1896

Public Works (~~190~~) Department.

RAILWAYS.

G.O., No. 207 R

DATED 7th March ~~190~~ 1896.

Includes 480 R d/ 25.7.1895
39 R d/ 11.1.1896.
58 R d/ 22.1.1896.

Despatch Abstract.]

Working Agreement of the Madras Ennore Section

Forwarding to the Government of India copies of a letter from the Agent and Manager Madras Railway embodying the terms and conditions of the — of the Bezwada Madras Ry.

Indexed

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

SERIAL No. 3/34

Code Class. D.S.

INDIAN TELEGRAPHS.

Monthly Number.

To (Office) Madras From (Office) Simla

Words 3 Day. 23. Hours. 18 Minute. 1. Official Instructions. Afd.

To (Person) Madras. Works. Railway

From (Person) Works.

223. R. J. T. please.
ascertain and. report. the
terms on which Matronus(1)
is prepared. to. work.
the Madras. Ennore. Section
of. Bantius(2)

(1) Madras Railway
(2) Bezvada-~~Madras~~ Railway

Recd. from L.N. Sent to L.N. MADRAS 23-5-95

At Hrs. Mts. by At Hrs. Mts. by Telegraph Master.

C4 Word Form.

F. C2

P. W. CURRENT No. 398

Recd: 24-5-95

Wire copy to OOG and add latest information contained letter to Board 2197 fifteenth May

24/5

SERIAL No. 3

TELEGRAM ~~URGENT~~ ~~ORDINARY~~, DEFERRED

FROM R.

TO Works Simla

A/2 Appulsive (your telegram of) Antecede 23rd instant) Agent Matronus (Madras Railway) awaits orders of his Board.

Tel: despd 27/5

Extract from a letter from the Secretary,
Madras Railway Company, No. 920, dated
London, the 21st June 1895.

Terms for working Ennur Section.

25. The Board have considered the various proposals, referred to in paras. 14 to 19 of No. 2,197, as to the terms for working the Madras-Ennur Section. They understand that the Government have decided to retransfer its Salt Depots from Ennur to the old ground near the Salt Cotaurs Goods Station at Madras, and this change will deprive the Section of the salt traffic expected, and will no doubt affect the estimate prepared some time ago, and render the prospects of the branch uncertain until the line is extended through to the north.

26. The Board believe that the terms arranged with the Nizam's State Railway for working the Bezwada Extension—C on your list—will best meet the interests of the Madras Railway, that is "that the Company shall be paid for working the Ennur Railway the same proportion of the gross receipts of the Ennur Railway in any half year (less cost of maintenance) as is expended in the working of the Madras Railway, plus the actual expenditure incurred on the maintenance of way and works of the Ennur Railway, also plus 5 per cent. of the gross earnings of the Ennur Railway for the use of Rolling Stock."

27. Maintenance should be kept separate, because the risks of injuries from floods, &c., in the early life of the branch are properly thrown on the owners of the line.

(True Extract.)

Henry C West.

Offg. Agent & Manager.

2 TO E. R. C. N. 3193. 1895
LETTER No 658 D 22-7-95
FROM A.W.

B. No. 480 of 25th July, 1895.

Works Simla

SERIAL
No. 7

Sir,

In reply to your telegram numbered and dated as follows 223 R.T. of 23rd May/95, I am enquiring on what terms the Madras Ry. is prepared to work the Ennore Section of the Madras Bezwada Ry. I am directed to forward an extract[x] from a letter recd. from the ~~Sect.~~ Board of Directors to the address of the Agent Madras Ry. in which the terms they propose are ~~laid~~ stated.

[x] para 26. ~~and~~ and 27

24/7

ER.

FRU 25/7

Despd in ER office 25/7/95

B. 480-R of 25th July 1895.

INDEXED

26/7

Hst. [illegible]

SERIAL
No. 8

All communications should be addressed to the Secretary.

No. 477 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 26th August 1895.

Sir,

I am directed to acknowledge receipt of your No. 480 R., dated 25th July 1895, forwarding extracts paragraphs 26 and 27 from a letter No. 920, dated 21st June 1895 from the Board of Directors of the Madras Railway Company, in which they state the general terms upon which the Madras Railway are prepared to work the Ennore section of the Madras Bezvada railway.

