



SUPPLEMENT
TO THE
NEW ZEALAND GAZETTE
OF
THURSDAY, 23 MAY 1957

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NEW ZEALAND GOVERNMENT RAILWAYS

GENERAL SCALE
OF
CHARGES

GENERAL SCALE OF CHARGES

PURSUANT to the Government Railways Act 1949, the Minister of Railways hereby fixes the following scales of charges and hereby imposes the following terms and conditions in respect of the New Zealand Government Railways and of the Lake Wakatipu Steamer Service; and hereby declares that such scales of charges and such terms and conditions shall come into force on the 21st day of July 1957, on which date all general scales of charges, terms, and conditions previously fixed or imposed in respect of the said railways shall be revoked.

As witness my hand this 21st day of May 1957.

JOHN McALPINE, Minister of Railways.

Alterations in and additions to this General Scale of Charges will be published in the New Zealand Gazette.

General Scale of Charges

UPON THE

New Zealand Government Railways

The following scales of charges, terms, and conditions shall be known as the General Scale of Charges, and shall be read together with the Local Rates or scales of charges, terms, and conditions fixed and imposed by the New Zealand Railways Commission on the 25th day of February 1957, which came into force on the 31st day of March 1957, and therein cited and hereinafter referred to as the Local Rates Scale of Charges, or any special charges or special scales of charges, terms, and conditions fixed or imposed in substitution therefor, amendment thereof, or addition thereto.

PASSENGERS

1. General

1. Tickets which entitle the holders to travel on the railways will be issued at the fares specified hereinafter. All tickets issued shall be subject to the bylaws and regulations of the Department and to the conditions hereinafter set forth, and must be surrendered on date of expiry, and at other times when demanded by any railway officer. Tickets not surrendered on date of expiry shall be given up at any time thereafter on demand being made by any railway officer.

2. **Transfer of Tickets.**—Unless otherwise provided, tickets are not transferable. If they are used by any other than the person to whom issued they will (without prejudice to any penalty to which the transferor or transferee or any other person may be liable) be forfeited.

3. **Children's Fares.**—Unless otherwise provided, children under 4 years of age in the charge of a responsible person travel free; children 4 years of age and under 15 years of age, at half rates.

4. **Booking Fee.**—(a) When tickets are issued in the train to passengers entering at any station where tickets are available for purchase instead of being issued from the booking office at such station a booking fee of 6d. will be charged in addition to the appropriate fare. In the case of children under 15 years of age half the additional fee (3d.) only will be charged.

(b) When the holder of a season ticket is unable to produce such ticket for the journey being made, he will require to pay the appropriate fare for such journey, but no booking fee will be charged.

5. **Alternative Routes.**—Unless otherwise provided, passengers holding ordinary, season (except annual season tickets, regulation 18), commutation, or excursion tickets between stations where there are alternative routes will, if they pay fares for the shorter route, be allowed to travel by that route only; but if fares are paid for the longer route passengers may travel by either route. Except as otherwise specified, in the case of annual season tickets, the holders may travel only over the lines actually specified on the tickets in each case.

6. **Issue of Tickets.**—(a) Tickets may be obtained, on the day or in advance of the day the passenger desires to travel, at any railway station where there is an officer in charge or at duly authorised booking agencies.

(b) Tickets are to be obtained at the booking office at stations where such offices are provided; at stations where there are no booking offices tickets are to be obtained from the guards of the trains.

(c) Tickets on which any concession is granted should be purchased half an hour before the departure time of the train by which such tickets are intended to be used. The Department reserves to itself the right to decline any application for such tickets if this rule is not observed.

7. **Expiry of Tickets.**—Unless otherwise provided, all tickets will expire at midnight on the last day of the period of their availability.

8. **Return Tickets.**—Passengers holding return tickets must on the outward journey present them whole. If the outward and return portions have been separated, both portions must be shown to the guard.

9. **Reduced-fare Tickets.**—Except where inconsistent with the context or otherwise provided, tickets at fares which are a proportion of any other fares, will, in each case, have the same availability (both as to period of time and break of journey) as the tickets at such last-mentioned fares.

10. **Passengers Booked Between Two Separate Sections of Railway.**—The fares for each section will be computed separately.

11. The Department is not responsible for any loss, damage, or expense due to delays in transit of passengers whether arising from act of God, civil commotion, Queen's enemies, strikes, lockouts, or other labour disturbances (whether of employees of the Railways Department or of other persons), floods, fires, accidents, or cancellation, suspension, or alteration of any timetable.

PASSENGERS

2. Ordinary Tickets

1. Fares (hereinafter referred to as ordinary fares) will be charged for ordinary tickets at the following rates:

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN	
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class
1	s. d.	s. d.	s. d.	s. d.	46	s. d.	s. d.	s. d.	s. d.
2	0 8	0 5	1 0	0 8	47	11 3	8 0	21 0	14 9
3	0 9	0 8	1 3	0 11	48	11 6	8 3	21 3	15 3
4	0 11	0 9	1 8	1 1	49	11 6	8 3	21 6	15 6
5	1 3	0 11	2 2	1 7	50	11 9	8 3	22 0	15 6
6	1 8	1 1	2 8	1 10	51	11 9	8 6	22 0	15 9
7	1 11	1 5	3 0	2 2	52	12 3	8 6	23 0	16 0
8	2 4	1 8	3 6	2 7	53	12 3	9 0	23 0	16 0
9	2 7	1 9	4 0	2 10	54	12 3	9 0	23 6	16 6
10	2 10	1 10	4 5	3 1	55	12 6	9 3	23 9	17 0
11	3 0	2 1	5 1	3 6	56	13 3	9 3	24 0	17 3
12	3 2	2 2	5 6	3 8	57	13 6	9 3	24 9	17 6
13	3 4	2 5	6 2	4 1	58	13 6	9 6	25 3	17 9
14	3 10	2 7	7 0	4 6	59	13 9	9 6	25 3	17 9
15	3 11	2 9	7 3	4 10	60	13 9	9 9	26 0	18 0
16	4 3	2 11	7 9	5 3	61	14 0	10 3	26 0	18 9
17	4 6	3 1	8 2	5 10	62	14 3	10 3	26 6	18 9
18	4 8	3 2	8 7	6 3	63	14 3	10 3	26 6	19 0
19	5 1	3 4	9 1	6 6	64	14 6	10 6	27 3	19 0
20	5 4	3 6	9 6	6 9	65	14 6	10 6	27 6	19 3
21	5 5	3 7	10 0	7 0	66	14 9	11 0	28 3	19 9
22	5 6	4 0	10 3	7 6	67	15 3	11 0	28 6	20 0
23	6 0	4 3	10 9	7 9	68	15 9	11 0	29 3	20 3
24	6 3	4 3	11 0	8 0	69	15 9	11 3	29 3	20 3
25	6 3	4 6	11 0	8 3	70	16 0	11 3	29 6	21 0
26	6 3	4 9	11 9	8 6	71	16 0	11 6	29 9	21 0
27	6 6	5 0	12 0	9 0	72	16 3	11 6	30 0	21 3
28	7 0	5 0	12 6	9 0	73	16 6	11 9	30 9	21 6
29	7 3	5 0	13 0	9 6	74	16 9	11 9	31 6	21 6
30	7 3	5 3	13 6	9 9	75	16 9	11 9	31 9	22 0
31	7 6	5 6	13 9	10 0	76	17 3	12 0	32 0	22 0
32	8 0	5 9	14 6	10 3	77	17 3	12 3	32 0	22 6
33	8 0	5 9	14 9	10 6	78	17 6	12 3	32 6	23 0
34	8 3	6 0	15 0	11 0	79	17 9	12 3	32 9	23 0
35	8 3	6 0	15 6	11 3	80	17 9	12 6	33 6	23 6
36	8 9	6 6	16 0	11 9	81	18 0	12 6	33 9	23 6
37	9 0	6 6	16 6	12 0	82	18 6	13 3	34 3	23 9
38	9 3	6 9	17 0	12 6	83	18 6	13 3	34 6	23 9
39	9 3	7 0	17 6	12 9	84	18 9	13 6	34 9	24 0
40	9 6	7 0	17 9	12 9	85	18 9	13 6	34 9	24 0
41	9 9	7 0	18 9	13 3	86	19 0	13 6	35 0	24 9
42	10 0	7 3	19 0	13 6	87	19 0	13 6	35 6	24 9
43	10 0	7 6	19 0	13 6	88	19 6	13 9	35 9	25 3
44	10 6	7 9	19 9	13 9	89	19 9	13 9	36 6	25 3
45	11 0	7 9	20 0	14 6	90	19 9	14 0	37 0	25 9
	11 0	8 0	20 3	14 9		20 0	14 0	37 6	26 0
						20 0	14 3	37 9	26 0

PASSENGERS

Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN	
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class
	s.	d.	s.	d.		s.	d.	s.	d.
91	20	3	14	3	136	29	6	55	0
92	20	6	14	3	137	29	6	56	0
93	20	9	14	6	138	30	0	56	0
94	20	9	14	6	139	30	6	56	0
95	20	9	14	9	140	30	6	57	0
96	21	3	14	9	141	30	6	57	6
97	21	9	14	9	142	31	0	57	6
98	21	9	15	3	143	31	0	57	6
99	22	3	15	9	144	31	0	58	6
100	22	3	15	9	145	31	6	59	0
101	22	3	15	9	146	31	6	59	0
102	22	6	16	0	147	31	6	59	6
103	22	6	16	0	148	32	6	60	0
104	23	0	16	3	149	32	6	60	0
105	23	0	16	3	150	32	6	60	0
106	23	6	16	6	151	33	0	61	0
107	24	0	16	6	152	33	0	61	6
108	24	0	16	9	153	33	0	61	6
109	24	3	16	9	154	33	0	62	0
110	24	3	16	9	155	33	6	62	6
111	24	6	17	3	156	33	6	63	0
112	24	6	17	3	157	33	6	63	0
113	24	9	17	6	158	34	6	63	6
114	25	0	17	6	159	34	6	64	0
115	25	3	17	6	160	34	6	64	6
116	25	3	17	9	161	34	6	64	6
117	25	9	17	9	162	35	0	65	0
118	25	9	18	0	163	35	0	65	6
119	26	0	18	6	164	35	6	66	0
120	26	3	18	6	165	35	6	66	0
121	26	3	18	6	166	35	6	66	6
122	26	9	18	9	167	36	0	67	0
123	27	0	18	9	168	36	0	67	6
124	27	0	19	0	169	36	6	68	0
125	27	3	19	0	170	36	6	68	0
126	27	3	19	0	171	37	0	68	6
127	27	6	19	6	172	37	0	69	6
128	28	0	19	9	173	37	0	69	6
129	28	0	19	9	174	37	6	69	6
130	28	3	19	9	175	37	6	70	0
131	28	6	20	0	176	38	0	70	6
132	29	0	20	0	177	38	0	71	0
133	29	0	20	0	178	38	0	71	6
134	29	0	20	6	179	38	6	71	6
135	29	6	20	6	180	38	6	72	0

PASSENGERS

Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN									
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class								
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.							
181	39	0	27	0	72	6	49	6	226	48	0	33	0	89	6	61	0
182	39	0	27	0	72	6	49	6	227	48	0	33	6	90	0	61	0
183	39	6	27	0	73	0	49	6	228	48	0	33	6	90	6	61	6
184	39	6	27	6	73	6	50	6	229	48	6	33	6	90	6	61	6
185	39	6	27	6	74	0	50	6	230	49	0	33	6	91	0	61	6
186	40	0	27	6	74	6	50	6	231	49	0	33	6	91	6	62	0
187	40	0	27	6	75	0	51	0	232	49	6	34	0	92	0	62	6
188	40	0	28	0	75	0	51	0	233	49	6	34	6	92	0	62	6
189	40	0	28	0	75	6	51	0	234	49	6	34	6	92	6	63	0
190	40	0	28	0	75	6	51	6	235	50	0	34	6	93	0	63	0
191	41	0	28	6	76	0	51	6	236	50	0	34	6	93	6	63	0
192	41	0	28	6	76	6	52	0	237	50	0	34	6	93	6	63	6
193	41	6	28	6	77	0	52	6	238	50	6	34	6	94	0	64	0
194	41	6	29	0	77	0	53	0	239	50	6	35	0	94	6	64	0
195	41	6	29	0	78	0	53	0	240	50	6	35	0	95	0	64	6
196	42	0	29	0	78	0	53	0	241	51	0	35	6	95	6	64	6
197	42	0	29	0	78	6	53	6	242	51	0	35	6	95	6	64	6
198	42	0	29	0	78	6	53	6	243	51	6	35	6	96	0	65	0
199	42	6	29	6	79	6	54	0	244	52	0	35	6	96	0	65	6
200	42	6	29	6	80	0	54	0	245	52	0	36	0	97	0	65	6
201	43	0	29	6	80	6	54	0	246	52	0	36	0	97	6	66	0
202	43	6	30	0	80	6	54	6	247	52	0	36	0	97	6	66	0
203	43	6	30	0	81	0	54	6	248	52	6	36	6	98	0	66	0
204	43	6	30	6	81	0	55	0	249	52	6	36	6	98	6	66	6
205	43	6	30	6	81	6	55	6	250	53	0	36	6	98	6	66	6
206	44	0	30	6	82	0	56	0	251	53	0	36	6	99	0	67	0
207	44	0	30	6	82	6	56	0	252	53	6	37	0	99	6	67	6
208	44	0	30	6	82	6	56	0	253	53	6	37	0	100	0	68	0
209	44	6	31	0	83	6	56	0	254	53	6	37	0	100	0	68	0
210	45	0	31	0	83	6	57	0	255	54	0	37	0	100	6	68	0
211	45	0	31	0	83	6	57	0	256	54	0	37	6	101	0	68	6
212	45	0	31	0	84	0	57	6	257	54	6	37	6	101	6	68	6
213	45	6	31	0	84	6	57	6	258	54	6	37	6	102	0	69	6
214	45	6	31	6	85	0	57	6	259	54	6	38	0	102	6	69	6
215	45	6	31	6	85	0	57	6	260	55	0	38	0	102	6	69	6
216	45	6	31	6	86	0	58	6	261	55	0	38	0	103	0	69	6
217	46	0	32	6	86	6	59	0	262	55	6	38	0	103	0	70	0
218	46	6	32	6	86	6	59	0	263	55	6	38	6	104	0	70	0
219	46	6	32	6	87	0	59	0	264	56	0	38	6	104	0	70	6
220	46	6	32	6	87	0	59	0	265	56	0	38	6	105	0	70	6
221	46	6	32	6	87	6	59	6	266	56	0	39	0	105	0	71	0
222	47	0	33	0	88	0	60	0	267	56	0	39	0	106	0	71	6
223	47	6	33	0	88	6	60	0	268	56	6	39	0	106	0	71	6
224	47	6	33	0	89	0	60	0	269	56	6	39	0	106	0	71	6
225	47	6	33	0	89	6	60	0	270	56	6	39	6	106	0	72	0

PASSENGERS

Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN			
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	
271	57	0	39	6	107	0	72	0	316	66	6
272	57	6	39	6	107	0	72	6	317	66	6
273	57	6	39	6	108	0	72	6	318	66	6
274	58	0	40	0	108	0	73	0	319	67	0
275	58	0	40	0	109	0	73	0	320	67	0
276	58	0	40	0	109	0	73	6	321	67	0
277	58	6	40	0	109	0	74	0	322	67	6
278	58	6	40	0	110	0	74	0	323	67	6
279	58	6	40	0	110	0	74	6	324	68	0
280	59	0	41	0	110	0	74	6	325	68	6
281	59	0	41	0	111	0	75	0	326	68	6
282	59	0	41	0	111	0	75	0	327	68	6
283	60	0	41	0	112	0	75	0	328	68	6
284	60	0	41	6	112	0	75	6	329	69	0
285	60	0	41	6	112	0	75	6	330	69	0
286	60	6	41	6	112	0	76	0	331	69	6
287	60	6	41	6	113	0	76	0	332	69	6
288	60	6	42	0	114	0	76	6	333	69	6
289	61	0	42	0	114	0	77	0	334	70	0
290	61	0	42	0	114	0	77	0	335	70	0
291	61	0	42	0	115	0	77	0	336	70	6
292	61	0	42	0	115	0	78	0	337	71	0
293	61	6	42	6	115	0	78	0	338	71	0
294	62	0	42	6	115	0	78	0	339	71	0
295	62	0	43	0	116	0	78	6	340	71	0
296	62	0	43	0	117	0	78	6	341	71	6
297	62	6	43	6	117	0	78	6	342	71	6
298	62	6	43	6	117	0	79	0	343	71	6
299	63	0	43	6	118	0	79	6	344	72	0
300	63	0	43	6	118	0	80	0	345	72	6
301	63	6	43	6	118	0	80	0	346	72	6
302	63	6	44	0	119	0	80	6	347	72	6
303	64	0	44	0	119	0	80	6	348	73	0
304	64	0	44	0	120	0	80	6	349	73	0
305	64	0	44	0	120	0	81	0	350	73	0
306	64	6	44	6	120	0	81	0	351	73	0
307	64	6	44	6	121	0	81	0	352	73	6
308	64	6	45	0	121	0	81	6	353	74	0
309	65	0	45	0	121	0	82	0	354	74	0
310	65	0	45	0	122	0	82	0	355	74	6
311	65	6	45	0	122	0	82	6	356	74	6
312	65	6	45	0	123	0	82	6	357	75	0
313	65	6	45	6	123	0	83	0	358	75	0
314	66	0	45	6	123	0	83	6	359	75	0
315	66	6	45	6	124	0	83	6	360	75	0

PASSENGERS

Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN	
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class
361	s. d.	s. d.	s. d.	s. d.	406	s. d.	s. d.	s. d.	s. d.
362	75 6	52 0	142 0	95 0	407	84 6	58 0	159 0	107 0
363	75 6	52 0	142 0	95 6	408	85 0	58 6	159 0	107 0
364	76 0	52 6	142 0	95 6	409	85 6	58 6	160 0	108 0
365	76 0	52 6	143 0	96 0	410	85 6	58 6	160 0	108 0
366	76 6	52 6	143 0	96 0	411	85 6	58 6	161 0	108 0
367	77 0	53 0	143 0	97 0	412	85 6	59 0	161 0	108 0
368	77 0	53 0	144 0	97 0	413	86 0	59 0	161 0	109 0
369	77 0	53 0	145 0	97 6	414	86 0	59 0	161 0	109 0
370	77 6	53 6	145 0	97 6	415	86 6	59 0	162 0	109 0
371	77 6	53 6	145 0	97 6	416	86 6	60 0	162 0	109 0
372	77 6	53 6	146 0	98 0	417	87 0	60 0	163 0	110 0
373	78 0	53 6	146 0	98 0	418	87 0	60 0	163 0	110 0
374	78 0	53 6	146 0	98 6	419	87 6	60 0	163 0	110 0
375	78 0	54 0	147 0	98 6	420	87 6	60 0	164 0	110 0
376	78 0	54 0	147 0	99 0	421	88 0	60 6	164 0	111 0
377	78 6	54 6	148 0	99 0	422	88 0	60 6	165 0	111 0
378	79 0	54 6	148 0	99 6	423	88 0	60 6	165 0	111 0
379	79 0	54 6	148 0	100 0	424	88 0	60 6	165 0	111 0
380	79 6	54 6	148 0	100 0	425	88 6	61 0	166 0	112 0
381	79 6	54 6	149 0	100 0	426	88 6	61 0	166 0	112 0
382	80 0	55 0	149 0	100 6	427	89 0	61 0	167 0	112 0
383	80 0	55 0	149 0	100 6	428	89 0	61 0	167 0	112 0
384	80 0	55 0	150 0	101 0	429	89 6	61 0	167 0	113 0
385	80 0	55 6	151 0	101 0	430	89 6	61 6	167 0	113 0
386	80 6	55 6	151 0	101 6	431	89 6	61 6	168 0	113 0
387	81 0	55 6	151 0	102 0	432	89 6	62 0	168 0	114 0
388	81 0	55 6	152 0	102 0	433	90 6	62 0	169 0	114 0
389	81 0	56 0	152 0	103 0	434	90 6	62 0	169 0	114 0
390	81 6	56 0	152 0	103 0	435	90 6	62 0	170 0	114 0
391	81 6	56 0	153 0	103 0	436	90 6	62 0	170 0	115 0
392	82 0	56 0	153 0	103 0	437	91 0	62 6	170 0	115 0
393	82 0	56 6	154 0	103 0	438	91 0	62 6	171 0	115 0
394	82 0	56 6	154 0	104 0	439	91 6	63 0	171 0	115 0
395	82 6	56 6	154 0	104 0	440	91 6	63 0	172 0	115 0
396	82 6	56 6	155 0	104 0	441	92 0	63 0	172 0	115 0
397	83 0	57 0	155 0	104 0	442	92 0	63 0	172 0	116 0
398	83 0	57 0	155 0	105 0	443	92 0	63 6	173 0	116 0
399	83 0	57 0	156 0	105 0	444	92 6	63 6	173 0	117 0
400	83 6	57 6	156 0	106 0	445	92 6	64 0	173 0	117 0
401	83 6	57 6	157 0	106 0	446	93 0	64 0	174 0	117 0
402	83 6	57 6	157 0	106 0	447	93 6	64 0	174 0	117 0
403	84 0	58 0	157 0	106 0	448	93 6	64 0	174 0	117 0
404	84 0	58 0	158 0	106 0	449	93 6	64 0	175 0	118 0
405	84 6	58 0	158 0	106 0	450	93 6	64 6	175 0	118 0

PASSENGERS

Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN									
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class								
	s.	d.	s.	d.		s.	d.	s.	d.								
451	94	0	64	6	176	0	118	0	496	103	0	71	0	193	0	129	0
452	94	0	64	6	176	0	118	0	497	103	0	71	0	193	0	130	0
453	94	0	64	6	176	0	119	0	498	103	0	71	0	194	0	130	0
454	94	6	65	0	176	0	119	0	499	104	0	71	0	194	0	130	0
455	94	6	65	0	177	0	119	0	500	104	0	71	0	194	0	131	0
456	94	6	65	0	178	0	120	0	501	104	0	71	6	195	0	131	0
457	95	0	65	6	178	0	120	0	502	105	0	71	6	195	0	131	0
458	95	6	65	6	178	0	120	0	503	105	0	71	6	195	0	131	0
459	96	0	65	6	179	0	120	0	504	105	0	71	6	196	0	132	0
460	96	0	65	6	179	0	120	0	505	105	0	72	0	196	0	132	0
461	96	0	66	0	180	0	121	0	506	105	0	72	0	196	0	132	0
462	96	0	66	0	180	0	121	0	507	105	0	72	6	197	0	132	0
463	96	6	66	6	180	0	121	0	508	106	0	72	6	197	0	132	0
464	96	6	66	6	181	0	121	0	509	106	0	72	6	197	0	133	0
465	96	6	66	6	181	0	122	0	510	106	0	72	6	198	0	133	0
466	97	0	66	6	181	0	122	0	511	106	0	73	0	198	0	133	0
467	97	0	66	6	182	0	122	0	512	107	0	73	0	198	0	134	0
468	97	0	67	0	182	0	123	0	513	107	0	73	0	199	0	134	0
469	97	6	67	0	183	0	123	0	514	107	0	73	0	199	0	134	0
470	97	6	67	0	183	0	123	0	515	107	0	73	0	200	0	134	0
471	98	0	67	0	183	0	123	0	516	107	0	73	6	200	0	134	0
472	98	0	67	0	184	0	123	0	517	107	0	73	6	200	0	134	0
473	98	6	67	6	184	0	124	0	518	108	0	74	0	201	0	134	0
474	98	6	67	6	184	0	124	0	519	108	0	74	0	201	0	135	0
475	98	6	68	0	185	0	124	0	520	108	0	74	0	202	0	135	0
476	99	0	68	0	185	0	125	0	521	108	0	74	6	202	0	136	0
477	99	0	68	0	186	0	125	0	522	109	0	74	6	202	0	136	0
478	99	0	68	6	186	0	125	0	523	109	0	74	6	203	0	136	0
479	99	6	68	6	186	0	125	0	524	109	0	74	6	203	0	136	0
480	100	0	68	6	187	0	126	0	525	109	0	75	0	203	0	136	0
481	100	0	68	6	187	0	126	0	526	109	0	75	0	203	0	136	0
482	100	0	69	0	187	0	126	0	527	110	0	75	0	204	0	137	0
483	100	0	69	0	188	0	127	0	528	110	0	75	0	205	0	137	0
484	100	6	69	0	188	0	127	0	529	110	0	75	0	205	0	137	0
485	100	6	69	0	189	0	127	0	530	110	0	75	0	205	0	137	0
486	101	0	69	6	189	0	127	0	531	111	0	75	6	205	0	138	0
487	101	6	69	6	190	0	127	0	532	111	0	75	6	206	0	138	0
488	101	6	69	6	190	0	128	0	533	111	0	75	6	206	0	138	0
489	102	0	69	6	190	0	128	0	534	111	0	75	6	207	0	138	0
490	102	0	69	6	191	0	128	0	535	111	0	76	0	207	0	139	0
491	102	0	70	0	191	0	128	0	536	111	0	76	0	207	0	139	0
492	103	0	70	0	191	0	129	0	537	111	0	76	6	208	0	139	0
493	103	0	70	6	191	0	129	0	538	112	0	76	6	208	0	139	0
494	103	0	70	6	192	0	129	0	539	112	0	77	0	208	0	139	0
495	103	0	71	0	192	0	129	0	540	112	0	77	0	209	0	139	0

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Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN									
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class								
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.							
541	113	0	77	0	209	0	140	0	586	122	0	83	0	225	0	149	0
542	113	0	77	0	209	0	140	0	587	122	0	83	6	226	0	150	0
543	113	0	77	6	210	0	140	0	588	122	0	83	6	226	0	150	0
544	113	0	77	6	210	0	140	0	589	122	0	83	6	226	0	150	0
545	113	0	77	6	210	0	140	0	590	122	0	83	6	227	0	150	0
546	113	0	77	6	211	0	140	0	591	123	0	84	0	227	0	151	0
547	114	0	77	6	211	0	141	0	592	123	0	84	0	228	0	151	0
548	114	0	78	0	211	0	141	0	593	123	0	84	0	228	0	151	0
549	114	0	78	0	212	0	142	0	594	123	0	84	0	228	0	151	0
550	114	0	78	0	212	0	142	0	595	124	0	84	0	228	0	151	0
551	115	0	78	0	213	0	142	0	596	124	0	84	6	229	0	152	0
552	115	0	78	0	213	0	142	0	597	124	0	84	6	229	0	152	0
553	115	0	78	6	213	0	142	0	598	124	0	85	0	229	0	152	0
554	115	0	78	6	214	0	142	0	599	124	0	85	0	230	0	152	0
555	115	0	79	0	214	0	143	0	600	124	0	85	6	230	0	153	0
556	115	0	79	0	214	0	143	0	601	125	0	85	6	231	0	153	0
557	116	0	79	6	215	0	143	0	602	125	0	85	6	231	0	153	0
558	116	0	79	6	215	0	143	0	603	125	0	85	6	231	0	153	0
559	116	0	79	6	216	0	144	0	604	125	0	85	6	231	0	153	0
560	116	0	79	6	216	0	144	0	605	125	0	85	6	232	0	153	0
561	116	0	80	0	216	0	144	0	606	126	0	86	0	233	0	154	0
562	116	0	80	0	216	0	144	0	607	126	0	86	0	233	0	154	0
563	117	0	80	0	217	0	144	0	608	126	0	86	0	233	0	154	0
564	117	0	80	0	217	0	145	0	609	126	0	86	0	233	0	154	0
565	117	0	80	0	218	0	145	0	610	126	0	86	6	234	0	155	0
566	117	0	80	6	218	0	145	0	611	127	0	86	6	235	0	155	0
567	118	0	80	6	219	0	145	0	612	127	0	86	6	235	0	155	0
568	118	0	80	6	219	0	146	0	613	127	0	87	0	235	0	155	0
569	118	0	81	0	219	0	146	0	614	127	0	87	6	235	0	155	0
570	118	0	81	0	219	0	146	0	615	128	0	87	6	236	0	156	0
571	119	0	81	0	220	0	146	0	616	128	0	87	6	236	0	156	0
572	119	0	81	0	220	0	146	0	617	128	0	87	6	236	0	156	0
573	119	0	81	6	220	0	147	0	618	128	0	88	0	237	0	156	0
574	119	0	81	6	221	0	147	0	619	128	0	88	0	237	0	157	0
575	119	0	82	0	221	0	147	0	620	128	0	88	0	238	0	157	0
576	119	0	82	0	222	0	147	0	621	128	0	88	0	238	0	157	0
577	120	0	82	0	222	0	148	0	622	129	0	88	0	238	0	157	0
578	120	0	82	0	222	0	148	0	623	129	0	88	0	239	0	158	0
579	120	0	82	6	223	0	148	0	624	129	0	88	6	239	0	158	0
580	120	0	82	6	223	0	148	0	625	130	0	88	6	239	0	158	0
581	121	0	82	6	224	0	148	0	626	130	0	88	6	240	0	158	0
582	121	0	83	0	224	0	148	0	627	130	0	88	6	240	0	158	0
583	121	0	83	0	224	0	149	0	628	130	0	89	0	241	0	159	0
584	121	0	83	0	224	0	149	0	629	130	0	89	0	241	0	159	0
585	121	0	83	0	225	0	149	0	630	131	0	89	6	241	0	159	0

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Ordinary Tickets—continued

Miles	SINGLE		RETURN		Miles	SINGLE		RETURN			
	First Class	Second Class	First Class	Second Class		First Class	Second Class	First Class	Second Class		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	
631	131	0	89	6	241	0	159	0	666	138	0
632	131	0	89	6	242	0	159	0	667	138	0
633	131	0	89	6	242	0	160	0	668	138	0
634	132	0	89	6	243	0	160	0	669	139	0
635	132	0	90	0	243	0	160	0	670	139	0
636	132	0	90	6	243	0	160	0	671	139	0
637	132	0	90	6	244	0	161	0	672	139	0
638	132	0	90	6	244	0	161	0	673	139	0
639	132	0	90	6	245	0	161	0	674	139	0
640	133	0	90	6	245	0	161	0	675	140	0
641	133	0	91	0	245	0	161	0	676	140	0
642	133	0	91	0	246	0	161	0	677	140	0
643	133	0	91	0	246	0	162	0	678	140	0
644	133	0	91	6	246	0	162	0	679	141	0
645	134	0	91	6	247	0	162	0	680	141	0
646	134	0	91	6	247	0	162	0	681	141	0
647	134	0	91	6	247	0	163	0	682	141	0
648	134	0	92	0	248	0	163	0	683	141	0
649	135	0	92	0	248	0	163	0	684	141	0
650	135	0	92	0	248	0	163	0	685	142	0
651	135	0	92	0	249	0	164	0	686	142	0
652	135	0	92	6	249	0	164	0	687	142	0
653	135	0	92	6	250	0	164	0	688	142	0
654	135	0	92	6	250	0	164	0	689	143	0
655	135	0	93	0	250	0	165	0	690	143	0
656	136	0	93	0	250	0	165	0	691	143	0
657	136	0	93	6	251	0	165	0	692	143	0
658	136	0	93	6	251	0	165	0	693	143	0
659	136	0	93	6	252	0	165	0	694	143	0
660	136	0	93	6	252	0	165	0	695	144	0
661	137	0	93	6	252	0	165	0	696	144	0
662	137	0	94	0	252	0	166	0	697	144	0
663	137	0	94	0	253	0	166	0	698	144	0
664	137	0	94	0	253	0	167	0	699	145	0
665	138	0	94	0	254	0	167	0	700	145	0

Fares for distances exceeding 700 miles will be computed by adding to the fare for 700 miles the ordinary fare (regulation 2) for the additional mileage involved.

2. Availability—Except as may be otherwise specially provided, tickets at ordinary fares (regulation 2) will be available as follows:

- (a) Single tickets for journeys not exceeding 20 miles – for one day only, being the date shown on the ticket, except that such tickets issued between two stations on separate sections of railway and which necessitate a sea journey will be available for three calendar months.
- (b) Single tickets for journeys exceeding 20 miles – for three calendar months.
- (c) Return tickets – for three calendar months.
- (d) The journey may be commenced on the date shown on the ticket or at any time within the period of the availability of the ticket, and must be completed before the expiry of such period.

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(e) In each case under subparagraphs (b) and (c) hereof the period of availability shall begin on the day immediately following the date shown on the ticket.

For Example: A ticket available for three months issued on the 15th day of a month will be available up to and including the 15th day of the third succeeding month. A ticket issued on the last day of any month will be available up to and including the last day of the third succeeding month.

3. **Break of Journey**—Except in cases where break of journey is necessitated by the train service, single or return tickets for distances of 10 miles and under will not be available for break of journey. Passengers holding such tickets for distances over 10 miles may break the journey at any station at which the train is timed to stop, after travelling 10 miles from the original starting station: Provided that in the case of intersection bookings which necessitate a sea journey between the North and South Islands, the rail journey may, after the completion of the sea journey, be broken at Christchurch, and/or Wellington.

3. Family Excursion Tickets

1. **Fares**—Second-class family return tickets at three times the ordinary return fare (regulation 2) may be issued to parents and their children travelling together. Minimum charge as for 20 miles.

2. **Conditions**—The children must be under sixteen years of age, and be accompanied by at least one of their parents. The number of children in any family who may travel on one ticket is unlimited. The names of the parents or parent and children must be declared at the time of booking, and only the persons whose names are so declared may travel on the ticket.

3. **Availability**—These tickets will be available for the period specified for ordinary return tickets and must be obtained not less than fifteen minutes before the due time of departure of the train by which they are to be used.

4. Trip Bearer Tickets

1. Except where otherwise provided in regulations 33, 34, 35, and 36, trip-bearer tickets, first or second class, will be issued at the charge for six return fares, ordinary or local, as may be appropriate, less 10 per cent, and will be available for twelve single journeys.

2. **Availability**—Trip-bearer tickets will be transferable, and will be available for six weeks including date of issue; they will not be issued for distances exceeding 25 miles, and will not be available for break of journey.

3. **Children**—One or two children 4 years of age and under 15 years of age travelling on these tickets will count as one adult; three or four such children will count as two adults, and so on, each additional one or two children counting as one adult. The age limit will be the same in each case.

4. **Change of Class**—Passengers holding second-class trip-bearer tickets and who desire to travel first class will be charged the difference between the first- and second-class single fare, ordinary or local, as the case may be.

5. **Conditions**—(a) Where two or more passengers are travelling on a trip-bearer ticket such passengers will require to occupy seats in the same compartment or carriage or in such other accommodation as may be allocated to them by the Department.

(b) Trip-bearer tickets will only be sold for the use of persons residing in the neighbourhood of one of the terminal stations shown on the ticket.

5. Weekly Ten-trip Tickets

1. **Fares**—Weekly ten-trip tickets will be issued for distances not exceeding 27 miles and charged as follows:

Miles	Second Class	Miles	Second Class	Miles	Second Class
	s. d.		s. d.		s. d.
2	3 0	11	11 6	20	19 3
3	4 3	12	12 0	21	20 3
4	5 0	13	13 3	22	21 3
5	6 0	14	14 3	23	21 9
6	6 6	15	14 9	24	23 0
7	7 9	16	16 0	25	23 9
8	8 6	17	16 9	26	24 9
9	9 9	18	18 0	27	25 3
10	10 9	19	18 6		

2. **Availability**—These tickets will be available for one week including date of issue. They will not be available for break of journey, nor for use on Sundays. The tickets are not transferable.

3. **Class of Travel**—These tickets are issued for second-class travel only. Holders will be charged the full first-class fare when found travelling in first-class carriages.

4. **Children**—No reduction in charge will be made for children.

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6. Special Excursion Tickets

1. Conditions—Special excursion return tickets for distances of not less than 12 miles will be issued between such stations and on such days and for such trains as may from time to time be decided upon by the Department. These tickets will be available for such period as may be specified in each case, and, except as otherwise provided, will not be available for break of journey.

2. Fares for distances up to 600 miles will be charged at the following rates:

Miles	First Class		Second Class		Miles	First Class		Second Class		Miles	First Class		Second Class	
	s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.
12	5	6	3	9	61	24	0	17	0	111	41	0	29	0
13	6	3	4	0	62	24	0	17	0	112	41	0	29	0
14	6	6	4	3	63	24	6	17	0	113	42	0	29	0
15	7	0	4	9	64	25	0	17	6	114	42	0	29	0
					65	25	6	18	0	115	43	0	29	0
16	7	3	5	3	66	25	6	18	0	116	43	0	29	0
17	7	9	5	9	67	26	6	18	6	117	43	0	30	0
18	8	3	5	9	68	26	6	18	6	118	43	0	30	0
19	8	6	6	0	69	26	6	19	0	119	44	0	30	0
20	9	0	6	3	70	27	0	19	0	120	44	0	30	0
21	9	3	6	9	71	27	0	19	0	121	44	0	31	0
22	9	9	7	0	72	27	6	19	6	122	45	0	31	0
23	10	0	7	3	73	28	6	19	6	123	45	0	31	0
24	10	0	7	6	74	28	6	20	0	124	45	0	31	0
25	10	6	7	9	75	29	0	20	0	125	46	0	31	0
26	10	9	8	0	76	29	0	20	6	126	46	0	32	0
27	11	3	8	0	77	29	6	20	6	127	46	0	32	0
28	11	9	8	6	78	29	6	20	6	128	47	0	32	0
29	12	3	8	9	79	30	0	21	0	129	48	0	32	0
30	12	6	9	0	80	30	6	21	0	130	48	0	33	0
31	13	0	9	3	81	31	0	21	6	131	48	0	33	0
32	13	3	9	6	82	31	0	21	6	132	48	0	33	0
33	13	6	10	0	83	31	6	21	6	133	49	0	33	0
34	14	0	10	3	84	31	6	22	6	134	49	0	34	0
35	14	6	10	6	85	32	0	22	6	135	49	0	34	0
36	14	9	10	9	86	32	0	23	0	136	50	0	34	0
37	15	3	11	3	87	33	0	23	0	137	50	0	34	0
38	15	9	11	6	88	33	6	23	0	138	50	0	35	0
39	16	0	11	6	89	34	0	23	6	139	50	0	35	0
40	17	0	12	0	90	34	0	23	6	140	51	0	35	0
41	17	0	12	3	91	34	0	23	6	141	52	0	35	0
42	17	0	12	3	92	34	6	24	0	142	52	0	35	0
43	17	9	12	6	93	34	6	24	0	143	52	0	36	0
44	18	0	13	0	94	35	0	24	6	144	53	0	36	0
45	18	3	13	3	95	36	0	24	6	145	53	0	36	0
46	19	0	13	3	96	36	0	25	0	146	53	0	36	0
47	19	3	13	9	97	36	6	25	0	147	54	0	36	0
48	19	3	14	0	98	36	6	25	6	148	54	0	37	0
49	19	9	14	0	99	37	0	25	6	149	54	0	37	0
50	19	9	14	3	100	37	0	25	6	150	54	0	37	0
51	20	6	14	6	101	37	0	26	0	151	55	0	37	0
52	20	6	14	6	102	38	0	26	0	152	55	0	37	0
53	21	0	15	0	103	38	0	27	0	153	55	0	38	0
54	21	6	15	6	104	39	0	27	0	154	56	0	38	0
55	21	6	15	6	105	39	0	27	0	155	56	0	38	0
56	22	6	16	0	106	39	0	27	0	156	57	0	39	0
57	23	0	16	0	107	40	0	27	0	157	57	0	39	0
58	23	0	16	0	108	40	0	28	0	158	57	0	39	0
59	23	6	16	0	109	40	0	28	0	159	58	0	40	0
60	23	6	17	0	110	41	0	28	0	160	58	0	40	0

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Special Excursion Tickets—continued

Miles	First Class	Second Class	Miles	First Class	Second Class	Miles	First Class	Second Class	Miles	First Class	Second Class
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
211	75 0	51 0	261	93 0	63 0	311	110 0	74 0	361	128 0	86 0
212	76 0	52 0	262	93 0	63 0	312	111 0	74 0	362	128 0	86 0
213	76 0	52 0	263	94 0	63 0	313	111 0	75 0	363	128 0	86 0
214	77 0	52 0	264	94 0	63 0	314	111 0	75 0	364	128 0	86 0
215	77 0	52 0	265	95 0	63 0	315	112 0	75 0	365	129 0	86 0
216	77 0	53 0	266	95 0	64 0	316	112 0	75 0	366	129 0	86 0
217	78 0	53 0	267	95 0	64 0	317	113 0	75 0	367	129 0	87 0
218	78 0	53 0	268	95 0	64 0	318	113 0	76 0	368	130 0	87 0
219	78 0	53 0	269	95 0	64 0	319	113 0	76 0	369	131 0	88 0
220	78 0	53 0	270	95 0	65 0	320	113 0	76 0	370	131 0	88 0
221	79 0	54 0	271	96 0	65 0	321	113 0	77 0	371	131 0	88 0
222	79 0	54 0	272	96 0	65 0	322	114 0	77 0	372	131 0	88 0
223	80 0	54 0	273	97 0	65 0	323	114 0	77 0	373	131 0	88 0
224	80 0	54 0	274	97 0	66 0	324	114 0	77 0	374	131 0	89 0
225	81 0	54 0	275	98 0	66 0	325	115 0	77 0	375	132 0	89 0
226	81 0	55 0	276	98 0	66 0	326	115 0	78 0	376	132 0	89 0
227	81 0	55 0	277	98 0	67 0	327	115 0	78 0	377	133 0	89 0
228	81 0	55 0	278	99 0	67 0	328	116 0	78 0	378	133 0	90 0
229	81 0	55 0	279	99 0	67 0	329	116 0	78 0	379	133 0	90 0
230	82 0	55 0	280	99 0	67 0	330	116 0	78 0	380	133 0	90 0
231	82 0	56 0	281	100 0	68 0	331	117 0	78 0	381	134 0	90 0
232	83 0	56 0	282	100 0	68 0	332	117 0	79 0	382	134 0	90 0
233	83 0	56 0	283	101 0	68 0	333	118 0	79 0	383	134 0	90 0
234	83 0	57 0	284	101 0	68 0	334	118 0	79 0	384	135 0	91 0
235	84 0	57 0	285	101 0	68 0	335	118 0	80 0	385	136 0	91 0
236	84 0	57 0	286	101 0	68 0	336	119 0	80 0	386	136 0	91 0
237	84 0	57 0	287	102 0	68 0	337	119 0	80 0	387	136 0	92 0
238	85 0	58 0	288	103 0	69 0	338	119 0	81 0	388	137 0	92 0
239	85 0	58 0	289	103 0	69 0	339	120 0	81 0	389	137 0	93 0
240	86 0	58 0	290	103 0	69 0	340	121 0	81 0	390	137 0	93 0
241	86 0	58 0	291	104 0	69 0	341	121 0	81 0	391	138 0	93 0
242	86 0	58 0	292	104 0	70 0	342	121 0	81 0	392	138 0	93 0
243	86 0	59 0	293	104 0	70 0	343	121 0	81 0	393	139 0	93 0
244	86 0	59 0	294	104 0	70 0	344	122 0	81 0	394	139 0	94 0
245	87 0	59 0	295	104 0	71 0	345	122 0	82 0	395	139 0	94 0
246	88 0	59 0	296	105 0	71 0	346	122 0	82 0	396	140 0	94 0
247	88 0	59 0	297	105 0	71 0	347	122 0	82 0	397	140 0	94 0
248	88 0	59 0	298	105 0	71 0	348	122 0	83 0	398	140 0	95 0
249	89 0	60 0	299	106 0	72 0	349	123 0	83 0	399	140 0	95 0
250	89 0	60 0	300	106 0	72 0	350	123 0	83 0	400	140 0	95 0
251	89 0	60 0	301	106 0	72 0	351	123 0	83 0	401	141 0	95 0
252	90 0	61 0	302	107 0	72 0	352	124 0	84 0	402	141 0	95 0
253	90 0	61 0	303	107 0	72 0	353	124 0	84 0	403	141 0	95 0
254	90 0	61 0	304	108 0	72 0	354	125 0	84 0	404	142 0	95 0
255	90 0	61 0	305	108 0	73 0	355	125 0	84 0	405	142 0	95 0
256	91 0	62 0	306	108 0	73 0	356	125 0	84 0	406	143 0	96 0
257	91 0	62 0	307	109 0	73 0	357	126 0	85 0	407	143 0	96 0
258	92 0	63 0	308	109 0	73 0	358	126 0	85 0	408	143 0	96 0
259	92 0	63 0	309	109 0	74 0	359	126 0	85 0	409	144 0	97 0
260	92 0	63 0	310	110 0	74 0	360	127 0	86 0	410	144 0	97 0

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Special Excursion Tickets—continued

Miles	First Class		Second Class		Miles	First Class		Second Class		Miles	First Class		Second Class		Miles	First Class		Second Class	
	s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.
411	145	0	97	0	461	162	0	109	0	511	178	0	120	0	556	193	0	129	0
412	145	0	97	0	462	162	0	109	0	512	178	0	121	0	557	194	0	129	0
413	145	0	98	0	463	162	0	109	0	513	179	0	121	0	558	194	0	129	0
414	145	0	98	0	464	163	0	109	0	514	179	0	121	0	559	194	0	130	0
415	146	0	98	0	465	163	0	110	0	515	180	0	121	0	560	194	0	130	0
416	146	0	98	0	466	163	0	110	0	516	180	0	121	0	561	194	0	130	0
417	147	0	99	0	467	164	0	110	0	517	180	0	121	0	562	194	0	130	0
418	147	0	99	0	468	164	0	111	0	518	181	0	121	0	563	195	0	130	0
419	147	0	99	0	469	165	0	111	0	519	181	0	122	0	564	195	0	131	0
420	148	0	99	0	470	165	0	111	0	520	182	0	122	0	565	196	0	131	0
421	148	0	100	0	471	165	0	111	0	521	182	0	122	0	566	196	0	131	0
422	149	0	100	0	472	166	0	111	0	522	182	0	122	0	567	197	0	131	0
423	149	0	100	0	473	166	0	112	0	523	183	0	122	0	568	197	0	131	0
424	149	0	100	0	474	166	0	112	0	524	183	0	122	0	569	197	0	131	0
425	149	0	101	0	475	167	0	112	0	525	183	0	122	0	570	197	0	131	0
426	149	0	101	0	476	167	0	113	0	526	183	0	122	0	571	198	0	131	0
427	150	0	101	0	477	167	0	113	0	527	184	0	123	0	572	198	0	131	0
428	150	0	101	0	478	167	0	113	0	528	185	0	123	0	573	198	0	132	0
429	150	0	102	0	479	167	0	113	0	529	185	0	123	0	574	199	0	132	0
430	150	0	102	0	480	168	0	113	0	530	185	0	123	0	575	199	0	132	0
431	151	0	102	0	481	168	0	113	0	531	185	0	124	0	576	200	0	132	0
432	151	0	103	0	482	168	0	113	0	532	185	0	124	0	577	200	0	133	0
433	152	0	103	0	483	169	0	114	0	533	185	0	124	0	578	200	0	133	0
434	152	0	103	0	484	169	0	114	0	534	186	0	124	0	579	201	0	133	0
435	153	0	103	0	485	170	0	114	0	535	186	0	125	0	580	201	0	133	0
436	153	0	104	0	486	170	0	114	0	536	186	0	125	0	581	202	0	133	0
437	153	0	104	0	487	171	0	114	0	537	187	0	125	0	582	202	0	133	0
438	154	0	104	0	488	171	0	115	0	538	187	0	125	0	583	202	0	134	0
439	154	0	104	0	489	171	0	115	0	539	187	0	125	0	584	202	0	134	0
440	155	0	104	0	490	172	0	115	0	540	188	0	125	0	585	203	0	134	0
441	155	0	104	0	491	172	0	115	0	541	188	0	126	0	586	203	0	134	0
442	155	0	104	0	492	172	0	116	0	542	188	0	126	0	587	203	0	135	0
443	156	0	104	0	493	172	0	116	0	543	189	0	126	0	588	203	0	135	0
444	156	0	105	0	494	173	0	116	0	544	189	0	126	0	589	203	0	135	0
445	156	0	105	0	495	173	0	116	0	545	189	0	126	0	590	204	0	135	0
446	157	0	105	0	496	174	0	116	0	546	190	0	126	0	591	204	0	136	0
447	157	0	105	0	497	174	0	117	0	547	190	0	127	0	592	205	0	136	0
448	157	0	105	0	498	175	0	117	0	548	190	0	127	0	593	205	0	136	0
449	158	0	106	0	499	175	0	117	0	549	191	0	128	0	594	205	0	136	0
450	158	0	106	0	500	175	0	118	0	550	191	0	128	0	595	205	0	136	0
451	158	0	106	0	501	176	0	118	0	551	192	0	128	0	596	206	0	137	0
452	158	0	106	0	502	176	0	118	0	552	192	0	128	0	597	206	0	137	0
453	158	0	107	0	503	176	0	118	0	553	192	0	128	0	598	206	0	137	0
454	158	0	107	0	504	176	0	119	0	554	193	0	128	0	599	207	0	137	0
455	159	0	107	0	505	176	0	119	0	555	193	0	129	0	600	207	0	138	0
456	160	0	108	0	506	176	0	119	0										
457	160	0	108	0	507	177	0	119	0										
458	160	0	108	0	508	177	0	119	0										
459	161	0	108	0	509	177	0	120	0										
460	161	0	108	0	510	178	0	120	0										

Fares for distances exceeding 600 miles will be computed by adding to the fare for 600 miles the fare at the foregoing scale, or at the scale for ordinary return fares (regulation 2) where cheaper, for the additional mileage involved.

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7. Day Excursion Tickets

1. **Conditions**—Day excursion return tickets for distances of not less than 9 miles will be issued between such stations and on such days and for such trains as may be decided upon by the Department in each case. These tickets will be available for the day of issue only, and will not be available for break of journey.

2. **Fares for distances up to 120 miles** will be charged at the following rates:

Miles	First Class	Second Class	Miles	First Class	Second Class	Miles	First Class	Second Class	Miles	First Class	Second Class
9-12	s. d.	s. d.	40	s. d.	s. d.	67	s. d.	s. d.	94	s. d.	s. d.
13	3 9	2 6	41	12 0	8 3	68	18 3	13 0	95	24 9	17 6
14	4 3	2 6	42	12 3	8 9	69	18 6	13 3	96	25 0	17 6
15	4 3	2 9	43	12 3	9 0	70	18 9	13 6	97	25 3	17 9
16	4 6	2 9	44	12 6	9 3	71	19 0	13 6	98	25 9	17 9
17	4 6	2 9	45	12 6	9 3	72	19 6	13 9	99	26 0	18 0
18	4 9	3 3	46	13 0	9 6	73	19 9	13 9	100	26 3	18 0
19	5 0	3 3	47	13 3	9 9	74	20 0	14 0	101	26 6	18 3
20	5 6	3 6	48	14 0	9 9	75	20 3	14 0	102	26 9	18 3
21	5 9	3 9	49	14 3	10 0	76	20 6	14 3	103	27 0	18 6
22	6 0	4 3	50	14 3	10 0	77	20 9	14 3	104	27 3	18 6
23	6 3	4 3	51	14 6	10 3	78	20 9	14 6	105	27 6	18 9
24	6 6	4 6	52	14 6	10 6	79	21 0	14 6	106	27 6	19 0
25	7 0	4 6	53	14 9	11 0	80	21 3	14 9	107	28 0	19 6
26	7 3	4 9	54	14 9	11 0	81	21 6	15 3	108	28 0	19 6
27	7 9	5 0	55	15 3	11 3	82	22 0	15 6	109	28 3	19 9
28	8 0	5 6	56	15 6	11 3	83	22 3	15 6	110	28 6	19 9
29	8 3	5 6	57	15 9	11 3	84	22 6	15 6	111	28 9	20 0
30	8 6	5 9	58	16 0	11 6	85	22 6	15 9	112	28 9	20 0
31	8 9	5 9	59	16 3	11 6	86	22 9	15 9	113	29 0	20 3
32	9 0	6 0	60	16 6	11 9	87	23 0	16 0	114	29 3	20 3
33	9 3	6 6	61	16 9	11 9	88	23 3	16 3	115	29 9	20 6
34	9 6	6 9	62	17 3	12 0	89	23 6	16 6	116	30 0	20 6
35	10 3	7 3	63	17 6	12 0	90	23 9	16 6	117	30 3	20 9
36	10 9	7 0	64	17 9	12 3	91	24 0	16 9	118	30 6	20 9
37	11 0	7 6	65	18 0	12 3	92	24 0	16 9	119	30 6	21 0
38	11 3	7 9	66	18 0	12 6	93	24 3	17 3	120	30 9	21 0
39	11 6	8 0		18 3	12 6		24 6	17 3		31 0	21 6

3. **Fares for distances exceeding 120 miles** will be based on the ordinary single fares (regulation 2) plus one-fifth, computed to the next 6d. in the case of first-class tickets and to the next 3d. in the case of second-class tickets.

8. Miscellaneous Concession Fares

1. **General**—(a) Subject to the conditions specified hereafter, tickets may be issued at the special excursion fares specified in regulation 6 or as otherwise provided in this regulation. Except as otherwise provided, such tickets will have the same availability (both as to period of time and break of journey) as ordinary tickets (regulation 2). The Department reserves the right to decline any application for tickets under the provisions of this regulation.

(b) Tickets issued under the provisions of this regulation must be purchased not later than thirty minutes before the departure time of the train by which such tickets are intended to be used, and will be subject to the restrictions specified in regulation 30.

(c) In the case of the concessions referred to in paragraphs 3, 5, and 11 hereof, written applications specifying the dates between which the conferences, contests, camps, and similar gatherings will extend, the stations between which the journeys will be made, and the name of the person who will sign certificates on behalf of the controlling body should be made to the General Manager not less than two months before the date of commencement of the gathering referred to. Certificates signed by other than the person named in such application will not be recognised.

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Miscellaneous Concession Fares—*continued*

Concession Granted to—	Minimum Number to Whom the Concession Will be Granted	Conditions
<p>5. Delegates to Conferences, etc.—Delegates travelling to attend annual meetings of religious bodies and friendly societies, and such other meetings or conferences as may be approved by the General Manager, and the wives and children of such delegates when accompanying the delegates</p>	20	<p>Tickets will be available for use on the outward journey within seven days previous to and at any time during the meeting or conference, provided the delegate to whom the ticket or tickets are issued can reach the place of meeting in time to take part in the business of the meeting or conference.</p> <p>Delegates attending the meeting or conference, also their wives and children when accompanying the delegates, may travel as many times as necessary during the sitting, but fresh certificates signed by the secretary or other duly authorised person and the delegate must be presented for each ticket or tickets, which must be purchased for each journey.</p> <p>This concession will not be granted unless a total of twenty persons travel by rail to the conference, etc. (See paragraph 1 (c) hereof.)</p> <p>Each application for tickets must be accompanied by a certificate as per <i>pro forma C</i> (see paragraph 13).</p>
<p>Girl Guides</p>	..	<p>See Boy Scouts (paragraph 4).</p>
<p>Girls' Life Brigade</p>	..	<p>See Boy Scouts (paragraph 4).</p>
<p>6. Judges of Show Exhibits—Judges proceeding to agricultural, horticultural, dog, and poultry shows, and ploughing matches, for the purpose of judging thereat</p>	..	<p>Tickets granted under the provisions of this paragraph will be available for use on the outward journey within seven days previous to and not later than the first day of the show or ploughing match.</p> <p>Tickets will be issued on production of judge's ticket accompanied by a certificate in the following form:</p> <p>I HEREBY certify that Mr has been appointed to judge at the *..... to be held at †..... on ‡.....</p> <p style="text-align: right;">..... Secretary.</p> <p>I HEREBY certify that I am the judge referred to above, and that I am proceeding from Station to Station for the purpose of judging, and that I am entitled to a ticket at the concession fare.</p> <p style="text-align: right;">.....</p> <p>* Insert name of show or ploughing match. † Insert place where held. ‡ Insert date of show or ploughing match.</p>
<p>Livestock Attendants</p>	..	<p>See Attendants or Exhibitors Travelling in Charge of Livestock Exhibits (paragraph 2).</p>
<p>Navy League Sea Cadets</p>	..	<p>See Boy Scouts (paragraph 4).</p>

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Miscellaneous Concession Fares—continued

Concession Granted to—	Minimum Number to Whom the Concession Will be Granted	Conditions						
<p>7. Owners of, or Attendants in Charge of Polo Ponies—Owners of polo ponies conveyed in horse boxes or attendants travelling in horse boxes in charge of such ponies</p>	<p>..</p>	<p>Tickets issued to attendants are available for use only when the holder is travelling in a horse box. Where an attendant does not travel in the horse box with the horses, the ordinary fare must be paid for the journey made.</p> <p>Not more than one owner's or attendant's concession ticket will be issued in respect of each polo pony consigned.</p> <p>Each application for a ticket must be accompanied by a certificate as per <i>pro forma</i> B (see paragraph 13).</p> <p>Where an owner or attendant travels by goods train he will require to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train.</p> <p>See regulation 9.</p>						
<p>8. Racehorse Attendants—Attendants travelling in horse boxes accompanying racehorses which are proceeding to compete at, or which are returning after having competed at, a race meeting</p>	<p>..</p>	<p>Not more than one owner's or trainer's concession ticket will be issued in respect of each racehorse consigned.</p> <p>Each application for a ticket must be accompanied by a certificate in the following form:</p>						
<p>9. Racehorse Owners and Trainers—Owners of racehorses which are proceeding to compete at a race meeting, or trainers travelling in charge of such racehorses, provided in both cases that the racehorses are conveyed in horse boxes</p>	<p>..</p>	<p>I HEREBY certify that the undermentioned horses owned (or trained) by me are proceeding from to</p> <p>Names of racehorses:—</p> <p>1. 3.</p> <p>2. 4.</p> <p>to compete at the race meeting to be held at on, and I am entitled to a-class ticket at the concession fare.</p> <p>Signature of Owner or Trainer.</p>						
<p>10. Sporting Parties—Athletic and sporting teams, rowing, rifle, and tramping clubs (also other parties as may be approved by the General Manager) travelling together between any two stations</p>	<p>6 adults</p>	<p>Tickets will be issued at the following fares:</p> <p>Single tickets – at the ordinary single fare (regulation 2) less ten per cent.</p> <p>Return tickets – at the special excursion fare (regulation 6).</p> <table border="0"> <tr> <td>Minimum charge</td> <td>s. d.</td> </tr> <tr> <td>Per adult passenger ..</td> <td>3 6</td> </tr> <tr> <td>Per child passenger ..</td> <td>1 9</td> </tr> </table> <p>Subject to reasonable notice being given, a certificate authorising either concession will be issued by any District Manager, Stationmaster, or Commercial Agent of the Railways Department, or the District Manager of the Government Tourist Department at Auckland, Rotorua, Wellington, Christchurch, Dunedin, or</p>	Minimum charge	s. d.	Per adult passenger ..	3 6	Per child passenger ..	1 9
Minimum charge	s. d.							
Per adult passenger ..	3 6							
Per child passenger ..	1 9							

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Miscellaneous Concession Fares—continued

Concession Granted to—	Minimum Number to Whom the Concession Will be Granted	Conditions
<p>St. John Ambulance Brigade Cadets</p> <p>11. Summer Schools, etc.— Persons travelling to attend summer schools for instructional and recreational purposes Persons travelling to attend camps organised by religious bodies Members of Young Farmers' Clubs travelling to attend educational courses Choirs travelling to attend competitions</p> <p>12. Theatrical Companies, etc.—Bands of musicians; theatrical, concert, and circus companies travelling together in companies of not less than six adults</p>	<p>..</p> <p>20</p> <p>6 adults</p> <p>..</p>	<p>Invercargill, upon application. Parties travelling under this regulation must travel by the trains arranged.</p> <p>Members of a team or club under fifteen years of age included in a party or forming a party will be charged half the adult concession fare. In such cases the minimum number travelling will require to be equivalent to six adult passengers.</p> <p>See Boy Scouts (paragraph 4).</p> <p>Tickets will be available for use on the outward journey within seven days previous to and at any time during the meeting, provided the person to whom the ticket is issued can reach the place of meeting in time to take part in its business.</p> <p>This concession will not be granted unless a total of twenty persons travel by rail to the school, camp, etc. (See paragraph 1 (c) hereof).</p> <p>Each application for tickets must be accompanied by a certificate as per <i>pro forma C</i> (see paragraph 13).</p> <p>Tickets will be issued at the following fares: Single tickets – at the ordinary single fare (regulation 2) less 10 per cent. Minimum charge per passenger 3s. 6d. Return tickets – at the special excursion fare (regulation 6).</p> <p>Application for these concessions must first be made to the District Manager.</p> <p>Advance agents of companies entitled to this concession, travelling apart from the company they represent, will be granted the same concession as the company.</p> <p>Advance agents must pay ordinary fares (regulation 2) in the first instance; rebate of difference will be allowed when the company purchases the remainder of the tickets.</p> <p>The total number of tickets required, exclusive of the advance agents, must be taken out at the same time and for the same date.</p> <p>Professional athletic combinations and other showmen who perform in tents or buildings at agricultural shows, sports meetings, etc., are not entitled to this concession.</p> <p>Persons not connected with the theatrical profession will not be permitted to travel at concession rate as members of the company, and in the event of any person found so travelling the full fare will be charged.</p> <p>See Summer Schools (paragraph 11).</p>
<p>Young Farmers' Clubs Travelling to Attend Educational Courses</p>	<p>..</p>	<p>See Summer Schools (paragraph 11).</p>

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13. Pro Forma Certificates:

Pro Forma "A"

I HEREBY apply for second-class ticket at the concession fare from to when travelling in charge of livestock for exhibition at *..... to be held at on

Date:.....

