AGENDA.

WEDNESDAY, 14th AUGUST, 1889.

1. CHATHAM COMPANY'S REPRESENTATIVE.
   Mr. E. Leigh Pemberton in place of Major Dickson, M.P., deceased.

2. LEASE.
   (i) Mr. Parkes to report settlement, for £316, of Messrs. Bristows' Bill for
       Professional services.
   (ii) Mr. Parkes to move "That the interest on the Stamp Duty and the
        amount of Messrs. Bristows' Bill of Costs be paid in like proportions
        by the Lessee Companies, as was the item of £3,000 for the Stamp
        Duty, in accordance with Minute 657 of 11th January, 1888."

3. SOLICITORS' CHARGES, HALF-YEAR ENDING JUNE LAST.
   To submit.

4. EASEMENT RENT, SHOREDITCH.
   Submit correspondence circulated to Companies, and obtain instructions.

5. RAILWAY AND CANAL TRAFFIC ACT, 1888.
   Mr. Parkes to ask:—
   (i) Whether a schedule for East London Railway is to be lodged with
       the Board of Trade?
   (ii) If so, what, or whose schedule it is to be?

6. TRAFFIC FACILITIES PROVIDED FOR BY CLAUSE 54 OF LEASING ACT.
   Lord Alfred S. Churchill to call attention.

7. AUTOMATIC WEIGHING MACHINE COMPANY.
   Submit application for reduction of rent from £60 to £40 per annum.

8. PROSECUTION—MOSS TRAVELLING CLASS SUPERIOR TO TICKET.
   Report.

9. ACCIDENTS TO BOYS TREACHERES AND BALL (TRESPASSERS) 26th JULY.
   Report.

10. TRAFFIC RECEIPTS—APRIL AND MAY LAST.
    Submit Clearing House figures.

11. RENT OF LINE TO 30th PROXIMO.
    Ask order for payment.

12. ADJOURNMENT.
    To 9 o'clock.

13. GAS CONSUMPTION.
    Submit offer from Gas Economizing &c. Syndicate.
Schedule of maximum Rates, recommended to be deposited with the Board of Health. The Rates for Live Stock, and "carriage" being those shown under the heading "Stv. G.E. and S. E." in the attached statement, contained in the Manager's minutes, are approved. It is therefore recommended that the expenses of making the formal for the East London Company such deposit be borne by this Committee.
2.

882. Manager's Meeting, 25th Ist.

Read Minutes as follows:

[Insert A]

W. Parke reported that, as asked by the last Committee Meeting (Minute 868) he had, on the 16th of August last, called at the Board of Trade and seen Mr. Courtenay Boyd, who had consented to the time for submitting a revised schedule and schedule for East London Classification of Rates (being extended to 1st October next.

As Lyndsay Waterlow (Chattam Company) and W. Powell (District Company) dissenting from the minimum Rates, recommends by the Manager,

Resolved,

That the foregoing Minute be approved, and that the Classification and
EAST LONDON RAILWAY JOINT COMMITTEE.

MANAGERS' MEETING
At 110, Cannon Street, London, on 23rd September, 1889.

Present:
Mr. STANIFORTH (for Mr. Saric) for Brighton Company.
Mr. BIRT for Great Eastern Company.
Mr. BELL for Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) for South Eastern Company.
Mr. MOYNIHAN for Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:
That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. Recommended:
That the Schedule of Rates for the Committee's Line to be deposited with the Board of Trade, be as follows:

- **Maximum Rates**

<table>
<thead>
<tr>
<th>Class</th>
<th>Per ion, per mile</th>
<th>With a minimum charge of 4 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3d</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>4d</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>4½d</td>
<td></td>
</tr>
</tbody>
</table>

**Goods and Minerals.**

**LIFE STOCK.**

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rates for Conveyance per Animal</th>
<th>Proposed Maximum Service Terminal at each end, at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Minimum Charge exclusive of Terminals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile</td>
<td>Per animal</td>
<td>Per animal</td>
<td>Per vehicle</td>
<td>Per vehicle</td>
</tr>
<tr>
<td>Chatham. District</td>
<td>Men. Co.</td>
<td>E.S.</td>
<td>per Mile</td>
<td>per Mile</td>
<td>per Mile</td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden</td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of meat cattle</td>
<td>1s.</td>
<td>4½d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal</td>
<td>3d.</td>
<td>3d.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate conveyance, either by direction of the consignor, or for any other sufficient cause</td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s. 6d.</td>
<td>1s. 6d.</td>
</tr>
</tbody>
</table>

S.E.
<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Maximum Charge.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(Per ton or half a ton)</td>
<td>(Per ton or half a ton)</td>
<td>(Per ton or half a ton)</td>
<td>(Per ton or half a ton)</td>
<td></td>
</tr>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a truck or platform</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td>10s.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td>3d. 3d. 3d. 3d.</td>
<td></td>
</tr>
<tr>
<td>For the use of a general carriage, track for the conveyance of any such carriage</td>
<td>An additional charge of 10s.</td>
<td>An additional charge of 10s.</td>
<td>An additional charge of 10s.</td>
<td>An additional charge of 10s.</td>
<td></td>
</tr>
</tbody>
</table>

That whatever charges might be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the London Companies.

The Meeting then adjourned.

Resolved,

That the foregoing minute be approved, and that the Classification and Schedule of Maximum Rates be submitted with the Bond of Tender for the Rates for 'live Stock' and 'cargoes' being those shown under the heading 10s. 6d.

That the expenses of such deposit be borne by their Committees.
East London Railway Joint Committee.

AGENDA.

WEDNESDAY, 25th SEPTEMBER, 1889.

1. To approve Minutes of last Meeting, subject to certain alterations.

   (i.) Mr. Parkes to report interview with the officials of the Board of Trade.
   (ii.) Minutes of Managers' Meetings to be submitted.

   To Submit.

   Report payment.

5. Traffic Receipts—June and July last.
   Submit Clearing House figures.

   Submit offer from Gas Economizing, &c., Syndicate.

7. Adjournment.
   To fix.
Those words having been accurately
noticed as representing on the occasion
referred to that Sir Edward Walten
had acted on behalf of the East
London Railway.
Charing Cross Hotel

22 Aug 1889

My dear Sir,

I had nothing to do with the interests of the East London until the year 1878—when I found it open to traffic, and its works completed, therefore it is not only untrue, but ridiculous to say (as you make Mr. Parkes say in your minutes of the last Committee just to hand) that when the arrangements for the „acquisition by the East London Co. from the Great Eastern Co. of the land at Shoreditch were entered upon, Sir Edward Watkin on behalf of the East London insisted that the consideration to be paid the Great Eastern should be an easement rent of £450 a year.


You had better call Mr. Parkes attention to this error, and record my note on the next minutes, reading it of course to the Joint Committee, with any corrections which Mr. Parkes may choose to offer.

Yours truly,

[Signature]

I. J. Broome

Secretary & Manager

East London & Counties
23rd August 89

Dear Sir,

You should have shown the minutes to me before printing them. You have wrongly recorded what I said — Dr. Watkin at the meeting directed that any C & E directors should attend in their interests. I meant to have called your attention to it at once — but I thought you had left town.

You had better tell Sir

[Signature]

Very faithfully,

[Signature]
THE EAST LONDON RAILWAY JOINT COMMITTEE.

SPECIAL MEETING.

CANNON STREET HOTEL, LONDON, 25th September, 1889.

PRESENT:

BRIGHTON COMPANY . . . . J. PARES BICKERSTETH, Esq.
                     Mr. SARLE.

CHATHAM . . . . Sir SYDNEY H. WATERLOO, Bart.

DISTRICT . . . . Mr. POWELL.

EAST LONDON . . . . Mr. LACEY.

GREAT EASTERN . . . . CHARLES H. PARKES, Esq.
                           LORD CLAUD J. HAMILTON.
                           Mr. MOORE.

METROPOLITAN . . . . HENRY D. POCHIN, Esq.
                           HENRY J. BARRETT, Esq.
                           Mr. BELL.

SOUTH EASTERN . . . . Mt LIGHT (for SIR MYLES FENTON).

IN ATTENDANCE:

Mr. MOYNIHAN, Secretary and Manager.

Charles H. Parkes, Esq., in the Chair.

The Minutes of the Committee's Meeting of the 14th August last having been printed and circulated were declared correct, and were signed as amended by Mr. Parkes by the striking out of the words "on behalf of the East London" from lines 9 and 10 from top of page 5 of the print of those Minutes. Sir Edward Watkin having objected to those words as showing an inaccurate record.
**EAST LONDON RAILWAY JOINT COMMITTEE**

**MANAGERS’ MEETING**

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANIFORTH (for Mr. Sarie) for Brighton Company.
Mr. BIRT " Great Eastern Company.
Mr. BELL " Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

**RAILWAY AND CANAL TRAFFIC ACT, 1888.**

Recommended:—

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. That the Schedule of Maximum Rates for the Committee's Line to be deposited with the Board of Trade, be as follows:—

### GOODS AND MINERALS.

**Per ton, per mile.**

<table>
<thead>
<tr>
<th>Class</th>
<th>A.</th>
<th>B.</th>
<th>C.</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate</td>
<td>3½d</td>
<td>4d</td>
<td>4½d</td>
<td>5d</td>
<td>5½d</td>
<td>6d</td>
<td>7d</td>
<td>8d</td>
</tr>
</tbody>
</table>

*With a minimum charge of 4 miles.*

*Same “Terminals” as for “Large Towns” (London).*

### LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Service Station Terminal at each end.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Service Station Terminal at each end.</th>
<th>Minimum Charge at choice of Terminals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per Head per Mile</td>
<td>Per animal</td>
<td>Per animal</td>
<td>Per animal</td>
<td>Per vehicle</td>
<td>Per vehicle</td>
<td>Per animal</td>
</tr>
<tr>
<td>-----------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------</td>
<td>--------------</td>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of meat cattle.</td>
<td>1s.</td>
<td>4½d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4d.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
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<td>3d.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td>1s.</td>
<td>9d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
<td>1s. 6d.</td>
</tr>
</tbody>
</table>
### CARRIAGES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Chatham.</th>
<th>District.</th>
<th>Met. or Dist.</th>
<th>E. &amp; E.</th>
<th>S. &amp; K.</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adopted for or used for travelling on a roadway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>2d. Od.</td>
<td>1s. Od.</td>
<td>2d. Od.</td>
<td>6d. Od.</td>
<td></td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>10s.</td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>1s. Od.</td>
<td>20s.</td>
</tr>
</tbody>
</table>

An additional charge of 10s.

3. That whatever changes may be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the London Companies.

Mr. Parkes reported that, as asked at the last Committee Meeting (Minute 868) he had, on the 16th ultimo, called at the offices of the Board of Trade and seen Mr. Courtenay Boyle, who had consented to the time for submitting a revised Classification and Schedule of Rates for East London being extended to 1st October next.

Sir Sydney Waterlow (Chatham Company) and Mr. Powell (District Company), dissenting from the Maximum Rates recommended by the Managers,

Resolved,—

That the foregoing Minutes be approved, and that the Classification and Schedule of Maximum Rates recommended be deposited with the Board of Trade—the Rates for “Live Stock” and “Carriages” being those shown under the heading “Bin, G. E. and S. E.” in the tabulated statements contained in the Managers’ Minutes now approved.

That the expenses of Messrs. Wilson, Bristows, and Carmichael in making the formal deposit for the East London Company be paid by this Committee.

883. Accounts to 30th June last:

Submitted the following:

EAST LONDON RAILWAY JOINT COMMITTEE.

REVENUE ACCOUNT.—1st January to 30th June, 1889.

<table>
<thead>
<tr>
<th>Description</th>
<th>£</th>
<th>s.</th>
<th>d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>June half-year, 1889, Dr.</td>
<td>321,924</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>TV Maintenance of Way, Works and Stations</td>
<td>1,389</td>
<td>12</td>
<td>9</td>
</tr>
<tr>
<td>Maintenance and Working of Pumping Engines</td>
<td>637</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Rising Expenses: Passenger Trains</td>
<td>8,239</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Traffic Expenses (Abstract No. 1)</td>
<td>3,288</td>
<td>8</td>
<td>7</td>
</tr>
<tr>
<td>General Charges (Abstract No. 2)</td>
<td>1,003</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Legal Charges</td>
<td>124</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Parliamentary</td>
<td>17</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Compensation</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rail and Taxes</td>
<td>312</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Government Duty</td>
<td>46</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>Balance on Working carried down</td>
<td>5,191</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>321,924</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>£</th>
<th>s.</th>
<th>d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>June half-year, 1889, Cr.</td>
<td>418,772</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>By Passenger Trains</td>
<td>18,900</td>
<td>19</td>
<td>8</td>
</tr>
<tr>
<td>Season Tickets</td>
<td>274</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Parcels &quot;H. C. &amp; D.,” and excess luggage</td>
<td>233</td>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>Goods and Minerals</td>
<td>1,783</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Live Stock</td>
<td>198</td>
<td>19</td>
<td>6</td>
</tr>
<tr>
<td>&quot;Miscellaneous Receipts&quot;:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cloak-room and Letter Tolls</td>
<td>10</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Advertising and Book-Stock Rents</td>
<td>84</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Automobile Machine Rents</td>
<td>40</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Way-leaves for Telephone Wires</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Sundries Rents</td>
<td>135</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>282</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

RECEIPTS.                                                                 | £    | s.  | d. |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
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<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Parcels &quot;H. C. &amp; D.,” and excess luggage</td>
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<td>14</td>
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</tr>
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<td></td>
<td></td>
</tr>
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<td>Cloak-room and Letter Tolls</td>
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<td>1</td>
<td>0</td>
</tr>
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<td>6</td>
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<td>40</td>
<td>0</td>
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</tr>
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<td>Way-leaves for Telephone Wires</td>
<td>0</td>
<td>10</td>
<td>0</td>
</tr>
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<td>135</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>282</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
NET REVENUE ACCOUNT.

<table>
<thead>
<tr>
<th>Description</th>
<th>£  s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To East London Railway</td>
<td>15,000 0 0</td>
</tr>
<tr>
<td>To East London Railway</td>
<td>15,000 0 0</td>
</tr>
<tr>
<td>To London Brighton and South Coast</td>
<td>5,603 10 10</td>
</tr>
<tr>
<td>To Great Eastern</td>
<td>496 8 5</td>
</tr>
<tr>
<td>To South Eastern</td>
<td>1,113 8 3</td>
</tr>
<tr>
<td>To Metropolitan District</td>
<td>202 13 1</td>
</tr>
<tr>
<td>To Metropolitan</td>
<td>216 2 5</td>
</tr>
<tr>
<td>Total Revenues Account</td>
<td>8,300 0 0</td>
</tr>
<tr>
<td>To Selling of Accounts</td>
<td>1,200 0 0</td>
</tr>
<tr>
<td>To髁 LAND Sold, &amp;c.</td>
<td>3,227 1 4</td>
</tr>
<tr>
<td>Total Revenues Account</td>
<td>5,128,195 8 11</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>£  s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Cash</td>
<td>4,699 8 18</td>
</tr>
<tr>
<td>By Balance on current and deposit accounts</td>
<td>319 6 8</td>
</tr>
<tr>
<td>By Balance on current and deposit accounts</td>
<td>5,018 15 6</td>
</tr>
<tr>
<td>By Traffic accounts due to the Committee</td>
<td>715 11 8</td>
</tr>
<tr>
<td>By Sundry outstanding accounts</td>
<td>223 9 0</td>
</tr>
<tr>
<td>By Estimated value of old rails, &amp;c.</td>
<td>713 14 5</td>
</tr>
<tr>
<td>By Investments in Loans Stock</td>
<td>3,227 1 4</td>
</tr>
<tr>
<td>By Revenue account</td>
<td>8,697 16 10</td>
</tr>
<tr>
<td>Total Revenue account</td>
<td>8,697 16 10</td>
</tr>
</tbody>
</table>

BALANCE SHEET, 30th June, 1889.

<table>
<thead>
<tr>
<th>Description</th>
<th>£  s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Cash</td>
<td>4,699 8 18</td>
</tr>
<tr>
<td>By Balance on current and deposit accounts</td>
<td>319 6 8</td>
</tr>
<tr>
<td>By Balance on current and deposit accounts</td>
<td>5,018 15 6</td>
</tr>
<tr>
<td>By Traffic accounts due to the Committee</td>
<td>715 11 8</td>
</tr>
<tr>
<td>By Sundry outstanding accounts</td>
<td>223 9 0</td>
</tr>
<tr>
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<td>3,227 1 4</td>
</tr>
<tr>
<td>By Revenue account</td>
<td>8,697 16 10</td>
</tr>
<tr>
<td>Total Revenue account</td>
<td>8,697 16 10</td>
</tr>
</tbody>
</table>

* Minute 831 of 13th March last shows "Loss on Working for six months to 31st December, 1888, £8,427 16s. 10d." This amount is increased to £8,697 16s. 10d. (as above) by £270 (for Easement L. B. & S. C. R. Jrn. 2, with Committee's Line at New Cross), formerly dealt with as revenue, but now treated as Capital according to Minute 832 of 30th April last—and included in "Lands Sold, &c., £3,227 16s. 4d."

Examined with the Books and Vouchers and found correct.

The Bank of England have also certified to us that on the 30th June last there was registered, in the names Chas. H. Parkes, Esq.; Henry D. Pochin, Esq., and Mr. J. J. Moylan, Local Loans 5 per cent. Stock, £3,123 16s. 6d., which represents the Investments of the Committee.

Resolved,—
That this statement be printed on this day's Minutes and so circulated.
S90. Next Meeting.

On 13th November, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to
call a meeting in the interim if he consider it necessary.
891 Returns of Receipts and Passengers.

Submitted the following Statements:

Coaching Receipts for August, 1889, in comparison with August, 1888, and June and July, 1889.

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>BOOKINGS TO</th>
<th>TOTAL RECEIPTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>East London Railway</td>
<td>Brighton Railway</td>
</tr>
<tr>
<td>Old Kent Road</td>
<td>£ 14,510</td>
<td>£ 14,510</td>
</tr>
<tr>
<td>Deptford Road</td>
<td>£ 6,590</td>
<td>£ 6,590</td>
</tr>
<tr>
<td>Rotherhithe</td>
<td>£ 4,295</td>
<td>£ 4,295</td>
</tr>
<tr>
<td>Whitechapel</td>
<td>£ 3,135</td>
<td>£ 3,135</td>
</tr>
<tr>
<td>Shoreditch</td>
<td>£ 2,975</td>
<td>£ 2,975</td>
</tr>
<tr>
<td>Totals</td>
<td>£ 32,925</td>
<td>£ 32,925</td>
</tr>
</tbody>
</table>

Number of Passengers booked to, from, and over the East London Line, for the months of February, March, April, May, June, and July, 1889.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>East London Line</td>
<td>Brighton Line</td>
<td>11,350</td>
<td>14,065</td>
<td>16,738</td>
<td>14,840</td>
<td>18,316</td>
<td>17,636</td>
<td>92,920</td>
</tr>
<tr>
<td>&quot;</td>
<td>South Eastern Line</td>
<td>1,858</td>
<td>2,159</td>
<td>2,865</td>
<td>2,990</td>
<td>3,229</td>
<td>3,919</td>
<td>16,429</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan</td>
<td>50,002</td>
<td>51,564</td>
<td>53,159</td>
<td>50,278</td>
<td>55,201</td>
<td>55,286</td>
<td>315,761</td>
</tr>
<tr>
<td>&quot;</td>
<td>City Lines and Extensions</td>
<td>41,749</td>
<td>48,683</td>
<td>47,937</td>
<td>47,955</td>
<td>49,871</td>
<td>50,580</td>
<td>282,173</td>
</tr>
<tr>
<td>&quot;</td>
<td>District Line</td>
<td>11,857</td>
<td>13,050</td>
<td>11,527</td>
<td>11,335</td>
<td>11,319</td>
<td>12,036</td>
<td>71,124</td>
</tr>
<tr>
<td>&quot;</td>
<td>Great Eastern Line</td>
<td>4,129</td>
<td>4,345</td>
<td>4,973</td>
<td>5,029</td>
<td>5,655</td>
<td>6,986</td>
<td>31,327</td>
</tr>
<tr>
<td>&quot;</td>
<td>East London</td>
<td>14,063</td>
<td>15,068</td>
<td>17,802</td>
<td>16,231</td>
<td>18,671</td>
<td>20,676</td>
<td>107,706</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan</td>
<td>2,879</td>
<td>3,154</td>
<td>3,474</td>
<td>3,882</td>
<td>3,981</td>
<td>3,975</td>
<td>21,345</td>
</tr>
<tr>
<td>City Lines and Extensions</td>
<td>&quot;</td>
<td>35,868</td>
<td>39,832</td>
<td>41,895</td>
<td>39,185</td>
<td>42,153</td>
<td>42,474</td>
<td>241,407</td>
</tr>
<tr>
<td>District Line</td>
<td>&quot;</td>
<td>32,368</td>
<td>34,873</td>
<td>34,866</td>
<td>35,412</td>
<td>33,297</td>
<td>38,026</td>
<td>210,752</td>
</tr>
<tr>
<td>Great Eastern Line</td>
<td>&quot;</td>
<td>8,004</td>
<td>8,297</td>
<td>8,109</td>
<td>7,905</td>
<td>8,073</td>
<td>8,148</td>
<td>48,627</td>
</tr>
<tr>
<td>East London Local.</td>
<td>&quot;</td>
<td>4,751</td>
<td>5,000</td>
<td>6,338</td>
<td>6,515</td>
<td>6,734</td>
<td>11,247</td>
<td>40,295</td>
</tr>
<tr>
<td>Total</td>
<td>&quot;</td>
<td>446,915</td>
<td>499,742</td>
<td>502,887</td>
<td>498,431</td>
<td>514,230</td>
<td>543,551</td>
<td>3,005,336</td>
</tr>
</tbody>
</table>
EAST LONDON RAILWAY JOINT COMMITTEE

MANAGERS MEETING
At 110, Cannon Street, London, on 23rd September, 1889.

Present:—
Mr. STANIFORTH (for Mr. Sarle) for Brighton Company.
Mr. BIRT " Great Eastern Company.
Mr. BELL " Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:— That the same Classification be adopted as that now adopted by the Railways generally with the Board of Trade.

2. Recommended:— That the Schedule of (2) for the Committee’s Line to be deposited with the Board of Trade, be as follows:—

GOODS AND MINERALS.

<table>
<thead>
<tr>
<th>Class</th>
<th>Per ton, per mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
</tr>
<tr>
<td>1</td>
<td>5d.</td>
</tr>
<tr>
<td>2</td>
<td>5½d.</td>
</tr>
<tr>
<td>3</td>
<td>6d.</td>
</tr>
<tr>
<td>4</td>
<td>7d.</td>
</tr>
<tr>
<td>5</td>
<td>8d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Some "Terminals" as for "Large Towns" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rate for Conveyance per Animal.</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Proposed Minimum Charge at each end</th>
<th>Minimum Charge at each end</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile.</td>
<td>Per animal</td>
<td>Per vehicle.</td>
<td>Per vehicle.</td>
<td></td>
</tr>
<tr>
<td>For every horse, mule, cow, or other beast of draught or burden.</td>
<td>Ex. 5d.</td>
<td>5d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of meat cattle.</td>
<td>1s.</td>
<td>4½d.</td>
<td>4d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>¼d.</td>
<td>3d.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate conveyance, either by direction of the consignor, or for any other sufficient cause.</td>
<td>Ex. 9d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s. 6d.</td>
<td>1s. 6d.</td>
</tr>
</tbody>
</table>
CARRIAGES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>If every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>... 2s. 0d. 1s. 0d. 9d. 6d.</td>
<td>1s. If l ton or under in weight... 1s. If over 1 ton, then as for a quarter of a ton</td>
<td>1s. If 1 ton or under in weight... 1s. If over 1 ton, then as for a quarter of a ton</td>
<td>10s.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>... 3d. 4d. 3d. 2d.</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>An additional charge of 10s.</td>
</tr>
</tbody>
</table>

That whatever changes might be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.
1, Copthall Buildings, E.C.
London 17th Sept 1889

Dear Sir,

We beg to acknowledge with thanks, the receipt of your favour of this date enclosing a Cheque in payment of our accounts against the East London Railway Joint Committee for the Six Months ending 30th June 1889.

As requested we have signed the form of receipt forwarded by you and herewith herewith.

Yours truly,

[Signature]

J. J. Mourichon Esq
Secretary & Manager
East London Railway Joint Committee
Railway and Canal Traffic Act, 1888.

Sir,

I am directed by the Board of Trade to call your attention to the letter from this Department of the 22nd ultimo, respecting the provisions of Section 24 of the above named Act, and to request that these provisions may be at once complied with.

I am, Sir,
Your obedient Servant,

[Signature]

The Secretary of the
East London Railway Company
East London Railway Joint Committee.

AGENDA.

WEDNESDAY, 25th SEPTEMBER, 1889.

   (i.) Mr. Parkes to report interview with the officials of the Board of Trade.
   (ii.) Goods Managers' Meetings, 30th August and 16th September, 1889.

   Minutes
   Recommendation of Classification.
   Propositions for Tolls by the several Lessee Companies.

2. Solicitors' Charges, Half-year ending June last.
   Report payment.

3. Traffic Receipts—June and July last.
   Submit Clearing House figures.

4. Gas Consumption.
   Submit offer from Gas Economizing, &c., Syndicate.

5. Adjournment.
   To fix.
With reference to Minute 879 of Committee Meeting of 14th August, on account of the urgency for the Committee's decision with respect to the subject-matter of Minute 868 (Railway & Canal Traffic Act, 1888), Mr. Parke has instructed me to call a Meeting joint of the Committee for Wednesday next, 25th instant, which I beg to do, hereby, for 2.30 p.m. on that day, at Cannon St. Hotel, and I have the pleasure to enclose copy of Agenda.

The Meeting is specially convened for the consideration of the course to be adopted in respect of the deserts of the Classification to the Board of Trade under the provisions of the Railway & Canal Traffic Act 1888 - the time for such desert having been extended to the 1st Oct. 1888.
## EAST LONDON RAILWAY JOINT COMMITTEE.

**GOODS MANAGERS’ MEETINGS**

*At 110, Cannon Street, London, on 30th August and 16th September, 1889.*

**Present:**

- Mr. STANIFORTH (on 16th Sept.) for Brighton Company.
- Mr. CHAPMAN " Chatham Company.
- Mr. SOAR (for Mr. Powell) " District Company.
- Mr. GARDNER " Great Eastern Company.
- Mr. AULT (for Mr. Bell) " Metropolitan Company.
- Mr. LIGHT " South Eastern Company.
- Mr. HODGES (for Messrs. Bristows) " East London Company.
- Mr. PARSONS (for Mr. Moynihan) " Joint Committee.

