

1881.
NEW ZEALAND.

WAIMEA PLAINS AND RAKAIA AND ASHBURTON FORKS RAILWAYS

(ARRANGEMENTS FOR WORKING THE).

Presented to both Houses of the General Assembly by Command of His Excellency.

THE WAIMEA PLAINS RAILWAY.

MEMORANDUM OF ARRANGEMENTS FOR INTERCHANGE OF TRAFFIC BETWEEN THE WAIMEA PLAINS RAILWAY AND THE NEW ZEALAND RAILWAYS, AND THE RUNNING OF THE COMPANY'S TRAINS BETWEEN ELBOW AND KINGSTON.

1. THE company will work the traffic on its own line, and will be entirely responsible for the safety of Government rolling-stock, passengers, and goods passing over the same.
2. Passengers will be booked *vid* the company's line between Kingston and Elbow and the following stations—viz., Dunedin, Mosgiel, Milton, Balclutha, Clinton, Gore, and Maitara. In all other cases passengers must rebook at the junction.
3. Goods and parcels may be booked between all stations on the New Zealand railways south of and including Port Chalmers to stations on the company's line and *vid* the company's to New Zealand Railway Stations similarly situated.
4. The company's line will be counted as thirty-seven miles for purpose of through traffic.
5. Passengers, parcels, and goods will be charged at the rates gazetted to come into force on the New Zealand Railways on 11th October, 1880, but subject to any changes made hereafter.
6. Divisions of charges will be made between the New Zealand railways and the company thus:—
 7. For passengers and parcels proportionately to mileage.
 8. For goods passing through the company's line between New Zealand railway stations proportionately to the mileage carried, but subject to the following reductions before the division of charges is made.
 9. All goods, Classes A, B, C, and D, 3s. per ton, excepting when consigned to Dunedin and Invercargill; 4s. 1d. per ton on goods consigned to Dunedin and Invercargill, but not to private sidings at those stations; 3s. per ton to private sidings at Dunedin and Invercargill.
 - On goods, Class E, 4s. 1d. per ton on goods consigned to Dunedin and Invercargill, but not to private sidings at those stations; 3s. per ton, excepting when consigned to or from private sidings, or to Dunedin and Invercargill; 2s. 6d. per ton when consigned to or from a private siding; 2s. per ton when consigned between two private sidings.
 - On wool, Class H, 1s. per bale undumped; 1s. 6d. per bale double-dumped.
 - Cattle and sheep, Class M, 5s. per truck.
 - On goods of Classes F, K, N, and P, the rates will be divided proportionately to the mileage carried, the extra charge of 1s. per ton on Class P being first equally divided.
 10. On all goods, Classes A, B, C, D, E consigned to or from the company's stations in addition to the *pro-rata* share ascertained to be due to the company in accordance with the preceding method, an allowance of 1s. per ton will be allowed to the company.
 11. Payment to the company of the charges and allowances due to it will be made by the Minister for Public Works four weekly, due time being allowed for compiling and auditing the accounts.
 12. One penny per mile will be charged for each loaded New Zealand railways wagon passing on, to, or through the company's line, which the company shall pay to the Minister for Public Works as rent for the use of the New Zealand railways goods stock.
 13. The company's officers will render all accounts both for the company's local traffic and traffic interchanged, in the form and manner prescribed for the New Zealand railways. All moneys collected by them will be paid into the Public Account.
 14. The accounts shall be open for the inspection of the company, and such statistical information as is wanted may be obtained by the company on payment of the clerical expense involved in compiling it. Under this arrangement the company's clerks become accountable to the Crown, and are thus subject to the Public Revenues Act.

15. The company will run a train three times a week each way over the New Zealand railways between Elbow and Kingston. The Minister will pay the company for this service the sum of £9 per week.

16. The company's officers while running on the New Zealand railways will be subject in every respect to the rules, regulations, and by-laws in force at any time on the same, and shall render such returns as may be required by them.

17. Upon application in writing to the General Manager of the New Zealand Railways, Dunedin, by the company's manager, the former may, at his option, permit the company to run a special train consisting of the company's engine, one carriage, and a van on the New Zealand railways, south of Dunedin; the use of such "special" to be confined exclusively to the company's directors and manager. A charge of 1s. per mile will be made by the Government for the use of their line for each mile run; the General Manager, New Zealand Railways, may, if he thinks fit, put on a driver and guard to work the "special," and charge the company with the cost of their wages. The General Manager, New Zealand Railways, reserves to himself the right to cancel this condition at any time.

18. The arrangement will commence on the 12th day of December, 1880, and may remain in force for twelve months, but it shall be terminable after three months' notice has been given by either party.

J. P. MAXWELL,

24th November, 1880.

General Manager, New Zealand Railways.

Mr. BASTINGS to Mr. MAXWELL.