* Insert name of show, parade, meeting, etc.

Signature of Applicant.

PARTICULARS OF STOCK LOADED

(To be filled in by Officer in Charge at forwarding station)

Station From	Station To	Number of Trucks	Description of Stock	Amount of Freight Paid

Pro Forma "B"

I,*....., proceeding from to, hereby apply for-class ticket from to at the special excursion fare.

Signature of Applicant.

* Insert "owner of polo ponies" or "attendant travelling in charge of polo ponies", as the case may be.

Pro Forma "C"

I HEREBY certify that Mr..... { will participate in the } to be held at from to

Secretary (or other duly authorised person).

I HEREBY certify that I am the person referred to above and that I am proceeding from Station to Station for the purpose mentioned above, and that I am entitled to a-class ticket at the concession fare from to

Signature:.....

* { I also certify that the following members of my family are accompanying me and are entitled to-class tickets at the concession fares.
 Wife:
 Daughter (name and age):
 Son (name and age):

Signature:.....

* Applicable only in the case of bandsmen and delegates to conferences, etc., vide paragraphs 3 and 5 of this regulation.

9. Attendants Travelling in Horse-boxes With Racehorses

1. Attendants travelling in horse boxes accompanying racehorses which are proceeding to compete at, or which are returning after having competed at, a race meeting may, on production of certificates in the following form, be furnished with tickets free of charge for the same journey as that for which the racehorses have been consigned:

I HEREBY certify that the attendants named hereunder are travelling in the horse box from to with the racehorses specified hereunder, and are entitled to free tickets from to

Date:.....

Signature of Owner or Trainer.

Names of Attendants.

Names of Racehorses.

Owners or trainers may obtain one attendant's ticket for each racehorse consigned by such owner or trainer.

2. Availability—Tickets will be available for one month from the date of commencement of the currency of the ticket in each case.

3. Conditions—Ticket holders must travel in a horsebox, otherwise ordinary fare for the journey must be paid.

Where an attendant travels by goods-train he will require to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train. The Department reserves the right to decline any application for tickets under the conditions enumerated in this regulation.

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10. Picnic and School Parties

1. Return Tickets, Available for One (Specified) Day in each case, will, at the option of the Department, be issued to:

- (a) Picnic parties, numbering not less than twenty persons, travelling together for recreation and not for business purposes, and organised by any friendly society, school committee, trade or industrial union, business house, or other body approved by the Department.
- (b) School athletic teams comprising *bona fide* scholars or scholars and teachers of such numbers as may be approved by the Department.

2. Stop-over Tickets (available for return within seven days from and including the commencing date shown on the ticket in each case) will be issued to school pleasure parties numbering not less than twenty persons in all and school athletic teams of such numbers as may be approved by the Department, *bona fide* scholars or scholars and teachers, in each case, travelling together.

3. The Second-class Return Fares will be as follows:

Miles Not Exceeding	Available for Day of Issue Only			Stop-over Tickets
	Schools, Factories, Friendly Societies — Children Not Exceeding 15 Years of Age	Schools Only — Senior Scholars Over 15 but Not Exceeding 19 Years of Age Attending School	Schools Only — Pupils Exceeding 19 Years of Age, Teachers, and Adults — Factories, Friendly Societies Only — Children Exceeding 15 Years of Age and Adults	Scholars Attending Schools, and School-teachers Only
4	s. d. 0 6	s. d. 0 6	s. d. 1 0	s. d. 1 0
8	0 6	1 0	1 9	1 9
12	1 0	2 0	2 6	2 6
16	1 9	2 3	2 9	2 9
20	1 9	2 3	2 9	2 9
25	2 0	2 6	3 0	3 0
30	2 3	2 9	4 3	4 3
35	2 6	3 0	4 9	4 9
40	2 9	3 9	5 0	5 0
45	3 0	4 0	5 3	5 3
50	3 6	4 3	6 3	6 3
55	3 9	4 9	6 6	6 6
60	4 0	5 0	6 9	6 9
65	4 3	5 3	7 0	7 0
70	4 6	6 3	7 9	7 9
75	4 9	6 6	8 0	8 0
80	5 0	7 0	8 6	8 6
85	5 3	7 9	9 3	9 3
90	6 3	8 0	9 9	9 9
95	6 6	9 0	10 9	10 9
100	6 9	9 0	11 9	11 9
For every additional 5 miles or fraction thereof ..	0 4	0 6	0 8	0 8

4. First-class Fares will be double the above fares in each case.

Conditions—5. The Department does not undertake to carry parties at the above rates by mail or express trains or on public holidays or on Sundays.

6. School excursion parties will be conveyed conditionally on the Committee arranging the excursion undertaking to place at least two adults, either teachers or other persons, in charge of each carriage to maintain order and prevent children from riding on the carriage platforms.

7. The Committee must undertake the sale of all tickets and all responsibility for the value of same, and give a written undertaking to conform to this regulation.

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8. Unsold tickets must be returned to the Department before the excursion train starts on its outward journey, or at the destination station before the commencement of the homeward journey, otherwise the Committee will be debited with the full value thereof, and no rebate will be made on account of tickets afterwards rendered as unsold.

9. Application for these concessions should be made to the District Traffic Manager or Chief Stationmaster, not less than seven days' notice being given in the case of small parties, and not less than ten days' notice in the case of large excursions.

11. Newspaper Reporters' Tickets

General—1. Tickets may, at the option of the Department, be issued for journeys of not less than 25 miles to newspaper reporters exclusively engaged on press work and engaged (either permanently or for the special occasion) on the staff of any newspaper published in New Zealand approved by and registered with the Department for the purposes of this regulation, at the fares and subject to the conditions specified below, namely:

Single tickets—at two-thirds of the ordinary fares (regulation 2).

Season tickets—at two-thirds of the season-ticket fares (regulation 14) or non-transferable annual-season-ticket fares (regulation 18).

2. Newspaper reporters' tickets will be available for use only when the holder is travelling expressly for the purpose of reporting for his own newspaper on a matter of general public interest. The decision of the General Manager as to whether any matter is of general public interest shall be final.

3. For journeys other than those made on season tickets single tickets only will be issued. Application for these tickets must be accompanied by a certificate in the form set forth in subparagraph (b) of paragraph 9 of this regulation. On the outward journey tickets will be issued to enable the reporter to arrive at his destination not more than three days before the event in connection with which the journey is being made. Tickets for the homeward journey must be taken out within one month from the date of the event in connection with which the outward journey was made.

4. Reporters' tickets will be available for the same period as ordinary single tickets (regulation 2).

5. Not more than one reporter of the same newspaper will be allowed to travel at this concession fare to any one meeting or event, except when otherwise specially authorised.

6. Any reporters' ticket that is improperly used may, without prejudice to any other penalty attaching to such improper use, be absolutely forfeited at the option of the Department.

7. Season Tickets—Application for newspaper reporters' season tickets must be accompanied by a certificate in the form set forth in subparagraph (c) of paragraph 9 of this regulation, signed by the editor or proprietor or other person duly authorised in that behalf.

8. A charge of £2 4s. will be made for each newspaper reporter's annual season ticket issued in lieu of a ticket lost.

9. Every reporter travelling on a reporter's season ticket shall, when requested by any officer of the Department, certify as follows:

(a) I HEREBY certify that I am a reporter exclusively engaged on press work, and that I am travelling from to for the purpose of reporting (after having reported)* to the †..... newspaper upon ‡....., which will take (took)* place at §..... on ||.....

Date:.....

Signature of Reporter:.....

* Strike out words not required. † Insert name of newspaper. ‡ Insert particulars of events. § Insert name of place. || Insert date.

REQUISITION FOR REPORTER'S TICKET (OTHER THAN A SEASON TICKET)

(b) To Stationmaster, PLEASE issue a reporter's -class ticket from to to Mr. who is travelling for the purpose of reporting (after reporting)* to this newspaper upon †....., and I certify that the above-named person is exclusively engaged on press work and is on the staff of the newspaper (has been specially engaged to report to the newspaper on the above-named event).*

Date:.....

Signature of Proprietor, Editor, or other duly authorised person:.....

* Strike out the words not required. † Insert name of show, race meeting, or other event to be reported.

I HEREBY certify that I am the reporter referred to above, that I am engaged on press work, and that the ticket herein required to be issued to me will be used only for the purpose of travelling to report to the said newspaper as above set forth.

Date:.....

Signature of Reporter:.....

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REQUISITION FOR REPORTER'S SEASON TICKET

(c) To Stationmaster,
Please issue to a reporter of the newspaper a reporter's* -class season ticket, available between and

I hereby certify that such ticket will be used only by a reporter engaged on press work when travelling for the purpose of reporting to the newspaper as provided in the Railway regulations regarding such tickets.

Date:

Signature of Proprietor, Editor, or other duly authorised person:

* Insert "monthly", "quarterly", "half-yearly", or "yearly" as the case may be, and class of ticket required.

10. Newspaper proprietors must furnish the Department with a list giving names and signatures of the persons on the staff of their respective papers who are authorised to sign certificates (b) or (c) of paragraph 9 of this regulation. Certificates signed by persons other than those so notified to the Department will not be recognised. The Department reserves the right to decline any application.

11. "Newspaper," for the purposes of this regulation, means a news-sheet in which the principal matter published is news of general public interest and of which the primary purpose is the publication of such news. The Department reserves to itself the right to decide whether any publication is a newspaper within the meaning of this regulation.

12. Railway Employees' Privilege Tickets

1. **Privilege Single or Return Tickets**—Privilege tickets at one-fourth the ordinary fares (regulation 2), or local fares (regulations 33, 34, 35, and 36), where applicable, may be issued to railway employees and their wives and children in terms of the regulations made in that behalf under the Government Railways Act 1949 and orders of the Government Railways Industrial Tribunal. Children 4 years of age and over will be charged the adult privilege fare.

For the purpose of this regulation an ordinary return fare will be deemed to be the value of two single fares (regulation 2).

2. **The Minimum Charge** for privilege tickets other than privilege season tickets will be 1s. 3d. first class, 10d. second class, single or return.

3. **Privilege Season Tickets**, available for one month, at one-fourth of the fares for monthly season tickets (regulation 14), subject to minimum charges of 8s. 9d. first class, 6s. second class, or for three, six, or twelve months at three, six, or twelve times, as the case may be, the fares or minimum charges for monthly season tickets, may be issued to railway employees as provided by the regulations made in that behalf under the Government Railways Act 1949 and orders of the Government Railways Industrial Tribunal.

4. **Privilege Ticket Orders**—Privilege tickets will be issued only on presentation of the prescribed orders.

5. **Change of Route**—Passengers holding privilege tickets who desire to travel by an alternative route will be charged at privilege-ticket rates for the additional mileage, if any, involved.

Passengers holding privilege tickets for a longer route may be permitted to travel by a shorter alternative route.

13. Season Tickets

1. **Conditions**—(a) Season tickets are issued and must be used subject to and in conformity with the bylaws, rules, regulations, and arrangements from time to time in force on every railway or steamboat over or on which the said tickets are available, including alterations in the number and times fixed for the starting or arrival of trains or steamboats. The Department is not to be liable under any circumstances for any consequences arising from such alterations, or for want of accommodation in any train or steamboat, or for any detention or delay in the starting or arrival of trains or steamboats.

(b) The Department is not under any circumstances whatsoever to be held liable for the discontinuance, whether permanent or otherwise, of the running of any trains or steamboats, or for any consequences arising from such discontinuance.

(c) Season tickets are available only at and between the stations named thereon, including (unless otherwise stated) intermediate stations.

(d) A season ticket is, unless otherwise provided, not transferable, and if irregularly transferred will, without prejudice to any other penalty for such transference, be forfeited.

(e) A season ticket is issued on the express condition that it is not available for any journey unless it is produced and delivered up on demand to any officer or servant of the Department; and if such ticket is not so produced and/or delivered up the holder thereof shall be deemed not to have paid the fare for that particular journey, and such fare shall be recoverable by the Department from such holder.

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(f) The Department will not bind itself to carry the holder of any season ticket in any particular train or class of carriage; and if the holder travels by any train not provided with the class of accommodation covered by the ticket the difference in fare will not be refunded.

(g) The Department may decline to issue or renew a season ticket.

(h) A season ticket is liable to forfeiture if there be a breach of any regulation or condition governing its use or subject to which it is issued.

(i) The acceptance of a season ticket will be held to constitute an acceptance of the regulations and conditions set out above and of all other regulations and conditions governing its use or subject to which it is issued.

2. **Application for Season Tickets** and commutation tickets which are not stocked at the station concerned must be lodged with the Manager or Stationmaster at least three clear days before the ticket is required in each case.

3. **School Season Tickets**—(a) When any railway carriage, or compartment in a railway carriage, on any train has been reserved for the accommodation of scholars and students, school season tickets and free school season tickets shall be available only when the holder travels for the whole of the journey in that carriage or compartment.

(b) When no railway carriage, or compartment in a railway carriage, on any train has been reserved for the accommodation of scholars and students, school season tickets and free school season tickets shall be available only when the holder travels for the whole of the journey in a carriage or compartment or part of a carriage or compartment not reserved for smoking.

(c) School season tickets and free school season tickets are issued subject to the condition that the holder does not occupy a seat when adult passengers are standing in the same compartment. A scholar or student travelling on any such ticket who fails to give up a seat to an adult shall pay the ordinary fare for the journey.

(d) School season tickets and free school season tickets may, at the option of the Department, and without prejudice to any other penalty to which the holder may be liable, be forfeited—

(i) In the event of the holder committing any offence against any provision of the Government Railways Act 1949, or any breach of any regulation or any breach of any condition governing the issue or use of such tickets; or

(ii) In the event of the holder disobeying, obstructing, or hindering any employee of the Department or damaging any railway carriage or interfering with or damaging any equipment or fittings therein, or being guilty of any other misconduct on the railway.

4. **Change of Class**—Any holder of a season ticket travelling in a class of carriage superior to that for which the ticket was issued must pay the difference between the appropriate single fares for the respective classes.

5. **Expiry of Season Tickets**—(a) Except as otherwise provided, the currency of all season tickets will commence on the first day and expire on the last day of a calendar month only.

(b) Expired season tickets must be delivered up to the Department, and for this purpose may be handed to any stationmaster, guard, or ticket collector.

6. **Season Tickets Issued for Broken Periods**—Season tickets (regulations 12, 14, 15, 16, and 18) will be issued from any date in a month to include not less than the full month, quarter, half-year, or year following at a *pro rata* charge for the broken period being added to the charge for the succeeding month, quarter, half-year, or year, as the case may be. The fare for *pro rata* season tickets will be calculated as follows:

Monthly tickets— $1/30$ th of the monthly fare for each day in the unexpired portion of the broken calendar month covered by the ticket, plus the full fare for the succeeding month.

Quarterly tickets— $1/90$ th of the quarterly fare for each day in the unexpired portion of the broken period covered by the ticket, plus the full fare for the succeeding quarter, and subject to the half-yearly fare as a maximum.

Half-yearly tickets— $1/180$ th of the half-yearly fare for each day in the unexpired portion of the broken period, plus the full fare for the succeeding half-year, subject to the yearly fare as a maximum.

Yearly tickets— $1/360$ th of the yearly fare for each day in the unexpired portion of the broken period, plus the full fare for the succeeding year.

7. **Torn or Defaced Season Tickets** will not be recognised for travel. A charge of 2s. 9d. will be made for replacing each such ticket.

8. **Lost Season Tickets**—(a) Should a season ticket be lost, immediate notice must be given to the Department. The holder of the original ticket shall not be entitled to a duplicate ticket, but a duplicate ticket may, at the discretion of the Department, be issued on payment of 10 per cent of the value of the unexpired period for which the ticket is available. Minimum charge, 4s. 6d.; maximum, £2 4s. This does not apply to tickets issued under regulations 11 and 18.

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(b) For the purpose of this paragraph the value of the unexpired period for which a season ticket is available will be calculated as follows:

Monthly tickets—1/30th of the monthly fare for each day in the unexpired portion of the calendar month covered by the ticket.

Quarterly tickets—1/90th of the quarterly fare for each day in the unexpired portion of the period covered by the ticket.

Half-yearly tickets—1/180th of the half-yearly fare for each day in the unexpired portion of the period.

Yearly tickets—1/360th of the yearly fare for each day in the unexpired portion of the period.

14. Ordinary Season Tickets

1. Fares for ordinary season tickets will be charged as follows:

First Class					Second Class				
Miles	12 Months	6 Months	3 Months	1 Month	Miles	12 Months	6 Months	3 Months	1 Month
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
2	138 0	78 0	45 0	18 0	2	134 0	76 0	43 0	16 0
3	203 0	108 0	66 0	27 0	3	177 0	92 0	53 0	19 0
4	275 0	150 0	86 0	34 0	4	209 0	108 0	66 0	23 0
5	322 0	185 0	102 0	41 0	5	257 0	138 0	78 0	30 0
6	370 0	209 0	120 0	46 0	6	293 0	156 0	88 0	35 0
7	418 0	233 0	132 0	48 0	7	328 0	167 0	96 0	38 0
8	465 0	257 0	144 0	55 0	8	358 0	191 0	105 0	41 0
9	489 0	263 0	150 0	60 0	9	382 0	209 0	115 0	45 0
10	513 0	281 0	156 0	65 0	10	400 0	215 0	120 0	47 0
11	531 0	293 0	162 0	70 0	11	418 0	222 0	125 0	48 0
12	549 0	299 0	167 0	72 0	12	436 0	229 0	128 0	51 0
13	573 0	310 0	174 0	74 0	13	448 0	237 0	132 0	53 0
14	596 0	322 0	179 0	77 0	14	465 0	244 0	135 0	55 0
15	620 0	334 0	185 0	79 0	15	471 0	250 0	139 0	58 0
16	644 0	346 0	191 0	81 0	16	477 0	256 0	143 0	59 0
17	662 0	355 0	197 0	84 0	17	483 0	263 0	146 0	60 0
18	680 0	364 0	203 0	86 0	18	489 0	269 0	150 0	62 0
19	698 0	376 0	209 0	89 0	19	495 0	275 0	153 0	63 0
20	716 0	388 0	215 0	91 0	20	501 0	281 0	157 0	64 0

FOR EVERY MILE ABOVE 20 MILES

First Class				Second Class			
12 Months	6 Months	3 Months	1 Month	12 Months	6 Months	3 Months	1 Month
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
12 6	6 9	3 7	1 2	7 11	4 4	2 7	0 10

Regulation 15, reserved for future use.

16. Season Tickets for Young People Not Exceeding 21 Years of Age

1. Season tickets at half the rate for season tickets (regulation 14 and regulation 34, paragraph 3) will be issued to persons whose age does not exceed 21 years, subject to the following conditions:

Application in the following form shall be lodged within a reasonable period prior to the time the ticket is required for use and the certificate of birth or certificate of date of birth duly endorsed with the applicant's signature produced for inspection:

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I, (a), hereby certify that I reside at (b), and that my present age is (c) years months.

I hereby request that a (d) -class (e) season ticket at half-rates available between (f) and (f) be issued to me in pursuance of the provision in that behalf contained in the General Scale of Charges.

I attach my birth-certificate in support of this application.

Date:.....

Signature of Applicant:.....

- (a) Insert full name of applicant.
- (b) Insert place of residence.
- (c) Insert age of applicant.
- (d) Insert "first" or "second".
- (e) Insert "monthly", "quarterly", etc., as case may be.
- (f) Insert station name.

2. Season tickets issued under the provisions of this regulation will not be available for use on Saturdays or Sundays.

17. Newsagents' Season Tickets

Conditions—1. Season tickets at half the rates for season tickets (regulation 14) or annual season tickets (regulation 18) will be issued to newsagents upon the production of a certificate from the proprietor or manager of a newspaper certifying that the ticket is to be used only for the purpose of selling newspapers or reading matter on the trains by a *bona fide* newsagent wholly engaged on the staff of such newspaper and not following any other profession or occupation.

2. Newsagents are not allowed to sell newspapers, periodicals, or books on the station platforms, or in trains whilst standing at bookstall stations.

3. The Department reserves the right to decline any application for a newsagent's ticket.

4. Newsagents shall conduct their business in an orderly and courteous manner, and shall not keep or expose for sale, or have in any portion of a railway train or elsewhere on the railway, any newspapers, pictures, prints, literature, or publications whatever of an immoral, indecent, lewd, vicious, obscene, or doubtful character or nature. Should any question arise as to the nature of any newspaper, picture, print, literature, or publication, the matter shall be submitted to the General Manager, whose decision shall be final and binding on the newsagent. Newsagents shall not offer for sale any newspaper, picture, print, literature, or publication that the General Manager forbids.

5. In the event of any breach of the regulations or the bylaws the Department may withdraw the right of any newsagent to sell newspapers and other literature on any train, and may order the forfeiture of such newsagent's railway ticket.

6. Free Allowance—The maximum weight of books, periodicals, and newspapers which newsagents issued with tickets at half the season ticket rate are allowed to carry free is 56 lb.

Newsagents who pay full season-ticket rates are allowed to carry free of charge 1 cwt. of newspapers, books, and periodicals.

The free allowance includes newspapers for sale to passengers on trains, for delivery to subscribers along the line, and parcels for agents at wayside stations.

7. Excess Weight—Where the weight of books, periodicals, and papers carried by a newsagent exceeds the allowance referred to above, the excess weight will be charged for at the newspaper rate (*vide* regulation 62), freight stamps being purchased and affixed to the parcels in excess of such weight.

18. Annual Season Tickets

Fares—1. Annual season tickets, first class, available for use for one year in each case, will be issued at the following fares, viz.:

	Transferable			Non-transferable		
	£	s.	d.	£	s.	d.
Available on all lines under the control of the Department in both Islands	173	0	0	156	0	0
SECTIONAL TICKETS						
For distances not exceeding 150 miles	60	0	0	50	0	0
151 miles to 250 miles inclusive, 3s. 4d. per mile added to the charge for 150 miles.						
251 miles to 350 miles inclusive, 2s. 4d. per mile added to the charge for 250 miles.						
351 miles to 700 miles inclusive, 1s. 2d. per mile added to the charge for 350 miles.						
Over 700 miles, 8d. per mile added to the charge for 700 miles.						
Maximum charge for either Island	121	0	0	110	0	0

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2. Sectional tickets may be issued covering sections of railway in both Islands, and in all such cases the charge for the actual mileage in each Island will be computed separately.

3. Where sectional tickets are made available for travel by the Lake Wakatipu steamer service they will be charged as for 25 miles additional to the railway mileage.

4. Annual season tickets available over all lines in both Islands or all lines in the South Island will be available for travel by the Lake Wakatipu steamer service.

5. **Transfer of Tickets**—(a) Upon payment of a transfer fee of £1 4s. on the occasion of each transfer, and subject to the succeeding subparagraphs of this paragraph, transferable annual season tickets may be transferred, *bona fide* for business purposes, at any time during their currency.

(b) The number of transfers that may be made during the currency of any such ticket shall not exceed twenty-four.

(c) Such tickets may be transferred only to a managing director or working director in the case of a business that is being carried on by a corporate body, a working partner in the case of a partnership business, the owner in the case of a business that is neither a corporation nor a partnership, or an employee of any such business for the purpose of travelling exclusively in the interests of such business, provided that both the holder of the annual season ticket and the proposed transferee are at the time the transfer is applied for permanently and exclusively engaged in the same business.

6. The provisions of paragraph 5 of this regulation may, at the discretion of the Department, be applied to permit of the transfer of an annual transferable season ticket issued to an officer exclusively and permanently employed by an organisation other than a business carried on for the purpose of pecuniary gain, or a duly constituted branch of such organisation, provided, however, that such transfers shall be limited to persons who devote their time exclusively and permanently to such organisations or branch and are paid for their services.

7. **Lost Tickets**—A charge of £2 4s. will be made for each ticket issued in lieu of an annual season ticket lost.

19. Bulk Travel Vouchers

1. **Charges**—Bulk travel vouchers, entitling the purchaser thereof to be issued tickets, without further charge, available for travel by the Department's road motor services (other than bus services on suburban routes, sightseeing trips and special tours) and/or by rail, first class, will be issued at the following rates:

	£	s.	d.
For 2,000 miles	18	3	9
For 3,000 miles	25	15	9
For 4,000 miles	31	14	9
For every additional 1,000 miles beyond 4,000 miles	6	1	9

The vouchers will be negotiable for a maximum period of twelve calendar months and the aggregate mileage of all tickets issued in respect of any voucher shall not exceed the total mileage covered by such voucher.

Conditions—2. Tickets covering each journey to be made must be held by voucher holders, and such tickets will be issued on presentation of the voucher at a road service booking office under the control of the Department or to the driver of the road motor vehicle, in the case of a road journey, or at a railway booking office prior to the commencement of a rail journey. Tickets will be available for use only by the holder of the bulk travel voucher, and such voucher must be produced for inspection on demand by any authorised officer.

3. Application for a bulk travel voucher must be lodged with any District Manager, Station-master, or officer in charge of a road motor service depot at least seven days before the voucher is required.

4. Bulk travel vouchers will be issued in the names of the purchasers and, except as provided in paragraph 5 hereof, will not be transferable.

5. **Transfer**—Upon payment of a transfer fee of £1 4s. on the occasion of each transfer, bulk travel vouchers may be transferred, *bona fide* for business purposes, at any time during their currency. The number of transfers that may be made during the currency of any such voucher shall not exceed twelve. The provisions of paragraph 5, subparagraph (c), and paragraph 6 of regulation 18 will apply.

20. Tourist Excursion Tickets

1. **Fares**—Tourist excursion tickets (first or second class) will be issued at the following fares:

(a) Available over all lines of both Islands for seven weeks, including date of commencement of availability for travel—First class, £26, second class, £20 16s.

(b) Available over North Island lines for four weeks, including date of commencement of availability for travel—First class, £16, second class, £12.

(c) Available over South Island lines for four weeks, including date of commencement of availability for travel—First class, £16, second class, £12.

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2. Availability—(a) These tickets are available over Government lines open for traffic and under the control of the Department, and are obtainable at the principal railway stations and from the officer in charge at Queenstown.

(b) Tourist excursion tickets as provided in paragraph 1, subparagraphs (a) and (c), are available for travel by the Lake Wakatipu steamer service.

(c) These tickets are not transferable.

3. Extension—Tourist excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of £4 first class or £3 second class per week or portion of a week. Persons desiring an extension of time must apply to any officered station, or to the officer in charge, Queenstown, before the expiration of the original ticket.

4. Excess Fare—Any holder of a second-class tourist ticket travelling in a class of carriage superior to that for which the ticket was issued must pay the difference between the ordinary single fares for the respective classes for the distance so travelled.

21. School Season Tickets

1. Fares—Second-class season tickets, available for each standard school term as notified by the Education Department, will be issued to scholars and students exclusively engaged in their studies not in receipt of salary or emolument, at the following fares:

	£	s.	d.
For students and scholars not exceeding 16 years of age .. .. .	..	..	1 6 8
For students and scholars over 16 and not exceeding 20 years of age .. .. .	..	..	2 13 4

For students and scholars over 20 years of age half the rate for second-class three-monthly season tickets (regulation 14) will be charged. Minimum charge—£4.

2. Availability—School season tickets are available for use by the holders only when travelling to or from school for the purpose of receiving tuition or attending school functions approved by the Department. Unless endorsed "Evening" at the time of issue or unless supported on each journey by a certificate from the principal of the school that later attendance at school was necessary for tuition or for an approved function, they will not be available for travel by trains scheduled to leave the joining station after 6 p.m. If used for any purpose other than the foregoing they will be forfeited. They are not transferable. School season tickets will not be issued for distances exceeding 60 miles.

3. Surcharge—Where a school observes terms which do not coincide with the opening and closing dates as approved by the Education Department, a surcharge will be made in respect of any school season ticket the currency of which commences before or expires after the approved dates as the case may be. Surcharges will be payable at the following rates:

	s.	d.
For students and scholars not exceeding 16 years of age .. .. .	..	2 6
For students and scholars over 16 but not exceeding 20 years of age .. .. .	..	4 3

For students and scholars exceeding 20 years of age the surcharge payable will be based on one-thirteenth of the value of the ticket for each week or fraction of a week outside of the school term as fixed by the Education Department.

In the case of private and other colleges, also Universities not under the jurisdiction of the Education Department, surcharges will be made only where the school term exceeds fourteen weeks.

4. Certificates—(a) Certificates in the following form must be produced from the professor or schoolmaster and from the applicant respectively:

I HEREBY certify that [*Name of applicant*], who resides at, is a *bona fide* scholar [student] in attendance at School at, that his [her] present age is years months; and that, to the best of my knowledge and belief, he [she] is exclusively engaged in his [her] studies, and is not in receipt of salary or emolument, and is entitled to a school season ticket between and from (*Date*).

Date:..... *Signature of Professor or Teacher*:.....

I HEREBY certify that I am the scholar [student] above mentioned, and that the facts stated in the foregoing certificate are correct, and I request that a school season ticket, available between and, be issued to me, to be used only when travelling between my home and school for the purpose of receiving tuition.

Date:..... *Signature of Applicant*:.....

The latter certificate is not required in the case of scholars under 16 years of age.

(b) Certificates will be accepted only from recognised schools and colleges, and must bear an endorsement showing the days upon which tuition will be received.

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22. Free School Season Tickets

General—1. Free second-class season tickets, available for each standard term as notified by the Education Department, may be issued to school pupils as hereinafter set forth, between the ages of 5 years and 10 years, residing at a distance of not less than two miles from the school and to school pupils of 10 years of age and over, but not exceeding 20 years of age, residing at a distance of not less than three miles from the school. The tickets will be available for distances not exceeding sixty miles, and are issuable as follows:

- (a) To pupils attending the public primary schools or Maori schools from railway stations where there is no primary school in the vicinity, and only to the station in the vicinity of the nearest primary school.
- (b) To pupils who are holders of scholarships tenable at a district high school, secondary school, technical high school, or combined school, as defined by the Education Act 1914, to enable them to attend any such school.
- (c) To pupils of secondary schools, of the secondary department of district high schools, of technical high schools, and of combined schools, as defined by the Education Act 1914, and to holders of free places at technical classes or schools, to enable such pupils or free-place holders to attend one or other of such schools whichever is the nearest; provided that a free ticket may be issued to enable a pupil to attend a more distant school where in the opinion of the Director of Education suitable classes or courses of instruction are not provided at a school nearer to the pupil's place of residence.
- (d) To pupils attending private primary schools for primary instruction, private technical schools for technical instruction, or private secondary schools for secondary instruction, provided that the schools are registered as such in accordance with the Education Act 1914, and provided further that in the case of a denominational school free tickets will be issued only from stations where there is no school of that denomination in the vicinity, and then only to the station in the vicinity of the nearest such school.
- (e) To pupils on the roll of a public or private primary or secondary school, or of a district high school, travelling to attend classes held at especially equipped manual-training centres and recognised under the regulations for manual instruction.

2. (a) The conditions set out in this regulation may be modified in cases in which the Director of Education considers that special circumstances render such modification necessary.

(b) The issue of a free school season ticket may be declined in any case where the Director of Education decides that the circumstances do not warrant the concession.

3. **Availability**—Free school season tickets are available for use by the holders only when travelling to or from school for the purpose of receiving tuition or attending school functions approved by the Department. Unless endorsed "Evening" at the time of issue or unless supported on each journey by a certificate from the principal of the school that later attendance at school was necessary for tuition or for an approved function, they will not be available for travel by trains scheduled to leave the joining station after 6 p.m. If used for any purpose other than the foregoing they will be forfeited. They are not transferable.

4. **Surcharge**—Where a school observes terms which do not coincide with the opening and closing dates as approved by the Education Department, a surcharge will be made in respect of any school season ticket the currency of which commences before or expires after the approved date as the case may be. In all such cases the surcharge must be paid by the pupil at the time of issue of the ticket. Surcharges will be payable at the following rates:

Per Week or Fraction of a Week Outside of the School Term as Fixed by the Education Department

	s.	d.
For students and scholars not exceeding 16 years of age	2	6
For students and scholars over 16 but not exceeding 20 years of age	4	3

5. **Certificate**—Application for tickets under this regulation must be accompanied by a certificate in the following form, duly signed by the head teacher, principal, or director, as the case may be, having charge of the school attended:

I HEREBY certify that A.B., residing at, whose present age is years months, is entitled, under paragraph *..... of the Railway regulations for free school season tickets, to a free school ticket from to to enable him (her) to attend the †..... at for the purpose of ‡..... instruction.

* Insert the number of the subparagraph (a), (b), etc.) of the Railway free school season ticket regulations. † Give the name of the school or of the manual-training centre. The school may be a public school, a Maori school, a registered private school, a district high school, a secondary school, a technical school, or a combined school. ‡ State whether primary or secondary, technical, or manual.

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23. Technical-school Season Tickets

1. **General**—Second-class technical school season tickets, available for any distance not exceeding sixty miles, and for three months from date of commencement of their availability for travel, will be issued to *bona fide* students attending technical schools or classes registered with the Minister of Education, or schools or classes conducted by music teachers registered under the Music Teachers Registration Act 1928, or such other classes as may be approved by the General Manager, but not to students attending Universities or colleges, subject to the following conditions:

- (a) The tickets will be available for use only when the holder is proceeding from home to the technical school, or *vice versa*, for the purpose of receiving or returning from tuition; if used for any other purpose the ticket will be forfeited.
- (b) The days upon which tuition will be received must be the same in each week, and must be stated on the certificate. Certificate of attendance at foot of ticket must be signed by certifying teacher on each day that a holder of such ticket attends the school.
- (c) The tickets are not transferable.
- (d) Technical school season tickets will be issued conditionally on a roll of attendance being kept at each technical school or class, such roll to be open for inspection by any officer of the Railway Department deputed for that purpose.

2. **Fares**—The tickets will be charged as follows:

	£	s.	d.
For students and scholars not exceeding 16 years of age	1	2	0
For students and scholars over 16 but not exceeding 20 years of age	2	4	0
For students and scholars over 20 years of age, half the rate for second-class three-monthly season tickets (regulation 14) will be charged. Minimum charge—£3 6s.			

3. **Certificates**—Each application for a technical school season ticket must be accompanied by a certificate in the following form, signed by the director of the technical school or class:

Signature of teacher who will certify on ticket to attendance of pupil:

I hereby certify that, residing at, whose age is years months, is a *bona fide* student or scholar in attendance at Technical School (class) duly registered with the Minister of Education, class conducted by a music teacher registered under the Music Teachers Registration Act 1928, or class approved by the General Manager; and request that a technical school season ticket, available for use on *....., be issued to enable him (her) to attend the technical school (class), and I undertake to keep a roll of the attendance at the school (class), and such roll to be open for inspection by any officer of the Railway Department. The attendance of at the school (class) will be certified by, whose signature appears in the margin hereon.

Date:..... Signature of teacher:.....

* Insert day or days of week on which tuition will be received.

I hereby certify that I am the scholar (student) mentioned in the foregoing certificate, and that my age is years months.

Date:..... Signature of scholar or student:.....

The latter certificate is not required in the case of scholars or students not exceeding 16 years of age.

24. Reserved Seats

General—1. Passengers holding rail tickets and travelling by the undermentioned trains, may reserve seats free of charge subject to the provisions of regulation 30:

- (a) By the night "Limited" express trains between Auckland and Wellington: Provided that seats will not be reserved for a journey of less than one hundred miles except between Auckland and Frankton and between Palmerston North and Wellington.
- (b) By all other express trains.
- (c) By such other passenger trains and railcar services as the General Manager may determine.

2. Seats will not be reserved for holders of tickets issued under the provisions of regulations 4, 5, 32, 33, 34, 35, and 36.

- 3. Not more than one seat will be reserved for each passenger.
- 4. Reserved-seat tickets are not transferable and are not available for break of journey.
- 5. Seats may be reserved at any station where there is an officer in charge, or at duly authorised booking agencies. The Department reserves the right to cancel trains or alter train timetables without notice, and reservations of seats will be made subject to such cancellation or alteration.

6. **Time of Application**—Applications for the reservations of seats will be received as under:

- (a) At the station from which the train commences its journey - not later than one hour before the timetable time of departure of the train.
- (b) At other stations or offices - not later than two hours and a half before the timetable time of departure of the train from the original starting station.

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7. **Surcharges**—Any person failing to occupy a seat reserved in accordance with his application or failing to give notification to a railway booking office or agency not later than six working hours (calculated between the hours of 8 a.m. and 5 p.m.) prior to the scheduled departure of the train from its starting station of his intention not to occupy such seat, shall pay a surcharge on the following basis:

Length of Journey	Surcharge	
	s.	d.
Up to 100 miles	3	0
Over 100 miles	5	0

In the case of a seat reserved for a child under 15 years of age the full surcharge will be payable.

8. **Special Conditions**—Notwithstanding anything contained in these provisions, the Department shall have the right to reserve any railway carriage, compartment, or seat for any person or class of persons for any distance on any train.

25. **Sleeping Berths**

1. **General**—Sleeping-berth tickets will be issued only to passengers travelling by night express trains between Auckland and Wellington and between Christchurch and Invercargill.

Except as provided hereafter, not more than one person will be allowed to occupy any one berth. In no case will more than two children be permitted to occupy the same berth.

2. **Charges—Sleeping Berths:** One full sleeping-berth ticket at a charge of £1 10s. must be held for each berth occupied.

Rail Tickets—In addition to the sleeping-berth charge referred to above, passengers will require to hold first-class rail tickets as follows:

One adult	} One full rail ticket.
One child 15 years of age and over	
Parent or guardian occupying one berth with a child under 4 years of age	} One full and one half rail tickets.
Parent guardian occupying one berth with a child over 4 and under 15 years of age	
A child four years and under fifteen years of age (sole occupant)	} Half rail ticket.
A child under four years of age (sole occupant)	
Two children, one under four years, and one fifteen years of age or over (in one berth)	} One full rail ticket (equivalent to half fare for each child).
Two children, each over four and under fifteen years of age (in one berth)	
Two children, one under four years, and one under fifteen years of age (in one berth)	} Half rail ticket (equivalent to quarter fare for each child).
Two children, each under four years of age (in one berth)	

Conditions—3. Sleeping-berth tickets are not transferable, and are not available for break of journey.

4. Passengers who hold sleeping-berth tickets must claim their berths not later than fifteen minutes after the departure of the train from the terminal or intermediate station at which they are booked to join such train.

5. Sleeping carriages will, as far as possible, be reserved for the use of passengers holding sleeping-berth tickets. The Department reserves to itself the right to require passengers holding sleeping-berth tickets to ride in the sleeping-carriages throughout the journey. The Department also reserves to itself the right to accommodate any passengers not holding sleeping-berth tickets in the sleeping carriages until it is necessary to make up berths for the night, when passengers who have not been allotted sleeping accommodation must move to another part of the train.

Ordering and Allotment of Berths—6. Sleeping berths may be reserved at any station where there is an officer in charge, or at duly authorised booking agencies. The Department reserves the right to cancel trains and alter train timetables without notice, and reservations of sleeping berths will be made subject to such cancellation or alteration.

7. Application for the reservation of sleeping berths will be received as under:

- (a) At the station from which the train commences its journey – not later than one hour before the timetable time of departure of the train from the starting station.
- (b) At other stations or offices – not later than two hours and a half before the timetable time of departure of the train from the original starting station.

8. Passengers who have not reserved berths may obtain berthing on application to guard of train after train has left starting station, provided there are berths available.

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9. When a passenger books a sleeping berth the station from which the berth is required must be specified, and in any case where the passenger is unable to join the train at such station, but intends to join the train at another station, notice of the fact must be given by such passenger to the station at which he was by the booking to join the train, and such notice must be given before the arrival of the train at such last-mentioned station.

10. The Department reserves to itself the right to re-allot a sleeping berth which has been reserved and has not been claimed by the passenger within fifteen minutes after the departure of the train from the station for which the berth was reserved, or in any case in which the notice specified in the last preceding paragraph is not given.

11. The Department will as far as possible adhere to its original allotment of sleeping berths, but reserves the right to change the allotment of sleeping-berths in order to distribute the available berths to the best advantage or for any other reason considered by the Department to be sufficient. The Department does not undertake to provide sleeping accommodation.

12. **Cancellation of Berths**—Passengers who desire to cancel sleeping berths previously paid for may be permitted to do so, and, provided application for refund or transfer is made not later than four hours prior to the scheduled departure time of train from the starting station, will be granted a refund of the sleeping-berth fee less the deduction prescribed in regulation 31 or a transfer if required.

26. Reserved Compartments and Carriages

Charges—1. The charge for the reservation of a six-passenger compartment will be as follows:

For invalids (and attendants accompanying same)	..	} As for four first-class ordinary fares (regulation 2).
For Judges and members of their Courts	..	
In all other cases	..	As for six first-class ordinary fares (regulation 2).

The all-lines season ticket held by a Judge of the Supreme Court will be accepted for reservation purposes as the equivalent of four first-class ordinary fares (regulation 2).

2. When a whole or half car is required for an invalid twelve first-class ordinary fares (regulation 2) will be charged. The reservation of whole or half cars for other persons than invalids will be by special arrangements only.

3. In each case the fares will be computed on the mileage for which the compartment or car is reserved.

4. Where more than the minimum number of passengers travel in a reserved car ordinary fares (regulation 2) must be paid for the actual number of passengers in the car, but the fares of the passengers in excess of the minimum number shall be computed on the actual distance they travel.

5. **General**—The Department does not undertake to supply reserved carriages or compartments, and reserves to itself the right to decline any application.

27. Reserved for Future Use

28. Excursion Trains

1. Excursion trains may be run on application in that behalf being made to the District Manager.
2. Such trains will be subject to conditions to be fixed by the Department, and the Department may require payment of a deposit, as a guarantee, of such sum as shall be determined.
3. The Department reserves the right to decline any application.

29. Special Trains

1. Special trains may be run subject to charges and conditions as fixed by the Department.
2. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train, but no reduction of the special-train charges shall be made on account of the train being so utilised by the Department.

30. Restrictions on Travel by Specified Trains

1. **General**—Whenever any person shall make by any train any journey which, according to the Department's timetables or other public notice, he is not entitled to make by that train, such person shall, without prejudice to any other penalty to which he may be liable, pay the appropriate fare for the shortest journey which he is entitled to make by such train and which shall wholly include the journey actually made by him as aforesaid.

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Concession Ticket Restrictions—2. Tickets issued under the provisions of the following regulations are not available for travel by—

- (a) Night "Limited" express trains between Wellington and Auckland.
- (b) Railcar services between Christchurch and Dunedin.

Regulations	Regulations	Regulations
3	10	34
4	21	35
5	22	36
6	23	76 (Drover's passes).
7	32	
8	33	

3. Tickets issued under the provisions of regulation 12 are subject to such restrictions as may be imposed by the Department from time to time.

31. Refunds on Tickets

General—1. The Department does not undertake to refund money or to make allowance in respect of any ticket, pass, or symbol which has been lost, mislaid, mutilated, or defaced, except as otherwise provided.

2. When a ticket is purchased and it is found that it is not required or cannot be used, a refund of the fare paid may be allowed, provided the ticket with application is lodged with the Department before the expiry of the period for which such ticket is available.

3. When passenger is unable to complete the journey for which a ticket has been purchased, a refund may be allowed by the Department for the portion of the journey not travelled, provided the ticket with application for refund is lodged with the Department before the expiry of the period for which it is available.

4. **Season Tickets**—Refunds as under may be allowed on season tickets (regulation 14) permanently surrendered to the Department during their currency.

Monthly Tickets—No refund.

Quarterly, Half-yearly, and Yearly Tickets—The portion of the currency of the ticket that has expired up to the date of surrender will be charged for on the monthly, quarterly, or half-yearly basis, as the case may be, and the balance, if any, refunded. Part months (outside the quarter or half-year) will be charged for as full months.

5. **Commission**—Where a ticket or the unused portion of a ticket is surrendered to the Department and a refund of the value of the ticket or the unused portion of a ticket is applied for, a deduction of 10 per cent (minimum deduction, 9d.; maximum deduction 7s. 6d.) may be made on all sums payable by the Department by way of refund.

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LOCAL FARES AND REGULATIONS

Local fares will be charged as hereinafter specified, and the provisions of regulations 32 to 36 inclusive shall have full force and effect notwithstanding anything contained in the previous regulations respecting passengers.

32. Local Fares: General

Availability—1. Single and return tickets at the local fares specified in regulations 33, 34, 35, and 36 are available for one calendar month, except that such tickets issued between two stations on separate sections of railway and which necessitate a sea journey are available for three calendar months.

2. In each case under the preceding paragraph the period of availability shall begin on the day following the date shown on the tickets.

3. The journey may be commenced on the date shown on the ticket or at any time within the period of the availability of the ticket, and must be completed before the expiry of such period.

4. **Break of Journey**—Except in cases where break of journey is necessitated by the train service, single or return tickets at local fares will not be available for break of journey.

Suburban Six-trip Bearer Tickets—5. Suburban trip bearer tickets, second class, available for six single journeys, will be issued for travel as specified in regulations 33, 34, 35, and 36.

6. Suburban trip bearer tickets will also be issued for travel between intermediate stations located within the points specified in paragraph 6. The charge for tickets so issued will be that applicable to the shortest journey authorised in paragraph 6 within the limits of which the intermediate journey is made.

Example: Let A, B, C, and D be stations in that order on a continuous line of railway with suburban six-trip bearer tickets issuable from A to B, C, and D, and *vice versa*. The charge for a six-trip ticket from C to B would be the same as from C to A.

7. Suburban trip bearer tickets will be transferable and will be available for use for one calendar month, including date of issue. They will not be available for break of journey.

8. One or two children 4 years of age and under 15 years of age travelling on adult six-trip bearer tickets will count as one adult and each additional one or two children will count as one adult.

9. Holders of suburban trip bearer tickets will be charged the full first-class fare (regulation 2) when found travelling in first-class carriages.

10. Where two or more passengers are travelling on one suburban trip bearer ticket such passengers must occupy seats in the same compartment or carriage.

11. Suburban trip bearer tickets will, except where otherwise provided, be charged according to the following scale:

Miles	Second Class	Miles	Second Class
	s. d.		s. d.
2	2 3	12	6 6
3	2 6	13	7 0
4	3 0	14	7 0
5	3 6	15	7 9
6	4 3	16	7 9
7	4 9	17	8 0
8	5 0	18	8 0
9	5 3	19	8 0
10	6 0	20	8 0
11	6 3		

Suburban Weekly Tickets—12. Suburban weekly tickets, second class, will be issued on the suburban lines specified in regulations 33, 34, 35, and 36, will be subject to the conditions specified below, and, unless otherwise provided, will be charged according to the following scale:

Miles	Second Class	Miles	Second Class
	s. d.		s. d.
1	2 6	11	8 0
2	3 0	12	8 6
3	4 3	13	8 9
4	5 0	14	9 0
5	5 3	15	9 0
6	6 0	16	9 9
7	6 3	17	9 9
8	6 6	18	10 0
9	7 0	19	10 9
10	7 9	20	10 9

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13. **Issue of Tickets**—The tickets will be issued at any station on one of the suburban lines specified to any station on the same line. The tickets will not be issued between stations situated on different suburban lines.

14. Suburban weekly tickets will expire on the Saturday of the week for which they are issued, and will be available for ten single journeys. They will not be available for use on express trains.

15. The tickets are not available for break of journey, nor for use on Sundays, and are not transferable. No reduction in charge will be made for children.

16. Holders of suburban weekly tickets will be charged the full first-class fare (regulation 2) when found travelling in first class carriages.

33. Auckland District

1. For the purpose of computing fares the distance between Huntly and Glen Afton will be counted as nine miles.

2. The following local fares will be charged on the Auckland–Waitakere, Auckland–Onehunga, and Auckland–Papakura (both routes) lines:

Miles	Single Adult		Second Class Child	
	s.	d.	s.	d.
1-3	0	6	0	4
4-6	0	7	0	4
7	0	8	0	4
8-10	0	11	0	6
11-12	1	0	0	6
13	1	3	0	8
14-15	1	6	0	9
16-19	1	8	0	10

Return tickets will be charged double the single fare and will be issued at attended stations only.

3. **Suburban Six-trip Bearer Tickets**—Suburban trip bearer tickets will be issued for travel between the following points:

Between—	And—
Auckland	Stations Orakei to Sylvia Park inclusive. Stations Newmarket to Papakura inclusive. Te Papapa and Onehunga.
Newmarket	
Mount Eden	
	Stations Mount Eden to Waitakere inclusive. Stations Remuera to Papakura inclusive. Te Papapa and Onehunga.
	Stations Mount Eden to Waitakere inclusive. Stations Kingsland to Waitakere inclusive.

4. **Suburban Weekly Tickets**—Suburban weekly tickets will be issued on the following suburban lines:

- Auckland–Waitakere.
- Auckland–Onehunga.
- Auckland–Papakura (both routes).

Except as provided in paragraph 6 hereof suburban weekly tickets for six miles will be charged 5s. 9d. on the Auckland–Waitakere, Auckland–Onehunga, and Auckland–Papakura (both routes) lines.

Twelve Trip Bearer Tickets—5. Except as provided in paragraph 6 hereof second class twelve-trip bearer tickets for one and two miles will be charged as follows on the Auckland–Waitakere, Auckland–Onehunga, and Auckland–Papakura (both routes) lines:

Miles	s.	d.
1	3	0
2	4	0

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6. The following local fares for suburban weekly and twelve-trip bearer tickets will be effective between the undermentioned stations:

				Second Class	
				Suburban Weekly Tickets	Twelve-trip Bearer Tickets
From or to Auckland—				s.	d.
Newmarket .. .. .	..	..	..	2	3
Mount Eden .. .. .	..	..	..	2	9
Kingsland .. .. .	..	..	..	3	0
Morningside .. .. .	..	..	..	4	3
Baldwin Avenue .. .. .	..	..	..	4	3
Mount Albert .. .. .	..	..	..	4	3
Avondale .. .. .	..	..	..	5	0
St. George's Street .. .. .	..	..	..	5	3
New Lynn .. .. .	..	..	..	6	0
Fruitvale Road .. .. .	..	..	..	6	6
Croydon Road .. .. .	..	..	..	6	6
Glen Eden .. .. .	..	..	..	7	0
Sunnyvale .. .. .	..	..	..	7	9
Henderson .. .. .	..	..	..	7	9
Sturges Road .. .. .	..	..	..	7	9
Ranui .. .. .	..	..	..	7	9
Swanson .. .. .	..	..	..	8	0
Waitakere .. .. .	..	..	..	8	0
Remuera .. .. .	..	..	..	2	9
Green Lane .. .. .	..	..	..	3	0
Ellerslie .. .. .	..	..	..	4	3
Penrose .. .. .	..	..	..	4	3
Te Papapa .. .. .	..	..	..	5	0
Onehunga .. .. .	..	..	..	5	3
Southdown .. .. .	..	..	..	5	0
Westfield .. .. .	..	..	..	6	0
Otahuhu .. .. .	..	..	..	6	3
Mangere .. .. .	..	..	..	6	3
Middlemore .. .. .	..	..	..	6	6
Papatoetoe .. .. .	..	..	..	7	0
Puhinui .. .. .	..	..	..	7	9
Wiri .. .. .	..	..	..	7	9
Homai .. .. .	..	..	..	7	9
Manurewa .. .. .	..	..	..	7	9
Te Mahia .. .. .	..	..	..	7	9
Takanini .. .. .	..	..	..	8	0
Tironui .. .. .	..	..	..	8	0
Papakura .. .. .	..	..	..	8	0
Orakei .. .. .	..	..	..	2	3
Meadowbank .. .. .	..	..	..	3	0
Glen Innes .. .. .	..	..	..	4	3
Tamaki .. .. .	..	..	..	4	3
Panmure .. .. .	..	..	..	5	3
Sylvia Park .. .. .	..	..	..	6	0

In no case shall the fare between any two of the stations mentioned in this paragraph (being stations on the same line of railway) be greater than the fare chargeable in accordance with the fares set forth in the said paragraph between any two such stations, the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

Twelve-trip bearer tickets are subject to the provisions of regulation 4.

Weekly tickets issuable on the Auckland-Waitakere, Auckland-Onehunga and Auckland-Papakura (both routes) lines will not be issued by guards when the station at which the passenger joins the train is attended.

7. Tickets issued under the provisions of regulations 12, 14, 16, 21, 22, 23, and 33 will be available for travel as follows:

Tickets Issued Between	Will Also be Available
Auckland and	Between Auckland and
Remuera	Orakei.
Tamaki or Panmure	Ellerslie.

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34. Wellington District

1. For the purpose of computing fares for tickets issued under the provisions of regulations 10, 12, 14, 16, and 34 between the stations set out hereunder, the distance will be counted as follows in each case:

	Miles			Miles
Wellington and Ava ..	7	Wellington and Wingate ..	11	
Wellington and Woburn ..	8	Wellington and Taita ..	12	
Wellington and Waterloo ..	8	Wellington and Pomare ..	13	
Wellington and Epuni ..	9	Wellington and Melling ..	8	
Wellington and Naenae ..	10	Wellington and Hutt Workshops ..	8	

2. The following local fares will be charged on the Wellington-Paekakariki and Wellington - Melling - Upper Hutt lines:

					Second-class Single	
					Adult	Child
	Miles				s. d.	s. d.
	1-2 ..	..	..	..	0 6	0 4
	3-4 ..	..	..	..	0 9	0 4
	5 ..	..	..	..	0 11	0 6
	6-7 ..	..	..	..	1 0	0 6
	8-11 ..	..	..	..	1 5	0 9
	12-14 ..	..	..	..	1 8	0 9
	15-18 ..	..	..	..	1 11	0 11
	19-21 ..	..	..	..	2 2	0 11
	22-24 ..	..	..	..	2 9	1 5
	25-27 ..	..	..	..	3 4	1 5

Return tickets will be charged double the single fare and will be issued at attended stations only.

3. (a) Except as provided herein the only tickets available for use on the Wellington-Johnsonville line will be those issued under the provisions of regulations 12 (paragraphs 1, 2, and 4), 16, 18, 20, 21, 22, and 23.

(b) Tickets at the special fares shown hereunder will be issued for travel between the stations specified:

Between	And	Ordinary Single		Six-trip Bearer	Weekly	Monthly Season Ticket	Railway Employees' Monthly Season Ticket
		Adult	Child				
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wellington	Ngaio ..	0 9	0 4	3 0	4 9	23 0	8 0
Wellington	Awarua Street ..	0 9	0 4	3 6	5 3	26 6	8 0
Wellington	Simla Crescent, Khandallah, Boxhill	0 11	0 6	4 3	6 0	34 0	9 9
	Raroa, Johnsonville ..						
Wellington	Johnsonville ..	1 0	0 6	5 3	6 6	41 0	11 6
Ngaio ..	Johnsonville ..	0 9	0 4	3 6	5 3	26 6	8 0
Ngaio, Awarua Street, Simla Crescent, Boxhill, or Khandallah	Khandallah, Awarua Street, or	0 6	0 4	2 6	4 9	23 0	8 0
	Ngaio						
Raroa ..	Ngaio ..	0 9	0 4	3 6	5 3	26 6	8 0
Raroa ..	Awarua Street, Simla Crescent, Boxhill, Khandallah, or	0 6	0 4	2 6	4 9	23 0	8 0
	Johnsonville						
Johnsonville	Awarua Street, Simla Crescent, Boxhill, or Khandallah	0 6	0 4	2 6	4 9	23 0	8 0

Return tickets will be charged double the single fare and will be issued at attended stations only.

Season tickets, young persons season tickets, and privilege season tickets available for three, six, or twelve months, at three, six, or twelve times the appropriate fares, may also be issued.

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4. Suburban Six-trip Bearer Tickets—Suburban trip bearer tickets will be issued for travel between the following points:

Between—	And—
Wellington	Stations Kaiwharawhara to Upper Hutt inclusive. Lower Hutt and Melling. Stations Takapu Road to Plimmerton inclusive.
Kaiwharawhara .. .. .		Lower Hutt.

5. Suburban Weekly Tickets—Suburban weekly tickets will be issued on the following suburban lines:

Wellington–Plimmerton.
Wellington – Melling – Upper Hutt.

6. The following local fares for six-trip bearer and suburban weekly tickets will be effective between the undermentioned stations:

From and to Wellington	Six-trip Bearer Tickets	Suburban Weekly Tickets
	s. d.	s. d.
Pukerua Bay	9 9	11 0
Muri	9 9	11 0
Paekakariki	11 6	11 6
Paraparaumu	18 0	..

Six-trip bearer and weekly tickets issuable on the Wellington–Paekakariki, Wellington–Melling, and Wellington – Upper Hutt lines will not be issued by guards when the station at which the passenger joins the train is attended.

7. The following local fares for six trip bearer tickets will apply between Napier and Hastings:

Second Class
s. d.
6 6

8. Trip bearer tickets, second class, available for twelve single journeys, will be issued for travel at the following fares and will be subject to the provisions of regulation 4:

Between—	And—	s. d.
Trentham	Upper Hutt	3 9
Wallaceville	Upper Hutt	2 9

9. Tickets available between Khandallah or Ngaio and intermediate stations and Wellington will also be available for travel between Kaiwharawhara and Wellington.

Tickets issued under the provisions of regulations 10, 12, 14, 16, 21, 22, 23, and 34 will be available for travel as follows:

Tickets Issued Between Wellington and	Will Also be Available Between Wellington and
Melling	Lower Hutt, Waterloo, or Woburn.
Lower Hutt	Melling, Waterloo, or Woburn.
Taita	Lower Hutt or Melling.
Wingate	Lower Hutt or Melling.
Naenae	Lower Hutt or Melling.
Epuni	Lower Hutt or Melling.
Waterloo	Lower Hutt, Melling, or Woburn.
Woburn	Lower Hutt, Melling, or Waterloo.
Ava	Petone.
Petone	Ava.

35. Christchurch District

1. For the purpose of computing fares for tickets issued under the provisions of regulations 2, 4, 5, 14, and 16, the distance between Ashburton and Tinwald will be counted as 2 miles.

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2. The following local fares will be charged on the Christchurch-Lyttelton, Christchurch-Burnham and Christchurch-Rangiora lines:

Miles	Second-class Single	
	Adult s. d.	Child s. d.
1-3	0 6	0 4
4-5	0 9	0 4
6-7	1 0	0 7
8-10	1 5	0 7
11-13	1 8	0 9
14-16	1 11	1 0
17-19	2 5	1 4
20	2 7	1 4

First-class single tickets, at a fare of 1s. 9d., will be issued for travel between Christchurch and Lyttelton.

Return tickets will be charged double the single fare and will be issued at attended stations only.

3. **Suburban Six-trip Bearer Tickets**—Suburban trip bearer tickets will be issued for travel between the following points:

Between—

Christchurch	..	..	..	..	..
Linwood	..	..	..	..	..

And—

- Stations Linwood to Lyttelton inclusive.
- Stations Addington to Burnham inclusive.
- Stations Riccarton to Rangiora inclusive.
- Lyttelton.

4. **Suburban Weekly Tickets**—Suburban weekly tickets will be issued on the following suburban lines:

- Christchurch-Lyttelton.
- Christchurch-Burnham.
- Christchurch-Kaiapoi.

5. **Twelve-trip Bearer Tickets**—The following local fares for second-class twelve-trip bearer tickets will be effective on the Christchurch-Lyttelton, Christchurch-Burnham and Christchurch-Rangiora lines:

Miles	s. d.
1	3 0
2	4 3
3	5 0
4	7 3
5	8 0
6	10 0
7	11 0

Twelve-trip bearer tickets are subject to the provisions of regulation 4.

36. Dunedin District

1. (a) For the purpose of charging tickets issued under the provisions of regulations 14, 16, and 36 between the stations set out hereunder, the distance will be counted as follows in each case:

Miles		Miles	
Dunedin and Ravensbourne	.. .. 2	Dunedin and Green Island	.. .. 4
Dunedin and Maia	.. .. 3	Dunedin and Abbotsford	.. .. 5
Dunedin and Sawyers Bay	.. .. 7	Sawyers Bay and Port Chalmers	.. .. 1
Dunedin and Port Chalmers	.. .. 8	Mussel Bay and Port Chalmers Upper	.. .. 1
Dunedin and Caversham	.. .. 2		

(b) For the purpose of charging tickets issued under the provisions of regulations 14, 16, and 36 (paragraph 4) the distance between Dunedin and Burnside will be counted as 3 miles.

2. (a) The following local fares will be charged on the Dunedin - Port Chalmers - Evansdale and Dunedin-Mosgiel lines:

Miles	Second-class Single	
	Adult s. d.	Child s. d.
1-3	0 6	0 4
4-5	0 9	0 4
6	1 0	0 7
7-10	1 3	0 7
11-13	1 8	0 10
14-16	2 0	0 10
17-18	2 3	1 0
19-20	2 6	1 0

Return tickets will be charged double the single fare and will be issued at attended stations only.