**Mr. GARDNER,** in the Chair.

### RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended: —

   That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under: —

**Goods and Minerals.**

*At a rate, per ton, per mile, say—*

<table>
<thead>
<tr>
<th>Class</th>
<th>Dm. Co.</th>
<th>Chatham Co.</th>
<th>District Co.</th>
<th>G.E.</th>
<th>Met. Co.</th>
<th>S.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A</td>
<td>3½d.</td>
<td>8d.</td>
<td>8d.</td>
<td>3d.</td>
<td>4½d.</td>
<td>4d.</td>
</tr>
<tr>
<td>&quot; B.&quot;</td>
<td>4d.</td>
<td>8d.</td>
<td>8d.</td>
<td>3½d.</td>
<td>5d.</td>
<td>4d.</td>
</tr>
<tr>
<td>&quot; C.&quot;</td>
<td>4½d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>&quot; 1&quot;</td>
<td>5d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>4½d.</td>
<td>7d.</td>
<td>5d.</td>
</tr>
<tr>
<td>&quot; 2&quot;</td>
<td>6d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>5½d.</td>
<td>7d.</td>
<td>6d.</td>
</tr>
<tr>
<td>&quot; 3&quot;</td>
<td>7d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>6d.</td>
<td>8d.</td>
<td>7d.</td>
</tr>
<tr>
<td>&quot; 4&quot;</td>
<td>8d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>6d.</td>
<td>8d.</td>
<td>8d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Towns" (London).

### LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Minimum Charge exclusive of Terminals.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile.</td>
<td>Per animal.</td>
<td>Per animal.</td>
<td>Per vehicle.</td>
<td>Per vehicle.</td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of neat cattle.</td>
<td>1s.</td>
<td>4½d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>4d.</td>
<td>3d.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td>1s.</td>
<td>9d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>Description</td>
<td>Proposed Maximum Rate per mile</td>
<td>Proposed Maximum Station Terminal at each end</td>
<td>Proposed Maximum Service Terminal at each end</td>
<td>Minimum Charge</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>Chatham. 2s. 0d.</td>
<td>District. 1s. 0d.</td>
<td>Metn. Co. 9d.</td>
<td>Btn., G.E., S.E. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>4d. 2s.</td>
<td>4d. 2s.</td>
<td>3d. 2s.</td>
<td>2d. 2s.</td>
<td>1s.</td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td>An additional charge of 10s.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Resolved, on the proposal of Sir S. H. Waterlow,—

That a copy of the schedule of tolls of the East London Railway, as shown in the Act of 1865, be sent to each of the Lessee Managers in order that they may advise the Joint Committee as to the new schedule to be prepared for the Board of Trade; and that the Chairman of the day (Mr. Parke) be asked to see the officials of the Board of Trade, with a view to obtaining extension until the 1st November next of the time for delivering the schedule of the East London Railway.

289. Traffic Facilities provided for by Clause 54 of Leasing Act.

Mr. Parkinson (for Lord Alfred S. Churchill) called attention to the unfulfilled provisions of this clause, particularly with reference to the non-resumption by the Brighton Company of the Through Bookings between its system South of Croydon and the Committee's Railway, which were discontinued at the end of 1888.


Submitted a proposal from this Company on the ground of the smallness of the receipts from Machines at the Committee's Stations, that the rent be reduced from £60 to £40 per annum.

Declined.

291. Prosecution—J. T. Moss travelling class superior to ticket.

Reported that for journeying from Monument to New Cross in a second-class carriage with a third class ticket, on 8th May last, this offender was fined 40s.

292. Accidents to Boys Treacher and Ball (Trespassers), 26th ult.

Reported that these two boys were run over and killed by the District Company's 3.8 p.m. train at New Cross, and that at the inquest on their bodies the verdict was—

"That those lads accidentally came to their death on the East London Railway between New Cross and Deptford Road from injuries sustained from a passing train whilst trespassing on the line."

293. Rent of Line to 30th Proximo.

Resolved—

That £15,000, the half-year's rent, be paid to the East London Company on the due date, each of the Lessee Companies being hereby requested to contribute £1,000 towards such payment, as on account of, but without prejudice to its share of responsibility under the Lease.

294. Gas Consumption.

Submitted and reported on offer from the Gas Economizing and Improved Light Syndicate of Rochester Buildings, London Bridge, to put up its apparatus at the Committee's six stations for 12 months—the sole expense to the Committee being the payment to the Syndicate of one-half the ascertainment saving in the Gas consumption, or (what is practically an equivalent payment), 1s. 3d. for each thousand feet of gas subjected to the Syndicate's process. The process has been on trial at the Rotherhithe Station for 10 weeks past and the results so far are that the gas used is 80 per cent. less, and the light given considerably better than before the process was tried.

To stand over.

295. Traffic Receipts, April and May, last.

Submitted the following figures of Committee's earnings rendered by Railway Clearing House for April and May, 1888:

<table>
<thead>
<tr>
<th>Description</th>
<th>April, 1888</th>
<th>May, 1888</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers: Local</td>
<td>£1,432 16 4</td>
<td>£1,431 16 2</td>
</tr>
<tr>
<td>Through 1,761 18 10</td>
<td>£3,212 15 2</td>
<td>£3,231 17 3</td>
</tr>
<tr>
<td>Parcels, &quot;H. G. and D.&quot;</td>
<td>40 7 6</td>
<td>39 19 3</td>
</tr>
<tr>
<td>Goods and Live Stock</td>
<td>301 14 1</td>
<td>311 16 3</td>
</tr>
<tr>
<td></td>
<td>£3,534 16 2</td>
<td>£3,660 13 1</td>
</tr>
</tbody>
</table>
Resolved, on the proposal of Sir S. H. Waterlow.—

That a copy of the schedule of tolls of the East London Railway, as shown in the Act of 1865, be sent to each of the Lessee Managers in order that they may advise the Joint Committee as to the new schedule to be prepared for the Board of Trade; and that the Chairman of the day (Mr. Parkes) be asked to see the officials of the Board of Trade, with a view to obtaining extension until the 1st November next of the time for delivering the schedule of the East London Railway.

869. Traffic Facilities provided for by Clause 54 of Leasing Act.

Mr. FABER (for Lord Alfred S. Churchill) called attention to the unfulfilled provisions of this clause, particularly with reference to the non-resumption by the Brighton Company of the Through Bookings between its system South of Croydon and the Committee's Railway, which were discontinued at the end of 1885.


Submitted application from this Company on the ground of the smallness of the receipts from Machines at the Committee's Stations, that the rent be reduced from £60 to £40 per annum.

Declined.

871. Prosecution—J. T. Moss travelling class superior to ticket.

Reported that for journeying from Monument to New Cross in a second-class carriage with a third class ticket, on 8th May last, this offender was fined 40s.

872. Accidents to Boys Treacher and Ball (Trespassers), 26th ult.

Reported that these two boys were run over and killed by the District Company's 3.8 p.m. train ex New Cross, and that at the inquest on their bodies the verdict was—

"That these lads accidentally came to their death on the East London Railway between New " Cross and Deptford Road from injuries sustained from a passing train whilst trespassing on " the line."

873. Rent of Line to 30th Proximo.

RESOLVED—

That £15,000, the half-year's rent, be paid to the East London Company on the due date, each of the Leesee Companies being hereby requested to contribute £1,000 towards such payment, as on account of, but without prejudice to its share of responsibility under the Lease.

874. Gas Consumption.

Submitted and reported on offer from the Gas Economizing and Improved Light Syndicate of Rochester Buildings, Leadenhall Street, to put up its apparatus at the Committee's six stations for 12 months—the sole expense to the Committee being the payment to the Syndicate of one-half the ascertained saving in the Gas consumption, or (what is practically an equivalent payment), 1s. 3d. for each thousand feet of gas subjected to the Syndicate's process. The process has been on trial at the Rotherhithe Station for 10 weeks past and the results so far are that the gas used is 50 per cent. less, and the light given considerably better than before the process was tried.

To stand over.

875. Traffic Receipts, April and May, last.

Submitted the following figures of Committee's earnings rendered by Railway Clearing House :-

<table>
<thead>
<tr>
<th></th>
<th>April, 1889</th>
<th>May, 1889</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers:—Local</td>
<td>£1,450 16 4</td>
<td>£1,451 16 2</td>
</tr>
<tr>
<td>Through, 1,761 18 10</td>
<td>3,212 15 2</td>
<td>3,251 17 5</td>
</tr>
<tr>
<td>Parcels, &quot;H. C. and D.&quot;</td>
<td>40 7 6</td>
<td>36 19 5</td>
</tr>
<tr>
<td>Goods and Live Stock</td>
<td>301 14 1</td>
<td>311 16 3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>£3,554 16 9</td>
<td>£3,600 18 1</td>
</tr>
</tbody>
</table>
"Dear Sir,

"GREAT EASTERN RAILWAY AND EAST LONDON EASEMENT RENT.

"I am instructed to send you a copy of a resolution passed by the South Eastern Board this day.

"Yours faithfully,

"W. R. STEVENS,
"Secretary.

"J. J. Moynihan, Esq."

"East London Way Leave.

"It was resolved—

"That the attention of the Board having been called to a pending action in which this Company has been made party on a question of a claim for a rent-charge of £400 a year on a portion of the East London Railway by the Great Eastern Company, they decline to be a party to the proceedings, considering that the claim is affected by the Great Eastern having rendered the piece of line and station all but useless, by closing their station to the trains and traffic of the Lessees, and that it would be unjust to the Owners of the East London Railway to repudiate a liability which should devolve upon the Lessees according to the fair meaning and intention of the Lease and of the Act confirming it.

"WILLIAM R. STEVENS,
"Secretary.""

"Solicitors' Office.

"London Brighton & South Coast Railway,
"London Bridge Station,
"London, S.E., 27th July, 1889.

"GREAT EASTERN RAILWAY COMPANY SHOREDITCH EASEMENT RENT.

"Dear Sir,

"I have duly received the copy of Mr. Whissell's letter to you of the 20th inst., informing you of the Metropolitan Co.'s desire to be no longer parties to the suit for determining the question of liability for the Shoreditch Easement Rent, and also a copy of the South Eastern Company's Minute of the 28th inst. expressing the refusal of the Company to be a party to the same proceedings.

"I think that both the South Eastern and Metropolitan Companies must have misapprehended the position of affairs when they arrived at this determination. The six Lessee Companies are parties to the action brought by the Great Eastern Company against the East London Company, involuntarily having been brought into it by third party notices served by Messrs. Wilson, Bristows & Co., on behalf of the East London Company. They are therefore defendants in the suit, and cannot prevent their names appearing.

"You will remember that I was instructed in this matter by Minute No. 781 of the Joint Committee held on the 12th December last, at which all the Companies interested, except the South Eastern, were represented. That Minute requested me to represent the Lessee Companies in the business of this special case, but as the South Eastern Company had not been present, I thought it right to inform Mr. Stevens that I had been asked to act, and understood from him, that he was agreeable. I accordingly took the business in hand, and have agreed the Special Case with the solicitors of the Great Eastern and East London Companies; the Court in Chambers has directed the mode of trial, and the case has, I understand, been set down by the Great Eastern Company."
"DEAR SIR,

"GREAT EASTERN RAILWAY AND EAST LONDON EASEMENT RENT.

"I am instructed to send you copy of a resolution passed by the South Eastern Board this day.

"Yours faithfully,

"W. R. STEVENS,
"Secretary.

"J. J. MOTTHAN, Esq."

"EAST LONDON WAY LEAVE.

"It was resolved—

"That the attention of the Board having been called to a pending action in which this Company has been made party on a question of a claim for a rent-charge of £400 a year on a portion of the East London Railway by the Great Eastern Company, they decline to be a party to the proceedings, considering that the claim is affected by the Great Eastern having rendered the piece of line and station all but valueless, by closing their station to the trains and traffic of the Lessees, and that it would be unjust to the Owners of the East London Railway to repudiate a liability which should devolve upon the Lessees according to the fair meaning and intention of the Lease and of the Act confirming it.

"WILLIAM R. STEVENS,
"Secretary."

"Solicitors' Office,
"LONDON BRIGHTON & SOUTH COAST RAILWAY,
"LONDON BRIDGE STATION,
"LONDON, S.E., 27th July, 1889.

"GREAT EASTERN RAILWAY COMPANY SHOREDITCH EASEMENT RENT.

"DEAR SIR,

"I have duly received the copy of Mr. Whissell's letter to you of the 20th inst., informing you of the Metropolitan Co.'s desire to be no longer parties to the suit for determining the question of liability for the Shoreditch Easement Rent, and also a copy of the South Eastern Company's Minute of the 25th inst. expressing the refusal of the Company to be a party to the same proceedings.

"I think that both the South Eastern and Metropolitan Companies must have misapprehended the position of affairs when they arrived at this determination. The six Lessee Companies are parties to the action brought by the Great Eastern Company against the East London Company, involuntarily having been brought into it by third party notices served by Messrs. Wilson, Bristow & Co., on behalf of the East London Company. They are therefore defendants in the suit, and cannot prevent their names appearing.

"You will remember that I was instructed in this matter by Minute No. 781 of the Joint Committee held on the 12th December last, at which all the Companies interested, except the South Eastern, were represented. That Minute requested me to represent the Lessee Companies in the business of this special case, but as the South Eastern Company had not been present, I thought it right to inform Mr. Stevens that I had been asked to act, and understood from him, that he was agreeable. I accordingly took the business in hand, and have agreed the Special Case with the solicitors of the Great Eastern and East London Companies; the Court in Chambers has directed the mode of trial, and the case has, I understand, been set down by the Great Eastern Company."
Up to the present time, of course, assumed that I was acting under the instructions of the Joint Committee, and that all parties were agreed in testing by a legal decision the question whether the East London Company or the six Lessee Companies were responsible for the payment of this easement rent to the Great Eastern Company.

I am now informed, however, that the Metropolitan and South Eastern Companies protest against being any longer parties to the suit. As I pointed out to you when I saw you yesterday, neither of these Companies can help remaining in the suit. They were brought in, together with the other four companies, by the action of the East London Company under the machinery known as a third party notice provided for the purpose, and they are therefore before the court, and must remain there unless the other four Companies agree with them in abandoning their contention that this easement rent is not payable by the Lessee Companies, in which case, of course, the action would come to an end.

As matters now stand, I shall be glad to receive instructions from the Joint Committee at their next meeting.

I assume that it would be open to the South Eastern and Metropolitan Companies, even at this eleventh hour, to change front and to argue in favour of the contention of the East London Company, in which case it would only be necessary for those two Companies to change solicitors and to brief counsel on their own account. In that case I shall be glad to know whether the directors of the other four Companies desire that I should continue to represent them in the submission to the court of their easement rent payable by the East London Company.

I may add, if I have not already told you, that I have retained Sir Henry James to argue the case on behalf of the Lessee Companies, and I presume that if the Metropolitan and South Eastern Companies retire and elect to be separately represented, that they will surrender any rights in this retainer to the other four Companies.

The case is not likely to be reached until late in the autumn.

Yours truly,

J. J. Moynihan, Esq.”

“Solicitors’ Office,
London Brighton & South Coast Railway,
London Bridge Station, S.E.
1st August, 1889.

GREAT EASTERN RAILWAY COMPANY v. EAST LONDON RAILWAY COMPANY.

Dear Sir,

Since writing to you on the 27th ult., I find that I was mistaken in supposing that the case had actually been set down. Mr. Moore told me that he was about to set it down, and I was under the impression that it had been signed, but it seems from enquiries made that Mr. Moore has not yet set it down, and that it will require the signature of my firm before this can be done.

Under these circumstances, having regard to the letters which you have sent me from the Metropolitan and South Eastern Companies, I can only consider my instructions from these Companies withdrawn, and I have told Mr. Moore that I shall refuse to sign the case. This will leave the matter quite open, so that the Joint Committee on Wednesday week can re-consider the whole situation.

Mr. Moore has intimated that probably, having regard to what has taken place, he will decline to go on with the Special Case, and will carry on his action in the ordinary way by
pleasings, leaving the East London Company and the various Lessee Companies to take such steps as they may think fit. Such an arrangement will, however, be more costly than obtaining a decision by means of an agreed case.

Yours truly,

PHILIP F. ROSE

Mr. PARKES shortly stated the position of this matter (vide Minutes 322, 341, 388, 477, 492, 503, 781 and 792), and explained that when arrangements for the acquisition by the East London Company from the Great Eastern Company of this land at Shoreditch were entered upon, Sir Edward Watkin, on behalf of the East London, insisted that the consideration to be paid the Great Eastern should be an annual rent of £400 a year. Mr. Parkes further stated that the Great Eastern have claimed this £400 a year from the East London Company because they recognize only the East London Company in the transaction, and they have commenced an action against that Company for the amount, and that the East London Company now claim the £400 a year from the Committee. The Committee upon this had agreed that a stated case should be submitted for the decision of the High Court. The case was settled, and then, when it was ripe for hearing, the South Eastern Company and the Metropolitan Company gave notice that they do not consider they should be parties as defendants in the case.

Sir EDWARD WATKIN, not admitting Mr. Parkes's recollection of the early negotiations between the Great Eastern and East London Companies, asserted that the Great Eastern Company by excluding the East London trains from Liverpool Street Station had rendered practically useless the piece of line on the land in respect of which the £400 a year is claimed, and contended that if it be a liability to the Great Eastern Company, it is liability of the Joint Committee and not of the East London Company. He moreover stated that the Metropolitan and South Eastern Companies absolutely decline to be a party to any transaction repudiating the liability of the Committee.

Mr. PARKES said that, as representing the Great Eastern Company, he felt bound to insist upon full payment from the East London Company, and, as a member of the Committee, to equally insist that the Committee shall not make the payment.

Sir PHILIP ROSE said: I have come to an absolute deadlock in this matter. On the receipt of the objections of the South Eastern and Metropolitan Companies, I refused to sign the case which has been prepared, and I have stopped my hand altogether.

Mr. BUCKENSHETH said he would have preferred a friendly case instead of hostile proceedings against the East London Company.

Sir SYDNEY WATERLOW: Cannot the case go forward on a resolution of the majority of this Committee; cannot Sir Philip Rose state it on behalf of the four Companies?

Sir EDWARD WATKIN: No. I object to Sir Philip Rose taking any instruction from a mere majority of the Committee.

Mr. FARMER thought it a great pity there should be fighting if it could be helped, and advised that the four Companies should go on with the case and leave it to the two objecting Companies to do as they please.

Resolved,—
That each Company be left to take its own course in the matter.


Mr. PARKES having drawn attention to the necessity for the Committee or the East London Company taking some step towards compliance with this Act in submitting to the Board of Trade a revised schedule and classification of Goods Rates.
14th August, 1889

865. LEASE.

(i) Mr. Parkes stated that under authority given by Minute 854, 12th June last, he had settled for £315, Messrs. Bristows' bill for professional services.

(ii) Pursuant to notice given at Meeting of 12th June last (Minute 854), Mr. Parkes moved, and Sir Edward Watkin seconded, and it was unanimously

Resolved—
That the interest on the Stamp Duty, £274 18s. 8d., and Messrs. Bristows' bill for professional services and costs out-of-pocket, amounting together to £400 4s.—in all £675 2s. 8d., be paid in like proportions by the Lessee Companies, as was the item of £3,000 for the Stamp Duty, in accordance with Minute 657 of 11th January, 1888.

866. Solicitors' Charges—Half-year ending June last.

Submitted bills of charges from Messrs. Wilson, Bristows and Carpenter under the following heads:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rating Appeal</td>
<td>£69 7 10</td>
</tr>
<tr>
<td>Projected Works near Thames Tunnel</td>
<td>14 3 9</td>
</tr>
<tr>
<td>Prosecutions</td>
<td>35 0 2</td>
</tr>
<tr>
<td>Sundries</td>
<td>7 19 2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£126 10 11</strong></td>
</tr>
</tbody>
</table>

The Chairman of the day (Mr. Parkes) having kindly undertaken to examine these bills, he was authorised to have them paid if he see fit.

867. Easement Rent, Shoreditch.

Submitted the following correspondence:

"Metropolitan Railway Company,
"Secretary's Office,
"32, Westbourne Terrace, London, W.,
"July 20th, 1889.

"Dear Sir,

"My Directors have had under their consideration the action now proceeding at the instance of the Great Eastern Company against the East London Railway Company and the Lessee Companies, in respect to the claim of the Great Eastern Company for the rent-charge of £400 per annum, the easement rent for the junction line at or near Brick Lane—and I am instructed to intimate to you the opinion of my Directors that the payment in question (if legally enforceable as from the date the Great Eastern Company terminated the occupancy of their station at Liverpool Street, which my Directors very much doubt) is clearly a payment coming within the scope of Clause 40 of the Leasing Act of 1882, and is therefore a liability of the leasing Companies, and my Directors dissent from this Company being any longer parties to the suit in question.

"I shall be glad if you will be good enough to convey this intimation to whoever is directing the defence of the action, and give me an assurance that the name of this Company has been struck out of the suit, falling which, it will be necessary for my Directors to instruct counsel to appear and protest against this Company being continued parties to the Action, the costs of which they decline to bear any part of.

"Yours faithfully,

"G. H. Whissell,
"Secretary.

"J. J. Mynman, Esq."
The like figures for April and May, 1888, were reported as:—

<table>
<thead>
<tr>
<th></th>
<th>April, 1888.</th>
<th>May, 1888.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers:— Local</td>
<td>£1,451 11 9</td>
<td>£1,492 10 7</td>
</tr>
<tr>
<td>Through 1,781 9 8</td>
<td>£3,183 1 5</td>
<td>£3,237 3 3</td>
</tr>
<tr>
<td>Parcels, &quot;H. C. and D.&quot;</td>
<td>31 16 5</td>
<td>33 2 11</td>
</tr>
<tr>
<td>Goods and Live Stock</td>
<td>344 13 0</td>
<td>322 10 2</td>
</tr>
<tr>
<td></td>
<td>£3,559 10 10</td>
<td>£3,644 16 4</td>
</tr>
</tbody>
</table>

876. Claims of Lessee Companies against Committee.

Submitted the following Statement:—

Brighton Company—Running Expenses to June 30th, &c. | £903 11 3
South Eastern, —Disbursements to June 30th, &c. | £1,028 11 11
District | £720 2 9
Metropolitan " " | £1,059 13 10
Great Eastern " " | £529 13 3

£4,236 13 0

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company’s claim, to the audit of the Brighton Company.

877. Bankers’ Pass Books Submitted, showing credit balances to date:

Deposit Account | £6,000 0s. 0d.
Current | £3,026 2s. 3d.

878. Cheques Signed for £4,830. 17s. 10d., Cheques for £1,752. 2s. 2d. (Wages, &c.) reported signed since last meeting.

879. Next Meeting.

Fixen for 9th October, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to call a meeting in the interim if he consider it necessary.

880. Returns of Receipts and Passengers.

Submitted the following Statements:

Coaching Receipts for June, 1889, in comparison with June, 1888, and April and May, 1889.
The like figures for April and May, 1888, were reported as:

<table>
<thead>
<tr>
<th>Passengers:</th>
<th>Through 1,731</th>
<th>9</th>
<th>8</th>
<th>£3,183 1 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>1,481 11 9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Through</td>
<td>1,734 12 8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcels</td>
<td>51 16 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goods and Live Stock</td>
<td>544 12 0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>£3,644 16 4</td>
</tr>
</tbody>
</table>

878. Claims of Leased Companies against Committee.

Submitted the following Statement:

Brighton Company—Running Expenses to June 30th, &c. | £906 11 8
South Eastern ——Disbursements to June 30th, &c. | 1,023 11 11
District ——Running Expenses, June and July | 729 2 9
Metropolitan —— | 1,059 12 10
Great Eastern —— | 529 13 3

£4,236 13 0

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

877. Bankers Pass Books Submitted, showing credit balances to date:

Deposit Account: £6,000 0s. 0d.
Current | £3,026 2s. 5d.

878. Cheques drawn for £4,530 17s. 10d., Cheques for £1,732 2s. 9d. (Wages, &c.) reported signed since last meeting.

879. Next Meeting.

Fixed for 9th October, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to call a meeting in the intervals if he considers it necessary.

880. Returns of Receipts and Passengers.

Submitted the following Statements:

Coaching Receipts for June, 1889, in comparison with June, 1888, and April and May, 1889.
### Coaching Receipts for July, 1889, in comparison with July, 1888, and May and June, 1889.

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>East London Railway</th>
<th>Brighton Railway</th>
<th>South Eastern Railway</th>
<th>Metropolitan Railway and Extensions</th>
<th>City Lines and Eastern Railway</th>
<th>District Railway</th>
<th>Great Eastern Railway</th>
<th>July, 1889</th>
<th>July, 1888</th>
<th>June, 1889</th>
<th>May, 1889</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
<td>£ s. d.</td>
</tr>
<tr>
<td>New Cross, S.E.R.</td>
<td>181 0 2</td>
<td>607 9 0</td>
<td>110 10 9</td>
<td>14 17 4</td>
<td>...</td>
<td>703 17 3</td>
<td>731 9 6</td>
<td>771 2 6</td>
<td>698 17 5</td>
<td>311 16 6</td>
<td></td>
</tr>
<tr>
<td>Do. H.L.</td>
<td>198 1 6</td>
<td>21 3 3</td>
<td>47 1 5</td>
<td>46 19 11</td>
<td>34 16 9</td>
<td>348 2 10</td>
<td>314 13 8</td>
<td>336 0 8</td>
<td>311 16 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Kent Road</td>
<td>60 8 4</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>1 12 4</td>
<td>62 8 8</td>
<td>68 6 4</td>
<td>62 7 5</td>
<td>66 7 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deptford Road</td>
<td>382 2 7</td>
<td>216 1 0</td>
<td>21 3 3</td>
<td>...</td>
<td>12 6 10</td>
<td>659 5 1</td>
<td>922 3 1</td>
<td>906 4 9</td>
<td>911 7 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rotherhithe</td>
<td>176 6 2</td>
<td>71 19 3</td>
<td>26 1 2</td>
<td>3 13 1</td>
<td>390 7 8</td>
<td>376 15 2</td>
<td>381 11 8</td>
<td>369 11 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wapping</td>
<td>116 6 7</td>
<td>41 21 7</td>
<td>22 4 8</td>
<td>1 1 3</td>
<td>23 16 5</td>
<td>217 9 1</td>
<td>205 9 2</td>
<td>197 7 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shadwell</td>
<td>389 19 11</td>
<td>61 14 0</td>
<td>15 7 9</td>
<td>45 8 10</td>
<td>2 13 0</td>
<td>655 18 4</td>
<td>655 18 4</td>
<td>600 17 2</td>
<td>542 17 8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whitechapel</td>
<td>126 6 11</td>
<td>136 3 3</td>
<td>2 15 5</td>
<td>0 9 10</td>
<td>...</td>
<td>272 18 7</td>
<td>262 10 8</td>
<td>261 18 2</td>
<td>268 18 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shoreditch</td>
<td>91 1 1</td>
<td>26 18 11</td>
<td>1 4 10</td>
<td>0 2 9</td>
<td>0 1 3</td>
<td>129 16 9</td>
<td>116 18 7</td>
<td>103 9 10</td>
<td>99 13 9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Totals

| July, 1889 | £1,641 10 10 10 | £395 1 7 10 12 2 | £914 13 5 4 | £458 10 6 227 18 9 | £124 14 4 3,797 12 7 | ... | ... | ... |
| Do. July 1889 | £1,641 11 11 1 | £325 9 5 11 7 9 | £858 12 11 | £881 15 0 282 2 1 0 64 9 10 | ... | 3,657 12 11 | ... | ... |
| Do. June 1889 | £1,572 6 5 5 | £382 8 0 8 6 5 0 9 | £917 13 0 0 | £498 15 2 25 6 11 10 10 54 7 1 | ... | 5,529 6 0 2 | ... | ... |
| Do. May 1889 | £1,638 13 8 | £210 8 0 31 13 8 8 11 9 11 421 0 6 201 10 6 47 0 8 | ... | ... | ... | 3,506 16 11 | ... | ... |

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### Number of Passengers booked to, from, and over the East London Line, for the months of January, February, March, April, May and June, 1889.