2. In reply I am to convey the acceptance by the Government of India of these terms, subject however to the condition that in calculating the charges for the actual expenses incurred on maintenance of way and works, no part of the superior establishment of the Madras Railway or their offices shall be included.

3. As the arrangements now agreed to are temporary, a formal working Agreement does not appear necessary, I am therefore to request the submission, for the approval of the Government of India, ~~fxr~~ of a detailed memorandum which

should

6715 J

should be embodied in a letter similar to the agreement between the Nizam's Guaranteed State railway and the Government of India for working the Bezvada Extension railway, copy of which was received with Government of Madras endorsement No.370 R., dated the 15th March 1890. This agreement should include the condition that it is terminable on six months' notice from either side.

Recd: 3.9.95

I have the honour to be,
Sir,
Your most obedient servant,

Under Secretary.

Documents accompanying :-
Nil.

Copy to AM in [illegible] dy 9-9-95

S C B

SERIAL
No. 15

All communications should be addressed to the Secretary.

No. 770 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 20th December 1895.

Sir,

With reference to Government of India, Public Works Department letter No.477 R.T., dated 26th August 1895, I am directed to enquire how the matter now stands as regards the submission of a detailed Memorandum for the working of the Ennore section of the Bezvada Madras railway by the Madras Railway Company.

I have the honour to be,
Sir,
Your most obedient servant,

H Bonham Carter

Captain, R.E.,
Assistant Secretary.

Documents accompanying :-
Nil.

S.C.B.

Dwc No 146

R. Form No. 12.

X

SERIAL No. 19

B/-

No. 39. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.

11th ~~January~~ 1896.

SIR,

in reply to your letter No. 770 R.T. d. 20/12/95 relating to the working agreement of the Madras-Ennur Section of the Madras-Bezvada Ry I am directed to inform you that the Agent of the Madras Ry. has, after correspondence with the Consulting Engineer for the ~~Madras~~, submitted to his Board of Dirs for their approval a revised draft letter embodying the terms for working this Section which were approved generally in G. of India letter No. 477 R.T. of 26/5/95.

2. The draft letter a copy of which is attached was despatched to the Board of Dirs on the 6th Novr. last and their reply is awaited.

Documents accompg:
Copy of Draft (printed) letter referred to.

Fair despd in the office on 11.1.96

EM

H.T. 10/1

Fme 11/1/96

B/-
No. 39. R dated 11.1.96

17/1

SERIAL
No. 20

No. 40.

MADRAS RAILWAY,

AGENT AND MANAGER'S OFFICE,

MADRAS, 17*th January* 1896.

From

The Agent and Manager,
MADRAS RAILWAY.

To

The Consulting Engineer for Railways,
MADRAS.

SIR,

With reference to your endorsement, No. 129 O. of the 9th September last, on copy of letter from the Government of India, No. 477 R. T, dated the 26th August 1895, I have the honor to inform you that I am instructed by my Board* of Directors to accept the terms and conditions upon which the Madras Railway shall work the Madras-Ennur Section of the Bezwada-Madras Railway and to agree that these terms and conditions shall be embodied in a letter instead of in a lengthy and complicated agreement. With this object in view, I am desired to submit the following, which appears to me to include all that is necessary, to show the mutual obligations of the Government of India and the Madras Railway Company.

* Para 16 of letter No. 929 d/ 20-12-95, extract enclosed.

1. The Company will work the Madras-Ennur Section as a portion of its own line, and will run such trains over the Section as the traffic may require, but not less than one train each way each day. The number of trains to be run, and the time tables, shall from time to time be fixed by the Company and submitted to the Government for approval.

2. The fares charged on the Madras-Ennur Section shall be the same as those from time to time in force on the Madras Railway, and the rates for goods of all classes and descriptions, for the public, for the Government, and for Revenue and Capital purposes, or for other Railways shall, during the continuance of this agreement, be the same as those in force on the Company's lines.

