u>

Tender for letting of Shops

The Secretary submitted forms of Tender which had been prepared by Messrs Vigers and Coy and approved by the Companys Solicitors for the letting of the Shops at Post Office, Tottenham Court Road and Queens Road Stations. It was resolved that Messrs Vigers & Coy be authorised to obtain Tenders for the letting of these shops on terms to be agreed.

Building of [?] Superstructures, tenders for see folio 165

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

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 that 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 not so, only a reduction being made in the number of carriages.

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

Thanks of the Board to Sir Ernest Cassel K.C.M.G. 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 and 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 Central London Railway in recognition, by the Board, of the valuable services he had rendered to the Company.

Life Pass to Sir Benjamin Baker and Basil Mott

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

Vide Accounts for payment books Page 5 and 6

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 was ordered to be paid.

Share Certificates Sealed

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

*Loan by the Companys Bankers

see folio 258*

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 Companys Bankers, Messrs Glyn Mills Currie & Coy, to advance a further sum of £25,000.

H. Oakley [signed]
Chairman

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 Cuninghame [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]