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(b) The following local fares will be effective between the undermentioned stations:

Between	And	Return	
		First Class	Second Class
Dunedin	Warrington	s. d.	s. d.
Dunedin	Omimi .. .. .	..	5 3
Dunedin	Seacliff	8 9	5 3 5 9

In no case shall the fare between any two stations in the Dunedin-Seacliff area be greater than the lowest fare between any two other stations in such area, the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

(c) The following second class local fares will apply on the Invercargill-Bluff line:

Between And	Invercargill		Clyde Street		Kew		Clifton		Woodend		Awarua		Greenhills		Ocean Beach	
	S.	R.	S.	R.	S.	R.	S.	R.	S.	R.	S.	R.	S.	R.	S.	R.
Clyde Street ..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	0 5	0 7														
Kew	0 7	0 9	0 5	0 7												
Clifton	0 9	1 2	0 8	0 11	0 8	0 11										
Woodend	1 2	1 9	0 9	1 2	0 9	1 2	0 8	0 11								
Awarua	1 5	2 4	1 5	2 2	1 5	2 2	1 1	1 10	0 11	1 7						
Greenhills	1 5	2 6	1 5	2 6	1 5	2 6	1 5	2 6	1 5	2 6	0 11	1 7				
Ocean Beach	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	0 11	1 7		
Bluff	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	1 8	2 9	1 1	1 10	0 8	0 11

3. Suburban Six-trip Bearer Tickets—Suburban trip bearer tickets will be issued for travel between the following points:

Between—	And—
Dunedin	Stations Ravensbourne to Evansdale inclusive.
Ravensbourne	Mussel Bay and Port Chalmers.
Kensington	Stations Kensington to Mosgiel inclusive.
Caversham	Mussel Bay, Port Chalmers Upper, and Port Chalmers.
Invercargill	Mosgiel.
Clyde Street	Burnside.
	Stations Clyde Street to Bluff inclusive.
	Stations Kew to Bluff inclusive.

4. Suburban Weekly Tickets—Suburban weekly tickets will be issued on the following suburban lines:

- Dunedin - Port Chalmers or Port Chalmers Upper.
- Dunedin-Mosgiel.

5. Twelve-trip Bearer Tickets—The following local fares for second-class twelve-trip bearer tickets will be effective on the Dunedin - Port Chalmers - Evansdale and Dunedin-Mosgiel lines:

Miles	s.	d.
1
2
3
4
5
6
7-10

Twelve-trip bearer tickets are subject to the provisions of regulation 4.

6. Tickets issued under the provisions of regulations 14, 16, and 36 between stations Dunedin - Mussel Bay inclusive to or from Port Chalmers Upper or Port Chalmers will be available for use to or from either of the latter stations.

Regulations 37 to 42 inclusive, reserved for future use.

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43. General Conditions *re* Passengers' Luggage

1. Passengers' luggage received, held, or conveyed by railway will be subject to the conditions hereinafter set forth:

Luggage shall be designated as follows:

- (a) Unchecked luggage, i.e., packages of every description, whether excessed or otherwise, which are conveyed as passengers' luggage and which are not checked as provided in regulation 45.
- (b) Checked luggage, i.e., packages of every description, whether excessed or otherwise, which are conveyed as passengers' luggage, for which the passenger holds a luggage check as provided in regulation 45.

2. Railway employees are not permitted to act as agents, or to undertake the charge of or accept responsibility in respect to luggage left temporarily at a station, unless the luggage has been booked and placed in the luggage room.

3. The Department does not undertake to forward luggage of any description by any particular train, and will not be responsible for any luggage or parcels left about the station premises and not duly delivered to the custody of the Department. Luggage left at a station should be placed in the luggage room.

4. No luggage will be allowed to be taken into cars unless it can be placed under the seat or in the rack without inconvenience to other passengers, nor shall any person take into or carry in a railway-car any luggage which any official of the Department may deem to be inconvenient or objectionable.

5. Except as otherwise provided, no person shall send any luggage to any railway station beyond the destination station for which his ticket is available, nor shall any person send or carry as luggage any packages containing goods that are for sale or are other than his own *bona fide* property. No luggage will be accepted for transit inter-island unless checked under the provisions of regulation 45.

6. The Department may refuse any articles which, from their bulky or objectionable character, it is inexpedient to carry as passengers' luggage. Packages exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance as passengers' luggage. Such packages must be consigned, and will be conveyed and charged for at parcels or goods rates as may be appropriate.

7. Each package must be in good order and, when presented for carriage, be distinctly addressed with the name of the passenger and the station to which he is proceeding. All old labels must have been removed and each package locked or otherwise properly secured. The Department may refuse to accept for carriage any package of luggage that does not comply with the foregoing conditions. Trunks, suitcases, bags, and other luggage containers must be such as, in the opinion of the Department, will enable the packages to withstand the ordinary incidence of transport without sustaining damage. Packages of a dangerous character or liable to damage other goods will not be accepted for storage or carriage as luggage.

8. Tins of honey, whether packed or not, shall be deemed to be unfit for carriage or storage as luggage unless the lids of the tins are secured with three or more spots of solder. Tins containing berries and other soft fruits shall in all cases be deemed to be unfit for carriage or storage as luggage if packed in suitcases or in other packages which are not so constructed as to clearly show the contents and the correct side up. Passengers shall make good all damage to railway property or other goods arising from luggage unfit for carriage or storage being handed to the Department.

For insurance of luggage see regulation 110.

44. Unchecked Luggage

1. Unchecked luggage will be carried solely at the risk of the owner.

2. Luggage to be forwarded from an attended station and not required to be checked must be delivered at the railway station from which the passenger is proceeding at least ten minutes before the due time of departure of the train by which it is to be conveyed.

3. Luggage to be forwarded from an unattended station must be taken to the guard's van, and be there handed to the guard on the train by which it is to be forwarded, immediately on arrival of the train at the station from which the luggage is to be conveyed.

4. Unchecked luggage (not excess) not claimed immediately on arrival at destination station will be treated as lost luggage, and charged for as provided in regulation 49. Unchecked excess luggage will be granted free storage on day of arrival and seven consecutive days thereafter, after which period it will be treated as lost luggage.

5. Owners of unchecked luggage for an unattended station must in all cases present themselves at the guard's van while the train is standing at the station, and claim and take delivery of their luggage, failing which the luggage shall be treated as "lost luggage" and be taken to the next officered station and there stored at the risk and expense of the owner.

6. Unchecked luggage will not be delivered at any station short of the destination to which it is addressed and labelled. Passengers who desire to break the journey *en route* must have their luggage addressed and labelled to the station at which they intend to first take delivery.

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7. Unchecked luggage conveyed in guard's van, the property of passengers who are booked to a station beyond the end of the journey of the train by which they are travelling, may be labelled direct to destination station shown on passenger's ticket, and will be stored free of charge from time of arrival at the station where break of journey is necessitated until time of departure therefrom of the first available train by which the passenger can proceed direct to destination station. Nothing in this paragraph shall affect the liability of the Department as for unchecked luggage.

45. Checked Luggage

1. Passengers may have their luggage checked as follows at the charges shown:

Between	And	Route	Checking Fee Per Package
(a) Any station	Any other station on the same section of railway	Rail	s. d. 1 0
(b) Stations in the North Island	Stations in the South Island ..	Rail and inter-Island steamers	2 0
(c) Kaitaia, Mangakino, Whakatane, or Opotiki	Stations in the North Island ..	Rail and railway road services	1 0
	Stations in the South Island ..	Rail, railway road services, and inter-Island steamers	2 0
(d) Gisborne	Stations in the North Island ..	Rail and railway road services via Rotorua or Taneatua	1 0
(e) Stewart Island ..	Stations in the North Island ..	Steamer and rail	2 3
		Stations in the South Island (except Bluff)	Steamer and rail .. .. .	1 3

From	To Overseas Vessels (Operated by Such Companies as may be Approved by the General Manager) Berthed at	Checking Fee Per Package
(f) Officered stations in the North Island	Auckland, Napier or Wellington ..	s. d. 2 6
	Lyttelton, Port Chalmers, Dunedin, or Bluff	3 0
(g) Officered stations in the South Island	Auckland, Napier, or Wellington ..	3 0
	Lyttelton, Port Chalmers, Dunedin, or Bluff	2 6

From	To	Checking Fee Per Package
(h) Department's Wharf Booking offices at Auckland or Wellington	North Island stations	s. d. 2 0
	South Island stations	2 6

(i) Exceptions—Luggage will not be checked for journeys to be made exclusively between the following points:

- Wellington and Picton.
- Wellington and Lyttelton (by sea direct).

Luggage will be accepted for checking for inter-Island journeys by sea, subject to the provisions of paragraphs 8 and 9 of this regulation. The charge for inter-Island checks includes the cost of cartage between rail and steamer at Wellington. Paragraph 10 of this regulation provides for the checking of luggage by passengers travelling by air between North Island stations and Nelson. Excess luggage charges as per regulation 46 will apply where incurred.

2. Liability—The Department will not be responsible for loss of, or damage or delay to, any checked luggage if such loss, damage, or delay occurs after the same has been placed in the possession, custody, or control of any carrier other than the Department, whether by land, water, or air, or of any harbour board, warehouseman, or other person, notwithstanding that the luggage may have been accepted for checking to a station on a different section of railway, or to a place that is not on the railway, nor will the Department be responsible for any delay caused by failure to place any such luggage in the possession, custody, or control of any such carrier, harbour board, warehouseman, or other person as aforesaid.

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3. **Tendering Luggage for Checking**—Luggage may, if being forwarded from an officered station, or a flag station where facilities for the checking of luggage are provided, be delivered for checking at any time during the availability of the tickets held. Luggage for checking must (without prejudice to the provisions regarding excess luggage) be delivered at least fifteen minutes before the due time of departure of the train by which it is to be conveyed. The person tendering luggage to be checked must obtain a luggage check for each package. Passengers are not bound to see personally to the checking of their luggage but may arrange for any person, other than a railway employee, to act on their behalf. The passenger's railway and/or steamer or motor ticket must be produced before luggage will be accepted for checking.

4. **Delivery of Checked Luggage**—Except as hereinafter provided, no package of checked luggage will be delivered until the check has been surrendered. Delivery by the Department of any checked luggage to the person surrendering checks and acceptance of delivery by such person shall discharge the Department of any liability in respect of the luggage. The Department reserves the right to decline to deliver checked luggage at any station other than the original destination station of such luggage.

5. **Lost Checks**—Any person claiming delivery of any checked luggage, and who is unable to produce the check therefor owing to it having been lost, may be required to make, at his own cost, a statutory declaration setting forth the number of the luggage-check lost, the description of such package, and such other information as the Department may require. He may be required to indemnify the Department against any loss or claim that may arise as a result of delivery to him, and to furnish such other proofs of his title to delivery of the luggage as the Department may require, before it shall be delivered. Should the information furnished by the claimant or proofs of title to delivery or the indemnity be deemed by the Department to be insufficient or unsatisfactory, delivery of the luggage may be withheld, and the Department shall not be liable for any inconvenience or loss that may result from delivery being so withheld. A search fee of 1s. will be made in respect of each luggage-check lost.

6. **Unclaimed Luggage**—Checked luggage not claimed within three months after arrival at destination may be sold.

7. **Storage**—Checked luggage for attended stations not claimed on arrival at such stations will be stored. Checked luggage for an unattended station not claimed while the train is standing at such station will be taken to the next officered station for storage. Checked luggage not delivered within the periods indicated hereunder will be charged storage as follows:

	For First Month or Part Thereof	For Each Additional Week or Part Thereof
(a) Checked luggage, not otherwise specified	Free	2s. per package or article.
	Day of Arrival	For Each Additional Day or Part Thereof
(b) Per motor cycle	Free	s. d. 1 0
(c) Per motor cycle with sidecar attached	Free	2 0

INTER-ISLAND LUGGAGE ACCOMPANYING PASSENGERS TRAVELLING BY RAIL AND STEAMER

8. Only passenger's *bona fide* personal luggage will be accepted for checking to Stewart Island. Cases of fruit, stores, live animals, cardboard boxes, and suchlike articles will not be accepted.

9. The following provisions of this paragraph apply to luggage which required to be transported by the steamer services between Wellington and Lyttelton or Wellington and Picton:

- (a) **Checked Luggage** may comprise ordinary luggage, including perambulators or push chairs and children's tricycles accompanying passengers, subject to the provisions of paragraph 7 of regulation 43.
- (b) **Bicycles (Pedal or Motor), Sewing Machines, also Fruit or Other Merchandise Packed in Suitable Containers**, accompanying passengers, may be checked subject to payment of the charges provided in paragraph 13 of regulation 46. A motor cycle with sidecar attached will not be accepted for checking.
- (c) **Cardboard Boxes and Fragile Packages** will not be accepted for checking.
- (d) **Live Animals and Poultry** will not be accepted for checking.

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LUGGAGE OF PASSENGERS TRAVELLING BY AIR, OR BY RAIL AND AIR

10. (a) Passengers travelling by air services may have their luggage checked and conveyed by rail and (in the case of an inter-island journey) by (a) the Department's Wellington-Blenheim or Wellington-Nelson air services, or (b) the Wellington-Lyttelton or Wellington-Picton shipping services.

The following charges will be payable, and in this connection, when charges at parcels rates are levied, the terminal charge provided for in Regulation 55, paragraph 2, will not apply.

Passenger Travels by	Checking Fee Per Package	Charges in Addition to Checking Fee
Rail and air (other than inter-Island)	s. d. 1 0	Parcels rates for the distance in excess of that covered by the rail ticket held.*
Exclusively by air (other than inter-Island)	1 0	Parcels rates for the full distance. No free allowance will be granted.
Rail and air (inter-Island) ..	2 0	Parcels rates for the distance in excess of that covered by the rail tickets held* plus: (i) Parcels air rates between Wellington and Blenheim or between Wellington and Nelson; or (ii) Sea and wharfage charges in accordance with regulation 46, paragraph 13. The free luggage allowance as provided therein will not be granted.
Exclusively by air (inter-Island)	2 0	Parcels rates for the rail journey plus: (i) Parcels air rates between Wellington and Blenheim or between Wellington and Nelson; or (ii) Sea and wharfage charges in accordance with regulation 46, paragraph 13. The free luggage allowance as provided therein will not be granted.
Rail, sea, and air	2 0	Parcels rates for the distance in excess of that covered by the rail tickets held.* Sea and wharfage charges will be computed as provided in regulation 46, paragraph 13. The free luggage allowance as provided therein will not be granted unless the passenger holds a steamer ticket for the sea route by which his luggage is forwarded.

* Plus excess luggage charges (if any) for the distance travelled by rail.

(b) A passenger may forward his luggage as ordinary parcels or goods traffic.

LUGGAGE OF PASSENGERS TRAVELLING BY ROAD OR BY RAIL AND ROAD

11. (a) Passengers travelling by motor may, on production of rail and/or railway road service tickets (as applicable), have their luggage checked and conveyed by rail as under:

Passenger Travels by	Charges
Rail and railway road service or exclusively by railway road service (also see paragraph 1 (c) and (d) of this regulation)	Subject to the provisions of regulation 46, paragraph 7, luggage will be checked by rail from the original starting station to the final destination station on payment of the prescribed checking fee. (The term "station" means the nearest railway-station to the point at which a passenger may join or alight from the road vehicle at the commencement or completion of his journey.)
Rail and motor transport not controlled by the Railway Department	Luggage may be checked from the original starting station to the final destination station on payment of checking fees, plus excess luggage charges (if any) for the total distance travelled by rail, and freight charges at parcels rates, based on the total quantity of luggage, for any distance in excess of that covered by the rail ticket held. The terminal charge provided for in regulation 55, paragraph 2, will not apply, and luggage will not be delivered by the Department.
Exclusively by motor transport not controlled by the Railway Department	Luggage will not be accepted for checking, but may be consigned as parcels or goods traffic at the option of the owner.

(b) Passengers travelling by railway road services may forward bicycles and motor cycles by rail, at the charges applicable to such articles accompanying rail passengers.

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46. Excess Luggage

1. The Department reserves the right to charge light bulky packages of passengers' luggage by weight or measurement.

2. Luggage (checked or unchecked) on which excess charges are payable must be delivered at the railway station at least thirty minutes before the due time of departure of the train by which it is to be forwarded.

3. All charges payable on excess luggage must be prepaid, and the person delivering such luggage must obtain an excess-luggage ticket as a receipt for the charges paid, such ticket to be given up when the luggage is claimed. Passengers who fail to produce excess tickets for luggage on which excess charges are payable may be required to pay such charges before the luggage is delivered.

4. In the case of luggage on which excess charges are payable forwarded from a station where no provision is made for the excessing of such luggage, the excess charges must be paid to the guard, who will issue a ticket for the amount received.

5. An excess-luggage ticket is only a receipt for charges paid. The Department does not accept any responsibility for excess luggage unless it is checked as prescribed by regulation 45. (See regulation 44, paragraph 4, *re* storage of unchecked luggage.)

6. **Free Allowance**—Subject to the succeeding provisions of this regulation, "luggage" for the purpose of this paragraph means wearing apparel and other similar personal belongings designed and usually carried by travellers for their personal use, and contained in a bag, box, portmanteau, suitcase, trunk, valise, or any other receptacle commonly used for the purpose, but shall not include merchandise or other goods or chattels which, though carried with the passenger's luggage, are not designed and carried for such use.

Passengers will be granted free conveyance of their *bona fide* personal luggage as follows:

- | | |
|---|---|
| (a) Passengers other than those specified here-
after | } Adults: 112 lb.
Children travelling at half rates: 56 lb. |
| (b) Visitors from overseas undertaking <i>bona fide</i>
tourist travel in New Zealand (any class or
type of ticket may be held) | |
| (c) Families travelling on family excursion tickets
(regulation 3) | Total 336 lb. |
| (d) Excursionists by day trips, except as provided
in subparagraph (e) hereof | No luggage other than baskets and hampers
containing refreshments, band instruments for
use of bands taking part in the excursion,
perambulators or push-chairs. |
| (e) Excursionists with tickets available for more
than one day, and passengers travelling by
Sunday excursion trains at special zone or
ordinary fares | } Adults: 112 lb.
Children travelling at half rates: 56 lb. |
| (f) Schoolchildren travelling on school season
tickets issued under the provisions of regu-
lations 21, 22, and 23 | No luggage, foodstuffs, merchandise, or goods
other than those required in connection with
their studies. |
| (g) Hawkers | 112 lb. (total weight) of luggage and goods for
sale. |
| (h) Invalids accompanied by invalid chairs,
(motor or hand propelled) | 112 lb. of luggage in addition to the weight of
the chair. The Department will not, except at
its convenience, convey invalid chairs by
express or passenger trains. |
| (i) Theatrical companies | See regulation 48. |

7. (a) **Articles Accepted Free as Luggage**—The following articles, being the property of passengers and *bona fide* for their own domestic use, may be conveyed as portion of a passenger's free allowance:

- Bassinettes.
- Books or a typewriter used in connection with a passenger's occupation or studies.
- Children's scooters and tricycles.
- Crockery (other than ornaments).
- Doll's perambulators.
- Folding deck-chairs.
- Foodstuffs.
- Perambulators and push-chairs, children's, one per adult passenger accompanied by a child.
- Safety small-arm cartridges (not more than 1,000 per passenger) provided all due precautions are taken for the prevention of accident by fire or explosion.
- Small musical instruments.
- Sportsmen's gear, including fishing rods, golf trundlers, and rifles.
- Workmen's tools.

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(b) **Excess Luggage**—The following articles shall not be included in a passenger's free luggage allowance:

Bedsteads, mattresses of all kinds, and stretchers.
 Bulky musical instruments.
 Carpets.
 Crockery ornaments.
 Crystalware.
 Furniture.
 Glassware.
 House fittings.
 Kerosene and similar mineral oils.
 Linoleum.
 Live poultry or livestock.
 Liquor.
 Oilstoves.
 Playpens.
 Sewing machines.
 Tents and poles.

8. The Department reserves the right to determine whether any package or article (other than *bona fide* personal luggage) may be carried free as luggage under the provisions of this regulation.

9. (a) **Rates:** Excess luggage will be charged at the ordinary rates for parcels provided in regulation 55, paragraph 1, computed on the actual mileage for the route covered by the ticket held. Charges will be based on grouped weights. Terminal charges as per regulation 55, paragraph 2, will not apply. Excess luggage charges will be payable in respect of the following:

(i) Articles not entitled to be carried free as portion of a passenger's luggage allowance.

(ii) The weight, in excess of the free allowance, of articles entitled to be carried free as luggage.

(b) **Rates on Bicycles, etc.**—The following, when accompanying passengers, will be charged at the rates set out in the regulations specified:

Bicycles, pedal	Regulation 52.
Bicycles, motor (with or without sidecars)	Regulation 53.
Dogs, tethered	Regulation 60.
*Fruit and vegetables, New Zealand fresh grown for domestic use, in excess of passenger's free luggage allowance	Regulation 56.
*Sidecars, motor bicycle, detached	Regulation 53.

* Terminal charges as provided in regulation 55, paragraph 2, will be additional.

(c) **Road Rates**—Luggage checked for combined journeys, *vide* regulation 45, paragraph 1, will be charged at the following rates for the conveyance of excess luggage (if any) on the road portion of the journey:

Between	And	Excess Luggage Not Exceeding			
		28 lb.	56 lb.	84 lb.	112 lb.
		s. d.	s. d.	s. d.	s. d.
Kaitaia	Otiria Junction	3 6	5 0	8 6	10 0
Mangakino	Putaruru	3 0	4 0	7 0	8 0
Whakatane	Whakatane West	2 0	3 0	5 0	6 0
Whakatane	Rotorua	3 6	5 0	8 6	10 0
Opotiki	Taneatua	3 0	4 0	7 0	8 0
Opotiki	Rotorua	4 0	6 0	10 0	12 0
Gisborne	Rotorua	6 0	10 0	16 0	20 0
Gisborne	Taneatua	5 0	8 0	13 0	16 0

Bicycles, and dogs on chain or in boxes, accompanying passengers by rail and railway road service will be charged for the road journey at the road rates applicable to through-booked traffic.

10. **Luggage from or to Stewart Island**—A free allowance of 1 cwt. of *bona fide* personal luggage per adult passenger (children over 4 years and under 15 years of age, 56 lb.) will be allowed in respect of luggage checked from and to Stewart Island. Where the free allowance is exceeded, the shipping company will collect wharfage and excess-luggage charges in respect of the sea journey between Bluff and Stewart Island.

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11. **Inter-Island Excess**—When excess charges are payable on inter-Island checked luggage, such charges will be computed separately for the mileage to be travelled by rail on each separate section of railway and at the rates for the sea journey prescribed in paragraph 13 of this regulation. Inter-Island luggage (whether excess or otherwise) also bicycles and sewing-machines must be checked.

A free allowance of 1 cwt. of *bona fide* personal luggage per adult passenger (children over 4 years and under 15 years of age, 56 lb.) will be allowed to passengers travelling inter-Island by sea. The free allowance will not apply to inter-Island airways passengers whose luggage is forwarded by sea.

12. **Definition of Luggage (Shipping Companies)**—(a) The following articles being the property of passengers, may be conveyed as portion of a passenger's free allowance:

Bona fide articles of necessity and convenience carried as personal luggage for passenger's personal use, comfort, or convenience in connection with a journey.

- Artists' gear.
- Children's tricycles.
- Invalid chair (motor or hand propelled) accompanying an invalid will be conveyed free of shipping and wharfage charges.
- Perambulators and push chairs.
- Sportsmen's gear.
- Tourists' gear.
- Workmen's tools.

(b) The following articles will not be included in the passenger's free allowance:

- Any package exceeding 2 cwt. in weight.
 - Bulky musical instruments
 - Fruit
 - Furniture
 - House fittings
 - Kerosene
 - Liquor
 - Poultry, live
 - Vegetables
- } and articles of a similar nature.

13. **Inter-Island Excess Rates**—The following are the charges between Wellington and Picton and between Wellington and Lyttelton (including sea freight, wharfage, and cartage) for luggage, etc., not entitled to the free allowance:

Luggage and merchandise:

	£	s.	d.
½ cwt.	0	5	3
1	0	9	6
1½	0	13	9
2	0	18	0
2½	1	2	6
3	1	7	0
3½	1	11	6
4	1	16	0
4½	2	1	0
5	2	5	6
Each additional ½ cwt.	0	4	7
Bicycles, pedal, each	0	14	9
Bicycles, tandem, each	0	18	0
Bicycles, pedal, with motor-propelling attachment, each	1	1	0
Bicycles, motor, each	2	7	0
Bicycles, motor, with sidecar (detached), each	4	18	0
Sewing-machines, treadle, each	0	14	9
Sewing-machines, portable, each	0	4	9

* Samples (up to 15 cwt.) will be charged as follows:

Sea freight	3s. per 56 lb. or fraction thereof.
Wharfage at Wellington	2d. per cwt. or fraction thereof. Minimum charge, 6d.
Wharfage at Lyttelton	5s. 10d. per ton. Minimum charge, 9d.
Wharfage at Picton	3d. per cwt. or fraction thereof. Minimum charge, 5d.

* Any quantity of samples in excess of 15 cwt. will be charged at the rate for excess luggage.

47. **Commercial Travellers' Luggage**

General—1. Commercial travellers will each be allowed to take with them free of charge 112 lb. weight of luggage, including personal luggage and *bona fide* samples properly packed (other than motor bicycles) for exhibition only and not for sale.

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2. The maximum quantity of *bona fide* samples and personal luggage which any commercial traveller will be allowed to carry at the rates specified in paragraph 4 or paragraph 5 of this regulation is 10 cwt. or 200 cubic feet, exclusive of the free allowance of 112 lb. Any additional quantity, if sent by express, or passenger train, will be charged at the rates provided in paragraph 9 of regulation 46 for excess luggage, or it may be consigned as "goods" and conveyed by goods or mixed trains, at goods rates (Class C).

3. These rates apply to *bona fide* samples for exhibition only. If the samples or any portion thereof are sold or otherwise disposed of parcel rates will be charged. Where a commercial traveller who has already made a rail journey, accompanied by his samples, returns to his home station without such samples, he will not be granted the allowance of 112 lb. on any subsequent samples he may carry until the original lot is returned to the home station.

4. **Annual Luggage Tickets**—Commercial travellers holding annual season tickets, issued under the provisions of regulation 18, may obtain annual tickets for their *bona fide* samples for the lines over which their annual tickets are available at the following rates:

				Miles	Per Cwt. or Part Thereof Up to 5 Cwt.	Each Additional Cwt. or Part Thereof Up to 10 Cwt.
					£ s. d.	£ s. d.
For distances not exceeding	..	..	300	5	19	6
"	..	..	400	7	14	9
"	..	..	500	8	18	3
"	..	..	600	10	3	0
"	..	..	700	10	14	0
"	..	..	800	11	19	0
"	..	..	1,000	13	2	0
For distances over	..	..	1,000	13	14	9

In computing charges for annual luggage tickets mileage will be counted one way only.

5. **Excess Rate for Samples**—Commercial travellers who do not take out annual tickets for their *bona fide* samples will be charged for such samples as follows:

Miles: Not Exceeding	50	100	150	200	250	300	350	400	450	500	For Each Addi- tional 50 Miles or Fraction Thereof
For each 28 lb or part thereof	s. d. 0 7	s. d. 1 2	s. d. 1 9	s. d. 2 4	s. d. 2 11	s. d. 3 6	s. d. 4 1	s. d. 4 8	s. d. 5 3	s. d. 5 10	s. d. 0 7

6. Cream separators, cash registers, counter weighing machines, and suchlike articles, being *bona fide* samples carried by the authorised representative of the selling firm, will be accepted as commercial travellers' samples.

7. **Goods for Sale**—*Bona fide* commercial travellers representing houses conducting an exclusively wholesale business who take out samples for exhibition only and goods for sale may be charged the commercial travellers' sample rate on the *bona fide* samples and the ordinary rate (goods, parcels, or excess, as the case may be) on the goods for sale.

(a) The consignment-note (in the case of packages consigned through goods or parcels) must be endorsed by the traveller as follows:

I hereby certify that this consignment consists of [Weight] *bona fide* commercial samples, which are not for sale, and [Weight] of goods for sale.

(b) In the case of excess luggage a certificate in writing in the foregoing terms and signed by the traveller should be tendered with the packages.

8. **Storage**—Commercial travellers will be allowed eighteen hours' free storage for their samples or *bona fide* personal luggage conditionally on the Department not being liable in any circumstances whatever for any loss or damage in respect of the same.

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The provisions of this paragraph will apply only to luggage and/or *bona fide* samples which—
 (a) Have been transported by the Department, in which case the period of free storage will be counted from the time of arrival of luggage and/or samples at the station concerned; or
 (b) Have been delivered to the Department for transport by the Department, in which case the period of free storage will be counted from the time of such delivery:

Provided that in no case shall the period of free storage exceed eighteen hours continuously, notwithstanding that any such luggage and/or samples may have been transported by the Department and may be intended to be further transported by the Department without removal from the premises of the railway.

If any luggage or samples to which this paragraph applies are left on the premises of the railway for a longer period than eighteen hours the ordinary luggage-room charges will apply for the time in excess of eighteen hours. Sundays will, for the purpose of calculating the period of the eighteen hours' free storage, be treated as *dies non*.

9. **Road Travel**—Commercial travellers holding tickets for journeys to be made by the Department's road motor services may have their luggage forwarded by rail, under the provisions of this regulation, between the stations covered by such tickets. For the purpose of this regulation, "stations" will be deemed to mean the nearest station to the point at which a passenger may join or alight from the road vehicle at the commencement or completion of his journey.

48. **Theatrical Companies' Luggage, Effects, etc.**

1. (a) The provisions of this regulation will apply to the luggage and effects of theatrical companies of not less than six adult members who travel by rail or railway road service. Such companies will be entitled to a free luggage allowance of 2 cwt. for each adult ticket held.

All luggage in excess of the free allowance and all other properties of the company will, if loaded in guard's van, be charged 1s. 5d. for each 56 lb. or fractional part thereof for every 50 miles or fraction of 50 miles.

"Luggage" for the purpose of this paragraph includes the wardrobe and other articles incidental thereto, but does not include poles, ladders, scenery, furniture, and other articles of a similar nature. The Department reserves the right to decline to accept any article as luggage under this regulation.

(b) Where the provisions of the preceding subparagraph are not fulfilled, theatrical luggage will be charged at ordinary classified rates.

2. If conveyed in wagons other than guard's van, luggage and effects will be charged as follows:

(a) **By Passenger-train—**

Per R, U, or two-door Z or ZP wagon 3s. 4d. per mile.

Per bogie wagon, n.o.s. 5s. 0d. per mile.

Minimum charge in either case as for 30 miles.

(b) **By Goods or Mixed Train—**

Loaded in four-wheeled wagons .. Class C. Provided that the charge shall not be greater than as for a bogie wagon.

Per bogie wagon 2s. 0d. per mile. Minimum charge as for 30 miles for each separate booking, which may include breaks of journey at intermediate stations.

3. Petrol and other dangerous goods and livestock will be charged at the classified or other rate applicable and will be subject to the conditions governing the conveyance of such goods and livestock.

4. All loading and unloading must be performed by owners at their own risk and responsibility.

49. **Lost Luggage**

1. Luggage or other packages or articles left in a train or left unclaimed on railway premises will be charged storage at the rates provided hereunder:

	For First Four Weeks	For Each Additional Week or Part Thereof
(a) Per package or article, except a motor cycle or a motor cycle with sidecar attached	s. d. 0 6 per week or part thereof	s. d. 2 0
	For First Day or Part Thereof	For Each Additional Day or Part Thereof
(b) Per motor cycle	s. d. 2 0	s. d. 1 0
(c) Per motor cycle with sidecar attached	3 9	2 0

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2. The station platform will be cleared after the arrival or departure (as the case may be) of each train, and all luggage or other packages or articles found and not immediately claimed will be treated as coming within this regulation.

3. Luggage or other packages or articles left in a train or left unclaimed on railway premises and not claimed within three months after the time when first placed in storage as lost luggage may be sold.

4. Any liability which the Department may have in respect of any package or article under this regulation is hereby limited to £20.

50. Left Luggage

1. Except as otherwise provided, luggage, packages, or articles may be accepted for storage at the following rates and charges, subject to the conditions specified in this regulation:

	First Four Weeks. Per Week or Part Thereof	For Each Additional Week or Part Thereof
	s. d.	s. d.
Per package or article, n.o.s.	0 6	2 0
Per bicycle (pedal)	0 6	2 0
*Per bicycle (pedal), motor-propelled	1 0	2 0
Per package or article tendered at the Department's wharf booking offices at Auckland or Wellington for transport to and storage at the local station	† 0 6	2 0
	For First Day or Part Thereof	For Each Additional Day or Part Thereof
	s. d.	s. d.
*Per motor-cycle, n.o.s.	2 0	1 0
*Per motor cycle with sidecar attached	3 9	2 0

* Motor cycles or motor-propelled pedal bicycles will not be accepted for storage when charged with benzine, or any inflammable liquid or vapour.

† In addition to the storage charge a sortage charge of 1s. per package or article is to be levied.

2. **Bicycle Season Tickets**—Season tickets for the storage of bicycles (pedal) will be issued at the following rates:

For one calendar month	s. d. 4 0
For three calendar months	9 0

The currency of bicycle-storage tickets issued under the provisions of this paragraph will commence on the first and expire on the last day of a calendar month only, provided that season tickets for the storage of bicycles (pedal) issued to scholars or students who hold tickets issued under the provisions of regulation 21 or 22 will be charged at the rate of 9s. each, and will be made available for fourteen weeks from date of commencement.

3. Season tickets for the storage of motor-propelled pedal bicycles will be issued at double the rates shown in paragraph 2 hereof.

General Conditions—4. The Department reserves the right to decline to accept any article or package under this regulation. The following will not be accepted:

- Articles of an inflammable, explosive, or dangerous nature.
- Articles which are wet or leaking.
- Articles emitting an offensive or strong smell.
- Live animals.
- Loaded firearms.

Should any such articles be inadvertently accepted they may, on being found to be within the categories mentioned, be removed and stored, or otherwise suitably dealt with as the Department may determine, at the sole risk and cost of the depositor or owner.

5. The Department does not undertake to accept perishable articles for storage, but where a person specially desires any perishable articles to be so stored they may be accepted subject to the special condition that the Department shall not be liable for any damage or loss that may arise in connection with such deposit.

6. No article or package shall be considered as having been left in the custody of the Department under this regulation unless the person desiring to deposit such article or package shall have handed over the same to the Department, and shall have paid the proper charge and received a left-luggage

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ticket issued by the Department in respect of such article or package. The Department shall not be bound to hand over any article or package left in its custody under this regulation except on production of the left-luggage ticket issued in respect thereof, and on payment of all charges which have become payable in respect of the same.

Delivery—7. Delivery by the Department of any package left in its custody under this regulation to the person producing and (except in the case of tickets mentioned in paragraph 2 of this regulation) surrendering the appropriate ticket shall discharge the Department of any liability in respect of such package.

8. Any person claiming delivery of any package that shall be in the custody of the Department under the provisions of this regulation and who shall have lost the left-luggage ticket applicable to such package may, before such package is delivered to him, be required to make at his own cost a statutory declaration setting forth the number of such lost ticket, a description of the package of which delivery is claimed, and such other information as the Department may require. He may also be required to indemnify the Department against any loss or claim that may arise as a result of delivery to such person, and to furnish such other proof of his title to the delivery of such package as the Department may require. Should the information furnished by the claimant as the proof of his title to delivery or the indemnity be deemed by the Department to be insufficient or unsatisfactory, delivery of such package may be withheld and the Department shall not be liable for any inconvenience or loss that may result from delivery being so withheld. A search fee of 1s. will be made in respect of each left-luggage ticket lost.

9. Any article or package not claimed within three months after the date when first deposited may be sold.

10. **Liability**—The liability of the Department in respect of each article or package is hereby limited to £20, unless the nature and value of the contents thereof shall have been declared by the person depositing such article or package, and an insurance fee paid at the rate of 10s. per cent (minimum charge, 2s. 9d.) on such declared value.

51. Left Parcels

1. Left-parcel labels in books of twenty, may be obtained at principal stations at a charge of 10s. per book.

2. The charge for left parcels covers one week's storage. After the first week, storage will be charged for the ensuing three weeks at 6d. per week and thereafter at the rate of 2s. per week.

3. When a parcel bearing one of these labels is delivered to the custody of the Department the counterfoil in book if presented simultaneously with the parcel, will be receipted and returned to the depositor, and the bearer of the duplicate numbered label will be entitled to receive the parcel on presentation and surrender of such duplicate label.

4. So far as the same may be applicable, the provisions of paragraphs 4, 5, 7, 8, and 9 of regulation 50 shall form part of this regulation.

5. Motor bicycles will not be accepted under this regulation.

6. The liability of the Department in respect of each left parcel is hereby limited to £20 unless the nature and value of the contents thereof shall have been declared by the person depositing such parcel and an insurance fee paid at the rate of 10s. per cent (minimum charge, 2s. 9d.) on such declared value.

52. Pedal Bicycles or Tricycles

1. **Rates**—Bicycles, pedal, assembled, not otherwise specified, not packed in cases or crates, will be charged at the following rates for each machine seated to carry one rider:

Miles Not Exceeding	s.	d.	Miles Not Exceeding	s.	d.	Miles Not Exceeding	s.	d.			
12	1 0	200	..	..	4 6	450	..	..	7 6
25	1 8	250	..	..	5 6	500	..	..	9 0
50	2 9	300	..	..	6 0	550	..	..	9 6
100	3 6	350	..	..	6 6	Over 550	..	..	10 0
150	4 0	400	..	..	7 0				

2. Bicycles, pedal, assembled, as under, will be charged as shown:

Bicycles seating more than one rider	..	..	Bicycle rate plus 50%.
Bicycles with motor propelling attachment, total weight—			
Not exceeding 65 lb.	..	..	Double bicycle rate.
Exceeding 65 lb.	..	..	As motor bicycles—Regulations 53 or 55.

(Motor-propelled bicycles will not be accepted for conveyance when charged with benzine or other inflammable liquid or vapour.)

Bicycles, fitted with parcels delivery carriers Bicycle rate plus 50%.

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3. Bicycles, pedal, unassembled, not packed in cases or crates will be charged as shown hereunder:
 Each machine (consignors are to certify as to the number of machines in each package) Bicycle rate.
 With parcels delivery carriers attached Bicycle rate plus 25%.
4. Tricycles, pedal, n.o.s., will be charged double bicycle rate. Children's tricycles not accompanying passengers will be charged at parcels rate plus 25% (regulation 55). See regulation 46, paragraph 7 (a), *re* children's tricycles accompanying passengers.
5. Bicycles, pedal, packed in cases or crates will be charged at parcels rates, regulation 55.
6. Terminal charges as per regulation 55, paragraph 2, will apply to bicycles not accompanying passengers. The terminal charge will not apply to bicycles accompanying passengers.
7. **Conditions**—The charges on bicycles or tricycles (pedal) accompanying passengers must be prepaid in all cases.
 The charges on bicycles not accompanying passengers must be prepaid, provided that in the case of an unattended station, or of an attended station at a time when no employee is on duty, bicycles may, at the discretion of the Department, be accepted without prepayment of freight subject to an additional charge of 2s. 6d. per consignment.
 Bicycles or tricycles, pedal, accompanying passengers by rail must be fully and legibly addressed with the name and destination of passenger, and be presented at the railway station for booking at least ten minutes before the due time of departure of the train by which they are to be carried. The Department will not be responsible for loss of bicycles or tricycles unless this regulation is complied with. Bicycles not accompanying passengers must be presented at least thirty minutes before the due departure time of the train by which they are to be forwarded.
 The Department will not be responsible for bicycles or tricycles left about the premises of the railway and not duly delivered into the custody of the Department. Any such articles found about the premises on the railway will be treated as lost luggage and charged for as provided in regulation 49.
 Bicycle tickets are not available for break of journey.
8. **Storage**—Bicycles will be charged storage in accordance with the provisions of regulation 55, paragraph 5.
9. Bicycles not claimed within six months may be sold.
10. **Bicycle covers**—A charge of 9d. will be made for each canvas cover supplied by the Department for the protection of bicycles to be conveyed by rail. When such covers are supplied they must not be removed from the railway premises. The Department reserves to itself the right to decline any application for the supply of a bicycle cover.

SEASON TICKETS FOR PEDAL BICYCLES

11. Season tickets for bicycles (pedal) accompanying passengers will be issued at the following rates for each bicycle seated to carry one rider only:

	Period	Amount
		£ s. d.
(a) For distances not exceeding 12 miles	Three months ..	2 6 0
	Six months ..	3 18 0
	Twelve months	6 17 6
(b) Available over the whole of the New Zealand Government Railways	Twelve months	14 14 0
(c) *Students and scholars who are holders of school season tickets issued under the provisions of Regulations 21 and 22 and whose age does not exceed 20 years— For distances not exceeding 12 miles	Fourteen weeks	1 3 0
*Students and scholars who are holders of technical school season tickets issued under the provisions of Regulation 23 and whose age does not exceed 20 years— For distances not exceeding 12 miles	Three months	1 3 0

* For use when holders are travelling to and from school only.

12. Bicycle season tickets must be produced at destination before the bicycle is delivered, and at other times when required by any officer of the Department. Bicycle season tickets are not transferable.

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53. Motor Bicycles Accompanying Passengers

1. **Addressing**—Motor bicycles accompanying passengers by rail must be fully and legibly addressed with the name and the destination of the passenger, and be presented at the railway station for booking at least ten minutes before the due time of departure of the train by which they are to be carried. The Department will not be responsible for the loss of motor bicycles unless this regulation is complied with.

Rates—2. Motor bicycles accompanying passengers will be charged on the actual mileage to be travelled, i.e., the route covered by the passenger ticket held, at the following rates, owners to load and unload:

Miles: Not Exceeding						Not Exceeding 120 lb.	Over 120 lb. and Not Exceeding 175 lb.	Over 175 lb.
						s. d.	s. d.	s. d.
25	..	..	..	..	..	6 6	8 0	9 3
50	..	..	..	..	..	10 6	13 0	18 6
100	..	..	..	..	..	13 0	16 6	23 0
150	..	..	..	..	..	15 6	20 0	27 6
200	..	..	..	..	..	18 6	23 0	32 0
250	..	..	..	..	..	21 0	26 0	36 6
300	..	..	..	..	..	23 6	29 0	41 0
350	..	..	..	..	..	26 0	32 9	45 6
400	..	..	..	..	..	29 0	36 0	50 6
450	..	..	..	..	..	31 6	39 6	55 0
500	..	..	..	..	..	34 6	42 6	60 0
For every additional 50 miles or part thereof ..						2 9	3 3	4 9

3. Motor bicycles or motor scooters with trailers or sidecars attached will be charged at double parcels rates, regulation 55, and will be conveyed in guard's vans of passenger and mixed trains only at the convenience of the Department. They will not be carried on express trains. Sidecars detached from motor bicycles will be charged on actual weight at rate and a quarter, parcels rates, regulation 55. Terminal charges will be additional.

4. Motor scooters will be charged as motor bicycles.

General Conditions—5. Except as provided in paragraph 6 each passenger will be allowed to take only one motor-bicycle at the above rates, which in each case must be prepaid.

6. Dirt-track motor cyclists proceeding by rail to compete at or returning by rail after having competed at a dirt-track meeting may take two motor bicycles at the rates specified in paragraph 2. Dirt-track motor cyclists may forward one spare wheel attached to each machine and the spare wheel will be treated as part of the machine for charging purposes.

7. Motor bicycles when charged with benzine or any inflammable liquid or vapour will not be accepted for conveyance by rail.

8. The Department will not be responsible for motor bicycles left about the premises of the railway and not duly delivered into the custody of the Department. Any such bicycles found about the premises of the railway will be treated as lost luggage, and charged for as provided in regulation 49.

9. **Storage**—Motor bicycles not claimed immediately after arrival at destination station will be allowed free storage on the day of arrival; after that time they will be charged for storage as follows:

						Per Day or Part Thereof	
						s.	d.
Per motor bicycle	..	..	..	..	..	1	0
Per motor bicycle with sidecar attached	..	..	..	..	..	2	0

54. Parcels Traffic, Conditions of Carriage, and Classification

1. Except as may be otherwise provided, parcels traffic specifically named or described in the following classification will be charged for carriage by railway at the rates and charges set forth in regulations 55 to 63 inclusive, as indicated.

2. Parcels traffic not specifically named or described in the following classification will, except as otherwise provided, be charged for carriage by railway at the rates set out in regulation 55, paragraph 1.

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3. The charges on consignments forwarded under the provisions of regulations 54 to 56 inclusive and 58 to 63 inclusive must be pre-paid, provided that in the case of an unattended station, or of an attended station at a time when no employee is on duty, parcels traffic may, at the discretion of the Department, be accepted without prepayment of freight subject to an additional charge of 2s. 6d. per consignment.

4. The following goods shall, unless a request is made in writing that such goods be received, held, and carried at the risk of the Department, under and subject to the provisions of regulation 110, be received, held, and carried at the sole risk in all respects of the owner:

(a) All goods mentioned in the following classification and followed by the words "Owner's risk".

(b) All goods received, held, and carried under the provisions of regulations 56 to 62 inclusive. (For regulations regarding the carriage of "owner's risk" goods at the risk of the Department, see regulation 110.)

5. Except where otherwise provided, each parcel will be charged for separately.

6. The word "dangerous" used in relation to goods denotes that the goods will be conveyed under the regulations applicable to explosives and dangerous goods.

7. **Parcels Charged on Grouped Weight**—Where the rate for commodities listed in the following classification is qualified by the words "grouped weight", it is intended that when more parcels than one consisting of the commodity listed are consigned in one consignment, such parcels will be charged upon the total weight of each commodity at the appropriate rate. Each 2 cwt. or part thereof in excess of the first 2 cwt. will be charged as a separate consignment.

The terminal charge as provided in regulation 55, paragraph 2, will be computed on the total weight of each commodity.

8. Classification:

Commodity	Rate
Adding machines, not packed in wooden cases ..	Parcels rates plus 25%.
Aeroplanes, model, assembled. Owner's risk ..	Double parcels rates.
Aeroplanes, model, unassembled ..	Parcels rates plus 25%.
Aluminium ware, except nails and washers ..	Parcels rates plus 25%.
Aluminium nails and washers ..	Parcels rates.
Animals, small, such as cats, rabbits, etc. (but not dogs), properly secured in crates, baskets, or other suitable receptacles so as to prevent damage to other goods.	
Owner's risk—	
Per package not exceeding 1½ cwt. ..	Parcels rates.
Per package exceeding 1½ cwt. ..	Parcels rates plus 25%.
Artificial flowers ..	Parcels rates plus 25%.
Bacon and hams ..	Parcels rates. Grouped weight.
Basket-chairs ..	Parcels rates plus 25%.
Basketware ..	Parcels rates plus 25%.
Bicycle accessories, including wheels, frames, forks, etc.	Parcels rates.
Bicycle delivery vans, pedal, as under—	
Not exceeding 1 cwt. ..	Double parcels rates.
Exceeding 1 cwt. ..	Half the rate for a two-wheeled carriage (regulation 84).
Bicycle trailers ..	Parcels rates plus 25%.
Bicycles or scooters, motor, to seat one rider ..	Parcels rates plus 50%. Charges on the weight in excess of 2 cwt. will be treated as a separate consignment. Motor bicycles will not be delivered by the Department and will not be subject to the terminal charge, <i>vide</i> regulation 55, paragraph 2.
Bicycles, not otherwise specified ..	See regulation 52.
Bicycles or scooters, motor, with trailers or sidecars attached	Double parcels rates.
Birds, animals, and fish, stuffed ..	Parcels rates plus 25%.
Bird-cages ..	Parcels rates plus 25%.
Birds in cages. Owner's risk ..	Parcels rates plus 25%.
Birds in cardboard, three-ply or similar fragile containers. Owner's risk.	Parcels rates plus 25%.

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Commodity	Rate
Birds (other than birds in cages or fragile containers) and poultry in crates, baskets, or other suitable receptacles so as to prevent damage to other goods.	
Owner's risk—	
Per package not exceeding 1½ cwt.	Parcels rates.
Per package exceeding 1½ cwt.	Parcels rates plus 25%.
Blinds, venetian	Parcels rates plus 25%.
Boats, completely unassembled	Parcels rates plus 50%.
Bread	Parcels rates. Grouped weight.
Briar rose berries, certified for domestic use of the consignee	As per regulation 56. Grouped weight.
Bulbs not packed in soil	Parcels rates. Grouped weight.
Bullion, coin, etc.	See regulation 63.
Butter	Parcels rates. Grouped weight.
Cake and bakers' smallgoods	Parcels rates. Grouped weight.
Canoes, assembled, not exceeding 70 lb.	Double parcels rates.
Canoes, assembled, exceeding 70 lb.	Double parcels rates, subject to a minimum charge as for 5 cwt., at Class C plus 50%.
Canoes, completely unassembled, or canoe parts	Parcels rates plus 50%.
Caps, paper, for toy pistols. Dangerous	Double parcels rates. (The maximum weight conveyed as parcels traffic by any one train will be 14 lb.)
Cardboard boxes, empty (not collapsed). Owner's risk	Parcels rates plus 25%.
Cardboard boxes containing millinery, feathers, or other goods liable to damage by crushing. Owner's risk	Parcels rates plus 25%.
Cardboard boxes containing goods certified not liable to damage by crushing	Parcels rates.
Cash registers not packed in wooden cases	Parcels rates plus 25%.
Cats	See "Animals".
Cheese	Parcels rates. Grouped weight.
Chinaware not packed in cases. Owner's risk	Parcels rates plus 25%.
Cinematograph films. Dangerous	Parcels rates. See regulation 112.
Coffins	Parcels rates plus 25%.
Coin, bullion, etc.	See regulation 63.
Corpses	See regulation 61.
Crackers, fireworks, etc. Dangerous	Double parcels rates. The maximum weight conveyed as parcels traffic by any one train will be 14 lb.
Cream, in cans	See regulation 57.
Cream, synthetic	Parcels rates. Grouped weight.
Crockery, not packed in cases. Owner's risk	Parcels rates plus 25%.
Cycle trailers	Parcels rates plus 25%.
Dangerous goods other than fireworks, cinematograph films, fuse, paper caps for toy pistols, and safety small-arm cartridges	Not accepted for conveyance as parcels traffic.
Dogs	See regulation 60.
"Dunlopillo" (a sponge-rubber product)	Parcels rates plus 25%.
Eggs	Parcels rate. Grouped weight.
Empty returns n.o.s., forwarded through Parcels	Parcels rates. (For empty returns previously railed full as parcels traffic and returned through Goods, see regulation 88.)
Empty returned milk bottles previously railed full for free distribution to schoolchildren and certified accordingly	The empty bottles will be returned free from the original destination station to the original forwarding station. The bottles will not be delivered by the Department.
Eskimo pie and similar chocolate-coated ice cream	As ice cream.
Feathers, packed in cardboard boxes	Parcels rates plus 25%.
Films, cinematograph. Dangerous	Parcels rates. See regulation 112.
Fireworks Dangerous	Double parcels rates. The maximum weight conveyed as parcels traffic by any one train will be 14 lb.

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Commodity	Rate
Fish, fresh, salted, smoked, frozen, or chilled (not tinned)	Parcels rates. Grouped weight.
Fish, shell (except oysters)	Parcels rates.
Flowers, artificial	Parcels rates plus 25%.
Flowers, foliage (except heather in bags), or ferns, fresh cut, not packed, or packed in crushable containers. Owner's risk	Parcels rates plus 25%.
Flowers, foliage, or ferns, fresh cut, not made up into wreaths, etc., or moss, packed in baskets, hampers, or uncrushable boxes. Owner's risk	Parcels rates. Grouped weight.
Food and clothing for charitable purposes ..	See regulation 87.
Fruit, fresh, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee ..	See regulation 56. Grouped weight.
Not certified as above	Parcels rates. Grouped weight.
Furniture	Parcels rates plus 25%.
Fuse. Dangerous	Double parcels rates.
Game, fresh, frozen, or chilled	Parcels rates. Grouped weight.
Glass wreaths. Owner's risk	Parcels rates plus 25%.
Glassware, chinaware, or crockery (except empty druggists' bottles), not packed in cases. Owner's risk	Parcels rates plus 25%.
Golf trundlers	Parcels rates plus 25%.
Gramophones, including portable gramophones, not packed in cases or crates	Parcels rates plus 25%.
Hairlok	Parcels rates plus 25%.
Hams and bacon	Parcels rates. Grouped weight.
Hand carts	Parcels rates plus 25%.
Hares, fresh, frozen, or chilled	Parcels rates. Grouped weight.
Heather, packed in bags	Parcels rates. Grouped weight.
Ice	Parcels rates. Grouped weight.
Ice cream (including Eskimo pies and similar products)	Parcels rates. Grouped weight.
Ice cream cones	Parcels rates plus 25%.
Ice, dry (carbon-dioxide snow)	Parcels rates.
Invalid chairs	Parcels rates plus 25%.
Library exchanges	See regulation 58.
Liquids (except medicine), in glass or earthenware containers, not otherwise specified. Owner's risk	Parcels rates plus 25%.
Liquids, in bottles, packed in strong cardboard boxes, with bottles packed in separate compartments. Owner's risk	Parcels rates.
Liquids, in glass or earthenware containers, securely packed in cases or tins, or protected by wickerware	Parcels rates.
Mattresses, bolsters, pillows, or other manufactured packages containing kapoc, flock, wool, tow, sponge rubber, or similar materials	Parcels rates plus 25%.
Mattresses, wire	Parcels rates plus 25%.
Meat and meat sundries, bacon and ham, cooked, fresh, salted, frozen, or chilled, but not tinned	Parcels rates. Grouped weight.
Medicine, in bottles, packed in boxes, or securely wrapped in corrugated cardboard	Parcels rates.
Medicine, in bottles, unprotected or wrapped in paper	Parcels rates plus 25%.
Milk, bottled, in crates, for free distribution to school-children and certified accordingly	Half parcels rates. Grouped weights. This traffic will not be delivered by the Department and will not be subject to the terminal charge, <i>vide</i> regulation 55, paragraph 2. See also "Empty returned milk bottles".
Milk, in bottles, packed, not otherwise specified ..	Parcels rates. Grouped weight.
Milk, in cans	See regulation 57.
Millinery, in cardboard boxes	Parcels rates plus 25%.
Mirrors, not packed in cases or crates. Owner's risk	Parcels rates plus 25%.
Model aeroplanes, assembled. Owner's risk ..	Double parcels rates.
Model aeroplanes, unassembled	Parcels rates plus 25%.
Motor vehicle body parts	Parcels rates plus 25%.

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Commodity	Rate
Mouldings, picture	Parcels rates plus 25 %.
Moss	See "Flowers, foliage, etc."
Mushrooms, New Zealand produce, as under—	
Certified for domestic use of consignee	See regulation 56. Grouped weight.
Not certified as above, packed in cardboard boxes	Parcels rates plus 25 %.
Not certified as above, packed in wooden boxes or other non-crushable containers	Parcels rates. Grouped weight.
Musical instruments, not packed in cases or in their own rigid containers	Parcels rates plus 25 %.
Newspapers	See regulation 62.
Nuts, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee	See regulation 56. Grouped weight.
Not certified as above	Parcels rates. Grouped weight.
Oysters, fresh, as under—	
In shell	Parcels rates.
Without shell, packed in tins	Parcels rates. Grouped weight.
Paper caps for toy pistols. Dangerous	Double parcels rates. The maximum weight conveyed as parcels traffic by any one train will be 14 lb.
Perambulators and push-chairs	Parcels rates plus 25 %.
Periodicals	See regulation 62.
Picture frames and picture mouldings	Parcels rates plus 25 %.
Pictures, not packed in cases or crates	Parcels rates plus 25 %.
Pies	As "Cake and baker's small goods."
Pigeons, homing	See regulation 59.
Pillows, mattresses, bolsters, and other manufactured packages containing kapok, flock, wool, tow, sponge rubber, or similar materials	Parcels rates plus 25 %.
Plants, seedlings, and bulbs, not packed in soil	Parcels rates. Grouped weight.
Poultry, fresh, frozen, or chilled	Parcels rates. Grouped weight.
Poultry, live, in crates, baskets, or other suitable receptacles so as to prevent damage to other goods.	
Owner's risk—	
Per container not exceeding 1½ cwt.	Parcels rates.
Per container exceeding 1½ cwt.	Parcels rates plus 25 %.
Push-chairs	Parcels rates plus 25 %.
Rabbits, fresh, frozen, or chilled	Parcels rates. Grouped weight.
Rabbits, live, in crates, baskets, or other suitable receptacle so as to prevent damage to other goods.	
Owner's risk—	
Per container not exceeding 1½ cwt.	Parcels rates.
Per container exceeding 1½ cwt.	Parcels rates plus 25 %.
Radio sets and parts not securely packed in crates, cases, or strong cardboard cartons with corrugated cardboard lining	Parcels rates plus 25 %.
Rocking-horses	Parcels rates plus 25 %.
Scooters, motor	As "Bicycles, motor".
Seedlings, not packed in soil	Parcels rates. Grouped weight.
Shellfish (except oysters)	Parcels rates.
Shrubs	Parcels rates. Grouped weight.
Sidecars for motor cycles	Parcels rates plus 25 %.
Sponge rubber sheets and products	Parcels rates plus 25 %.
Stags' heads, mounted or unmounted	Parcels rates plus 25 %.
Sterotype casts	See regulation 62.
Stretchers, canvas, camp, folded	Parcels rates.
Stretchers, wire	Parcels rates plus 25 %.
Stuffed birds, animals, or fish	Parcels rates plus 25 %.
Suitcases, empty	Parcels rates.
Sulkies, racing, to seat one person	Parcels rates plus 50 %. Each machine will be charged as 48 lb. The Department may require owners to remove wheels. When owners decline to remove wheels when requested to do so, charges will be computed as for a two-wheeled carriage (regulation 84).

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Commodity	Rate
Tinware	Parcels rates plus 25%.
Toheroas, fresh	Parcels rates.
Toys, irrespective of packing	Parcels rates plus 25%.
Tricycles, children's	Parcels rates plus 25%.
Tricycles, motor	At the rate for two-wheeled carriages regulation 84).
Tricycles, not otherwise specified	See regulation 52.
Typewriters, not packed in wooden cases	Parcels rates plus 25%.
Vegetables, fresh, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee	Regulation 56. Grouped weight.
Not certified as above	Parcels rates. Grouped weight.
Washing-machines, not packed in cases, crates, or heavy packing paper	Parcels rates plus 25%.
Wheel-barrows, assembled (other than toys)	Double parcels rates.
Wickerware	Parcels rates plus 25%.
Wreaths and other similar articles made up of cut flowers or plants. Owner's risk	Parcels rates plus 25%.
Wreaths, glass. Owner's risk	Parcels rates plus 25%.

55. Parcels Rates

1. Parcels will be conveyed at the following rates:

Weight	Not Exceeding						Over 450 Miles
	30 Miles	50 Miles	100 Miles	200 Miles	300 Miles	450 Miles	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
3 lb.	1 0	1 0	1 0	1 0	1 0	1 0	1 3
7 lb.	1 0	1 0	2 0	2 0	2 0	2 0	2 6
14 lb.	1 0	1 6	2 0	2 9	3 0	3 6	4 3
28 lb.	1 6	2 0	2 9	3 6	4 6	5 6	7 3
56 lb.	2 9	3 6	4 6	7 0	8 9	10 9	13 9
84 lb.	3 6	5 0	6 3	10 0	13 6	16 3	19 3
112 lb.	4 6	5 9	7 3	11 6	17 6	21 6	24 0
140 lb.	5 6	7 0	8 0	13 6	21 6	27 0	31 3
168 lb.	6 3	7 9	8 9	15 3	25 0	32 0	36 0
196 lb.	7 3	8 6	10 0	16 9	28 9	37 3	43 3
224 lb.	8 0	9 6	10 9	19 0	32 0	42 6	48 0

2. Terminal Charge—In addition to the above rates, a charge of 1s. for each 56 lb. or part thereof will be made upon all parcels consigned to the following stations:

<i>North Island</i>		<i>South Island</i>	
Auckland	Palmerston North.	Christchurch.	
Hamilton.	Wellington.	Dunedin.	
New Plymouth.	Petone.	Invercargill.	
Hawera.	Lower Hutt.		
Wanganui.	Naenae.		

3. Local Rate—Parcels conveyed between Wellington and Hawera will be charged as for 200 miles.

4. Conditions—(a) The Department does not undertake to convey packages exceeding 2 cwt. in weight or 20 cubic feet in measurement at parcel rates, but where any such package is tendered for transit it may be accepted provided the dimensions or weight of the package are such as will not cause inconvenience in handling the same. Where any such parcel is accepted for transit the charges for the weight in excess of 2 cwt. will in all respects be treated as a separate consignment.

(b) Parcels must be at the station at least thirty minutes before the due time of departure of the train by which they are to be forwarded.

