

Minutes of Special Meeting
held at 16, Great George Street Westminster, SW,
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 Davis, Solicitor,
and Mr. R. G. 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 rate of completion of the whole undertaking was read as follows and was ordered to be recorded.

Engineers Office
2 Queen's Place, 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 state of completion. The chief items remaining to be done are

Inspection
Report (Cont'd)

1st Station Buildings. The last stations to be finished will be Oxford River and General Post Office. The roofs will be completed complete by December 30th and the internal fittings, looking offices etc will be ready on Feb 1st.

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

3rd Electric 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 8 1/2 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 etc 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 estimate 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, are owing to the abnormal pressure

Engineers Report
Contd.

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. Fowler & Baker.

Mr 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 and to them with a view to progress being facilitated.

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

The Chairman said the time had arrived when special advice 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 Engineer would make a further report, which was agreed to.

Agreement with
British Thomson-
Houston Co. for
working the line
vide files 243 & 244

The Chairman reported that he had had a meeting with Mr. Sagarus, 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 Contractor was fixed at 8.4d per train mile for a minimum of 1,000,000 train miles per annum, and for any number above 1,000,000 train miles 7.75d per train mile. Mr. Sagarus concluded that since these figures

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were arrived at, the weight of the train had been considerably increased, and coal had also risen in price. The produced figures based on the altered conditions which showed an increase from 84 to 115 d per train mile of 1,000,000 train miles, involving an additional expenditure of about £12,500 per annum. These figures were in the hand 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 dropped 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
Self Cash	"	20.0.0
Early Smith Bros:	Repaid Cash	50.5.0
		£70.5.0

Accounts
for payment

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

Name	Particulars	Amount
Electric Traction Coy	Proportion of amount paid for work at the Mason's House, by the Waterloo & City Coy	1742.15.0
Sundry etc S. Street Canal	" Commission	2.8.0 17.5.2
		£1762.8.2

272.

Documents

sealed.

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

H. Dapbly
Chairman.

Engineer
Report