

1895.
NEW ZEALAND.

WELLINGTON-MANAWATU RAILWAY COMPANY AND GOVERNMENT RAILWAYS

(MEMORANDUM OF AGREEMENT FOR THE INTERCHANGE OF TRAFFIC BETWEEN THE, FOR
THE TWELVE MONTHS COMMENCING 9TH MARCH, 1895).

Laid on the Table of the House in pursuance of Section 219 of "The Public Works Act, 1894."

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

1. THE term "Minister" means the Minister for Railways, or any Minister or person for the time being acting for him, appointed by "The Government Railways Act, 1894." 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 Stationmaster at Longburn and his assistant shall carry out the instructions of the Company's officers where such instructions relate to the control of the Company's trains, traffic, or property. The Minister shall recognise the Company's right to demand the removal from Longburn of any officer for neglect of duty or misconduct. The junction at Longburn shall be under the control of the Minister, who shall pay half the salary of a Stationmaster to be placed by the Minister at Longburn, and half other goods-traffic expenses. The other moiety to be paid by the Company.

5. Passengers will be booked between such of the Company's stations and stations on the Foxton-New Plymouth and Palmerston-Napier lines 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 and Palmerston-Napier lines.

7. The Government trucks may be run on the Company's line, and the Company's trucks on the Government lines, for the 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 four-wheeled truck shall be forwarded from the parent line for interchanged traffic with less load than $1\frac{1}{2}$ tons of merchandise goods of classes A, B, C, D, H, or 3 tons of E and K, or 4 tons of F, N, P, Q, any less quantity must be transhipped at the Longburn Junction, if necessary. For bogie trucks the minimum shall be double that of four-wheeled trucks. 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.

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

13. The charges for trucks will be as follow :—

For all four-wheeled trucks, 1d. per mile,

For double-bogie trucks, $1\frac{1}{2}$ d. per mile, computed on mileage run by loaded trucks.

Mileage will not be charged upon wagons returning homeward or to the parent line.

14. The Company shall, if required, run engine, carriage, and wagon stock for transfer between the Foxton-New Plymouth, Palmerston-Napier, and the Wellington-Woodville lines. Engines to be charged 1s. 6d. per mile, four- and six-wheeled cars, 3d. per mile, double-bogie cars, 6d. per mile; four-wheeled trucks, $1\frac{1}{2}$ d. per mile, double-bogie trucks, 3d. per mile.

15. When coaching stock is borrowed, either by the Company or the Minister, and used for local traffic only, the charges will be at the following rates per day or portion of a day :—

Carriages, double-bogie, 20s. each.

Carriages, six-wheeled, 15s. each.

Brake-vans, 15s. each.