

6. Parcels, horses, carriages, dogs, and excess luggage will be booked through between all stations on the Company's line and all stations on the Wellington – Napier – New Plymouth Section. The charges will be computed at the Government scale of rates and based on the continuous mileage, and the allocation to the Company and the Government respectively shall be on a mileage basis.

7. The Government carriages and brake-vans composing the mail-train from New Plymouth may be run on the Company's line to Wellington, and similarly the Company's carriages and brake-vans composing the mail train from Wellington may be run on the Government line to New Plymouth.

8. Except as provided in clause 24, the Government carriages and brake-vans shall not be used for local traffic on the Company's line, nor shall the Company's carriages or brake-vans be used for local traffic on the Government line.

9. The Government shall find carriages and brake-vans for two mail-trains and the Company shall find carriages and brake-vans for one mail-train, all to be free of charge.

10. All locomotive-power for the haulage of mail-trains between Wellington and Longburn shall be provided by the Company.

11. For the purpose of interchanging goods traffic the Government trucks may be run on the Company's line, and the Company's trucks on the Government line.

12. Trucks returning to the parent line may be loaded with goods for the parent line.

13. The Company's trucks or sheets shall not be used for local traffic on the Government line, nor shall the Government trucks or sheets be used for the local traffic on the Company's line.

14. No four-wheeled truck shall be forwarded from the parent line for interchanged traffic with less load than $1\frac{1}{2}$ tons of goods of classes A, B, C, D, H; 3 tons of E and K; or 4 tons of F, N, P, Q; any less quantity must be transhipped at Wellington or Palmerston North, if necessary. For bogie trucks the minimum shall be double that of four-wheeled trucks. Trucks containing the minimum quantity specified above will be deemed to be loaded trucks for the purpose of this agreement.

15. 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 through train between New Plymouth and Wellington for conveyance of small lots of goods.

16. Where trucks are forwarded from the parent line to the foreign line, and the distance from the junction does not exceed eighty-five miles, 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 such distance exceeds eighty-five miles an additional day will be allowed.

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

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.

18. Sheets will be charged $\frac{1}{4}$ d. per mile each when in use, and will be subject to the same regulation for return to the parent line as wagons.

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

20. Demurrage will be charged—on each four-wheeled truck detained by the foreign line beyond the prescribed time, 4s. per day or part thereof; bogie trucks, double rate.

21. Demurrage will be charged on sheets at the rate of 6d. per sheet per day.

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

23. The Company shall, if required, run engines, carriage and wagon stock for transfer between stations on the Wellington – Napier – New Plymouth Section at the following rates per mile, viz.:—

	s.	d.
Engines...	1	6
Four- and six-wheeled cars	0	3
Double-bogie cars	0	6
Four-wheeled trucks	0	$1\frac{1}{2}$
Double-bogie trucks	0	3

24. 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:—

	£	s.	d.	
Carriages, double-bogie	1	0	0	each.
Carriages, six-wheeled	0	15	0	"
Brake-vans	0	15	0	"

25. The Company's officers shall act under the instructions issued from time to time by the General Manager of the New Zealand Government Railways in accounting for and dealing with all interchanged traffic, and shall render such returns to the Railway Accountant, New Zealand Government Railways, as may be required by such instructions.

26. The Minister shall be responsible for causing to be collected from the consignees or other persons all proper charges on behalf of the Company which the Company is legally entitled to charge and collect for passenger, parcels, coaching, and goods traffic which has passed over the line, which charges may have been properly waybilled, and otherwise notified by the Company's officers to the receiving-stations on the Government line in accordance with the by-laws and other instructions in operation on the New Zealand Government railways.

27. The Company shall similarly be responsible for collecting the New Zealand Government railway charges on interchanged passenger, parcels, coaching, and goods traffic.