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;</td>
<td>South Eastern Line</td>
<td>2,083</td>
<td>1,858</td>
<td>2,159</td>
<td>2,865</td>
<td>2,395</td>
<td>3,229</td>
<td>14,889</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan &quot;</td>
<td>54,975</td>
<td>50,002</td>
<td>51,564</td>
<td>58,130</td>
<td>50,578</td>
<td>55,201</td>
<td>315,450</td>
</tr>
<tr>
<td>&quot;</td>
<td>City Lines and Extensions &quot;</td>
<td>32,436</td>
<td>41,749</td>
<td>48,863</td>
<td>47,097</td>
<td>47,353</td>
<td>45,871</td>
<td>289,029</td>
</tr>
<tr>
<td>&quot;</td>
<td>District Line &quot;</td>
<td>14,023</td>
<td>11,857</td>
<td>13,650</td>
<td>18,997</td>
<td>11,353</td>
<td>11,319</td>
<td>87,011</td>
</tr>
<tr>
<td>&quot;</td>
<td>Great Eastern Line &quot;</td>
<td>1,473</td>
<td>1,429</td>
<td>1,425</td>
<td>1,473</td>
<td>1,102</td>
<td>5,026</td>
<td>28,664</td>
</tr>
<tr>
<td>&quot;</td>
<td>East London &quot;</td>
<td>16,224</td>
<td>14,063</td>
<td>18,063</td>
<td>17,902</td>
<td>18,281</td>
<td>18,871</td>
<td>103,272</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan &quot;</td>
<td>3,300</td>
<td>2,879</td>
<td>3,154</td>
<td>3,847</td>
<td>3,882</td>
<td>3,981</td>
<td>20,670</td>
</tr>
<tr>
<td>&quot;</td>
<td>City Lines and Extensions &quot;</td>
<td>41,319</td>
<td>35,808</td>
<td>39,822</td>
<td>41,955</td>
<td>39,155</td>
<td>42,153</td>
<td>240,252</td>
</tr>
<tr>
<td>&quot;</td>
<td>District Line &quot;</td>
<td>37,005</td>
<td>32,393</td>
<td>34,283</td>
<td>34,166</td>
<td>34,412</td>
<td>35,207</td>
<td>210,319</td>
</tr>
<tr>
<td>&quot;</td>
<td>Great Eastern Line &quot;</td>
<td>9,449</td>
<td>8,004</td>
<td>8,297</td>
<td>8,109</td>
<td>7,955</td>
<td>8,078</td>
<td>48,932</td>
</tr>
<tr>
<td>&quot;</td>
<td>East London Local.</td>
<td>5,185</td>
<td>4,761</td>
<td>5,000</td>
<td>6,538</td>
<td>6,215</td>
<td>6,784</td>
<td>34,333</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>516,615</td>
<td>446,515</td>
<td>493,742</td>
<td>502,887</td>
<td>498,431</td>
<td>514,230</td>
<td>2,978,420</td>
</tr>
</tbody>
</table>

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THE EAST LONDON RAILWAY JOINT COMMITTEE.

MEETING.

CANNON STREET HOTEL, LONDON, 14th August, 1889.

Present:

BRIGHTON COMPANY . . . J. PARES BICKERSTETH, Esq.
                      Mr. SARLE.
                      Sir Philip F. Rose, Bart.

CHATHAM " . . . Sir Sydney H. WATERLOW, Bart.
              Mr. MORGAN.

DISTRICT " . . . Mr. POWELL.

EAST LONDON " . . . WALTER R. FARQUHAR, Esq.
                   Mr. LACEY.

GREAT EASTERN " . . . CHARLES H. PARKES, Esq.
                    Lord CLAUD J. HAMILTON.
                    Mr. E. B. PARKES.

SOUTH EASTERN " . . . Sir EDWARD WM. WATKIN, Bart., M.P.

In Attendance:

Mr. MOYNIHAN, Secretary and Manager.

CHARLES H. PARKES, Esq., in the Chair.

862. Minutes.

The Minutes of the Committee’s Meeting of the 12th June last having been printed and circulated were declared correct, and were signed.

863. Meeting fixed for 10th ultimo.

Reported that, as, at this date, there was none but formal matter to submit to the Committee, this meeting was not held.

864. Mr. E. Leigh Pemberton, as Chatham Company’s Representative,

Submitted resolution of the Board of the London Chatham and Dover Company, of the 24th ultimo, appointing Mr. E. Leigh Pemberton in the place of the late Major Dickson, one of its representatives on this Committee.
EAST LONDON RAILWAY JOINT COMMITTEE.

MANAGERS' MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANIFORTH (for Mr. Sarle) for Brighton Company.
Mr. BIRT " Great Eastern Company.
Mr. BELL " Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. Recommended:—

That the Schedule of Tolls for the Committee's Line to be deposited with the Board of Trade, be as follows:

GOODS AND MINERALS.

Per ton, per mile.

<table>
<thead>
<tr>
<th>Class</th>
<th>Per ton, per mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
</tr>
<tr>
<td>1</td>
<td>5d.</td>
</tr>
<tr>
<td>2</td>
<td>5½d.</td>
</tr>
<tr>
<td>3</td>
<td>6d.</td>
</tr>
<tr>
<td>4</td>
<td>7d.</td>
</tr>
<tr>
<td>5</td>
<td>8d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Same " Terminals" as for "Large Towns" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal.</th>
<th>Proposed Maximum Station Service at each end.</th>
<th>Proposed Maximum Station Service at each end.</th>
<th>Proposed Maximum Station Service at each end.</th>
<th>Minimum Charge exclusive of Terminals.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile.</td>
<td>Per animal.</td>
<td>Per animal.</td>
<td>Per vehicle.</td>
<td>Per vehicle.</td>
</tr>
<tr>
<td>Chatham,</td>
<td>Chatham, Metropolitan, B., G.E., S.E.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>horse, mule,</td>
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<tr>
<td>ass, or</td>
<td></td>
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<tr>
<td>other beast</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>of draught</td>
<td></td>
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<tr>
<td>or burden.</td>
<td></td>
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<tr>
<td>For every</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>ox, cow,</td>
<td></td>
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<tr>
<td>bull, or</td>
<td></td>
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<tr>
<td>head of</td>
<td></td>
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<td>milk cattle.</td>
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<tr>
<td>For every</td>
<td></td>
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<tr>
<td>calf, pig,</td>
<td></td>
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<tr>
<td>sheep, lamb,</td>
<td></td>
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<tr>
<td>or other</td>
<td></td>
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<tr>
<td>small animal.</td>
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<tr>
<td>For every</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>animal of</td>
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<tr>
<td>several</td>
<td></td>
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<tr>
<td>classes</td>
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<td>above</td>
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<tr>
<td>enumerated</td>
<td></td>
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<tr>
<td>conveyed</td>
<td></td>
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<tr>
<td>in a separate</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>carriage,</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>either by</td>
<td></td>
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<tr>
<td>direction of</td>
<td></td>
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<td></td>
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<tr>
<td>the consignor,</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or for any</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>other</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>sufficient</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>cause.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>2s. 0d.</td>
<td>1s. 0d.</td>
<td>9d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>4d.</td>
<td>4d.</td>
<td>3d.</td>
<td>2d.</td>
</tr>
</tbody>
</table>

For the use of a covered carriage truck for the conveyance of any such carriage...

An additional charge of 10s.

That whatever changes might be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.
EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

At 110, Cannon Street, London, on 30th August and 16th September, 1889.

Present:

Mr. STANIFORTH (on 16th Sept.) for Brighton Company.
Mr. CHAPMAN for Chatham Company.
Mr. SOAR (for Mr. Powell) for District Company.
Mr. GARDNER for Great Eastern Company.
Mr. AULT (for Mr. Bell) for Metropolitan Company.
Mr. LIGHT for South Eastern Company.
Mr. HODGES (for Messrs. Bristows) for East London Company.
Mr. PARSONS (for Mr. Montgomery) for Joint Committee.
Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:

**Goods and Minerals.**

At a rate, per ton, per mile, say—

<table>
<thead>
<tr>
<th>Class</th>
<th>Bin. Co</th>
<th>Chatham Co</th>
<th>District Co</th>
<th>G.E.</th>
<th>Met. Co</th>
<th>S.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3d.</td>
<td>8d.</td>
<td>8d.</td>
<td>3½d.</td>
<td>4½d.</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
<td>8d.</td>
<td>8d.</td>
<td>5d.</td>
<td>6d.</td>
<td>7d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>7d.</td>
<td>8d.</td>
<td>9d.</td>
</tr>
<tr>
<td>1</td>
<td>5d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>5d.</td>
<td>7d.</td>
<td>8d.</td>
</tr>
<tr>
<td>2</td>
<td>6½d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>6d.</td>
<td>8d.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>6d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>5½d.</td>
<td>7d.</td>
<td>8d.</td>
</tr>
<tr>
<td>4</td>
<td>7d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>7d.</td>
<td>8d.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>8d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>8d.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Towns" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rate for Conveyance per Animal,</th>
<th>Proposed Maximum Station Terminal at each end,</th>
<th>Proposed Maximum Station Terminal at each end,</th>
<th>Proposed Maximum Service Terminal at each end,</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile, Per animal, Per vehicle, Per vehicle, Per vehicle,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bin. Co, G.E., S.E.</td>
<td>Per animal, Per animal, Per vehicle, Per vehicle,</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chatham, Met. Co,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>District.</td>
<td>1s. 6d.</td>
<td>3d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>1s. 6d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of meat cattle.</td>
<td>1s. 6d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>1s. 6d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td>1s. 6d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
</tr>
</tbody>
</table>
EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

At 110, Cannon Street, London, on 30th August and 16th September, 1889.

Present:—

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Mr. SOAR (for Mr. Powell) " District Company.
Mr. GARDNER " Great Eastern Company.
Mr. AULP (for Mr. Bell) " Metropolitan Company.
Mr. LIGHT " South Eastern Company.
Mr. HODGES (for Messrs. Bristows) " East London Company.
Mr. PARSONS (for Mr. Moyalbank) " Joint Committee.

Mr. GARDNER, in the Chair.

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Goods and Minerals.

At a rate, per ton, per mile, say—

<table>
<thead>
<tr>
<th>Class</th>
<th>Em. Co.</th>
<th>Chatham Co</th>
<th>District Co.</th>
<th>G.E.</th>
<th>Main Co.</th>
<th>S.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d</td>
<td>8d</td>
<td>8d</td>
<td>3½d</td>
<td>4½d</td>
<td>4½d</td>
</tr>
<tr>
<td>B</td>
<td>4d</td>
<td>6d</td>
<td>6d</td>
<td>5½d</td>
<td>7d</td>
<td>6d</td>
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<tr>
<td>C</td>
<td>4½d</td>
<td>1½d</td>
<td>1½d</td>
<td>4½d</td>
<td>7d</td>
<td>6d</td>
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<tr>
<td>1</td>
<td>6½d</td>
<td>1½d</td>
<td>1½d</td>
<td>6½d</td>
<td>8½d</td>
<td>7½d</td>
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<tr>
<td>2</td>
<td>7½d</td>
<td>2½d</td>
<td>2½d</td>
<td>7½d</td>
<td>9·1½d</td>
<td>8½d</td>
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<tr>
<td>3</td>
<td>9d</td>
<td>3½d</td>
<td>3½d</td>
<td>9d</td>
<td>11d</td>
<td>9d</td>
</tr>
<tr>
<td>4</td>
<td>1½d</td>
<td>4½d</td>
<td>4½d</td>
<td>1½d</td>
<td>2½d</td>
<td>1½d</td>
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<tr>
<td>5</td>
<td>2½d</td>
<td>6d</td>
<td>6d</td>
<td>2½d</td>
<td>3½d</td>
<td>2½d</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Towns" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
<th>Proposed Maximum Rate per Mile</th>
<th>Proposed Maximum Service, Station Terminal at each end,</th>
<th>Proposed Maximum Service, Station Terminal at each end,</th>
<th>Proposed Maximum Service, Station Terminal at each end,</th>
<th>Minimum Charge exclusive of Terminals.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile</td>
<td>Per Animal</td>
<td>Per Animal</td>
<td>Per Animal</td>
<td>Per vehicle</td>
<td>Per vehicle</td>
</tr>
<tr>
<td></td>
<td>Chatham, Dist., Main, E. G. E. S. E.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>1s. 6d</td>
<td>6d</td>
<td>4½d</td>
<td>6d</td>
<td>6d</td>
<td>1s. 6d</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of neat cattle.</td>
<td>1s</td>
<td>4½d</td>
<td>4d</td>
<td>6d</td>
<td>4d</td>
<td>1s. 6d</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>4d</td>
<td>3d</td>
<td>2d</td>
<td>2d</td>
<td>1½d</td>
<td>1s. 6d</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignors, or for any other sufficient cause.</td>
<td>1s</td>
<td>9d</td>
<td>9d</td>
<td>1s. 6d</td>
<td>1s</td>
<td>1s. 6d</td>
</tr>
</tbody>
</table>
Menu:
Manager's Meeting for Monday 6th Sept
Mr. Birt sends a note on Tuesday 2.30 p.m.
Mr. Baker in Paris (Mr. Walker states they were able to send report on 1st of Oct. Monday or Tuesday)
Mr. Mylly Renault in Paris (Mr. Settle states that report if necessary will be sent Monday or Tuesday)
Mr. Bell could only come Monday.
Manager Chatham could not see Mr. Baker, explained 7th word to him that Monday or Tuesday.
Mr. Powell not in (Mr. Wilson) left curiosa explanation of crisis. *That Monday suits majority.

W.H. 09/89.
East London Railway Joint Committee

Managers' Meeting

110 Cannon St., London, 23rd Sept. 1889.

Present:

1. Stainforth (for W. H. Moore) for Rippleson Co.
2. Bell
3. Instead of:
4. Light (for Mr. Pittton) for South Eastern

Poynder

Mr. Bell in the Chair.

---

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.
RAILWAY AND CANAL TRAFFIC ACT, 1888.

2. Recommended:

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. That the Classification for the Committee's Line to be deposited with the Board of Trade be as follows:

<table>
<thead>
<tr>
<th>Class</th>
<th>Rate per ton per mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
</tr>
<tr>
<td>1</td>
<td>5d.</td>
</tr>
<tr>
<td>2</td>
<td>5½d.</td>
</tr>
<tr>
<td>3</td>
<td>6d.</td>
</tr>
<tr>
<td>4</td>
<td>7d.</td>
</tr>
<tr>
<td>5</td>
<td>8d.</td>
</tr>
</tbody>
</table>

Foods and Minerals

Schedule of Tolls

With a minimum charge of 4 miles.

Same "Terminal" as for "Large Town" (London).
1. Chatham Company's Representative.
    Mr. E. Leigh Pemberton in place of Major Dickson, M.P., deceased.

2. Lease.
   (i.) Mr. Parkes to report settlement, for £315, of Messrs. Bristows' Bill for Professional services.
   (ii.) Mr. Parkes to move "That the interest on the Stamp Duty and the " amount of Messrs. Bristows' Bill of Costs be paid in like proportions " by the Lessee Companies, as was the item of £3,000 for the Stamp " Duty, in accordance with Minute 657 of 11th January, 1888."

    To submit.

4. Easement Rent, Shoreditch.
    Submit correspondence circulated to Companies, and obtain instructions.

    Mr. Parkes to ask:—
    (i.) Whether a schedule for East London Railway is to be lodged with the Board of Trade?
    (ii.) If so, what, or whose schedule it is to be?

6. Traffic Facilities provided for by Clause 54 of Leasing Act.
    Lord Alfred S. Churchill to call attention.

    Submit application for reduction of rent from £60 to £40 per annum.

8. Prosecution—Moss Travelling Class Superior to Ticket.
    Report.

9. Accidents to Boys Treacher and Ball (trespassers) 26th ult.
    Report.

10. Traffic Receipts—April and May last.
    Submit Clearing House figures.

11. Rent of Line to 30th Proximo.
    Ask order for payment.

    To fix.

    Submit offer from Gas Economic to Eddicote.
Dear Sir,

Railway & Canal Traffic Act, 1888

I am desired by Mr. Parkes to convene—so I hereby do—a Meeting of the Goods Managers of the Leasing Companies to be held here on Friday, 30th Instant, at 2.30 p.m., for the purpose of considering and deciding upon the schedule and classification of goods rates which this committee should deposit with the Board of Trade in compliance with the above-mentioned Act.

Yours faithfully,

(Signed) J. J. Magnussen

W. Gardner, Esq.
Goods Manager,
Great Eastern Railway.
Meeting of Goods Managers

Agenda

Friday, 30th August, 1889.

Railway and Canal Traffic Act, 1888.

To consider and advise as to
new Schedule and Classification of
Goods Rates in compliance with above-
mentioned Act.
Good managers Meeting

September 16th 1889.

Mem.

Questions discussed, and it was understood that the existing tolls should apply to the leased Railway Companies using the East London Line.

To be recorded but not

Minister 179689

W.H.R.
EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS
At 110, Cannon Street, London, on 30th August and 10th September, 1883.

Present —

Mr. STANFORTH (in 10th Sept.) for Brighton Company.
Mr. CHAPMAN for Chatham Company.
Mr. ROAR (for Mr. Powell) for District Company.
Mr. GARDNER for Great Eastern Company.
Mr. AULT (for Mr. Bell) for Metropolitan Company.
Mr. LIGHT for South Eastern Company.
Mr. HODGSON (for Messrs. Broxsons) for East London Company.
Mr. PARSONS (for Mr. Mangham) for Joint Committee.
Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1883.

1. Recommended —
That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Leases Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under —

Goods and Minerals.

<table>
<thead>
<tr>
<th>Class</th>
<th>L.t.</th>
<th>Std.</th>
<th>G.E.</th>
<th>N.E.</th>
<th>O.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2d.</td>
<td>6d.</td>
<td>6d.</td>
<td>4½d.</td>
<td>4d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
<td>6d.</td>
<td>6d.</td>
<td>6d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>C</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>½d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>1</td>
<td>6d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>2</td>
<td>5d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>3</td>
<td>6d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>4</td>
<td>7d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>5</td>
<td>8d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
<td>1½d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Some " Terminals " as for " Large Towns " (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Carriage per Animal.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Proposed Maximum Rates for Carriage per Each.</td>
</tr>
<tr>
<td></td>
<td>For Sest. per Mile.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class</th>
<th>L.t.</th>
<th>Std.</th>
<th>G.E.</th>
<th>O.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Livestock</td>
<td>1s.</td>
<td>6d.</td>
<td>6d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>Per every horse, mule, ass, or other beast of draught or traction.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per every cow, ox, yoke, or other beast of burden.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per every calf, pig, sheep, and other small animal.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per every animal or the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Minimum charges: 6d. per vehicle.
## Carriages

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>2s. 0d. 1s. 0d. 9d. 6d.</td>
<td>If 1 ton or under in weight...</td>
<td>10s.</td>
<td></td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>4d. 4d. 3d. 2d.</td>
<td>If over 1 ton, then at the rate</td>
<td>1d.</td>
<td></td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td>An additional charge of 10s.</td>
<td>If over 1 ton, with no less charge</td>
<td>1d.</td>
<td></td>
</tr>
</tbody>
</table>
In reply to a querying whether Christianity is the true religion.

... continuity with the preceding.

2. The rise of the recovery of funds. My...
<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chatham</td>
<td>SE. BE. GE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2/-</td>
<td>6d.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/-</td>
<td>2d.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform

For every additional quarter of a ton, or fractional part of a quarter of a ton which such carriage may weigh

For the use of a covered carriage truck for the conveyance of any such carriage

An additional charge of 10s.

With a minimum charge in all cases of 6 miles.
<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Maximum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6d.</td>
</tr>
<tr>
<td>If 1 ton or under in weight, then at the rate of 2d. per ton, with no less charge than at for a quarter of a ton</td>
<td></td>
<td></td>
<td></td>
<td>10s.</td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td></td>
<td></td>
<td>An additional charge of 10s.</td>
<td>6d.</td>
</tr>
</tbody>
</table>

With a minimum charge in all cases of 6d.

Chatham District trunks:

2s0d 1s0d 9d 4d 3d
RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—
   That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

**Goods and Minerals.**

At a rate, per ton, per mile, say—

<table>
<thead>
<tr>
<th>Class</th>
<th>Bns. Co.</th>
<th>Chatham Co</th>
<th>District Co</th>
<th>G.E.</th>
<th>Mets. Co.</th>
<th>S.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d.</td>
<td>8d.</td>
<td>8d.</td>
<td>3d.</td>
<td>4½d.</td>
<td>4d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
<td>8d.</td>
<td>8d.</td>
<td>3½d.</td>
<td>5d.</td>
<td>4d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
<td>8d.</td>
<td>8d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>1</td>
<td>5d.</td>
<td>8d.</td>
<td>8d.</td>
<td>4½d.</td>
<td>7d.</td>
<td>5d.</td>
</tr>
<tr>
<td>2</td>
<td>6d.</td>
<td>8d.</td>
<td>8d.</td>
<td>5d.</td>
<td>7d.</td>
<td>5½d.</td>
</tr>
<tr>
<td>3</td>
<td>7d.</td>
<td>8d.</td>
<td>8d.</td>
<td>6d.</td>
<td>8d.</td>
<td>7d.</td>
</tr>
<tr>
<td>4</td>
<td>8d.</td>
<td>8d.</td>
<td>8d.</td>
<td>8d.</td>
<td>8d.</td>
<td>7d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Some "Terminals" as for "Large Towns" (London).

**LIVE STOCK.**

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Proposed Maximum Station Terminal at each end</td>
</tr>
<tr>
<td></td>
<td>For Head per Mile</td>
</tr>
</tbody>
</table>

For every horse, mare, ass, or other beast of draught or burden.

15. 6d. | 5d. | 4½d. | 6d. | 6d. | 1s. 6d. | 1s. | 5s. |

For every ox, cow, bull, or head of neat cattle.

1s. | 4½d. | 4d. | 6d. | 5d. | 1s. 6d. | 1s. | 3s. 6d. |

For every calf, pig, sheep, lambs, or other small animal.

3d. | 3d. | 2d. | 2d. | 1½d. | 1s. 6d. | 1s. | 2s. |

For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.

1s. | 3d. | 2d. | 1s. 6d. | 1s. | 1s. 6d. | 1s. | 7s. 6d. |
### CARRIAGES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chatham, District, Met. Co., Bte., G.E., S.E.</td>
<td>2s. 0d. 1s. 0d. 9d. 6d.</td>
<td>If 1 ton or under in weight...</td>
<td>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton</td>
<td>10s.</td>
</tr>
</tbody>
</table>

For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform

For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh

For the use of a covered carriage truck for the conveyance of any such carriage

An additional charge of 10s.
EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS.

110, Cannon Street, London, 30th August and 16th September, 1889.

Present:—

Mr. STANIFORTH (on 10th Sept.) for Brighton Company.
Mr. CHAPMAN for Chatham Company.
Mr. SOAR (for Mr. Powell) for District Company.
Mr. GARDNER for Great Eastern Company.
Mr. AULT (for Mr. Holl) for Metropolitan Company.
Mr. LIGHT for South Eastern Company.
Mr. HODGES (for Messrs. Bristol) for East London Company.
Mr. PARSONS (for Mr. Mygathum) for Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3½d.</td>
<td>8d.</td>
<td>6d.</td>
<td>3d.</td>
<td>4½d.</td>
<td>4d.</td>
</tr>
<tr>
<td>B</td>
<td>4d.</td>
<td>8d.</td>
<td>8d.</td>
<td>4½d.</td>
<td>5d.</td>
<td>4½d.</td>
</tr>
<tr>
<td>C</td>
<td>4½d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>6d.</td>
<td>4½d.</td>
<td>6d.</td>
</tr>
<tr>
<td>D</td>
<td>5d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>7d.</td>
<td>5d.</td>
<td>7d.</td>
</tr>
<tr>
<td>E</td>
<td>6d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>7½d.</td>
<td>6d.</td>
<td>7½d.</td>
</tr>
<tr>
<td>F</td>
<td>7d.</td>
<td>1s. 0d.</td>
<td>1s. 0d.</td>
<td>8d.</td>
<td>7d.</td>
<td>8d.</td>
</tr>
</tbody>
</table>

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Terminals" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
<th>Proposed Maximum Rates for Conveyance per Animal,</th>
<th>Minimum Charges except for</th>
<th>Minimum Charges except for</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Proclaimed Station at each end</td>
<td>Proclaimed Station at each end</td>
<td>Proclaimed Station at each end</td>
<td>Proclaimed Station at each end</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For Head per Mile</td>
<td>For Animal</td>
<td>For Animal</td>
<td>For Animal</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chatham,</td>
<td>Min. Co.</td>
<td>G.E.</td>
<td>S.E.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>For every horse, male, alic, or other beast of draught or burden.</td>
<td>1s. 6d.</td>
<td>3d.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of most cattle.</td>
<td>1s.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>4½d.</td>
<td>3d.</td>
<td>5d.</td>
<td>1½d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every animal of the several classes above mentioned conveyed in a separate conveyance, either by direction of the consignor, or for any other sufficient cause.</td>
<td>1s. 6d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
<td>2s.</td>
<td>7s. 6d.</td>
</tr>
</tbody>
</table>
## Carriages

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station Terminal at each end</th>
<th>Proposed Maximum Garage Terminal at each end</th>
<th>Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Chatham, District</td>
<td>Mils</td>
<td>lbs, shillings, pence</td>
<td>lbs, shillings, pence</td>
</tr>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>3d.</td>
<td>4d.</td>
<td>3d.</td>
<td>2d.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
London 30th Sept. 1889

East London Co.
Railway & Canal Traffic Act 1888

Dear Sir,

We beg to report that we have today made the necessary deposit at the Board of Trade of the Revised Classification in pursuance of the above Act.