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5. Storage—Parcels traffic not delivered within the periods indicated will be charged storage as follows:

	Day of Arrival and Seven Consecutive Days Thereafter	Per Week or Part of a Week Thereafter
Articles and packages conveyed at parcels rates, not otherwise specified	Free	7d. per package.
Two or more articles or packages charged on grouped weight	Free	Computed on total weight of each consignment at a rate of 1s. per cwt. or fraction of a cwt.

	Day of Arrival and Day Thereafter	Per Day or Part of a Day Thereafter
Motor cycles	Free	s. d. 1 0
Motor cycles with sidecar attached	Free	2 0

6. Parcels Not Claimed within six months may be sold.

56. Fresh Fruit, Fresh Vegetables, Fresh Mushrooms, and Nuts

Charges—1. Except as provided in paragraph 2 hereof, fresh fruit, fresh vegetables, fresh mushrooms, and nuts grown and packed in New Zealand (including Cook Islands or Niue) in consignments not exceeding 2 cwt. in weight, whether conveyed as excess luggage or consigned, will be charged as follows:

Weight	Miles								
	Not Exceeding								Exceeding
	50	100	150	200	300	450	550	550	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
28 lb.	1 0	1 5	1 8	1 10	2 6	2 9	3 4	3 4	3 4
56 lb.	1 5	1 8	1 10	2 2	3 0	3 7	3 10	3 10	3 10
112 lb.	1 10	2 6	3 0	3 7	4 5	5 3	6 7	7 2	7 2
168 lb.	2 6	4 2	4 8	5 3	6 4	7 5	9 0	10 5	10 5
224 lb.	3 4	5 0	5 9	6 6	8 3	10 0	11 3	13 2	13 2

2. The charges for fruit, tomatoes, and mushrooms conveyed under the provisions of paragraph 1 hereof and packed in cardboard boxes or paper parcels will be increased by 25 per cent.

3. For the purposes of this regulation, artichokes, beetroot, carrots, garlic, kumeras, vegetable marrows, melons, onions, parsnips, potatoes, pumpkins, and turnips are deemed to be fresh vegetables and will be charged accordingly.

Fresh fruit, vegetables, mushrooms, or nuts contained in suit-cases or similar containers are not considered "packed" in accordance with trade usage, and will be charged parcels rates as per regulation 55.

4. Terminal Charge—In addition to the foregoing charges, a charge of 1s. for each 56 lb. or part thereof will be made for fresh fruit, vegetables, mushrooms, or nuts consigned as parcels or conveyed as excess luggage to the following stations:

<i>North Island</i>		<i>South Island</i>
Auckland.	Palmerston North.	Christchurch.
Hamilton.	Wellington.	Dunedin.
New Plymouth.	Petone.	Invercargill.
Hawera.	Lower Hutt.	
Wanganui.	Naenae.	

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5. **Grouped Weight**—When more packages than one consisting of fresh fruit, fresh vegetables, fresh mushrooms, and nuts are consigned from one consignor to one consignee at the same destination station such packages will be charged upon the total weight of each consignment.

6. **Conditions**—(a) The provisions of this regulation will be applicable only to fresh fruit, fresh vegetables, fresh mushrooms, and nuts forwarded for the domestic use of the consignee, with a maximum weight per consignment of 2 cwt., and will not apply to fresh fruit, fresh vegetables, fresh mushrooms, and nuts forwarded for sale or to be used or dealt with by the consignee for any purpose other than that mentioned. In every case the consignor shall endorse on the face of the consignment-note, "Certified for domestic use of consignee only".

(b) The Department reserves the right to decline to carry fresh fruit, fresh vegetables, fresh mushrooms, and nuts at these rates on any express or passenger train.

7. **Consignments Exceeding 2 cwt.**—Each 2 cwt. or part thereof in excess of the first 2 cwt. will be charged as a separate consignment at parcels rates on grouped weight.

57. Milk and Cream

Rates—1. Milk and cream will be conveyed only at the owner's sole risk, the charges being computed on the capacity of cans at the following rates:

Miles Not Exceeding	Milk and Cream Consigned to Butter, Cheese, or Milk-condensing Factories, and to or from Creameries	Miles Not Exceeding	Milk and Cream Not Otherwise Specified
	Per Gallon Capacity d.		Per Gallon Capacity d.
15	1 ⁷ / ₁₀	11	1 ⁷ / ₁₀
30	1 ³ / ₅	21	1 ³ / ₅
60	2 ¹ / ₅	31	2 ¹ / ₅
90	2 ³ / ₅	61	2 ³ / ₅
For each additional 30 miles or fraction thereof	¹ / ₅	91	3 ¹ / ₅
		For each additional 30 miles or fraction thereof	¹ / ₅

The minimum railage charge for each consignment will be 1s. 3d.

2. Cans of milk and cream collected direct from farmers by dairy companies or carters employed by the dairy companies and forwarded by rail to factories may be despatched as one consignment.

3. **Marking of Cans**—Each can must be legibly marked with the capacity thereof (in gallons), and the name of the owner, and the station from which he consigns the can.

4. **Loading and Unloading**—The Department may require all loading or unloading to be performed by the consignor or consignee. For all loading or unloading performed by the Department 7d. per can will be charged in addition to the railage charge for conveyance.

Empty Cans—5. Empty milk or cream cans being returned from the original consignee and receiving station to the original consignor and forwarding station will be conveyed free: Provided that the Department reserves the right to refuse such free conveyance in the case of any dairy or milk-condensing factory or creamery which utilises means other than the railway for the carriage of the output of such factory or creamery, when the railway is available for the transport of such output.

6. Where free conveyance is granted, the empty returned cans will be carried at the sole risk of the owners, who must perform all loading and unloading. In such cases as the Department may direct that free conveyance is not to be granted on empty returned cans, the following charges will be made for the conveyance of such cans at owners' risk, owners to load and unload:

Distance	Charge
Not exceeding thirty miles	6d. per can.
Exceeding thirty miles, but not exceeding fifty miles	7d. "
For any distance in excess of fifty miles	8d. "

The railage charges on empty return cans must be prepaid.

7. **Test Samples**—Test boxes containing samples of milk or cream sent to central offices for testing purposes will be conveyed at the rate applicable to milk and cream consigned to factories. When returning empty they will be conveyed free, but at the sole risk of the owners, who must do all loading and unloading.

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8. **Skim-milk**—Where milk is sent by rail to factories or creameries, and the consignors of the milk have their skim-milk returned to them, such skim-milk will be carried under the provisions of paragraphs 5 and 6 of this regulation.

9. **Humanised Milk**—Humanised milk will be charged the rates applicable to milk not otherwise specified, and carried under the same conditions.

58. Library Exchanges

1. Books for exchange forwarded between subscribers and recognised circulating libraries will be carried at one-half parcels rates, with a minimum charge of 10d. per package, under the following conditions:

- (a) The sender's name must be shown on each parcel.
 - (b) A declaration must be given on the consignment note that the package contains books, or other articles specially authorised by the General Manager.
 - (c) A clear indication of the contents must be given on each package.
2. The provisions of paragraph 1 of this regulation will be applicable in other cases authorised by the General Manager.
3. The terminal charge specified in paragraph 2 of regulation 55 will not apply to parcels forwarded under this regulation. Consignees must take delivery at destination station.

59. Homing-pigeons

1. Homing-pigeons sent to a station to be liberated for a race or liberated for training will, on production of a certificate as per paragraph 3 hereof, be charged as follows:

- By goods or mixed trains Half parcels rates. Minimum charge 1s. per consignment. Charges will be computed on grouped weight.
- By express or passenger trains Ordinary parcels rates, computed on the separate weight of each container.

2. The terminal charge as provided in regulation 55, paragraph 2, will not be enforced and consignments conveyed under the provisions of this regulation will not be delivered by the Department.

3. **Certificate**—To obtain the benefits of this regulation, a certificate in the following form from the secretary of the club to which the owners belong must be produced:

I hereby certify that the pigeons to the number of consigned from to on are the property of members of Club, and are being forwarded to for the purpose of competing in a race [or training].

4. **Empty Boxes, etc.**—The empty hampers and boxes will be returned free to the sending station.

5. **General**—Pigeons not coming within the provisions of this regulation will be charged at the appropriate rates for "birds", *vide* regulation 54.

60. Dogs

1. **Charges**—The charges on dogs, will be as follows:

(a) **Dogs, Tethered (Each):**

Miles Not Exceeding	s.	d.	Miles Not Exceeding	s.	d.	Miles Not Exceeding	s.	d.
25 ..	1	8	225 ..	13	0	625 ..	24	6
50 ..	3	2	275 ..	14	6	675 ..	26	0
75 ..	4	0	325 ..	16	0	725 ..	27	6
100 ..	5	6	375 ..	17	6	775 ..	29	0
125 ..	7	0	425 ..	18	6	825 ..	30	6
150 ..	9	0	475 ..	20	6	875 ..	32	0
175 ..	10	6	525 ..	21	6			
200 ..	11	6	575 ..	23	6			

Each additional dog in excess of twelve dogs in the same consignment will be charged half rates.

(b) **Dogs in hampers, crates, or boxes unaccompanied by passengers—**

- Pups, one or mores *Parcels rates plus 25%.
- Slut and puppies *Parcels rates plus 25%, with a minimum charge as for one dog (tethered).
- Dogs *Parcels rates, or each dog at the rate for tethered dogs (whichever is greater).

(c) **Dogs in boxes accompanying passengers—**(see regulation 46, paragraph 9 (a)).

* The terminal charge at the stations specified in regulation 55, paragraph 2, will be additional to the charges computed either at the rate for dogs or at parcels rates.

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2. **Delivery**—Passengers or consignees must take delivery of dogs immediately on the arrival of the train at the destination station, failing which the dogs will be held by the Department at the sole risk and responsibility of the owner. A charge of 6d. per day or portion of a day will be made for each animal which is not taken delivery of immediately on arrival at the destination station. In addition to this charge owners will require to pay any charge that may have been incurred for food, veterinary charges, and the like.

General Conditions—3. Dogs must bear a label showing distinctly the name and full address of the consignee and the destination station, and, except when accompanying passengers, must be delivered to the Department and consigned not less than thirty minutes before the due time of departure of the train by which they are to be forwarded.

4. The Department reserves the right to require that any dog presented for carriage by rail shall be efficiently muzzled or confined in a cage, box, or other suitable receptacle so as to prevent such dog from biting any person. The Department will not be liable for the loss of any dog if such loss arises directly or indirectly from any tendency on the part of such dog to bite any person.

5. Dogs not secured in hampers, crates, or boxes must be provided with efficient chains and collars, or other suitable means of tether. Dogs in hampers, crates, or boxes must be properly secured so as to prevent damage to other goods.

6. Passengers accompanied by dogs must obtain a dog ticket at least fifteen minutes before the due time of departure of the train, excepting when the journey is commenced from a station at which there are no booking facilities, when the passenger will obtain a dog ticket from the guard of the train. The ticket must be given up at the end of the journey before the dog is delivered. Owners must see their dogs safely placed in the train.

7. Dogs accompanying passengers on inter-Island journeys will require to be consigned through the Parcels Branch.

8. Dogs will be transported by express or passenger trains only when there is sufficient space or facilities in the guard's van for their accommodation.

9. The Department will not be liable for loss when a dog, whether accompanied by a passenger or consigned, escapes through the slipping of the collar or the breakage of the chain, collar, or such other means of tether by which it is secured unless the dog is carried at railway risk as provided in regulation 110.

10. Dogs will not be allowed in carriages.

61. Corpses

1. The charge for the conveyance of one or more corpses in the same wagon and included in one consignment will be as follows:

	By Trains Other Than Express, Passenger, or Express Goods		*By Express, Passenger, or Express Goods Trains	
	Rate Per Mile	Minimum Charge	Rate Per Mile	Minimum Charge
	s. d.	£ s. d.	s. d.	£ s. d.
First corpse	1 5	2 18 0	2 9	5 16 0
Second corpse	0 9	1 9 0	1 6	2 18 0
Each additional corpse	0 6	0 19 0	1 0	1 18 6

* Consignments conveyed portion of the journey by express, passenger, or express goods trains and portion by other trains will be charged at these rates for the full journey.

The conveyance of corpses by express, passenger, or express goods train will be at the option of the Department.

2. When the conveyance of a corpse by any express, passenger, or express goods train necessitates the running of an extra engine, the Department reserves the right to require the payment in respect of the running of such engine (additional to the charges provided for in this regulation) at the rate of 7s. 2d. per mile for the actual distance (both ways) run by such engine.

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62. Newspapers and Stereotype Casts

1. Newspapers (published at intervals not exceeding seven days), periodicals (published at intervals not exceeding one month), and stereotype casts and type set up for reproduction purposes (consigned by or to newspaper proprietors) will be conveyed subject to the following provisions, viz.:

- (a) Packages of newspapers and periodicals must be open at both ends.
- (b) No receipts will be given for the packages; they will be conveyed at owners' risk, the Department not being liable for damage, delay, detention, or loss; and they must be brought to, and taken from, the railway by the owners. If owners desire them conveyed at the risk of the Department, the ordinary parcel rates will be charged.
- (c) Charges on packages conveyed under this regulation, must, except as provided in paragraph 2 hereof, be prepaid by affixing stamps, obtainable from the Department. Packages insufficiently stamped will be charged the difference between the amount represented by the stamps affixed and the full ordinary parcel rates, and the Department will not be responsible for any delay which may arise in consequence.
- (d) A declaration that the parcels do not contain other than the articles mentioned above must also be printed or plainly written on the address, thus: "Newspapers only". "Stereotype Casts only", as the case may be.
- (e) The Department reserves the right to open and examine packages.
- (f) Novels will not be accepted at newspaper rates.
- (g) Rates for Stamped Parcels:

Weight	Not Exceeding		Over 150 Miles
	75 Miles	150 Miles	
	s. d.	s. d.	s. d.
3 lb.	0 6	0 9	0 9
7 lb.	0 9	0 9	1 0
14 lb.	1 0	1 0	1 6
28 lb.	1 6	1 9	2 0
42 lb.	2 0	2 6	2 6
56 lb.	2 6	2 9	3 0
84 lb.	3 0	3 9	4 9
112 lb.	3 6	5 3	6 6

The charges will be computed separately for each package.

- (h) Single newspapers will be conveyed, irrespective of distance, at a uniform charge of 1d. per copy.

2. Rates for Bulk Consignments—Newspaper proprietors who so desire may forward their newspapers and periodicals under the following conditions, instead of at the foregoing rates:

- (a) Packages will not be stamped, but the newspaper proprietor will send to the railway station with each lot of newspapers or periodicals a consignment note or other form of approved list showing the number of packages for each station, together with the total weight of the whole consignment.
- (b) The charges for conveyance of packages of newspapers will be computed at the rate of 6s. 6d. per hundredweight on the gross weight forwarded by the same consignor in each week irrespective of the station or stations from which the newspapers are railed or the distance the packages are carried. Minimum quantity from each newspaper proprietor per week, 10 cwt.
- (c) The charge for the conveyance of packages of periodicals (published at intervals not exceeding one month) will be computed at the rate of 6s. 6d. per hundredweight on the gross weight forwarded by the same consignor in each four weeks, irrespective of the station or stations from which the consignments are railed or the distance the packages are carried. Minimum quantity of periodicals from each consignor per four weeks, 4 tons.

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Through-booking Rates on Stereotype Casts—3. Stereotype casts consigned between Wellington and South Island stations under the through-booking system will be charged as follows:

Weight	Not Exceeding		Over 150 Miles
	75 Miles	150 Miles	
3 lb.	s. d. 1 9	s. d. 2 0	s. d. 2 0
7 lb.	3 0	3 3	3 6
14 lb.	4 0	4 6	5 0
28 lb.	5 0	5 3	6 0
42 lb.	6 6	7 0	7 6
56 lb.	7 0	8 0	9 0
84 lb.	8 6	9 6	10 6
112 lb.	10 6	12 0	13 0

The above rates include wharfage, shipping, and rail charges (South Island), but do not include delivery at any destination station.

4. In the case of parcels of stereotype casts forwarded from stations in the North Island (other than Wellington) to stations in the South Island, and from stations in the South Island to stations in the North Island (other than Wellington), the scale of charges, as scheduled in subparagraph (g), paragraph 1, will be imposed for the rail journey in the North Island additional to the charges as scheduled in paragraph 3.

5. Parcels of stereotype conveyed at the above rates will be subject to the conditions provided for in this regulation, and shall bear stamps to the value of the freight charges.

General—6. For the purposes of this regulation, newspaper proprietors will be deemed to mean and include persons or firms engaged in the printing and publishing of newspapers and periodicals as defined in paragraph 1.

7. Letters for newspaper proprietors containing *bona fide* press matter for publication, when so endorsed, will be conveyed, irrespective of distance, at the uniform charge of 4d. per letter.

8. The charges prescribed in paragraphs 1 and 2 of this regulation cover transit by rail in both the North and South Islands, and will be computed on continuous mileage.

63. Coin, Bullion, etc.

1. Packages containing bank notes, bills of exchange, bullion, gold, silver, and copper coin, gold and silver plate, jewellery, platinum, stamps, and valuable documents will be accepted for conveyance only in accordance with the provisions of this regulation.

(a) When Accompanied by a Passenger—

(i) The passenger must pay the ordinary fare and hold a ticket.

(ii) All risk and responsibility for the safety of the goods shall be taken by the person travelling with them.

(iii) Excess-luggage rates will be charged for any quantity of such goods and luggage in excess of 1 cwt. for each adult ticket held.

(b) When Unaccompanied by a Passenger—

(i) With the exception of copper coin, such goods will not be accepted for conveyance at owner's risk unless under special agreement with the Department. Double the ordinary parcels rates (regulation 55) will be charged thereon, and the goods must be consigned at the risk of the Department and insured to the full value thereof, and the appropriate charges paid.

(ii) Packages containing copper coin may be accepted for conveyance at owner's risk. They will be charged ordinary parcels rates.

(iii) In any case where the consignor requires, and in every case where it is required by this regulation, that the goods shall be carried at the risk of the Department the consignor shall endorse the consignment note with the words "at railway risk", and shall obtain a receipt in accordance with paragraph 1 of regulation 110. The charges will be increased by one-sixth, but, unless the goods are insured in accordance with the next succeeding subparagraph, the liability of the Department will be limited to £20 for each package or the contents thereof.

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(iv) Packages of copper coin which are carried at the risk of the Department and all packages consigned under subparagraph (i) of paragraph (b) of this regulation shall be insured in the manner provided in regulation 110, and, in particular, the following provisions shall apply:

If the Department so requires each package shall be opened by and at the expense of the consignor for inspection by an officer of the Department, and shall afterwards be securely closed by the consignor in the presence of such officer.

The charge as provided in regulation 110 on declared value to be paid for insurance shall be in addition to charges at ordinary parcels rates or double the ordinary parcels rates (as the case may be) for conveyance, increased for railway risk as provided in subparagraph (iii) of this paragraph.

Regulations 64 to 67, inclusive, reserved for future use.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE

68. Classification of Goods, Livestock, etc.

1. Except as may be otherwise provided, goods will be charged for carriage by railway in accordance with the classification set out in paragraph 4 hereof, that is to say—

Goods for which a class is shown will be charged at the rates prescribed by Regulation 69 for the specified class and goods named in the said paragraph 4 for which no class is shown will be charged at the rates prescribed by the regulation specified.

2. (a) All goods described in the following classification or elsewhere in this General Scale of Charges or in the Local Rates Scale of Charges as being at "owner's risk"; and

(b) All goods other than those classified in paragraph 4 hereof as Class "C", or Class "C" plus a prescribed increase, or Class "D", or Class "E" plus a prescribed increase, or Class "G", shall, unless a request is made that such goods be received, held, carried, delivered or otherwise dealt with at the risk of the Department under and subject to the provisions of Regulation 110, be received, held, carried, delivered or otherwise dealt with at the sole risk in every respect whatsoever of the owner. (For regulations regarding the carriage of "owner's risk" goods at the risk of the Department, see Regulation 110.)

3. The word "dangerous" used in relation to goods denotes that the goods will be conveyed under the regulations applicable to explosives and dangerous goods.

Classification	Class
4. All goods not named in this classification	C
Acids, not otherwise specified. <i>Dangerous</i>	C. Double rate
Acid, acetic, boracic, citric, cresylic, formic, lactic, oleic, olive, phosphoric, sulphurous, and tartaric	C
Acid, carbolic, packed in casks or wrought-iron drums	C
Acid-rings, earthenware	<i>See Earthenware products</i>
Acid, sulphuric, muriatic, or hydrochloric. <i>Dangerous</i> — Not otherwise specified	C plus 50%
Consigned direct from factory. Minimum quantity, 4 tons per four-wheeled wagon, n.o.s., 5 tons per Lc wagon	C
Acoustic tiles, Pinex	<i>As wallboard</i>
Adding Machines— Loose	<i>As parcels</i>
Packed	C
Aerated or mineral waters	D
Aeroplane engines	C
Aeroplanes. Minimum charge as for 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon, 3 tons per bogie wagon	C plus 50%
Aeroplanes, model, assembled	<i>As parcels</i>
Aeroplanes, model, unassembled	<i>As toys</i>
Aeroplane wings (main planes) and fuselages; when exclusive use of wagons is necessary minimum charge as for 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon, 3 tons per bogie wagon	C plus 50%
Agricultural implements	<i>See Implements</i>
Ale (including ginger, Kentish and lager)— Bottled, packed, or bulk	D
Bottled, in paper packages or unprotected in bags or sacks	C
Alfesil	<i>As cement n.o.s.</i>
Alumina, hydra silicate of, raw	<i>See Regulation 79</i>
Alumina, sulphate of or ferric alum, for water-purification purposes	E plus 50%
Aluminium products as under— Alloy cabinets	G. (Meas. rate)
Downpipe	C plus 50%
Extractors, fruit juice	C plus 50%
Nails and washers	C
Pipes, irrigation	C plus 50%
Roofing sheets	C
Scrap for remelting. Owners to load and unload	E plus 50%
Spouting, and brackets therefor	C
Ventpipes	C plus 50%
Aluminium-ware. Charges will be computed at Class C (actual weight) or at Class G (measurement rate), whichever is greater.	
Ammonia, anhydrous, in iron drums or steel cylinders. <i>Dangerous</i>	C
Ammonia, chloride of, for use in freezing-works	D

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
Ammonia, sulphate of, for use as, or manufacture of, manure	E
Ammonium nitrate, for use as, or manufacture of, manure	E
Ammunition, not otherwise specified. <i>Dangerous</i>	C. Double rate
Ammunition, gun. Minimum quantity, 10 tons per consignment. Owners to load and unload. <i>Dangerous</i>	C
Ammunition, safety, small-arm. <i>Dangerous</i> —	
Not otherwise specified	C
Consigned direct from factory or to Army Department. Minimum quantity, 6 tons per four-wheeled wagon n.o.s., 7½ tons per Kc, Lc, or Xc wagon. Owners to load and unload	D less 25%
Anchors and chain cables	D
Animals, living. In crates or cases—	
Not otherwise specified	C plus 50%
Calves, goats, sheep, pigs	See Regulation 76
Animals and birds, stuffed	As parcels
Arches, garden, manufactured from pipe and wire netting	C. Double rate
Arsenic, pentoxide of (weed-killer)	D
Artichokes	E
Asbestos-cement products as under—	
Builders' requisites including ventilators, skylights, downpipe, guttering, etc. See Regulation 77	N
Conduit, for telegraph, telephone, or electric cables	D
Pipes	See Pipes
Sheets, plain or corrugated	See Regulation 77
Slates, roofing	See Regulation 77
Asbestos-wool and asbestos-slag (insulation material)	G. (Meas. rate)
Ashes	See Regulation 79
Asphalt	D
Asses	See Regulation 81
"Atlacide", chemical weed-killer. <i>Dangerous</i>	D
Baby baths	As tinware
Bacon—	
Tinned	C
Not otherwise specified	D
Bags and coverings manufactured from stockinette, or such-like material, packed in bags, bales, or bundles, and consigned to frozen-meat companies for use as coverings for frozen meat	D
Bags, hessian, or hessian paper-lined, and coverings manufactured from hessian, packed in bags, bales, or bundles, and consigned to frozen-meat companies for use as coverings for frozen meat	D
Bags, hessian, hessian paper lined, jute or twill—	
Loose, not otherwise specified	C
Loose. Minimum quantity, 6 tons per four-wheeled wagon, n.o.s., 7½ tons per Kc, Lc, or Xc wagon. Owners to load and unload	E
In bags, bales, or bundles. Not otherwise specified	E
Bags made of calico and other cotton fabrics to be used in packing flour, breakfast foods, chick-foods, and suchlike commodities	D
Bags, old, consigned to papermaking-factories	See Regulation 77
Bags, paper	As paper bags
Bananas, not otherwise specified	D
Bananas, produce of Cook Islands and Niue	See Regulations 56 and 85
Bandages and caps, cheese	D
Bank-notes	See Regulation 63
Barium sulphate	See Regulation 77
Bark, refuse	See Regulation 78
Barley, grain, in bags	E
Barley-meal	E
Barley, pearl	E plus 50%
Basic slag, packed	E

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Basins, washhand, porcelain—	
Packed	C
Unpacked	C plus 50%
(Where two or more porcelain washhand basins are nested, and the rolled edges and inside surfaces of each basin so nested are protected by heavy paper, the basins will be treated as packed.)	
Basins, washhand, plastic	G. (Meas. rate)
Baskets and basketware, not otherwise specified	C. Double rate
Baskets, coal	C plus 50%
Baskets, commercial travellers' Empty, not "returned empties"	C plus 50%
Baskets, wire	C. Double rate
Baths, plunge, plastic (baby baths as tinware)	G
Baths, plunge (other than plastic)—	
Unpacked, not nested	C. Double rate
Unpacked, two or more nested	C plus 50%
Packed, not nested	C plus 50%
*Packed, two or more nested	C
Battens, galvanised wire, fencing, and clips for attachment	D
Battens, wooden, fencing, split or sawn, undressed, not exceeding 5 ft. in length or 5 sq. in. in end section	See Regulation 79 Q
Batteries, not otherwise specified	C
Batteries, old (not containing acid), for reconditioning—	
Not otherwise specified	D
Minimum quantity, 10 cwt. per consignment	E plus 50%
Batteries, old (not containing acid), certified for scrap purposes only. Owners to load and unload	E plus 50%
Beans, dried or parched, whole or crushed, not otherwise specified	E plus 50%
Beans, fresh in pods, New Zealand produce	See Regulations 56 and 85
Beans, seed, in packets	C
Bedsteads, not otherwise specified, securely packed in cases or crates, heavy packing paper, or in straw covered with hessian	C plus 50%
Bedsteads, not otherwise specified, unpacked	C. Double rate
Bedsteads, brass, iron, or wooden, with or without wire mattresses, consigned direct by rail from factory. Minimum weight, 10 cwt. per consignment	C plus 50%
Bedding, consisting of mattresses, bolsters, or pillows, containing kapok, wool, sponge rubber, tow, or suchlike material—	
Packed in cases or crates, or wrapped in scrim or brown paper	C plus 50%
Not packed or wrapped	C. Double rate
Bees, live, securely confined in strong and suitable hives or boxes	C plus 50%
Beer (including ginger, lager, hop, or Kentish)—	
Bottled, packed or bulk	D
Bottled, in paper packages or unprotected in bags or sacks	C
Beer gas in cylinders	D
Beet-root	E
Bentonite clay, crude	See Regulation 79 Q
Bentonite clay, refined	See Regulation 78 P
Benzine, kerosene, and similar mineral oils, in bulk in owner's tank wagons, which must be loaded to the full carrying-capacity. <i>Dangerous</i>	C less one-eleventh
†Benzine, kerosene, and similar mineral oils, packed in cases or drums. <i>Dangerous</i>	C
Benzine rail tank wagons, empty	See Regulation 88
Bicycle delivery vans, pedal	As parcels
Bicycles, as under—	
Motor, packed in cases or crates	C
Motor, unpacked	As parcels
Pedal, packed in cases, crates, or cartons	C
Pedal, unpacked (assembled or unassembled)	See Regulation 52
Pedal or motor, accompanying passengers	See Regulations 52 and 53
Bicycle racks, angle steel (unassembled, flat-packaged)	C plus 50%

* Where two or more baths are nested and the rolled edges and inside surface of each bath (except the top one) protected by heavy paper, the baths will be treated as packed.

† Benzine or kerosene in naked tins will not be accepted for carriage.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Bicycle wheels or frames, as under—	
Packed in cases, crates, or cartons	C
Unpacked	As parcels
Bills of exchange and other securities	See Regulation 63
Binder-twine, in bales or sacks	D
Bins, kitchen, wooden—	
Assembled	As furniture
Completely unassembled	C
Birds and animals, stuffed	As parcels
Birds in cages	As parcels
Bird cages	C. Double rate
Birds, mutton, preserved	C
Biscuits (see also foods, farinaceous, in biscuit form)—	
Packed in cartons weighing not less than 28 lb. each, or in cases or crates ..	} C
Loose in consignments of not more than 20 tins, boxes, or parcels ..	
In consignments of more than 20 tins, boxes, or parcels comprising packages of three or more tins, boxes, or parcels securely bound together ..	
*Loose. Minimum quantity, 2 tons 10 cwt. per four-wheeled wagon, n.o.s., 3 tons per Kc, Lc, or Xc wagon. Owners to load and unload ..	
Loose in consignments of more than 20 tins, boxes, or parcels, not otherwise specified	C plus 20%
Biscuits, dog	See Dog biscuits
Bisulphide of carbon. <i>Dangerous</i>	C plus 50%
Bitumen, bitumen emulsified, and similar roadmaking materials—	
Not otherwise specified	D
Consigned exclusively for use in connection with the construction or maintenance of roads which are under the jurisdiction of Ministry of Works or duly constituted local bodies. Minimum quantity 5 tons per consignment. Owners to load and unload	D less 25%
Blasting-gelatine or powder. <i>Dangerous</i>	C. Double rate
Bleaching-liquids. <i>Dangerous</i>	C. Double rate
Bleaching-powder, not otherwise specified	C
Bleaching-powder, for use in connection with the manufacture of paper. Minimum quantity, 2 tons per consignment	D
Blight specific	D
Blocks, as under—	
Breeze, earthenware, or pumice, building	See Regulation 78
Brick-blocks, earthenware, kerb and channel	See Regulation 79
Cell, concrete	See Regulation 78
Cribb, concrete (for retaining walls)	See Regulation 77
Concrete building, solid	See Regulation 78
Concrete, building, hollow	See Regulation 79
Silo, concrete	See Regulation 77
Blood, dried, consigned to ship for export	D
Blood, dried, in bags, certified for use as manure	E
Bluestone	D
Boats (including dinghys, punts, and flatties)—	
Completely unassembled (kit-sets)	C plus 50%
†Not otherwise specified (maximum charge as for 3 tons at Class C plus 20 per cent)	G (Meas. rate)
†Which require the use of a bogie wagon (minimum charge as for 3 tons per bogie wagon)	C plus 20%
To and from regattas, accompanied by their crews	See Regulation 93
Boilers, copper or iron, washing or kitchen (without frame or casing)	C plus 50%
Boilers, electric washer	As machines, clothes washing
Boiler-frames, cast-iron, washing or other open, with or without copper boiler	C
Boiler-frames or casings, concrete, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frames or casings	D
Boiler-flues or funnels	C plus 50%

* This classification will also apply to mixed consignments of biscuits and confectionery.

† If a boat is loaded on a road-trailer, the boat and trailer are to be charged separately.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Boiler-tubes, not otherwise specified	C
Boiler-tubes, old <i>See Regulation 77</i>	N
Bone-char	E
Bone-dust	E
Boneflour—	
Certified for use as manure	E
Not otherwise specified As livestock or poultry foods n.o.s.	
Bonemeal—	
Certified for use as manure	E
Not otherwise specified As livestock or poultry foods n.o.s.	
Bones	E
Boot-plates (toe and heel) and shanks, consigned direct from factory	D
Borax, certified for use as an orchard spray	D
Borax, certified for use as manure	E
Borax, certified for use in timber treatment	D
*Bottles, glass, empty, old <i>See Regulation 77</i>	N
*Bottles, glass, empty, "returned empties". <i>See Regulation 88, or, if cheaper as "bottles, glass, empty, old".</i>	
Bottles, glass, empty, not otherwise specified	C
Boulders <i>See Regulation 79</i>	Q
Boxes or cartons, cardboard, empty—	
Not otherwise specified	C. Double rate
Completely collapsed or nested, packed in cases or crates or securely tied in bundles, not otherwise specified	C
Completely collapsed or nested, packed in cases or crates, or securely tied in bundles, consigned to dairy, dried-milk, or soap factories, and when full to be forwarded by rail	D less 25%
Boxes, wooden, in pieces, consigned to butter or soap factories—	
Not otherwise specified	D
When full to be forwarded by rail	D less 25%
Boxes and tins, empty, consigned to dried-milk or milk-condensing factories for packing dried-milk powder or condensed milk, not "returned empties", but when full to be forwarded by rail. Minimum quantity 30 cwt. per four-wheeled wagon, n.o.s., 2 ton per Kc, Lc, or Xc wagon	D
Boxes, cartons, cases, and tins, not "returned empties", for the conveyance of honey which, when full, will be forwarded by rail	D
Boxes, empty, returned <i>See Regulation 88</i>	
Boxes, wooden, assembled, empty (not "returned empties") not otherwise specified	C plus 50%
Boxes, butter, empty <i>See Butter-boxes</i>	
Bran	E
Brass, scrap, for remelting. Owners to load and unload	E plus 50%
Bread	D
"Breadlac" (bread improver)	D
Bread racks	G. (Meas. rate)
Breeze building blocks <i>See Regulation 78</i>	P
Breeze <i>See Regulation 78</i>	P
Bren gun carriers	C
Brick blocks, earthenware, kerb and channel <i>See Regulation 79</i>	Q
Bricks, as under—	
Air or ventilator, concrete <i>See Regulation 78</i>	P
Concrete <i>See Regulation 78</i>	P
Earthenware, building or ventilating <i>See Regulation 79</i>	Q
Earthenware, crushed <i>See Regulation 79</i>	Q
Earthenware, hollow (hollow tiles) <i>See Regulation 79</i>	Q
Fire, broken, and pieces of old retorts, consigned to brickworks for manufacture of bricks <i>See Regulation 73</i>	F

* Where a consignment of empty glass bottles (old) packed in crates without lids, is accompanied by not more than the corresponding number of lids (in bundles), the whole consignment may be charged at the appropriate rate for the bottles.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Bricks, as under— <i>continued</i>	
Fire, not otherwise specified See Regulation 79	Q
Fire, plastic	D
Glass	C
Glazed, not otherwise specified See Regulation 77	N
Glazed, not otherwise specified, packed in cases or crates, in quantities under 10 cwt. per consignment	D
Glazed, not otherwise specified, unpacked, in quantities under 10 cwt. per consignment	C
Glazed, forwarded in the same wagon with consignment of earthenware building bricks See Regulation 77	N
Plastic fire	D
Pumice-cement building See Regulation 78	P
Briquettes or carbonettes See Regulation 78	P
Brooders, poultry	C plus 50%
Buckets, metal, nested	C
Buckets, metal, not otherwise specified	C plus 50%
Buckets, mining or dredging	D
Bush-trolleys, under 2 tons per consignment	C plus 20%
Bush-trolleys, minimum weight per consignment, 2 tons. Owners to load and unload	D
Butter	D
Butter-boxes, in pieces or collapsed, consigned to butter-factories—	
Not otherwise specified	D
When full to be forwarded by rail	D less 25%
Butter-boxes, assembled, empty, not "returned empties"—	
Not otherwise specified	C plus 50%
When full to be forwarded by rail	D
Buttermilk powder, not otherwise specified	D less 25%
Buttermilk powder, certified for use as livestock or poultry food. As livestock or poultry foods, not otherwise specified.	
Butterfat, dried (dehydrated butter) As butter	
Cabinets, aluminium alloy	G. (Meas. rate)
Cabinets, clothes-drying	C plus 50%
Cabinets, filing	C plus 50%
Cabinets, steel, kitchen, packed	C plus 20%
Cabinets, steel, kitchen, unpacked	C plus 50%
Cabins, portable, collapsed See Houses or huts	
Cables, chain	D
Cages, bird	C. Double rate
Cake racks	G. (Meas. rate)
Calcite chips	E
Calcium, carbide of, in hermetically sealed tins packed in strong wooden cases, or in airtight and damp-proof iron drums. <i>Dangerous</i>	C
Calcium, chloride of	D
(If packed in paper bags, all loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)	
Calcium cyanide for <i>bona fide</i> use as a rabbit-exterminator. <i>Dangerous</i>	D
Calf-skins See Skins	
Calves See Regulation 76	M
Camp equipment, such as tents, tent-poles, table-tops, trestles, wire stretchers, and other incidentals, consigned to or from a camp	C
Canoes, assembled As parcels	
Canoes, completely unassembled, or canoe parts	C plus 50%
Cans, milk and cream, not "returned empties"	C plus 50%
Caravans At the rate for motor-vehicles (Regulation 83)	
Caravan chassis, not otherwise specified. At the rate for motor vehicles (Regulation 83)	

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*

68. Classification of Goods, Livestock, etc.—*continued*

	Class
Caravan chassis with wheel rims removed from axle and attached to frame— The total charge for one or more chassis loaded on a four-wheeled wagon to one destination station will be as for a motor vehicle, <i>vide</i> Regulation 83. Two or more chassis loaded on one four-wheeled wagon to different destination stations will be charged as for 15 cwt. at Class C plus 50% for each chassis, subject to a maximum charge <i>per consignment</i> as for a motor vehicle, <i>vide</i> Regulation 83. Where chassis are loaded on bogie wagons, charges based at the foregoing rates will be increased by 50%.	
Carbo coal (a coal product)	P
Carbon, bisulphide of. <i>Dangerous</i>	C plus 50%
Carbon, loose	N
Carbonettes	P
Cardboard, as under—	
Boxes or cartons	<i>See</i> Boxes, cardboard
Corrugated, single-faced	C plus 20%
Corrugated, double-faced	C
Moulded, for packing bottles	C
Plain	As paper
Tubes, hollow	C. Double rate
Carbonate of barytes—	
Not otherwise specified	D
Minimum quantity, 5 tons per four-wheeled wagon, n.o.s., 6½ tons per LC wagon. Owners to load and unload	D less 25%
Carpet not otherwise specified—	
Packed in scrim or canvas, or securely wrapped in brown paper	C
Loose	C plus 50%
Carpet, hairfelt	G. (Meas. rate)
Carpet underfelt	G. (Meas. rate)
Carrageen (seaweed)	C
Carriages, four-wheeled, either set up or in pieces, unpacked. As motor vehicles	<i>See</i> Regulation 83
Carriages, two-wheeled (gigs), either set up or in pieces, unpacked	<i>See</i> Regulation 84
Carrots	E
Cars, motor, in cases. Minimum load, 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per LC or MC wagon	C plus 50%
Cars, motor, unpacked	<i>See</i> Regulation 83
Cars, motor, midget, when for use as sideshow equipment	As riding devices
Cars, motor, midget, racing—	
Not otherwise specified, as motor cars	<i>See</i> Regulation 83
Two or more forwarded between the same stations in the same four-wheeled wagon. Minimum charge, 10 cwt. per car. Owners to load and unload	C. Double rate
One car forwarded at the Department's convenience in order that it may be loaded with other goods. Minimum charge as for 10 cwt. Owners to load and unload	C. Double rate
Cars, tram	C plus 50%
Carts, as under—	
Horse drawn, either set up or in pieces, unpacked	<i>See</i> Regulation 84
Farm, trailer	As trailers, farm or motor
Hand	C
Cartons, cardboard	<i>See</i> Boxes or cartons, cardboard
Cartridges, not otherwise specified. <i>Dangerous</i>	C. Double rate
Cartridges, safety, small-arm. <i>Dangerous</i> —	
Not otherwise specified	C
Consigned direct from factory or to Army Department. Minimum quantity 6 tons per four-wheeled wagon, n.o.s., 7½ tons per Kc, Lc, or Xc wagon. Owners to load and unload	D less 25%
Casein, adhesive	D
Casein, curd or dried	D
Cases, empty, for carriage of fruit	<i>See</i> Regulation 91
Cases, empty	<i>See</i> Empties

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Cases, motor car in sections. Minimum charge as for 2 tons per four-wheeled wagon, n.o.s., 2½ tons per Lc wagon and 4 tons per bogie wagon. Owners to load and unload	D
(Any less quantity than the minimum specified will be charged at such minimum or at Class C plus 50% if cheaper.)	
Cases, show, glass—	
Not otherwise specified	C. Double rate
Minimum quantity, 1 ton per consignment	C plus 50%
Cash	<i>See Regulation 63</i>
Cash-registers, loose	As parcels
Casks, empty, not "returned empties", not otherwise specified	C plus 50%
Castings or forgings, rough and not machined or polished	D
Cast-iron boiler-frames, washing or other, open, with or without copper boiler	C
Casts, stereotype, consigned by or to newspaper proprietors. <i>See Regulation 62</i>	
Cattle	<i>See Regulation 76</i>
Cellophane wrapping	M
Cement, not otherwise specified. Owners to load and unload. Owner's risk—	C
Up to 180 miles	E plus 25%
Over 180 miles	C less 50%
Small lots will be charged at the scale for Class E plus 50%.	
Quantities exceeding 5 cwt. will be subject to a minimum charge as for 5 cwt. at the small lots scale.	
Cement, fondu, magnesia, refractory, or stucco, also "Colourcrete", "Sairset", and "Snowcrete"	C
Cement, fibrous, in sheets	<i>See Wallboard</i>
Cement paint	C
Chaff	<i>See Regulation 82</i>
Chaff-cutters	<i>See Implements</i>
Chain, cable	D
Chain (other than cable)	C
Chairs, as under—	
Cane, seagrass, or wicker	C. Double rate
Canvas-wooden, or deck, folded, not consigned to or from a camp with other camp equipment	C plus 50%
Invalid chairs	C. Double rate
Push, folding, loose	C. Double rate
Push, folding, packed in cases, crates, matting, heavy packing paper, or in straw covered with hessian	C
Stepladder chairs	As furniture
"Chair-o-planes"	As riding devices
Chalk, unprepared	<i>See Regulation 79</i>
Char (a coal product)	<i>See Regulation 78</i>
Chassis, caravan	<i>See Caravan chassis</i>
Chassis, motor, in cases or crates. Minimum load, 1 ton per four-wheeled wagon n.o.s., 25 cwt. per Lc or Mc wagon	C plus 50%
Chassis, motor, unpacked	<i>See Regulation 83</i>
Cheese, fancy or processed	C
Cheese, ordinary, loose or in crates or packed in tins	D
Cheese-bandages or caps	D
Cheese-colour	D
Chemical closets (a type of lavatory pan and fittings)	C plus 50%
Chicks (day old)	As parcels
Chimneys, concrete, in pieces, and chimney bases	D
Chimneys, galvanised- or sheet-iron	C plus 50%
Chimney liners (brickware)	<i>See Regulation 77</i>
China-clay	<i>See Regulation 77</i>
China	As earthenware
Chlorate of potash (not to be loaded in same wagon as oil of myrbane)	C
Chlorate of sodium. <i>Dangerous</i>	D
Chloride of ammonia, for use in freezing-works	D
Chloride of calcium	D

(If packed in paper bags, all loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Chloride of sulphur. <i>Dangerous</i>	C. Double rate
Chocolate	As confectionery
Cider, not otherwise specified	C
Cider, manufactured from fresh fruit grown in New Zealand	D
Cinders	See Regulation 79
Cinematograph films in metal containers. <i>Dangerous</i>	See Regulation 112
Circuses	See Regulation 95
Cisterns, lavatory	C plus 50%
Clay—	
Not otherwise specified	See Regulation 79
Bentonite, crude	See Regulation 79
Bentonite, refined	See Regulation 78
China	See Regulation 77
Pozzalana	See Regulation 79
Clod-crushers	See Implements
Closets, chemical (a type of lavatory pan and fittings)	C plus 50%
Clothes-drying cabinets	C plus 50%
Clothes-drying machines	See Machinery
Coal, imported	See Regulation 77
Coal, New Zealand, anthracite or bituminous—	
Up to 44 miles	See Regulation 80
Over 44 miles	See Regulation 78
Coal, New Zealand, brown	See Regulation 80
Cobalt, for use as, or manufacture of, manure	E
Coconuts, packed, not otherwise specified	C
Coconuts, grown in Cook Islands or Niue	See Regulations 56 and 85
Cod-liver oil, certified for use as livestock tonic	As stock-lick
Codliverine calf food	As livestock and poultry food n.o.s.
Coffins, empty	C plus 50%
Coin	See Regulation 63
Coke	See Regulation 77
Collodion, in hermetically sealed tins or bottles packed in sawdust in cases not exceeding 56 lb. each. <i>Dangerous</i>	C. Double rate
Combines	See Implements
Concrete articles as under—	
Air bricks or ventilators	See Regulation 78
Blocks for testing purposes	D
Boiler-frames or casings, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frames or casings	D
Bricks	See Regulation 78
Bridge beams and panels	See Regulation 77
Building blocks, hollow	See Regulation 79
Building blocks, solid	See Regulation 78
Building slabs, plain	See Regulation 77
Cattle-stops	See Regulation 77
Cell blocks	See Regulation 78
Chimney blocks in minimum quantities of 9 tons per LA wagon, 11 tons per LC wagon. Any less quantity to be charged at such minimum or at Class D	See Regulation 77
Chimneys in pieces and chimney bases	D
Cribb blocks (for retaining walls)	See Regulation 77
Fencing material (posts, strainers, stays, and footing blocks)	See Regulation 79
Field tiles (unflanged concrete pipes)	See Regulation 77
Fireplaces—	
Packed	D
Unpacked	C
Flood-gates	See Regulation 77
Garden edges	See Regulation 77
Garden seats	D
House piles	See Regulation 77
Liners (for use as piles)	See Regulation 77

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*

68. Classification of Goods, Livestock, etc.—*continued*

	Class
Concrete articles as under— <i>continued</i>	
Mining props, reinforced See Regulation 77	N
Pig houses As houses or huts, assembled or in sections	
Piles or poles, reinforced See Regulation 77	N
Pipes See Pipes	
Septic tanks	D
Silo blocks See Regulation 77	N
Slabs, not otherwise specified	D
Slabs for paving purposes See Regulation 77	N
Tanks, empty	D
Tiles, roofing See Regulation 79	Q
Troughs	D
Washtubs	D
Concrete mixers, assembled or unassembled, not otherwise specified—	
Packed in cases or crates	C
Unpacked. Charges will be computed on actual weight (measurement rate), whichever is greater. Class C or at Class G	
Concrete-mixers, certified as <i>bona fide</i> contractors' plant As contractors' plant	
Conduit, asbestos-cement, for telephone, telegraph, or electric cables	D
Conduits, earthenware, for use in laying telegraph, telephone, or electric cables	
See Regulation 77	N
Cones for the manufacture of hats	C. Double rate
Cones, ice-cream	G. (Meas. rate less 33½%)
Cones, pine, not otherwise specified	C
Cones, pine, for firewood See Regulation 73	F
Confectionery—	
Packed in cartons weighing not less than 28 lb. each or in cases or crates ..	C
Loose in consignments of not more than 20 tins, boxes, or parcels ..	C
Loose in consignments of more than 20 tins, boxes, or parcels comprising packages of three or more tins, boxes, or parcels, securely bound together	
Loose in consignments of more than 20 tins, boxes, or parcels, not otherwise specified ..	C plus 20%
Contractors' plant, second-hand, moving from contract to contract (as determined by the Department), 2 tons and over. Owners to load and unload. (Drays and tractors for <i>bona fide</i> use on the contract may be included in the total weight of consignment and charged at the tonnage rate.) Quantities of less than 2 tons will be charged at such minimum or Class C whichever is cheaper ..	D
Copper boilers, washing or kitchen, without frame or casing	C plus 50%
Copper boilers, washing or kitchen, with frame or casing .. See Boiler frames	
Copper-ore See Regulation 79	Q
Copper, scrap, for remelting. Owners to load and unload	E plus 50%
Copper, sulphate of	D
Copra, certified for use as stock-food	E
Copra meal, certified for use as stock-food	E
Cordials, not otherwise specified	C
Cordials, manufactured from fresh fruit grown in New Zealand	D
Corks	C. Double rate
Cork slabs	G. (Meas. rate)
Cornflour	D
Cornsacks See Bags	
Corpses See Regulation 61	
Cotton, raw, in bales, pressed—	
Not otherwise specified	C plus 50%
Not exceeding 100 cubic feet per 20 cwt.	D
Cotton-waste and other fibrous materials for papermaking .. See Regulation 77	N
Cotton-wool	G. (Meas. rate)
Counters, shop, wooden	C plus 50%
Coverings manufactured from hessian, stockinette, and suchlike materials packed in bags, bales, or bundles and consigned to frozen-meat companies for use as coverings for frozen meat	D
Coverings, furniture See also Regulation 88	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Coverings, textile, used for fresh meat conveyed by rail, returned	
Covers used for motor cars forwarded by rail, returned	<i>See</i> Regulation 88
Cream	<i>See</i> Regulation 98
Cream, ice	<i>See</i> Regulation 57
Cream, preserved, not otherwise specified	D
Cream, preserved, consigned direct by rail from factories. Minimum quantity, 10 cwt. per consignment	C
Cream, synthetic	D
Creosote, not otherwise specified	D
Creosote, consigned direct from factory. Minimum quantity, 5 tons per consignment. Owners to load and unload	D less 25%
Crockery	<i>See</i> Earthenware
Cross-arms for telegraph, telephone, and electric-line poles	K
Cultivators, other than motor	<i>See</i> Implements
Cultivators, motor	<i>See</i> Motor-tractors
Cupboards, wooden—	
Assembled	As furniture
Completely unassembled	C
Curd, casein	D
Cushions	C plus 50%
Cyanamide fertiliser	E
Cyanide of calcium, for <i>bona fide</i> use as a rabbit exterminator. <i>Dangerous</i>	D
Cylinders for hot-water supply. Charges will be computed as for "Tanks, copper, steel, or iron, not otherwise specified".	
Cylinders, gas, empty, not otherwise specified	C
Cylinders, gas, empty, returned	<i>See</i> Regulation 88
Daggins, sheep	E plus 50%
Desks or seat units for schools—	
Packed or unpacked, n.o.s.	C plus 50%
Completely unassembled	C plus 20%
Dextrine, for the manufacture of adhesive paste	D
Dieselene	<i>See</i> Oil, crude, diesel, or fuel
Dinghys	As boats
Dip, sheep	C
Dishes and trays, plastic for refrigerators	G. (Meas. rate)
Displays, animated, for shop-window exhibition	C. Double rate
Display models	<i>See</i> Models
Display stands, perspex, not otherwise specified	C. Double rate
Display stands, perspex, packed in cases or crates	C plus 50%
Display stands, wire, for seed exhibition	C. Double rate
Dobbins, wood (wooden containers for wool, mounted on wheels)	C. Double rate
Docking-cradles (for holding lambs), assembled	G. (Meas. rate)
Docking-cradles (for holding lambs), unassembled	C plus 50%
Documents	<i>See</i> Regulation 63
"Dodgems"	As riding devices
Dogs	<i>See</i> Regulation 60
Dog biscuits or pellets—	
Not otherwise specified	C
Manufactured principally from meatmeal, packed in hessian or multiwall paper bags	As livestock or poultry foods, n.o.s.
Dolomite, ground, not otherwise specified. Minimum quantity, 6 tons per consignment. Any less quantity will be charged at such minimum or at the rate specified for stock-lick	E
Dolomite, ground, for use as, or manufacture of, manure	E
Dolomite, unground	<i>See</i> Regulation 79
Door-frames	C
Doors, glass—	
Packed	C
Unpacked	C plus 50%

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Downpipe, aluminium, copper, or galvanised iron	C plus 50%
Downpipe, asbestos cement See Asbestos-cement products	
Drainpipes See Pipes	
Drays See Regulation 84	
Drills, alluvial, and equipment for use in connection with mining operations, also diamond drills and equipment for prospecting purposes	D
Drills, disc or hoe See Implements	
Drills, grain, seed, or fertiliser See Implements	
Droppers, iron, fencing—	
Packed in bundles	D
Loose	C
Droppers, wooden, fencing, split or sawn, undressed, not exceeding 5 ft. in length or 5 sq. in. in end section See Regulation 79	Q
Ducting, galvanised iron	C plus 50%
Ducts, earthenware (for use in laying telegraph, telephone, or electric cables) See Regulation 77	N
“Dunlopillo” (a sponge-rubber product)	G. (Meas. rate)
“Durock” See Asbestos cement	
Dynamite. <i>Dangerous</i>	C. Double rate
Earth See Regulation 79	Q
Earth, diatomaceous, raw, to be used in the manufacture of polish or for insulating or filtration purposes See Regulation 79	Q
Earthenware products as under—	
Acid-rings See Regulation 77	N
Brick-blocks, kerb and channel See Regulation 79	Q
Bricks See Bricks	
Building-blocks See Regulation 78	P
Figures and models	C plus 50%
Flooring-tiles or quarries, unglazed See Regulation 78	P
Garden-edges See Regulation 77	N
Pipes See Pipes	
Roofing-tiles See Regulation 79	Q
Tiles, glazed, other than roofing—	
Packed	C
Unpacked	C plus 50%
Earthenware (except acid-rings, brick-blocks, bricks, building-blocks, drain-pipes, figures and models, flooring-tiles, garden-edges, roofing-tiles and tiles, glazed), consigned direct by rail from factories, in quantities of not less than 20 cwt. Owners to load and unload. Owner's risk	D
Earthenware, not otherwise specified—	
Glazed—	
Packed	C
Unpacked	C plus 50%
Unglazed—	
Packed	D
Unpacked	C
Eggs, not otherwise specified	C
Eggs, minimum quantity, 1 ton per consignment	D
Electric display-signs, not packed in cases or crates. Minimum quantity 1 ton per four-wheeled wagon n.o.s., 25 cwt. per Lc wagon, 3 tons per bogie wagon. Owners to load and unload	C plus 50%
Electric display-signs, packed in cases or crates	C plus 50%
Electric-light bulbs, globes, or shades	C plus 50%
Electric motors	C
Emblems, perspex	C. Double rate
Empties as under (<i>see also</i> Butter boxes)—	
Boxes or cartons, cardboard, not otherwise specified	C. Double rate
Boxes or cartons, cardboard, completely collapsed or nested, packed in cases or crates or securely tied in bundles, not otherwise specified	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
<i>Empties as under—continued</i>	
Boxes or cartons, cardboard, completely collapsed or nested, packed in cases or crates or securely tied in bundles, consigned to dairy, dried-milk, or soap factories, and when full to be forwarded by rail	D less 25%
Boxes, wooden, in pieces, consigned to butter or soap factories, when full to be forwarded by rail	D less 25%
Boxes, wooden, in pieces, consigned to butter or soap factories, not otherwise specified	D
Boxes, cartons, cases, and tins, not "returned empties", for the conveyance of honey which, when full, will be forwarded by rail	D
Boxes and tins consigned to dried-milk or milk-condensing factories for packing dried-milk powder or condensed milk, not "returned empties", but when full to be forwarded by rail. Minimum quantity, 30 cwt. per four-wheeled wagon n.o.s., 2 tons per Kc, Lc, or Xc wagon	D
Cases, casks, cylinders, drums, kegs, jars, tins, tubs, and crates, not otherwise specified, not "returned empties", but when full to be forwarded by rail. The full packages, etc., to be conveyed between the same stations and from original consignee to original consignor as the empties	
At rates for "returned empties", see Regulation 88	
Cases, for fruit	See Regulation 91
Empty packages, returned	See Regulation 88
Empty packages (not returned), not otherwise specified	C plus 50%
Gas-cylinders (not returned)	C
Steel bottle crates for use in service stations	C plus 50%
Tins, consigned to cheese-factories, not "returned empties", but when full to be forwarded by rail	D
Tins, consigned to meat-preserving works, fish-preserving or freezing-works, not "returned empties", but when full to be forwarded by rail	D
Emulsified bitumen and similar roadmaking materials	As bitumen
Emulsion, Plunket	D
Engines, locomotive, running on their own wheels	See Regulation 104
Equipment, military	See Military equipment
Eskimo pies	D
Explosive materials, not otherwise specified (excepting litho-fracteur, nitro-glycerine, dualine, glyoxiline, methylic nitrate, glonine oil, pyrolithe, metallic sodium, which will not be carried). <i>Dangerous</i>	C. Double rate
Extractors, fruit juice, manufactured of cast aluminium alloy	C plus 50%
"Farex"	As foods, farinaceous
Feathers, in cardboard boxes	As parcels
Feathers and quills, packed in bags	C plus 50%
Feldspar	D
(All loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)	
Felt, laundry, plumbing, slipper, or sole	G. (Meas. rate)
Fencing battens, galvanised wire, and clips for attachment	D
Fencing material, concrete (posts, strainers, stays, and footing blocks)	
See Regulation 79	
Fencing droppers, iron—	
Packed in bundles	D
Loose	C
Ferns cut for decorating purposes	D
Ferric alum or sulphate of alumina, for water-purification purposes	E plus 50%
"Fibrolite"	See Asbestos-cement
Fibrous cement, in sheets	See Wallboard
Fibrous plaster, ornamental	C
Fibrous plaster, plain	See Wallboard
Field-rollers	See Implements
Figures and models	See Models

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Films, cinematograph, in metal containers. <i>Dangerous</i> See Regulation 112	C
Film-spools, photographic, returned empties See Regulation 88	C
Firebacks and fireplaces, made from fireclay or concrete, not otherwise specified, packed	D
Firebacks and fireplaces, made from fireclay or concrete, not otherwise specified, unpacked	C
Firebacks, made from fireclay, consigned direct from factory. Minimum quantity, 10 cwt. per consignment	E plus 50%
Firebars and bearers, and furnace-doors	D
Firebricks, broken, and pieces of old retorts consigned to brickworks for the manufacture of bricks See Regulation 73	F
Firebricks, not otherwise specified See Regulation 79	D
Firebricks, plastic	Q
Fireclay See Regulation 79	Q
Fire-fighting appliances on wheels, including motor fire-engines, ladders and reels. Minimum charge as for two-wheeled carriages or motor vehicles, as the case may be	C
Firepots and equipment, to be used for orchard frost-fighting purposes	D
Firewood See Regulation 73	F
Fireworks. <i>Dangerous</i>	C. Double rate
Fish as under—	
*Crab and crayfish tails, fresh or frozen	C
*Fresh, frozen, or chilled, not otherwise specified	D
Shell See Oysters	C
*Whitebait, fresh or frozen	C
Fish-bolts and fish-plates (fastenings for iron rails) See Regulation 77	N
Fish-cans, empty, for carriage by rail of ova for acclimatisation purposes, as returned empties See Regulation 88	C
Fish-cans, returned empty, which have been used for the carriage of fish ova by rail See Regulation 88	C
Fish-livers	E
Fish-liver oil	E
Fish-manure	C plus 50%
Fittings, shop, such as shelves and counters, but excluding glass showcases	N
Flagstones for paving See Regulation 77	F
Flax, green See Regulation 73	D less 25%
Flax in bales, dressed, pressed	D less 25%
(Loose dressed flax will not be accepted for carriage.)	
Flax fibre, linen	E plus 50%
Flax, linen, green	E plus 50%
Flax tow, linen	E plus 50%
Flax-refuse consigned from flax-mills to factories for manufacture of cattle-food See Regulation 73	F
Flax-roots See Regulation 79	Q
Flax straw, in bales (loose flax straw will not be accepted for carriage) See Regulation 73	F
Flax straw waste, linen, in bales See Regulation 73	F
Fleshings, for glue making See Regulation 77	N
Flint, raw See Regulation 79	Q
Flock, in bales or bags	C plus 50%
Flood-gates, concrete See Regulation 77	N
Flour, not otherwise specified	E
Flour, gluten or malt	C
Flour, self-raising	E plus 50%
Flower-pots—	
Not otherwise specified	C
Earthenware, nested, packed in cases or crates or securely packed in straw, direct from factory in consignments of not less than 20 cwt.	D less 25%
Paper	C. Double rate

* The maximum weight of any package containing fresh, frozen, or chilled fish will be 2 cwt. Any package exceeding 2 cwt. will not be accepted for carriage by rail.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Flowers, artificial or fresh	As parcels
Flues or pipes for fireplaces, galvanised or sheet-iron	C plus 50%
Fluming, iron or steel, for mining or irrigation purposes	D
Fluorescent lighting tubes and shades	C plus 50%
Fluting (upholstery material in strips)	C. Double rate
Foamed latex	G. (Meas. rate)
Fog-signals. <i>Dangerous</i>	C. Double rate
Foods, cat or dog, canned	C
Foods, farinaceous, as under—	
Not otherwise specified, packed in cartons	D
Prepared in biscuit form, packed in boxes or cartons	C
Prepared in biscuit form, wrapped in kraft paper; consignments of more than 20 packages loaded or unloaded by the Department will be charged Class C plus 16s. per ton	C
Packed in bags or sacks	E plus 50%
Food, livestock, or poultry, not otherwise specified. Minimum quantity, 10 cwt. per consignment. Any less quantity will be charged as such minimum or at Class E plus 50%	E plus 25%
Food, livestock or poultry, containing mineral ingredients	As stock-lick
Foodstuffs, "Deep" or "Quick" frozen	C
Fountains, washing, stainless steel	G. (Meas. rate)
Fowl-grit (including limestone grit)	E
Frames, boiler or casings, concrete, washing or other open, with or without copper boiler; also iron doors, gratings, and fireplaces belonging to and consigned with such boiler-frame or casings	D
Frames, boiler, cast-iron, washing or other open, with or without copper boiler	C
Frames, picture—	
Packed	C plus 50%
Unpacked	C. Double rate
"Fraxil"	As fireclay
Fruit, dried, not otherwise specified	C
Fruit, dried, direct from factory	D
Fruit, fresh, not otherwise specified	D
Fruit, fresh, grown in New Zealand, Cook Islands, or Niue	See Regulations 56 and 85
Fruit-juices and pulp, not otherwise specified	C
Fruit-juices and pulp, manufactured from fresh fruit grown in New Zealand	D
Fruit-juice extractors, manufactured of cast aluminium alloy	C plus 50%
Furnace-doors	D
Furnace-liners (brickware)	See Regulation 77
Furniture (household removals)	See Regulation 94
Furniture in furniture-containers	See Regulation 94
Furniture as under—	
Aluminium alloy	G. (Meas. rate)
Not packed, not otherwise specified	C. Double rate
Not packed, in minimum loads of 2½ tons per Kc or Xc wagon or 2 tons per four-wheeled wagon n.o.s. Owners to load and unload	C plus 50%
Securely packed in cases or crates, heavy packing-paper, or in straw covered with hessian	C plus 50%
(When packed in heavy packing-paper or in straw covered with hessian, articles such as tables, chairs, wardrobes, etc., must have the legs also securely protected. Furniture wrapped in scrim only will not be deemed to be "packed" for the purposes of computing charges.)	
Completely unassembled	C plus 20%
Cane, wicker, or seagrass	C. Double rate
Skeleton	C. Double rate
Coverings, returned	See Regulation 88
Fuze. <i>Dangerous</i>	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
Galvanised-iron ware, not otherwise specified	C plus 50%
Garden-arches, manufactured from pipe and wire netting	C. Double rate
Garden-edges, earthenware or concrete See Regulation 77	N
Garden-seats, concrete	D
Garlic	E
Gas, as under—	
Ammonia, compressed in solid-drawn steel tubes. <i>Dangerous</i>	C
Anhydrous, nitrous oxide, in solid-drawn steel tubes and cast-iron or mild-steel cylinders. <i>Dangerous</i>	C
Beer, in cylinders	D
Carbon-dioxide (CO ₂), in cylinders	D
Liquefied carbonic acid, in solid-drawn steel tubes. <i>Dangerous</i>	C
Liquefied petroleum (trade names "Rockgas" or "Bottle Gas"), in steel cylinders	C
Oxygen, or acetylene, in solid-drawn steel tubes. <i>Dangerous</i>	C
Gas cylinders, empty, not otherwise specified	C
Gas cylinders, returned empties See Regulation 88	
Gas-oil See Oil, crude	
Gates, not otherwise specified	C
Gates, field, set up or in pieces	D
Gates, flood, concrete See Regulation 77	N
Gelatine, powdered and sheet, direct from factory	D
"Gibraltar" board See Wallboard	
Gigs See Regulation 84	
Glass bricks	C
Glass, broken. Owners to load and unload See Regulation 73	F
Glass, car window or windscreen	C
Glass doors—	
Packed	C
Unpacked	C plus 50%
Glass-house frames, unglazed	C. Double rate
Glass jars, empty	C
Glass, plate, packed. (If conveyed in special glass wagon, minimum quantity, 3 tons per bogie wagon.) Owner's risk	C plus 50%
Glass show-cases. Minimum quantity, 1 ton per consignment. Any less weight will be charged Class C, double rate	C plus 50%
Glass, structural—e.g., "Vitrolite". Owner's risk	C
Glass, window, other than plate. Owner's risk	C
Glassware, chinaware, or crockery, in parcels As parcels	
Glassware, packed, not otherwise specified. Owner's risk	C plus 50%
Glass-wool (insulation material)	G. (Meas. rate)
Gliders, air. Minimum charge as for 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon	C plus 50%
Glue	D
Glue pieces and fleshings for gluemaking See Regulation 77	
Goats See Regulation 76	M
Goat-skins See Skins	
Gold coin See Regulation 63	
Gold, manufactured or unmanufactured See Regulation 63	
Golden syrup	D
Grain, as under—	
In bags, not otherwise specified	E
Phosphorised, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters. <i>Dangerous</i>	C. Double rate
Phosphorised, in tins or drums hermetically sealed, consigned for destruction of rabbits or birds	C
Poisoned, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters	C
Granite chips	N
Granite, dressed or polished	D
Granite, rough See Regulation 77	N
Grass, brushmakers'	D
Grass, marram or tussock See Regulation 73	F

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Grass, pampas, plants	D
Gravel	Q
Gravestones as under—	
Carved figures, packed	C plus 50%
Carved figures, unpacked	C. Double rate
Plain	D
Grease, lubricating	D
Grit, poultry (including limestone grit)	E
Guano	E
Guards, spark, wire gauge, two or more to be nested	C plus 50%
Gum, adhesive	D
Gum, arabic	D
Gunpowder. <i>Dangerous</i>	C. Double rate
Guttering, metal	C
Gymnastic equipment as under—	
Climbing frames, galvanised pipe. Minimum charge per unit, 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon	C plus 50%
“Jungle Gyms”, wooden, in sections	C plus 50%
“Jungle Gyms”, wooden, assembled	G. (Meas. rate)
“Multiplex” playground frames, galvanised pipe, in sections, assembled	C. Double rate
“Multiplex” playground frames, galvanised pipe, dismantled in packages	C
Swings, galvanised pipe, portable, assembled. Minimum charge per unit as for 1 cwt.	C. Double rate
Swings, galvanised pipe, portable, unassembled	C
Taranaki ladders, galvanised pipe—	
Junior	G. (Meas. rate)
Senior. Minimum charge per unit, 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon	C plus 50%
Vaulting stools	C. Double rate
Gypsum	E
Hair-lok (upholstery material)	G. (Meas. rate)
Hams, not otherwise specified	D
Ham, cooked	C
Handlers, sheep (cradles for holding sheep)	C. Double rate
Handles, wooden, consigned direct from factory	D
Harrows	See Implements
Hats	C. Double rate
Hay, pressed or unpressed, in bales. (Loose hay will not be accepted for carriage)	See Regulation 82
Haystack mixture	As livestock or poultry foods, n.o.s.
Heaters, water (gas or electric). Charges will be computed as for “Tanks, copper, steel, or iron, not otherwise specified”.	
Hemp, in bales, dressed, pressed. Owners to load and unload	D less 25%
(Loose hemp will not be accepted for carriage.)	
Hessian, not otherwise specified	C
Hessian consigned to forestry companies for use in plant nurseries	D
Hessian, jute or twill, for the manufacture of bags or sacks	E
Hessian, stockinette, and suchlike materials, in bags, bales, or bundles, consigned to frozen-meat companies for use as coverings for frozen meat	D
Hides, green, salted, or dried	D
Honey, extracted	D
Honey, section	C
Horses	See Regulation 81
Hounds	See Regulation 60
Houses or huts, assembled or in sections. Minimum charge as for 2 tons per four-wheeled wagon, n.o.s., 2½ tons per Lc or Mc wagon, and 4 tons per bogie wagon. Owners to load and unload	C
(Any less quantity than the minimum specified will be charged at such minimum or at Class C plus 50% if cheaper.)	

