

1889.
NEW ZEALAND.

AGREEMENT WITH MIDLAND RAILWAY COMPANY FOR INTERCHANGE OF TRAFFIC

(COPY OF).

Presented to Parliament in pursuance of Section 172 of "The Public Works Act, 1882."

NEW ZEALAND MIDLAND RAILWAY.

MEMORANDUM of AGREEMENT for the Interchange of Traffic between the NEW ZEALAND GOVERNMENT RAILWAY COMMISSIONERS and the NEW ZEALAND MIDLAND RAILWAY COMPANY (LIMITED) through, over, and upon the Greymouth-Brunnerton Railway and the New Zealand Midland Railway.

IN pursuance of the powers vested in them by an Act of the General Assembly of New Zealand intituled "The Government Railways Act, 1887," the New Zealand Railway Commissioners incorporated under the said Act (hereinafter termed the "Commissioners") hereby agree with "The New Zealand Midland Railway Company (Limited), a joint-stock company carrying on business in the City of Christchurch, in New Zealand, and elsewhere, and having its head office at No. 79, Gracechurch Street, in the City of London, in England (which, with its successors and assigns, is hereinafter referred to as the "Company"), for the interchange of goods and passenger traffic upon the following terms:—

1. For the purposes of this agreement the commencement of the Company's line at Brunnerton shall be deemed to be at the crossing over the main road to Reefton, about 25 chains eastward from Brunnerton Station. The Commissioners shall allow the Company to run its trains from the Company's line to and from the Government railway-station at Brunnerton, provided the Company shall pay the Commissioners the cost of making such additions as are necessary to allow this to be done conveniently, as agreed on.

2. Goods and parcels will be interchanged at Brunnerton Station, and will be booked between all stations on the Government and Company's respective railways.

3. Passengers shall be booked between all stations on the respective railways.

4. The Commissioners' trucks may be run on the Company's line and the Company's trucks on the Government railway for purposes of interchanging goods traffic.

5. The Company's trucks shall not be used for local traffic on the Government railway, nor shall the Commissioners' trucks be used for the Company's local traffic.

6. No trucks shall be forwarded from the parent railway for interchanged traffic with less load than one ton of merchandise goods of Classes A, B, C, D, H, or two tons of E and K, or four tons of F, L, N, O, P: any less quantity must be transhipped at Brunnerton, if necessary, at the expense of the party on whose line the traffic has originated.

7. Trucks returning to the parent railway may be loaded with goods for the parent railway.

8. Where trucks are forwarded from the parent railway, one clear day, in addition to the day of arrival at and return to the junction, will be allowed before charges for demurrage are made.

9. The charges for trucks will be as follows:—

For all four-wheeled trucks...	...	...	...	½d. per mile
For double-bogie trucks	...	...	...	1d. "

computed in each case on mileage run by trucks loaded or empty, on all goods, vehicles, and vans, except coal-trucks.

10. Commissioners' trucks loaded on the Government railway for stations on the Company's line, and *vice versa*, shall be hauled by the Commissioners' and Company's engines over their respective railways, the Commissioners and the Company dividing the freights so earned, in accordance with the rates agreed upon.

11. Demurrage will be charged on each wagon detained by the foreign line beyond the prescribed time, 4s. a day or part thereof.

12. Sheets will be charged ¼d. per mile when in use, and will be subject to the same regulation for return as wagons.

13. Demurrage on sheets will be charged at the rate of 1s. per day.