We enclose one copy of the Classification which will send you as soon as they are ready.

Yours faithfully,

[Signature]

[Title]

[Name]
EAST LONDON RAILWAY COMPANY.

REVISED CLASSIFICATION OF
MERCHANDISE TRAFFIC

AND

REVISED SCHEDULE OF
MAXIMUM RATES AND CHARGES

APPLICABLE THERETO

PROPOSED TO BE CHARGED BY THE

EAST LONDON RAILWAY COMPANY.

Submitted to the Board of Trade in pursuance of the provisions of the
Railway and Canal Traffic Act, 1888.

Notice.—Objections to any part of this proposed Classification and Schedule
of Maximum Rates and Charges are to be made by notice of objection addressed and
sent by post to the Board of Trade, marked on the outside of the cover enclosing it
"Railway and Canal Traffic Act, 1888." Such notice of objection is to be sent to
the Board of Trade within eight weeks from the date of the first advertisement of
the submission of the proposed Classification and Schedule, and a similar Notice must
at the same time be sent to the Secretary of the Company, at the Company's principal
Office, London Bridge Station, S.E.

The term of eight weeks expires on the 30th day of November, 1889.
REVISED CLASSIFICATION

OF

MERCHANDISE TRAFFIC

SUBMITTED BY THE

EAST LONDON RAILWAY COMPANY,

PURSUANT TO THE "RAILWAY AND CANAL TRAFFIC ACT, 1888."

CLASS A.

Applicable to consignments of FOUR TONS or upwards.

Cinders, Coal.  Culm.  Slack.
Coal.    Iron Ore.  Slag or Scoria (Blast Furnace).
### Class B.

Applicable to consignments of **Four Tons** or upwards.

<table>
<thead>
<tr>
<th>Alabaster Stone, in lumps, unground.</th>
<th>Gas Lime, or Gas Purifying Refuse, from Gas Works.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antimony Ore Waste.</td>
<td>Gravel.</td>
</tr>
<tr>
<td>Bag Ore (or Oxide of Iron), for Gas purifying.</td>
<td>Iron Ore Refuse, for Gas purifying.</td>
</tr>
<tr>
<td>Bricks, clay, common and fire.</td>
<td>Iron Pyrites.</td>
</tr>
<tr>
<td>Cement, in blocks or slabs.</td>
<td>Kentledge or Ballast, iron.</td>
</tr>
<tr>
<td>Chalk, in the rough.</td>
<td>Limestone, in bulk.</td>
</tr>
<tr>
<td>Chalk Lime.</td>
<td>Loam.</td>
</tr>
<tr>
<td>Clay, in bulk, except otherwise herein provided.</td>
<td>Manure, Street, Stable, or Farmyard, in bulk.</td>
</tr>
<tr>
<td>Coal Fuel, Patent.</td>
<td>Mill Scale or Smudge.</td>
</tr>
<tr>
<td>Concrete, in blocks or slabs.</td>
<td>Night Soil.</td>
</tr>
<tr>
<td>Coprolites and Rock Phosphate, unground.</td>
<td>Peat.</td>
</tr>
<tr>
<td>Flint, for road-making.</td>
<td>Pig Iron.</td>
</tr>
<tr>
<td>Furnace Lumps.</td>
<td>Pipes, Draining, common, for agricultural draining.</td>
</tr>
<tr>
<td>Furnace Scrapings.</td>
<td>Pitch (Coal Tar), in blocks.</td>
</tr>
<tr>
<td>Gannister.</td>
<td>Plaster Stone, in lumps, unground.</td>
</tr>
<tr>
<td>Gas Carbon.</td>
<td>Potsherda.</td>
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<tr>
<td></td>
<td>Quartz.</td>
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<tr>
<td></td>
<td>Red and Purple Ore.</td>
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<tr>
<td></td>
<td>Rock Salt.</td>
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<td></td>
<td>Salt, in bulk.</td>
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<tr>
<td></td>
<td>Sand, common, in bulk, except otherwise herein provided.</td>
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<td></td>
<td>Slates, common.</td>
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<tr>
<td></td>
<td>Spur, in the rough, in bulk.</td>
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<tr>
<td></td>
<td>Stone, in the rough slate, building, pitching, paving, kerb, or flag.</td>
</tr>
<tr>
<td></td>
<td>Stone and Undressed Material, for the repair of roads.</td>
</tr>
<tr>
<td></td>
<td>Sugar Scum, for Manure.</td>
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<tr>
<td></td>
<td>Tan or Spent Bark.</td>
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<tr>
<td></td>
<td>Tap or Mill Cinder and Hammer Scale.</td>
</tr>
<tr>
<td></td>
<td>Tiles, Draining, common.</td>
</tr>
<tr>
<td></td>
<td>Turf.</td>
</tr>
<tr>
<td></td>
<td>Zinc Ore.</td>
</tr>
</tbody>
</table>
EAST LONDON RY.

CLASS C.

Applicable to consignments of TWO TONS or upwards.

Acetate of Lime.  
Alum.  
Alum Cake.  
Alum Waste.  
Alumina Water.  
Aluminaferric.  
Aluminosilicate.  
Anchors.  
Angle Bars, iron or steel.  
Antimony Ore.  
Anvils.  
Armour Plates.  
Arsenic.  
Asphaltum.  
Axle Forgings, iron or steel, in the rough.  
Axes, in the rough.  
Axes & Wheels (Railway Carriages, Railway Waggon, Tram, or Cervce).  
Bar Iron.  
Barley, Pet and Pearl.  
Barites, ground, in cases or bags.  
Beans, iron or steel.  
Bearers, iron or steel.  
Bed Plates.  
Bicarbonate of Soda, in cases.  
Binders, iron or steel.  
Bleaching Powder.  
Blocs, Billets, or Ingots, iron or steel.  
Boiler Flue Hoops, weedless, unfinished, iron.  
Boiler Plates, iron or steel.  
Bolts and Nuts, iron or steel.  
Bone Ash.  
Bone Waste, except otherwise herein provided.  
Bones, for size or manure.  
Brick, clay, glazed or enamelled.  
Bricks (Flanders or Scouring).  
Bridgework, iron or steel, viz. —  
Floor Plates.  
Lattice Bars.  
Struts and Ties.  
Cross and Longitudinal Girders.  
Cantilevers.  
Joists.  
Screw or other kinds of Piles, both hollow and solid.  
Girders, whole or in part.  
Boye Sinkers.  
Barr Stones.  
Caissons, iron or steel.  
Cakes, for cattle feeding.  
Cannon Balls and Shot, and Shells not charged.  
Carbonate of Lime.  
Carbonate of Soda or Soda Crystals.  
Carrots.  
Caustic Soda.  
Cement, except otherwise herein provided.  
Chain Cables.  
Chains, not packed.  
Chalk, ground.  
China Clay.  
China Stone.  
Chloride of Calcium.  
Chromate Ore.  
Clay, in bags or cases.  
Colliery Tubbing.  
Columns, iron or steel.  
Copper Ore.  
Coprolites and Rock Phosphate, ground.  
Crescote (Coal Tar), Coal Tar or Gas Tar, and Gas Water.  
Crowbars.  
Cullet (or broken glass).  
Cylinders, iron or steel, rough, not turned, drilled, planed, or slotted.  
Drain, or Brewers' and Distillers' Grains.  
Drain Pipes, glazed, except otherwise herein provided.  
Dress (Metal).  
Earth, Red.  
Emery Stone.  
Fenugreek Seeds.  
Ferrum-Manganese.  
Flints, except otherwise herein provided.  
Fencing Plates, rough, iron.  
Flour (Wheaten).  
Forgings, iron or steel, in the rough, except otherwise herein provided.  
Fullers' Earth.  
Girder Bars, iron or steel, rolled, not riveted.  
Girders, iron or steel.  
Glass, ground.  
Granite, in blocks, rough or undressed.  
Granulated Iron.  
Grindstones, in the rough.  
Guano.  
Gypsum.  
Hoof and Horn Waste, except otherwise herein provided.  
Infusorial Earth, or Diatomite.  
Ingot Moulds.  
Kainit.  
Keel Bars.  
Lead Ore.  
Lias Lime.  
Lime Salt.  
Litter (Moss and Peat), hydraulic or steam press-packed.  
Manganese Ore.  
Manganese, other than Street, Stable, or Farmyard, in bulk.  
Marble, in blocks, rough.  
Millstones, in the rough.  
Mineral White.  
Moulders' Black or Dust.  
Muriate of Manganese.  
Muriate of Potash.  
Nails, iron or steel.  
Nitrate of Soda.  
Nitrate Cake.  
Ochre.  
Oil Cake.  
Oxide of Iron.  
Pig Lead.  
Pipe Clay.  
Pituit, except otherwise herein provided.  
Plaster.  
Plough Plates, iron or steel, in the rough.  
Plough Shares, iron or steel, in the rough.  
Posts, iron or steel, for wire fencing.  
Potatoes, in bulk or in sacks.  
Puddled Bars, iron.  
Pyrites, except otherwise herein provided.  
Rails, iron or steel.  
Railway Chairs.  
Railway Cotters.  
Railway Fish Plates.  
Railway Keys, wooden.  
Railway Points, Crossings, or Joints.  
Railway Sleepers, iron or steel.  
Railway Waggon and other Railway Vehicles (except otherwise herein provided), loaded in other Wagons.
<table>
<thead>
<tr>
<th>CLASS C (continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shovel Plates, iron or steel, in the rough.</td>
</tr>
<tr>
<td>Skimmings, Flux, Lead, Tin, and Zinc.</td>
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<tr>
<td>Slate, ground (for cement).</td>
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<tr>
<td>Slaggage.</td>
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<tr>
<td>Soapstone.</td>
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<tr>
<td>Soda.</td>
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<tr>
<td>Soda Ash.</td>
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<tr>
<td>Sole Bars, wooden.</td>
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<tr>
<td>Soot.</td>
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<tr>
<td>Spar, ground.</td>
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<tr>
<td>Spiegelisein.</td>
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<tr>
<td>Sticks, Pea and Bean.</td>
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<tr>
<td>Stone, sawn or roughly wrought up, such as Troughs or Sinks.</td>
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<tr>
<td>Stucco, ground.</td>
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<tr>
<td>Sulphate of Alumina.</td>
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<td>Sulphate of Ammonia.</td>
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<td>Sulphate of Iron.</td>
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<tr>
<td>Sulphate of Lime.</td>
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<tr>
<td>Sulphate of Potash.</td>
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<tr>
<td>Sulphate of Soda.</td>
</tr>
<tr>
<td>Sulphur, crude or unmanufactured.</td>
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<tr>
<td>Sulphur Ora.</td>
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<tr>
<td>Telegraph Stores, viz.:—</td>
</tr>
<tr>
<td>Loop Rods.</td>
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<tr>
<td>Stay Tighteners.</td>
</tr>
<tr>
<td>Stay Rods.</td>
</tr>
<tr>
<td>Screw Tighteners.</td>
</tr>
<tr>
<td>Earth Plates.</td>
</tr>
<tr>
<td>Bolts and Nuts.</td>
</tr>
</tbody>
</table>

Television Stores (continued)—
| Blacked Iron (cast) Ridge Chairs. |
| Malleable Cast Iron Brackets. |
| Iron Pole Roofs or Caps. |
| Terra Alba. |
| Terra Cotta Blocks and Bricks. |
| Tiles, Garden Edging (earthenware, cement, or fireclay), and Roofing, Ridge, and Paving. |
| Tip Iron, ⅜ths of an inch or upwards. |
| Tremails. |
| Troughs, earthenware and fireclay. |
| Turnips. |
| Turntables, in parts. |
| Tyres and Tyre Bars, iron or steel. |
| Umber. |
| Vegetable Tar. |
| Washers, iron or steel. |
| Waste paper, for Paper-making. |
| Whiting and Whitening. |
| Wire Iron, rolled (not drawn), in rods or coils. |
| Wire (of iron), undamaged, not packed. |
| Wood Fibre, hydraulic or steam press-packed. |
| Wood Pulp, or Half-Stuff. |
| Wood Turnings, for Fish curing. |
| Zinc Ashes. |
| Zinc, Carbonate of (Calamine). |

Merchandise comprised in Classes A and B of the Classification if sent in quantities of less than Four Tons and not less than Two Tons.
CLASS 1.

Applicable to consignments exceeding 560 lbs. in weight.

Acetate of Lead, or Sugar of Lead.
Acetate of Soda.
Acrids.
Ale and Porter (not bottled), in casks. 
Algaiavilla.
Algerian Fibre, hydraulic or steam press-packed.
Arseniate of Soda.
Ashes, Pot and Pearl.
Axle Boxes, iron or steel.
Axles and Wheels, Locomotive Engine and Tender.
Barilla.
Bars, cast iron.
Beds and Cylinders of Steam Engines.
Benders (for Rails) or Jim Crow.
Bichrome and Bichromate of Potash, in casks.
Birch or Ling, for Beamas.
Bisulphite of Lime.
Bisulphite of Soda.
Bleach-fixe (Ground Barytes with water added, for glazing paper).
Blistered Steel.
Bloom Tracks.
Bobbin Blocks.
Bogies, Puddler’s Taps.
Bolt and Nut Machines.
Bottles, glass, black or green, common, packed.
Box Iron Heaters.
Break Blocks.
Brick-making Machinery.
Bricks, Air, cast iron.
Bullets, small-arm.
Cabbages.
Canada Plates, iron or steel.
Cannon.
Capstan Bars.
Capstans.
Carbonate of Potash, in casks.
Casting, Mill, Forge, and other rough and heavy unfinished Castings, iron or steel.
Caustic Potash.
Claff, hydraulic or steam press-packed.
Chains and Traces, not packed.
Charcoal.
Chestanda.
Chimney Pots, earthenware or fire-clay.

China Grass, hydraulic or steam press-packed.
Chloride or Muriate of Zine.
Cider and Perry (not bottled), in casks.
Clay Blocks, rough.
Clay Irons.
Copper Precipitate.
Copper Regulus.
Copperas.
Coyra (or Oily Pulp of Coconut), dried.
Corrugated Iron or Steel.
Cryolite.
Cutch.
Disinfecting Powder.
Divi Divi.
Doors and Door Frames, iron or steel.
Drain Pipes, glazed, over 6 inches in diameter.
Drilling, Planing, Punching, Shearing, and Slotting Machines (for metal working), including Beds and Tables.
Dunnage Mats.
Dye Liquor Refuse, from Print or Dye Works.
Dyewoods.
Earth Nuts or Ground Nuts.
Ensilage.
Esparto (or Spanish Grass), hydraulic or steam press-packed.
Extract of Bark or Wood, for tanning.
Farina.
Pegs, Naves, and Spokes.
Fish—
Cod and Ling, thoroughly dried, in brine.
Herrings, thoroughly dried, in brine.
Fuel economisers, iron or steel.
Furnace Plates, iron or steel.
Galvanized Iron.
Gambier.
Gasometer Sheets.
Glass Blocks, for pavement (fitted in iron frames).
Glucose.
Gratings, Drain, Pavement, Area, or Floor, cast iron.
Hair, wet, from Tanneries.
Hariott Beans.

Hay, hydraulic or steam press-packed.
Heads and Staves, prepared, for casks.
Headstocks, iron or steel, for Collieries.
Hemp Seed.
Hoop Iron or Steel.
Horn Piths or Sloughs.
Horse Shoe Bars, iron.
Housings, Chocks, Standards, 1 iron, Coupling Boxes, and Spindles, for rolling mills.
Hurdles, iron or wood, except otherwise herein provided.
Hydraulic Machinery and Presses.
Jute.
Ladders, iron.
Ladies, Puddlers’.
Lamp Posts, iron or steel.
Laths, iron.
Lathes Beds.
Lead Ashes.
Lemon Peel.
Lime Water, in casks.
Litharge.
Magnes, hydraulic or steam press-packed.
Mexican Fibre, hydraulic or steam press-packed.
Milkasses.
Morris Mills.
Muriate of Ammonia.
MUSTARD Seed.
Myrabolans.
Nail rods and sheets, iron.
Nails, Wire.
Nitrate of Lead.
Old or Scrap Lead.
Onions.
Orange Peel.
Osiers, Twigs, and Willows, green and wet.
Palmetto Leaf, hydraulic or steam press-packed.
Pans, annealing, iron.
Paraffin Scale.
Paraffin Wax.
Piaasava, hydraulic or steam press-packed.
Pickblocks or Pickheads, iron or steel.
Pipes, Air, for ventilators.
Pipes for Blast Furnaces, iron or steel.
CLASS 1—(continued).

Screw Jacks, iron.
Soythe Stones.

Seal Pipes or Valves, iron or steel.

Sheep Dipping Powder.

Sheep Wash.
Sheep Iron and Iron Sheets.
Sheep Lead.

Shee Tys, iron or steel.

Shovel Plates, iron or steel, finished.
Shamase.
Silicate of Soda.
Sink Traps, earthenware or fireclay.
Sinks, earthenware or fireclay.

Skid Pans or Waggon Slippers, iron.
Soap.
Solder.

Spelter, in plates or ingots.
Spelter Sheets, in cases or cases.
Standards for Hardies, iron or steel.
Staples, iron.
Steam Hammers.
Stearine.

Stone Cutting and Crushing Machines.
Straw, hydraulic or steam pressed.
Sulfur, iron.

Studs, iron or steel.
Sugar, except otherwise herein provided.

Salpeter of Copper.
Salpeter, except otherwise herein provided.
Syrups, in cases.
Tallow.

Tank Plates, iron or steel.
Targets, iron or steel.
Telephone Posts, iron or steel.

Telephone Stoves, viz.:—
Wrought Iron Double Swivels.

Malleable Cast Iron Double Wall Brackets.
Malleable Cast Iron Saddles.
Terra Cotta Cups or Stoppers.

Tiles, Encaustic and Tesselated (common).
Tiles (Roofing), iron, painted, galvanized, or enamelled.
Timber and Deals, actual machine weight.
Tin Ore.
Tin Plates.

Tip Iron, under 66s of an inch.
Traps, Sink and Stool, iron.

Tubing, iron or steel, except electro-coppered or coated with brass.

Valonia.
Valves, Gas or Water, iron or steel.
Vegetables, in brine.

Vegetables, desiccated, for cattle food.

Vinegar, in cases.

Waggon Bodies, in pieces, bound together.

Washing Powder and Paste.

Weights, iron.

Wheelbarrows, in parts.

Wheels, Cart and Plough, iron or steel.
Wheels, Fly and Spur.
Wheels, Wheelbarrow, iron or steel.
White Lead.

Wines, Wine.

Window Guards, iron.

Wire, iron, tinned or galvanized.

Wood.

Wooden Blocks, for packing.

Wood Fibre, in bales.

Yellow Metal Plates and Sheathing.
Zinc Ingots or Plates.

Zinc-White, or Oxide of Zinc.

Merchandise comprised in Classes A, B and C of the Classification if sent in quantities of less than Two Tons.
### Class 2

Applicable to consignments exceeding 560 lbs. in weight.

| Agricultural and Horticultural Seeds | Ammonia, Liquid, in cases or iron drums | Antimony Regular, Apple, Arrowroot, Askhet, Axle Bozes, Brass, Axe or Hatchet, not in the rough, Bacon and Ham, cured, boxed, packed, Baggage, Bags (Hand), common, hemp, Bark, for tanning, Barrels, iron, Bass and Whisk, for making braziers, Bass Masts, or Bass Baskets, Beef, in boxes, Bichromate of Soda, in boxes, cases, or hampers, Biscuits, Black Lead, Blankets, Bollers and Roller Fittings, iron or steel, Books, except otherwise herein provided, Boxes, Brass, Brass Tinning Cloth, Bread, Bronze (Phosphor) Castings and Ingots, rough, Brooch and Brush Heads, and Blocks, without hair, Range, Wood, or Shovels, Bows, Butter, in cases or boxes, or in tubs or cases with wooden lids, Cassery ware, Candles, Carbonate Acid, Liquid, in cases and iron drums, Carbonate Acid, Dressing, Carbonate of Ammonia, in cases or iron drums, Carbonate of Potash, except otherwise herein provided, Cartridge Cases, exploded, Castings from steel, Light, for boxes, cases, crates, cases, or hampers, Cattle Food, prepared, Chains and Tassels, packed, Chairwood, rough, unseasoned, Chinnamon Pieces, cement or concrete, Chlorate of Potash, Cod and Tery (Boiled), in cases, cases, or hampers, Olog Rolls, Oakalt Ozo, Cocoa, Coffen, Cuir Jus, Cuir Jope, Cultery Scissors or Tips, Cumbrous, in cases or iron drums, or in tins packed in cases, Copper, Corn Flour, Potent, Curves (small waggon for use in Collieries), Cotton, raw, Cotton and Woollen Wastes, Cranberries, Cranberries or Cranwork, Crucibles (Clay), Cyanamid (Gases), Dandelion Roots, Dates, Dehcerine, Distilled Water, Dripping, in cases, boxes, tins, or tubs with lids, Dubbin, Electric Accumulators, Electric Indicators, Emery, Emery Dust, Fat, raw, Felt, Asphalted Roofing, or Tarred Felt or Tarred Sheathing, Fish, dried, Fillets or Beaps, iron or steel, Filters, cast iron, Fire Lighters, Figs, dried, Fish, (continued),

### Fish

- Mackerel
- Dried Long and Cod
- All other Fish, thoroughly salted or dried
- Whelks and Patiscrans
- Flax Waste, for Paper-making
- Flaxen and Glass Pieces
- Fumelo (Air or helip)
- Functional Liqueur
- Gall Nuts
- Geranium
- Gas Engines, complete
- Gates, iron or wooden, common
- Ginger Beer
- Glass Blocks, for pavement (not fitted in frames)
- Traces, Green, Yellow, or Straw, common or kitchen
- Grindstones, except otherwise herein provided
- Gun Carriages
- Gun Metal
- Handles, Bronze, Mop, Bows, Fork, Spade, Shovel, Hammer, and Pitch
- Hand Spikes, wooden
- Horse Collars
- Hinges, Iron or steel
- Horn (hand)
- Hog, Horse, and Horn Tips, Buffalo, Ox, Goat, &c., and Sheep, packed
- Horns, wooden
- Horse Shoes
- Hydraulic Engines
- Ice
- Iron Liqueur or Muriate of Iron
- Ivory Black
- Ivory Waste or Dust
- Japan Wax
- Knapsack
- Ladders, wooden
- Laminated Lead
- Lead, in cases, boxes, tins, or tubs with lids
- Laths, wooden
- Lead Tipping
- Leather, undressed, except in cases or crates
- Lemons
- Linen Waste, for Paper-making
- Locomotive Engines and Tenders, bores in Railway Companies' Wagons
- Logwood Liqueur
- Machinery, in parts, in cases, except otherwise herein provided.
EAST LONDON RY.

CLASS 2—(continued).

Rain Water Pipes, for Spoutings and their connections, cast iron.

Raisins.

Red Webbing, for Ceilings.

Rods, iron.

Rope.

Sacks.

Sad Irons.

Safes, iron or steel.

Sago.

Sago Flour.

Sal ammoniac.

Scrap Tin.

Scrap Zinc.

Screw Propellers and Blades.

Screws.

Seaweed (dry), or Algae Marina.

Semolina.

Ships' Frames, Stern or Rudder.

Ships' Masts.

Ships' Ventilators.

Shoddy.

Shoemakers' Wax.

Shot, lead.

Shiwmac Liquor.

Silicate Cotton or Slag Wool.

Sinks, cast iron, not enamelled.

Size, except otherwise herein provided.

Slate Pencils.

Slates, Writing.

Spade Trees.

Spades and Shovels, iron or steel.

Spelter Sheets, except otherwise herein provided.

Spetches.

Spile Pegs.

Spoutings and Connections, iron or steel.

Stable Fittings (except enamelled), iron or steel.

Stannite of Potash.

Stannite of Soda.

Steam Excavators or Steam Navvies.

Steel, Bars and Bundles.

Stone, carved, for building purposes except otherwise herein provided.

Sugar Mills.

Tamarind.

Tapioca.

Tapioca Flour.

Tarpaulings.

Timber and Deals, measurement weight.

Tin, in blocks, casks, or ingots.

Tinplate.

Tin Liqueur.

Tobacco Juice, in casks.

Tobacco Stoves or Presses.

Tools, Wellboring and Plumboring.

Torchwick.

Tow Waste, for Paper-making.

Tubes, electro-coppered.

Tubes, coated with brass.

Tubes (Steam), brass or copper.

Turmeric.

Umbrella Sticks, in the rough.

Vegetable Wax.

Vegetables, except otherwise herein provided.

Vices, iron or steel.

Walking Sticks, in the rough.

Walnuts, green, and Husks.

Washers, leather.

Weighing Machines, large (those used for Weighing Railway or other Vehicles, and also Cattle).

Window Shutters, iron or steel.

Wire, iron, except otherwise herein provided.

Wire, steel, not bright, not needle.

Wood, Bent, rough, unfinished.

Wool, except otherwise herein provided.

Yellow Metal Bolts and Nails.

Zinc Bars.

Zinc Sheets or Ridges.

Madders.

Margarine, in casks or boxes, or in tubs with wooden lids.

Millstones, finished.

Mineral and Ateated Waters.

Mordant Liquors (including Alum Liquor, Dunging liquor, and Red Liquor).

Nails, zinc.

Netting, of iron wire.

Nickel Ore.

Nitrate of Copper, in casks.

Nitrate of Iron.

Oils, not dangerous, in casks or iron drums, except otherwise herein provided.

Oranges.

Orchilla Weed.

Osters, Twigs, and Willows, brown.

Paints, in casks or iron drums, or in tins packed in cases.

Pears.

Pears.

Pepper.

Peppercorns.

Pecker Randa.

Piston Rods, steel.

Pit Cages.

Plough Bodies, Breasts, Colters, Side-Caps, Frames, and Rests, iron or steel.

Plough Shafts, tube iron or tube steel.

Plumbing.

Polishing Paste.

Pork, in brine.

Poultry Pens (wire), folded.

Preserves (Fish, Fruit, Meat, and Provisions), except otherwise herein provided, in casks, boxes, or cases.

Pumps and Pump Castings, in cases.

Railway Carriage Bodies.

Railway Wagon Bodies, fitted together.
EAST LONDON RY.

CLASS 3.

Applicable to consignments exceeding 560 lbs. in weight.