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
House-blocks, split	See Regulation 79 Q
House-blocks, sawn (not exceeding 5 ft. in length)	See Regulation 79 Q
House piles, concrete	See Regulation 77 N
Household removals	See Regulation 94 D
Hurdles, iron or wood .. .. .	.. .. . F
Husks, grain	See Regulation 73 F
Hydra silicate of alumina, raw	See Regulation 79 Q
Hydrator trays, plastic, for refrigerators	G. (Meas. rate)
Hydro-carbon for rabbit extermination. <i>Dangerous</i>	C
Ice-cream or ice-cream mix	D
Ice-cream cones	G. (Meas. rate) less 33½%
Ice-cream pasteurisers	C plus 50%
Implements, agricultural, in cases or crates	C
Implements, agricultural, assembled, not otherwise specified	C plus 20%
Implements, agricultural, assembled, as under—	
Buck rakes, for attachment to tractors	C plus 20%
Chaffcutters	C
Clod-crushers	C
Fertiliser distributors (two-wheeled trailer with engine-driven broadcasting fan). Minimum charge as for 1 ton per distributor	C plus 20%
Harrow, chain, tine, or tripod	C
Harvest elevators. Minimum charge as for 1 ton per elevator	C plus 20%
Hay bale loaders, minimum, 1 ton per machine	C plus 20%
Hay bale loading and elevating attachments for motor lorries and tractors	C plus 20%
Hay rakes, minimum, 1 ton per machine	C plus 20%
Hay sweeps, for attachment to tractors or motor lorries	C plus 20%
Hay tedders (side delivery rakes), minimum, 1 ton per machine	C plus 20%
Reapers and binders, minimum, 1 ton per machine	C plus 20%
Rollers, field, garden, or road	C
Implement fittings	C
Incubators and brooders	C plus 50%
Instruments, musical, not otherwise specified—	
Packed	C plus 50%
Unpacked	C. Double rate
Instruments, scientific, not otherwise specified	C plus 50%
Insulators	C
Insulation materials including rock-wool, slag-wool, asbestos-wool, asbestos slag, glass-wool, and vermiculite	G. (Meas. rate)
Insulating materials under the following trade names—	
“Bradford Insulation” (B.I.) Products	} G. (Meas. rate)
“Insulwood” Products	
“Onazote”	
“Perlite”	
“Rockwood” Products	
“Salmac” products (except asbestos meal or magnesia plastic in bags— Class C)	
Iron or steel, as under—	
Anchors and chain cables	D
Angle, bar, channel, rod, hoop, sheet, or plate, also rolled steel sections, not prepared in any way, not otherwise specified	D
Angle, bar, rod, hoop, sheet, or plate, manufactured, not otherwise specified	C
Bar, not prepared in any way, not otherwise specified	D
Bearers and firebars	D
Boilers, washing or kitchen, without frame	C plus 50%
Boiler-frames, cast iron, washing or other open, with or without copper boiler	C
Boiler flues or funnels	C plus 50%
Boiler-tubes, not otherwise specified	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
Iron or steel, as under—continued	
Boiler-tubes, old	See Regulation 77 N
Boot-plates (toe and heel) and shanks, consigned direct from factory	D
Buckets, mining or dredging	D
Cables, chain	D
Castings or forgings, rough and not machined or polished	D
Chain, cable	D
Chain, other than cable	C
Chimneys, galvanised or sheet-iron	C plus 50%
Chimney tops or cowls	C
Corrugated, weather-boarding, or plain, galvanised—	
In crates or packed securely in bundles	D
Loose	C
Corrugated or plain, manufactured from drums—	
In cases or crates or packed securely in bundles	D
Loose	C
Cylinders, bridge, in pieces	D
Downpipe, galvanised	C plus 50%
Droppers, fencing—	
Packed in bundles	D
Loose	C
Ducting, galvanised	C plus 50%
Firebars and bearers	D
Fish-bolts and fish-plates, fastenings for iron rails	See Regulation 77 N
Flues or pipes for fireplaces, galvanised or sheet-iron	C plus 50%
Forgings or castings, rough and not machined or polished	D
Furnace doors	D
Galvanised ironware not otherwise stated	C plus 50%
Galvanised, corrugated, weather-boarding, or plain—	
In crates or packed securely in bundles	D
Loose	C
Gates, field, set up or in pieces	D
Gates, not otherwise specified	C
Grates	C
Hoop, not prepared in any way, not otherwise specified	D
Hoop, strapping, and clips therefor	D
Hurdles	D
Links, bucket, for mining or dredging	D
Monkeys, pile-driving	D
Ore	See Regulation 79 Q
Pig	See Regulation 77 N
Pile-shoes	D
Piles	D
Plates, not prepared in any way	D
Ploughshares, plough-wheels and fittings	C
Poles, whole or in sections	D
Rails, and fastenings for same, old or new, not otherwise specified	
See Regulation 77 N	
Rails, old, for resmelting	See Regulation 79 Q
Reinforcing, fabricated, in cylindrical form for manufacture of concrete pipes	C plus 50%
Rod, not prepared in any way	D
Sanitary pans, galvanised iron	C plus 50%
Scrap iron, for resmelting	See Regulation 79 Q
Scrap steel, n.o.s., for resmelting	See Regulation 79 Q
Scrap tinned steel for resmelting. Owners to load and unload	E plus 50%
Sheets cut from used drums and consigned to factories for conversion into sheet iron	See Regulation 79 Q
Sheet, not prepared in any way	D
Sheet, stainless steel	C
Shoes, pile	D
Skylight-frames, galvanised	C plus 50%
Spouting	C
Stove-pipes	C plus 50%

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Iron and steel, as under— <i>continued</i>	
Standards, fencing—	
In bundles	D
Loose	C
Strapping, and clips therefor	D
Tank-stands, assembled	C. Double rate
Iron, nitrate of. <i>Dangerous</i>	C. Double rate
Iron, oxide of, crude, to be used for manufacturing or gas-purifying purposes <i>See Regulation 77</i>	N
Iron, oxide of, spent, to be used for weed-killing purposes <i>See Regulation 73</i>	F
Iron, perchloride of. <i>Dangerous</i>	C. Double rate
“Janola” (cleansing fluid)	C
Jars, glass, empty	C
Jewellery	<i>See Regulation 63</i>
Joggers (a type of light gig mounted on motor-car wheels)—	
Not otherwise specified (as a two-wheeled carriage) <i>See Regulation 84</i>	
Not exceeding 2 cwt. in weight, with wheels removed	Rate and one-half parcels rates
Jute, for the manufacture of bags or sacks	E
Kainit, to be used as, or in connection with the manufacture of, artificial manure	E
Kale-seed	D
Kapok	C plus 50%
“Karilac”	D
“Karilin” (baby food)	D
“Kariol” (baby food)	D
Keratin	E
Kerosene, in bulk, in owner’s tank-wagons, which must be loaded to the full carrying-capacity	C less one-eleventh
Kerosene, packed in cases or drums (kerosene in naked tins will not be accepted for carriage)	C
Kieselghur (used in the manufacture of rennet)	D
Kitchen bins, wooden—	
Assembled	As furniture
Completely unassembled	C
Konakis	As sledges
Kumeras	E
Ladders	C plus 50%
Lampblack, packed, not otherwise specified	C
(All loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)	
Lampblack, packed in drums	C
Lamps and lampware, not otherwise specified	C plus 50%
Larvicide for <i>bona fide</i> use as a rabbit exterminator. <i>Dangerous</i>	D
Latex, foamed	G. (Meas. rate)
Laths	C
Laundry units, comprising electric washer, boiler, and tubs—	
Packed in cases, crates, or heavy packing paper	C plus 50%
Unpacked	C. Double rate
Leadlights, packed	C plus 50%
Lead, pig and sheet	D

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Lead, pipe	C
Lead, scrap, for remelting. Owners to load and unload	E plus 50%
Lead seals	D
Leather shavings, for manufacture of manure	E
Leather and rubber cuttings and parings (waste) consigned to New Zealand leather-rubber factories	N
.. .. . See Regulation 77	
Lentils	E plus 50%
Library exchanges	See Regulation 58
Lime (gas-refuse)	See Regulation 73
Lime, not otherwise specified	See Regulation 79
Lime, certified for manuring farm lands and consigned direct to farmers (see also Regulation 90)	See Regulation 73
Lime salts. Minimum quantity, 6 tons per consignment; any less quantity will be charged at such minimum or at the rates specified for stock-lick	E
Limestone	See Regulation 79
Limestone flour	See Regulation 79
Lime sulphur (blight specific)	D
Limonite	E
Linen flax (fibre, green, and tow)	See Flax
Linen flax straw waste, in bales	See Regulation 73
Liners, chimney or furnace, or for use as piles	See Regulation 77
Linseed	E
Linseed cake for stock-foods. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Linseed straw, consigned direct to paper-mills	See Regulation 77
Liquids, bleaching. <i>Dangerous</i>	C. Double rate
Livermeal	D
Livestock or poultry foods, not otherwise specified. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Livestock or poultry foods, containing mineral ingredients	As stock-lick
Locomotive engines, running on their own wheels	See Regulation 104
Logs	K
Luggage, as under—	
Personal effects, not otherwise specified	C
Passengers'	See Regulation 43
Luggage and samples, commercial travellers'	See Regulation 47
Luggage, scenery, and effects, theatrical companies'	See Regulation 48
Lunch-wraps, greaseproof paper	D
Machinery and machines, not otherwise specified	C
Machinery and machines, as under—	
Adding machines, loose	As parcels
Agricultural	See Implements
Boring, for use in connection with mining or prospecting operations	D
Clothes-drying, and parts—	
Packed in cases, crates, or cartons	C plus 50%
Unpacked	C. Double rate
Clothes washing, and parts—	
Packed in cases, crates, cartons, or heavy packing paper	C plus 50%
Unpacked	C. Double rate
Dishwashing, and parts—	
Packed in cases, crates, or cartons	C plus 50%
Unpacked	C. Double rate
Earth moving machinery	C
Mining (for use in mining operations in New Zealand), exclusive of consumable stores	D
Sewing, loose	As parcels
Sewing, packed	See Sewing machines

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Machinery and machines, as under— <i>continued</i>	
Washing-machines, and parts, not otherwise specified—	
Packed in cases, crates, cartons, or heavy packing paper	C plus 50%
Unpacked	C. Double rate
Weighing-machines, personal, not packed in cases or crates	C plus 50%
Maize	E
Malt	E
Malt extract	C
Malt screenings	E
Manganese-ore	N <i>See Regulation 77</i>
Mangolds	Q <i>See Regulation 79</i>
Manuka wood, in lengths not exceeding 6 ft., for the manufacture of handles	Q <i>See Regulation 79</i>
Manures, artificial. (The minimum charge for artificial manure in bulk will be as for 4 tons per four-wheeled wagon)	
Manure, humic compost	E
Manures, stable, or farmyard	F <i>See Regulation 73</i>
Manure tailings (the residue from the screenings of the output from digesters at freezing and boiling down works)	E
Marble chips	E
Marble figures and models—	
Packed	C plus 50%
Unpacked	C. Double rate
Marble for manufacture of gravestones	D
Marble, polished, not otherwise specified—	
Packed	C
Unpacked	C plus 50%
Marble, rough blocks	N <i>See Regulation 77</i>
Marrows, vegetable	E
Matches	C
Mats, tumbling	C plus 50%
Matting, mulch, for garden use	G. (Meas. rate)
Mattresses containing kapok, wool, tow, sponge rubber or suchlike material—	
Packed in cases or crates or securely wrapped in scrim or brown paper	C plus 50%
Unpacked	C. Double rate
Mattresses, wire, or wooden slat, whole or in parts—	
Packed	C plus 20%
Unpacked	C plus 50%
(Wire mattresses which have battens nailed completely round them or nailed lengthwise will be deemed to be "packed".)	
Meal, copra, certified for use as stock-food	E
Meal, liver	D
Meal, lucerne (ground lucerne hay). As "food, livestock, or poultry, not otherwise specified".	
Meals, not otherwise specified	D
Meals (barley, bean, linseed, pea, maize, rye, and whole), packed in bags	E
Meat, fresh, frozen, or chilled	C
Meatmeal. As "food, livestock or poultry, not otherwise specified".	
Melons (including watermelons and citron melons), fresh, grown in New Zealand, Cook Islands, or Niue—	
Packed	E
Unpacked. Minimum quantity, 2 tons per consignment	E
(Smaller quantities will be charged at such minimum or, if cheaper, on actual weight at Class C.)	
Merry-go-rounds	As riding devices
Metal ash	Q <i>See Regulation 79</i>
Metal, road	Q <i>See Regulation 79</i>
Metal scrap (other than iron or steel or type) for remelting. Owners to load and unload	E plus 50%
Metal type for remelting	D

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Meters, electric, gas or water	C
Military equipment for use of Armed Services Departments (exclusive of aeroplanes, ammunition, and explosives of any description, bicycles (pedal), furniture, musical instruments, pillows or gymnastic appliances), but including ammunition boxes, battery acid, Bren gun carriers, clothing, guns, gun carriages, machine guns, mattresses (wire or slat), motor cycles without sidecars, rifles, stools, stores, table tops and trestles, and uniforms	C
The following articles when forwarded to Armed Services Departments will be charged as follows—	
Empty containers, not otherwise specified, not "returned empties" As "empties"	
Brass cartridge or shell cases	E plus 50%
Grenades (hand and rifle) and bombs As gun ammunition	
Model aeroplanes As parcels	
Motor vehicles—	
Not exceeding 30 cwt. in weight. As per Regulation 83, or, if cheaper ..	C
Exceeding 30 cwt. in weight	C
Milk, dried See Milk-powder	
Milk and humanised milk See Regulation 57	
Milk, preserved, in milk-cans, consigned direct from factories See Regulation 57	
Milk, preserved—	
Packed, not otherwise specified	C
Packed, consigned direct by rail from factories. Minimum quantity per consignment, 10 cwt.	D
Milk-powder—	
Blended, or whole, not otherwise specified	C
Blended, or whole, consigned direct by rail from factories. Minimum quantity per consignment, 10 cwt.	D
Buttermilk powder not otherwise specified	D less 25%
Buttermilk powder certified for use as livestock or poultry foods. As livestock or poultry foods not otherwise specified.	
Skim-milk powder	D less 25%
Mill cuttings (pieces trimmed from rolls of material during manufacture) ..	D
Millet	D
Millet seed	D
Millinery	C. Double rate
Mineral waters	D
Mining machinery and plant, for use in mining operations in New Zealand, exclusive of consumable stores	D
Mining timbers, hewn or split See Regulation 73	F
Mining timbers, sawn	K
Mining-props, reinforced concrete See Regulation 77	N
Mirrors—	
Packed	C plus 50%
Unpacked	C. Double rate
Mirror pictures As mirrors	
Models and figures as under—	
Earthenware or plastic	C plus 50%
Marble, packed	C plus 50%
Marble, unpacked	C. Double rate
Papier mâché	C. Double rate
Wax	C plus 50%
Molasses, not otherwise specified	C
Molasses for feeding stock or for use in the manufacture of stock-foods ..	E
Molasses, for use in the manufacture of rabbit poison	E
Money See Regulation 63	
Monkeys, pile-driving	D
Monobel. <i>Dangerous</i>	C. Double rate
Mother liquor (a milk by-product) as under—	
In solid form. As livestock or poultry foods, not otherwise specified.	
Liquid in drums or tanks	E
Moss, green, in bags or bales	D less 25%
Moss, dried	C. Double rate

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Motor boats	<i>See</i> Boats
Motor buses, unpacked. Minimum charge as for motor vehicles (Regulation 83)	C
Motor cars, midget racing	<i>See</i> Cars
Motor cars or motor chassis, in cases or crates. Minimum load, 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc or Mc wagon	C plus 50%
Motor cars or motor chassis, unpacked	<i>See</i> Regulation 83
Motor-car bodies, set up or in pieces. Minimum, 5 cwt. per body	C. Double rate
Motor-car cases in sections. Minimum charge as for 2 tons per four-wheeled wagon, n.o.s., 2½ tons per Lc wagon, and 4 tons per bogie wagon. Owners to load and unload	D
(Any less quantity than the minimum specified will be charged at such minimum or at Class C plus 50% if cheaper.)	
Motor-lift trucks (such as fork-lift trucks and industrial stackers) unpacked. Owners to load and unload	C plus 20%
Motor-lift trucks in cases	C plus 50%
Motor-lorry trays and cabs (minimum 1 ton, per four-wheeled wagon)	C
Motor-tank wagons. Owners to load and unload. Minimum charge as for motor vehicles (Regulation 83)	C
Motor tractors, not otherwise specified	C
Motor tractors, exceeding 5 cwt., assembled, with agricultural implements fitted thereto	C plus 20%
(Class C plus 20% rate will apply only where the attachment is an agricultural implement which if railed alone would be chargeable at C plus 20% rate.)	
Motor tractors and motor cultivators, farm or garden, assembled—	
Not exceeding 2 cwt.	C plus 50%
Exceeding 2 cwt., but not exceeding 5 cwt. Charge as for 5 cwt. per unit	C
Motor trailers	<i>See</i> Trailers, motor
Motor-van bodies, set up or in pieces, not otherwise specified. Minimum, 5 cwt. per body	C. Double rate
Motor-van bodies, set up or in pieces. Minimum load, 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc wagon	C plus 50%
Motor-vehicle bodies, fibre-glass	G. (Meas. rate)
Motor-vehicle mudguards	C plus 50%
Motors, electric	C
Mouldings, as under—	
Not otherwise specified, in cases or bundles	C
Pinex, packed, not otherwise specified (unpackaged Pinex mouldings will not be accepted for carriage)	C. Double rate
Pinex, packed, direct from factory, loaded with Pinex wallboard in the same wagon; subject to minimum loads as per Regulation 77, except that for consignments forwarded to Wellington the minimum load will be 6 tons per four-wheeled wagon, n.o.s., 7½ tons per Lc wagon	N
Mowers, agricultural	As implements
Mowers, lawn, not otherwise specified	C
Mowers, lawn, motor-driven (including motor-scythes)	E
Muriate of potash	E
Mushrooms, fresh, grown in New Zealand	<i>See</i> Regulations 56 and 85
Musical instruments, not otherwise specified—	
Packed	C plus 50%
Unpacked	C. Double rate
Mulch, matting, for garden use	G. (Meas. rate)
Mutton-birds, preserved	C
Myrbane, oil of (not to be loaded in same wagon as chlorate of potash)	C
Naphtha. <i>Dangerous</i>	As benzine
Naphthaline, crude	D
Naval equipment	As military equipment
"Neomoscan" (sterilising fluid)	D
Needled-tow (upholstery padding)	G. (Meas. rate)
Netting, wire	D
Newspapers	<i>See</i> Regulation 62

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Newspapers, old, in bundles, for packing or wrapping, or for waste	
<i>See Regulation 77</i>	N
Newsprint	<i>See Paper</i>
Nitrobat	E
Nitrochalk	E
Nitrolime	E
Nitromoncol	E
Nuts, edible (including coconuts), as under—	
Imported with or without shell	C
Grown in New Zealand, Cook Islands, or Niue, fresh	
<i>See Regulations 56 and 85</i>	
Oat-dust	E
Oats	E
Oats, crushed	E
Oats, phosphorised, in tins or drums, hermetically sealed, consigned for destruction of rabbits or birds	D
Oatmeal (including Creamota, Gerstena, Milk Oaties, Oatienuts, Oatina, Oto, Protena, Rolled Oats, Semolina, and Vimax)—	
Packed in cartons or cases	D
Packed in bags or sacks	E
Oil-cake. Minimum quantity, 10 cwt. per consignment; any less quantity will be charged at such minimum or at Class E, plus 50%	E plus 25%
Oil, crude, diesel, or fuel*—	
Not otherwise specified	C
Minimum quantity, 2 tons per consignment	D
In bulk in the Railways Department's tank wagons. Such tank wagons to be loaded to their full carrying-capacity	C
In owner's tank wagons. Such tank wagons to be loaded to their full carrying-capacity	D
Oil, crude, or fuel, consigned exclusively for application to roads which are under the jurisdiction of Ministry of Works or duly constituted local bodies. Minimum quantity, 5 tons per consignment. Owners to load and unload	D less 25%
Oil, gas	As Oil, crude
Oil of myrbane (not to be loaded in same wagon as chlorate of potash)	C
Oil, as under—	
Packed, not otherwise specified	C
Pilchardine feeding, certified for use as a livestock tonic	As stock-lick
Spraying, for use as insecticide or blight specific	D
Used, for reconditioning	D
"Onazote" (insulation material)	G. (Meas. rate)
Onions, not otherwise specified	E
Onions, spring	<i>See Regulations 56 and 85</i>
Organs—	
Packed	C plus 50%
Unpacked	C. Double rate
Ore, copper, iron, and other, not otherwise specified	<i>See Regulation 79</i>
Ore, manganese	<i>See Regulation 77</i>
Ovens, not otherwise specified	C
Ovens, baker's, including doors, tubes, bars, and equipment incidental thereto. Minimum quantity, 4 tons per consignment	D
Ovens, food warming	C plus 50%
Oxide of iron, crude, to be used for manufacturing or gas-purifying purposes	<i>See Regulation 77</i>
Oxide of iron, spent, to be used for weed-killing purposes	<i>See Regulation 73</i>
Oxides, metallic; to be used in the manufacture of earthenware	D
Oysters and other shell fish, in shell	D

* Oil having a specific gravity of 8 lb. or more per gallon. Oil having a specific gravity of less than 8 lb. per gallon will be charged as kerosene.

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Oysters and other shell fish, tinned	C
Oyster-shells, for manufacture of manures or grit	E
Pampas-grass plants	D
Pans, sanitary, galvanised-iron	C plus 50%
Paper, as under—	
Paper, not otherwise specified	C
Bags, not otherwise specified	D
Cans (cardboard canisters with metal ends)	C. Double rate
Cellophane, wrapping	C
Flower-pots	C. Double rate
Fruit, wrapping	D
Lunch-wraps, greaseproof	D
Newsprint, not otherwise specified	D
Printing, wrapping, newsprint, paper bags, and plain cardboard consigned direct by rail from paper mills. Minimum quantity, 10 cwt. per consignment—	
For distances not exceeding 350 miles	D less 25%
For distances exceeding 350 miles (minimum rate as Class D less 25% for 350 miles, viz., £5 8s. 7d. per ton)	D less 33½%
Stationery	C
Soap and butter wrapping or parchment, the latter for lining packages	D
Tape, gummed	C
Toilet	D
Wall or building	C
Waste	N
Wrapping, not otherwise specified	D
<i>See Regulation 77</i>	
Parsnips	E
Paste, adhesive	D
Pasteurisers, ice-cream	C plus 50%
Peanut butter	D
Pearl barley	E plus 50%
Peas, dried or parched, whole or crushed, not otherwise specified	E
Peas, green, in pods, grown in New Zealand	<i>See Regulations 56 and 85</i>
Peas, seed, in packets	C
Peas, split	E plus 50%
Peat	Q
<i>See Regulation 79</i>	
Pebbles, flint, for mining purposes	N
<i>See Regulation 77</i>	
Pelts, green or limed, in bags or casks	D
Pelts, limed, loose. Minimum quantity, 2 tons per consignment. Owners to load and unload	D
Pentoxide of arsenic (weed-killer)	D
Perambulators—	
With or without children's mattresses enclosed, packed in cases, crates, cardboard containers, matting, heavy packing paper, or in straw covered with hessian	C
Unpacked	C. Double rate
Perambulator wheels, as under—	
Unpacked	As parcels
Packed	C
Perlite (insulation material)	G. (Meas. rate)
Perspex display stands, not otherwise specified	C. Double rate
Perspex display stands, packed in cases or crates	C plus 50%
Perspex emblems	C. Double rate
Perspex fish bowls	G. (Meas. rate)
Perspex sheets, packed in cases or crates	C
Perspex sheets, packed in heavy packing paper	C plus 50%
Perspex wash-tubs	G. (Meas. rate)
Pewter, scrap, for remelting. Owners to load and unload	E plus 50%

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*

68. Classification of Goods, Livestock, etc.—*continued*

	Class
Phosphate, rock or ground	E
Phosphorised grain packed in double bags with "POISONED GRAIN" printed thereon in 3 in. letters. <i>Dangerous</i>	C. Double rate
Phosphorised grain, in tins or drums, hermetically sealed, consigned for destruction of rabbits or birds	C
Phosphorus, not otherwise specified. <i>Dangerous</i>	C. Double rate
Phosphorus, for <i>bona fide</i> use as a rabbit-exterminator. <i>Dangerous</i>	D
Photographic film spools, returned empties	See Regulation 88
Pianos and piano parts—	
Packed in cases	C plus 50%
Not otherwise specified	C. Double rate
Pictures	C. Double rate
Pictures, mirror	As mirrors
Picture-films in metal containers. <i>Dangerous</i>	See Regulation 112 C
Picture-frames—	
Packed	C plus 50%
Unpacked	C. Double rate
Pigeons, homing	See Regulation 59
Pigeons, not otherwise specified	C
Pigs	See Regulation 76 M
Pile-shoes	D
Piles, house, concrete	See Regulation 77 N
Piles, iron, cast, or wrought	D
Piles, reinforced-concrete	See Regulation 77 N
Pinex acoustic tiles	As wallboard
Pinex board	See Wallboard
Pinex mouldings	See Mouldings
Pipeclay	D
Pipes as under, and fittings therefor—	
Aluminium, irrigation	C plus 50%
Asbestos-cement, not otherwise specified	D
Asbestos-cement to be used for drainage purposes and certified accordingly	See Regulation 77 N
Cast iron	C
Concrete, not otherwise specified	D
Concrete to be used for drainage purposes and certified accordingly	See Regulation 77 N
Copper or brass	C
Drain, earthenware	See Regulation 77 N
Earthenware, for use as chimney liners	See Regulation 77 N
Earthenware, glazed, split, for use as pig-troughs	See Regulation 77 N
Iron or steel (except cast iron)	D
Lead	C
Steel, concrete lined	D
Unglazed earthenware, flangeless, drain (field pipes)	See Regulation 79 Q
Pipes and fluming, iron or steel, for mining or irrigation purposes	D
Pitch	D
Plants, pampas-grass	D
Plants, seedling, in trays or boxes. Consignments of more than two trays or boxes will not be accepted for carriage unless crated in tiers of three or more trays or boxes	C
Plaster, or plaster-of-paris, not otherwise specified	C
Plaster, or plaster-of-paris, for use in building or in the manufacture of building materials	D
(If packed in paper bags, all loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)	
Plaster, fibrous, ornamental	C
Plaster, fibrous, plain	See Wallboard
Plaster-of-paris butter and food coolers	C
Plaster-of-paris ornaments, hollow	C. Double rate

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Plaster-of-paris ornaments, solid	C
Plastic coated wire soap and dish-holders	G. (Meas. rate)
Plastic dishes and trays for refrigerators	G. (Meas. rate)
Plastic, foamed	G. (Meas. rate)
Plastic plunge baths (baby baths as tinware)	G. (Meas. rate)
Plastic skydomes (a type of skylight)	G. (Meas. rate)
Plastic, waste clippings	D
Plastic waste or water pipe, 1 in. or more in diameter, in coils	G. (Meas. rate)
Plastic wash-hand basins	G. (Meas. rate)
Plastic wreaths	C plus 50%
Plate, gold and silver	<i>See Regulation 63</i>
Plate-glass, packed. (If conveyed in a special glass wagon, minimum quantity, 3 tons per bogie wagon.) Owner's risk	C plus 50%
Playground equipment	<i>See Gymnastic equipment</i>
Plibrico refractory products—	
Jointless firebrick	D
Air set, baffle mix	C
Hearth cement, "Demon" heat set	C
Plimorta (a substitute for bricklayer's lime), packed in drums. Owners to load and unload	D
Ploughs	<i>See Implements</i>
Plunket emulsion	D
Poles, hop	<i>See Regulation 79</i>
Poles, reinforced-concrete	<i>See Regulation 77</i>
Poles, steel or iron, whole or in sections	D
Polishes, boot, floor, stove, or metal; direct from factory	D
Pollard	E
Pollard, phosphorised, in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
Popcorn, prepared	As confectionery
Porcelain sinks and wash-hand basins—	
Packed	C
Unpacked	C plus 50%
(Where two or more porcelain sinks and wash-hand basins are nested, and the rolled edges and inside surfaces of each basin so nested are protected by heavy paper, the articles will be treated as packed.)	
Posts, fencing, concrete (also concrete strainers, stays, and footing-blocks)	<i>See Regulation 79</i>
Posts, wooden, including strainers and stays, fencing, hewn or sawn, not exceeding 10 ft. in length	Q
Post-hole diggers, mechanical, assembled (minimum charge as for 10 cwt. per unit)	C
Post-hole diggers, mechanical, unassembled (on actual weight)	C
Potash, chlorate of (not to be loaded in same wagon as oil of myrbane)	C
Potash, sulphate or muriate of	E
Potatoes, fresh	E
Potatoes, desiccated or dehydrated	C
Poultry-spice	D
Powder, blasting. <i>Dangerous</i>	C. Double rate
Pozzalana clay	<i>See Regulation 79</i>
Presses, clothes, steam—	
Packed in cases or crates	C plus 50%
Unpacked	C. Double rate
Presses, hand or power, not otherwise specified	C
Presses, hay or straw	C plus 20%
Presses, wool	C
Printing metal for remelting	D
Props, mining, timber	<i>See Mining timbers</i>
Props, mining, reinforced concrete	<i>See Regulation 77</i>
Puffed rice	C
Puffed wheat	As foods, farinaceous
Pumice building-blocks	<i>See Regulation 78</i>

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Pumice-sand	See Regulation 79 Q
Pumice-stone, not otherwise specified	See Regulation 79 Q
Pumpkins	E
Pumps, petrol, with glass reservoir totally or partially exposed	C plus 50%
Pumps, petrol, with glass reservoir securely packed	C plus 20%
Pumps, hand or power, not otherwise specified	C
Pungas	See Regulation 79 Q
Punnets, fruit	(See also Regulation 91) C
Punts or flatties	As boats
Pups, in crates or baskets	See Regulation 60
Push-chairs, folding, packed in cases, crates, matting, heavy packing paper, or in straw covered with hessian	C
Push-chairs, folding, loose	C. Double rate
Pyrites	See Regulation 79 Q
Quartz and quartz tailings	See Regulation 79 Q
Quilts, containing down, kapok, wool, or suchlike material	C plus 50%
Racks, bread or cake	G. (Meas. rate)
Racks, cattle and sheep feeding	G. (Meas. rate)
Radio sets, radiograms, and parts—	
Packed	C plus 50%
Unpacked	C. Double rate
Rags, in bales or bundles	See Regulation 77 N
Rails, iron and steel, and fastenings for same, old or new, not otherwise specified	See Regulation 77 N
Rails, iron, old, for resmelting	See Regulation 79 Q
Ranges, high-pressure, with or without copper hot-water cylinder	C
Rape-seed	E plus 50%
Rat-traps, wire-basket type	C. Double rate
Reapers-and-binders	See Implements
Refrigerating machinery for use in freezing-plants in New Zealand	C
Refrigerators, not otherwise specified—	
Packed	C plus 50%
Unpacked	C. Double rate
Refrigerators, in sections, packed—	
Not otherwise specified	C plus 50%
Minimum quantity, 1 ton per consignment	C
Refrigerator motors, electric	C
Refrigerator panels (pressed steel or plastic) and kerosene-burner units when accompanying same	C plus 20%
Refrigerator parts, not otherwise specified	C plus 50%
Refrigerator trays and dishes, plastic	G. (Meas. rate)
Rennet, consigned direct by rail from factory	D
Resin	D
Resin size, for papermaking	D
Retorts, clay, for gasworks, direct from factory	D
Ricebran	As bran
Riding devices, including "Chair-o-planes", "Dodgems", Merry-go-rounds, and similar side-show equipment. Owners to load and unload. The charge per railway wagon will be as follows—	
Each four-wheeled wagon n.o.s., 2s. 3d. per mile. Minimum charge £1 12s. 6d.	
Each Kc, Lc, Mc, or Xc wagon, 3s. per mile. Minimum charge £2.	
Each bogie wagon 4s. 6d. per mile. Minimum charge £3 5s.	
Ringamops (mop and bucket combined)	C plus 50%
Road-metal	See Regulation 79 Q
Road-smoothing preparations, plant mixed, consisting of sand, fine gravel, and not more than 10 per cent of oils and/or bitumen	See Regulation 78 P
Rock-salt	E plus 50%
Rock-wool (insulation material)	G. (Meas. rate)

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Rollers, field, garden, or road	C
Roofing materials (bituminous compounds) in rolls, and related adhesive preparation in tins or drums, direct from factory	D
Roofing-slates, asbestos-cement or slate	N
Roofing tiles, concrete or earthenware	Q
Rose hip berries	<i>See</i> Regulations 56 and 85
Rubber, second-hand or waste, in minimum loads as per Regulation 79. Any less quantity will be charged at such minimum or at Class D, whichever is the cheaper	Q
Runners, or bungs, pig, sheep, or cattle, not prepared as casings, in casks, tubs, crates, or cases	D
Rye (grain)	E
Ryegrass seed	E plus 50%
Sacking, old for papermaking	<i>See</i> Regulation 77
Sacking, teased	N
Sacks	D
Safes, bread or milk	<i>See</i> Bags
Safes, meat, not otherwise specified	C plus 50%
Safes, meat, concrete	C plus 50%
"Salmac" insulating-material	C
"Salmac" insulating-material	<i>See</i> Insulating-materials
Salt, common, not otherwise specified, in bags	E plus 50%
Salt, iodised, in bags or sacks	E plus 50%
Salt, table, in tins, bottles, or cartons	D
Salt, rock	E plus 50%
Salts, Epsom, for use in the preparation of manures, stock-licks, and stock remedies	D
Salts, Glauber's (sodium sulphate)	D
Samples for commercial travellers	<i>See</i> Regulation 47
Sand	<i>See</i> Regulation 79
Sanitary pans, galvanised-iron	Q
Sashes, window, glazed—	
Packed	C plus 50%
Unpacked	C plus 50%
Sausage-meal	D
Sawbenches, for attachment to tractors	G. (Meas. rate)
Sawdust in bags	<i>See</i> Regulation 73
Sawdust, loose. Minimum charge as per Regulation 73. (Lesser quantities will be charged at such minimum)	F
Scale boards, not otherwise specified	D
Scale boards, to be used in the packing of cheese which is to be forwarded by rail. Owners to load and unload	D less 25%
Scenery, theatrical	<i>See</i> Regulation 48
Scheelite	C
Scoria	<i>See</i> Regulation 79
Scrap aluminium, brass, copper, lead, pewter, tin, tinned steel, tinplate, or zinc for resmelting. Owners to load and unload	E plus 50%
Scrap iron, or scrap steel n.o.s., for resmelting	<i>See</i> Regulation 79
Screens, rolled or cylindrical wire or sheet-iron (as used in stone-crushing plants)	Q
Scrim, consigned to forestry companies for use in plant nurseries	G. (Meas. rate)
Seagrass articles, as basketware	D
Seals, lead	<i>(See also</i> Furniture)
Seat units or desks for schools—	
Packed or unpacked, n.o.s.	D
Completely unassembled	C plus 50%
Seats, not otherwise specified—	
Packed in cases, crates, or cartons, or securely tied in bundles	C plus 20%
Unpacked	C
Seats, garden, concrete	C plus 50%
Seaweed, not otherwise specified	D
Seaweed in bulk, for use as manure	C
	<i>See</i> Regulation 79
	Q

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
Seed as under—	
Not otherwise specified	C
Annatto, chou moellier, clover, cow-grass, kale, lucerne, mangold, millet, sugar-beet, and turnip	D
Bird	C
Blue lupin and linen-flax	E
Charlock, for use in the manufacture of poultry and bird foods	E
For crushing for oil	E
Grass, not otherwise specified	E plus 50%
Mustard, "Bushburn", poa pratensis, yarrow	E plus 50%
Rape	E plus 50%
Ryegrass	E plus 50%
Sorrell, for use in the manufacture of stock and poultry foods	E
Seed tailings, grass, not otherwise specified	E plus 50%
Seed tailings, grass, for use in the manufacture of stock food	E
Serpentine rock	E
Sewing-machines, packed	C
(Treadle sewing-machines with tops wrapped with heavy packing paper or with straw covered with hessian will be deemed "packed".)	
Sewing-machines, loose	As parcels
Sharps	E
Shavings, leather, for manufacture of manure	E
Sheathing (a bituminous building material)	D
Sheep	See Regulation 76
Sheep-daggings	E plus 50%
Sheep-dip	C
Sheep-skins	See Skins
Sheeting, in bales, for manufacture of flour bags	D
Sheeting, in bales, for fellmongeries, or consigned to or to be used by frozen-meat companies, for manufacture of coverings for frozen meat	D
Sheets, asbestos-cement	See Asbestos-cement
Shells, not otherwise specified	E
Shells, ornamental	C
Shingle, not otherwise specified	See Regulation 79
Shingle, tarred	See Regulation 77
Shooks—	
Packed in bundles, not otherwise specified	D
For the manufacture of cheese-crates which, when full, are to be forwarded by rail. Owners to load and unload	D less 25%
For the manufacture of fruit cases	See Regulation 91
Shop-fittings, such as shelves or counters, but excluding glass show cases	C plus 50%
Shoulder pads (as used in clothing manufacture)	G. (Meas. rate)
Showcases, glass—	
Not otherwise specified	C. Double rate
Minimum quantity 1 ton per consignment	C plus 50%
Sieves	C plus 50%
Signs, electric, display, not packed in cases or crates. Minimum charge as for 1 ton per four-wheeled wagon, n.o.s., 25 cwt. per Lc wagon, and 3 tons per bogie wagon. Owners to load and unload	C plus 50%
Signs, electric, display, packed in cases or crates	C plus 50%
Signs, metal-plastic, display	C plus 50%
Silicate of soda	D
Silo blocks, concrete	See Regulation 77
Silver coin	See Regulation 63
Silver, manufactured or unmanufactured	See Regulation 63
Sink and bench units, plastic, or stainless steel	G. (Meas. rate)
Sink benches and tops, composition (such as Formica)	G. (Meas. rate)
Sink, bench and tops (Terrazzo)	See Terrazzo
Sink bench units, wooden—	
Assembled, packed in cases or crates, heavy packing paper, or in straw covered with hessian	C plus 50%
Assembled, unpacked	C. Double rate
Completely unassembled	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Sinks, porcelain—	
Packed	C
Unpacked	C plus 50%
(When two or more porcelain sinks are nested and the rolled edges and the inside surfaces of each sink so nested are protected by heavy paper the sinks will be treated as packed.)	
Skim-milk powder	D less 25%
Skins, calf, packed in casks	D
Skins, sheep, calf, goat, or deer; green, salted or dried—	
In bundles not exceeding 2 cwt. each	D
In bales, or bundles exceeding 2 cwt. each	As wool
Loose. Owners to load and unload. (If loaded or unloaded by Department, Class C)	D
Skydomes, plastic (a type of skylight)	G. (Meas. rate)
Skylight-frames, galvanised iron	C plus 50%
Slabs and door-frames made of concrete to be used in the construction of silos	See Regulation 77
Slabs, concrete, for paving purposes	N
Slabs, concrete, not otherwise specified	N
Slabs, cork	D
Slab, basic, packed	G. (Meas. rate)
Slag-wool (insulation material)	E
Slates, asbestos-cement, roofing	G. (Meas. rate)
Slates, roofing	See Regulation 77
Sleepers, wooden	N
Sledges	See Regulation 77
Slipper felt	N
Soap, wool-scouring	See Regulation 79
Soap, not otherwise specified	Q
Soda-ash	C plus 20%
Soda, bicarbonate of, packed, not otherwise specified	G. (Meas. rate)
Soda, bicarbonate of, packed in paper bags	D
(If packed in paper-bags, all loading and unloading (except from ship to railway wagon) to be performed by owners. Any handling performed by the Department (except from ship to railway wagon) will be under special arrangement.)	
Soda, caustic, not otherwise specified	C
Soda, caustic, minimum quantity, 2 tons per consignment	D
Soda, crystals or washing	D
Soda, nitrate of	E
Soda, silicate of	D
Solefelt	G. (Meas. rate)
Soot, in bags	E
Sorrell-seed, for use in the manufacture of stock and poultry foods	E
Spark guards, wire gauze, two or more to be nested	C plus 50%
Spirits of salt (hydrochloric or muriatic acid)	See Acid
Sponges, packed	C. Double rate
Spools, photographic film, returned empties	See Regulation 88
Spouting, metal, and brackets therefor	C
Sprayers, hand	C
Sprayers, mechanical	C plus 20%
Spring units (spring jointed with webbing, etc., and used in the manufacture of furniture and mattresses)	C plus 50%
Stags' heads, mounted or unmounted	As parcels
Stakes, fencing, hewn or sawn, not exceeding 6 ft. in length	See Regulation 79
Stakes, garden, wooden	See Regulation 79
Stamps	See Regulation 63
Standards, iron, for fencing—	
In bundles	D
Loose	C
Starch, beater (for use in the manufacture of cardboard)	D
Staves, prepared for casks	D

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*61. Classification of Goods, Livestock, etc.—*continued*

	Class
Steel	<i>See Iron or Steel</i>
Steel-wool	C. Double rate
Stepladders	As ladders
Stepladder chairs	As furniture
Stereotype casts, consigned by or to newspaper-proprietors	<i>See Regulation 62</i>
Sterilizers, steam-pressure, not otherwise specified	C plus 50%
Sterilizers, steam-pressure disinfectors, consisting of concrete boiler frame and boiler for same	D
Stockinette, hessian, and suchlike materials, in bags, bales, or bundles, consigned to frozen meat companies for use as coverings for frozen meat	D
Stock-lick—	
In minimum quantities of 1 ton per consignment	E plus 25%
In quantities of less than 1 ton but not less than 10 cwt. per consignment	E plus 50%
In quantities of less than 10 cwt. per consignment	D
Stone-crushers	C
Stone, as under—	
Cornish: to be used in the manufacture of earthenware	D
Not otherwise specified, carved, for building purposes	C
Not otherwise specified, polished one or more sides	<i>See Regulation 77</i>
Pumice	<i>See Regulation 79</i>
Rough, or roughly sawn, not otherwise specified	<i>See Regulation 79</i>
Stones, flag, for paving	<i>See Regulation 77</i>
Stout—	
Bottled, packed or bulk	D
Bottled, in paper packages or unprotected in bags or sacks	C
Stovepipes, not forming part of a consignment of complete stove	C plus 50%
Straps and stirrups, steel wire, for use in reinforced-concrete work	D
Strait-board. (A building board manufactured from pressed straw)	
As wallboard	D
Straw, pressed or unpressed. (Loose straw will not be accepted for carriage)	
<i>See Regulation 82</i>	C
Straw, flax. (Loose flaxstraw will not be accepted for carriage) <i>See Regulation 73</i>	F
Straw, linseed, consigned direct to paper-mills	<i>See Regulation 77</i>
Stretches, canvas-wooden (camp) folded	C
Stretchers, wire—	
Packed	C plus 20%
Unpacked	C plus 50%
(Wire stretches which have battens nailed completely round them or nailed lengthwise will be deemed to be packed.)	
Strychnine, for use as rabbit-exterminator	D
Sugar-of-milk, consigned to ships for export	D
Sugar—	
Not otherwise specified	D
Caster, corn, or icing	C
Suitcases, empty—	
Not otherwise specified	C plus 50%
Two or more nested	C
Sulkies, racing, not otherwise specified	As parcels
Sulkies, in pieces	C plus 50%
Sulphate of alumina, for water-purification purposes	E plus 50%
Sulphate of ammonia, for use as or manufacture of manure	E
Sulphate of copper	D
Sulphate of iron—	
Not otherwise specified	D
For use as a fertiliser	E
Sulphate of potash	E
Sulphate of sodium	D
Sulphur—	
Not otherwise specified	D
For the manufacture of acid or manure	E
Sulphur, chloride of. <i>Dangerous</i>	C. Double rate

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*

68. Classification of Goods, Livestock, etc.—*continued*

		Class
Surf skis—		
Crated, not otherwise specified	.. .. .	C
Uncrated, not otherwise specified	.. .. .	C plus 50%
To and from regattas, accompanied by their crews	.. .. . See Regulation 93	
Sweet corn in cobs	.. .. . See Regulations 56 and 85	
Swedes	.. .. . See Regulation 79	Q
Syrup, golden	.. .. .	D
Tables, billiard or bagatelle—		
Packed	.. .. .	C plus 50%
Loose	.. .. .	C. Double rate
Tailings, quartz	.. .. . See Regulation 79	Q
Tallow, not otherwise specified	.. .. .	C
Tallow, low grade, certified for use as livestock food. As "Livestock or poultry foods not otherwise specified".		
Tanks, beer or milk, stainless steel—		
Not exceeding 150 gallons capacity, as 7 cwt. each	.. .. .	C plus 50%
Exceeding 150 gallons, but not exceeding 300 gallons capacity, as 12 cwt. each	.. .. .	C plus 50%
Exceeding 300 gallons, but not exceeding 500 gallons capacity, as 15 cwt. each	.. .. .	C plus 50%
Exceeding 500 gallons capacity, but not exceeding 1,000 gallons capacity, as 1 ton each	.. .. .	C plus 50%
Exceeding 1,000 gallons capacity, minimum charge as for 30 cwt. each (or actual weight if greater)	.. .. .	C plus 50%
Tanks, copper, steel, or iron, not otherwise specified—		
	Capacity	Charges to be Based on
Not exceeding 30 gallons	.. .. .	Actual weight
Exceeding 30 gallons, but not exceeding 50 gallons	.. .. .	Actual weight subject to a minimum of 1 cwt. per tank
		} C plus 50%
Exceeding 50 gallons, but not exceeding 100 gallons	.. .. .	2 cwt. per tank
Exceeding 100 gallons, but not exceeding 400 gallons	.. .. .	7 cwt. per tank
Each additional 100 gallons or part thereof	.. .. .	1 cwt. or on the actual weight of the tank if greater
		} C
Where the size of a tank is such as to require the exclusive use of a four-wheeled wagon for its conveyance, the charge will be on actual weight at Class C, plus 50% (with a minimum charge as for 1 ton for a four-wheeled wagon, n.o.s., and 25 cwt. for an Lc or Mc wagon at Class C, plus 50%).		
Tanks, concrete, empty	.. .. .	D
Tanks, containing water	.. .. .	C
Tanks, steel, petrol storage	.. .. .	C plus 50%
Tanks, steel, pressure, or vacuum, for pumping-plants (forwarded as a separate consignment)	.. .. .	C plus 20%
Tanks, vacuum, for milking-machines (forwarded as a separate consignment)—		
Packed	.. .. .	C plus 20%
Unpacked	.. .. .	C plus 50%
Tanks, wooden. As "tanks, copper, steel, or iron, not otherwise specified".		
Tank stands, iron or steel, assembled	.. .. .	C. Double rate
Tanning extracts, not otherwise specified	.. .. .	C
Tanning extracts. Minimum quantities 6 tons per L wagon, 8 tons per LA wagon, 10 tons per Lc wagon. Owners to load and unload	.. .. .	D
Tape recording instruments—		
Packed	.. .. .	C plus 50%
Unpacked	.. .. .	C. Double rate

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

	Class
Tar and tar oil—	
Not otherwise specified	D
Minimum quantity, 5 tons per consignment. Owners to load and unload ..	D less 25%
Tares	E
Taros	E
Tarred shingle	N
<i>See Regulation 77</i>	
Terrazzo articles as under—	
Fireplaces—	
Packed	D
Unpacked	C
Fire surrounds	D
Sink-tops—	
Packed	D
Unpacked	C
Sink bench and cupboard units—	
Sink-top	D
Cupboard unit	As furniture
6 ft. sink and cupboard unit in single crate	D
Slabs, not otherwise specified	D
Theatrical companies' luggage, scenery, and effects	<i>See Regulation 48</i>
Tiles, as under—	
Acoustic, Pinex, or fibrous plaster	As wallboard
Cork, linoleum, or rubber, flooring, packed	C
Earthenware, broken	<i>See Regulation 79</i>
Earthenware, field	<i>See Regulation 79</i>
Earthenware, flooring, unglazed	<i>See Regulation 78</i>
Glazed. Not otherwise specified—	
Packed	C
Unpacked	C plus 50%
Earthenware, hollow, building	<i>See Regulation 79</i>
Roofing, concrete or earthenware	<i>See Regulation 79</i>
Tile surrounds	C
Timber, not otherwise specified	<i>See Regulation 75</i>
Timber, not exceeding 6 ft. in length—	
Not otherwise specified	<i>See Regulation 75</i>
Including offcuts and mill slabs, consigned to boxmaking factories to be used exclusively in the manufacture of boxes or crates	<i>See Regulation 79</i>
Tawa, consigned to factories to be used exclusively in the manufacture of skewers and clothes pegs	<i>See Regulation 79</i>
Timber, hardwood—	
Round	<i>See Regulation 75</i>
Sawn—	
Exceeding both 36 sq. in. in end section and 15 ft. in length	<i>See Regulation 75</i>
Not otherwise specified	<i>See Regulation 75</i>
Timber pole blocks, for use as strengthening supports for telegraph poles, not exceeding 10 ft. in length	<i>See Regulation 79</i>
Timber, small logs and butt ends of logs, consigned direct to factories to be manufactured into wood-wool or Thurmax. Minimum quantity, 8 tons per four-wheeled wagon, n.o.s., 10 tons per Lc wagon	F
Timber, plywood	C
Timber, sawn, <i>Pinus radiata</i> , Larch, New Zealand Corsican pine, and New Zealand Douglas fir in prescribed minimum quantities for distances exceeding 100 miles	<i>See Regulation 75</i>
Tin lids, not otherwise specified	C plus 50%
Tin lids, flat, nested	C
Tinplate, consigned to meat, fish-preserving, milk-condensing, dried-milk, or fruit-canning factories	D
Tinplate, scrap, for resmelting. Owners to load and unload	E plus 50%
Tin, scrap, for remelting. Owners to load and unload	E plus 50%
Tinware, not otherwise specified. Charges will be computed at Class C on actual weight or at Class G (measurement rate), whichever is greater.	