The Waimea Plains Railway Company (Limited),

Dunedin, 27th November, 1880.

SIR,—

I have the honor to acknowledge the receipt of yours of the 24th instant, with accompanying memorandum of agreement for interchange of traffic between the Waimea Plains Railway and the New Zealand Railways, and the running of the company's trains between Elbow and Kingston, the same being an amendment upon those now in operation.

I have now to inform you that the company have agreed to the conditions as set forth in the said memorandum.

I have, &c.,

HORACE BASTINGS,

Secretary.

J. P. Maxwell, Esq., General Manager,
New Zealand Railways, Wellington.

THE RAKAIA AND ASHBURTON FORKS RAILWAY.

MEMORANDUM OF ARRANGEMENTS FOR WORKING THE RAKAIA AND ASHBURTON FORKS RAILWAY BY THE MINISTER FOR PUBLIC WORKS.

THE line to be worked by the Minister subject to the rules, regulations, and by-laws in force upon the New Zealand Railways, the gazetted rates for the New Zealand Railways being charged.

2. The company to find engine and carriage-stock. The expenses of running and repairing such stock to be charged for by the Government at cost price.

3. Should the Government supply engine or carriages, the following rates shall be charged: Per day or part of a day—Engine, £3 10s.; 1st-class carriage, 10s.; composite carriage, 7s. 6d.; 2nd-class carriage, 7s. 6d.; van brake, 5s.

4. All wagon-stock of every description, and horse-boxes shall be charged 1d. per mile per vehicle when loaded or partially loaded.

5. The Government will maintain the line at the cost of the company.

6. The company to pay £150 per annum towards the working expenses of the Rakaia Junction Station.

7. The Government will supply the staff, stores, and stationery necessary for the working of the traffic at the expense of the company.

8. The company to pay all claims arising from damage to or loss of goods and parcels, and all claims for personal damages which occur on the company's line, to be charged as part of working expenses.

9. The whole conduct of the business of the line will be under the control of the General Manager of the New Zealand Railways.

10. Passengers will rebook at the Junction Station.

11. Parcels will be booked from all stations between Timaru and Lyttelton to stations on the company's line, and *vice versa*; other parcels must be rebooked at the Junction.

12. Goods will be booked from all stations between Lyttelton and Timaru to stations on the company's line, and *vice versa*; other goods must be rebooked at the Junction.

13. Division of charges will be made between the New Zealand Railways and the company, thus: For parcels, proportionately to mileage. For goods, proportionately to mileage, but subject to the following deductions before division is made:—

On goods, Classes A, B, C, D, 3s. per ton, excepting when consigned to Christchurch Station; 4s. 5d. per ton on goods consigned to Christchurch Station, but not to private sidings there; 3s. per ton on goods consigned to private sidings.

On goods, Class E, 4s. 5d. per ton on goods consigned to Christchurch, but not to private sidings there; 3s. per ton, excepting when consigned to or from private sidings or to Christchurch; 2s. 6d. per ton when consigned to or from a private siding; 2s. per ton when consigned between two private sidings.

On cattle and sheep, Class M, 5s. per truck.

In each of the preceding cases 1s. per ton will be allowed to the company, and 1s. 6d. per truck for Class M. For goods of Classes F, H, K, N, and P, the rates will be divided between the Government and the company proportionately to the mileage carried.

Payments to the company of the charges and allowances due to it, after deducting all the expenses chargeable against the company as defined hereinbefore, will be made four-weekly, due time being allowed for compiling and auditing the accounts, and provided that the expenses so chargeable against the company exceed the receipts, the excess of such expenses above the receipts shall be refunded to the Government by the company for each four-weekly period within fourteen days from date of notice in writing given by the Minister for Public Works to the Chairman of the company.

The accounts shall be open for the inspection of the company, and such statistical information as is wanted may be obtained by the company upon payment of the clerical expenses involved in compiling it.

14. This arrangement will commence on the 13th day of December, 1880, and may remain in force for twelve months; but it shall be terminable after three months' notice has been given by either party.

The Minister shall give free annual passes on the New Zealand railways for the use of the Secretary and the Chairman of the company between Christchurch and Methven.

The Minister shall, once in the year, run an excursion train for the use of the Rakaia and Ashburton Forks Railway Company to convey such passengers as the company's Chairman may direct, free of charge, from Rakaia to Methven and back, provided that the train shall be run only at such time and subject to such regulations as the General Manager, New Zealand Railways, may direct.

Should the company neglect or refuse to fulfil any of the conditions hereinbefore stipulated, the Minister may, without further process or notice, cease to work the line, and the company shall have no claim for compensation or damages on account of such stoppage, or on account of any action arising therefrom.

J. P. MAXWELL,

General Manager, New Zealand Railways.

(L.S.)

GEORGE HART,

Chairman, Rakaia and Ashburton Forks Railway
Company (Limited).