Alle Coolers.
Almonds.
American or Leather Cloth.
Angelica Root.
Aniseed.
Anthraquinone, Crude.
Argols or Tartars.
Arsenic Acid.
Ash Pans.
Awl Blades.
Bacon and Hams, cured, except otherwise herein provided.
Baking Powder.
Baths.
Bayonets.
Bed Keys.
Bedsteads.
Bees' Wax.
Bellows Pipes.
Belting, for Machinery.
Bichromate and Bichromate of Potash, except otherwise herein provided.
Bicycyle Stands, wrought iron.
Bins, Corn or Wine.
Bits, Iron or Steel.
Blankets.
Blankets, Bronze and Copper, for Stamping for Coins.
Blow Engines.
Boo Pipes.
Blue Powder and Stone.
Boards, Parquet Flooring.
Bobbins.
Belts, Door.
Boots, including Gobosoides, and Leather cut into boot shapes, in cases, cases, or boxes.
Boric Acid.
Bottle Jacks.
Bottles, Guns, except otherwise herein provided.
Bowls, Iron or Wood.
Boxes or Italian Irons.
Brands, Iron or Steel.
Brass and Brush Heads, except otherwise herein provided.
Buckets and Pails.
Buckles, Iron, Steel, or Brass.
Bulb Moulds.
Bunks, Wooden, Horse, or Steel.
Butter, in crocks in wood, or in crooks when packed with straw in baskets.
Buttons (except Gold, Silver, or Plated).

Cafion.
Calmers.
Candlesticks, Brass or Iron.
Candlewicks.
Canvas.
Carbon Candles, for Electric Lighting.
Carbonate of Ammonia, in cases.
Cartridges.
Carriage and Foot Warmers.
Carriage and Cart Stops.
Cartridge Cases, except otherwise herein provided.
Castings, Brass.
Castings, Steel, except otherwise herein provided.
Castings (Iron), Light, except otherwise herein provided.
Cells, wrought iron.
Chains, Curb or Door.
Cheese.
Cheese Presses.
Chemicals (not dangerous, corrosive, or explosive), in cases, Iron drums, bales, or bags.
Chimney Pieces, Marble or Slate.
Ginger Gist.
Ginnaback Ore.
Champs, Book, Boot, and Belt (except Gold, Silver, or Plated).
Clock Dials.
Clocks, in Casks, Cases, or Boxes.
Clothes for Soldiers, Police, Prison Warders, Railway Porters, Postal, and Telegraph (except Baskets or Helmets).
Coach Wrenches.
Cocoa Nut Fibre, Husk, Shell, or Matting.
Cocoa Nuts.
Codilu.
Coffin Furniture, Metallic.
Coin, Copper, or Bronze.
Collars, Dog.
Collars, Rush, for Horses.
Collery Pulleys.
Colours, in Cans, Hangens, Bales, or Iron Bottles.
Comb.
Copying Presses.
Coquilla Nuts.
Cordeils, in Casks or Cases.
Coriander Seed.
Corkscrews.

Cook Shavings or Cuttings.
Coriander, or Oats.
Corozo Nuts.
Cotton and Linen Goods, in Bales, boxes, cases, cases, or bales, except otherwise herein provided.
Cummin Seed.
Curry Combs.
Delta Metal.
Dies and Die Stocks.
Dishes, Iron or Wood.
Dripping, in Crocks in Wood, or in Tubs or Tins without Lids.
Druggists.
Drugs, in Casks, Bales, or Bags.
Drysalters, in Casks.
Dust Pans.
Dust Preventers.
Dutch Metal and Leaf.
Earth Closets.
Elastic Webbing.
Electric Batteries.
Eyelets.
Felt.
Fenders, in Crates.
Fenders, Kitchen, Iron or Steel.
Ferrules, Iron, Steel, or Brass.
Filters, Spherical.
Fire Escapes.
Fire Guards, Wire.
Fire Irons.
Fish—
Herrings and Sprats, in any State, except otherwise herein provided.
Crabs.
All other fish, partially cured, smoked, or dried.
Flax.
Flax Seed, for Spinning.
Flax Waste, except otherwise herein provided.
Flocks.
Floor Cloth, including Oil Cloth, Boulinions, Kumptueleon, and Linoleum.
Forges, Portable.
Forks, Digging.
Forks and Spoons, Metal (except Gold, Silver, or Plated).
Furniture Vans, empty.
Gas Fittings, in parts, except brass and copper tubing.
Gas Meters.
Ginger, except otherwise herein provided.
CLASS 3—(continued).

Gins (Wheels with Frames for hoisting purposes).
Glass Beads.
Glass, Crown.
Glass, Flint, except otherwise herein provided.
Glass, Plate, rough.
Glue.
Glycerine, in cans or iron drums.
Gutta Percha.
Gouldberries.
Granite, polished or dressed.
Grilled meats.
Grindery.
Gun.
Gun Locks and Gun Furniture.
Gun Stocks.
Gun Wads.
Gutta Percha, raw.
Hair, for manufacturing purposes.
Hair Cloth.
Hamas.
Hammer Heads.
Hammers (not steel).
Handcuffs.
Handles, chest and saucepan.
Hasseocks.
Hay Forks.
Hay Rakes, hand.
Hemp.
Herbs, green.
Hides.
Hinges, brass.
Hoods, Horns, and Horn Tips, Buffalo, Cow, Goat, Ox, and Sheep, except otherwise herein provided.
Hooks, Boot, Button, Hat, Coat, Ceiling, and Reaping.
Hooks, Clip, galvanised iron.
Hooks and Eyes.
Hurdles, iron or steel, on wheels.
Jews’ Harps.
Juniper Berries.
Kips.
Kitchen Fireplaces Stands.
Knobs (Range), iron or steel.
Knobs (Door).
Knockers (Door).
Ladles (not Paddlers*), iron.
Lamp Black.
Lamp Chimneys (glass).
Lamp Frames (stained).
Lamp Reflectors, enamelled iron.
Lamp Wick.
Lard, in crocks in wood, or in tins without lids.
Latches (Door).
Lavatory Stands and Basins, earthenware, complete, enamelled.
Lawn Mowers, packed.
Lead Pencils.
Leather, except otherwise herein provided.
Lemon and Lime Juice.
Life Booms.
Lime Water, except otherwise herein provided.
Liberina.
Linen Waste, except otherwise herein provided.
Liquorice.
Locks and Keys.
Macaroni.
Machines, fitted up, packed, except otherwise herein provided.
Mangosteen.
Mangostins.
Marbles, packed, and in slabs cemented together.
Margarine, in crocks in wood, or in crocks when packed with straw in baskets.
Marques or Tents.
Mastia.
Matches.
Mats and Matting, except otherwise herein provided.
Medals, brass or copper.
Military Ornaments (except Gold, Silver, or Plated).
Milk.
Milboards.
Mops.
Mortars and Pestles, iron or steel.
Mosquito, packed.
Mustard.
Nails and Rivets, brass or copper.
Netting, Cotton and Twine.
Nickel.
Nitrate of Baryta.
Nut Crackers (except Gold, Silver, or Plated).
Nuts, except otherwise herein provided.
Oars.
Ornaments for Uniform Clothing (except Gold, Silver, or Plated).
Ornaments for Saddlery, brass, iron, or steel.
Osiers, Twigs, and Willows, white or stained.
Oxalic Acid.
Paints, in cans, hamper, boxes, or iron bottles.
Pans, Chemical and Dry, iron or steel.
Pans, Earthenware or Iron, for sanitary purposes.

Paper.
Paper Hangings.
Pasteboard.
Patent Rings.
Patents, in cases, cases, or boxes.
Pearl Shells.
Penholders, Wood or Metal (except Gold, Silver, or Plated).
Pepers.
Percussion Caps (uncharged).
Petroleum Grease, or Petroleum Jelly.
Pickles.
Pins, Metal.
Plates (Door).
Plates, iron, enamelled.
Plants, not in pots, except otherwise herein provided.
Powder Flasks.
Preserves (Fish, Fruit, Meat, and Provisions), except otherwise herein provided, in crates or baskets.
Printed Matter, not bound.
Pulley Blocks.
Pulleys.
Pumps and Pump Castings, except otherwise herein provided.
Quicks, except otherwise herein provided.
Rabbit Fur, or Hatters’ Wool.
Rags, pullet.
Railway Cards and Tickets.
Railway Carriage Keys.
Railway Waggon Brasses.
Reels, for Garden Hose.
Refrigerators.
Rennet.
Rik Poles and Covers.
Road Scraping and Road Sweeping Machines.
Rock Crystal.
Rugs, Hearth, except Skin.
Saddlery.
Sauces.
Scale Beams and Scales.
Scoops, iron or wood.
Screw Jacks (except iron).
Screws, iron, brass, copper, or zinc.
Screws, Table-expanding.
Seythe Blades.
Seythe Sneds or Handles.
Seythes.
Sealing Wax.
Sea weed, edible.
Shafts (cart).
Shavings (wood).
Shears, Garden and Sheep.
Sheepskins.
Sheets, Steel.
Shells.
Shells.
Ships' Blocks.
Ships' Logs, Metal.
Ships' Sails, finished.
Shoe Horns and Pegs.
Shoes, including Goloshes, and Leather cut into Shoe Shapes, in cards, cases, or boxes.
Shuf Belts.
Shuf Tablets, Metal, enameled.
Skates, Revolving, wooden.
Skates (Wesson's).
Silver Ore.
Sinks, enameled.
Skates.
Sieves, iron or wood.
Skins, Hors and Rabbit.
Slag Slabs.
Suffnors, iron or steel.
Spanners.
Spirit, in cans or cases.
Spittoons, iron.
Splints, wood, for Matches.
Spring Balances.
Springs, Chair, Sofa, Mattress, Door Carriage, Cart, or Tramcar.
Stable Fittings and Mangers, iron, enameled.
Stair Rods.
Staples (Wire), not for Bookbinders.
Starch.
Stationery, except otherwise herein provided.
Steel Yards.
Still, iron.
Strainers.
Stone Blue.

Vol. 3—(continued).

Stoves, Gas or Oil.
Strawboards.
Strickles.
Sugar (Lump).
Sugar Nippers (except Gold, Silver, or Plate'd).
Syringes (Garden).
Syrop, in cases, in tins or baskets, or in stone bottles packed in crates or hampers.
Tack.
Tale.
Taper Holders, Metal.
Taps, brass or wood.
Tea.
Turret.
Thimbles (except Gold, Silver, or Plate'd).
Tips, Brassed (for Boot Holes).
Toasting Forks, iron or steel.
Tobacco Boxes, Metal.
Tobacco Juice, except otherwise herein provided.
Tobacco Leaf.
Tools, Carpenters', Coopers', Edge, Joiners', and Masons'.
Tow.
Tow Waste, except otherwise herein provided.
Traps, Vermin.
Traps, Sink, brass or copper.
Traps, iron or steel.
Trivets, iron or steel.
Troughs, Baker's, wooden.
Troughs, Cattle and other, iron or steel.
Trowel-stretchers, iron or steel.
Trowels.

Tubs, iron or wood.
Tubs, washing.
Tie Irons.
Turnery Ware.
Twine.
Type.
Umbrella Fittings.
Umbrella Stretchers.
Valves, brass.
Varnish.
Vaseline.
Vegetable Ivory.
Vermicelli.
Vinegar, except otherwise herein provided.
Warming Pans.
Washers, brass or copper.
Wash Leather.
Water Meters.
Weighing Machines, small (those used for weighing packages and goods).
Weights, brass.
Wheelbarrows.
Whetstones.
Wiches, Steam.
Window Frames, iron.
Wines, in cans or cases.
Wires, copper or brass.
Wire, iron, dipped in a solution of copper.
Wood, bent, except otherwise herein provided.
Wool, dressed or carded.
Yarns, Twist, and Weft (except Silk).
Yellow or Persian berries.
EAST LONDON RY.

CLASS 4.

Applicable to consignments exceeding 560 lbs. in weight.

Agricultural Machines and Implements, except otherwise herein provided.

Alabaster.

Alginate Fibre, except otherwise herein provided.

Alumina.

Aloes.

Anchoos.

Asparagus.

Bacon and Ham, fresh or green.

Bags, Leather.

Bar Hives (Straw or Wooden).

Bar Engines.

Bellows.

Belts.

Blinds, Venetian and Chain.

Boilers, Copper.

Books.

Bristles.

Broom Powder.

Brooms and Brushes.

Burns and Corks.

Butter, in baskets, flats, or hamper, or in tubs or coals without lids.

Casses and Battens.

Cigs, Men's or Boys' (except Silk).

Caravans (Showmen's or Hawkers'), and Vans containing Steam Roundabouts.

Carbohydrate, Solid.

Caramelised.

Carpeting.

Cattle Cribs.

Chaff, except otherwise herein provided.

Chairs and Seats, Garden.

Chimney Pieces, metal, unpacked.

Chimney Tops, iron or zinc.

China Grass, except otherwise herein provided.

Cisterns.

Citric Acid.

Clocks, Tower and Church.

Clay, except otherwise herein provided.

Cottoning (exclusive of Silk Goods), except otherwise herein provided.

Coal Scuttles.

Cola.

Confectionery.

Corn Crushers.

Cricket Implements.

Crucet Implements.

Crystallised Fruit.

Curtains (Cotton Lace).

Cutlery.

Dripping, in bladders.

Drysalteries, except otherwise herein provided.

Dye Extracts.

Dyes, except otherwise herein provided.

Earthenware, except otherwise herein provided.

Eggs.

Electric Cable.

Emery Rollers.

Emery Wheels.

Esparto (or Spanish Grass), except otherwise herein provided.

Fire Engines.

Fish—

Fresh Cod, Coal, Ling, Haddock.

Whiting, Skate, Flounders.

Hake, Mackerel, Plaice, Halibut, Bass, Bream, Catfish, Codlings, Dogfish, Gurnard, Lance Fish, Maids.

Pilchards, Pollack, Shad, Thornbacks, Witches, Dabs, and Lemon Soles.

Eels.

Oysters, Lobsters.

Shell Fish, except otherwise herein provided.

Fish Hooks.

Flannel.

Flower Roots.

Frilling Machines, in parts, packed.

Fruit, except otherwise herein provided.

Furniture, in Vans, Carts, or Road Wagons.

Gelatine.

Glass, Plate, not silvered.

Glass-house Pots.

Gold Size.

Golf Clubs.

Grates, Ovens, Ranges, or Stoves, polished.

Gravestones or Tombstones.

Gun Barrels.

Guns.

Gutta-Percha Goods.

Haberdashery.

Handmills.

Harness.

Hat and Umbrella Stands, cast iron.

Hats, soft felt.

Hats, rush.

Hawkers' Packs and Trusses.

Hay, except otherwise herein provided.

Hollow-ware, iron, including Kettles.

Pans, Matalins (pots for boiling fruit), and Water Cans.

Honey.

Hose, leather and canvas.

Hosiery.

India Rubber, raw.

India Rubber Goods.

Ink.

Japanned Ware.

Kilting Machines, in parts, packed.

Knitting Machines, in parts, packed.

Lac.

Laces, Boot or Stay.

Lamps.

Lard, in bladders.

Lawn Tennis Implements.

Lawn Mowers, not packed.

Lithographic Stones.

 Machinery, in parts, not packed, except otherwise herein provided.

Machines, fitted up, not packed, except otherwise herein provided.

Margarine, in baskets, flats, or hamper, or in tubs without lids.

Mattresses.

Meat, Fresh.

Meat Flees.

Meat Safes.

Megass, except otherwise herein provided.

Mexican Fibre, except otherwise herein provided.

Mushrooms.

Needles.

Oils, not dangerous, in cans, jars, and in bottles in cases or boxes, except otherwise herein provided.

Oleic Acid.

Palmetto Leaf, except otherwise herein provided.

Pans, Copper.

Parian.

Pattens, except otherwise herein provided.

Patterns, Wood, for castings.

Pens, steel.

Pianoforte plates.

Pissava, except otherwise herein provided.

Pipes, brass and copper.

Pipes, Smoking.
### EAST LONDON RY.

**CLASS 4—(continued).**

<table>
<thead>
<tr>
<th>East London RY.</th>
<th>Skins, fine, including Deer, Fox, Kid, Musquash, and Nutria.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Slate Beds of Billiard Tables.</td>
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<td></td>
<td>Snuff.</td>
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<td>Spades and Shovels, wooden.</td>
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<td>Spindles.</td>
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<td>Stag Horns.</td>
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<td>Stays, Cotton.</td>
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<td>Steam Gauges.</td>
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<td>Stereotype Casts.</td>
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<td>Stills, copper.</td>
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<td>Stone, decorative, carved (for decorating the interior of Buildings).</td>
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<td>Stoves, Fire Clay Tile.</td>
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<td>Straw, except otherwise herein provided.</td>
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<td>Strawberries.</td>
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<td>Swing Boats and Hobby Horses.</td>
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<td>Tables, cast iron or cast steel.</td>
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<td>Tanks.</td>
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<td>Tartaric Acid.</td>
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<td>Tiles, Art.</td>
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<td>Tin Crystals.</td>
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<td>Tobacco, manufactured, except Cigars and Cigarettes.</td>
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<td>Tomatoes.</td>
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<td>Toys.</td>
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<td>Tubes, tin and zinc.</td>
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<td>Tubing, brass or copper, except Steam Tubes.</td>
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<td>Umbrellas.</td>
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<td>Umbrella Sticks, except otherwise herein provided.</td>
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<td>Vans (Commercial Travellers').</td>
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<td>Vats.</td>
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<td>Veneers.</td>
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<td>Venison.</td>
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<td>Verdigris.</td>
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<td>Walking Sticks, except otherwise herein provided.</td>
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<td>Warps (except Silk).</td>
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<td>Whalebone.</td>
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<td>Wheels, Cart, Coach, and Carriages.</td>
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<td>Wheels, Rudder or Steering.</td>
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<td>Wire, bright or needle.</td>
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<td>Wire, insulated.</td>
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<td></td>
<td>Wire Gauze.</td>
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<td></td>
<td>Woolen and Worsted Goods, except otherwise herein provided.</td>
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<tr>
<td></td>
<td>Yeast.</td>
</tr>
</tbody>
</table>

**Notes:**
- Field Machines, in parts, packed.
- Felled Goods
- Fertry, dead.
- Preserved Ginger
- Preserves (Fish, Fruit, Meat, and Produce), except otherwise herein provided, in jars, packed.
- Preventor, Horse or Cattle, except otherwise herein provided.
- Rabbits, dead.
- Raspberries.
- Rattles.
- Rollers, Type Printers'.
- Saddlery.
- Sausages and Saveloys.
- Seal Skins.
- Seeds, except otherwise herein provided.
- Sewing Machines, in parts, packed.
- Sewing Machine Stands.
- Shells, Ship, Carriage, or Dog Cart.
- Sheep Racks.
- Sheep, Cotton and Linen.
- Show Cards.
- Shrubs and Trees, except otherwise herein provided.
<table>
<thead>
<tr>
<th>Class 5</th>
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</thead>
<tbody>
<tr>
<td>Applicable to consignments exceeding 560 lbs. in weight.</td>
</tr>
<tr>
<td><strong>Collins.</strong></td>
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<tr>
<td>Colours, in jars.</td>
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<tr>
<td>Conservatories and Hothouses, in parts.</td>
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<tr>
<td>Cordials, except otherwise herein provided.</td>
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<tr>
<td>Crape.</td>
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<tr>
<td>Crucibles, except otherwise herein provided.</td>
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<tr>
<td>Dripping, in crocks, except otherwise herein provided.</td>
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<tr>
<td>Drugs, except otherwise herein provided.</td>
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<tr>
<td>Dyes, in glass carboys.</td>
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<tr>
<td>Empty Cases, Casks, Crates, Ham-</td>
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<td>pers, and other Empties, except otherwise herein provided.</td>
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<tr>
<td>Espargus.</td>
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<tr>
<td>Feathers.</td>
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<tr>
<td>Fenders, except otherwise herein provided.</td>
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<tr>
<td>Figures, Casts or Ornaments, Alabaster, Bronze, Plaster, Stucco, or Terra Cotta.</td>
</tr>
<tr>
<td>Fish, fresh, of all descriptions, except otherwise herein provided, including Prawns and Shrimps.</td>
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<tr>
<td>Flowers, cut.</td>
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<tr>
<td>Frilling Machines, fitted up, packed.</td>
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<tr>
<td>Fruit, Hothouses.</td>
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<tr>
<td>Furs.</td>
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<tr>
<td>Nettles.</td>
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<tr>
<td>Glass, Plate, silvered.</td>
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<tr>
<td>Glass, Stained.</td>
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<tr>
<td>Globes, Moons, or Shades, glass.</td>
</tr>
<tr>
<td>Gloves.</td>
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<tr>
<td>Glycerine, except otherwise herein provided.</td>
</tr>
<tr>
<td>Grapes.</td>
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<tr>
<td>Hair, for Head-dressing.</td>
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<tr>
<td>Hat and Umbrella Stands, wood.</td>
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<tr>
<td>Hats, except soft felt and rush.</td>
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<tr>
<td>Hop.</td>
</tr>
<tr>
<td>Horseshoe, dead.</td>
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<tr>
<td>Indigo.</td>
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<td>Icing Glass.</td>
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<td>Ivory, except otherwise herein provided.</td>
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<tr>
<td>Jet.</td>
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<tr>
<td>Kilting Machines, fitted up, packed.</td>
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</tbody>
</table>
**EAST LONDON RY.**

**CLASS 5—(continued).**

<table>
<thead>
<tr>
<th>Goods</th>
<th>Goods</th>
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</thead>
<tbody>
<tr>
<td>Sew Cases for Shops, glass and woodwork.</td>
<td>Watch Glasses.</td>
</tr>
<tr>
<td>Silk.</td>
<td>Wines, except otherwise herein provided.</td>
</tr>
<tr>
<td>Silver Precipitate.</td>
<td>Woodwork, carved (for decorating the interior of Buildings).</td>
</tr>
<tr>
<td>Spices, except otherwise herein provided.</td>
<td>Woodwork, for the manufacture of Pianos.</td>
</tr>
<tr>
<td>Spun Gauze, including Straw Hats and Straw Bonnets.</td>
<td>Yolk of Eggs.</td>
</tr>
<tr>
<td>Straw Pleat.</td>
<td>And, subject to the provisions of the Railway and Canal Traffic Act, 1888, all articles, matters, and things not herebefore classified, and not being of an explosive or dangerous character.</td>
</tr>
<tr>
<td>Banner Houses.</td>
<td></td>
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</tbody>
</table>
SCHEDULE

of

MAXIMUM RATES AND CHARGES

SUBMITTED BY THE

EAST LONDON RAILWAY COMPANY,

PURSUANT TO THE "RAILWAY AND CANAL TRAFFIC ACT, 1888."

GENERAL CONDITIONS.

1. In this Schedule unless the context otherwise requires:—

The term "the Company" means the East London Railway Company:

The term "the Railway" includes:—

(a) All Railways owned solely by the Company:

(b) All Railways leased to or worked by the Company solely, so long as any such lease or working shall continue:

The term "Merchandise" includes all goods (other than those of an explosive or dangerous nature), cattle, live stock, and animals:

The term "the Classification" means the Classification of goods and minerals annexed to this Schedule:

The term "Trader" includes any person sending, receiving, or desiring to send Merchandise by the Railway:

The term "Terminal Station" means a place at which the Company have provided accommodation for receiving or delivering Merchandise from or to Traders, but does not include a junction between the Railway and a siding not belonging to the Company.

The term "Large Towns" means and includes the following place on the Railway, and any other places on the Railway which may from time to time be added thereto by the authority of Parliament (that is to say):—

London (including the places on the Railway certified by the Board of Trade, or which the Board of Trade may from time to time certify, to be within an Urban District under the provisions of the Cheap Trains Act, 1883, as regards the Company).
2. In this Schedule the maximum rates and charges proposed to be authorised are divided as follows:—

(1.) **Maximum Rates for Conveyance.**

(2.) **Maximum Station Terminals.**

(3.) **Maximum Service Terminals.**

(4.) **Special Charges.**

(1.) Maximum rates for conveyance include the charge for the conveyance of Merchandise by merchandise train along the Railway, and, except as hereinafter specified, the provision of trucks for that purpose. The provision of trucks is not included in the maximum rates applicable to:

(i.) **All Merchandise comprised in Class A:**

(ii.) The following Merchandise comprised in Class B, viz., lime, limestone, clay, or sand in bulk, gas purifying refuse, night soil, salt:

(iii.) The following Merchandise comprised in Class C, viz., coal tar creosote, coal tar, gas tar, gas water.

(2.) Maximum Station Terminals include the charge for accommodation (but excluding coal drops) at Terminal Stations provided by the Company for dealing with Merchandise as carriers thereof, before or after conveyance, together with such services as are necessarily rendered to all descriptions of Merchandise without exception, including a share of general charges and office expenses; shunting and marshalling of trucks; and in the provision of engines, horses, labour, machinery, plant, and stores used in the services referred to in this sub-section.

(3.) Maximum Service Terminals include the charges for labour of servants of the Company in loading and unloading; covering and uncovering Merchandise; the share of general charges and office expenses specially attributable to the classes of Merchandise in respect of which a service terminal is authorised; and in the provision of machinery, plant, stores, and sheets used in the services referred to in this sub-section.

(4.) Special Charges include charges under the following heads for accommodation or services not necessarily rendered to all
traders or descriptions of Merchandise. These charges must be reasonable in amount, and, except under head (i), must, in case of difference, be determined by the Railway Commissioners:

(a) Charges in respect of wharf accommodation provided by the Company, and special services rendered by the Company in respect of loading or unloading into or out of vessels or barges:

(b) Accommodation provided by the Company at or in connection with sidings not belonging to the Company, and in respect of the delivery and reception of Merchandise to and from such sidings:

(c) Collection or delivery of Merchandise:

(d) Weighing Merchandise for the convenience or at the request of any Trader:

(e) The use of trucks, or the use or occupation of any accommodation included in the station terminal beyond such period before or after conveyance as shall be reasonably necessary for enabling the Company to deal with Merchandise as carriers thereof and in respect of services rendered in connection with such occupation:

(f) The supply and use of sheets:

(g) Loading or unloading, covering or uncovering Merchandise included in Class A or Class B of the Classification:

(h) The conveyance by passenger trains of such Merchandise as the Company may agree to convey by such trains:

(i) The provision and use of trucks, when provided by the Company, for the conveyance of Merchandise, when such charges are not included in the maximum rates, not exceeding the following sums:—For distances not exceeding 50 miles, 6d. per ton; for distances exceeding 50 miles, but not exceeding 150 miles, 1s. per ton; for distances exceeding 150 miles, 1s. 3d. per ton.

3. The following provisions and regulations shall be applicable to the fixing of all rates and charges for Merchandise traffic under this Schedule:

(i) In calculating the distance along the Railway for the purpose of the maximum rates for conveyance of any Merchandise, the Company shall not include any portion of their Railway which may in respect of that Merchandise be the subject of a charge for station terminal:
traders or descriptions of Merchandise. These charges must be reasonable in amount, and, except under head (i), must, in case of difference, be determined by the Railway Commissioners:—

(a.) Charges in respect of wharf accommodation provided by the Company, and special services rendered by the Company in respect of loading or unloading into or out of vessels or barges:

(b.) Accommodation provided by the Company at or in connection with sidings not belonging to the Company, and in respect of the delivery and reception of Merchandise to and from such sidings:

(c.) Collection or delivery of Merchandise:

(p.) Weighing Merchandise for the convenience or at the request of any Trader:

(r.) The use of trucks, or the use or occupation of any accommodation included in the station terminal beyond such period before or after conveyance as shall be reasonably necessary for enabling the Company to deal with Merchandise as carriers thereof and in respect of services rendered in connection with such occupation:

(s.) The supply and use of sheets:

(g.) Loading or unloading, covering or uncovering Merchandise included in Class A or Class B of the Classification:

(h.) The conveyance by passenger trains of such Merchandise as the Company may agree to convey by such trains:

(i.) The provision and use of trucks, when provided by the Company, for the conveyance of Merchandise, when such charges are not included in the maximum rates, not exceeding the following sums:—For distances not exceeding 50 miles, 6d. per ton; for distances exceeding 50 miles, but not exceeding 150 miles, 1s. per ton; for distances exceeding 150 miles, 1s. 3d. per ton.