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—continued

68. Classification of Goods, Livestock, etc.—continued

		Class
Tins, empty (various)	See Empties	
Tobacco-dust, for use as blight-destroyer		D
Tobacco leaf		D
Tomato juice and pulp	See Fruit juices and pulp	
Top-dressing mixtures		E
Tow, dressed		E plus 50%
(Loose tow will not be accepted for carriage.)		
Toys, as under—		
Loose		C. Double rate
Packed, not otherwise specified		C plus 50%
Packed, consigned direct by rail from factories		C
Tractors, motor	See Motor-tractors	
Trailer caravans	At the rate for motor vehicles (Regulation 83)	
Trailers, carryall (heavy trailers used for earth moving)		
As Machinery, earth-moving		
Trailers, other than caravans, completely unassembled (wheels and axles removed and trailer body reduced to its component parts)		C
Trailers, other than caravans, not completely unassembled—		
	Charges to be Based on	Class
Not Exceeding		
3 cwt. in weight or 5 ft. in overall length	5 cwt. per trailer	C plus 20%
3 cwt. in weight or 8 ft. in overall length	10 cwt. per trailer	C plus 20%
10 cwt. in weight or 11 ft. in overall length	15 cwt. per trailer	C plus 20%
20 cwt. in weight or 14 ft. in overall length	30 cwt. per trailer	C plus 20% (or at the rate for motor vehicles (Regulation 83) if cheaper).
Exceeding 20 cwt. in weight or 14 ft. in overall length (at the rate for motor vehicles)		
See Regulation 83		
Trailers or sidecars, cycle	As parcels	
Tramcars		C plus 50%
Transformer wagons (road)	See Trolleys	
Traps, cesspit and yard	See Regulation 77	N
Trays and dishes, plastic, for refrigerators		G. (meas. rate)
Trays, wire		C. Double rate
Treacle		D
Trees in packages, not otherwise specified		C
Trees for afforestation purposes. Minimum quantity 5 tons per four-wheeled wagon, n.o.s., 6½ tons per Lc wagon. Owners to load and unload		D less 25%
Tricycles, children's	As toys	
Trolleys and trucks, road or rail (other than motor vehicles), not otherwise specified		C plus 20%
Trolleys and trucks, road or rail (other than motor vehicles). Minimum weight, 2 tons per consignment. Owners to load and unload		D
Troughs, concrete		D
Trunks, empty, not "returned empties"		C plus 50%
Tubs, washing, concrete		D
Turf	See Regulation 79	Q
Turnips	See Regulation 79	Q
Tussock or marram grass	See Regulation 73	F
Twill, in bales, for the manufacture of bags or sacks		E
Twine, binder or baling—		
Packed in bales or sacks		D
Loose		C
Type set for reproducing purposes consigned by or to newspaper-proprietors		
See Regulation 62		
Typewriters, loose	As parcels	
Type, metal for remelting		D

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Underfelt	G. (Meas. rate)
Upholstery padding	G. (Meas. rate)
Urinals, stainless steel	G. (Meas. rate)
Vats, not otherwise specified	As "tanks, copper, steel, or iron, not otherwise specified"
Vats, cheese, and covers for same	C
Vats, cream, freezing	C
Vegetables, as under—	
Artichokes, beetroot, carrots, kumeras, marrows, onions (except spring onions), parsnips, potatoes, pumpkins, taros, and yams, fresh	E
Dehydrated	C
Dried, grown in New Zealand	E plus 50%
Fresh, not otherwise specified, grown in New Zealand, Cook Islands, or Niue	See Regulations 56 and 85
Fresh, imported, not otherwise specified	D
Melons	See Melons
Preserved, not otherwise specified	C
Vegetable refuse, in bags	See Regulation 79
Veners	C
Ventilating or air bricks	See Bricks
Ventilators (except asbestos-cement and concrete)	C plus 50%
"Veri-Gro" (soil conditioner)	G. (Meas. rate)
Vermiculite (insulation material)	G. (Meas. rate)
Ventpipes, aluminium, copper, or galvanised iron	C plus 50%
Vinegar—	
Not otherwise specified	C
Direct from factory	D
"Vitadee" calf emulsion	As stock-lick
"Vitadol" (baby food)	D
Wadding, glazed	G. (Meas. rate)
Wagons, empty, railway	See Regulation 106
Wagons (horse-drawn)	See Regulation 84
Wall-board, manufactured from fibrous cement, fibrous plaster, composition plaster or wood-pulp as under:	
Packed in cases, crates, or reinforced-paper envelopes; not otherwise specified	D
Loose; not otherwise specified	C
Loose, not otherwise specified. Minimum quantity 4 tons per four-wheeled wagon, n.o.s., 5 tons per Kc, Lc, or Xc wagon. Owners to load and unload	D
Loose or packed, direct from factory, minimum loads as per Regulation 77, except that for consignments forwarded to Wellington the minimum load will be 6 tons per four-wheeled wagon, n.o.s., 7½ tons per Kc, Lc, or Xc wagon. Any less quantity will be charged at such minimum or at the rates prescribed for wallboard, not otherwise specified, if cheaper	N
Wallboard, manufactured from asbestos cement	See Asbestos-cement products
Washboards, wooden, not otherwise specified	C
Washboards, wooden, glass faced—	
Packed	C
Unpacked	C plus 50%
Washhand basins, porcelain—	
Packed	C
Unpacked	C plus 50%
(When two or more porcelain washhand basins are nested and the rolled edges and the inside surfaces of each basin so nested are protected by heavy paper, the basins will be treated as packed.)	
Washing fountains, stainless steel	G. (Meas. rate)

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Washing-soda	D
Wash-tubs, concrete	D
Wash-tubs, perspex	G. (Meas. rate)
Wash-tubs, stainless steel	C plus 50%
Waste, cotton, and other fibrous materials for papermaking	N
Watches	<i>See Regulation 77</i>
Water, in tanks	<i>See Regulation 63</i>
Water, lime	C
Waters, aerated or mineral, bottled or in bulk	D
Wax for use in cheese manufacture	D
Wax models	C plus 50%
Weed-killer	D
Weighing machines, personal—	
Packed in cases or crates	C
Unpacked	C plus 50%
Whale solubles, condensed, for use in the manufacture of stock-foods	E
Wheat	E
Wheat-germ in bags	E
Wheat, ground	E
Wheatmeal	E
Wheelbarrows, not otherwise specified	G. (Meas. rate)
Wheelbarrows, steel, two or more per consignment, unassembled, trays to be nested	C
Whiting, to be used in the manufacture of earthenware	D
Wickerware, not otherwise specified. As basketware	<i>See also Furniture</i>
Window-glass (not plate). Owner's risk	C
Window-sashes, glazed—	
Packed	C
Unpacked	C plus 50%
Wine, not otherwise specified—	
Bottled, packed, or in bulk	C
Bottled, in paper packages	C plus 50%
Wine, manufactured from fresh fruit grown in New Zealand—	
Bottled, packed, or in bulk	D
Bottled, in paper packages	C plus 50%
Wine butts, pipes, or vats, empty (not "returned empties")	C plus 50%
Wire, as under—	
Barbed	C
Battens, galvanised, fencing and clips therefor	D
Binding or mattress	D
Display stands for seed exhibition	C. Double rate
Iron, plain or galvanised	D
Netting	D
Not otherwise specified	C
Soap or dish-holders (plastic-coated)	G. (Meas. rate)
Trays or baskets	C. Double rate
Wire stretchers—	
Packed	C plus 20%
Unpacked	C plus 50%
(Wire stretchers which have battens nailed completely round them or nailed lengthwise will be deemed to be packed.)	
Wireless sets or parts—	
Packed	C plus 50%
Unpacked	C. Double rate
Wood-ash	<i>See Regulation 79</i>
Wood-preservative	D
Wood pulp in bales for the manufacture of paper	<i>See Regulation 77</i>
Wooden buckets and tubs	C
Wooden cupboards—	
Assembled	<i>As furniture</i>
Completely unassembled	C

GOODS, LIVESTOCK, PARCELS, AND LUGGAGE—*continued*68. Classification of Goods, Livestock, etc.—*continued*

	Class
Wooden kitchen bins—	
Assembled	As furniture
Completely unassembled	C
Wooden sink bench units—	
Assembled	As furniture
Completely unassembled	C
Wooden tanks	As "tanks, copper, steel, or iron, not otherwise specified"
Woodenware—	
Children's play pens, clothes horses, step ladder chairs, coal boxes, and articles of a similar nature	As furniture
Wool, as under—	
Greasy or scoured	See Regulation 74
Cotton	G. (Meas. rate)
Knitting	C
Steel or wire	C. Double rate
Wool bins, movable (minimum charge as for 1 ton per consignment)	C
Wool waste from woollen mills, pressed	C
Wool waste from woollen mills, unpressed	C plus 50%
Woolpacks, in bales and bundles	D
Woolpack fragments, packed	D
Woolpack holders (metal frames for suspending woolpacks during filling)	C. Double rate
Wool-presses	C
Wool-refuse (consigned from freezing-works)	See Regulation 77
Wreaths, plastic	C plus 50%
X-ray equipment or plant	C plus 50%
Yams	E
Yomanite (sand and cement mixture)	D
Zinc, scrap for remelting. Owners to load and unload	E plus 50%
Zinc sulphate, certified for use in orchards as a spray, dust, or for soil applications	E

GOODS

69. Classified Rates

Distance	C	C plus 20%	C plus 50%	D	E	E plus 25%	E plus 50%	F
Miles Not Exceeding	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5	0 10 10	0 13 0	0 16 2	0 10 10	0 9 9	0 10 10	0 10 10	0 6 7
6	0 12 10	0 15 3	0 19 3	0 12 0	0 9 9	0 12 0	0 12 0	0 6 7
7	0 13 7	0 16 3	1 0 5	0 12 10	0 9 9	0 12 10	0 12 10	0 6 7
8	0 15 0	0 17 10	1 2 4	0 13 7	0 9 9	0 13 7	0 13 7	0 6 7
9	0 15 9	0 19 0	1 3 8	0 14 5	0 9 9	0 14 5	0 14 5	0 6 7
10	0 17 0	1 0 5	1 5 7	0 15 5	0 9 9	0 15 5	0 15 5	0 6 7
11	0 18 2	1 1 9	1 7 3	0 16 0	0 9 9	0 16 0	0 16 0	0 6 7
12	0 19 0	1 2 10	1 8 8	0 17 0	0 9 9	0 16 0	0 16 0	0 6 7
13	1 0 6	1 4 8	1 10 10	0 17 10	0 10 8	0 16 9	0 16 9	0 7 4
14	1 1 3	1 5 6	1 12 0	0 18 9	0 11 3	0 17 5	0 17 5	0 7 4
15	1 2 7	1 7 0	1 14 0	1 0 0	0 11 8	0 17 10	0 17 10	0 7 10
16	1 3 4	1 8 0	1 15 0	1 0 10	0 12 5	0 18 6	0 18 10	0 8 6
17	1 4 8	1 9 7	1 17 0	1 1 9	0 12 10	0 19 0	0 19 5	0 8 9
18	1 5 6	1 10 8	1 18 3	1 2 7	0 13 4	0 19 5	1 0 2	0 9 3
19	1 6 9	1 12 0	2 0 0	1 3 4	0 14 0	1 0 2	1 1 0	0 9 6
20	1 8 0	1 13 8	2 2 0	1 4 2	0 14 5	1 0 8	1 2 0	0 9 9
22	1 9 3	1 15 0	2 4 0	1 5 5	0 15 2	1 1 3	1 2 9	0 10 0
24	1 11 5	1 17 8	2 7 2	1 7 0	0 16 2	1 2 5	1 4 4	0 10 10
26	1 13 6	2 0 0	2 10 3	1 8 10	0 17 0	1 3 0	1 5 7	0 11 8
28	1 15 8	2 2 9	2 13 6	1 10 8	0 18 4	1 4 5	1 7 7	0 12 5
30	1 17 10	2 5 4	2 16 8	1 12 3	0 19 0	1 5 0	1 8 8	0 13 0
32	1 19 5	2 7 4	2 19 0	1 13 6	1 0 6	1 6 7	1 10 10	0 13 10
34	2 1 7	2 9 10	3 2 2	1 14 9	1 1 0	1 7 4	1 11 7	0 14 0
36	2 3 9	2 12 6	3 5 9	1 16 2	1 1 7	1 7 7	1 12 5	0 14 5
38	2 6 0	2 15 0	3 8 9	1 17 8	1 2 5	1 8 6	1 13 8	0 14 7
40	2 8 0	2 17 8	3 12 0	1 19 0	1 3 0	1 9 2	1 14 7	0 15 2
42	2 10 3	3 0 4	3 15 4	2 0 0	1 3 6	1 9 10	1 15 3	0 15 5
44	2 12 6	3 3 0	3 18 9	2 1 7	1 4 7	1 11 0	1 17 0	0 15 10
46	2 15 5	3 6 7	4 3 2	2 3 0	1 5 2	1 11 5	1 17 10	0 16 0
48	2 17 6	3 9 0	4 6 4	2 4 0	1 5 8	1 12 0	1 18 5	0 16 6
50	2 19 7	3 11 5	4 9 5	2 5 8	1 6 2	1 12 8	1 19 4	0 17 0
52	3 2 0	3 14 4	4 13 0	2 6 7	1 7 0	1 14 0	2 0 6	0 17 0
54	3 4 2	3 17 0	4 16 3	2 8 0	1 7 7	1 14 9	2 1 4	0 17 9
56	3 5 9	3 19 0	4 18 7	2 9 7	1 8 0	1 15 2	2 2 0	0 18 0
58	3 7 0	4 0 6	5 0 7	2 10 10	1 9 0	1 16 4	2 3 4	0 18 0
60	3 8 8	4 2 5	5 3 0	2 12 2	1 9 9	1 17 2	2 4 5	0 18 6
62	3 9 8	4 3 7	5 4 6	2 13 6	1 10 3	1 18 0	2 5 4	0 19 0
64	3 11 0	4 5 2	5 6 5	2 14 9	1 10 10	1 18 8	2 6 2	0 19 4
66	3 12 4	4 7 0	5 8 5	2 16 0	1 11 7	1 19 6	2 7 5	0 19 10
68	3 13 5	4 8 2	5 10 4	2 17 4	1 12 3	2 0 0	2 8 4	1 0 0
70	3 15 0	4 10 2	5 12 9	2 18 8	1 12 8	2 1 0	2 9 0	1 0 5
75	3 17 0	4 12 4	5 15 4	2 19 7	1 13 9	2 2 0	2 10 6	1 0 10
80	3 19 0	4 14 8	5 18 7	3 2 0	1 14 4	2 2 10	2 11 6	1 2 0
85	4 1 2	4 17 2	6 1 10	3 4 2	1 15 3	2 4 0	2 13 0	1 2 10
90	4 3 2	4 19 8	6 4 9	3 5 9	1 16 0	2 5 0	2 14 0	1 3 6
95	4 5 6	5 2 7	6 8 3	3 7 5	1 17 0	2 6 2	2 15 5	1 4 7

GOODS—continued

69. Classified Rates—continued

Distance	G	H	K	M	N	P	Q	R
Miles Not Exceeding	Per 40 Cubic Feet	Undumped, Per Bale	Per 100 Superficial Feet	Single and Double Floor, Per Wagon	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5	0 4 2	0 2 6	0 2 0	2 6 6	0 10 10	0 10 10	0 7 6	0 10 10
6	0 4 6	0 2 6	0 2 0	2 6 6	0 11 3	0 11 0	0 7 6	0 11 0
7	0 5 0	0 2 6	0 2 0	2 6 6	0 12 1	0 11 0	0 7 6	0 11 0
8	0 5 2	0 2 6	0 2 0	2 6 6	0 12 10	0 11 0	0 7 6	0 11 0
9	0 5 5	0 2 6	0 2 0	2 6 6	0 13 7	0 11 0	0 7 6	0 11 0
10	0 5 10	0 2 6	0 2 0	2 6 6	0 14 4	0 11 0	0 7 6	0 11 0
11	0 6 0	0 2 6	0 2 5	2 6 6	0 14 4	0 11 0	0 7 6	0 11 0
12	0 6 5	0 2 6	0 2 7	2 6 6	0 14 4	0 11 0	0 7 6	0 11 0
13	0 6 8	0 2 10	0 2 11	2 6 6	0 15 0	0 11 8	0 8 5	0 11 8
14	0 7 0	0 2 10	0 3 5	2 6 6	0 15 7	0 12 0	0 8 10	0 12 0
15	0 7 7	0 3 1	0 3 6	2 6 6	0 16 1	0 12 6	0 9 4	0 12 6
16	0 8 0	0 3 2	0 3 8	2 6 6	0 17 0	0 13 3	0 9 8	0 13 3
17	0 8 2	0 3 3	0 4 2	2 6 6	0 17 5	0 13 11	0 10 8	0 13 11
18	0 8 6	0 3 6	0 4 2	2 6 6	0 18 3	0 14 0	0 10 9	0 14 0
19	0 8 10	0 3 8	0 4 3	2 6 6	0 18 10	0 14 8	0 11 8	0 14 8
20	0 9 2	0 3 8	0 4 3	2 6 6	0 19 5	0 15 9	0 11 9	0 15 9
22	0 9 7	0 4 0	0 4 5	2 9 0	1 0 8	0 16 5	0 12 7	0 16 5
24	0 10 2	0 4 4	0 4 8	2 11 9	1 2 0	0 17 3	0 13 10	0 17 3
26	0 10 10	0 4 8	0 4 11	2 15 6	1 3 4	0 18 0	0 14 7	0 18 0
28	0 11 5	0 5 4	0 5 3	2 18 3	1 4 9	0 19 0	0 15 4	0 19 0
30	0 12 0	0 5 7	0 5 4	3 1 9	1 6 0	1 0 0	0 16 0	1 0 0
32	0 12 7	0 6 0	0 5 4	3 4 9	1 7 4	1 1 2	0 16 8	1 0 7
34	0 13 4	0 6 7	0 5 6	3 8 0	1 8 8	1 2 0	0 17 3	1 1 3
36	0 13 8	0 6 9	0 5 9	3 11 0	1 10 0	1 3 4	0 18 0	1 2 0
38	0 14 0	0 7 1	0 5 11	3 14 6	1 11 5	1 4 2	0 18 9	1 3 0
40	0 14 9	0 7 8	0 6 0	3 17 6	1 12 8	1 5 6	0 19 7	1 3 9
42	0 15 0	0 7 9	0 6 3	4 0 9	1 13 5	1 6 6	1 0 2	1 4 6
44	0 15 8	0 8 1	0 6 5	4 3 9	1 14 9	1 7 4	1 0 10	1 5 6
46	0 16 0	0 8 5	0 6 8	4 7 0	1 15 6	1 8 8	1 1 9	1 6 0
48	0 16 6	0 8 10	0 6 10	4 10 3	1 16 3	1 9 9	1 2 6	1 7 0
50	0 17 0	0 9 3	0 7 0	4 13 3	1 16 10	1 10 8	1 3 3	1 7 9
52	0 17 8	0 9 10	0 7 4	4 16 3	1 18 3	1 11 7	1 3 6	1 8 4
54	0 18 0	0 10 0	0 7 5	4 19 9	1 19 3	1 12 0	1 4 7	1 9 5
56	0 18 8	0 10 8	0 7 6	5 2 6	1 19 9	1 12 8	1 5 5	1 10 0
58	0 19 0	0 11 0	0 7 10	5 6 0	2 1 0	1 13 0	1 6 0	1 10 10
60	0 19 5	0 11 1	0 7 11	5 9 0	2 2 0	1 13 7	1 7 0	1 12 0
62	1 0 2	0 11 3	0 8 0	5 13 0	2 2 7	1 14 2	1 7 3	1 12 3
64	1 0 6	0 11 4	0 8 3	5 16 6	2 3 8	1 14 8	1 7 7	1 12 8
66	1 1 0	0 11 5	0 8 6	6 1 0	2 4 9	1 15 3	1 7 10	1 12 9
68	1 1 5	0 11 6	0 8 9	6 8 6	2 5 5	1 15 8	1 8 4	1 13 7
70	1 2 0	0 11 9	0 9 0	6 10 0	2 6 4	1 16 3	1 8 6	1 14 0
75	1 2 6	0 12 1	0 9 4	7 1 6	2 7 8	1 17 3	1 8 10	1 14 7
80	1 3 3	0 12 6	0 9 9	7 8 0	2 8 6	1 18 3	1 10 0	1 15 5
85	1 4 0	0 12 7	0 9 9	7 17 6	2 10 0	1 18 10	1 11 0	1 16 0
90	1 4 7	0 13 0	0 9 11	8 4 6	2 11 8	1 19 4	1 11 9	1 16 8
95	1 5 2	0 13 6	0 10 2	8 13 6	2 14 0	2 0 3	1 12 10	1 17 0

GOODS—continued

69. Classified Rates—continued

Distance Miles Not Exceeding	C	C plus 20%	C plus 50%	D	E	E plus 25%	E plus 50%	F
	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	4 7 6	5 5 0	6 11 3	3 9 0	1 17 5	2 6 10	2 16 2	1 5 5
105	4 9 0	5 7 0	6 13 8	3 10 7	1 18 5	2 8 0	2 17 8	1 6 2
110	4 10 8	5 8 9	6 16 0	3 12 0	1 19 3	2 9 0	2 19 0	1 7 3
115	4 12 4	5 10 10	6 18 6	3 13 9	2 0 0	2 10 0	3 0 0	1 8 0
120	4 13 9	5 12 5	7 0 7	3 15 5	2 0 10	2 11 0	3 1 2	1 8 9
125	4 15 9	5 15 0	7 3 8	3 17 0	2 1 9	2 12 2	3 2 8	1 10 0
130	4 17 3	5 16 9	7 6 0	3 18 10	2 2 5	2 13 0	3 3 8	1 10 9
135	4 19 3	5 19 2	7 9 0	4 0 2	2 3 6	2 14 4	3 5 3	1 11 9
140	5 1 0	6 1 4	7 11 8	4 1 10	2 4 2	2 15 3	3 6 4	1 12 7
145	5 2 6	6 3 0	7 13 10	4 3 7	2 5 0	2 16 3	3 7 6	1 13 4
150	5 4 6	6 5 4	7 16 9	4 5 4	2 6 0	2 17 5	3 8 10	1 14 0
155	5 8 0	6 9 7	8 2 0	4 8 5	2 7 0	2 18 8	3 10 6	1 15 10
160	5 11 0	6 13 4	8 6 7	4 11 0	2 7 8	2 19 8	3 11 7	1 16 7
165	5 14 3	6 17 0	8 11 4	4 13 8	2 8 8	3 0 10	3 13 0	1 17 6
170	5 17 4	7 0 10	8 16 0	4 16 5	2 9 0	3 1 4	3 13 7	1 18 4
175	6 0 5	7 4 7	9 0 8	4 19 0	2 10 5	3 3 0	3 15 7	1 19 5
180	6 3 5	7 8 0	9 5 2	5 1 7	2 10 10	3 3 3	3 16 4	2 0 3
185	6 6 5	7 11 9	9 9 9	5 4 4	2 11 10	3 4 10	3 17 9	2 1 0
190	6 7 5	7 13 0	9 11 2	5 5 10	2 12 5	3 5 6	3 18 7	2 2 0
195	6 9 0	7 14 7	9 13 4	5 7 2	2 13 3	3 6 7	4 0 0	2 3 2
200	6 9 9	7 15 8	9 14 8	5 8 2	2 14 0	3 7 5	4 1 0	2 3 9
210	6 11 9	7 18 2	9 17 8	5 10 2	2 15 7	3 9 7	4 3 5	2 5 0
220	6 14 2	8 1 0	10 1 4	5 12 10	2 17 3	3 11 7	4 5 10	2 6 9
230	6 17 0	8 4 3	10 5 4	5 15 7	2 18 8	3 13 4	4 8 0	2 8 7
240	6 19 10	8 7 10	10 9 10	5 17 9	3 0 4	3 15 5	4 10 6	2 10 4
250	7 1 6	8 9 9	10 12 3	6 0 2	3 1 9	3 17 3	4 12 7	2 12 0
260	7 4 2	8 13 0	10 16 3	6 2 7	3 3 6	3 19 4	4 15 3	2 14 0
270	7 7 0	8 16 3	11 0 4	6 5 0	3 5 0	4 1 3	4 17 6	2 15 8
280	7 9 0	8 18 10	11 3 7	6 7 5	3 6 9	4 3 6	5 0 2	2 17 7
290	7 11 9	9 2 0	11 7 7	6 10 0	3 8 4	4 5 5	5 2 6	2 18 4
300	7 14 0	9 4 8	11 10 10	6 12 4	3 10 0	4 7 5	5 5 0	3 1 0
310	7 16 7	9 8 0	11 15 0	6 15 0	3 11 7	4 9 6	5 7 4	3 3 0
320	7 19 4	9 11 2	11 19 0	6 17 2	3 13 0	4 11 3	5 9 6	3 4 10
330	8 1 6	9 13 9	12 2 2	6 19 10	3 14 8	4 13 5	5 12 0	3 6 6
340	8 4 2	9 17 0	12 6 3	7 2 4	3 16 5	4 15 6	5 14 8	3 8 4
350	8 6 4	9 19 8	12 9 6	7 4 9	3 18 5	4 18 0	5 17 8	3 10 2
360	8 9 0	10 2 10	12 13 6	7 7 2	4 0 0	5 0 0	6 0 0	3 11 10
370	8 11 2	10 5 4	12 16 9	7 9 7	4 1 9	5 2 2	6 2 7	3 13 9
380	8 14 0	10 8 7	13 0 10	7 12 3	4 3 2	5 4 0	6 4 9	3 15 7
390	8 16 3	10 11 6	13 4 4	7 14 9	4 4 9	5 6 0	6 7 2	3 17 4
400	8 18 8	10 14 5	13 8 0	7 17 2	4 6 5	5 8 0	6 9 7	3 19 0
410	9 1 0	10 17 3	13 11 7	7 19 7	4 8 0	5 10 0	6 12 0	4 0 9
420	9 3 9	11 0 6	13 15 8	8 2 0	4 9 8	5 12 0	6 14 6	4 2 7
435	9 6 7	11 4 0	14 0 0	8 5 3	4 11 6	5 14 5	6 17 4	4 4 7
450	9 10 2	11 8 3	14 5 4	8 8 6	4 14 0	5 17 6	7 1 0	4 7 6

GOODS—continued

69. Classified Rates—continued

Distance	G	H	K	M	N	P	Q	R
Miles Not Exceeding	Per 40 Cubic Feet	Undumped, Per Bale	Per 100 Superficial Feet	Single and Double Floor, Per Wagon	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	1 6 0	0 14 1	0 10 4	9 0 0	2 15 5	2 1 0	1 13 4	1 17 10
105	1 6 7	0 15 0	0 10 9	9 9 6	2 16 2	2 1 6	1 14 8	1 18 4
110	1 7 0	0 15 4	0 10 11	9 16 0	2 17 3	2 2 0	1 15 3	1 19 0
115	1 7 8	0 16 0	0 11 1	10 5 0	2 18 0	2 2 9	1 16 6	1 19 2
120	1 8 5	0 16 2	0 11 2	10 11 6	2 19 0	2 3 4	1 17 3	1 19 5
125	1 9 0	0 16 5	0 11 4	11 2 0	2 19 9	2 4 2	1 18 2	1 19 7
130	1 9 9	0 16 9	0 11 6	11 9 0	3 0 9	2 5 0	1 19 0	2 0 0
135	1 10 0	0 17 0	0 11 8	11 18 0	3 1 7	2 5 6	2 0 0	2 0 3
140	1 10 8	0 17 5	0 11 11	12 10 0	3 2 8	2 6 0	2 0 10	2 0 9
145	1 11 5	0 17 9	0 12 4	12 19 0	3 3 2	2 7 0	2 1 7	2 1 4
150	1 12 0	0 17 10	0 12 8	13 4 0	3 4 5	2 7 7	2 2 7	2 2 0
155	1 13 2	0 18 5	0 12 10	13 11 0	3 6 0	2 8 8	2 4 0	2 2 0
160	1 14 0	0 19 0	0 13 0	13 16 0	3 6 8	2 9 8	2 4 7	2 2 3
165	1 15 2	0 19 5	0 13 1	14 1 0	3 7 10	2 10 9	2 5 9	2 3 0
170	1 16 0	1 0 0	0 13 2	14 6 0	3 8 10	2 12 0	2 6 5	2 4 0
175	1 17 0	1 0 5	0 13 2	14 13 0	3 10 0	2 12 10	2 7 6	2 4 4
180	1 18 0	1 1 0	0 13 4	14 18 0	3 11 6	2 14 3	2 8 3	2 4 10
185	1 19 2	1 1 7	0 13 5	15 3 0	3 12 5	2 15 3	2 9 2	2 6 0
190	1 19 8	1 2 0	0 13 7	15 8 0	3 13 10	2 16 6	2 10 0	2 6 6
195	2 0 3	1 2 2	0 13 9	15 13 0	3 14 7	2 17 3	2 11 0	2 7 4
200	2 0 8	1 2 4	0 13 11	15 19 0	3 15 10	2 18 4	2 11 8	2 8 0
210	2 1 7	1 2 6	0 14 3	16 7 0	3 17 5	2 19 10	2 13 3	2 9 2
220	2 2 2	1 3 0	0 14 7	16 18 0	3 19 9	3 2 0	2 15 3	2 10 5
230	2 3 3	1 3 6	0 14 10	17 8 0	4 1 10	3 4 4	2 16 10	2 11 0
240	2 4 4	1 4 0	0 15 0	17 17 0	4 4 3	3 6 2	2 18 6	2 12 0
250	2 5 0	1 4 0	0 15 7	18 10 0	4 6 0	3 8 4	3 0 4	2 13 0
260	2 6 0	1 4 10	0 16 0	19 0 0	4 8 5	3 10 3	3 2 2	2 14 0
270	2 7 0	1 5 0	0 16 3	19 11 0	4 10 5	3 12 0	3 3 10	2 14 4
280	2 8 0	1 5 8	0 16 7	20 2 0	4 12 7	3 14 3	3 5 8	2 15 4
290	2 8 9	1 6 2	0 16 10	20 11 0	4 15 1	3 16 3	3 7 5	2 16 0
300	2 9 8	1 6 6	0 17 1	21 2 0	4 18 4	3 18 4	3 9 2	2 16 9
310	2 10 6	1 6 9	0 17 5	21 13 0	4 19 5	4 0 4	3 11 0	2 17 6
320	2 11 8	1 7 3	0 17 8	22 3 0	5 1 6	4 2 0	3 13 0	2 18 4
330	2 12 6	1 7 8	0 18 1	22 14 0	5 3 4	4 4 5	3 14 7	2 19 0
340	2 13 3	1 8 0	0 18 3	23 5 0	5 5 7	4 6 4	3 16 5	3 0 0
350	2 14 7	1 8 5	0 18 7	23 15 0	5 8 0	4 8 5	3 18 4	3 0 6
360	2 15 4	1 9 0	0 19 0	24 6 0	5 10 0	4 10 7	4 0 0	3 1 0
370	2 16 2	1 9 4	0 19 1	24 17 0	5 12 2	4 12 5	4 1 8	3 2 0
380	2 17 3	1 10 0	0 19 4	25 7 0	5 14 0	4 14 0	4 3 6	3 2 8
390	2 18 0	1 10 4	0 19 9	25 18 0	5 16 4	4 16 5	4 5 4	3 3 2
400	2 19 0	1 10 6	1 0 1	26 9 0	5 18 5	4 18 5	4 7 0	3 4 2
410	2 19 10	1 11 2	1 0 6	26 19 0	6 0 6	5 0 6	4 9 0	3 4 10
420	3 0 9	1 11 7	1 0 9	27 11 0	6 2 8	5 2 7	4 10 9	3 5 5
435	3 1 10	1 12 3	1 1 1	28 2 0	6 5 5	5 5 0	4 13 0	3 6 6
450	3 3 3	1 12 10	1 1 9	28 19 0	6 8 6	5 8 0	4 15 7	3 7 5

GOODS—continued

69. Classified Rates—continued

Distance	C	C plus 20%	C plus 50%	D	E	E plus 25%	E plus 50%	F
Miles Not Exceeding	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
465	9 14 0	11 12 9	14 11 0	8 12 3	4 16 5	6 0 6	7 4 8	4 10 2
480	9 17 8	11 17 2	14 16 6	8 16 4	4 18 10	6 3 7	7 8 3	4 12 7
495	10 1 4	12 1 7	15 2 0	8 19 10	5 1 6	6 7 0	7 12 3	4 15 7
510	10 5 0	12 5 10	15 7 5	9 3 4	5 3 8	6 9 7	7 15 6	4 18 0
525	10 8 6	12 10 2	15 12 10	9 7 0	5 6 5	6 13 0	7 19 7	5 0 9
540	10 12 6	12 15 0	15 18 9	9 11 2	5 8 6	6 15 9	8 2 10	5 3 3
555	10 16 0	12 19 2	16 4 0	9 14 8	5 11 3	6 19 0	8 6 10	5 6 0
570	10 19 9	13 3 8	16 9 8	9 18 6	5 13 5	7 1 9	8 10 0	5 9 0
585	11 3 9	13 8 6	16 15 7	10 2 3	5 16 0	7 5 2	8 14 2	5 11 6
600	11 7 3	13 12 8	17 1 0	10 5 9	5 18 3	7 7 10	8 17 5	5 14 3
615	11 11 0	13 17 0	17 6 5	10 9 6	6 1 0	7 11 2	9 1 5	5 17 0
630	11 15 0	14 2 0	17 12 4	10 13 4	6 3 8	7 14 7	9 5 6	5 19 8
645	11 18 7	14 6 3	17 18 0	10 18 2	6 5 10	7 17 4	9 8 9	6 2 0
660	12 2 0	14 10 6	18 3 2	11 1 0	6 8 6	8 0 8	9 12 10	6 5 0
675	12 5 9	14 14 10	18 8 7	11 4 5	6 10 8	8 3 4	9 16 0	6 7 5
690	12 9 7	14 19 6	18 14 5	11 8 2	6 13 5	8 6 9	10 0 0	6 10 5
For each additional 15 miles or fraction thereof beyond 690 miles will be added:								
..	0 4 2	0 5 0	0 6 3	0 4 2	0 2 7	0 3 3	0 4 0	0 2 11

Distance	G	H	K	M	N	P	Q	R
Miles Not Exceeding	Per 40 Cubic Feet	Undumped, Per Bale	Per 100 Superficial Feet	Single and Double Floor, Per Wagon	Per Ton	Per Ton	Per Ton	Per Ton
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
465	3 4 10	1 13 9	1 2 0	29 14 0	6 11 9	5 11 0	4 18 4	3 8 10
480	3 6 0	1 14 7	1 2 8	30 11 0	6 15 0	5 14 2	5 1 0	3 9 9
495	3 7 6	1 15 3	1 2 11	31 6 0	6 18 3	5 17 0	5 3 5	3 10 9
510	3 8 9	1 16 0	1 3 7	32 3 0	7 1 6	6 0 4	5 6 2	3 11 10
525	3 10 4	1 17 0	1 3 10	32 18 0	7 4 5	6 3 4	5 9 0	3 13 0
540	3 11 8	1 17 5	1 4 7	33 15 0	7 7 8	6 6 3	5 11 6	3 14 3
555	3 13 0	1 18 3	1 4 9	34 10 0	7 11 0	6 9 3	5 14 2	3 15 0
570	3 14 4	1 19 0	1 5 6	35 7 0	7 14 5	6 12 4	5 17 0	3 16 4
585	3 15 10	1 19 9	1 5 8	36 2 0	7 17 5	6 15 5	5 19 7	3 17 5
600	3 17 3	2 0 7	1 6 4	36 19 0	8 1 0	6 18 5	6 2 3	3 18 6
615	3 18 6	2 1 5	1 6 9	37 14 0	8 4 0	7 1 5	6 5 3	3 19 8
630	4 0 0	2 2 0	1 7 4	38 9 0	8 7 2	7 4 8	6 7 9	4 1 0
645	4 1 4	2 3 0	1 7 8	39 6 0	8 10 5	7 7 5	6 10 5	4 1 10
660	4 2 10	2 3 8	1 8 4	40 2 0	8 13 8	7 10 6	6 13 0	4 3 0
675	4 4 3	2 4 7	1 8 6	40 18 0	8 17 0	7 13 8	6 15 10	4 4 0
690	4 5 7	2 5 0	1 9 3	41 13 0	9 0 0	7 16 8	6 18 3	4 5 4
For each additional 15 miles or fraction thereof beyond 690 miles will be added:								
..	0 1 8	0 0 11	0 0 6	0 15 6	0 3 2	0 3 0	0 2 11	0 1 5

GOODS—*continued*

70. Computation of Charges

1. In computing the charges on goods, the following provisions will apply:

- (a) Except as otherwise provided, goods from different consignors to one consignee, or from one consignor to different consignees, will be charged separately.
- (b) A package containing different rated commodities will be charged the rate applicable to the highest rate commodity.
- (c) Small lots of goods of classes C, D, E, and G including goods chargeable at such rates subject to a percentage increase or decrease will be charged as per Regulation 71. Such classes of goods in quantities exceeding 5 cwt. will be subject to a minimum charge as for 5 cwt. as provided in Regulation 71, but the additional charge of 2s. 6d. referred to in paragraph 2 thereof will not be levied.
- (d) Except where otherwise specified, any consignment consisting of two or more commodities chargeable at different rates will be charged separately; provided that goods of classes C, C plus 20%, or D not exceeding 5 cwt. in total weight may be grouped for charging purposes.
- (e) Timber and/or all goods chargeable on weight consigned from one consignor to one consignee, loaded in the same wagon, may be grouped for the purpose of the minimum load per wagon, and the charges at the appropriate local or classified rate may be based on the actual weight of each commodity (minimum charge as per Regulation 71) under the following conditions:
- (i) The total weight charged for will not be less than the highest minimum weight specified for any commodity included in the consignment.
 - (ii) When the actual aggregate weight of all the commodities in the consignment is less than the highest minimum weight the weight required to make up the minimum will be charged at the rate applicable to the lowest rated commodity in the consignment.
 - (iii) For the purpose of this subparagraph timber will be calculated as 450 superficial feet to the ton.
- (f) Where local rates are in operation, and the sum of the charges computed separately at local rates or at local rates and classified rates (as the case may be) is lower than the amount of charges computed at the through classified rate, the lower charges as so computed shall apply.

The following examples are given by way of illustration but are not exhaustive:

Let A, B, C, and D be stations in that order on a continuous line of railway with local rates in operation between A and B and between B and C respectively.

Case 1. Consignment from A to B or from B to C: Local rate supersedes classified rate in each case.

Case 2. Consignment from A to C would be charged at the cheapest of the following computations:

- (i) Both local rates.
- (ii) Either local rate and the classified rate for the balance of the journey.
- (iii) The through classified rate.

Case 3. Consignment from A to D would be charged at the cheapest of the following computations:

- (i) Local rate A to B and B to C and classified rate C to D.
- (ii) Local rate A to B and classified rate B to D.
- (iii) Classified rate A to B, local rate B to C, classified rate C to D.
- (iv) Through classified rate A to D.

Let X, Y, and Z be stations in that order on a continuous line of railway with a local rate in operation between X and Z.

A consignment from X to Y would be charged at the cheaper of the following computations:

- (i) Local rate X to Z and classified rate Z to Y.
- (ii) Through classified rate X to Y.

2. Goods Subject to an Increase in Rate—Where it is prescribed that the rate for any goods will be subject to a percentage or other increase, the appropriate rate will, subject to the following provisions, be so increased:

- | | |
|---|---|
| (a) Classes C and D goods subject to a percentage or other increase chargeable on actual weight at a local rate which exceeds the classified rate | The increase will not apply to the local rate but the charges will not be less than if computed at the classified rate plus the increase. |
| (b) Goods chargeable on actual cubic measurement | The increase will not apply (except on dangerous goods). |

GOODS—*continued*70. Computation of Charges—*continued*

3. **Goods Subject to a Reduction in Rate**—Where it is prescribed that the rate for any goods will be subject to a percentage or other reduction, the appropriate rate will, subject to the following provisions, be so reduced:

- | | |
|--|---|
| (a) Class D goods chargeable on weight where the local rate exceeds the classified rate | The charges will be computed at the classified rate less the reduction. |
| (b) Goods chargeable on weight at a local rate which does not exceed the classified rate | The charges will be computed at the classified rate less the reduction if cheaper than at the local rate with no reduction. |
| (c) Goods chargeable on actual cubic measurement at a local rate | The reduction will not apply in the case of ships' goods on port lines (<i>see</i> Regulation 127). |

4. **Minimum Quantity**—Where a rate is specified as being for a minimum quantity and such minimum is not complied with, it shall be permissible to charge as for the minimum quantity at the rate so specified if cheaper.

5. **Alternative Charge**—Wherever an alternative charge is specified, it is intended that the lower charge will be taken, unless otherwise provided.

6. **Goods Chargeable on Weight or Measurement**—(a) All goods chargeable on weight will be charged on the actual gross weight (avoirdupois) of the goods when received by the Department for carriage.

(b) When goods are packed for carriage, the weight or measurement of the consignment will include the weight or dimensions of the case or packing used, provided that the charges shall not be less than for such case or packing when consigned alone.

(c) Except when inconsistent with the context or otherwise expressly stated "measurement" means cubic measurement. Whenever charges are based on measurement and are to be computed at a rate per unit of weight, such measurement shall be converted into weight at the rate of 40 cubic feet to the ton.

7. **Bogie Wagon Rate**—Except where otherwise specified, a rate per wagon refers to a four-wheeled wagon, and except as aforesaid, a bogie wagon will, in computing charges at a rate per wagon, be charged at twice the rate for a four-wheeled wagon. *See* also Regulation 106.

8. **Insulated Wagons**—Where an insulated wagon is specially ordered and supplied for the conveyance of goods, the charges will be computed on a minimum weight of 30 cwt. in respect of each four-wheeled insulated wagon.

9. **Frozen or Chilled Goods Consigned to a Port or Wharf for Export**—The railage or haulage charges as the case may be, will be computed on the following minimum weights:

	Tons
Insulated W or WA wagons	4
Insulated V or FV wagons	8
Insulated VB wagon	11

The minimum loads per wagon of frozen or chilled goods will be deemed to be complied with in cases where the total tonnage forwarded by any one consignor for one complete shipment is not less than the total capacity of all the wagons used, based on the prescribed minimum of each wagon. In cases where the Department for its convenience supplies wagons having a total minimum capacity greater than the classes of wagons ordered by the consignor for any one shipment, the charges will be based on the appropriate minimum loads of the classes of wagons ordered.

10. **Goods Booked Between Two Separate Sections of Railway**—The charges for each section will be computed separately.

GOODS—continued
71. Small-lots Scale

1. Except as otherwise provided, the charges for small lots of goods are:
(a)

Zone No.	Miles Not Exceeding	Class of Goods	Weight Not Exceeding												
			7 lb.	1 qr.	2 qrs.	3 qrs.	1 cwt.	1½ cwt.	2 cwt.	2½ cwt.	3 cwt.	3½ cwt.	4 cwt.	4½ cwt.	5 cwt.
1	20	C and D E plus 50% and D less 25%	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
			1 0	1 2	1 2	1 10	1 10	2 6	2 6	3 2	0 3 8	0 3 8	0 4 4	0 4 6	0 5 0
2	40	C and D E plus 50% and D less 25%	1 0	1 2	1 10	2 4	3 2	3 8	4 4	5 0	0 5 6	0 6 2	0 7 4	0 8 0	0 9 4
			1 0	1 2	1 10	2 2	3 2	3 8	4 4	5 0	0 5 6	0 6 2	0 7 4	0 8 0	0 8 6
3	60	C and D E plus 50% and D less 25%	1 10	1 10	2 4	3 2	3 8	5 0	6 10	8 6	0 9 4	0 10 0	0 11 2	0 12 2	0 14 6
			1 10	1 10	2 4	2 6	3 4	4 4	5 6	7 0	0 8 6	0 8 6	0 9 2	0 10 8	0 11 8
4	90	C and D E plus 50% and D less 25%	1 10	2 4	3 2	3 8	5 0	5 10	8 6	10 0	0 12 6	0 13 2	0 15 4	0 16 6	0 19 6
			1 10	1 10	2 4	3 4	4 0	5 2	7 0	8 6	0 10 6	0 10 8	0 11 8	0 13 0	0 14 6
5	120	C and D E plus 50% and D less 25%	1 10	3 2	3 8	4 4	5 6	7 4	10 0	12 8	0 15 6	0 16 4	0 18 2	1 0 6	1 3 6
			1 10	2 4	2 6	3 8	4 4	5 10	8 0	9 10	0 11 8	0 12 2	0 14 0	0 15 4	0 17 6
6	150	C and D E plus 50% and D less 25%	1 10	3 2	3 8	5 0	5 10	8 0	10 8	13 0	0 16 6	0 18 0	0 19 6	1 3 0	1 6 0
			1 10	2 4	3 2	4 0	5 0	6 2	8 6	11 0	0 11 8	0 14 0	0 15 4	0 17 8	0 19 6
7	180	C and D E plus 50% and D less 25%	1 10	3 8	4 4	5 6	7 4	9 0	12 8	16 6	0 19 6	1 0 6	1 3 0	1 6 8	1 9 0
			1 10	3 2	3 4	4 4	5 6	7 4	10 4	12 2	0 15 4	0 15 10	0 17 8	0 19 6	1 2 0
8	220	C and D E plus 50% and D less 25%	1 10	3 8	5 0	5 10	8 0	11 0	15 4	19 0	1 3 0	1 5 0	1 6 8	1 10 0	1 14 0
			1 10	3 4	3 8	4 4	5 10	8 0	11 0	12 2	0 15 10	0 17 8	0 19 6	1 2 0	1 5 0

GOODS—continued
71. Small-lots Scale—continued

Zone No.	Miles Not Exceeding	Class of Goods	Weight Not Exceeding													
			7 lb.	1 qr.	2 qrs.	3 qrs.	1 cwt.	1½ cwt.	2 cwt.	2½ cwt.	3 cwt.	3½ cwt.	4 cwt.	4½ cwt.	5 cwt.	
9	270	C and D	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		E plus 50% and D less 25%	1 10	3 8	5 0	6 10	8 6	11 8	0 16 4	1 0 6	1 5 0	1 6 8	1 9 0	1 12 6	1 16 6	
10	320	C and D	1 10	3 8	5 6	7 4	10 0	13 0	0 17 8	1 2 4	1 6 8	1 9 0	1 11 6	1 16 0	2 0 6	
		E plus 50% and D less 25%	1 10	3 8	4 4	5 10	7 8	10 4	0 14 0	0 17 8	1 1 4	1 2 6	1 5 0	1 8 6	1 11 0	
11	370	C and D	1 10	3 8	5 6	7 4	10 4	14 0	0 19 0	1 3 8	1 8 8	1 10 4	1 14 0	1 18 6	2 5 0	
		E plus 50% and D less 25%	1 10	3 8	5 2	6 8	8 6	11 8	0 15 10	1 0 0	1 3 8	1 5 6	1 7 6	1 11 0	1 14 6	
12	420	C and D	1 10	4 4	6 2	8 0	11 0	14 6	1 0 0	1 5 6	1 11 0	1 13 0	1 16 6	2 2 0	2 8 6	
		E plus 50% and D less 25%	1 10	4 0	5 6	7 4	9 2	12 10	0 17 8	1 2 0	1 6 6	1 7 6	1 10 6	1 14 6	1 18 0	
13	465	C and D	1 10	4 4	6 2	8 6	11 8	15 4	1 2 0	1 7 6	1 13 0	1 16 6	2 0 0	2 6 0	2 12 6	
		E plus 50% and D less 25%	1 10	4 4	5 10	8 0	10 4	14 0	0 19 0	1 3 8	1 9 0	1 10 6	1 13 6	1 17 6	2 2 6	
14	540	C and D	1 10	4 4	6 10	9 0	12 0	16 4	1 2 8	1 8 8	1 14 6	1 18 6	2 4 0	2 8 6	2 14 6	
		E plus 50% and D less 25%	1 10	4 4	5 10	8 0	11 0	14 6	1 0 4	1 5 6	1 11 0	1 13 6	1 17 0	2 2 0	2 6 6	
15	645	C and D	1 10	5 0	6 10	10 0	13 6	18 0	1 5 6	1 11 6	1 18 6	2 3 0	2 8 0	2 14 6	3 3 0	
		E plus 50% and D less 25%	1 10	4 4	6 10	10 0	12 2	16 4	1 2 4	1 8 6	1 15 6	1 17 0	2 2 0	2 8 0	2 12 6	
Each additional 100 miles or part thereof will be added		C and D	..	0 6	0 6	0 6	1 4	1 10	0 1 10	0 2 6	0 3 2	0 3 8	0 4 4	0 5 0	0 5 6	
		E plus 50% and D less 25%	..	0 3	0 3	0 3	0 6	0 6	0 1 0	0 1 3	0 1 8	0 1 10	0 2 2	0 2 5	0 2 9	

Goods classified at Class C plus 20 per cent will be charged at the Class C scale.
Goods classified at Class C plus 50 per cent will be charged at the Class C scale, plus 50 per cent.
Goods classified at Class C double rate will be charged at double the Class C scale.

GOODS—continued

71. Small-lots Scale—continued

(b) Class G goods

Zone No.	Miles Not Exceeding	Measurement Not Exceeding										
		1 cub. ft.	2 cub. ft.	3 cub. ft.	4 cub. ft.	5 cub. ft.	6 cub. ft.	7 cub. ft.	8 cub. ft.	9 cub. ft.	10 cub. ft.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.
1	20	1 0	1 8	1 8	1 10	1 10	2 5	2 5	2 5	2 5	2 5	0 2 5
2	40	1 0	1 8	1 8	1 10	2 2	2 9	2 9	2 9	3 1	3 1	0 3 1
3	60	1 0	1 8	2 2	2 5	3 1	3 8	3 8	3 8	4 3	4 3	0 5 0
4	90	1 0	1 10	2 5	3 1	4 0	4 7	4 7	5 0	5 6	5 6	0 6 1
5	120	1 8	2 2	2 9	3 8	4 7	5 6	5 6	5 10	6 1	6 1	0 7 4
6	150	1 8	2 5	3 4	4 3	5 6	6 1	6 5	6 9	7 4	7 4	0 7 11
7	180	1 10	2 9	4 0	5 0	6 1	7 0	7 4	7 8	8 5	8 5	0 9 9
8	220	1 10	3 1	4 3	5 2	6 5	7 8	8 0	8 5	9 9	9 9	0 11 0
9	270	1 10	3 1	4 7	5 6	6 9	8 3	8 5	9 9	11 0	11 0	0 12 1
10	320	2 2	3 4	5 0	6 1	8 0	9 2	9 4	10 8	12 1	12 1	0 13 5
11	370	2 2	3 8	5 2	7 0	8 5	10 1	10 3	11 7	12 10	12 10	0 14 6
12	420	2 5	4 0	5 6	7 8	9 4	11 0	11 2	12 10	14 0	14 0	0 15 9
13	465	2 5	4 0	5 10	8 0	9 9	11 7	12 0	13 5	15 3	15 3	0 17 1
14	540	2 9	4 7	6 5	8 10	11 0	13 0	13 5	14 6	16 4	16 4	0 18 2
15	645	3 1	5 0	7 0	9 4	11 7	14 0	14 6	16 4	18 2	18 2	1 0 6
	Each additional 100 miles or part thereof will be added	0 3	0 7	0 11	1 3	1 8	1 10	2 2	2 5	2 9	2 9	0 3 1

Goods classified at Class G less 33½ per cent will be charged at the foregoing scale, less one-third.

2. Any consignment (except those conveyed under the provisions of Regulations 87 and 88) not exceeding the quantity specified hereunder will be subject to an additional charge of 2s. 6d. if the freight is not prepaid—

Goods not otherwise specified, not exceeding 5 cwt. in weight.

Glass G goods, not exceeding 10 cubic feet in measurement.

Timber, not exceeding 100 superficial feet in measurement.

GOODS

72. Class E

1. **Minimum quantity**, 1½ tons per consignment. Any less quantity will be charged at such minimum, or on actual weight at Class E plus 50 per cent if cheaper.

2. The charge at Class E single rate with loading and/or unloading charges added shall not be greater than when computed at Class D rate.

3. **Handling and Tallying**—The Department may require all loading, unloading, or tallying to be performed by the owners. Where loading, unloading, or tallying is performed by the Department, the following charges will be made:

	Charge Per Ton s. d.	Minimum Charge s. d.
Loading or unloading (except at ship's side) and including tallying where performed	5 0	2 6
Loading or unloading at ship's side	See regulation 96.	
Tallying without handling	2 0	2 0

Exceptions—Except in the case of handling at ship's side, no charge will be made for loading, unloading, or tallying when goods are charged at Class E plus 25 or 50 per cent.

73. Class F

1. **Minimum Loads** of goods chargeable at Class F rate will be as follows:

	Per Four- wheeled Wagon, n.o.s.	Per 10-ton L or MC Wagon	Per MA Wagon	Per LA Wagon	Per LC Wagon	Per R Wagon	Per U Wagon	Per Rb or Ub Wagon
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Oxide of iron, spent	6	8	..	10	12½	15	15	20
Mining timbers, hewn or split	6	8	..	10	12½	14	15	20
Lime (gas refuse)	6	8	..	10	12½	15	15	20
Lime, agricultural	6	6	9	10	12½	15	15	20
Firewood in lengths (see para- graph 5) .. .. .	..	..	..	..	..	..	..	..
Goods in Class F not otherwise specified	6	6	..	8	10	13	13	18

2. **Minimum Charges**—Except where otherwise specified, any less quantity than the minimum prescribed will be charged at such minimum, or on actual weight at Class E plus 50 per cent, whichever is cheaper.

3. **Handling**—The Department may require all loading, unloading, or tallying to be performed by the owners. Where any such service is performed by the Department, charges as provided in regulation 122 will be made.

4. **General**—Without prejudice to the foregoing provisions of this regulation, the Department may require all wagons containing goods of Class F to be loaded to full carrying capacity, provided the gauge limit is not exceeded.

GOODS

Firewood (in Lengths)—5. The following cordages for the various classes of firewood in lengths may be loaded into L, LA, or LC wagons; such cordages will be charged on the following standard weights:

Class of Wagon	Maire, Puriri, Rata, Black Birch		Manuka		Willow, <i>Pinus Radiata</i>		Other Timbers, Including Birch (Other Than Black Birch)	
	Cordage	Standard Weight	Cordage	Standard Weight	Cordage	Standard Weight	Cordage	Standard Weight
L (8 ton)	3	6	3½	7	4	6	3½	6
L (10 ton)	3½	7	4	8	4	6	4	7
LA	4	8	5	10	5½	8	5	8
LC	5	10	6	12	6½	10	6	10

6. A "tolerance" of 16 cubic feet (approximately 5 cwt.) will be allowed for each wagon-load of firewood.

7. Wagons which are overloaded to such an extent as to be considered unsafe to travel or require adjustment of load will be dealt with in accordance with the provisions of regulation 124.

Freight charges will be computed as follows:

- | | |
|---|--|
| (i) Wagons loaded with the cordages specified in paragraph 5 | On the standard weights shown in paragraph 5 for the various classes of firewood and wagons used. |
| (ii) Any cordage of firewood conveyed in a wagon in excess of that specified in paragraph 5 plus the tolerance of 16 cubic feet (paragraph 6) | As tonnage, in the proportion that the actual cordage bears to the specified cordage and standard weight and at the appropriate tonnage rate—e.g., 4 cords maire in LA wagon, rate 10s. per ton, when measured found to contain 5 cords—charge five-fourths of 8 tons = 10 tons at 10s. per ton: |
| (iii) Wagons loaded with less than the specified cordages of firewood (paragraph 5) | On the minimum tonnages as prescribed in paragraph 5 or at Class E plus 50 per cent, whichever is cheaper. |
| (iv) When wagon is supplied of capacity higher than that ordered | On the scheduled standard weight for type of wagon ordered, plus any excess cordage, in accordance with clause (ii). |

8. Firewood loaded in bogie wagons, or blocks and bags of firewood in any wagon, will be charged on actual weight, subject to the provisions of paragraphs 1 and 2 of this regulation.

74. Class H

1. Wool, Raw, Unscoured will be charged as follows:

Undumped bales ..	Not exceeding 4 cwt. per bale ..	..	..	Class H.
	Quantity in excess of 4 cwt. per bale ..	..	..	Class D <i>pro rata</i> .
Double-dumped bales ..	Not exceeding 8 cwt. per bale ..	..	..	Class H double rate.
	Quantity in excess of 8 cwt. per bale ..	..	..	Class D <i>pro rata</i> .
Bags, fadges, pockets ..	Not exceeding 2 cwt. per package ..	..	..	Class C. (Maximum charge per package Class H.)
	Exceeding 2 cwt. per package ..	..	..	Class H.

2. Scoured Wool.—Except as may be otherwise provided, scoured wool, undumped in bales not exceeding 2½ cwt. each, will be charged one-fifth less than the Class H rates. Minimum charge, 2s. 6d. per bale.

3. Handling, etc.—The Department may require all loading, unloading, or tallying to be performed by the owners. Where loading, unloading, or tallying is performed by the Department, the following charges per bale will be made:

	Undumped.		Double-dumped.	
	s.	d.	s.	d.
Loading or unloading (including tallying when performed) ..	1	0	2	0
Tallying (without handling)	0	6	0	6

GOODS

75. Class K

1. (a) Minimum quantities will be as follows:

Each Four-wheeled Wagon (Not Otherwise Specified)	Each LA Wagon	Each Lc Wagon	Each R or U Bogie Wagon or Pair of Timber Wagons	Each R _B or U _B Bogie Wagon
2,000 super. ft.	3,000 super. ft.	4,000 super. ft.	4,000 super. ft.	5,000 super. ft.

When two or more wagons are forwarded as one consignment, the minimum quantities must be complied with in respect of each wagon separately.

(b) Sawn *Pinus radiata*, larch, New Zealand Douglas fir, and New Zealand Corsican pine timber in the following minimum quantities, railed for distances exceeding 100 miles, will be charged at Class K rate less 1s. per 100 super. feet:

Each Four-wheeled Wagon (Not Otherwise Specified)	Each Kc, LA or Xc Wagon	Each Lc Wagon	Each 16 Ton U Bogie Wagon	Each 20 Ton U Bogie Wagon	Each R _B or U _B Bogie Wagon
4,250 super. ft.	5,100 super. ft.	6,400 super. ft.	6,800 super. ft.	8,500 super. ft.	10,600 super. ft.

Charges on lesser quantities of sawn *Pinus radiata*, larch, New Zealand Douglas fir, and New Zealand Corsican pine timber will be computed at the foregoing minima or at the ordinary rate for timber, whichever is cheaper.

2. Small Lots.—Except where otherwise specified, the charge on any quantity less than the minimum prescribed will be based on such minimum at the classified rates, or on the actual quantity (subject to a minimum of 100 superficial feet), at the following scale, whichever is cheaper:

Miles Not Exceeding	Per 100 Superficial Feet	Miles Not Exceeding	Per 100 Superficial Feet	Miles Not Exceeding	Per 100 Superficial Feet	Miles Not Exceeding	Per 100 Superficial Feet
16	s. d. 4 9*	52	s. d. 13 3	125	s. d. 20 3	250	s. d. 33 0
17	4 10*	54	13 5	130	20 9	260	33 9
18	5 3*	56	13 9	135	21 6	270	34 7
19	5 6*	58	13 11	140	21 7	280	35 7
20	5 10*	60	14 4	145	21 10	290	36 5
22	6 0*	62	14 7	150	22 2	300	37 3
24	6 8*	64	14 9	155	23 2	310	38 4
26	7 3*	66	15 2	160	24 3	320	39 2
28	7 11	68	15 6	165	25 0	330	40 0
30	8 6	70	15 9	170	26 2	340	40 9
32	8 10	75	16 0	175	26 5	350	41 10
34	9 8	80	16 9	180	27 0	360	42 8
36	10 2	85	17 6	185	27 6	370	43 5
38	10 9	90	17 9	190	27 10	380	44 3
40	11 5	95	18 1	195	28 4	390	45 4
42	11 7	100	18 4	200	28 10	400	46 2
44	12 2	105	18 8	210	29 5	410	47 3
46	12 3	110	19 2	220	30 3	420	47 9
48	12 6	115	19 5	230	31 0	435	49 0
50	12 10	120	20 0	240	32 2	450	50 3

* Where the charges are computed at the foregoing scale the minimum charge will be 7s. 8d.

For each additional 15 miles or fraction thereof beyond 450 miles, 1s. 3d. per 100 superficial feet will be added.

Charges at the foregoing scale will be increased by 50 per cent in the case of hardwood timber in sizes classified at Class K plus 50 per cent (*vide* regulation 68).

GOODS

3. Small Lots of timber of under 100 superficial feet may be charged on actual weight at Class C if cheaper than the charge for timber in small lots.

Less Than Minimum Wagon Loads—4. In cases where a wagon does not contain the specified minimum load, the charges for the difference in quantity between the timber actually loaded and the specified minimum shall be calculated at the lowest rate applicable to any class of timber in the consignment, such rate not to exceed single rate, Class K, and where applicable the provisions of paragraph 2 of this regulation shall apply.

5. (a) Where a consignment of timber is loaded on a bogie wagon or on a pair of N timber wagons, and the quantity is less than the prescribed minimum load for the class of wagon(s) used, the charges will be based on such minimum or, if cheaper, on the actual quantity of timber at the small lots scale plus the charge for one check wagon.

(b) Where a consignment of timber loaded on a bogie wagon or on a pair of N timber wagons also requires a four-wheeled check wagon, charges will be based on the minimum loads for one bogie and one four-wheeled wagon or, if cheaper, on the actual quantity at the small lots scale, plus the charge for two check wagons.

6. In Computing the Charges for Timber, superficial measurements of 5 ft. and over will be calculated to the next 10 ft. and will be charged *pro rata* of the prescribed rate for 100 superficial feet. Superficial measurements of 4 ft. and under will be omitted.

7. Timber Shorts—i.e., pieces not exceeding 6 ft. in length—will be charged on measurement at Class K rate or *vide* paragraph 2 hereof, except where timber shorts for the purposes specified in regulation 68 are classified at tonnage rates.

Where the actual weight of timber shorts (chargeable on weight) and shooks cannot be determined by weighing, the weight may be computed on the basis of 450 superficial feet to the ton.

Computation of Measurement—8. Except where otherwise specified, odd lengths of 6 in. and upwards will be counted as a foot in measuring the length of timber; less than 6 in. will be omitted.

9 Unless otherwise specified, in computing the sizes of sawn timber, whether dressed or undressed, fractional parts less than $\frac{1}{8}$ in. in width or thickness will be reckoned as $\frac{1}{8}$ in.

10. Sawn timber in pieces not exceeding 7 ft. in length will, except where otherwise provided, be charged at the actual measurement.

11. White pine, 4 in. by $\frac{7}{8}$ in. or 4 in. by $1\frac{1}{8}$ in., in lengths of 10 ft. 6 in. and 17 ft. 6 in., when consigned to cooperages or freezing works having cooperages, will be charged at the actual measurement.

12. In computing the measurement of rusticated weatherboards, tongued-and-grooved flooring and lining boards, and all other boards of irregular width and thickness, the full over-all measurement will be charged for—i.e., the board will be taken to measure as if its greatest width and thickness were uniform throughout the entire width and thickness of the board.

13. The superficial measurements of round timber will be computed according to Hoppus' tables of trade measurement as follows (odd lengths of 6 in. and upwards will be counted as a foot in measuring lengths; less than 6 in. will be omitted):

Description	Computation
Poles and all round timber, except as specified below	Table No. 5 (The Department reserves the right to assess the measurement of hardwood poles on a weight conversion basis).
Logs consigned to sawmills—	
Under 23 ft. in length ..	.. Table No. 2. Mid-length girth.
Length 23 ft. and over ..	.. Table No. 2. Logs will be regarded as two separate logs of equal length, and girth will be measured at the centre of each "half", i.e., one-quarter of length from either end. Where the length in feet is not exactly divisible by two, the larger girth end will be regarded as the longer, e.g., a 25 ft. log will be measured as one 13 ft. and one 12 ft. log.

Where the girthing point covers any prominent protuberance, the girthing point will be moved a sufficient distance towards the larger end of the log as will enable the tape to avoid the protuberance. No allowance will be made for bark by ringing or otherwise, or for tops, butts, or unsound wood.