3. All services for the Military Department, the Police Department, or any other Department of the State, except the Post Office, or for high officials, including in such service the conveyance of troops, and sailors, Military and Naval establishments, horses and other animals used for Military purposes, guns, Military Stores and equipments, conveyance of Police, or persons employed in the telegraph service, prisoners and paupers,—shall be performed by the Company on the same terms as those in force on the Madras Railway. In the event of war, or other national emergency, the Company will give precedence over the amalgamated undertaking to all traffic of the Government of India.

4. The charges for the carriage of Mails and Bhangi parcels for the Postal Department shall be regulated in accordance with the rules in force on other State Railways in India, it being understood that Post Office Servants, when on duty, shall be carried free.

5. The Company will agree to work the Madras-Ennur Section (maintenance and renewals of way, works and stations excepted), for the same percentage of the gross earnings of the State Railway as shall in each half-year, be found to represent the percentage of working expenses (exclusive of maintenance and renewal of way, works and stations) on gross earnings of the amalgamated undertaking.

6. The Company will, if desired by Government, furnish the Government at the beginning of each half-year, or as soon thereafter as may be possible, with an estimate of the probable gross earnings of the amalgamated undertaking and of the working expenses. But the Government is to accept the figures of the Company's working expenses as set forth in the Company's half-yearly audited and published accounts.

7. The Company will at the beginning of each half-year, furnish to the Government an estimate of the probable costs of maintenance and renewals of way, works and stations on the Madras-Ennur Section, and the Government shall sanction that estimate, if it be approved, and provide the funds necessary. The Company will agree to maintain the line and all the works in an efficient and proper condition, and to the satisfaction of the inspecting officer of the Government of India appointed to inspect the line of the amalgamated undertaking, and will, if called upon by that Officer, carry out any works, repairs or improvements chargeable to Revenue, which he shall require to be done, so that the line, stations, buildings, plant and machinery may at all times be maintained in good working condition and repair.

8. Should it appear to the Government, to the Company, or to the inspecting officer, that any new works, or any additions to stations, buildings, plant or machinery, are necessary, which would constitute a Capital charge, then the Company shall submit an estimate for the carrying out of the same to the Government, for its sanction, and when sanctioned, these works shall be carried out by the Company to the satisfaction of the Government, who will provide the funds for the same.

9. The question of allocation of expenditure between Capital and Revenue shall be settled in accordance with the practice adopted on the Madras Railway and the rules in force on the Guaranteed Railway regarding the charge to Revenue of "New Minor Works" shall apply to the Madras-Ennur Railway.

10. The Company will keep the Madras-Ennur Section equipped with rolling-stock of all descriptions, and the Government, as a consideration to the Company for so doing, shall pay the Company in each half-year a sum equal to 5 per cent. on the gross earnings of the Madras-Ennur Section for that half-year.

11. The Company agrees, as soon after the 30th June and 31st December as possible in each year, to render to the Government the accounts of Capital and Revenue expenditure, made up in the same form as those adopted on other State Railways in India, and the separate books of the Company showing the transactions of the Madras-Ennur Section, together with all vouchers, papers and correspondence, directly belonging thereto shall be subject to audit and inspection by any officer whom the Government of India may appoint for that purpose. The Company will also keep all such accounts relating to the State Railway and all such accounts as between the Company and the Secretary of State as the Secretary of State may from time to time require and will keep the accounts relating to the Capital expenditure and the gross receipts of the State Railway separate and distinct from the accounts relating to the Madras Railway. Such accounts will be kept in such form and under such heads or divisions and for such Sections of the State Railway and for such periods and with such details and shall be submitted to the Secretary of State at such times as he may from time to time prescribe.

12. The appointment of the Staff employed in working the Madras-Ennur Section shall be made by the Company.

13. The telegraph wires, posts, etc., shall be provided at the expense of Government and the same terms and conditions for their use shall be adopted as are in force on other State Railways. The charge made by Government for rent, maintenance and inspection of wires, &c., shall be charged to the amalgamated undertaking.

14. The number, pay, and constitution of the police force shall form matter of agreement between the Government and the Company. The Company will meet seven-tenths of the agreed cost of Police, which shall be charged to Abstract E, General Charges, of the amalgamated undertaking, and the Government shall itself pay the remaining three-tenths.

