

1890.

NEW ZEALAND.

AGREEMENT FOR INTERCHANGE OF TRAFFIC

BETWEEN THE NEW ZEALAND GOVERNMENT RAILWAYS AND THE WELLINGTON-MANAWATU RAILWAY.

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

MEMORANDUM of AGREEMENT for the Interchange of Traffic between the NEW ZEALAND GOVERNMENT RAILWAYS and the WELLINGTON-MANAWATU RAILWAY COMPANY.

1. THE term "Commissioners" means the New Zealand Railway Commissioners duly incorporated by "The Government Railways Act, 1887." The term "Company" means the Wellington and Manawatu Railway Company (Limited).

2. For the purposes of this agreement the commencement of the Company's line at Wellington shall be deemed to be at 33ft., measured in a northerly direction, from the junction-crossing connecting the Company's line and the Wellington-Woodville Railway near Pipitea Point; and in the Manawatu District the commencement of the Company's line shall be deemed to be at the Longburn Railway-station, 9ft. clear of the Government centre line.

3. Goods-traffic may be interchanged at Wellington and Longburn, passenger- and parcels-traffic only at Longburn.

4. The junction at Longburn shall be under the control of the Commissioners. The Company shall pay half the salary of a Stationmaster to be placed by the Commissioners at Longburn, and half other goods-traffic expenses.

5. Passengers will be booked between such of the Company's stations and stations on the Foxton-New Plymouth line as may be mutually arranged from time to time.

6. Parcels will be booked between all stations on the Company's line and stations on the Foxton-New Plymouth line.

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

8. The Company's trucks shall not be used for Government local traffic, nor shall the Government trucks be used for the Company's local traffic.

9. No trucks shall be forwarded from the parent line for interchanged traffic with less load than 1 ton of merchandise goods of classes A, B, C, D, H, or 2 tons of E and K, or 4 tons of F, L, N, O, P; any less quantity must be transhipped at the Longburn Junction, if necessary. Trucks containing such minimum quantity will be deemed to be loaded trucks for the purposes of this agreement.

10. The Company shall find a covered van and the Government shall find a covered van, each free of charge, to be run with each daily train through between Wanganui and Wellington, for conveyance of small lots of goods.

11. Trucks returning to the parent line may be loaded with goods for the parent line, but will not be deemed to be loaded trucks unless they contain the quantities specified preceding.

12. Where trucks are forwarded from the parent line, two clear days, in addition to the day of arrival at and return to the Junction, will be allowed before charges for demurrage are made where the distance the truck is sent on the foreign line does not exceed eighty-five miles; when distances exceed eighty-five miles an additional day will be allowed.

13. The charges for trucks will be as follows: For all four-wheeled trucks, 1d. per mile; for double-bogie trucks, 1½d. per mile, computed on mileage run by loaded trucks.

14. The Company shall, if required, run wagon stock for transfer between the Foxton-New Plymouth line and the Wellington-Woodville line, four-wheeled stock to be charged 1½d. a mile, double-bogie stock, 3d. a mile.

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

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

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

18. Sundays and days when goods-traffic is suspended must not be counted.

19. The Company's officers shall act under the instructions issued from time to time by the Commissioners in accounting for and dealing with all interchanged traffic, and shall render such