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14. For Each Certificate of Timber Measurement supplied by the Department at the request of consignors or consignees, 2s. per 100 superficial feet additional will be charged. Measuring of timber will be performed only at the option of the Department.

15. **Handling**—The Department may require all loading or unloading to be performed by the owner. For each loading or unloading by the Department the following charges will be made:

- | | |
|---|---|
| (a) Each loading or unloading (without crantage) | 2s. per 100 super. ft. (minimum charge, 2s.). |
| (b) Where Department's cranes are used
(If no labour other than crane operator is provided, crantage only, as per regulation 100, will apply.) | 1s. 8d. per 100 super. ft. including crantage (minimum charge, 4s.). |
| (c) Where ships' gear or cranes other than Department's are used | 1s. 8d. per 100 super. ft. (minimum charge, 2s. 6d.). |
| (d) Small lots of timber charged at the rates prescribed in para. 2 of this regulation | No charge will be made for loading or unloading but where crane is used charges as per regulation 100 will apply. |

16. **Tallying**—When it is desired that the Department shall tally the number of pieces, 1s. per 100 superficial feet will be charged—minimum charge, 2s. This charge will apply to timber tallied at ship's side (in addition to handling charges where applicable), but will not apply to consignments of timber tallied elsewhere by the Department when loading or unloading charges are payable. The Department reserves the right to decline to undertake the tallying of timber.

76. Livestock

1. **Wagon Rates**—The following wagon rates will be charged for the conveyance of livestock:

(a) By mixed and goods trains (except express goods trains):

H and J wagons	Class M.
Hc and Jc wagons	Class M plus one-third.
S and T wagons	Class M double rate.
LA wagons for the conveyance of calves not exceeding fourteen days old	Class M less one-third.

(b) By express goods trains:

S and T wagons	Class M. double rate (irrespective of the number of animals).
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Except in the case of calves not exceeding fourteen days conveyed in LA wagons, livestock conveyed in wagons other than H, Hc, J, Jc, S, or T will be charged as for the number of stock wagons of the appropriate type that would have been required to transport the consignment.

2. **Mixed Consignments** of cattle, horses, ponies, foals, mules, asses, hounds, or drover's dogs loaded in the same wagon will be charged separately for each class of animal or as one lot as "cattle", whichever is the cheaper. Where mixed consignments are carried and charged at the small-lots scale, the first animal rate will be charged on the highest rated animal in each wagon and the respective rates as for the additional animals on the remainder.

3. **Part Wagons**—When a wagon is only partially occupied by a consignment of livestock, the Department reserves to itself the right to fill the wagon to its full carrying capacity with other stock. If a whole wagon is specially required by the consignor, the wagon rate will be charged, irrespective of the number of animals.

When one consignor, or two different consignors at one forwarding station, load sheep, calves, lambs, or pigs on separate decks of a J wagon to the same consignee, or different consignees at the one destination station, the charges will be computed as follows:

	Charge	Maximum	Minimum for Wagon
First consignment	Small-lots rate	Half wagon rate	} Half wagon rate for the combined charges.
Second consignment	Small-lots rate	Half wagon rate	

GOODS

4. **Small Lots**—Cattle, calves, sheep, pigs, or goats carried loose in small lots will be charged at the wagon-load rate, or if cheaper (provided the consignee does not require the exclusive use of a wagon) at the following rates, with a minimum charge per wagon (on other than cattle) of half the Class M rate:

Miles Not Exceeding	Cattle		Calves (Not Exceeding Six Months Old), Sheep, Goats, or Pigs		
	First Animal	Each Additional One Belonging to the Same Owner in the Same Wagon	First Animal	Each Additional One Belonging to the Same Owner in the Same Wagon	Minimum Charge (Half Class M Rate)
10	£ s. d. 1 3 6	£ s. d. 0 3 0	£ s. d. 0 7 11	£ s. d. 0 0 8	£ s. d. 1 3 3
11	1 4 2	0 3 5	0 8 5	0 0 9	1 3 3
12	1 5 0	0 3 9	0 8 11	0 0 9	1 3 3
13	1 5 9	0 4 0	0 9 4	0 0 11	1 3 3
14	1 6 4	0 4 1	0 10 1	0 0 11	1 3 3
15	1 7 2	0 4 5	0 10 6	0 1 5	1 3 3
16	1 7 11	0 4 9	0 11 2	0 1 5	1 3 3
17	1 8 10	0 4 11	0 11 7	0 1 6	1 3 3
18	1 9 5	0 5 1	0 12 3	0 1 8	1 3 3
19	1 10 4	0 5 5	0 12 10	0 1 8	1 3 3
20	1 11 1	0 5 7	0 13 5	0 1 10	1 3 3
22	1 12 6	0 6 2	0 14 2	0 1 10	1 4 6
24	1 13 11	0 6 5	0 15 1	0 1 11	1 5 11
26	1 15 10	0 7 2	0 16 6	0 2 1	1 7 9
28	1 17 2	0 7 7	0 17 5	0 2 3	1 9 2
30	1 18 10	0 8 2	0 18 7	0 2 4	1 10 11
32	2 0 5	0 8 9	0 19 10	0 2 8	1 12 5
34	2 2 2	0 9 3	1 1 0	0 2 10	1 14 0
36	2 3 5	0 9 9	1 2 1	0 2 11	1 15 6
38	2 5 1	0 10 4	1 3 3	0 3 0	1 17 3
40	2 6 9	0 10 10	1 4 5	0 3 3	1 18 9
42	2 8 7	0 11 4	1 5 6	0 3 5	2 0 5
44	2 9 10	0 11 10	1 6 5	0 3 11	2 1 11
46	2 11 8	0 12 7	1 7 10	0 4 0	2 3 6
48	2 13 2	0 12 10	1 8 11	0 4 1	2 5 2
50	2 14 8	0 13 5	1 10 0	0 4 2	2 6 8
52	2 16 2	0 14 0	1 11 2	0 4 6	2 8 2
54	2 18 0	0 14 6	1 12 5	0 4 7	2 9 11
56	2 19 1	0 14 11	1 13 5	0 4 9	2 11 3
58	3 0 9	0 15 6	1 14 7	0 4 10	2 13 0
60	3 2 4	0 16 1	1 15 10	0 4 11	2 14 6
62	3 4 10	0 16 10	1 17 5	0 5 6	2 16 6
64	3 6 4	0 17 2	1 19 5	0 5 6	2 18 3
66	3 8 11	0 18 2	2 0 2	0 5 9	3 0 6
68	3 11 4	0 18 9	2 1 10	0 5 11	3 4 3
70	3 13 6	0 19 7	2 3 5	0 6 3	3 5 0
75	3 18 8	1 1 1	2 6 9	0 6 9	3 10 9
80	4 6 8	1 3 7	2 12 0	0 7 6	3 14 0
85	4 15 2	1 6 1	2 17 10	0 8 6	3 18 9
90	5 0 0	1 7 8	3 1 3	0 9 0	4 2 3
95	5 7 6	1 10 1	3 6 3	0 9 10	4 6 9

GOODS

Miles Not Exceeding	Cattle		Calves (Not Exceeding Six Months Old), Sheep, Goats, or Pigs		
	First Animal	Each Additional One Belonging to the Same Owner in the Same Wagon	First Animal	Each Additional One Belonging to the Same Owner in the Same Wagon	Minimum Charge (Half Class M Rate)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	5 12 7	1 11 8	3 10 0	0 10 3	4 10 0
105	6 1 10	1 14 7	3 16 0	0 11 1	4 14 9
110	6 8 5	1 16 8	4 0 8	0 12 0	4 18 0
115	6 18 1	1 19 7	4 7 2	0 12 11	5 2 6
120	7 2 7	2 1 3	4 10 8	0 13 6	5 5 9
125	7 10 8	2 3 11	4 15 11	0 14 1	5 11 0
130	7 16 3	2 5 8	4 19 11	0 14 11	5 14 6
135	8 1 6	2 7 5	5 3 10	0 15 5	5 19 0
140	8 6 11	2 9 4	5 7 9	0 16 1	6 5 0
145	8 12 3	2 10 10	5 11 9	0 16 8	6 9 6
150	8 17 7	2 12 9	5 15 7	0 17 3	6 12 0
155	9 5 5	2 15 5	6 1 5	0 18 0	6 15 6
160	9 10 10	2 17 2	6 5 3	0 18 7	6 18 0
165	9 16 0	2 18 11	6 9 1	0 19 2	7 0 6
170	10 1 3	3 0 10	6 13 0	0 19 9	7 3 0
175	10 6 7	3 2 4	6 16 10	1 0 6	7 6 6
180	10 11 10	3 4 3	7 0 7	1 1 0	7 9 0
185	10 17 3	3 6 0	7 3 10	1 1 9	7 11 6
190	11 2 5	3 7 8	7 8 4	1 2 2	7 14 0
195	11 7 8	3 9 5	7 12 1	1 2 10	7 16 6
200	11 12 11	3 11 2	7 16 0	1 3 4	7 19 6
210	12 0 6	3 13 8	8 1 4	1 4 4	8 3 6
220	12 11 1	3 17 3	8 9 2	1 5 7	
230	13 1 9	4 0 8	8 17 0	1 6 8	
240	13 12 5	4 4 3	9 4 8	1 7 11	
250	14 3 1		9 12 4	1 9 2	
260	14 13 8		10 0 2	1 10 4	
270	15 4 2		10 7 11	1 11 6	
280	15 14 8		10 15 8	1 12 10	
290	16 5 4		11 3 5	1 14 0	
300	16 15 10		11 11 1	1 15 3	
310	17 6 4		11 18 9	1 16 4	
320	17 16 11		12 6 5	1 17 7	
330	18 7 4		12 14 1	1 18 10	
340	18 18 0		13 1 9	2 0 1	
350	19 8 6		13 9 6	2 1 3	
360	19 19 1		13 17 2	2 2 5	
370	20 9 8		14 4 11	2 3 9	
380	21 0 2		14 12 7	2 4 11	
390	21 10 9		15 0 2	2 6 2	
400	22 1 4		15 7 10	2 7 4	
410	22 11 10		15 15 7	2 8 7	
420	23 2 4		16 3 3	2 9 9	
435	23 14 8		16 12 1	2 11 3	
450	24 10 8		17 3 9	2 13 1	
For each additional 15 miles or fraction thereof beyond 450 miles will be added:					
	£ s. d.		£ s. d.	£ s. d.	
	0 15 9		0 11 5	0 1 10	

Two or more cattle—charge Class M over 240 miles.

Minimum charge does not apply over 210 miles.

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Livestock in Crates—5. Calves (not exceeding six months old), sheep, pigs, or goats properly secured in crates so as to prevent damage to other goods will be charged as follows:

Gross Weight per Crate	Rate	Minimum Charge per Crate
Not exceeding 56 lb.	Class C plus 50 per cent	Nil.
Not exceeding 3 cwt.	Class C plus 50 per cent	*6s.
Exceeding 3 cwt.	Class C double rate	*9s.

* The minimum charges provided herein will not be reduced by any local rate.

6. Where the owner desires that livestock in crates be forwarded in a livestock wagon, the railage charges on the consignment must not be less than the appropriate charges for such livestock had the same been forwarded loose in the wagon.

7. **Store Cattle and Store Sheep in Large Mobs**—Cattle and sheep from one consignor and forwarding station to one consignee and destination station, certified by the consignor to be *bona fide* store stock, not consigned for slaughter, will be charged as follows:

100 miles and over	{ First fifteen wagons . . . Class M. Each additional wagon . . . Class M less £1 per wagon.
Under 100 miles	

Drover's Passes—8. A *bona fide* drover accompanying consignments of livestock from one consignor to one or more consignees and destination stations will be issued with a free second-class return pass for himself and not more than two dogs under the following conditions:

- He must accompany three or more wagons of livestock.
- Stock must be consigned 30 miles or more.
- Drover must travel by the same train as the stock.
- A drover travelling by goods train will be required to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train.

A pass will be granted only for that portion of the journey over which a minimum of three wagons is forwarded and will be available for one week from date of issue, or for two weeks when the drover accompanies an inter-Island consignment.

9. Where any consignment of stock is, for the convenience of the Department, conveyed by more than one train, a pass, subject to the provisions of paragraph 8 of this regulation, will be issued for a drover and his dogs to travel by each train which conveys three or more wagons of the consignment.

10. When a consignment of less than three wagons of livestock is sent by a goods train and a drover desires to accompany it, he may be permitted to do so at his own risk, and on his indemnifying the Department in writing in the form provided, and paying second-class fare for himself and ordinary rates for his dogs.

11. Drovers travelling as provided in this regulation must ride in the guard's van or a second-class carriage, as may be directed by the Department.

12. Drovers' passes will not be issued to jockeys and trainers travelling in charge of racehorses (regulation 81), or to attendants travelling with exhibits to or from shows (regulation 92).

13. **Fodder**—Consignors of stock may be allowed free conveyance of fodder sufficient for the outward journey, and in the case of show stock for homeward journey also.

(For general conditions re carriage of Livestock, see regulation 114)

77. Class N

1. **Minimum Loads** of goods chargeable at Class N rate will be as follows:

	Per Four-wheeled Wagon, n.o.s.	Per Mc Wagon	Per LA Wagon	Per LC Wagon	Per Bogie Wagon
Imported coal, concrete slabs, concrete piles or poles, old boiler-tubes, slates, tarred shingle, reinforced-concrete mining props	Tons 6	Tons 8	Tons 10	Tons 12½	Tons 15
Goods in Class N, n.o.s.	4	6	6	7½	10

GOODS

2. **Minimum Charge**—Except where otherwise provided, any less quantity than the minimum prescribed will be charged at such minimum, or on actual weight at the following rates, whichever is cheaper:

Class N goods not specified hereunder	Class D
Bags, old, consigned to paper-making factories	Class E plus 50 per cent, provided that where the Department loads and/or unloads the charges will not be less than when computed at Class N on actual weight plus handling charges (also tarpaulin charges if incurred).
Newspapers, old, in bundles, for packing or wrapping, or for waste .. .. .	..
Paper, waste .. .. .	..
Rags in bales or bundles .. .. .	..
Sacking, old, for paper making .. .. .	..
Cotton, waste, for paper making .. .. .	..
Bottles, glass, empty, old .. .. .	..
Loose coke—The charge in any four-wheeled wagon will not be less than as for 4 tons at Class N rate		

3. **Handling**—The Department may require all loading, unloading, or tallying, to be performed by the owners. Where any such service is performed by the Department charges as provided in regulation 122 will be made.

78. Class P

1. **Minimum Loads** of goods chargeable at Class P rate will be as follows:

	Per Four-wheeled Wagon, n.o.s.	Per LA Wagon	Per LC Wagon	Per Q Wagon	Per Bogie Wagon, n.o.s.	Per RB Wagon
	Tons	Tons	Tons	Tons	Tons	Tons
Coal	6	9	11½	7	14	20
Concrete blocks, concrete bricks, earthenware flooring tiles, or quarries	6	10	12½	7	15	..
Coal briquettes or coal carbonettes	6	9½	12	7	15	..
Char	6	9	11½	..	..	..
Goods in Class P, n.o.s.	4	6	7½	..	10	..

2. **Minimum Charge**—Except where otherwise specified, any less quantity than the minimum prescribed will be charged at such minimum, or on actual weight at Class E plus 50 per cent, whichever is cheaper.

3. **Handling**—The Department may require all loading, unloading, or tallying, to be performed by the owners. Where any such service is performed by the Department charges as provided in regulation 122 will be made.

79. Class Q

1. **Minimum Loads** of goods chargeable at Class Q rate will be as follows:

	Per Four-wheeled Wagon, n.o.s.	Per 10-ton L Wagon	Per MA or MC Wagon	Per LA Wagon	Per LC Wagon	Per R or U Wagon	Per RB or UB Wagon
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Boulders, bricks, concrete building blocks (hollow), gravel, road metal, sand, shingle, stone (rough), and chalk	6	8	10	11	14	15	20
Clay, roofing tiles (concrete or earthenware), lime, and limestone	6	6	9	10	12½	15	20
Pumice-sand, pumice-stone, and scoria	6	6	8	8	10	13	18
Goods in Class Q, n.o.s.							

GOODS

2. **Minimum Charge**—Except where otherwise specified, any less quantity than the minimum prescribed will be charged at such minimum or on actual weight at Class E plus 50 per cent, whichever is cheaper.

3. **Handling**—The Department may require all loading, unloading, or tallying, to be performed by the owners. Where any such service is performed by the Department charges as provided in regulation 122 will be made.

4. **General**—Without prejudice to the foregoing provisions of this regulation, the Department may require all wagons containing goods of Class Q to be loaded to full carrying capacity, provided the gauge limit is not exceeded.

80. Class R

1. **Minimum Loads of New Zealand brown coal chargeable at Class R rate will be as follows:**

Per M Wagon	Per Four-wheeled Wagon, n.o.s.	Per Q Wagon	Per LA Wagon	Per LC Wagon	Per R Wagon	Per Rs Wagon
Tons 5	Tons 6	Tons 7	Tons 9	Tons 11½	Tons 14	Tons 20

2. **Minimum Charge**—Except where otherwise specified, any less quantity than the minimum prescribed will be charged at such minimum or on actual weight at Class E plus 50 per cent, whichever is cheaper.

3. **Handling**—The Department may require all loading or unloading to be performed by the owners. Where any such service is performed by the Department charges as provided in regulation 122 will be made.

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81. Horses

1. Except as otherwise provided, horses (including ponies, foals, mules, and asses) loaded in horse boxes will be charged as follows (according to the distance actually conveyed):

Miles Not Exceeding	Per Horse by Mixed or Goods Train*	Per Horse by Express or Passenger Train*	Miles Not Exceeding	Per Horse by Mixed or Goods Train*	Per Horse by Express or Passenger Train*	Miles Not Exceeding	Per Horse by Mixed or Goods Train*	Per Horse by Express or Passenger Train*
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		£ s. d.	£ s. d.
10	1 2 0	1 9 0	75	3 13 0	4 18 0	300	12 19 0	17 5 0
11	1 2 6	1 10 6	80	3 17 0	5 3 0	310	13 7 0	17 16 0
12	1 3 6	1 11 6	85	4 1 0	5 8 0	320	13 15 0	18 7 0
13	1 4 6	1 12 6	90	4 5 6	5 14 0	330	14 4 0	18 18 0
14	1 5 0	1 13 6	95	4 9 6	6 0 0	340	14 12 0	19 9 0
15	1 6 0	1 14 6						
16	1 7 0	1 15 6	100	4 13 6	6 5 0	350	15 0 0	20 0 0
17	1 7 6	1 17 0	105	4 18 0	6 11 0	360	15 8 0	20 11 0
18	1 8 6	1 18 0	110	5 2 0	6 16 0	370	15 16 0	21 2 0
19	1 9 6	1 19 0	115	5 7 0	7 2 0	380	16 5 0	21 13 0
20	1 10 0	2 0 0	120	5 11 0	7 7 0	390	16 13 0	22 4 0
22	1 12 6	2 1 6	125	5 15 0	7 13 0	400	17 1 0	22 15 0
24	1 13 0	2 4 0	130	5 19 0	7 18 0	410	17 9 0	23 6 0
26	1 14 6	2 6 0	135	6 3 0	8 4 0	420	17 18 0	23 16 0
28	1 16 6	2 8 6	140	6 7 0	8 9 0	435	18 7 0	24 9 0
30	1 18 0	2 10 6	145	6 11 0	8 15 0	450	19 0 0	25 6 0
32	2 0 0	2 12 6	150	6 15 0	9 1 0	465	19 12 0	26 3 0
34	2 1 0	2 15 0	155	7 2 0	9 9 0	480	20 5 0	26 19 0
36	2 3 0	2 17 0	160	7 6 0	9 15 0	495	20 17 0	27 16 0
38	2 4 6	2 19 6	165	7 11 0	10 0 0	510	21 10 0	28 12 0
40	2 6 6	3 1 6	170	7 15 0	10 6 0	525	22 2 0	29 9 0
42	2 8 0	3 3 6	175	7 19 0	10 11 0	540	22 14 0	30 5 0
44	2 9 6	3 6 0	180	8 2 0	10 16 0	555	23 7 0	31 2 0
46	2 11 0	3 8 6	185	8 7 0	11 2 0	570	23 19 0	31 18 0
48	2 13 0	3 10 6	190	8 11 0	11 8 0	585	24 11 0	32 15 0
50	2 14 6	3 12 6	195	8 15 0	11 13 0	600	25 4 0	33 11 0
52	2 16 6	3 15 0	200	8 19 0	11 19 0	Each 15 miles or part thereof beyond 600 miles: £ s. d. | £ s. d. 0 12 6 | 0 16 7		
54	2 17 6	3 17 0	210	9 4 0	12 6 0			
56	2 19 6	3 19 0	220	9 13 0	12 17 0			
58	3 1 0	4 1 6	230	10 1 0	13 8 0			
60	3 3 0	4 3 6	240	10 9 0	13 19 0			
62	3 4 6	4 6 0	250	10 18 0	14 10 0			
64	3 6 0	4 8 0	260	11 6 0	15 1 0			
66	3 7 6	4 10 0	270	11 14 0	15 12 0			
68	3 9 6	4 12 6	280	12 2 0	16 3 0			
70	3 11 0	4 14 6	290	12 11 0	16 14 0			

* Minimum charge per UG wagon as for two horses.

GOODS

2. Unweaned foals under twelve months old, travelling in the same wagon as brood mares consigned for breeding purposes, or returning therefrom, will be conveyed free on the outward and/or homeward journeys. This concession will not apply to foals conveyed by express or passenger trains.

3. **Express and Passenger Trains**—The Department reserves the right to decline to convey horses by express and passenger trains, and will not convey horses by such trains when loaded in four-wheeled wagons.

Except where otherwise provided, the charges for conveyance of horses in UG wagons by express or passenger trains will be as specified in paragraph 1, with a minimum charge as for two horses per wagon.

4. **Express-Goods Trains**—The charges for conveyance of horses in bogie wagons by express-goods trains will be as follows:

- (a) In UG wagons At the rates for conveyance by mixed or goods trains. Minimum charge as for two horses per wagon.
- (b) In T wagons .. At double Class M rate for each wagon used. Charges as per paragraph 1 hereof will not apply.

5. **Mixed and Goods Trains**—The charge for conveyance of horses by mixed or goods trains will be as follows:

- (a) In G wagons .. At the rates specified in paragraph 1.
- (b) In UG wagons (at owner's request) .. At the rates specified in paragraph 1. Minimum charge as for two horses per wagon.
- (c) In cattle wagons .. At Class M rates or, if cheaper, at the rate for horses conveyed in horse boxes.

6. **Combined Journeys**—Horses in UG wagons conveyed for portion of the journey by express or passenger train and portion by express-goods, mixed, or goods trains will be charged for the total distances conveyed by each class of train at the appropriate rate specified in paragraph 1, or, if cheaper, at the rate for horses conveyed by express or passenger trains for the total distance. A minimum charge as for two horses per wagon will apply in each case.

7. **Minimum Charge for UG Wagons**—Where, for portion of a journey, only one horse occupies a UG wagon, a charge for an additional horse will apply, based on the total mileage of the journey or journeys where the horse travels alone.

8. **Exclusive Use of Wagons**—When owners request, and are granted, the exclusive use of part or whole wagons, the minimum charges will be as follows:

- (a) G wagon for one animal .. Rate and a half of rate specified in paragraph 1.
- (b) Half UG wagon As for two horses at the rates specified in paragraph 1.
- (c) Whole UG wagon .. As for four horses at the rates specified in paragraph 1.

9. **Sulkies**—Racing sulkies, to seat one person, will be charged as 48 lb. each at rate and a half of the rates specified in paragraph 1, regulation 55. The Department may require owners to remove wheels. When owners decline to remove wheels when requested to do so, charges will be computed as for a two-wheeled carriage (regulation 84.).

10. **Horse Covers**—Horse covers used to protect horses consigned by rail will be conveyed free of charge on the outward journey, also on the return journey from the original destination station to the original forwarding station.

11. **Fodder**—An allowance of one sack of oats and 56 lb. of other fodder for each G wagon and two sacks of oats and 112 lb. of other fodder for each UG wagon will be granted. The fodder must in each case be carried in the horse-box.

General—12. The Department does not undertake to forward horses by any particular train. The owners of horses must provide means of securing them in the horse box, and the Department will not be responsible for any injuries sustained through their breaking loose or otherwise, nor will it undertake to carry unbroken or vicious horses.

13. Horses must be loaded and unloaded by the owners at their own risk and responsibility. Except as may be otherwise arranged by the Department, they must be loaded and consigned not less than half an hour before the due time of departure of the train by which they are intended to be conveyed in each case.

14. Requisition for wagons for horses must be made at least twenty-four hours before the vehicles are required.

15. The Department reserves the right to load or have loaded into any wagon the full number of horses which such wagon is designed to carry.

(For general conditions re carriage of livestock, see regulation 114)

GOODS

82. Chaff, Hay, and Straw

1. Hay and straw (baled) and chaff will be charged at the wagon rates shown in paragraph 3 hereof, or on actual weight at Class E plus 50%, whichever is cheaper.

2. A charge will not be made for tarpaulins provided for covering goods conveyed under the provisions of this regulation.

3. Rates per wagon (owners to load and unload):

Miles Not Exceeding	Chaff and Hay per Four-wheeled Wagon, n.o.s.	Hay per LA Wagon	Hay per LC Wagon	Chaff per LA Wagon	Chaff per LC Wagon	Straw per Four-wheeled Wagon, n.o.s.	Straw per LA Wagon	Straw per LC Wagon
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12	2 17 0	3 1 0	3 16 0	3 10 0	4 8 0	2 12 0	2 15 0	3 8 0
13	3 2 0	3 6 0	4 3 0	3 17 0	4 16 0	2 16 0	2 19 0	3 14 0
14	3 5 0	3 10 0	4 7 0	4 1 0	5 1 0	2 16 0	3 0 0	3 15 0
15	3 8 0	3 13 0	4 11 0	4 5 0	5 6 0	2 19 0	3 3 0	3 18 0
16	3 10 0	3 15 0	4 13 0	4 7 0	5 8 0	3 2 0	3 6 0	4 3 0
17	3 15 0	4 1 0	5 1 0	4 14 0	5 17 0	3 5 0	3 10 0	4 7 0
18	3 16 0	4 2 0	5 2 0	4 15 0	5 19 0	3 7 0	3 11 0	4 9 0
19	4 2 0	4 7 0	5 9 0	5 2 0	6 7 0	3 8 0	3 13 0	4 11 0
20	4 2 0	4 8 0	5 11 0	5 3 0	6 9 0	3 10 0	3 15 0	4 13 0
22	4 8 0	4 14 0	5 18 0	5 10 0	6 18 0	3 12 0	3 17 0	4 16 0
24	4 14 0	5 1 0	6 7 0	5 18 0	7 8 0	3 17 0	4 2 0	5 3 0
26	4 19 0	5 7 0	6 13 0	6 5 0	7 16 0	4 2 0	4 8 0	5 10 0
28	5 4 0	5 12 0	7 0 0	6 11 0	8 3 0	4 7 0	4 13 0	5 16 0
30	5 8 0	5 16 0	7 4 0	6 16 0	8 10 0	4 10 0	4 16 0	6 0 0
32	5 12 0	6 0 0	7 10 0	7 1 0	8 16 0	4 14 0	5 1 0	6 6 0
34	5 15 0	6 4 0	7 15 0	7 5 0	9 1 0	4 17 0	5 4 0	6 10 0
36	6 1 0	6 10 0	8 2 0	7 12 0	9 10 0	4 19 0	5 6 0	6 13 0
38	6 5 0	6 14 0	8 8 0	7 18 0	9 17 0	5 0 0	5 8 0	6 15 0
40	6 10 0	6 19 0	8 14 0	8 4 0	10 5 0	5 4 0	5 11 0	6 19 0
42	6 13 0	7 4 0	9 0 0	8 9 0	10 11 0	5 5 0	5 13 0	7 1 0
44	6 18 0	7 8 0	9 5 0	8 14 0	10 17 0	5 7 0	5 15 0	7 4 0
46	7 2 0	7 13 0	9 11 0	9 0 0	11 5 0	5 8 0	5 16 0	7 5 0
48	7 7 0	7 18 0	9 18 0	9 6 0	11 13 0	5 11 0	6 0 0	7 10 0
50	7 11 0	8 3 0	10 4 0	9 11 0	12 1 0	5 14 0	6 2 0	7 13 0
52	7 13 0	8 5 0	10 6 0	9 15 0	12 3 0	5 15 0	6 3 0	7 14 0
54	8 0 0	8 12 0	10 15 0	10 3 0	12 14 0	5 19 0	6 8 0	8 0 0
56	8 5 0	8 17 0	11 1 0	10 9 0	13 0 0	6 0 0	6 9 0	8 1 0
58	8 7 0	9 1 0	11 5 0	10 13 0	13 5 0	6 1 0	6 10 0	8 2 0
60	8 13 0	9 7 0	11 14 0	11 1 0	13 15 0	6 4 0	6 13 0	8 7 0
62	8 17 0	9 11 0	11 18 0	11 5 0	14 1 0	6 6 0	6 16 0	8 10 0
64	8 19 0	9 13 0	12 1 0	11 7 0	14 4 0	6 9 0	6 18 0	8 13 0
66	9 0 0	9 14 0	12 3 0	11 9 0	14 6 0	6 12 0	7 2 0	8 17 0
68	9 3 0	9 18 0	12 7 0	11 13 0	14 12 0	6 13 0	7 3 0	8 19 0
70	9 4 0	9 19 0	12 8 0	11 14 0	14 13 0	6 15 0	7 6 0	9 2 0
75	9 5 0	10 0 0	12 10 0	11 16 0	14 15 0	6 18 0	7 8 0	9 5 0
80	9 12 0	10 7 0	12 19 0	12 4 0	15 5 0	7 2 0	7 13 0	9 11 0
85	9 17 0	10 13 0	13 6 0	12 11 0	15 14 0	7 9 0	8 0 0	10 0 0
90	10 3 0	10 19 0	13 14 0	12 18 0	16 3 0	7 13 0	8 4 0	10 5 0
95	10 9 0	11 6 0	14 2 0	13 7 0	16 13 0	8 0 0	8 12 0	10 15 0
100	10 12 0	11 9 0	14 6 0	13 11 0	16 18 0	8 5 0	8 17 0	11 2 0
105	11 12 0	12 10 0	15 12 0	14 13 0	18 6 0	9 1 0	9 15 0	12 3 0
110	11 16 0	12 13 0	15 16 0	14 17 0	18 12 0	9 8 0	10 1 0	12 12 0
115	12 2 0	13 0 0	16 5 0	15 5 0	19 2 0	9 13 0	10 6 0	12 18 0
120	12 8 0	13 6 0	16 13 0	15 13 0	19 11 0	9 17 0	10 11 0	13 4 0

GOODS

Miles Not Exceeding	Chaff and Hay per Four-wheeled Wagon, n.o.s.			Hay per LA Wagon			Hay per Lc Wagon			Chaff per LA Wagon			Chaff per Lc Wagon			Straw per Four-wheeled Wagon, n.o.s.			Straw per LA Wagon			Straw per Lc Wagon		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
125	12	13	0	13	12	0	17	0	0	16	0	0	20	0	0	10	4	0	10	19	0	13	13	0
130	12	18	0	13	17	0	17	7	0	16	6	0	20	8	0	10	8	0	11	4	0	14	0	0
135	13	4	0	14	4	0	17	15	0	16	14	0	20	18	0	10	15	0	11	11	0	14	8	0
140	13	7	0	14	8	0	18	0	0	16	18	0	21	3	0	11	0	0	11	16	0	14	15	0
145	13	14	0	14	15	0	18	8	0	17	7	0	21	13	0	11	4	0	12	1	0	15	1	0
150	13	19	0	15	1	0	18	16	0	17	14	0	22	2	0	11	9	0	12	6	0	15	8	0
155	14	8	0	15	9	0	19	6	0	18	4	0	22	15	0	11	19	0	12	16	0	16	0	0
160	14	12	0	15	15	0	19	13	0	18	10	0	23	3	0	12	3	0	13	3	0	16	7	0
165	14	18	0	16	1	0	20	2	0	18	18	0	23	13	0	12	9	0	13	8	0	16	15	0
170	15	2	0	16	5	0	20	7	0	19	3	0	23	19	0	12	14	0	13	10	0	17	2	0
175	15	9	0	16	14	0	20	16	0	19	13	0	24	11	0	13	1	0	13	17	0	17	10	0
180	15	14	0	16	18	0	21	3	0	19	19	0	24	18	0	13	4	0	14	4	0	17	15	0
185	15	19	0	17	4	0	21	9	0	20	5	0	25	6	0	13	10	0	14	11	0	18	4	0
190	16	5	0	17	10	0	21	18	0	20	13	0	25	16	0	13	16	0	14	17	0	18	11	0
195	16	10	0	17	16	0	22	4	0	20	19	0	26	4	0	14	3	0	15	4	0	19	0	0
200	16	14	0	18	0	0	22	10	0	21	4	0	26	10	0	14	6	0	15	8	0	19	4	0
210	17	3	0	18	10	0	23	3	0	21	17	0	27	6	0	14	15	0	15	17	0	19	16	0
220	17	15	0	19	3	0	23	18	0	22	11	0	28	4	0	15	5	0	16	8	0	20	10	0
230	18	4	0	19	13	0	24	11	0	23	4	0	29	0	0	15	16	0	17	0	0	21	5	0
240	18	15	0	20	4	0	25	5	0	23	17	0	29	17	0	16	7	0	17	12	0	22	0	0
250	19	6	0	20	17	0	26	1	0	24	12	0	30	15	0	16	17	0	18	3	0	22	13	0
260	20	9	0	22	0	0	27	10	0	25	18	0	32	7	0	17	19	0	19	6	0	24	3	0
270	20	19	0	22	11	0	28	4	0	26	10	0	33	3	0	18	10	0	19	18	0	24	18	0
280	21	11	0	23	4	0	28	19	0	27	6	0	34	2	0	19	2	0	20	11	0	25	13	0
290	22	0	0	23	14	0	29	13	0	27	19	0	34	18	0	19	12	0	21	2	0	26	7	0
300	22	11	0	24	6	0	30	7	0	28	12	0	35	15	0	20	3	0	21	13	0	27	1	0
310	23	3	0	24	18	0	31	2	0	29	7	0	36	14	0	20	13	0	22	5	0	27	16	0
320	23	14	0	25	10	0	31	18	0	30	1	0	37	12	0	21	4	0	22	17	0	28	11	0
330	24	3	0	26	0	0	32	11	0	30	14	0	38	7	0	21	15	0	23	9	0	29	5	0
340	24	14	0	26	12	0	33	6	0	31	8	0	39	5	0	22	5	0	23	19	0	29	19	0
350	25	6	0	27	5	0	34	1	0	32	3	0	40	3	0	22	17	0	24	12	0	30	15	0
360	25	16	0	27	15	0	34	14	0	32	15	0	40	19	0	23	6	0	25	3	0	31	8	0
370	26	6	0	28	7	0	35	8	0	33	9	0	41	14	0	23	18	0	25	14	0	32	3	0
380	26	17	0	28	19	0	36	4	0	34	3	0	42	14	0	24	9	0	26	6	0	32	18	0
390	27	8	0	29	11	0	36	19	0	34	18	0	43	11	0	25	0	0	26	19	0	33	13	0
400	27	18	0	30	1	0	37	12	0	35	10	0	44	8	0	25	9	0	27	9	0	34	6	0
410	28	10	0	30	14	0	38	8	0	36	5	0	45	8	0	26	1	0	28	1	0	35	1	0
420	29	0	0	31	6	0	39	2	0	36	19	0	46	4	0	26	12	0	28	13	0	35	16	0
435	29	13	0	32	0	0	40	0	0	37	16	0	47	5	0	27	4	0	29	6	0	36	13	0
450	30	9	0	32	17	0	41	2	0	38	16	0	48	11	0	27	19	0	30	2	0	37	13	0
465	31	5	0	33	14	0	42	3	0	39	17	0	49	16	0	28	18	0	31	2	0	38	18	0
480	32	1	0	34	12	0	43	5	0	40	17	0	51	2	0	29	12	0	31	18	0	39	17	0
495	32	18	0	35	9	0	44	6	0	41	18	0	52	8	0	30	9	0	32	17	0	41	1	0
510	33	13	0	36	6	0	45	8	0	42	19	0	53	13	0	31	4	0	33	13	0	42	1	0
525	34	10	0	37	4	0	46	8	0	44	1	0	55	1	0	32	1	0	34	12	0	43	5	0

GOODS

Miles Not Exceeding	Chaff and Hay per Four-wheeled Wagon, n.o.s.	Hay per LA Wagon	Hay per LC Wagon	Chaff per LA Wagon	Chaff per LC Wagon	Straw per Four-wheeled Wagon, n.o.s.	Straw per LA Wagon	Straw per LC Wagon
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
540	35 6 0	38 2 0	47 12 0	45 2 0	56 7 0	32 15 0	35 7 0	44 4 0
555	36 2 0	39 0 0	48 14 0	46 2 0	57 13 0	33 13 0	36 6 0	45 8 0
570	36 18 0	39 16 0	49 15 0	47 3 0	58 18 0	34 9 0	37 3 0	46 9 0
585	37 14 0	40 14 0	50 17 0	48 3 0	60 3 0	35 6 0	38 2 0	47 12 0
600	38 9 0	41 10 0	51 18 0	49 3 0	61 8 0	36 1 0	38 18 0	48 12 0
615	39 7 0	42 9 0	53 1 0	50 5 0	62 17 0	36 17 0	39 16 0	49 15 0
630	40 2 0	43 6 0	54 3 0	51 6 0	64 2 0	37 13 0	40 13 0	50 16 0
645	40 19 0	44 4 0	55 5 0	52 7 0	65 9 0	38 9 0	41 10 0	51 18 0
660	41 14 0	45 0 0	56 5 0	53 6 0	66 13 0	39 6 0	42 8 0	52 19 0
675	42 11 0	45 19 0	57 8 0	54 8 0	68 1 0	40 2 0	43 5 0	53 19 0
690	43 6 0	46 15 0	58 8 0	55 8 0	69 4 0	40 18 0	44 3 0	55 4 0
..	0 16 6	0 18 0	1 2 8	1 1 7	1 6 9	0 16 6	0 18 0	1 2 8

For each additional fifteen miles or fraction thereof beyond 690 miles will be added:

83. Motor Vehicles

1. Motor vehicles not otherwise specified, unpacked, which can be loaded in a four-wheeled wagon will be charged as follows:

Miles Not Exceeding	Charge Per Vehicle	Miles Not Exceeding	Charge Per Vehicle	Miles Not Exceeding	Charge Per Vehicle	Miles Not Exceeding	Charge Per Vehicle
	£ s. d.		£ s. d.		£ s. d.		£ s. d.
18	2 13 0	56	5 5 0	135	10 13 0	270	20 2 0
19	2 14 0	58	5 8 0	140	11 0 0	280	20 16 0
20	2 16 0	60	5 11 0	145	11 6 0	290	21 10 0
22	2 17 0	62	5 14 0	150	11 13 0	300	22 4 0
24	3 0 0	64	5 17 0	155	12 4 0	310	22 18 0
26	3 4 0	66	6 0 0	160	12 11 0	320	23 12 0
28	3 7 0	68	6 2 0	165	12 18 0	330	24 6 0
30	3 9 0	70	6 5 0	170	13 5 0	340	25 0 0
32	3 12 0	75	6 8 0	175	13 12 0	350	25 15 0
34	3 15 0	80	6 16 0	180	14 0 0		
36	3 17 0	85	7 3 0	185	14 6 0	360	26 8 0
38	4 0 0	90	7 9 0	190	14 13 0	370	27 2 0
40	4 3 0	95	7 16 0	195	15 1 0	380	27 18 0
42	4 6 0	100	8 4 0	200	15 7 0	390	28 11 0
44	4 9 0	105	8 10 0	210	15 17 0	400	29 4 0
46	4 12 0	110	8 17 0	220	16 11 0	410	29 19 0
48	4 15 0	115	9 4 0	230	17 6 0	420	30 13 0
50	4 17 0	120	9 12 0	240	17 19 0	435	31 9 0
52	5 0 0	125	9 18 0	250	18 14 0	450	32 10 0
54	5 3 0	130	10 5 0	260	19 8 0		

For each additional fifteen miles or fraction thereof will be added 19s. 9d.

GOODS

2. **Charges**—The charges shown in paragraph 1 hereof will be varied as follows when motor vehicles are loaded as shown:

- *Two or more motor vehicles in one consignment loaded together in one four-wheeled wagon (for the purpose of this provision a bogie wagon will be treated as two four-wheeled wagons) Full rate for first vehicle; half rate for each additional vehicle.
- Where an Mc wagon ordered is not available and a bogie wagon is used at consignor's request Charge as for the bogie wagon used.
- *One vehicle loaded on an R or U wagon owing to its length Rate and a half.
- *One vehicle loaded on an Rb or Ub wagon owing to its length Double rate.
- Two motor vehicles (either or both of which is too long to be loaded on a four-wheeled wagon) consigned from one station loaded together on a bogie wagon to the same destination station Ordinary rate for each.

* These provisions will not apply to motor vehicles when charged at the local rates provided in the Local Rates Scale of Charges.

Loading and Sheeting—3. The Department may require loading, unloading, roping, and covering of motor vehicles to be performed by the owner. When craning is performed by the Department craning charges as per regulation 100 (without the additional charge specified for loading or unloading) will apply.

4. Where the Department's tarpaulins are supplied for motor vehicles, charges as per regulation 98 will apply.

5. **Conditions**—Motor vehicles charged with petrol or other motor spirit may be accepted for conveyance by rail only if the petrol connections are tight and the petrol is cut off between the supply tank and the carburettor. The Department may decline to convey any such vehicle unless all the petrol is removed therefrom. Motor vehicles which are not fitted with pumps or "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor spirit has been removed from the tank.

6. **Liability**—(a) Motor vehicles conveyed under the provisions of this regulation are carried at owner's risk, and the provisions of regulation 110 shall apply thereto and to any equipment recognised as the ordinary equipment of a motor vehicle, including such articles as spare parts, wheels, tires, tools, and the cushions, attached to or contained in a motor vehicle received for carriage. When request is made for carriage at railway risk, particulars of such equipment must be set out on the consignment note, and such equipment and other readily detachable accessories must be locked in the vehicle or packed in a separate package.

(b) The detachable parts and equipment of a motor vehicle, when packed in a separate package, will be carried free of charge in a separate wagon.

84. Two-wheeled Carriages, Carts, Drays, and Wagons

1. Vehicles which can be loaded in a four-wheeled wagon will be charged at the following rate per vehicle:

	For Any Distance Not Exceeding 10 Miles	For Every Mile After the First 10 Miles
	£ s. d.	s. d.
Two-wheeled carriages Carts, drays, and horse wagons not exceeding 1 ton per vehicle, either set up or in pieces	1 19 6	1 2

Carts, drays, and wagons exceeding 1 ton in weight will be charged rate and a half.

2. When two or more vehicles, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled wagon, they will be charged full rates for the first vehicle and half rates for each additional vehicle. The highest rated vehicle will, for the purpose of this paragraph, be treated as the first vehicle.

3. A bogie wagon will, for the purpose of charging, be treated as two four-wheeled wagons.

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85. Fresh Fruit, Fresh Vegetables, Fresh Mushrooms, and Nuts

1. Fresh fruit, fresh vegetables, fresh mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands or Niue) in consignments not exceeding 3 cwt. in weight will be charged as follows:

Cwt.	Miles							
	Not Exceeding							Exceeding
	50	100	150	200	300	450	550	550
$\frac{1}{4}$..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
$\frac{1}{2}$..	1 0	1 5	1 8	1 10	2 6	2 9	3 4	3 4
1 ..	1 5	1 8	1 10	2 2	3 0	3 7	3 10	3 10
1 $\frac{1}{2}$..	1 10	2 6	3 0	3 7	4 5	5 3	6 7	7 2
2 ..	2 6	4 2	4 8	5 3	6 4	7 5	9 0	10 5
2 $\frac{1}{2}$..	3 4	5 0	5 9	6 6	8 3	10 0	11 3	13 2
3 ..	3 7	5 3	6 7	8 0	10 2	12 1	13 2	15 5
3 $\frac{1}{2}$..	3 10	6 0	7 5	9 0	11 3	13 2	15 2	17 4
4 ..	4 2	6 7	8 3	9 8	12 5	14 4	16 3	18 8
5 ..	5 3	7 2	9 0	10 6	13 2	15 8	18 2	21 0

2. Fresh fruit, fresh vegetables, fresh mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands and Niue) in consignments exceeding 3 cwt. in weight will be charged as follows, minimum charge as per paragraph 1 hereof:

Miles Not Exceeding	Rate Per Ton	Miles Not Exceeding	Rate Per Ton	Miles Not Exceeding	Rate Per Ton	Miles Not Exceeding	Rate Per Ton
5	s. d. 10 9		s. d.		s. d.		s. d.
6	12 0	42	28 0	125	49 7	300	92 9
7	12 0	44	28 9	130	50 4	310	94 9
8	12 0	46	29 7	135	51 5	320	96 7
9	12 0	48	30 6	140	52 2	330	98 7
10	12 0	50	31 4	145	53 5	340	100 5
11	12 0	52	32 0	150	54 4	350	102 4
12	12 0	54	32 7	155	56 10	360	104 3
13	12 5	56	33 8	160	59 1	370	106 2
14	13 6	58	34 2	165	61 5	380	108 0
15	14 0	60	35 1	170	63 8	390	110 0
16	14 10	62	35 9	175	66 1	400	111 9
17	15 5	64	36 6	180	68 2	410	113 8
18	15 10	66	37 3	185	69 9	420	115 7
19	16 5	68	38 2	190	70 5	435	117 9
20	17 0	70	38 10	195	71 7	450	120 5
22	18 1	75	39 9	200	72 9	465	123 1
24	19 2	80	40 8	210	74 6	480	126 0
26	20 3	85	41 9	220	77 3	495	128 9
28	21 9	90	42 8	230	79 2	510	131 0
30	22 7	95	43 7	240	81 4	525	132 6
32	24 2	100	44 6	250	83 2	540	134 0
34	25 0	105	45 6	260	84 10	555	135 3
36	25 9	110	46 6	270	87 0	570	136 10
38	26 5	115	47 7	280	88 9	585	138 5
40	27 4	120	48 6	290	91 0	Beyond 585 miles	139 9

3. Fresh fruit, fresh vegetables, fresh mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands or Niue) forwarded for domestic use of the consignee will be conveyed only under the provisions of regulation 56.

Regulation 86 reserved for future use.

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87. Food Products and Clothing for Charitable Purposes

1. Food products, coal, firewood, and clothing donated to charitable institutions, other than orphanages and Maori mission fields, will be conveyed as parcels or goods traffic (at the option of the Department) at owner's risk at half the appropriate rates, on the authority of the General Manager. Written application for the concession must be made to the General Manager at least fourteen days before the goods are presented for carriage.

2. In the case of food and clothing donated to orphanages and Maori Mission Fields, the concession of half rates will be granted subject to a certificate in the following form being endorsed on the consignment note:

I hereby certify that the goods entered hereon are a free donation to the*, to which they are consigned.

Signature of Sender:

* Insert "Orphanage" or "Maori Mission Field".

88. Returned Empties

1. Returned empties are packages which have on the outward journey been carried full by rail and are being consigned from the original consignee and the original receiving station to the original consignor and the original sending station. They must be certified by consignors to have been conveyed full by rail.

2. Except as provided in paragraphs 4 to 7 inclusive, the charges for returned empties will be as follows:

Miles Not Exceeding	Rate per Ton	Minimum Charge
	£ s. d.	s. d.
24	*1 4 0	1 3
50	1 16 3	1 9
100	2 13 6	1 9
150	3 10 6	1 9
200	4 7 9	2 3
250	5 4 9	2 6
300	6 2 0	3 0
350	6 19 0	3 6
400	7 16 3	3 9
450	8 13 3	4 3
495	9 12 3	4 9
For each additional 45 miles or portion thereof in excess of 495 miles, will be added	0 15 6	0 6

* Or Class C plus 50 per cent if cheaper.

Quantities of less than 1 ton will be charged *pro rata* of the tonnage rates, subject to the minimum charge specified.

3. The following will be accepted as returned empties, subject to the provisions of paragraph 1 being complied with, and will be charged as returned empties, not otherwise specified:

- Cardboard bottle protectors.
- Fish-ova and fish-liver tins.
- Iron bands or slings for securing crates of asbestos-cement sheets.
- Photographic-film spools.
- Wooden cores used in packing paper.
- Wooden trays used for packing asbestos-cement products.

4. Sacks, Scrim, etc.—Returned empty sacks, bags (including lime bags), scrim and canvas furniture coverings, also scrim and sacking used by nurserymen, will not be granted the rate applicable to returned empties unless packed in bundles, bags, or bales.

5. Furniture Containers returning empty after having been conveyed loaded by rail, or when being forwarded empty to be returned loaded by rail, will be charged under the provisions of regulation 94, paragraph 3.

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6. Empty Tank Wagons which on the outward journey have been used for the conveyance of benzine, kerosene, or similar mineral oils, and fuel oil, will, when being returned from the original consignee and the original receiving station to the original consignor and the original forwarding station, be hauled free. Where the empty tank wagon is not returned to the original forwarding station, but is forwarded to another station for filling, and where the mileage, when the empty tank is railed, is in excess of that for which it is entitled to free return, the excess mileage will be charged at the rate of 4s. per mile.

7. Handling—Owners may be required to perform all handling of returned empties.

8. Prepayment of Charges—The Department reserves the right to accept consignments only on condition that freight charges are prepaid.

Regulation 89 reserved for future use.

90. Lime for Manuring Farm Lands

1. Subject to the conditions set out herein, New Zealand lime for use in dressing land used *bona fide* as a farm, orchard, nursery, or market garden within the Dominion of New Zealand, consigned from limeworks direct to farmers, orchardists, nurserymen, or market gardeners in occupation of the land on which the lime is to be used, or educational institutions whose curricula require the carrying on of farming for the purpose of instructing their students, may, at the option and convenience of the Department, be conveyed by rail at the following rates:

Distance	Rate
Not exceeding 15 miles	Class F.
Exceeding 15 miles but not exceeding 115 miles	Class F for 15 miles plus 25 per cent of the difference between Class F for 15 miles and Class F for the full distance conveyed.
Exceeding 115 miles	Class F, less 15s. 1d. per ton.

2. Wagon Minimum—The minimum loads of New Zealand lime which will be accepted for carriage under the provisions of this regulation will be as follows:

Per Four-wheeled Wagon, n.o.s.	Per MA or MC Wagon	Per LA Wagon	Per LC Wagon	Per R or U Wagon	Per RB or UB Wagon
Tons 6	Tons 9	Tons 10	Tons 12½	Tons 15	Tons 20

3. Small Lots—The provisions of this regulation will not apply to any consignment of less than the prescribed minimum for the class of wagon used, nor to separate consignments (each less than the wagon minimum) loaded in the same wagon, notwithstanding that the aggregate weight thereof complies with the wagon minimum. The charges on such consignments will be computed separately at the appropriate rate.

Farmers may combine and order in the name of one consignee a wagon load of lime, minimum quantity as per paragraph 2, dividing the lime amongst themselves according to their requirements after arrival at the destination station.

4. Conditions—(a) Application for the concession is to be made by the proprietor of the lime works to, and approved by, the Director-General, Department of Agriculture.

(b) A certificate in the following form is to be endorsed on the consignment note for each consignment of lime railed under the provisions of this regulation:

I hereby certify that the lime entered hereon and consigned to is for use upon land used *bona fide* as a

91. Empty Cases for Carriage of Fruit, and Shooks for Manufacture of Fruit Cases

1. Empty cases, and crates containing empty punnets—not “returned empties”, but to be re-consigned full by rail and, when so re-consigned, to contain only New-Zealand-grown fresh fruit—consigned direct to fruitgrowers’ agents or associations approved by the General Manager, and *bona fide* fruitgrowers, will be charged at the rate for returned empties (paragraph 2, regulation 88).

2. Shooks not exceeding 3 ft. in length, in bundles, consigned direct from mill to fruitgrowers’ agents or associations approved by the General Manager, and *bona fide* fruitgrowers, for manufacture of cases to be used solely for the carriage by rail of New-Zealand-grown fresh fruit, will be charged Class C less 50 per cent.

Small lots will be charged at the scale for Class E plus 50 per cent (regulation 71).

Quantities exceeding 5 cwt. will be subject to a minimum charge as for 5 cwt. at the small lots scale.

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3. Consignment notes for empty cases, crates containing empty punnets, and shooks carried under this regulation are to be endorsed by senders as follows:

I hereby certify that these cases (or crates containing empty punnets, or shooks) are consigned direct to a *....., and are to be used solely for packing New-Zealand-grown fresh fruit to be conveyed by rail.

* Insert fruitgrowers' agent, fruitgrowers' association, or *bona fide* fruitgrower, as the case may be.

4. All loading and unloading must be performed by the owners.

92. Exhibits Forwarded to and from Shows, etc.

1. **Outward Journey**—Livestock or goods of the following or similar classes consigned for exhibition at shows listed hereunder and to be returned subsequently to the owner at the original forwarding station are to be charged at full rates plus 50 per cent on the outward journey:

Livestock, dogs, poultry, and birds (excluding those for exhibition at side shows).
 Implements (including tractors, but excluding motor bicycles, motor cars, motor lorries, or motor buses).
 Produce and any other commodities catalogued for exhibition at shows.
 Food troughs, buckets, poultry pens, and coops.
 Tents to be used for covering the foregoing exhibits.
 Trade displays comprising samples of manufactured goods, and relative advertising matter.

Forwarded to—

Agricultural, pastoral, horticultural, dog, poultry, or cage-bird shows; or egg-laying competitions conducted by the Department of Agriculture.

Livestock or articles which are not to be returned after exhibition are to be charged at full rates on the outward journey.

All freight charges due under this paragraph must be prepaid.

2. **Homeward Journey**—Any exhibits specified in paragraph 1 (whether forming the whole or only portion of the original consignment) will be conveyed back to the original consignor and forwarding station free under the following conditions:

- (a) They will be conveyed at owner's risk.
- (b) They must be returned unsold as one consignment within one month from the closing of the show, or competition.
- (c) The outward or homeward journey must not have been broken to compete at a show or competition.
- (d) When the returned exhibits are consigned, a certificate in the prescribed form signed by the secretary of the show must be tendered with the consignment note.

3. **Postponements**—When a show is postponed owing to weather conditions, the concession will be allowed in respect of exhibits returned to forwarding stations.

4. **Parcels Traffic**—Exhibits returned free will not be conveyed through Parcels Department unless they were conveyed through Parcels Department on the outward journey.

5. **Exhibits on Circuit**—All goods specified in paragraph 1 of this regulation not coming within the provisions of paragraph 2 of this regulation, and which are entered to compete at two or more shows or competitions, within the period between their departure from the original forwarding station and their return thereto, will be charged full rates for all journeys made. On the return of such exhibits to the original forwarding station, and on production of a certificate on the prescribed form obtainable at any officered railway station, a refund will be made of 25 per cent of the total amount of railage paid for all exhibits which have completed a circuit of journeys. The return journey to the original forwarding station must be completed within one month from the conclusion of the last show, or competition, at which such exhibits were entered to compete.

6. **Livestock**—Owners of livestock proceeding to agricultural and pastoral shows may combine and have their exhibits forwarded as one consignment under the following provisions:

- (a) Livestock to be consigned in the name of one consignor to one consignee.
- (b) The railage charges are to be paid by the consignor.
- (c) The number of wagons used on the return journey must not exceed the number used on the outward journey.

If an owner whose stock on the outward journey was charged as part of a combined consignment desires to return his stock separately, necessitating the use of an extra wagon or wagons, such stock will be charged ordinary rates.

7. **Conditions**—Full rates will be charged on the following:

- (a) All goods or livestock returned to the original forwarding station in excess of the number forwarded from that station. No refund will be made of the railage charges paid for such exhibits.

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- (b) All exhibits which have been sold or exchanged will be charged ordinary rates for all journeys made, irrespective of the points between which they were carried, and no refund of railage charges will be made.
- (c) All wagons, used on any of the journeys made, in excess of the number of wagons used for conveyance of the exhibits on the initial journey from the original forwarding station will be charged full rates, and no refund will be made on any portion of the railage charges paid for such excess number of wagons.
8. **Loading and Unloading** shall be performed by owners.
9. **Responsibility**—The Department shall be relieved of all responsibility for loss of or damage to goods, fodder, or livestock carried free under the provisions of this regulation.
10. **Fodder**—Consignors of show stock will be allowed free conveyance of fodder sufficient for both outward and homeward journeys. Free conveyance is not applicable to fodder railed from a sending station for use in feeding stock during the period they are on a showground.

93. Boats for Use at Regattas and Surf Skis for Use at Life-saving Competitions

1. Rowing, sailing, or motor boats exclusively for use in contests at regattas and rowing boats exclusively for use at inter-University, college, or secondary school rowing events will on the outward journey be charged Class C. Boats loaded on road trailers will be charged Class C on the total weight of the boat and trailer. The foregoing provisions are subject to a minimum charge as for 10 cwt. per four-wheeled wagon and 1 ton per bogie wagon.
2. **Check Wagons**—Where a check wagon is used for a boat (or boats) consigned under the provisions of this regulation, the charge for such check wagon will not exceed the charge for the boat (or boats) as provided in paragraph 1 hereof.
3. **Surf Skis** for use at life-saving competitions will on the outward journey be charged Class C if packed, or Class C plus 50 per cent, if unpacked.
4. **For the Outward Journey** the following certificate must be endorsed on the consignment note by the consignor:

I hereby certify that the boat (or surf ski) entered hereon is being forwarded from to exclusively for the purpose of being used in contests at [*Insert name and place of event*], and that the crews of the boat (or surf ski) will travel by rail or Railway Road Service to and from such event.

5. **On Being Returned** from the regatta or life-saving competition the boats (together with road trailer) or surf skis will be conveyed from the original destination station to the original forwarding station at half rates, provided the following certificate is endorsed on the consignment note by the consignor:

I hereby certify that the boat (or surf ski) entered hereon was consigned from to on, and that it has been used exclusively in contests at [*Insert name and place of event*].

6. **Conditions**—(a) The provisions of this regulation will apply only when all members of the crews of the boat (or surf ski) travel by rail or Railway Road Service to and from such events.
(b) All loading and unloading is to be performed by owners, and the boats, trailers, or surf skis will be carried entirely at owners' risk.

94. Household Removals and Furniture Containers

1. **Bona Fide Household Removals** consisting of articles which have actually been in use in a household, including sewing machines, bicycles (pedal), pianos, organs, perambulators, and push-chairs, will be charged Class C plus 20 per cent, and conveyed at the sole risk of the owner. Minimum weight per consignment, 1 ton. Household removals in lesser quantities will be charged at such minimum, or on actual weight at Class C plus 50 per cent, whichever is cheaper. Persons desiring the exclusive use of a wagon for such household removals may be allowed such exclusive use at a minimum charge as for 2½ tons per Kc or Xc wagon or 2 tons per four-wheeled wagon, n.o.s., at Class C plus 20 per cent.

2. **Containers**—Furniture and household effects, including sewing machines, bicycles (pedal), pianos, organs, perambulators, and push-chairs, in furniture containers (including large packing cases or motor-car cases) will be charged Class C plus 20 per cent, computed on the gross weight of the container and contents, and conveyed at the sole risk of the owner. The following minimum weights will apply for charging purposes:

Containers up to 11 ft. in length	.. ..	1 ton per four-wheeled wagon.
Containers over 11 ft. in length	.. ..	2 tons per four-wheeled wagon.
Containers requiring the use of a bogie wagon		3 tons per bogie wagon.

3. **Empty Containers**—Furniture containers returning empty after having been conveyed loaded by rail, or when being forwarded empty to be returned loaded by rail, will be conveyed at the rate for wagons (regulation 84), no extra charge being made for containers over 1 ton in weight.

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4. **Liability**—Household removals will be accepted and conveyed at railway risk only after conclusion of a special contract with the Department. The provisions of regulation 110 will not apply to consignments forwarded under the provisions of this regulation.

5. **Handling**—The Department may require all loading and unloading to be performed by the owners, but where the loading or unloading is performed by the Department, a charge of 5s. per ton will be made for each service.

95. Circuses

1. **Circuses Conveyed by Ordinary Trains** will be charged as follows:

Animals, living, including animals in cages, at Class M rate (wagon rate only).

Vehicles, empty, at rates for motor vehicles, carts, etc. (Regulations 83 and 84).

Vehicles loaded with material, or in same wagon with material, at the rates for materials as hereinafter provided.

Material, at the following rates:	Per Mile	
	s.	d.
Per four-wheeled wagon, not otherwise specified	2 0
Per LA wagon	3 1
Per KC, LC, MC, or XC wagon	4 2
Per bogie R, U, or two-door Z or ZP wagon	4 2
Per bogie RB, UB, or three-door Z wagon	5 10

Minimum charge as for 30 miles in each case.