15. All losses arising from accidents, or from loss or damage to goods carried over the amalgamated undertaking (excepting such loss from damage, the making good or the repairs of which would form a charge against maintenance), shall be borne by the Revenue of the amalgamated undertaking, and charged off from half-year to half-year to Abstract G, that is to say, Special and Miscellaneous expenditure.

16. In the event of any further lands being required for purposes of the Madras-Ennur Section, the Company shall apply to the Government of India for the same, and if satisfied that the acquisition of such land is necessary, the Government of India will, at its own cost, hand over the same to the Company for the purposes of the Madras-Ennur Section. The land so handed over shall remain the property of the Government.

17. The Agent of the Company in India shall, on the requisition of the Director-General of Railways, issue such free passes over the Madras-Ennur Section as are in accordance with the rules for the issue of free passes over the Company's lines.

18. This agreement between the Government and the Company shall come into force on the 1st March/96 and shall remain in force after that date, subject to its termination by either party by six months' notice in writing, to be given at the end of any half-year. If the Government or the Company resolves to terminate the agreement, say, on the 31st December 1897, then notice shall be given on or before the 1st July 1897.

19. All communications made to the Company shall be sent to the Agent of the Company in Madras, and all communications from the Company to the Government of India shall be submitted to the Consulting Engineer for Railways, Madras.

20. Should any differences arise between the Government and the Company regarding the construction of the foregoing agreement, the matter in dispute shall be referred to two arbitrators in India, one to be chosen by each party, or in case of difference between them to an umpire they may select, and the decision given by such arbitrators or umpire shall be binding upon both parties, and such decision may be made a rule in the High Court of Judicature in Madras.

I have the honor to be,
Sir,
Yours most obedient Servant,

Louis S. Moss.

Agent and Manager.

G. No. 272
Recd. 18/1/96

Extract from a letter from the Secretary M. R. C. London No 929 d 20th December 1895

Proposed terms for working Ennur line approved.

16. In reply to para. 14 of No. 2,225 I have to convey the Board's approval of the memorandum you have prepared in the form of a letter for submission to the Government, embodying the terms on which this Company is prepared to work the Ennur section of the Bezwada-Madras Railway. With reference to para. 2 of the letter from the Government of India, P.W. Department, No. 447, R.T., dated 26th August 1895, and to the opinion you express that the maintenance of way and works should include a mileage proportion of the salaries of the District Engineer, his Assistant and the P.W. Inspector, I am to inform you that the Board, having regard to the short length of line in question, and the small amount involved, are willing to agree that for the present no charge on this account shall be made, on the understanding that the question will be reconsidered when the length of the line to be worked by this Company is extended.

Ed
forward to Works
18/1
FRM 20/1/96

R. Form No. 12.

SERIAL No. 21

No. 58R

B/-

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

22d January 1896.

Sir,

In continuation of my letter No. 39 R dd 11.1.96, I am directed to forward herewith for the information of the Govt of India copy of a letter No. 40 dated 17th January 1896 from the Agent & Manager, Madras Railway to the Consulting Engineer for Rys Madras, embodying the terms and conditions upon which the Madras Ry agree to work the Madras Ennur section of the Bezwada-Madras Railway, together with copy of extract para 16 of letter No 929 dd 20th Dec 95 from the Secy M R Co to the Agent & Manager Madras Ry.

Documents accomp.
Copy of letter No 40 dd 17.1.96
with an extract referred to.

Fair despd in the office
dec 22.1.96

FRM 20/1
R

B/-

No. 58 R. dated 22.1.96

27/1

SERIAL
No. 22

All communications should be addressed to the Secretary.

No. 141 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 19th February 1896.

Sir,

With reference to your letter No.58 R., dated 22nd January 1896, forwarding a letter from the Agent, Madras Railway Company, setting forth the terms and conditions upon which the Company agree to work the Madras-Ennur section of the Bezwada-Madras railway as a temporary measure, I am directed to make the following remarks.

2. The further condition agreed to by the Board of Directors of the Madras Railway Company that no charge will be made for supervision by the Engineering establishment of the Madras railway should be embodied in the terms and conditions proposed.