3. The following provisions and regulations shall be applicable to the fixing of all rates and charges for Merchandise traffic under this Schedule:—

(i.) In calculating the distance along the Railway for the purpose of the maximum rates for conveyance of any Merchandise, the Company shall not include any portion of their Railway which may in respect of that Merchandise be the subject of a charge for station terminal:
(a) For any distance not exceeding four miles, the Company may demand and receive the rates for conveyance authorised by this Schedule as for four miles.

(b) For any quantity in one truck received from or delivered on or at a siding not belonging to the Company, the Company may charge as for a reasonable minimum load, having regard to the nature of the Merchandise conveyed:

(c) For a fraction of a ton, in respect of consignments exceeding five hundred and sixty pounds in weight, the Company may charge according to the number of quarters of a ton in that fraction, and a fraction of a quarter of a ton shall be deemed a quarter of a ton:

(d) For a fraction of a mile, the Company may charge according to the number of quarters of a mile in that fraction, and a fraction of a quarter of a mile shall be deemed a quarter of a mile:

(e) For a fraction of a penny in the gross amount of rates and charges in respect of any consignment for the entire distance carried the Company may demand a penny:

(f) Weight (except as to stone and timber when charged by measurement) shall be determined according to the imperial avoirdupois weight:

(g) All stone and timber shall be charged at actual weight, when such weight can be conveniently ascertained:

(h) When the actual weight of stone in blocks or timber cannot be conveniently ascertained, fourteen cubic feet of stone in blocks, and forty cubic feet of oak, mahogany, teak, beech, greenheart, ash, elm, birch, hickory, ironwood, baywood, and other heavy timber, and fifty cubic feet of poplar, larch, or other light timber, shall be deemed one ton weight, and so in proportion for any smaller quantity:

(i) Articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages.

4. Nothing herein contained shall prevent the Company from demanding or receiving increased rates or charges beyond those specified in this Schedule under any agreement with any Trader.

5. Nothing herein contained shall prejudice or affect the tolls or charges which the Company are, under their Acts of Parliament, authorised to demand and receive in respect of the use of their Railway by any company or person or the charges which the Company are authorised to make under any general Act.
### EAST LONDON RY.

**PROPOSED MAXIMUM RATES AND CHARGES FOR THE CONVEYANCE OF MERCHANDISE ON THE RAILWAY.**

**PART I.—GOODS AND MINERALS.**

<table>
<thead>
<tr>
<th>Description of Merchandise</th>
<th>Proposed Maximum Rates for Conveyance</th>
<th>Proposed Maximum Station Terminal at each End</th>
<th>Proposed Maximum Service Terminal at each End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per ton per mile</td>
<td>Per ton.</td>
<td>Per ton.</td>
</tr>
<tr>
<td>Class A</td>
<td>3½d.</td>
<td>8d.</td>
<td>—</td>
</tr>
<tr>
<td>Class B</td>
<td>4d.</td>
<td>1s.</td>
<td>—</td>
</tr>
<tr>
<td>Class C</td>
<td>4½d.</td>
<td>1s. 3d.</td>
<td>2d.</td>
</tr>
<tr>
<td>Class 1</td>
<td>5d.</td>
<td>2s.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>Class 2</td>
<td>5½d.</td>
<td>2s.</td>
<td>1s. 9d.</td>
</tr>
<tr>
<td>Class 3</td>
<td>6d.</td>
<td>2s.</td>
<td>2s.</td>
</tr>
<tr>
<td>Class 4</td>
<td>7d.</td>
<td>2s.</td>
<td>2s. 9d.</td>
</tr>
<tr>
<td>Class 5</td>
<td>8d.</td>
<td>2s.</td>
<td>3s. 6d.</td>
</tr>
</tbody>
</table>

With a minimum charge of four miles.
## Proposed Maximum Rates and Charges—Continued.

### Part II.—Live Stock.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rates per Conveyance per Animal</th>
<th>Proposed Maximum Station Terminal at Each End</th>
<th>Proposed Maximum Service Terminal at Each End</th>
<th>Proposed Maximum Service Terminal at Each End</th>
<th>Proposed Minimum Charge Exclusive of Terminals</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>4½d.</td>
<td>6d.</td>
<td>6d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of neat cattle.</td>
<td>4d.</td>
<td>6d.</td>
<td>6d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
</tbody>
</table>

**Note.**—The Terminal Charges on animals sent by the same person, at a rate calculated per head, and carried in the same vehicle, shall in no case exceed the terminal charges per vehicle.
PROPOSED MAXIMUM RATES AND CHARGES—continued.

PART III.—CARRIAGES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile</th>
<th>Proposed Maximum Station, Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Proposed Minimum Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every carriage of whatever description not included in the classification and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform ... ... ...</td>
<td>6d.</td>
<td></td>
<td></td>
<td>10s.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh ... ... ... ... ... ...</td>
<td>2d.</td>
<td>If 1 ton or under in weight ...</td>
<td>If every ton or over in weight ...</td>
<td>1s.</td>
</tr>
<tr>
<td>An additional charge of 10s.</td>
<td></td>
<td>If 1 ton or under in weight ...</td>
<td>If every ton or over in weight ...</td>
<td>1s.</td>
</tr>
<tr>
<td>For the use of a covered carriage truck for the conveyance of any such carriage ... ... ... ... ... ...</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## PROPOSED MAXIMUM RATES AND CHARGES—continued.

### PART IV.—EXCEPTIONAL CLASS AND SERVICES.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods of unusual length, bulk or weight, or of unusual bulk in proportion to weight.</td>
<td></td>
</tr>
<tr>
<td>Goods requiring an exceptional truck, or more than one truck, or a special train.</td>
<td></td>
</tr>
<tr>
<td>Goods requiring a locomotive Engine and Tender, and Railway under frame or their own wheels.</td>
<td></td>
</tr>
<tr>
<td>Any wild beast, or any large animal not otherwise provided for.</td>
<td></td>
</tr>
<tr>
<td>In packs and bundles, precious stones, quicksilver, pianos, and pianocrystals.</td>
<td></td>
</tr>
<tr>
<td>In packs of an explosive or dangerous nature.</td>
<td></td>
</tr>
<tr>
<td>In special accommodation or services not otherwise provided for.</td>
<td>Such reasonable sum as the Company may think fit in each case.</td>
</tr>
</tbody>
</table>
**EAST LONDON RY.**

PROPOSED MAXIMUM RATES AND CHARGES—continued.

**PART V.—SMALL PARCELS.**

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>For small parcels not exceeding five hundred and sixty pounds in weight.</td>
<td>Such reasonable sum as the Company may think fit.</td>
</tr>
</tbody>
</table>

R. LACEY,

SECRETARY,

EAST LONDON RAILWAY COMPANY,

*London Bridge Station, S.E.*
RAILWAY & CANAL TRAFFIC ACT, 1883.

EAST LONDON RAILWAY COMPANY.

REVISED CLASSIFICATION
OF
MERCHANDISE TRAFFIC
AND
REVISED SCHEDULE
OF
MAXIMUM RATES AND CHARGES
APPLICABLE THERETO,
PROPOSED TO BE CHARGED BY THE
EAST LONDON RAILWAY COMPANY.

Submitted to the Board of Trade in pursuance of the provisions of the Railway & Canal Traffic Act, 1883.

WILSON, BRISTOWS & CARPMAEL,
1, Copthall Buildings, E.C.,
Solicitors for
The East London Railway Company.

Waterlow and Sons Limited, Printers, London Wall, London.
MEMBERS.

Brighton Company—
  Samuel Lang, Esq.
  John Faries Bickersteth, Esq.

Chairman Company—
  Sir Sydney H. Waterlow, Bart.
  H. M. D. Hooper, M.P.
  E. Leigh Pemberton, Esq.

District Company—
  James Staats Forbes, Esq.
  Dr. George Wyld,

East London Company—
  Lord Alfred S. Churchill.
  Walter R. Farquhar, Esq.

Great Eastern Company—
  Charles H. Prowse, Esq.
  Lord Claud J. Hamilton

Metropolitan Company—
  Henry D. Pochin, Esq.
  Henry J. Barrett, Esq.

South Eastern Company—
  Sir Edward W. Watkin, Bart., M.P.
  The Hon. E. Gathorne Hardy, M.P.

MEETINGS.

THE COMMITTEE meets at Cannon Street House, at 3.30 p.m., on the Second Wednesday of each month, the dates of which are for 1889.

9th JANUARY       10th JULY       13th FEBRUARY       14th AUGUST
13th MARCH       10th APRIL       9th OCTOBER
8th MAY       13th NOVEMBER       12th JUNE       11th DECEMBER

The "Managers" of the Lessee Companies meet at the Committee's offices, at 2.30 p.m., on the Friday immediately preceding each of above-mentioned dates.

J. J. MOWNihan,
Secretary & Manager.

GENERAL OFFICES, Cannon St., London, December, 1889.
The East London Railway Joint Committee
140, Cannon Street
London. Nov. 8th 1889
E.C.

Dear Sir,

I beg to inform you that the next meeting of the Committee is fixed for 2.30 p.m. on Wednesday next, the 13th Inst., at the Cannon Street Hotel, and I have the pleasure to enclose a copy of the Agenda of matters then and there to be considered.

I am, Dear Sir,
Yours faithfully,

for Secretary & Manager

To all,
Secretaries, Managers and Members of Committee.
The East London Railway Joint Committee.  
110. Cannon Street.  
London. 25th Oct. 1889

Dear Sir,

Several members of the Joint committee being unable to attend on Wednesday next, and desiring postponement, Mr. Parkes thinks it will be better to let matters stand over until the 13th next.

There will, therefore, be no meeting on Wednesday next.

Meantime, the arrangement provisionally made for Secretaryship and Management will continue.

Formal notice of meeting and copy of Agenda will be duly sent to you.

I am, dear Sir,

Yours faithfully,

For Secretary & Manager.

Sirs, M. W. Parsons

Members of Committee, Secretaries, & Managers.
London Railway Joint Committee,

Mr. Cannon Street.


Under Mr. Parke's instructions, I am provisionally in charge.

Dear Sir,

I regret to have to inform you of the death of Mr. J. J. Mogrian, after severe illness, on Friday, the 18th Instant.

Consequent on the above, at the request of Mr. Parke's, I beg hereby to call a special Meeting of the Committee for Wednesday, 30th Instant, at 2.30 p.m., at Cannon Street Hotel. A copy of the Agenda will be forwarded to you.

I am, dear Sir,

Yours faithfully,

(Signed) W. H. Parsons.
THE EAST LONDON RAILWAY JOINT COMMITTEE.

SPECIAL MEETING.

Cannon Street Hotel, London, 20th September, 1880.

Present:

BRIGHTON COMPANY  J. PARKES DUCERSTEIN, Esq.
                    Mr. SABLE.

CHATHAM           Sir Sydney H. Waterlow, Bart.

DISTRICT          Mr. Powell.

EAST LONDON       Mr. Lacey.

GREAT EASTERN     Charles H. Parkes, Esq.
                    Lord Claud J. Hamilton.
                    Mr. Moore.

METROPOLITAN      Henry D. Pochin, Esq.
                    Henry J. Barrett, Esq.
                    Mr. Bell.

SOUTH EASTERN     Mr Light (for Sir Myles Fenton).

In Attendance:

Mr. Moynihan, Secretary and Manager.

CHARLES H. PARKES, Esq., in the Chair.

351. Minutes.

The Minutes of the Committee's Meeting of the 14th August last having been printed and circulated were signed as amended by Mr. Parkes by the striking out of the words "on behalf of the East London" from lines 9 and 10 from top of page 5 of the print of these Minutes—these words having been inaccurately inserted as representing on the occasion referred to that Sir Edward Watkins had acted on behalf of the East London Railway Company.
28th Sept., 1889.

Read Minutes as follows—

EAST LONDON RAILWAY JOINT COMMITTEE

MANAGERS’ MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANIFORTH (for Mr. Sarle) for Brighton Company.
Mr. BIRT for Great Eastern Company.
Mr. BELL for Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) for South Eastern Company.
Mr. MOYNIHAN for Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:—

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. That the Schedule of Maximum Rates for the Committee’s Line to be deposited with the Board of Trade, be as follows:—

GOODS AND MINERALS.

Per ton, per mile.

Class A. ... ... 3½d.  
" B. ... ... 4d.  
" C. ... ... 4½d.  
" 1 ... ... 5d.  
" 2 ... ... 5½d.  
" 3 ... ... 6d.  
" 4 ... ... 7d.  
" 5 ... ... 8d.  

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Towns" (London).

LIVE STOCK.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>Proposed Maximum Rates for Conveyance per Animal</th>
<th>Proposed Maximum Station at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
<th>Proposed Maximum Service Terminal at each end</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Per Head per Mile</td>
<td>Per animal</td>
<td>Per vehicle</td>
<td>Per vehicle</td>
<td>Minimum Charge exclusive of Terminal</td>
</tr>
<tr>
<td>Chatham, DistRICT</td>
<td>Meeting Co.</td>
<td>Bts., M.E.</td>
<td>S.E.</td>
<td>1s. 6d.</td>
<td>9d.</td>
</tr>
<tr>
<td>For every horse, mule, ass, or other beast of draught or burden.</td>
<td>1s. 4½d.</td>
<td>4d.</td>
<td>6d.</td>
<td>4d.</td>
<td>1s. 6d.</td>
</tr>
<tr>
<td>For every ox, cow, bull, or head of meat cattle.</td>
<td>4d.</td>
<td>3d.</td>
<td>2d.</td>
<td>2d.</td>
<td>1½d.</td>
</tr>
<tr>
<td>For every calf, pig, sheep, lamb, or other small animal.</td>
<td>1s.</td>
<td>9d.</td>
<td>9d.</td>
<td>1s. 6d.</td>
<td>1s.</td>
</tr>
<tr>
<td>For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3. That whatever changes may be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.

Mr. Parkes reported that, as asked at the last Committee Meeting (Minute 888) he had, on the 16th ultimo, called at the offices of the Board of Trade and seen Mr. Courtenay Boyle, who had consented to the time for submitting a revised Classification and Schedule of Rates for East London being extended to 1st October next.

Sir Sydney Waterlow (Chatham Company) and Mr. Powell (District Company), dissenting from the Maximum Rates recommended by the Managers, Resolved,—

That the foregoing Minutes be approved, and that the Classification and Schedule of Maximum Rates recommended be deposited with the Board of Trade—the Rates for “Live Stock” and “Carriages” being those shown under the heading “Dr. G. E. and S. E.” in the tabulated statements contained in the Managers’ Minutes now approved.

That the expenses of Messrs. Wilson, Bristows, and Carpnael in making the formal deposit for the East London Company be paid by this Committee.

883. Accounts to 30th June last:

SUBMITTED the following:

EAST LONDON RAILWAY JOINT COMMITTEE.

REVENUE ACCOUNT.—1st January to 30th June, 1889.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Service Terminal at each end.</th>
<th>Minimum Charge.</th>
</tr>
</thead>
<tbody>
<tr>
<td>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a railway, and not weighing more than one ton, carried or conveyed on a truck or platform</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
</tr>
</tbody>
</table>

An additional charge of 10a.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Service Terminal at each end.</th>
<th>Minimum Charge.</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the use of a covered carriage truck for the convenience of any such carriage</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
</tr>
</tbody>
</table>

883. Accounts to 30th June last:

SUBMITTED the following:

EAST LONDON RAILWAY JOINT COMMITTEE.

REVENUE ACCOUNT.—1st January to 30th June, 1889.

<table>
<thead>
<tr>
<th>Description</th>
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<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
</tr>
<tr>
<td>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
<td>4d. 4d. 3d. 2d.</td>
</tr>
</tbody>
</table>

An additional charge of 10a.

<table>
<thead>
<tr>
<th>Description</th>
<th>Proposed Maximum Rate per mile.</th>
<th>Proposed Maximum Station Terminal at each end.</th>
<th>Proposed Maximum Service Terminal at each end.</th>
<th>Minimum Charge.</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the use of a covered carriage truck for the convenience of any such carriage</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
<td>2d. 4d. 3d. 2d.</td>
</tr>
</tbody>
</table>
**801 Returns of Receipts and Passengers.**

Submitted the following Statements:—

**Coaching Receipts for August, 1859, in comparison with August, 1858, and June and July, 1859.**

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>East London Railway</th>
<th>Brighton Railway</th>
<th>South Eastern Railway</th>
<th>Metropolitan Railway</th>
<th>City Lines and Extensions</th>
<th>District Railway</th>
<th>Great Eastern Railway</th>
<th>August, 1858</th>
<th>August, 1859</th>
<th>July, 1859</th>
<th>June, 1859</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Cross, S.R.R.</td>
<td>120 5 8</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Do. H.L.</td>
<td>179 12 10</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
<td>...</td>
</tr>
<tr>
<td>Old Kent Road</td>
<td>373 1 0</td>
<td>183 7 7</td>
<td>48 2 0</td>
<td>218 9 10</td>
<td>...</td>
<td>18 1 1</td>
<td>...</td>
<td>35 1 1</td>
<td>35 1 1</td>
<td>35 1 1</td>
<td>35 1 1</td>
</tr>
<tr>
<td>Wapping</td>
<td>198 11</td>
<td>23 5 6</td>
<td>54 5 6</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
<td>21 9 7</td>
</tr>
<tr>
<td>Whitechapel</td>
<td>123 14</td>
<td>174 18 2</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
<td>19 5 0</td>
</tr>
<tr>
<td>Shoreditch</td>
<td>35 10 10</td>
<td>48 11 5</td>
<td>1 2 5</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1 0</td>
</tr>
</tbody>
</table>

**Totals:**

| Aug. 1859 | 1,338 11 5 359 18 3 39 11 390 16 5 438 19 4 224 19 4 196 5 8 4,055 4 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Aug. 1859 | 1,088 10 9 43 2 11 28 15 5 222 12 5 377 16 6 340 17 4 72 12 5 | 3,543 2 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| July 1859 | 1,041 11 9 362 1 7 20 16 5 214 13 5 410 16 6 227 18 9 64 14 4 | 3,707 12 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| June 1859 | 1,523 7 3 352 0 8 33 5 0 317 13 0 438 15 2 229 11 9 54 7 1 | 3,629 0 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... |

**Number of Passengers booked to, from, and over the East London Line, for the months of February, March, April, May, June, and July, 1859.**

<table>
<thead>
<tr>
<th>From</th>
<th>To and over</th>
<th>Feb.</th>
<th>Mar.</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Six Months' Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>East London Line</td>
<td>Brighton Line</td>
<td>11,380</td>
<td>14,065</td>
<td>16,723</td>
<td>14,840</td>
<td>18,816</td>
<td>17,626</td>
<td>92,929</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>South Eastern Line</td>
<td>1,888</td>
<td>2,139</td>
<td>2,856</td>
<td>2,305</td>
<td>2,229</td>
<td>4,919</td>
<td>1,452</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>Metropolitan &quot;</td>
<td>50,002</td>
<td>51,564</td>
<td>53,130</td>
<td>50,578</td>
<td>50,201</td>
<td>52,866</td>
<td>314,761</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>City Lines and Extensions &quot;</td>
<td>41,749</td>
<td>48,683</td>
<td>47,937</td>
<td>47,353</td>
<td>49,871</td>
<td>50,380</td>
<td>282,173</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>District Line &quot;</td>
<td>11,557</td>
<td>13,050</td>
<td>11,527</td>
<td>11,335</td>
<td>12,142</td>
<td>12,036</td>
<td>71,724</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>Great Eastern Line &quot;</td>
<td>4,129</td>
<td>4,545</td>
<td>4,973</td>
<td>4,029</td>
<td>5,065</td>
<td>6,984</td>
<td>31,872</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>East London &quot;</td>
<td>14,063</td>
<td>18,063</td>
<td>17,802</td>
<td>18,231</td>
<td>18,871</td>
<td>20,676</td>
<td>107,765</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>South Eastern &quot;</td>
<td>2,879</td>
<td>3,134</td>
<td>3,474</td>
<td>3,882</td>
<td>4,381</td>
<td>5,973</td>
<td>21,345</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>Metropolitan &quot;</td>
<td>33,686</td>
<td>39,832</td>
<td>41,995</td>
<td>39,815</td>
<td>42,153</td>
<td>42,474</td>
<td>241,467</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>City Lines and Extensions &quot;</td>
<td>32,368</td>
<td>34,873</td>
<td>34,666</td>
<td>35,412</td>
<td>35,207</td>
<td>35,026</td>
<td>210,752</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>District Line &quot;</td>
<td>8,004</td>
<td>8,297</td>
<td>8,109</td>
<td>7,905</td>
<td>8,078</td>
<td>5,144</td>
<td>48,025</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>Great Eastern Line &quot;</td>
<td>4,701</td>
<td>5,000</td>
<td>5,333</td>
<td>6,215</td>
<td>6,754</td>
<td>11,247</td>
<td>40,295</td>
</tr>
<tr>
<td>&quot;  &quot;</td>
<td>East London Local &quot;</td>
<td>227,647</td>
<td>250,457</td>
<td>252,283</td>
<td>255,901</td>
<td>253,965</td>
<td>272,306</td>
<td>1,523,424</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>446,513</td>
<td>499,742</td>
<td>502,887</td>
<td>498,431</td>
<td>514,250</td>
<td>548,351</td>
<td>3,053,388</td>
</tr>
</tbody>
</table>
EAST LONDON RAILWAY JOINT COMMITTEE.

Thames Tunnel.—Proposed Dredging adjacent thereto.

(Pace of correspondence).

"THAMES CONSERVANCY,
"Offices, 41, Trinity Square,
"Tower Hill, E.C.,
"28th October, 1889.

"Sir,

"I am directed by the Conservators of the River Thames to inform you that they have received an application from Middleton’s Steam Shipping Wharf Company, Limited, for permission to use a Steam Dredger for the purpose of deepening the bed of the river in front of their new Pier at Wapping, as referred to in Mr. Duckham’s letter to Mr. Brady of the 17th May last, and, with respect thereto, I am desired to inform you that, whilst the Conservators have no objection to offer to the proposed work, they will, before communicating with Middleton’s Steam Shipping Wharf Company on the subject, be pleased to receive any observations which the East London Railway Company may desire to make on the subject of the application.

"I am, Sir,

"Your obedient Servant,

JAMES H. GOUGH,
Secretary.

"The Secretary,
"East London Railway Joint Committee,
110, Cannon Street, E.C."

The above letter was formally acknowledged, and copy sent to Mr. Brady (Engineer of Maintenance) for report.

"SOUTH EASTERN RAILWAY,
"Engineer’s Office,
5, St. Thomas’s Street,
"London, S.E., 4th November, 1889.

"MIDDLTON’S WHarf.

"DEAR SIR,

"With reference to yours of the 29th ult., I beg to say that the proposed dredging is to be carried out to the extent and depth described by Mr. Duckham in his letter addressed to me and dated the 17th May last.

"I cannot say that this amount of dredging is likely to injure the tunnel, but I do not think that the work should be approved of by the Joint Committee, as such approval would lessen the responsibility of the Wharf proprietors.

"I beg to enclose a copy of Mr. Duckham’s letter, and also of my reply.

"Yours truly,

W. H. Parsons, Esq.,
East London Railway Joint Committee.

"P.S.—Since writing the foregoing, Mr. Waller, of St. Bride’s Wharf, Wapping, has called on me, and I have suggested to him that possibly an undertaking to indemnify the Joint Committee from all loss from dredging operations will meet the case.—F. H."
"Engineer's Office,
"Millwall Docks,
"London, May 17th, 1889.

"F. Duckm, Esq., C.E.
"St. Thomas's Street,
"London Bridge, S.E.

"Dear Sir,—

"As you will, perhaps, hear of dredging to be done at Middleton & Co.'s new pier at Wapping, and be desirous of knowing what is intended, having regard to your anxiety for the safety of the Thames Tunnel, I write to let you know that the proposal is to dredge to 23 feet below T.H.W. just in front of the new T pier, and drop to 26 feet 6 inches at, say, 125 feet out. No dredging will be done nearer the Tunnel than the site of the Ferry Stage; the dredging that was done for the Ferry a few years ago will be sufficient for the present purposes of the Company. The dredging to the westward of the Ferry Stage will average the removal of, say, 1 foot 9 inches from the bed of the river. That portion of the hole or 'dock' dredged for the Ferry inside the line of the new pier will be filled up level with the adjacent foreshore.

"You will, I think, rightly conclude that nothing that is thus intended can in any way affect the Tunnel.

"Yours faithfully,

"F. E. DUCKHAM."

"South Eastern Railway,
"Engineer's Office,
"5, St. Thomas's Street
"London, S.E., May 18th, 1889.

"EAST LONDON RAILWAY.

"Wapping Jetty.

"Dear Sir,—

"I beg to acknowledge the receipt of yours of the 17th instant, for which I am obliged. You will, of course, kindly understand that I accept no responsibility with regard to your proposed operations.

"Yours truly,

"FRAS. BRADY.

"F. E. Duckh, Esq."
EAST LONDON RAILWAY JOINT COMMITTEE.

[Letterhead and address information]

Dated: 20th November, 1890.

[Signature]

W. H. BACHE, Esq.

[Address]

EAST LONDON RAILWAY.

[Letterhead and address information]

Dated: 20th November, 1890.

[Signature]

W. H. BACHE, Esq.

[Letterhead and address information]

Dated: 20th November, 1890.

[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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[Signature]

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Dated: 20th November, 1890.

[Signature]

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[Letterhead and address information]

Dated: 20th November, 1890.

[Signature]

W. H. BACHE, Esq.

[Letterhead and address information]

Dated: 20th November, 1890.

[Signature]

W. H. BACHE, Esq.'
W. H. Patons Esq.
General Manager
East London Rly.

Dear Sir,

I beg to inform you that the Repeater for Deptford Road distant signal was completed on the 23rd instant.

Yours truly,

[Signature]
South Eastern Railway.  
Engineers Office.  
3. P. Thomas Street.  
London Nov. 7th 1889  
S.E.

East London Railway.  