3. All the words after "by six month's notice in writing" which occur in clause 18 might be omitted.

4. With these modifications, I am to convey the approval of the Government of India to the proposed terms.

I have the honour to be,
Sir,
Your most obedient servant,

E A Anderson

Offg. Under Secretary.

Documents accompanying:-

Nil.

S.A.

P. W. CURRENT No. 1866

Recd: 24-2-96

R. Form No. 12.

SERIAL No. 28

B/-

No. 207 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta

7th March 1896.

Sir,

With reference to your letter No: 141 R.T. of 19th February 1896, I am directed to forward herewith 35 copies of letter No: 159 of 28th February 1896 from the Agent & Manager Madras Railway embodying the terms and conditions, as modified by paras 2 & 3 of your letter ~~under~~ quoted above, for working the Madras Ennore section of

of the Bezwada Madras
Railway.–

No 774 of 7-3-96. FRU R

Copy of above with 3 copies of A.W.'s letter No. 159 of 28 February 1896 to Examiner Ry Accounts in continuation of this Office endorsement No. 620 of 25-2-96.

FRU ER
5/3

13 | 3 D

Form No. 7.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

SERIAL No. 38

FROM

R.

To Works. Simla.

36 B× At Meeting ~~[illegible]~~ to-day about ~~[illegible]~~ arrangements for temporarily bringing East Coast traffic into Madras, pending completion permanent arrangements, agreed Company ~~Madras~~ Railway work ~~East Coast~~ State Train between ~~with~~ Royapuram and ~~from~~ Ennore. Agent ~~and~~ Manager and heads department both railways settled all details. ~~[illegible]~~ Joint station agreement was considered too cumbrous for such ~~[illegible]~~ temporary ~~[illegible]~~ purposes. also Agent unable ~~[illegible]~~ without Boards instruction ~~[illegible]~~ accept anything else than either complete Joint station arrangements or those agreed to. I recommend sanction to these terms, and in ~~view~~ unexpected difficulties arisen about locomotive site ~~[illegible]~~ in Madras recommend ~~here for locomotive~~ that works asked for by Constable at Bitragunta be sanctioned.

F.R.S.
20/10/98

Desp'd 20/10/98

C 45/96

Care Ennore agreement

Form No. 7.

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

SERIAL No. 35

FROM R.

To W. Smith

41 B. × Your 1209. R.T. October 31. Please see correspondence ending with your 61. R.T. eighteenth January ~~[illegible]~~ 97. Ought not six months notice be given at once of termination of agreement with Madras Ry. Co. for working Ennore railway, as provided in clause 18 of Agreement. Would suggest ~~thirtieth~~ ~~[illegible]~~ ~~June 30~~ ~~[illegible]~~ last day of next June.

8 20 34

8 20 31

FWS
8/11/98

Despd
8/11/98

See papers re working of the E.C.Ry

F C 2.

64

Code Class. DS

INDIAN TELEGRAPHS. Monthly Number.

To (Office) Madras	From (Office) Calcutta

Words.	Day.	Hour.	Minute.	Official Instructions.
32/4	25	16	22	Repd

To (Person)	From (Person) Works

Works Railway (1)

01 R. T. (2) apple 4

B anomalie governme
india consider Enno
section a minor
point which manager
may settle with your
concurrence ~~& for~~
report terms for
confirmation

64 Word Form.

F C 2.

(1) Your telegram numbered and dated as follows.
(2) 8th instant

E.C.B. working file
FM
30/11

Recd from	I.N.	Sent to MAE	I.N.
At Hrs Mts by		At Hrs. Mts. by	

25-11-98
Telegraph Master.

G G P—No. 1 T 16 7 97—3600000

Form No. 7.

SERIAL 48

TELEGRAM ~~URGENT~~ ~~ORDINARY~~ DEFERRED

FROM R.

TO Works Calcutta.

45/B × Apple Your wire 01. R.T. Nov. 25. Antecessor Agent Madras willing to terminate Madras Ennore working agreement on date Bezwada ~~Madras~~ Ennore ~~[illegible]~~ opens, but Constable objects and suggests first June. Great complication will be saved if you can instruct Constable to take over Madras Ennore section simultaneously with opening Ennore Bezwada section. Moss is willing to meet Constable in any practicable way.

Despd 30/11/98. 2-30 P.M.

FRS
30/11/98

Nos. 3294 dated 2d Decr 98.

Copy forwarded to the Agent Madras R. and to the Manager E.C.R. for information (with reference to Agent's 9138/1136. 28th Nov. 98)
(M.R. Agt.)

FRS
30/11/98

Despatched on 2/12/98

E.C.R. working file
FM

Minutes of Meeting held at the Office of the Agent and Manager Madras Railway, Rayapuram on 20th October, 1898.

PRESENT.

MR. F. J. E. SPRING, *Consulting Engineer.*

MAJOR W. V. CONSTABLE, *Manager E. C. Ry.*
MR. BOYCE, *Traffic Supt. E. C. Ry.*
„ MORTON, *Loco. Supt. E. C. Ry.*
„ F. W. BARTLETT, *Offg. Engineer in Chief B. M. Ry.*

MR. L. S. MOSS, *Agent and Manager M. Ry.*
MR. E. W. STONEY, *Chief Engr. M. Ry.*
„ C. E. PHIPPS, *Loco. Supt. M. Ry.*
„ F. W. READ, *Traffic Mangr. M. Ry.*
„ T. WAKE, *Offg. Chief Auditor M. Ry.*
„ A. EDWARDS, *Assistant to A. & M. M. Ry.*

Read—The note written by Major Constable and received with his letter dated 12th September 1898 stating the terms under which he considered the East Coast Railway trains should be allowed to run into Rayapuram. These terms were briefly as follows :—

1. That the Madras Railway continue to work the State Railway between Ennur and Washermenpettah.
2. That the East Coast Railway shall have running powers over the State Railway between Ennur and Washermenpettah and over the Madras Railway between Washermenpettah and Rayapuram and that its trains and Engines be allowed to run direct from Ennur to Rayapuram and vice versa.
3. That the Madras Railway shall claim and keep the earnings of the East Coast trains working South of Ennur as well as the earnings of its own local service of trains.
4. That the Madras Railway shall allow the East Coast Railway trains to run from Ennur to Rayapuram and vice versa.
5. That the Madras Railway perform for the East Coast Railway the following services either free or in part payment, *viz.*

(*a.*) The East Coast Coaching Stock to be cleaned and lighted and carriages examined and greased and the trains received at and despatched from Rayapuram Station by the Madras Railway.

NOTE.—*The East Coast Railway will supply its own lamps, tickets and running (train) staff, and will pay for repairs to their coaching stock when required to do so under Conference Rules.*

(*b.*) If quarters are available for the Drivers and Guards the East Coast Railway will pay rent for any quarters provided, but the East Coast Railway claims running room accommodation for its Guards and Firemen free.

(*c.*) The East Coast Railway Goods stock to be examined, greased and kept in order, received and despatched and the Goods finally dealt with free of cost by the Madras Railway.

(*d.*) The Madras Railway to house and look after the Engines of the East Coast Railway which run into Rayapuram. The Madras Railway to charge only for stores and Coal for the Engines and rent for the quarters occupied by the Drivers and Firemen of the East Coast Railway.

(*e.*) The Engines of the East Coast Railway to be supplied free with water by the Madras Railway and the latter Railway to find free accommodation for stores and Coal required by East Coast Railway Engines, and other than ordinary running repai[illegible] to Engines to be paid for by the East Coast Railway.

2. The Agent and Manager of the Madras Railway said that [illegible]ad referred Major Constable's memorandum to his Board with a request [illegible] instructions

should be given to him by telegraph, but as he had not received instructions from his Board he could only assume that the Government of India had rejected the proposals made by his Board for working the East Coast Railway as far north as Vizianagram. He then reminded the State Officers present at the meeting that working the Ennur-Washermenpettah Railway for the convenience of the State had resulted in a heavy and continuous loss to the Madras Railway; for that reason he was not prepared to consider any proposals dealing with the receipts of the Ennur-Washermenpettah line in connection with services altogether outside the agreement for working that line and that under the circumstances he could not accept for his Company the terms proposed by Major Constable. Mr. Moss stated however that the Madras Railway was prepared, as a temporary arrangement, to take the East Coast trains from Ennur to Rayapuram and vice versa by Madras Railway engines, accepting the traffic as interchanged at Ennur.