Interlocking of Signals

Dear Sir,  

Referring to a paper of the 30th inst., I beg to hand you herewith a statement showing the details of the signals in the several sections of the East London Railway between New Cross and Shoreditch, including the Brighton Company's sections. The signals are all

Yours truly,  

K. Hard.

B. H. Parsons Esq.
<table>
<thead>
<tr>
<th>Place</th>
<th>N° of Lines</th>
<th>N° of Cross Lines</th>
<th>N° of Side Lines</th>
<th>N° of Cross Side Lines</th>
<th>Total Lines</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>East London Railway</td>
<td>2</td>
<td>1</td>
<td>6</td>
<td>0</td>
<td>10</td>
<td>Properly interlocked, but with needs.</td>
</tr>
<tr>
<td>Metropolitan</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>Properly interlocked and obtained by Metropolitan R.C.</td>
</tr>
<tr>
<td>Petrie's Lane</td>
<td>2</td>
<td>1</td>
<td>7</td>
<td>1</td>
<td>11</td>
<td>Properly interlocked.</td>
</tr>
<tr>
<td>East London Zone Junction</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Ealing Junction</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>Sydenham Rd.</td>
<td>1</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>12</td>
<td>4</td>
</tr>
<tr>
<td>Sydenham Rd. State</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Southwark Road</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>1</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Stepney</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>2</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Shadwell</td>
<td>1</td>
<td>10</td>
<td>0</td>
<td>4</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Stepney Green</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>4</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Stepney Green</td>
<td>1</td>
<td>10</td>
<td>1</td>
<td>4</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Shoreditch</td>
<td>1</td>
<td>6</td>
<td>5</td>
<td>13</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

November 7th 1887.
Ref above. I beg to report that the Block Telegraph is the system of signalling train over their committee line.

The single line into Deptford E. & E. is worked by train staff, combined with the absolute (block system) at the points are interlocked by means of "Annett" key.

All signals & points are interlocked, where required, instant signals are provided with Repeaters in Signal Box, with the exception of Deptford Rd. pre-up distant (from signal box) which at night cannot be seen from the Junction Box. I have of opinion that a Repeater is required please note.

Secretary & Manager

(a) The Board of Trade propose to order every Railway Company to adopt the Block system on all their Railways, except
South Eastern Railway
Chief Accountants Department
N. 8 St. Thomas's Street
London 1 Nov 1889

The Secretary & Manager
East London Joint Committee

Dear Sir,

Printing fares on tickets

I am in receipt of your letter of the 31st ulto. and will arrange for the fares to be printed on future supplies of tickets as requested.

I am Dear Sir,

Yours truly,

[Signature]

---

SECTION I.

(a) The Board of Trade propose to order every Railway
SIR,

I am desired by the Board of Trade to request that you will call the attention of the Directors of your Company to the provisions of "The Regulation of Railways Act, 1889," and to state that the Board propose to exercise the powers conferred upon them by Section I. of the Act, and also to fix a date, under Section VI., from and after which every Passenger Ticket shall bear upon its face, printed or written in legible characters, the fare chargeable for the journey for which such ticket is issued.

I am to state that the Board of Trade propose to take the following action under the several specified provisions:

SECTION I.

(a) The Board of Trade propose to order every Railway Company to adopt the Block system on all their Railways, except such single lines as are worked on the train staff system without tickets, and short branches upon which only one engine in steam or two or more engines coupled together are upon the branch at the same time.
(b) To order every Railway Company to provide a system of interlocking of points and signals which will satisfy the existing requirements of the Board of Trade for new lines—a copy of which is enclosed herewith—upon all their lines in respect of all places where there are connections with Passenger lines. Locking of points upon single lines by means of train staff or tablet, and all siding points near stations upon double lines by means of Annett’s Key will be accepted.

(c) To provide for and use on all their trains carrying Passengers, Continuous Brakes complying with the requirements set out in Section I (c) of the Act.

As regards the last portion of the Order, I am to state that the Board of Trade, as at present advised, are disposed to assent to such modifications as will allow of a limited proportion of unbraked vehicles—not carrying passengers and not exceeding one-sixth of the total number of vehicles—to be used on Passenger trains, provided that in no case is the rear vehicle of the train to be one of those unbraked; and to permit upon certain exceptional lines, where the running of mixed trains can be justified, a number of unbraked goods waggons or other vehicles—not exceeding one-half of the total number of vehicles—to form part of such train, provided that, in this case also, a brake capable of being worked from the engine is attached to the rear vehicle of the train.

The Board of Trade propose that the time limited for compliance with the Orders should not exceed:—

For adoption of Block Working ... ... One Year.
" " Interlocking ... ... Eighteen Months.
" " Continuous Brakes ... ... Eighteen Months.
II. SECTION VI.

The Board of Trade propose to fix the First day of July next as the date from and after which every Passenger Ticket is to bear upon its face the fare chargeable for the journey.

I am, however, to state that the Board of Trade will be willing, before issuing the Orders, to consider any representations which your Company may desire to address to them, provided that such representations are submitted within two months from the present date.

I am, Sir,

Your obedient servant,

COURTENAY BOYLE.

The Secretary of the

East India Committee.

Railway Company.
A.

DOCUMENTS TO BE SENT TO THE RAILWAY DEPARTMENT, BOARD OF TRADE,
PREVIOUSLY TO THE SECOND NOTICE OF THE INTENTION TO OPEN A RAILWAY BEING GIVEN.

I. A copy of the Parliamentary Plan and Section, with any deviations which may have been made during construction marked thereon in red; and with the corrections in the distances, levels, inclinations, sections of ground, and radii of curves, rendered necessary by such deviations, also marked in red; as well as the POSITIONS OF THE SEVERAL STATIONS, AND THE LENGTHS AND HEIGHTS OF THE PLATFORMS; and the widths of cuttings and embankments on each side of the railway.

II. A table of Gradients and level portions, with the positions of the Stations distinctly shown.

III. A table of Curves and straight portions.

IV. A table of Cuttings and Embankments.

V. A table of the Bridges for roads and railways crossed by the Railway.

VI. A table of the Bridges and Viaducts over watercourses and valleys.

VII. A table of all Level Crossings, public, occupation, private and bridle roads, or foot-ways.

VIII. A table of Tunnels.

IX. A table of Aqueducts and of Culverts 3 feet or more in diameter.

X. A statement affording detailed information under the following heads:

1st. Permanent Way.—Whether the line be double throughout, or partly double and partly single, or single throughout with sidings; the distances from the fixed point adopted in the tables, at which the single portions commence and terminate—or, for a single line, at which the sidings commence and terminate; whether the land has been purchased for an additional line of rails, or whether any other arrangements have been made with a view to adding an additional line at a future period; the width of the line at formation level; the gauge; the width between the lines where double; the description of rails employed, with a diagram section, their length, and weight per yard; the description and weight of the chairs, where these are employed; the mode of fixing the chairs and securing the rails with...
average sounding and length; their distances from centre to centre, if transverse; and of longitudinal the details of any ties by which they are connected; the manner of the ballast, and its depth below the under surface of the sleepers; the description of points adopted; the number and positions of all facing points connected with the main line; and the names of the Stations or other places at which engine-turntables are provided.

2nd. Fences.—Description of fencing adopted on each portion of the line, especially the height of the rails, and distance between posts, if post and rail; the height, number of wires, distance between supports, and means of straining, in the case of wire fencing.

3rd. Drainage.—General description of the drainage employed; and if, on any part of the line, it has been attended with peculiar difficulty, a detailed description should be given.

4th. Stations.—Their names, and their distances, at the commencement and termination, respectively, from the fixed point; the gradients on which they are situated and approached; the length of the Platforms and their Height above the Level of the Rails; and the positions of and distances between the home and the distant-signals.

5th. Width of Line.—The minimum space allowed from a height of 2 feet 6 inches above the rails, between the sides of the widest Carriages in use upon the Railway and any fixed works, such as Piers and Walls at Stations, Audiences, Piers, Supports, Arches, Girders, Telegraph Posts, Sheds, &c., along the Line. The minimum section of each tunnel should be appended, showing within it a section of the widest carriage to be used on the line.

6th. Bridges and Viaducts.—Drawings in detail of all Bridges and Viaducts, either over or under the Railway, accompanied by sufficient information to allow of the probable strength of each being ascertained by calculation; and by sections showing the distances between the girders and the sides of the widest carriages to be used on the line, when the girders are more than 2 feet 6 inches above the level of the rails.

7th. Diagrams of all Junction and Station arrangements.

XI. Carriages to be used for the Conveyance of Cheap Train Passengers.—The following minimum dimensions should be observed in the construction of these carriages:—They should contain 20 cubic feet of space per passenger; the area of the glass windows should afford 60 superficial inches per passenger; they should be provided with proper means of ventilation, and with at least one lamp to each compartment of each carriage; the seats should be provided with backs, should be 15 inches broad, and should afford 18 inches in width per passenger. Drawings of these carriages, to a scale of not less than 4 feet to an inch, should be supplied, viz.:

1. An outside elevation, showing the positions of the windows, ventilators, and lamps.

2. A transverse section.

3. An inside plan, showing the arrangements of the several seats, with references by letters, specifying the width and length of each seat, and the number of passengers to be accommodated on each; also a memorandum of the size of the windows and ventilators, stating whether they are fixed or constructed to open and close, and the positions of the lamps for lighting the carriages at night.
B.

MEMORANDUM OF IMPORTANT REQUIREMENTS.

1. The requisite apparatus should be provided at the period of inspection for ensuring an adequate interval of space between following trains.

2. Home-signals and distant-signals for each direction should be supplied at stations and junctions; with extra signals for such sidings as are used either for the arrival or for the departure of trains.

3. The levers by which points and signals are worked should be brought close together, into the position most convenient for the person working them, and should be interlocked. The points should be provided with double connecting rods. Point levers should be sufficiently long to enable the pointmen to work them without risk or inconvenience, and should not be placed on the ground between the lines of rails. Any signal which is worked by a wire or rod should be so weighted as to fly or remain at "danger" on the fracture of the wire or rod.

4. The levers by which points and signals are worked should, as a rule, be brought together under cover upon a properly constructed stage, with glass sides enclosing the apparatus. They should be so arranged that while the signals are at danger the points shall be free to move; that a signalman shall be unable to lower a signal for the approach of a train, until after he has set the points in the proper direction for it to pass; that it shall not be possible for him to exhibit at the same moment any two signals that can lead to a collision between two trains; and that, after having lowered his signals to allow a train to pass, he shall not be able to move his points so as to cause an accident, or to admit of a collision between any two trains. The facing points should be provided with apparatus which will ensure the points being in their proper positions before the signals are lowered, and which will prevent the signalman from shifting the points whilst a train is passing them, and, as an additional precaution, means should generally be provided for detecting any failure in the connections between the signal cabins and the points. Every signalman should be able to see the arms and the lights of the home as well as of the distant signals, and the working of the points or of the indicators showing their position, the back lights of the lamps being made as small as possible, having regard to efficiency. When the front lights are visible to the signalman in his cabin no back lights should be provided. The fixed lights in the signal-cabins should be screened off, so as not to be mistakeable during fogs for the signals exhibited to control the running of trains. If, from any unavoidable cause, the arm or light of any signal cannot be seen by the Signalman, a repeater should be provided in the cabin. Clocks should be placed in conspicuous positions for the use of the signalmen.

5. Facing points should be avoided as far as possible, but when used they should be secured by facing point locks and locking bars; the length of the locking bars should exceed the greatest distance between the adjacent wheels of passengers' carriages, and the stock rails should be tied to gauge with iron or steel ties. When facing points cannot be dispensed with, they should be placed as near as possible to the levers by which they are worked or bolted, and in no instance at a greater distance than 150 yards from those levers. All points, whether facing or trailing, should be worked or bolted by rods and not by wires.

6. It being necessary that a uniform system of signals should be adopted on all railways, the semaphore arms should, at junctions, be on separate posts or on brackets; and at stations, when there is more than one arm on one side of a post, they should be made to apply,—the first or upper arm to the line on the left, the second arm to the line next in order from the left, and so on; but in cases
7. The junctions between passenger lines and goods and mineral lines and sidings should be so arranged, that the signals on the passenger lines, in the case of double lines, or of siding lines, may be employed. In no case should the signals on one line be employed in signalizing trains going in the opposite direction. In the case of sidings, the signals on the siding line may be employed.

8. When a junction is situated near to a passenger station, the signals should be so arranged as to prevent the trains on the passenger line from coming within reach of the signals on the goods and mineral lines and sidings, so as to be in a position to signalize the trains going in the opposite direction. In the case of double lines, the signals on the siding line may be employed.

9. Single lines should be so arranged that the signals on the passenger line may be employed.

10. The signals on the passenger lines should be so arranged that the signals on the passenger lines, in the case of double lines, or of siding lines, may be employed. In no case should the signals on one line be employed in signalizing trains going in the opposite direction. In the case of sidings, the signals on the siding line may be employed.

11. Platforms should be continuous, and not less than 6 feet wide for stations, and at the end of the platform should be continuous, and not less than 2 feet 6 inches.

12. The edges of the platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms, and the edge of the platform, should be provided with continuous landings and platforms.
5

3 miles apart, and the Railway Company is willing to give an undertaking to stop all trains at all stations. Care should be taken to keep all turntables at safe distances from the adjacent lines of rails, so that engines, wagons, or carriages, when being turned, may not foul other lines, or endanger the traffic upon them.

16. No station should be constructed, and no siding should join a passenger line, on a steeper gradient than 1 in 260, except where it is unavoidable. When the line is double, and the gradient at a station or siding-junction is necessarily steeper, and where danger is to be apprehended from vehicles running back, a catch-siding, with points weighted for the siding, should be provided further down the incline than the passenger platform, siding-junction, or goods-yard, to intercept runaway vehicles. Under similar circumstances, when the line is single, in the case, 1st, of a station, a second line should be laid down, a second platform should be constructed, and a catch-siding similarly provided; and in the case, 2nd, of a siding-junction, means should be provided for placing the whole train in sidings, clear of the main-line before any shunting operations are commenced.

17. Cast-iron must not be used for railway under-bridges, except in the form of arched ribbed girders, where the material is in compression.

In a cast-iron arched bridge, or in the cast-iron girders of an over-bridge, the breaking weight of the girders should be not less than three times the permanent load due to the weight of the super-structure, added to six times the greatest moving load that can be brought upon it.

In a wrought-iron or steel bridge the greatest load which can be brought upon it, added to the weight of the super-structure, should not produce a greater strain on any part of the material than five tons, where wrought-iron is used, or six tons and a half, where steel is employed, per square inch.

The Engineer responsible for any steel structure should forward to the Board of Trade a certificate to the effect that the steel employed is either cast steel, or steel made by some process of fusion subsequently rolled or hammered, and of a quality possessing considerable toughness and ductility, together with a statement of all the tests to which it has been subjected.

18. The heaviest engines, boiler trucks, or travelling cranes in use on railways afford a measure of the greatest moving loads to which a bridge can be subjected. These rules apply equally to the main and the transverse girders.

19. It is desirable that viaducts should, as far as possible, be wholly constructed of brick or stone, and in all such cases they should have parapet walls on each side, not under 4 feet 6 inches in height above the level of the rails, and not less than 18 inches thick.

Where it is not practicable to construct the viaducts of brick or stone, and iron or steel girders are made use of, it is considered best that in important viaducts the permanent way should be laid between the main girders. If, however, in such viaducts the main girders are placed below the level of the rails, substantial parapets not under 4 feet 6 inches in height must be provided. In important viaducts, substantial guards should be fixed outside, above the level of and as close to the rails as possible, but not so as to interfere with the steps or any of the working parts of the engine or trains.

Where iron is made use of for the construction of the abutments or piers which are intended to support or carry the iron girders of high bridges and viaducts, it must be distinctly understood that these abutments or piers should not consist of cast-iron columns of small size, such as 12, 15, or 18 inches in diameter.

In all large structures of this kind the stability of the work must be such as will provide for a wind pressure of 56 lbs. on the square foot.
20. All castings for use in railway structures should, where practicable, be cast in a similar position to that which they are intended to occupy when fixed.

21. The upper surfaces of the wooden platforms of bridges and viaducts should be protected from fire.

22. The joints of the rails should be secured by means of fish-plates, or by some other equally secure fastening. The weight of the cast-iron chairs on branch lines, or lines on which the traffic will be small and light, and where it will be worked by engines of ordinary construction, should not be less than 26 lbs. each; but on main lines, and where heavy traffic may be worked at high speeds, the chairs should weigh not less than 35 lbs.

23. When chairs are used to support the rails they should be secured to the sleepers, at least partially, by iron spikes or bolts. With flat-bottomed rails, when there are no chairs, or with bridge rails, fang or other through-bolts should be used, at least at the joints and at some intermediate places.

24. No standing work (other than a passenger platform) should be nearer to the side of the widest carriage in use on the line than 2 feet 4 inches, at any point between the level of 2 feet 6 inches above the rails and the level of the upper part of the highest carriage doors. This applies to all arches, abutments, piers, supports, girders, tunnels, bridges, roofs, walls, posts, tanks, signals, fences, and other works, and to all projections at the side of a railway constructed to any gauge.

25. The intervals between adjacent lines of rails, or between lines of rails and sidings, should not be less than 6 feet.

26. At all level crossings of public roads the gates should be so constructed as to close across the railway, as well as across the road, at each side of the crossing, and a lodge or station house should be provided, as is required by Act of Parliament. The gates should not be capable of being opened at the same time for the road and the railway, and all sidings and connections should be placed so that the shunting can be done without interfering with the level crossing. When a level crossing occurs at a station, there should be a box, if there is not a lodge, at the gates, for the use of the gate-keeper, unless the gates are worked from a signal cabin. Wooden gates are considered preferable to iron gates for closing across the railway.

27. Where public roads are crossed on the level, signals in one or both directions, interlocked with the gates, and a foot-bridge over or a subway under the line, may be required. At public footpath level crossings a foot-bridge over or a subway under the line may be required.

28. Mile-posts and quarter and half-mile posts and gradient-boards should be provided along the line.

29. Tunnels and long viaducts should in all cases be constructed with recesses for the escape of the plate-layers.

30. In all curves where the radius is 10 chains or less, a check-rail should be placed inside the inner rail of the curve.

C.

Modes of working Single Lines.

In the case of a line being single, a certificate, under the seal, and signed by the Chairman and Secretary of the Company, should be sent to the Board of Trade, through the Inspecting Officer, to the effect that one of the two following modes of working single lines will be adopted, namely:

1. That only one engine in steam, or two or more engines coupled together, shall be allowed to be upon the single line at one and the same time.
II. That the line shall be worked by TRAIN-STAFF, in the mode described in the following amended regulations, combined with the absolute block telegraph system:—


1. Either a train-staff or a train-ticket is to be carried with each engine or train to and fro, and for this purpose

<table>
<thead>
<tr>
<th>Colour of Staff and Ticket</th>
<th>Form of Staff and Ticket</th>
</tr>
</thead>
<tbody>
<tr>
<td>[One, two, or more] train-staffs and sets of train-tickets will be employed, viz.:—</td>
<td></td>
</tr>
<tr>
<td>One between A. and B.</td>
<td>Red. Square.</td>
</tr>
<tr>
<td>One between B. and C.</td>
<td>Blue. Round.</td>
</tr>
<tr>
<td>&amp;c.</td>
<td>&amp;c.</td>
</tr>
</tbody>
</table>

2. No engine or train is to be permitted to leave or pass either of the staff-stations, A., B., or C., unless the staff for the portion of line over which it is to travel is then at the station; and no engineer is on any account to leave or pass a staff-station without seeing such train-staff.

3. If no second engine or train is intended to follow, the staff is to be given to the engineer or guard.

4. If other engines or trains are intended to follow before the staff can be returned a train-ticket, stating "Staff following," is to be given to the engineer of the leading engine, or the engineer or guard of the leading train, and so on with any other except the last, the staff itself being sent with the last. After the staff has been sent away, no other engine or train is to leave the staff-station under any circumstances whatever until its return.

5. The train-tickets are to be kept in a box fastened by an inside spring, and the key to open the box is the train-staff, so that a ticket cannot be obtained without the train-staff. The train-staff is to lock the box in being taken out of it.

6. The train-stuffs, the train-tickets, and the ticket-boxes are to be painted or printed in different colours, red for the line between A. and B.; blue for that between B. and C., &c.; the inside springs and the keys on the staffs being so arranged that the red staff cannot open the blue box, nor the blue staff the red box, and so forth. This is to prevent mistakes.

7. The ticket-boxes are to be fixed by brackets in the booking-rooms at the staff-stations, the brackets being turned up at the ends to receive the train-stuffs when they are at the stations.

8. The station master, the clerk in charge, the inspector, or the person in charge for the time at a staff-station, is the sole person authorized to receive, exhibit, or deliver the staff or ticket.

9. The usual special train tail-signal, "-engine following," is to be used when a ticket is given, for the guidance of the platemakers and gatekeepers upon the line.

10. When a ballast train has to work on the line, the staff is to be given to the engineer or guard in charge of it. This will close the line whilst the ballast train is at work. The ballast train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed.

11. In the event of an engine or train breaking down between two staff-stations, the fireman is to take the train-staff to the staff station in the direction whence assistance may be expected, that the staff may be at that station on the arrival of an engine. Should the engine or train that fails be in possession of a train-ticket instead of the staff, assistance can only come from the station at which the train-staff has been left. The fireman will accompany any assisting engine to the place where he left his own engine.

N.B.—The train-staff may either be fixed in a socket on the engine or tender or carried over the shoulder by means of a cross-belt.
D.

PRECAUTIONS RECOMMENDED IN THE WORKING OF RAILWAYS.

1. There should be a break-vehicle with a guard in it at the tail of every train; this vehicle should be provided with a raised roof and extended sides, glazed to the front and back; and it should be the duty of the guard to keep a constant look-out from it along his train.

2. All passenger carriages should be provided with continuous footboards extending throughout the whole length of each carriage and, as far as the outer ends of the buffer casings. As passenger carriages now pass from one company's line to another's, it is essential for the public safety that although the widths of the carriages on the different lines differ from each other, the widths across the carriages from the outside of the continuous footboard on one side to the outside of the continuous footboard on the opposite side should be identical for the carriages of all railway companies, so that the lines of rails may be laid at the proper distance from the edges of the passenger platforms.

3. There should be means of intercommunication between a guard at the tail of every passenger train and the engine driver, and between the passengers and the servants of the company, as required by the Legislature.

4. Continuous breaks under the control of the engine driver and each guard should be employed with all passenger trains. In the opinion of the Board of Trade, which has been fully expressed in recent correspondences, due security will not have been taken for the public safety until some system or systems of continuous breaks has or have been universally adopted, instantaneous in action, capable of being applied by engine driver or guard, and automatic in case of accident.

5. The tyres of all wheels should be so secured to the rims of the wheels as to prevent them from flying open when they are fractured.

6. The engines employed with passenger trains should be of a steady description, with not less than six wheels, with a long wheel-base, with the centre of gravity in front of the driving wheels, and with the motions balanced. They should not be run tender or tank first.

7. Records should be carefully kept of the work performed by the wearing parts of the rolling stock, to afford practical information in regard to them, and to prevent them from being retained in use longer than is desirable.

8. All lines should be worked on the block telegraph system. In case of junctions the block system should be employed for preventing trains, which can come into collision through overrunning signals, from approaching a junction simultaneously. The signal cabins should be commodious, and should be supplied with clocks, with record books, with a separate needle for signalling the trains on each line of rails, and with an extra needle or telephone for other necessary communications between the signalmen. The point levers, signal levers, and block instruments should be so placed in the cabins that signalmen when working them should have the best possible view of the railway.

9. When drivers or other persons are permitted to travel with goods or cattle trains, suitable vehicles should be provided for their accommodation near the front of such trains.

10. Luggage should not be carried on the roofs of railway carriages.

11. The names of the stations should be marked on the lamps, besides being shown on other conspicuous places.

Board of Trade,
(Railway Department.)
December 1885.

HENRY G. CALCRAFT.
East London Railway
Railway and Canal Traffic Act 1888

Dear Sir,

We have today received from Mr. Lacy, the Secretary of the East London Railway, a copy of a letter from Mr. Oakley, a copy of which we send you on the other side. Will you kindly bring the matter before the Committee on Wednesday next and obtain instructions.

Yours faithfully,

Wilson Bristow, 
Chairman

W. H. Parsons Esq.
East London Railway
Joint Committee
To the Secretary General Manager
East London Railway

Sir,

I wish to bring under your notice a great want experienced by all who have to use the Deptford Road Station as a changing Station for places on either of the Railway Lines branching from this point.

It appears to me that now that certain alterations and improvements are being made at this Station it is a suitable time for asking that a Intermediate Waiting Room may be provided on the Platform at which passengers change trains for the Brighton line, the Mid-Kent line and the South London Line.
A few seats are placed on this platform, but they are backed by an open space which tends to increase the draught and consequent discomfort of the large number of people who have to wait on it.

A small room would be a boon in the best of weathers, but especially in cold and frosty seasons, or when a high wind is blowing, some protection of this kind is sorely needed.

There is ample space for the construction of a suitable room, which might be erected over the dilated opening at the back of the platform.

By reason of the peculiar position of the line, which crosses obliquely under the carriage road, the booking office is at too great a distance from the platform to admit
of passengers using any waiting room that may be provided at the station entrance; and here, the necessity of suitable accommodation being provided on the platform itself is apparent.

In view of the rapidly approaching winter, I venture to ask you to be good enough to bring this matter under the consideration of your directors, who, I trust, will be ready to remove any remedy which has long been a source of bitter complaint in those who use this platform.

Yours,

Mr. A. Sentance
**EAST LONDON RAILWAY JOINT COMMITTEE.**

RETURN directed to be made to the Board of Trade of Accidents occurring in the course of the Public Traffic, whether attended with personal injury or not (in compliance with the Regulation of Railways Act, 1871, section 6).

<table>
<thead>
<tr>
<th>Date of Accident</th>
<th>Nature and Cause of Accident, and Place where it occurred; and if the Accident happened to a Train belonging to a Company other than the Company owning or working the Railway, the name of such Company.</th>
<th>Particulars of Damage to Trains or Works.</th>
<th>Name of Person.</th>
<th>Nature of Injury.</th>
<th>Whether Accident occurred from Causes beyond the control of the persons injured, or from their own want of Caution, or Misconduct.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1880 October 26th</td>
<td>The knocking down and running over of a trespasser by the 3.38 p.m. Brighton Company’s train to Rochester Rye to Herne Bay at the Bridge carrying East London Railway, Old Kent Road Branch, over the Surrey Canal</td>
<td>nil</td>
<td>Alfred Edwards</td>
<td>Scalp wound, broken jaw, left foot nearly severed; amputation</td>
<td>Own want of caution</td>
<td>Copy of Verdict at Coroner’s Inquest (if in England, Wales, or Ireland) should death have ensued.</td>
</tr>
</tbody>
</table>

for Secretary & Manager  
(Signed) W. H. Parsons.
East London Railway Joint Committee.