3. He further stated if these terms were not accepted he was prepared to allow East Coast trains and Engines to run direct to Rayapuram on the terms accepted by the Oudh and Rohilkhand State Railway for Indian Midland Railway trains and Engines entering the Cawnpore Station.

4. He contended the terms he had proposed to the East Coast Railway for exchanging traffic at Ennur were simple and inexpensive and they had the merit of leaving the Madras Railway Board a free hand in its communications with the Secretary of State in the event of those communications being prolonged.

5. After considerable discussion Major Constable said that he would agree, subject to the approval of the Government of India, to the terms proposed by the Madras Railway for the interchange of traffic at Ennur.

The following General principles for giving effect to the arrangement were then agreed to.

1. The working cost of Ennur Station to be divided between the two Railways equally, no charge for rent of Station being made. Expenditure incurred owing to damages or accidents which may be caused by Joint Station staff to the Public, to the stock of either Railway or to trains and traffic within the limits of the station, and all damages or losses which either Railway may sustain or be put to in consequence of the acts of the Joint Station staff, however arising, within the limits of the Station, shall be charged to Joint Station Expenses.

2. The Madras Railway to work the East Coast Railway trains between Ennur and Rayapuram, accepting the traffic as interchanged between the two Railways at Ennur, the earnings between Ennur and Washermenpettah on such traffic to be accounted for by the Madras Railway under its agreement for working that line.

3. The Madras Railway will provide the guards for the East Coast Railway trains to and from Ennur but the guard of the East Coast Railway may travel in the train in charge of parcels, to avoid delay to trains at Ennur by the transfer of parcels.

4. East Coast Railway through Up trains to have precedence of Madras Railway local Down trains.

5. The Madras Railway will provide at the expense of the East Coast Railway, or the East Coast Railway may do so at its own expense, a carriage examiner at Rayapuram, or Ennur, to examine East Coast Railway carriages and wagons.

6. The Madras Railway will arrange for the lighting of carriages between Ennur and Rayapuram and will also arrange for the cleaning, oiling and greasing of East Coast Railway carriages (at Rayapuram) and wagon stock (at Salt Cotaurs). These services to be performed at the expense of the East Coast Railway. Details to be settled by the Locomotive Superintendents of the respective Railways.

7. A limited number of East Coast Railway Coaching vehicles to stand free of demurrage at Rayapuram.

8. For the haulage of East Coast Railway Goods wagons proper between Rayapuram and Salt Cotaurs 12 hours to be allowed in addition to the time allowance under Conference rules. This is necessary in consequence of the difficulty of working in the absence of through lines to Central Station and Salt Cotaurs. This clause to be subject to revision if found to be not workable. For carrying Goods from Rayapuram to Salt Cotaurs a charge of Rs. 1-8-0 per wagon to be levied. This sum will be included in the invoice and recovered from the public.

9. The passenger fares between Enuur and Rayapuram and the fares for reserved compartments will be those at present charged by the Madras Railway.

10. Goods wagons which cannot be brought into Rayapuram on the through trains to remain at Ennur in charge of Joint Station Staff and to be sent forward by local trains. Conference rules to apply. No mileage to be paid on wagons containing less than 81 maunds or 3 tons of goods.

11. Vehicle and wagon stock to be checked at Ennur.

12. The arrangements for the shunting of wagons at Ennur to be settled by the respective Traffic Managers of the two Railways the work to be divided as far as possible equally between the East Coast and Madras Railway Engines.

13. All matters of detail connected with the arrangements now agreed to, affecting either the Locomotive, Traffic, or Audit Departments to be settled by the Locomotive, Traffic and Audit Officers of the two Railways.

14. Any questions of principle not considered at this meeting to be settled mutually by the respective Managers of the two Railways.

15. The accommodation required by the East Coast Railway at Ennur to admit of the above arrangements being given effect to, to be settled between the Officers of the East Coast Railway and the Engineer in Chief of the Bezwada Madras Railway.

6. The arrangement agreed to may be terminated on six months' notice being given by either Railway or at any time by mutual agreement between the Secretary of State and the Madras Railway Board.