Ref: Ref 9 Sept 89.  Beford 26 Oct 1889

Station.

(Secretary) Accident to a man whilst trespassing

Reference to previous correspondence.

I regret having to report to you an unfortunate accident which happened to Mr. Edwards of 20, Eastonwood St, Beford, whilst trespassing on the line at Bann Bridge this day. The man was struck down from one of the 5.38pm Brighton Bays train at 7.30pm Vip to Shoreditch. The train was stopped F. W. Edwards was conveyed to Whitechapel Hospital to the London Hospital where he was detained. Injuries: Scalp wound on left ear, nearly severed (inexcusable amount of pain).

James R. Howell states that he witnessed the accident but was unable to pull up his train after the accident. J. Morton. The injuries of F. W. Edwards have been examined. I am pleased to report


Yours truly,

H. R. Obs.

Secretary & Manager
East London Railway Joint Committee.

Whitechapel Oct 26th 1889

Sir,

(Sent hereinafter)

[Stamp: East London Railway Joint Committee]

(In your reply)

Accident to a man at Canal Bridge

I beg to report receiving a telegram from Deptford Road, this morning, to get a stretcher to meet the 3.38 train. I went at once to the London Hospital and obtained one. On arrival of this train, I saw a man in the guard's van with his leg partially severed and a wound on the left side of his forehead. I conveyed him at once to the London Hospital, where the Dr. said he should have to amputate the leg just below the knee.

He gave his name and address as Alfred Edward, 20 Gesterwood St, Deptford. I then went to his house to tell his wife. Her husband had met with an accident. I have since ascertained that his jaw is broken too. He is a large builder by trade. The train was delayed here 4 minutes. Please see Deptford Road for full particulars. Accident guard is in charge, Driver R. Howell, Engine No. 61.

The Secretary manages.

Yours obediently,

J. Bennett
We have no means of ascertaining the exact number of private telegrams sent to the effect that there is to be a further investigation, but at all events the number is large. The evidence taken as a result of the present inquiry does not accord with the declarations made by the press associations. We do not consider that the papers received are sufficient to warrant a further inquiry. We believe that you will agree with us in this view.

A. P. Greig, Act. M.-S.

[Postmark: 21 Oct 1939]
Until 6th July 1943 in accordance with the instructions received and the conditions imposed.

Yours Truly,

[Signature]

The Reform Committee,

Office, 110 Euston Street, E.C.1

To Shadwell

East London Railway Joint Committee

F. W. C. F. W. C.
East London Railway Joint Committee.

OFFICES: 110, CANNON STREET, E.C.,

To Shadwell Station, 16th Oct. 1889

W. Bowmer,

Dear Sir,

R. Wright alighting from train in motion.

With reference to the enclosed reports, one gives the address as Brook St., the other as Dad St. As both these streets exist in Ratcliff, please say which is correct.

Yours truly,

J. J. Moynihan

Secy. & Man.

Per W.W.
East London Railway Joint Committee.

Subject: Variation of the distance of a signal from a station to suit the traffic.

Reference to previous correspondence.

Str.,

I beg to inform you that...
East London Railway Joint Committee.

Dear Sir,

(Subject) Attached

Reference to previous correspondence.

Be attached, I beg to inform you, that on alighting at Shadwell from a 2nd C.C. of the 2.31 pm M.E. Ex New Cross yesterday (Oct 15th) I saw Head Porter Treasurer, assisting a man who was lying on the platform apparently insensible, upon enquiring I was informed that the said man had jumped from a 3rd as the train was entering the Station, and was hurt in consequence whilst assisting the man with the belief that he knew he was to blame for the accident.

I Remain Sir yours truly,
Mrs N Rose
I am grateful for the opportunity to present this additional information. The purpose of the table is to provide a clear overview of the key points. The data is organized to facilitate easy comparison and analysis.

The table includes columns for year, budget, and actual spending. The data shows that there has been a significant increase in spending over the years, with the actual spending exceeding the budget in most years.

In conclusion, the table highlights the need for better budgeting and financial management. It is evident that the past trends will continue unless drastic measures are taken to address the issue.

If you have any questions or need further clarification, please feel free to contact me.
Dear Mr. Secretary,

These are the proposed measures to be taken according to your request for a report on the main performance of our company. A formal review of the report will be provided.

According to the figures, our company has achieved significant growth in the past year, with an increase of 20% in revenue. We have also been successful in reducing expenses, which has contributed to our overall performance.

Please find attached the detailed report for your review.

Yours sincerely,

[Signature]

East London Railway Joint Committee.
East London Railway Joint Committee.

Mr. A. B. Thaddeus, Esq.,

Station, 13th Feb., 1889

Passenger through class.

I beg to report an elderly gentleman, Mr. Jones, who was seated in the club class, and who was being carried by a company of the London and North Western Railway, was heard to exclaim, "What a jolly train!"

I have since ascertained that Mr. Jones was a passenger on the London and North Western Railway, and that he had been travelling on the same train for the past month.

Yours faithfully,

Mr. J. H. Smith,

Assistant Master.

Bohemian
Traffic Receipts, August last.

Submitted the following figures of Committee's earnings rendered by Railway Clearing House:

<table>
<thead>
<tr>
<th>Description</th>
<th>August, 1888</th>
<th>August, 1889</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers:— Local</td>
<td>£3,508 15 3</td>
<td>£3,508 15 5</td>
</tr>
<tr>
<td>Through 2,524 11 4</td>
<td>1,973 18 9</td>
<td>1,973 18 9</td>
</tr>
<tr>
<td>Parcels, &quot;H. C. and D.&quot;</td>
<td>272 5 8</td>
<td>272 5 8</td>
</tr>
<tr>
<td>Goods and Live Stock</td>
<td>269 5 7</td>
<td>269 5 7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£3,879 17 10</strong></td>
<td><strong>£3,879 17 10</strong></td>
</tr>
</tbody>
</table>

Gas Consumption.

Referring to Minutes 874 and 885, reported that the economising apparatus was connected at Wapping on 20th October, and is under trial. Further action postponed.

Claims of Lessee Companies against Committee.

Submitted the following Statement:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brighton Company: Running Expenses, September</td>
<td>£405 8 4</td>
</tr>
<tr>
<td>South Eastern: Disbursements to 21st September</td>
<td>1,124 10 4</td>
</tr>
<tr>
<td>District: Running Expenses, September</td>
<td>862 5 6</td>
</tr>
<tr>
<td>Metropolitan: September and October</td>
<td>1,958 4 7</td>
</tr>
<tr>
<td>Great Eastern: September and October</td>
<td>405 16 3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£3,348 6 9</strong></td>
</tr>
</tbody>
</table>

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

Bankers' Pass Books Submitted, showing credit balances to date:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deposit Account</td>
<td>£2,000 0s. 0d.</td>
</tr>
<tr>
<td>Current</td>
<td>£1,959 1s. 6d.</td>
</tr>
</tbody>
</table>

Cheques drawn for £406 2s. 6d., Cheques for £15,728 3s. 6d. (Rent of Line, Wages, &c.) reported signed since last meeting.
### Returns of Receipts and Passengers.

Summary of the following statements:

**On going Receipts for September, 1899, in comparison with September, 1898, and July and August, 1898.**

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>REMARKS</th>
<th>RENTS AND LONDON 3,000</th>
<th>LONDON 3,000</th>
<th>EASTERN 3,000</th>
<th>WESTERN 3,000</th>
<th>TOTAL REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Orleans, S. B.</td>
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<td>Pa. H.L.</td>
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<td>Old West Road</td>
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<td>Highland Road</td>
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<td>Exmouth</td>
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<td>Totals</td>
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<tr>
<td>Pa.Oct., 1898</td>
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<tr>
<td>Pa. Nov., 1898</td>
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<td>Pa. Dec., 1898</td>
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<td>Pa. Jan., 1899</td>
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<td>Pa. Feb., 1899</td>
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<td>Pa. Mar., 1899</td>
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<td>Pa. Apr., 1899</td>
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<td>Pa. May, 1899</td>
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<td>Pa. June, 1899</td>
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<td>Pa. July, 1899</td>
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<td>Pa. Aug., 1899</td>
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</tbody>
</table>

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**On going Receipts for October, 1898, in comparison with October, 1898, and August and September, 1898.**

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>REMARKS</th>
<th>RENTS AND LONDON 3,000</th>
<th>LONDON 3,000</th>
<th>EASTERN 3,000</th>
<th>WESTERN 3,000</th>
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<td>Pa. Nov., 1898</td>
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<td>Pa. July, 1899</td>
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<td>Pa. Aug., 1899</td>
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Number of Passengers booked to, from, and over the East London Line, for the months of April, May, June, July, August and September, 1889.

<table>
<thead>
<tr>
<th>From</th>
<th>To and over</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug.</th>
<th>Sept.</th>
<th>Six Months’ Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>East London Line</td>
<td>Brighton Line</td>
<td>16,733</td>
<td>14,840</td>
<td>18,316</td>
<td>17,636</td>
<td>21,561</td>
<td>17,236</td>
<td>166,912</td>
</tr>
<tr>
<td>&quot;</td>
<td>South Eastern Line</td>
<td>2,865</td>
<td>2,395</td>
<td>3,229</td>
<td>3,919</td>
<td>3,941</td>
<td>2,640</td>
<td>18,929</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan</td>
<td>55,130</td>
<td>50,575</td>
<td>55,201</td>
<td>55,286</td>
<td>59,312</td>
<td>56,869</td>
<td>339,876</td>
</tr>
<tr>
<td>&quot;</td>
<td>City Lines and Extensions</td>
<td>47,937</td>
<td>47,353</td>
<td>45,871</td>
<td>50,680</td>
<td>49,627</td>
<td>49,586</td>
<td>290,954</td>
</tr>
<tr>
<td>&quot;</td>
<td>District Line</td>
<td>11,527</td>
<td>11,319</td>
<td>12,036</td>
<td>11,773</td>
<td>13,051</td>
<td>7,041</td>
<td>71,041</td>
</tr>
<tr>
<td>&quot;</td>
<td>Great Eastern Line</td>
<td>4,978</td>
<td>6,665</td>
<td>6,936</td>
<td>7,431</td>
<td>6,570</td>
<td>5,659</td>
<td>30,659</td>
</tr>
<tr>
<td>&quot;</td>
<td>East London Line</td>
<td>17,802</td>
<td>18,231</td>
<td>18,871</td>
<td>20,477</td>
<td>20,978</td>
<td>19,569</td>
<td>116,067</td>
</tr>
<tr>
<td>&quot;</td>
<td>South Eastern Line</td>
<td>3,474</td>
<td>3,882</td>
<td>3,981</td>
<td>3,772</td>
<td>3,623</td>
<td>2,797</td>
<td>22,797</td>
</tr>
<tr>
<td>&quot;</td>
<td>Metropolitan</td>
<td>41,895</td>
<td>39,185</td>
<td>42,153</td>
<td>42,474</td>
<td>45,188</td>
<td>44,213</td>
<td>255,188</td>
</tr>
<tr>
<td>&quot;</td>
<td>City Lines and Extensions</td>
<td>34,886</td>
<td>35,412</td>
<td>35,207</td>
<td>38,026</td>
<td>36,196</td>
<td>36,714</td>
<td>216,421</td>
</tr>
<tr>
<td>&quot;</td>
<td>District Line</td>
<td>8,109</td>
<td>7,995</td>
<td>8,078</td>
<td>8,144</td>
<td>8,671</td>
<td>8,850</td>
<td>50,847</td>
</tr>
<tr>
<td>&quot;</td>
<td>Great Eastern Line</td>
<td>6,338</td>
<td>6,215</td>
<td>6,734</td>
<td>11,247</td>
<td>12,315</td>
<td>9,962</td>
<td>52,751</td>
</tr>
<tr>
<td>&quot;</td>
<td>East London Local.</td>
<td></td>
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<tr>
<td>Total</td>
<td></td>
<td>502,887</td>
<td>498,431</td>
<td>514,230</td>
<td>543,551</td>
<td>545,249</td>
<td>452,363</td>
<td>3,137,283</td>
</tr>
</tbody>
</table>
THE EAST LONDON RAILWAY JOINT COMMITTEE.

MEETING.

CANNON STREET HOTEL, LONDON, 13th November, 1889.

Present:

BRIGHTON COMPANY . . . . J. PARKES BICKERSTETH, Esq.
Mr. Sicre.

CHATHAM . . . . Sir SYDNEY H. WATERLOW, Bart.
E. LEIGH PEMBERTON, Esq.
Mr. Morgan.

DISTRICT . . . . Dr. GEO. WYLD.
Mr. POWELL.

EAST LONDON . . . . Lord ALFRED S. CHURCHILL.
Mr. LACEY.

GREAT EASTERN . . . . CHARLES H. PARKES, Esq.

METROPOLITAN . . . . HENRY D. POCHIN, Esq.
HENRY J. BARRETT, Esq.
Mr. BELL.

SOUTH EASTERN . . . . Sir EDWARD WM. WATKIN, Bart., M.P.
HON. A. E. GATHORNE HARDY, M.P.

IN ATTENDANCE:

Mr. PARSONS, for Secretary and Manager.

CHARLES H. PARKES, Esq., in the Chair.

892. Minutes.

The Minutes of the Committee's Meeting of the 25th September having been printed and circulated were declared correct, and were signed.

893. Secretary and Manager.

(1.) REPORTED—

That Mr. J. J. Moynihan died from an attack of inflammation of the brain, at Brighton, on the 18th October.

Read letter from the widow stating the deplorable circumstances in which she, with a large family, is left, and asking for assistance, on which after consideration and discussion, it was

Resolved—

That an allowance of £200 per annum be made, during pleasure, but not exceeding three years, and the subject then to be reconsidered.
(2.) Submitted Minutes of General Managers' Meeting of 7th November:—
At which were present:—

Sir Myles Fenton for South Eastern Company.
Mr. Sabre for Brighton Company.
Mr. Powell for District Company.
Mr. Bates for Chatham and Dover Company.
Mr. Bell for Metropolitan Company.

Mr. Bell, in the chair.

by whom it was suggested that inasmuch as Mr. W. H. Parsons, assistant to Mr. Moyhnan, had owed an honourable tenure, and in consequence of Mr. Moyhnan's illness had practically performed the duties of the office for the past 12 months, the Committee be recommended to appoint him as Mr. Moyhnan's successor.

Resolved:—

That William Henry Parsons be and is hereby appointed Secretary and Manager to the East London Railway Joint Committee at a salary of £300 per annum subject to three months' notice on either side, to perform such duties as the Committee may from time to time determine. The salary to date from the day of the decease of the late Mr. J. J. Moyhnan.


Reported:—

That Messrs. Wilson, Bristows and Carpmael advise, by their letter dated 30th September, having that day made the necessary deposit, at the Board of Trade, of the Revised Classification and Schedule of Tolls for East London Railway in pursuance of the Railway and Canal Traffic Act, 1888.

The Chairman, Mr. Parkes, was asked, and consented, to see Mr. Courteenay Boyle with a view to the waiving of the deposit of £50.

Submitted correspondence, re entry of appearance before Board of Trade, as follows:—

"1, Copthall Buildings,

"EAST LONDON RAILWAY.

"Railway and Canal Traffic Act, 1888.

"Dear Sir,

"We have to-day received from Mr. Lacey, the Secretary of the East London Railway Company, a letter from Mr. Oakley, a copy of which we send you on the other side.

"Will you kindly bring the matter before the Committee on Wednesday next, and obtain instructions.

"Yours faithfully,

"WILSON, BRISTOWS & CARPMAEL.

"W. H. Parsons, Esq.

"East London Railway

"Joint Committee."

"The Great Northern Railway.

"General Manager’s Office,

"King’s Cross Station,

"London, November 29th, 1889.

"Dear Sir,

"The Board of Trade have called my attention, as Secretary to the Railway Association, that your Company have not yet entered an appearance before the Board of Trade, in support of your classification and Schedules.

"I gather from the Board of Trade, that if the several Companies do not take steps to be represented, their schedules will be dealt with in their absence.

"If you desire to make any representation to the Board of Trade upon the subject, I shall be happy to be the medium for it, or you can, if you prefer it, communicate directly with the Board of Trade.

"I am, Yours faithfully,

"H. Oakley.

"Secretary,

"East London Railway."

The Chairman undertook to see Mr. Oakley in reference to the entering of an appearance before the Board of Trade.
895. Rent of Line to 30th September last.

Reported that in accordance with Minute 873 of 14th August last, the Lessee Companies having each contributed £1,000, the rent due to the East London Company—£15,000 less tax—had been paid to that Company on the 8th October.

896. Arbitrator (E. L. R. Act, 1882. Clause 53.)

After discussion—

Sir Sydney Waterlow moved and Mr. Bickersteth seconded:—

That Mr. Oakley be re-appointed Arbitrator for the ensuing year.

Sir Edward Watkin moved and Lord Alfred Churchill seconded—

That Sir Alexander Miller, O.C. be appointed Arbitrator for the year 1890.

The Committee voted with the following result—

For the first alternative
Brighton Company.
Chatham "
District "
Great Eastern "

For the second alternative.
East London Company.
Metropolitan "
South Eastern "

The motion that Mr. Oakley be re-appointed was therefore carried.

RESOLVED—

That a cheque be forwarded to Mr. Oakley for 100 guineas as remuneration for the current year.

897. Traffic Facilities provided for by Clause 54 of Leasing Act.

The motion of Lord Alfred Churchill:—

That the attention of the Lessee Companies be invited to consider the extension of Through Bookings,

was adopted, the Secretary and Manager being instructed to write the Managers on the subject and report to next meeting.

898. Thames Tunnel.—Proposed Dredging adjacent thereto.

Submitted the following correspondence.

"THAMES CONSERVANCY,
"OFFICES, 41, TRINITY SQUARE,
"TOWER HILL, E.C.
"28th October, 1889.

"Sir,

"I am directed by the Conservators of the River Thames to inform you that they have received an application from Middleton's Steam Shipping Wharf Company, Limited, for permission to use a Steam Dredger for the purpose of deepening the bed of the river in front of their new Pier at Wapping, as referred to in Mr. Duckham's letter to Mr. Brady of the 17th May last, and, with respect thereto, I am desired to inform you that, whilst the Conservators have no objection to offer to the proposed work, they will, before communicating with Middleton's Steam Shipping Wharf Company on the subject, be pleased to receive any observations which the East London Railway Company may desire to make on the subject of the application.

"I am, Sir,

"Your obedient Servant,
JAMES H. GOUGH,
Secretary.

"The Secretary,
"East London Railway Joint Committee,
116, Cannon Street, E.C"

The above letter was formally acknowledged, and copy sent to Mr. Brady (Engineer of Maintenance) or report.
"SOUTH EASTERN RAILWAY,
"ENGINEER'S OFFICE,
5, ST. THOMAS'S STREET,
"LONDON, S.E., 4th November, 1889.

"MIDDLETON'S WHARF.

"DEAR SIR,

"With reference to yours of the 29th ult., I beg to say that the proposed dredging is to be carried out to the extent and depth described by Mr. Duckham in his letter addressed to me and dated the 17th May last.

"I cannot say that this amount of dredging is likely to injure the tunnel, but I do not think that the work should be approved of by the Joint Committee, as such approval would lessen the responsibility of the Wharf proprietors.

"I beg to enclose a copy of Mr. Duckham's letter, and also of my reply.

"Yours truly,

"FRAS. BRADY.

"W. H. Parsons, Esq.,
"East London Railway Joint Committee.

"P.S.—Since writing the foregoing, Mr. Waller, of St. Bride's Wharf, Wapping, has called on me, and I have suggested to him that possibly an undertaking to indemnify the Joint Committee from all loss from dredging operations will meet the case.—F. B."

"ENGINEER'S OFFICE,
"MILLWALL DOCKS,
"LONDON, May 17th, 1889.

"F. BRADY, Esq., C.E.
"St. Thomas's Street,
"London Bridge, S.E.

"DEAR SIR,—

"As you will, perhaps, hear of dredging to be done at Middleton & Co.'s new pier at Wapping, and be desirous of knowing what is intended, having regard to your anxiety for the safety of the Thames Tunnel, I write to let you know that the proposal is to dredge to 23 feet below T.H.W. just in front of the new Pier, and drop to 26 feet 6 inches at, say, 125 feet out. No dredging will be done nearer the Tunnel than the site of the Ferry Stage; the dredging that was done for the Ferry a few years ago will be sufficient for the present purposes of the Company. The dredging to the westward of the Ferry Stage will average the removal of, say, 1 foot 9 inches from the bed of the river. That portion of the hole or 'dock' dredged for the Ferry inside the line of the new pier will be filled up level with the adjacent foreshore.

"You will, I think, rightly conclude that nothing that is thus intended can in any way affect the Tunnel.

"Yours faithfully,

"F. E. DUCKHAM."

"SOUTH EASTERN RAILWAY,
"ENGINEER'S OFFICE,
5, ST. THOMAS'S STREET,
"LONDON, S.E., May 18th, 1889.

"EAST LONDON RAILWAY.
"WAPPING JETTY.

"DEAR SIR,—

"I beg to acknowledge the receipt of yours of the 17th instant, for which I am obliged.

"You will, of course, kindly understand that I accept no responsibility with regard to your proposed operations.

"Yours truly,

"FRAS. BRADY."
The East London Railway Joint Committee.

110, Cannon Street, E.C.

GENTLEMEN.

Referring to a communication made to you by the Thames Conservancy with regard to the levelling of the bed in front of our new jetty at Wapping, we now beg to enclose copy of a letter dated 11th October last, addressed to us by Messrs. G. A. & A. Fuller, who are one of the greatest authorities on the subject, from the tenor of which you will observe that what they propose to do is less than that mentioned by our Engineer, Mr. Duncham, to your Mr. Brady, and consists merely of levelling which can in no way injure your property and this we are quite prepared to guarantee. As time is of the utmost importance to us we shall be much obliged by an early reply.

We are, Gentlemen,

Your obedient Servants,

Middleton's Steam Shipping Wharf Co., Ltd.

ALFRED BARRY,
Chairman.

E. WALLER, Esq.

Middleton's Steam Shipping Wharf Company, Ltd.

33, Mark Lane, E.C.

Dear Sir,—

According to your instructions of the 19th ultimo, we, on the 26th and 28th ultimo, surveyed the foreshore of Middleton's and St. Bride's Wharf, Wapping, in front of, and in line with, the outside of newly erected Pier, and found the bed of the River very irregular, and not at all suitable to ground a ship alongside jetty. It would require levelling the whole of the length of these two Wharves, about 350 feet long, 50 feet wide, shown in pink as per plans enclosed, from 1 to 3 feet deep (to give 20 feet of water alongside this jetty, say 18 inches below Trinity low-water mark) to make it suitable for a large steam-ship to berth at Jetty, and barges to ground safely outside her, to work the over-side goods.

We are, Dear Sir,

Yours obediently,

G. A. & A. FULLER.

N.B.—This levelling done in making your bed suitable to ground your steamers and barges necessitates only the removal of the silting up caused by the Barge Roads, and will not disturb the bed of the River in any way. You require the use of a steam dredger in order to make a complete level. We consider that the work will not in any way injure the adjoining property."

Resolved—

That this matter be remitted to the Chairman, Mr. Parkes, with full authority to consult an engineer, and take such action as he may deem advisable in the Committee's interest.

899. Regulations of Railways Act, 1889.

Submitted Board of Trade's circular letter, R. 12,521 of 24th October and reported:—

1. The whole of East London Line Signals are worked on the Block System, the single line working into New Cross S.E. being by Train Staff combined with the absolute Block system, and the points are interlocked by means of Annett's Key.

The only requirement necessary to complete accordance with Board of Trade circular is a Repeater for Deptford Road Junction Up Distant Signal from New Cross.

In all other cases Repeaters are provided where required.

2. All levers are properly interlocked according to Board of Trade requirements.

3. Instructions have been given for the printing of fares on our local tickets.

Ordered—

That the Repeater required, be furnished.

Ordered—
That tenders be obtained for stock of old materials and submitted to next meeting of the Committee.

907. Deptford Road Station—Improvements.

Subsequently petition for Waiting Room on up platform for use of passengers changing trains at this station for South Eastern, Brighton Main, and South London Lines.

Ordered—
That plan and estimate be obtained without delay and be referred to Mr. Parkes for approval, and the Waiting Room to be thereafter constructed as early as possible.

902. Accident to Alfred Edwards, 28th ultimo.

Reported that this man was knocked down and run over while trespassing on the Surrey Canal Railway Bridge, by the Brighton Company’s 3.38 p.m. train ex Peckham Rye, causing scalp wound, broken jaw, and left foot to be nearly severed, necessitating amputation.

Reported to Board of Trade.

908. R. Speight alighting from Train in motion, 15th ultimo.

Read letter from Messrs. Wilson, Brietows and Carpmael of 15th October, stating reasons for not advising a prosecution.

Decided—
That no proceedings be taken.

904. Traffic Receipts, August last.

Subsequently the following figures of Committee’s earnings rendered by Railway Clearing House:

<table>
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<th>August, 1899</th>
<th>August, 1888</th>
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<tr>
<td>Passengers:— Local £1,508 15 3</td>
<td>£1,503 15 5</td>
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<tr>
<td>Through 2,054 11 4</td>
<td>1,971 18 9</td>
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<td>£3,565 6 7</td>
<td>£3,475 14 2</td>
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<td>Parcels, “H. C. and D.”</td>
<td>. . 57 5 8</td>
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<td>Goods and Live Stock</td>
<td>. . 259 3 7</td>
</tr>
<tr>
<td>£3,879 17 10</td>
<td>£3,766 12 4</td>
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905. Gas Consumption.

Resuming to Minutes 874 and 886, reported:
That the economising apparatus was connected at Wapping on 20th October, and is under trial.
Further action postponed.

908. Claims of Lessees Companies against Committee.

Subsequently the following Statement:

| Brighton Company—Running Expenses, September, &c. | . . 405 8 4 |
| South Eastern — Disbursements to 21st September | . 1,124 10 4 |
| District — Running Expenses, September and October | 719 16 3 |
| Metropolitan — September and October | 1,038 4 7 |
| Great Eastern — September and October | 405 16 3 |
| £3,713 15 9 |

Resolved—
That these claims be paid in full, subject, in the case of the South Eastern Company’s claim, to the audit of the Brighton Company.

907. Bankers’ Pass Books Submitted, showing credit balances to date:

| Deposit Account | . £2,060 0s. 0d. |
| Current | . £1,249 1s. 4d. |

908. Cheques Drawn for £4,669 10s. 11d., Cheques for £15,798 3s. 6d. (Rent of Line, Wages, &c.) reported signed since last meeting.
### Production of Barium and Potassium
**January 1938**

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**Note**: The table above provides a detailed breakdown of production figures for Barium and Potassium in various months from June 1935 to December 1936, with a summary for January to February 1937 and March 1937.
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<tr>
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<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug.</th>
<th>Sept.</th>
<th>Six Month's Total</th>
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<td>138,3706</td>
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