2. **Special Trains**—Circuses for which special trains are ordered by the owners will be charged as follows:

	Per Mile		
	£	s.	d.
Per carriage containing passengers	0 10	0
Per four-wheeled wagon, not otherwise specified	0 4	2
Per LA wagon	0 5	10
Per KC, LC, MC, or XC wagon	0 8	0
Per bogie R, T, U, or two-door Z or ZP wagon	0 8	0
Per bogie RB, UB, or three-door Z wagon	0 10	0
Minimum charge	3 19	0

Minimum charge for a special train £79.

3. The distance which a train has to run to commence a service will be charged at a rate of 18s. 6d. per mile.

4. Special trains will be run only at the option of the Department.

5. **Loading and Unloading** of circus and plant must all be done by the owners.

6. **Liability**—Owners must take all responsibility in regard to accidents to their employees and damage to their goods.

They will also be liable for the expense of making good any damage done to the Department's rolling stock in connection with the loading, unloading, or carriage of any circus.

96. Haulage, Handling, Sorting and Transhipment Charges—Port Stations

1. **Handling at Ship's Side**—The charges for handling goods consigned to or received from ship at New Plymouth Breakwater, Patea, Picton, Lyttelton, Timaru, Oamaru, Port Chalmers, Bluff, Greymouth, and Westport will be as follows:

	Rate		Minimum Charge	
	s.	d.	s.	d.
Goods, not otherwise specified, per ton	5	0	1	0
Coal, New Zealand, handled by ship's gear or cranes other than the Department's	2	0	1	0
Phosphate and sulphur, in bulk, per ton	3	3	1	8
Scrap iron or scrap steel, per ton	8	6	4	3
*Timber, per 100 superficial feet	1	8	2	6
Wool, in bales, undumped, each	1	0	1	0
Wool, in bales, double-dumped, each	2	0	2	0

* When timber is tallied at ship's side a charge of 1s. per 100 superficial feet (minimum charge, 2s.) will be made in addition to the handling charge.

2. **Sorting**—(a) Goods ex-ship comprising two or more packages or articles hauled and charged for such haulage as per subparagraphs (b) and (c) of paragraph 5 of this regulation, and which require to be sorted out for delivery or for redespach, will be charged 7s. per ton, which charge shall include the unloading charge specified in clause (d) of paragraph 5 of this regulation (minimum charge 1s. 6d.).

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(b) Goods ex-ship comprising two or more packages or articles (other than those mentioned in subparagraph (a) of this paragraph) which require to be sorted out for delivery or redespach will be charged for such sorting at the following rates:

	Rate		Minimum Charge
	s.	d.	s. d.
Goods, not otherwise specified, per ton	4	0	1 0
Timber per 100 superficial feet	1	0	2 0

3. **Dividing**—(a) Where the consignee of any goods requires that the consignment be divided for delivery or redespach to his order the following charges will be levied on such goods in addition to those specified in subparagraphs (a) and (b) of paragraph 2 of this regulation:

	Rate		Minimum Charge Per Lot Delivered or Redespached
	s.	d.	s. d.
Goods not otherwise specified, per ton	2	8	1 0
Timber, per 100 superficial feet	0	9	1 0

(b) The charge on consignments divided for delivery or redespach to order will be enforced only on that portion of each such consignment as is subdivided for delivery or redespach.

4. **Goods ex-ship for Country Stations**—When goods are landed ex-ship and consigned direct from the ship to destination and are handed to the Department so that they can be forwarded direct to destination, haulage between the wharf and the station will not be charged. When, however, goods are not consigned direct from the ship to destination, or are landed in such a way that they cannot be forwarded direct to destination, but have to be dealt with at the goods shed at the port station for sorting or other purpose, haulage between the wharf and the station, handling, and sorting where incurred will be charged.

5. **Local Traffic**—The charges for traffic either ex-ship for delivery at the port station or received at the port station for shipment will, for each of the undermentioned services actually performed, be as follows:

(a) *For Handling at Ship's Side*—

As specified in paragraph 1 of this regulation.

(b) *For Haulage from Ship to Government Shed or Public Siding, or vice versa*—

	Rate		Minimum Charge
	s.	d.	s. d.
Goods not otherwise specified, per ton	5	6	1 0
Livestock, per four-wheeled wagon	30	0	30 0
Ship's dunnage, per four-wheeled wagon	13	3	13 3
Timber (Class K) per 100 superficial feet	1	6	4 6
Timber (Class K plus 50%) per 100 superficial feet	2	0	6 9
Wheat, bulk, per ton	7	0	35 0

(c) *For Haulage from Ship to Ship or Private Store or Siding or vice versa*—

	Rate		Minimum Charge Per Four-wheeled Wagon
	s.	d.	s. d.
Goods not otherwise specified, per ton	5	6	27 6
Livestock, per four-wheeled wagon	30	0	30 0
Ship's dunnage, per four-wheeled wagon	13	3	13 3
Timber (Class K) per 100 superficial feet	1	6	27 6
Timber (Class K plus 50%) per 100 superficial feet	2	0	41 3
Wheat, bulk, per ton	7	0	35 0
Goods for which W, WA, Fv, V, or Vb wagons are ordered	*6	6	..

*Minimum charges as per regulation 70, paragraph 9, will apply.

(d) *For Handling at Government Sheds or Public Sidings*—

	Rate		Minimum Charge
	s.	d.	s. d.
Goods not otherwise specified, per ton	*5	0	1 0
Scrap iron or scrap steel, per ton	8	6	4 3
Timber per 100 superficial feet	*2	0	2 0

*Where crange charges are incurred the provisions of regulation 100, paragraph 1 will apply.

(e) **Delivery of Motor Vehicles, Motor-vehicle Trailers, and Tractors** completely assembled on their wheels may, at the option of the Department, be given or taken by owners at the ship's side. Except as otherwise provided, the charge for each vehicle so received or delivered will be 25s. Where receipt or delivery is, or will be, taken under the provisions of this subparagraph the Department will not be responsible for any damage howsoever caused or arising which may occur to any such vehicle after the same has been placed upon the wharf.

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6. **Haulage of Ship's Ballast** from ship's side and tipping to spoil will be charged 8s. per ton (minimum charge £5 18s.).

7. **Transhipments**—Except as otherwise provided, *bona fide* transhipments from one vessel to another at the same port will be charged for haulage, handling, and storage at the following rates:

- (a) When the goods are received by the Department on the wharf and redelivered to another vessel at the same wharf without being placed in wagons, 10s. per ton (minimum charge, 5s.). The Department reserves to itself the right to decide whether such goods shall or shall not be loaded into wagons and hauled from ship to ship.
- (b) When the goods are received ex-ship into wagons and hauled to another ship for reshipment within 36 hours, the following charges including receipt ex-ship, haulage, and redelivery to ship will apply:

	Rate Per Ton	Minimum Charge
	s. d.	s. d.
Receipt (handling) ex-ship	5 0	2 6
Haulage	5 6	27 6 per four- wheeled wagon.
Redelivery (handling) to ship	5 0	2 6

(c) When the goods are received ex-ship into wagons and are not reshipped within thirty-six hours or are hauled to shed for storage and afterwards redelivered to ship, a transhipment charge of 7s. per ton (minimum charge 3s. 6d.) will be made to cover handling in the shed (or detention of the wagons) and storage up to one week. In addition, charges will be made for haulage (minimum charge 27s. 6d. per four-wheeled wagon) from or to the ships and for handling (when performed by the Department) at the ship's side at the rates specified in subparagraphs (a) and (b) of paragraph 5 of this regulation. After the expiry of one week, storage will be charged at the rate ordinarily chargeable for storage at the station concerned.

(d) Livestock received ex-ship into wagons and hauled to another ship for reshipment will be charged 30s. per four-wheeled wagon.

(e) For the purposes of charging under the provisions of this paragraph the weight of timber will be calculated as follows:

Hardwood	350 superficial feet to the ton.
All other timbers	450 superficial feet to the ton.

(For wharfage rates on transhipments over railway wharves, see regulation 130.)

8. **Computation**—(a) Wool will be computed at the rate of five bales not exceeding 4 cwt. each to the ton.

(b) The charges on ship's goods, as defined in regulation 127, paragraph 2, will be computed on weight or measurement at the option of the Department, *vide* regulation 127, paragraph 1.

97. Private Siding Traffic—Haulage, Handling, and Tallying Charges: Wagon Minima

1. **Liability**—Where the loading or unloading of traffic is performed by consignors or consignees at private stores and sidings, the Department will take no responsibility for the condition of the goods or for delivery of quantities or weights as declared by consignors or consignees.

2. **Minimum Loads**—Except as provided in paragraph 3 hereof, or when wagons are fully loaded, the minimum load of a four-wheeled wagon consigned to or from a private siding will be as follows:

Goods, not otherwise specified ..	30 cwt.
Timber	700 superficial feet.
Wool	8 undumped or 4 double-dumped bales.

The freight charges on a wagon containing less than the minimum load will be computed as follows:

(a) **When the Siding is Located at a Station**—The freight charges will be computed as for a minimum weight of 30 cwt. for the whole journey, or on actual weight plus 8s. 3d. for each siding haulage involved, whichever is cheaper.

(b) **When the Siding is Not Located at a Station**—The freight charges will be computed as for a minimum weight of 30 cwt. for the whole journey, or as shown hereunder, whichever is cheaper:

* (i) **Traffic from the Siding:** As for 30 cwt. from the siding to the nearest station with public siding facilities, and at actual weight from there to destination.

* (ii) **Traffic to the Siding:** On actual weight from the forwarding station to the station with public siding facilities nearest to the private siding, and as for 30 cwt. from there to the private siding.

* In either case, goods chargeable at the empty return rate (regulation 88) may be computed at Class C plus 50 per cent between the private siding and the nearest station if cheaper than the empty return rate. In such cases the latter station will be deemed to be the original forwarding or receiving station for the purpose of regulation 88.

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- (c) **Special Shunting Charges**—In cases where provision is made for a special shunting charge to be enforced in respect of traffic to or from a private siding and a wagon containing less than the prescribed minimum is hauled, the shunting or haulage charge will, except as provided in subparagraph (d) hereof, be enforced according to whichever is the greater.
- (d) In any case where the annual siding rental has been waived and a shunting charge imposed in lieu thereof, the shunting charge will be enforced in addition to haulage charges where such are applicable.
3. (a) **Haulage (Local Traffic)**—Where goods are hauled between private stores or sidings, railway sheds, or public sidings at the same station (and no other railage is involved) the haulage charge will be as follows:

	Rate		Minimum Charge per Four-wheeled Wagon	
	s.	d.	s.	d.
Goods not otherwise specified, per ton	5	6	27	6
Livestock, per four-wheeled wagon	30	0	30	0
Timber (Class K) per 100 superficial feet	1	6	27	6
Timber (Class K plus 50%) per 100 superficial feet	2	0	41	3

- (b) **Handling**—Where goods referred to in subparagraph (a) hereof are handled by the Department, the following handling charges will apply:

	Rate		Minimum Charge	
	s.	d.	s.	d.
Goods not otherwise specified, per ton	5	0	2	6
Timber, per 100 superficial feet	2	0	2	0

Provided that where crane charges are incurred the provisions of regulation 100, paragraph 1, will apply.

- (c) **Tallying**—Where goods referred to in subparagraph (a) hereof are tallied at the request of the owners, but not handled by the Department, the following charges for tallying will apply:

	Rate		Minimum Charge	
	s.	d.	s.	d.
Goods not otherwise specified, per ton	2	0	2	0
Timber, per 100 superficial feet	1	0	2	0

4. **Conditions**—(a) The Department reserves the right to fill up at its sheds or yards any wagon not loaded to its full carrying capacity consigned to or from a private siding.

(b) Holders of private sidings are held responsible for the safe custody of railway property of any kind while in their sidings, and must return such property to the Department in the same condition as when placed in the private siding.

98. Tarpaulins

1. The Department does not undertake to provide labour for covering goods of Classes F, K, M, N, P, Q, or R, or goods conveyed under the provisions of regulations 75, 76, 81, 82, 83, 84, or 90 nor will it accept responsibility in respect of such goods on account of their not being covered by tarpaulins—

- (a) If tarpaulins are supplied for such goods (except goods conveyed under the provisions of regulation 82) the following charges will be made for the use thereof—

Distance	Rate per Tarpaulin	
	s.	d.
Not exceeding 100 miles	4	0
Over 100 miles and not exceeding 250 miles	8	0
Over 250 miles	12	0

- (b) If covering of such goods is performed by the Department, a labour charge of 4s. per tarpaulin will be made, whether such goods are loaded by owners or the Department.
- (c) When tarpaulins are provided to cover such goods from one consignor to various consignees, or from various consignors to one or several consignees, the consignor who requires the goods to be covered will be called upon to pay the charges for the tarpaulin.
- (d) When such goods are loaded in the same wagon with goods of classes C, D, E, G, or H, all tarpaulins in excess of one per wagon will be charged for.

2. **Demurrage**—Tarpaulins not released within eight working hours from time of arrival will be charged demurrage at the rate of 4s. per tarpaulin per day or part of a day after the first eight hours. Working hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods sheds are closed for the whole day will be treated as *dies non*.

3. **Private Tarpaulins** supplied by consignors for the protection of their consignments during transit by rail will be conveyed free of charge on both the outward journey and when being returned from the original destination station to the original forwarding station.

4. **Damage to Tarpaulins**—Consignors who undertake the covering of any goods shall make good all damage to tarpaulins arising from such goods being insufficiently or negligently covered, secured, or protected.

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99. Weighing

1. The consignor shall declare the weight of traffic handed to the Department for transport. If, however, the weight is not declared, and it is necessary for the Department to weigh the traffic for the purpose of calculating the railage charges, a charge may be made for weighing at the rates set forth hereunder. No charge, however, will be made for weighing wagons of goods of Classes E, F, N, P, Q, or R for the purpose of computing railage charges unless such goods are weighed at the request of the consignor or consignee.

Weighing Charges—2. The charges for each wagon weighed on a wagon weighbridge will be as follows:

- Four-wheeled wagons 4s. 0d. each.
- Bogie wagons 8s. 0d. each.

When more than one copy of a weight certificate is required by the same person or firm for goods weighed on the Department's wagon weighbridges a charge of 1s. 6d. will be made for each certificate in addition to the first.

3. Goods weighed on cart weighbridges will be charged as follows:

- Goods conveyed by rail 1s. 6d. per load.
- Goods not conveyed by rail 1. 9d. per load.

4. The charges for other goods weighed by the Department will be as follows:

- Wool, rabbit skins, and sheep skins, in bales 1s. 6d. per bale.
- Sheep skins in bundles 6d. per bundle.
- Grain, onions, potatoes, and seeds 6d. per bag.
- All other goods (minimum charge, 6d. per package) 6d. per cwt.

General—5. The Department will, at stations where weighing facilities exist, and when reasonably convenient, weigh goods at the special request of consignor or consignee. No liability shall rest on the Department for any omission to weigh any goods. Consignors should declare on the consignment note whether they require the goods weighed by the Department. The reweighing of goods in truck loads will be at the option of the Department.

6. In cases where either the consignor or consignee requests in writing that the goods be weighed and there is no wagon weighbridge either at the forwarding or the destination station, or on the direct route between such forwarding and destination stations, the goods will be forwarded to the nearest weighbridge station and the railage will be calculated via such weighing station. The usual charge for the weighing will be imposed. In addition, a shunting charge of 6s. 6d. per wagon will be made when a wagon has to be specially shunted at a station (not being the starting or destination station of the goods to be weighed) to enable the weight to be ascertained for the purposes of the consignor or consignee.

7. The Department may decline to supply weights.

8. Consignments of goods are weighed solely for the purpose of arriving at railway charges, and in no instance will the Department accept responsibility for or guarantee its weighing as between buyer and seller.

100. Cranage

1. **Charges**—Except as otherwise specified, cranage will be charged for the use of the Department's cranes at the following rates, based on the aggregate weight of the craned goods in each consignment. No cranage charge will, however, be made for the lifting of packages up to 10 cwt. each, unless the goods are those for which a loading or unloading charge is prescribed.

	Charge for Cranage	In Addition to Cranage the Following Loading or Unloading Charge Will be Made in Respect of Goods for Which Such a Charge is Prescribed, When Labour in Addition to Crane Operator is Provided
*Goods—		
(a) Any package or article not exceeding 30 cwt.	2s. 6d. per ton. Minimum charge, 2s. 6d. per consignment	2s. 6d. per ton. Minimum charge, 2s. 6d.
(b) Any package or article exceeding 30 cwt.	7s. 6d. per ton. (See also regulation 125, paragraph 3 (b) for unusual lifts.)	..
Timber—		
(c) All types of timber ..	8d. per 100 superficial feet. Minimum charge, 2s. per consignment	1s. per 100 superficial feet. Minimum charge, 2s.

* See regulation 122 for cranage and handling charges on scrap iron and scrap steel.

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2. **Shed Cranes**—Where a shed crane is used for a lift from shed floor to lorry, or *vice versa*, charges as specified in paragraph 1 hereof will be made, except that where the traffic would normally be handled direct from wagon to lorry, or *vice versa*, without crantage (as in the case of drums of cable) and the use of a crane is necessitated solely by the working of the wagon through the shed for the Department's convenience, crantage charges will not be made.

3. **Subsidiary Uses**—Where the use of a station crane is required for the purpose of assembling or dismantling machinery received, or to be forwarded, by rail, the following charge, in addition to the ordinary crantage charges (if incurred) for lifts to or from railway wagons, will be made:

7s. 6d. per hour (minimum charge as for one hour).

Where labour or supervision is provided, the actual cost of such services will be additional.

4. **Haulage of Cranes**—When the weight of the consignment to be handled is beyond the lifting capacity of the crane at the station, or where there is no crane provided and a crane having a lifting capacity of less than 7 tons is, at the request of the consignee (or consignor), hauled from another station to the station at which the crane is required, a charge at the rate of 5s. per mile (mileage counted one way only) will be made for such haulage, with a minimum charge of £2. The haulage and hire charges for cranes having a lifting capacity of 7 tons or more will be by special arrangement.

5. **General**—(a) No article which requires for its carriage a specially constructed wagon, or any alteration to a wagon, shall be received and carried except under special arrangements.

(b) The loading and unloading of heavy articles at stations or sidings unprovided with suitable lifting appliances for the handling of such packages must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements shall first have been made by the owners for loading or unloading, as the case may be.

(c) The Department does not undertake to supply cranes, nor does it guarantee the lifting capacity thereof, or of any appliances used in connection therewith.

101. Yardage

1. Livestock, which has not been carried by or is not to be forwarded by rail, occupying or using railway stockyards will be charged as follows:

Cattle, 2s. per head per day or part of a day.

Calves, sheep, goats, pigs: For the first 100 or part thereof, 9d. per head per day or part of a day; for each additional animal, 2d. per head per day or part of a day.

2. Livestock will be held at the sole risk of owners, who will also require to make their own arrangements for feeding and watering the same.

3. Railway stockyards may be used for such livestock only at the convenience of the Department.

102. Storage

1. **Free Allowance**—For the purpose of computing storage charges consignees will, according to the distance of their residence or place of business from the destination station, be allowed the undermentioned periods (calculated from the time their goods are available for delivery at the destination station):

Distance of Residence or Place of Business from Station (by Nearest Available Route)	Period Allowed when Goods are Handled by the Department and Stored	Period Allowed when Goods are Required to be Unloaded from Wagons by Consignees
Not exceeding 2 miles	Eight working-hours ..	} Eight working-hours (irrespective of distance). See paragraph 4 hereof.
Exceeding 2 miles and not exceeding 5 miles	Sixteen working-hours ..	
Exceeding 5 miles and not exceeding 20 miles	Three days	
Exceeding 20 miles	One week	

Working hours shall be deemed to be from 8 a.m. to 5 p.m. Saturdays, Sundays, and days on which goods sheds are closed for the whole day will be treated as *dies non*.

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2. Rates—

- (a) Goods not removed within the time specified in each case will be considered as stored, and storage will be charged for at the rate of 2s. per ton per day or part of a day (minimum charge 9d. per day).
- (b) When goods are stored in the open, half rates will be charged (minimum charge 9d. per day).
- (c) When tarpaulins are used to cover goods stored in the open, 4s. per tarpaulin per day or part of a day will be charged in addition to the charge for open storage, provided the charge does not exceed that for inside storage.
- (d) Explosives and dangerous goods must be removed from railway premises immediately they are available for delivery. If left on railway premises they will be at the entire risk and responsibility of the owner and will be charged at treble the appropriate rate provided in sub-paragraphs (a), (b), or (c) of this regulation. Such goods may be removed from railway premises and stored at the risk and expense of the owner.

3. Outward Goods—Storage charges as set out in paragraph 2 hereof will be levied after twelve working hours on goods brought to stations pending consignment, whether such goods form part of uncompleted consignments or not.

General—4. When goods which consignees are required to unload are stored on a wagon at destination station, demurrage charges will be levied as per regulation 103.

5. The storage charges on goods ex-ship will be computed in accordance with the provisions of regulation 127.

6. Goods charged at half rates for conveyance will be charged full rates for storage.

7. Stored goods will be held at owner's risk.

8. Whenever goods are stored, due notice will be given to the consignee if his address is known, or, if his address is unknown, notice will be given by posting a letter to the consignee to the address (if any) given on the goods or on papers relating thereto; but the omission to give such notice will not affect the liability of the Department in respect of such goods, or its right to charge for the storage of the same.

9. The Department does not undertake the provision of storage accommodation for goods.

103. Demurrage

1. Charges—Demurrage will be charged on each wagon loaded with goods which it is the duty of the owner or consignee to unload, and which is not discharged within eight working-hours from the time when the wagon is available for unloading.

The charges will be as follows:

Four-wheeled wagons—£2 per wagon for each succeeding eight working hours or part thereof.

Bogie wagons—£4 per wagon for each succeeding eight working hours or part thereof.

Where tarpaulins are used, additional charges as per regulation 98, paragraph 2, will be payable.

2. Duty to Unload—For the purposes of paragraph 1 it shall be deemed to be the duty of the owner or consignee to unload goods in the following cases:

- (a) Wherever it is specifically provided "owners to unload" or words to that effect; and
- (b) Where goods, irrespective of classification, are put off at a station or siding where there is no Stationmaster in charge; or placed in a private siding; and
- (c) In all cases where goods are charged at other than the following rates, viz.:
 - (i) The classified and local rates for goods of Classes C, D, and G and such rates when increased or decreased by a percentage or other variation.
 - (ii) The classified E rate plus 25 per cent. or 50 per cent.
 - (iii) The small-lots scale (regulation 71).
 - (iv) The small-lots scale for timber (regulation 75, paragraph 2).
 - (v) Fresh fruit, etc., charged under the provisions of regulation 85.
 - (vi) Returned empties charged under the provisions of regulation 88.

3. Shipping Traffic—(a) Except as otherwise provided, the following charges will be enforced on goods consigned to a port and held in railway wagons awaiting shipment:

For the day of arrival, the following day, and day of shipment no charge will be made. After the expiry of that time (except as provided in subparagraph (b) hereof) 4s. per ton weight per day or part of a day will be charged.

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(b) When vessels are delayed through stress of weather and the shipping company notifies the circumstances to the Stationmaster or Goods Manager at the port concerned, the charges as prescribed by subparagraph (a) may be reducible as under:

Actual Time for which Charges are Payable	Charges May be Reduced by
One day	50 per cent.
Two to five days	One day.
Six to nine days	Two days.
Ten days or over	Three days.

(c) The minimum charge under this paragraph will be £1 per four-wheeled wagon per day or part of a day.

(d) In no case shall the charge based in accordance with subparagraphs (a) and (b) hereof exceed the charge for demurrage as prescribed by paragraph 1 of this regulation.

4. **Department May Unload**—The Department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid eight hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the Department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

5. **Wagon Not Used, etc.**—Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every wagon ordered and not loaded, or improperly loaded, or loaded and not ready for despatch within eight working hours from the time such wagon is made available for loading in pursuance of such order.

6. **Working Hours**—For the purpose of calculating demurrage charges, working hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods traffic is not worked will be treated as *dies non*.

7. **Liability**—Goods (except shipping traffic) which it is the duty of the owner or the consignee to unload, on hand, awaiting delivery, will be held at owner's risk after eight working hours from time when the wagon is available for unloading. Shipping traffic, whether at ship's side or held in layby sidings awaiting placing to ship's side, will be held at owner's risk after the day following the day of arrival of the wagon.

104. Locomotive Engines

1. Locomotive engines running on their own wheels will be charged as follows:

Under their own steam, 10s. 3d. per mile.

Dead, 12s. per mile.

Minimum charge as for 20 miles.

2. When locomotive engines are run under their own steam they must, if the Department so requires, be manned by employees of the Department, and the wages and allowances payable to such employees in connection with the transport of any such engine over the railway, together with the cost of any fuel, oil, etc., supplied by the Department for the running of the engine shall be payable by the consignor (or consignee) in addition to the charges set forth in paragraph 1 of this regulation.

3. When dead locomotives have to be hauled by special train the charges as for a special train at the rates specified in regulation 105 shall be payable in addition to the charges specified in the preceding provisions of this regulation.

4. The Department accepts no liability whatsoever for any damage to or defect in any locomotive engine running on its own wheels which occurs or develops whilst the locomotive engine is in the possession of the Department and which results from the movement of the locomotive or from the management, operation, or control of the locomotive by the Department's staff.

105. Goods and Livestock Conveyed by Special Trains

1. Special trains ordered by consignors for conveyance of goods or livestock which could be worked by the ordinary train service will be charged £1 13s. 9d. per mile; minimum charge, £19 9s. This charge will be in addition to the ordinary charges for the conveyance of the goods. The mileage will be counted one way only. The distance which a train has to run empty to commence a service will be charged at the rate of 18s. 4d. per mile.

2. The Department does not undertake to run special trains.

3. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train; but no reduction of the special-train rates shall be made on account of the train being so utilised by the Department.

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106. Check and Empty Railway Wagons: Bogie and Special Wagons

1. Check wagons and empty railway wagons (other than petrol-tank wagons) hauled on their own wheels will be charged as follows; bogie wagons will be charged double rates:

Miles Not Exceeding	Charge per Wagon	Miles Not Exceeding	Charge per Wagon	Miles Not Exceeding	Charge per Wagon	Miles Not Exceeding	Charge per Wagon
	£ s. d.		£ s. d.		£ s. d.		£ s. d.
16	1 7 0	52	4 1 0	125	7 11 0	250	13 14 0
17	1 8 6	54	4 3 0	130	7 16 0	260	14 5 0
18	1 10 0	56	4 5 0	135	8 0 0	270	14 14 0
19	1 11 6	58	4 7 0	140	8 6 0	280	15 4 0
20	1 13 0	60	4 9 0	145	8 10 0	290	15 14 0
22	1 15 6	62	4 11 0	150	8 16 0	300	16 4 0
24	1 18 0	64	4 13 0	155	9 3 0	310	16 14 0
26	2 1 0	66	4 15 0	160	9 8 0	320	17 4 0
28	2 4 0	68	4 17 0	165	9 13 0	330	17 14 0
30	2 7 6	70	4 19 0	170	9 18 0	340	18 4 0
32	2 10 6	75	5 1 0	175	10 3 0	350	18 14 0
34	2 13 6	80	5 6 0	180	10 8 0	360	19 3 0
36	2 16 6	85	5 11 0	185	10 13 0	370	19 14 0
38	2 19 6	90	5 16 0	190	10 18 0	380	20 3 0
40	3 2 6	95	6 1 0	195	11 3 0	390	20 13 0
42	3 6 0	100	6 6 0	200	11 8 0	400	21 3 0
44	3 8 6	105	6 11 0	210	11 15 0	410	21 13 0
46	3 12 0	110	6 16 0	220	12 5 0	420	22 3 0
48	3 15 6	115	7 1 0	230	12 15 0	435	22 14 0
50	3 18 6	120	7 6 0	240	13 4 0	450	23 9 0

For each additional 15 miles or fraction thereof beyond 450 miles, 14s. 9d. will be added.

2. Computation—Except in the case of timber or as otherwise provided, where the use of a check wagon or a bogie wagon is necessary owing to the length or other nature of goods whereby they cannot be loaded in a four-wheeled wagon the following method of charging will apply:

- (a) A consignment of 3 tons or more, loaded on a four-wheeled wagon and one check wagon provided, or loaded on a bogie wagon. No extra charge will be made on account of the check wagon or bogie wagon being necessary.
- (b) A consignment of less than 3 tons loaded on a four-wheeled wagon and one check wagon provided, or loaded on a bogie wagon. Charge as for 3 tons at the appropriate rate for the commodity.
- (c) Check wagons additional to the wagons specified in subparagraphs (a) and (b) hereof. Charge for the additional check wagons used.

Separate consignments loaded in the same bogie wagon or in a four-wheeled wagon plus a check wagon by the same or different consignors at the one forwarding station to the same or different consignees at the one destination station will be grouped for the purpose of calculating the minimum of 3 tons. Any weight deficiency to make up the minimum is to be apportioned equally between the consignments which required the use of such wagon(s).

3. Special Wagons—(a) Empty petrol-tank wagons will be conveyed under the provisions of regulation 88, paragraph 6.

(b) Consignments loaded on wagons specially designed for the carriage of plate glass will be charged according to the classified rate for "Glass, plate", *vide* regulation 68.

(c) Well wagons (Ud Class) are specially designed for the conveyance of unusually heavy and/or bulky articles. The charges for the use of these wagons will be under special arrangement with the District Traffic Manager.

107. Shunting Charges on Loads for Shipment

1. The classified or local rates or haulage charges on goods for shipment cover the placing of the wagons containing such goods at the ship's side. Where a request is made to the Department, either before or after the wagons are placed at the ship's side, for the wagons to be sorted for a particular hold or port of discharge, and such sorting necessitates additional shunting work beyond that which would ordinarily be required to place such wagons at the ship's side, or where, owing to a ship moving to another berth, wagons which have already been placed at the ship's side require to be moved to the ship's side in its new berth, the additional service will be charged for at the rate of £4 4s. per hour; minimum charge, £1 1s. for each service.

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108. Definitions

- (a) "The Act" means and includes the Government Railways Act 1949.
- (b) "Department" means the New Zealand Government Railway Department.
- (c) "The General Manager" means the General Manager of Railways.
- (d) "Officered station" means any station where a Stationmaster is in charge.
- (e) "Flag station" means any station where no Stationmaster is in charge.
- (f) Unless inconsistent with the context, "goods" means goods, luggage, or chattels of any description, and includes live or dead animals.
- (g) "Person" includes a corporation sole and also a body of persons.

109. Inspection of Goods

1. The Department reserves the right to inspect any goods before receiving the same or while the same are in its custody, and for this purpose to call upon the owner to open out any package for inspection at the expense of the owner.

2. Failure to inspect any goods or the acceptance of any goods improperly or insufficiently packed shall not impose upon the Department any liability for loss or damage arising from such failure or such improper or insufficient packing or otherwise, or in any way affect any warranty given in respect of such goods.

110. "Owner's Risk" Goods: Insurance of Goods

1. Where it is provided that goods will be received, held, carried, delivered, or otherwise dealt with at "owner's risk", such goods will, unless a request in writing is made and a receipt obtained, and increased charges paid as hereinafter provided, be received, held, carried, delivered, or otherwise dealt with at the sole risk, in every respect whatsoever, of the owner, and will be charged at the rates ordinarily applicable to such goods as provided in this the General Scale of Charges or the Local Rates Scale of Charges, as the case may be. Such goods will, however, be received, held, carried, delivered, or otherwise dealt with at the risk of the Department (subject to the provisions of the Act and regulations made thereunder) if a request in writing that the goods be received, held, carried, delivered, or otherwise dealt with at the risk of the Department be delivered to the Department with the goods, which request shall, in the case of goods consigned, be deemed to be sufficiently made if the consignment note relating to such goods is endorsed with the words "At Railway Risk" and a receipt for such goods similarly endorsed is obtained at the time of tendering the goods, and in such cases the goods will be received, held, carried, delivered, or otherwise dealt with at the risk of the Department (subject as aforesaid) and the charges computed as provided in this the General Scale of Charges or in the Local Rates Scale of Charges, as the case may be, for such goods when received for carriage at owner's risk will be increased by one-sixth: Provided that such goods will not be accepted at the risk of the Department if consigned to a station or siding where there is no Stationmaster (*vide* regulation 120).

The amount which may be recovered from the Department in respect of goods, whether at owner's risk or at railway risk, is subject to the provisions of paragraph 2 hereof.

2. (a) **Liability**—In accordance with section 23 (b) of the Government Railways Act 1949, the liability of the Department for loss of or damage to or in connection with any goods shall be subject to the following provisions:

If the consignor of any goods—

- (i) Delivers to the Department with such goods a declaration in writing of the nature and value of such goods (which declaration shall, in the case of goods consigned, be made on the consignment note delivered with such goods); and
 - (ii) Requests in writing that the goods be insured with the Department against loss or damage during the transit of such goods over the railways to the extent of the value so declared; and
 - (iii) Obtains a receipt from the officer in charge of the station at which such goods are delivered to the Department for transit by rail specifying the nature and value of the goods so declared; and
 - (iv) Pays the charge for insurance as hereinafter provided;
- the maximum amount which the Department may be liable to pay in respect of damage to or loss of such goods during such transit shall be the value of the goods declared as aforesaid.

(b) No person, unless he shall have made such declaration and request, and obtained such receipt and paid such charges, shall be entitled to recover for any loss of, or damage to, or in connection with goods, any greater amount than £20 per package or unit, £30 for any horse, £17 10s. for any one head of cattle, £10 for any dog, £5 for any pig, £2 10s. for any one sheep, goat, or other quadruped not otherwise specified, or £1 for any bird.

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(c) **Insurance Charges**—The following are the charges to be made for insuring goods other than animals and birds:

Distance, in Miles					Percentage on Declared Value	Minimum Insurance Charge
					£ s. d.	s. d.
1 to	100	miles	..	..	0 10 0	2 6
101 to	250	..	..	..	0 15 0	4 0
251 to	500	..	..	..	1 0 0	5 6
501 to	1,000	..	..	..	1 5 0	6 6
Over	1,000	..	..	..	1 10 0	8 0

In the case of animals and birds a charge of 5 per cent of the declared value will be made for insuring the same; minimum charge, 2s. 6d.

(d) All charges on insured goods will require to be pre-paid, except in cases where the consignee is a ledger-account holder and the consignor guarantees payment.

(e) For the purposes of the declaration required by clause (i) of subparagraph (a) of paragraph 2 of this regulation, the value of every article of goods which exceeds in value the sum of £20 must be stated; and, in the case of packages or units as aforesaid, the total value of each shall be given, together with a list of the contents and the values of any items which exceed in value the sum of £2. The values of animals and birds must be separately stated.

111. Sale of Goods

1. Whenever any goods are sold under any of the provisions of this Scale of Charges the proceeds of such sale shall be applied in payment of any sums payable in respect of any such goods and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application.

112. Cinematograph Films

1. Cinematograph films, other than trailer films and non-inflammable films, will be accepted for conveyance by rail only when packed and securely fastened in metal containers, samples of which have been submitted to and approved by the Chief Inspector of Explosives. The Department reserves to itself the right to call upon the consignor of any container containing cinematograph film to produce a certificate from the Chief Inspector of Explosives that the container has been approved by him.

2. Trailer films must be packed in round tins approximately 7 in. in diameter and 2 in. in depth fitted with press-in lids.

3. Films certified as non-inflammable must be packed in containers which afford sufficient protection for safe transit.

113. Charges and Refills for Chemical Fire Extinguishers

1. Packages containing charges and refills for chemical fire extinguishers in which sulphuric acid forms part of the charge will be accepted for conveyance by rail only when packed in cardboard cartons or containers, the interior of which must be packed on top and bottom with cotton wool or other suitable absorbent material and on the sides with corrugated cardboard packing. Such cartons or containers must in turn be placed in strong wooden cases, and packed with not less than 2 in. of wood-wool or other suitable packing material between the various packages and between the packages and the interior sides of the wooden case.

2. The sulphuric acid must be contained in securely stoppered bottles of glass, containing in each such bottle not more than 4 fluid ounces of acid. The accompanying charge of bicarbonate of soda may be placed in the same carton or container in which the sulphuric-acid charge is placed.

114. Livestock**CONDITIONS OF CARRIAGE**

1. Besides delivering with the livestock a consignment note properly completed, every consignor must, before livestock will be accepted for transit, provide any stock-removal permits or other documents necessary in connection with the statutes or regulations (if any) concerning diseases of animals. The Department will not in any way be liable for the consequences resulting from the non-compliance with this regulation.

2. Consignors of livestock are required to give such notice to consignees regarding despatch as will prevent delay in delivery at the destination station.

3. The Department is not a common carrier of livestock. The Department may, at its option, require freight on livestock to be prepaid.

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4. Loading and unloading must be performed by, and under all circumstances entirely at the risk of, the consignor and consignee respectively.

The Department will not be responsible for any particular number of livestock specified as having been loaded into any particular wagon for carriage by rail.

5. The Department may—

- (a) Refuse the transport of sick, wild, unmanageable, or fierce animals. The Department may, however, accept such animals for transportation upon condition that freight is prepaid and that the Department is free from all liability in respect thereof.
- (b) Refuse the transport of livestock when the animals, in the opinion of the Stationmaster or Guard, are not in a fit condition to travel.
- (c) Restrict if necessary the number of animals which may be loaded in any wagon or any class of wagon.
- (d) Load other animals, vehicles, or goods from the same or different consignors to the same or different consignees in the same wagon.
- (e) Refuse to accept for transport any livestock that are or may be timed to arrive at their destination between 6 p.m. on Saturday and 6 p.m. on Sunday, unless and until an undertaking in writing shall have been received from the consignee that the livestock will be unloaded and delivery taken thereof within three hours after arrival at destination.

6. The Department does not under any circumstances accept any responsibility whatever for animals before they are placed into the wagon; for the consequences resulting from animals falling in wagons; for animals injured by other animals in wagons, or after the animals arrive at the station to which they are transported; nor is the Department liable for loss caused by livestock jumping out of wagons whilst in transit.

7. The Department will not be bound to receive any livestock for carriage to or from any railway station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading livestock: Provided that at the option of the Department livestock may be received for carriage to or from such places if the owners accept all the risk.

FEEDING AND WATERING

8. Livestock must be adequately fed and watered immediately prior to being tendered to the Department for transport, and a certificate may be required from the consignor that this has been done. Livestock may not be accepted for transport where this condition has not been complied with.

9. Owners of livestock must in all cases make their own arrangements for feeding, watering, or tending stock. The Department does not accept any responsibility in regard thereto.

10. If desired by the owners, livestock may be off-loaded for feeding and watering at a station convenient to the Department between that from which they are forwarded and their destination, but they must not be detained more than twenty-four hours, otherwise the journey will be regarded as a new journey from the point where the stock was detained, and charges will be payable thereon accordingly.

11. The Department may, whenever it considers it necessary, provide livestock whilst in its charge with food or water, or both (when practicable), at the expense of the consignees or consignors (as the case may be), and for such purpose the livestock may be off-loaded. In no case will any charge be made for the water supplied to such stock.

12. In either of the cases referred to in paragraphs 10 and 11 the Department may, whenever it performs the work of reloading, make an additional charge of 10s. 6d. per four-wheeled wagon and £1 1s. per bogie wagon.

LOADING AND UNLOADING

13. The consignor shall be responsible and shall pay for damage done by animals to wagons, enclosures, or other railway property while such animals are on the premises of the railway, unless he can prove that the damage is to be ascribed to the bad conditions of such wagon, enclosure, or railway property.

14. Animals which have died during their transport or before delivery to consignees must be accepted by the consignor or consignee (as the case may be) if the carcass is tendered by the Department, and such carcass must be removed forthwith from railway property, failing which the Department will take steps to have it removed at the cost of the consignor or consignee (as the case may be). If any animal has died whilst in transit and has been removed from the wagon the consignor or consignee (as the case may be) shall pay the cost of such removal and burial as hereinafter provided.

15. Livestock received by rail at stations must be removed within three working hours after their arrival, otherwise such stock will be unloaded and held at the sole risk and expense of the owner.

16. A charge of 8s. 9d. per four-wheeled wagon and 17s. 6d. per bogie wagon will be made for unloading such stock.

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17. Except as may be otherwise provided, a charge of 1s. per head of cattle, horses, or mules, and 3d. per head of sheep, goats, calves (under six months old), or pigs, or other small stock, will be made for every eight hours or portion thereof after the expiry of the first three hours after arrival at destination station that the stock so remains in the custody of the Department, in addition to any charge that may have been incurred for food, water, veterinary surgeon's charges, and the like. Should it be considered necessary, the livestock may, if practicable, at the option of the Department, be sent for stabling or grazing at the sole risk and expense of the consignee, and any expense incurred by the Department in connection with the feeding, maintenance, or custody of such livestock shall be deemed to be charges payable in respect of the carriage of such livestock.

18. Any animal that, through sickness or through injury received from other animals in a wagon or through animals in a wagon being unduly crowded or other similar circumstances, is taken out of a wagon and subsequently transported to destination in another wagon will be charged as a separate consignment from the station at which it was removed from the original wagon to such destination station, and in addition any other necessary expenses incurred in connection with such sickness, injury, or removal.

When livestock is unloaded and reloaded by the Department, owing to the wagons being overcrowded or the animals being down in the wagon, the charges for the services of unloading and reloading will be based on the actual cost to the Department of the services performed.

19. The cost of removing and burying animals dying in wagons or railway enclosures and in circumstances where it is found impossible or, in the opinion of the Department, not reasonably practicable to tender the carcass of such dead animals to the consignee as provided in paragraph 14 of this regulation must be paid by the consignor (or consignee) at the following scale:

	£	s.	d.
For each head of cattle, including calves (exceeding six months old), horses, or mules	1	7	9
For each sheep, goat, dog, pig, or calf (under six months old)	0	7	6
Plus cartage charges (if any).			

20. This regulation does not relieve consignees of the responsibility for taking delivery of dead animals found in wagons on arrival at destination, as provided in paragraph 14 of this regulation.

21. Any livestock not taken delivery of within one week after arrival at destination may, after notice to take delivery of same has been given to the owner or consignee or consignor, be sold by auction and the proceeds applied in payment of any sums payable in respect of such livestock and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application. If neither the owner nor the consignor nor the consignee is known, or if they cannot be found, request for delivery to be taken of the livestock published in any newspaper circulating in the district or posted for a period of not less than three days at the destination station of the livestock shall be sufficient notice for the purposes of this regulation.

STOPPAGE IN TRANSIT

22. Should the transport of any livestock be stopped by order of any Government official at any point either before, during, or after transit and whilst still in the possession of the Department in consequence of any breach by the consignor or consignee of any regulations concerning diseases of animals, or in consequence of any law or regulation prohibiting importation of such livestock or the like, the Department shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations to deliver the said livestock and may deal with the same accordingly. In such case the Department shall not be liable to make any allowance of freight paid, and the consignor or consignee shall not be relieved from his obligation to pay freight.

23. Should the destination station of any livestock be altered within two days prior to the date on which the livestock is to be forwarded or while the livestock is in transit, a charge of 7s. per wagon, with a minimum charge of 14s., will be made for each such alteration.

115. Liability for Goods Requiring Transport by Private Connecting Services

1. The Department will not be responsible for the loss of or damage or delay to any goods if such loss, damage, or delay occurs after the same have been duly placed in the possession, custody, or control of any carrier other than the Department, whether by land, water, or air, or any harbour board or warehouseman or other person notwithstanding that the goods may be so consigned as to require their transference to any such carrier, harbour board, warehouseman, or person, or that a through rate shall have been paid or shall be payable in respect of the same.

2. Where goods are to be carried by any carrier, other than the Department, during an intermediate portion of the journey the goods shall be deemed to be in the possession, custody, or control of a carrier other than the Department or of a harbour board, warehouseman, or other person from the time the goods are duly placed in the possession, custody, or control of such carrier, harbour board, warehouseman, or other person until the same are again loaded on to railway vehicles.

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3. The Department will not be responsible for any loss of or damage or delay to any goods or for any loss or delay to any person caused by the non-fulfilment of any road motor, shipping, or other service not managed and controlled by the Department. In the event of the failure or refusal of any such service to accept any goods from the Department such goods will either be held by the Department at the sole risk in every respect of the owner or delivered to the direction of the owner, subject in every case to the payment of the charges for carriage already performed, and also of any charges and expenses for the custody, care, and maintenance of the goods, or incurred in the fulfilment of the direction of the owner.

116. Special Rate of Charges for Understatements

1. Where in any consignment note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate; then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 25 of the Government Railways Act 1949.

117. Fractional Parts of Pence, Hundredweights, and Miles

1. Except where otherwise provided, in computing passenger fares, and freight and charges on luggage, parcels, etc., goods, livestock traffic, wharfage, and berthage, fractions of 1d. less than $\frac{1}{2}$ d. in the final result will be omitted; $\frac{1}{2}$ d. or more in the final result will be taken as 1d.

2. Where rates or charges are prescribed to be increased or decreased and a fraction of 1d. occurs in the rate as so increased or decreased, such fraction shall if less than $\frac{1}{2}$ d. be omitted, and if $\frac{1}{2}$ d. or over shall be taken as 1d.

3. Weights of less than 1 cwt. will be taken as follows for the purpose of computing charges at tonnage rates:

	Under $\frac{1}{2}$ cwt. as	..	$\frac{1}{4}$ cwt.
Over $\frac{1}{4}$ cwt., but not over $\frac{1}{2}$ cwt.	..	..	$\frac{1}{2}$ cwt.
.. $\frac{1}{2}$ cwt.	..	..	$\frac{3}{4}$ cwt.
.. $\frac{3}{4}$ cwt.	..	..	1 cwt.

4. In computing rates and charges odd fractions of a mile amounting to 5 chains and over will be taken as an additional mile; less than 5 chains will be omitted.

118. Charges Collected on Behalf of Clubs, Consignors, etc.

1. Except where a special arrangement is entered into, a commission of 5 per cent will be charged on all amounts collected by the Department on behalf of express companies and forwarding agents, motor and steamship companies, picnic parties, racing or sports clubs, or any other persons or bodies. Minimum charge, 9d.

2. When notice of charges to be collected from a consignee of goods on behalf of the consignor of such goods is given to and accepted by the Department such acceptance shall in every case be expressly subject to the condition that though the Department will use reasonable care for the collection of such amounts before the goods are delivered up by the Department to the consignee, the Department gives no guarantee that such charges will be collected by it. In particular every person desiring the Department to collect charges on his behalf shall be deemed to have agreed to be bound by all the rules and practice of the Department in connection with the collection of moneys, either in respect of the granting of credit accounts or otherwise.

119. Refunds and Adjustments on Freights

1. A deduction of 10 per cent (minimum, 2s. 6d.; maximum, 14s.) may be made on all sums payable by the Department by way of refund not being sums coming within the provision of the first paragraph of regulation 118, unless it is shown that the Department is entirely responsible for the circumstances giving rise to the refund in each case.

2. In cases where a charge of 7s. per wagon is enforced, as provided in paragraph 23 of regulation 114, no further deduction will be made as provided in paragraph 1 of this regulation.

3. Where wrong declarations of weight or other errors are made by consignors or senders which give rise to overcharges necessitating adjustments in freight by the Department, either before or after delivery at the destination station, a deduction of 10 per cent (minimum, 2s. 6d.; maximum, 14s.) may be made on all sums payable by the Department by way of refunds in connection with such adjustments.

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120. Traffic to or from Stations or Sidings Where There is no Stationmaster

1. Goods tendered for transport from or to a station or siding where there is no Stationmaster in charge will be accepted for transport and will be left at the station or siding only at the risk of the owner, who will be responsible for loading or unloading the goods. Such goods will not be accepted at railway risk, nor insured, under the provisions of regulation 110.

2. Freight on goods consigned to a station or a siding where there is no Stationmaster in charge must be prepaid unless the consignee has a ledger account with the Department.

3. Explosive goods will not be accepted at, or delivered to, a station or a siding where there is no Stationmaster in charge unless by special arrangement with the Department.

121. Packing of Goods

1. Where goods are described as "packed" it is intended that they shall be properly and securely packed in cases, casks, bags, crates, or otherwise, for safe transit by rail in the manner in which such goods are usually packed in the trade. The Department reserves the right to decide whether any goods are packed within the meaning of this regulation.

2. Poisonous, dangerous, or injurious substances may be refused for carriage unless securely packed.

3. The Department may decline to accept broken, damaged, leaky, defective, insecure, insufficient, or improper packages or containers.

4. The Department will not be responsible for any loss of, or damage or delay to, any goods caused by or arising out of the absence of packing or caused by or arising out of their being packed in broken, damaged, leaky, defective, insecure, insufficient, or improper packages or containers, or if articles liable by breakage or leakage to damage one another are packed in the same package.

122. Loading, Unloading, Covering, or Tallying of Goods

1. Tallying—Except where otherwise specified, when senders who do their own loading, or consignees who do their own unloading, desire the Department to check and give receipts for goods in respect of which loading or unloading charges are prescribed, a charge at 2s. per ton will be made for tallying. Minimum charge, 2s. The Department reserves the right to decline to undertake the tallying of goods.

2. Loading and Unloading—Where in respect of any goods it is specified that loading and/or unloading is to be performed by consignors and/or consignees and the loading and/or unloading is performed by the Department, the charge for such handling, except where otherwise provided, will be as follows:

(a) For each loading or unloading (without crange)	..	*5s. per ton. Minimum charge, 2s. 6d.
(b) Where Department's cranes are used—		
For lifts not exceeding 30 cwt.	.. ..	*5s. per ton, including crange. Minimum charge, 5s.
For lifts exceeding 30 cwt.	.. ..	*7s. 6d. per ton, including crange.
(c) Where ships' gear or cranes other than the Department's are used—		
Goods, not otherwise specified	.. ..	*5s. per ton. Minimum charge, 5s.
Coal	.. ..	2s. per ton. Minimum charge, 2s.

* In the case of scrap iron or steel, 8s. 6d. per ton will be charged for each loading or unloading, including crange if provided. Minimum charge, 4s. 3d.

3. Additional Charges—Except as otherwise provided, in cases where the nature or condition of any goods (or the containers in which such goods are packed) is such that additional charges are incurred in the handling of such goods from or to railway wagons, or in any handling incidental thereto, such additional charges will require to be borne by the consignor or consignee as the case may be.

4. Liability—The Department will not be responsible for loss of or damage or delay to goods where loading or unloading or covering or securing or tallying of same is not performed by the Department.

5. Covering—For the use of tarpaulins and sheeting charge, see regulation 98, paragraph 1.

123. Light and Bulky Articles

1. Except where otherwise provided, the charges for consignments of goods which, by reason of their bulk in relation to weight or other circumstances connected with the nature of the goods, require the sole use of a wagon for their carriage, and which goods if properly loaded will not permit of other goods being loaded in the same wagon, will be computed on the following minimum weights:

Per four-wheeled wagon, n.o.s., 1 ton.
Per Kc, Lc, Mc, or Xc wagon, 1 ton 5 cwt.

The minimum weight will not apply to consignments which do not require the sole use of a wagon and which, if properly loaded, permit of other goods being loaded in the same wagon, even though in the particular case the consignment may in fact have the sole use of a wagon.

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2. The Department may decline to accept for carriage, or may accept for carriage only under special agreement, articles which by reason of excessive length, bulk, weight, or other circumstance the Department considers unsuitable for carriage, or suitable for carriage only under special conditions.

3. In the case of consignments of traffic of Classes C, D, E, E plus 25%, or E plus 50%, the units of the consignment must be such as will not impose on the Department unreasonable work in handling or tallying same.

124. Wagons Overloaded or Requiring Adjustment of Load

1. **Wagons Overloaded**—Except as otherwise provided, where goods are loaded by a consignor or where a consignor has incorrectly stated the weight of the goods and the load of a four-wheeled wagon into which such goods are loaded is more than 10 cwt. in excess of the maximum carrying capacity marked on such wagon, or in the case of a bogie wagon where the load is more than 1 ton in excess of the maximum carrying capacity marked on such wagon, the weight in excess of the maximum carrying capacity of such wagon will be charged as a separate consignment—viz., freight charges for the whole consignment will be computed as though an additional wagon had been used for the whole journey. Any quantity of overweight Class E goods will be charged Class E plus 50 per cent in all cases, even although such overweight quantity is 30 cwt. or more. When the excess weight is removed to another wagon, the owner will require to pay for such removal at the rate of 8s. per ton.

2. **Wagons Unsafe**—When the load of a wagon is considered unsafe to travel, the Department will reload or adjust the same. In the case of a wagon loaded by a consignor, a charge of 8s. per ton will be made for such reloading or adjusting. Minimum charge, £1 1s.

3. **Minor Timber Adjustments** which may be undertaken by the Department, such as cutting off excess lengths of uprights and cross-ties, nailing insecurely fastened cross-ties, levelling off the top of a load, closing wagon doors, etc., in order to facilitate the prompt despatch of wagons, will be charged for at a rate of 6s. 6d. per half man-hour or part thereof involved.

4. **Computation**—For the purpose of charging under the provisions of this regulation, the weight of timber will be calculated as follows: hardwood, 350 superficial feet to the ton; all other timbers, 450 superficial feet to the ton.

125. Miscellaneous

1. **Working Hours**—Except as otherwise provided, working hours shall be deemed to be between 8 a.m. and 5 p.m. Sundays and days on which goods sheds are closed for the whole day will be treated as *dies non*.

2. **Acceptance of Goods**—Goods are accepted for carriage or storage only upon the express condition that the same are warranted to be fit to be carried or stored in the condition in which they are handed to the Department and not to be of a dangerous character.

3. **Nature of Goods**—(a) In any case where the nature or condition of any goods is such as to require the payment, either of a special rate exceeding the ruling rates of pay, or of special allowance in addition to the ruling rates of pay, for the handling, sorting, or carriage of such goods, then in addition to the charges that would ordinarily be payable to the Department there shall be payable, the extra cost incurred by the Department as a result of the payment of the aforesaid special rate or, as the case may be, special allowance.

(b) In any case where the nature or condition of any goods is such that the charges prescribed are insufficient to meet the cost incurred by the Department in the receipt, sorting, handling, craning, or delivery of the same, the costs so incurred by the Department will be payable in lieu of the charges prescribed.

4. **Poultry**—The Department will not receive live poultry for carriage except in properly constructed coops, cases, or crates of a suitable size.

5. **Delivery**—(a) Goods which have arrived at destination and are not taken delivery of within twelve working hours after becoming available for delivery are thereafter held by the Department at the sole risk, in all respects, of the owner.

(b) The Department will not be responsible for the delivery of goods by any particular or specified train or time, or in time for any particular market or sale (whether held daily or at intervals or otherwise), show, or exhibition.

(c) Where goods for delivery to different consignees or destinations are delivered to the Department, from any vessel at any wharf at which the Department does not provide labour and facilities for the sorting of goods, in such a condition that the goods require to be sorted, before delivery to the various consignees or destinations can be effected, such goods will be carried to the nearest station or place at which the Department provides labour and facilities for the sorting of cargo, will be there sorted, and carried thence to destination. In addition to any other charges which may be payable in respect of such goods there shall be payable charges for the carriage of such goods by rail from the wharf at which they are received to destination via the station or place at which the goods are sorted.

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6. **Cartage**—Where cartage, collection, or delivery is undertaken by the Department, either itself or by a contractor for the purpose, the following shall be the maximum weight or measurement of any package that will be carted by the Department:

- (a) In the case of cartage by a contractor or in any case whether otherwise specified than in the next following subparagraph, as may be specified in the contract or in such other specifications:
- (b) In all other cases, 10 cwt. by weight or 60 cubic feet by measurement.

Any package exceeding the maximum weight or measurement as specified in this paragraph will be carted by the Department only at its option and under special agreement which may provide, *inter alia*, for special rates of charges for such cartage.

7. **Perishable Goods**—Fruit, vegetables, fish, meat, and other goods which become, while still in the custody of the Department, offensive through putrefaction or other cause may be buried or otherwise disposed of by the Department without prejudice to the right of the Department to recover railage or other charges that may be payable thereon, and any such goods so dealt with shall be deemed to have been duly delivered to the consignee.

8. **Liability**—The Department will not be responsible for any loss of or damage or delay to any goods in any of the following cases:

- (a) If a consignment note properly filled in and signed by or on behalf of the consignor is not delivered to the railway employee (or agent) receiving the goods on behalf of the Department with the goods:
- (b) If a written receipt signed by a railway employee (or agent) receiving the goods on behalf of the Department is not obtained by the person delivering the goods:
- (c) If the goods are wrongly or insufficiently described in the consignment note or are not properly or sufficiently addressed or marked:
- (d) If the goods are put into packages described as "Empties":
- (e) If the loss or damage arises from act of God, civil commotions, act of war or of the Queen's enemies, orders or restrictions imposed by the Government or any Department thereof (other than the Railways Department), the inherent defect, quality, or vice of the thing carried, riots, strikes, lockouts, or labour disturbances (whether of railway employees or of other persons), seizure under legal process or casualty (including fire and explosion):
- (f) Unless the claim for such loss or damage be lodged in writing with the Department within seven days after the date of delivery, or in the case of non-delivery within fourteen days after the date the goods were handed to the Department:
- (g) If the loss or damage arises from any act or omission of the consignor.

9. **Damage to Wagons, etc.**—Consignors shall make good all damage to wagons, tarpaulins, or goods caused by or arising out of the absence of packing or out of consignments being tendered for transit in broken, damaged, leaky, defective, insecure, or improper packages or containers.

10. **Wagon Supply**—Notices for the supply of wagons given by persons intending to consign goods or livestock will be accepted for fulfilment conditionally only upon its being found convenient to the Department to supply the wagons upon the due date. The Department will not be responsible for any loss or damage arising through failure from any cause to have wagons available by any particular date or train.

11. **Holidays**—Except where inconsistent with the context or otherwise specially provided, the following days shall be public holidays, namely:

- (a) New Year's Day.
- Good Friday.
- Easter Monday.
- Anzac Day.
- Sovereign's Birthday.
- Labour Day.
- Christmas Day.
- Boxing Day.

(As to each provincial district) the day recognised in such district as Anniversary Day.

- (b) Any day declared by the General Manager to be a public holiday and publicly notified as such.

126. **Cranes and Loading Banks Used for Other Than Rail-borne Goods**

(1) The following charges will be made for the use of the Department's loading banks and cranes when used for handling goods or livestock other than those which have been received, or are to be despatched, by rail:

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For use of loading banks—			s.	d.	
Merchandise	7	6	per ton. Minimum charge, 3s. 9d.
Horses	15	0	each.
Cattle .. .. .	..	..	2	0	each.
Calves, pigs, sheep, and goats .. .. .	..	..	0	9	each.
For use of cranes—					
All classes of goods .. .. .	..	..	15	0	per ton. Minimum charge, 7s. 6d. Cost of labour and/or supervision additional.
For use of wagon weighbridges—					
Motor vehicles .. .. .	..	..	8	6	per weigh.

127. Charges on Ships' Goods

1. Ships' goods will be charged on measurement at 40 cubic feet per ton or on actual weight, whichever is greater, when conveyed on the port lines from Breakwater to New Plymouth, Lyttelton to Christchurch, Port Chalmers to Dunedin, or Bluff to Invercargill.

2. (a) The term "ships' goods" for the purposes of this regulation means and includes goods received direct from ships on to the railway, and, except where otherwise provided, refers only to goods of Classes C and D (including such goods which are subject to a percentage or other increase) and goods specified in subparagraph (b) hereof.

(b) Where it is provided in regulation 68 that the rate for any goods (other than timber) shall be computed on a measurement basis, such goods shall, when conveyed as ships' goods on the above lines be charged at the appropriate rate for Class C goods, subject to the provisions of paragraph 1 of this regulation.

3. In computing the railage charges on goods ex ship each bill of lading shown on the manifest is to be treated as covering a separate consignment. In the event of there being more than one entry on the manifest for the same consignee such entries shall not be grouped but the charges shall be computed separately.

128. Quotation of Rates and Freight Charges

1. The Department will not be responsible for quotations of rates, or conditions of carriage, or particulars of freight charges given verbally or by telephone unless confirmed in writing.

2. Quotations of rates or of the conditions of carriage, either verbal or by telephone, or in writing, shall not be binding upon the Department beyond the currency of the regulation under which such quotations are given.

WHARVES

EXCEPT where otherwise specified, the following rates and charges will be made on goods for shipment or ex ship and for the other purposes specified, at the places named, in addition to the other rates and charges made under the preceding regulations.

129. General

1. (a) For the purposes of this regulation, the working hours of the Department are from 8 a.m. to 12 noon and from 1 p.m. to 5 p.m. Monday to Friday inclusive, and from 8 a.m. to noon on Saturday, holidays excepted. Ships discharging or taking in cargo at any other time will be charged, in the case of employees engaged by the Department upon or in connection with the working of the ship and paid in terms of the Waterfront Industry Tribunal's orders, at the full rates ruling at the port less 9d. per hour, which latter amount will be paid by the Department. In the case of employees engaged by the Department in shunting, tallying, or supervising, or in any way upon or in connection with the ship, and who are not paid in terms of the Waterfront Industry Tribunal's orders, the ship will be charged for such employees at the ordinary time rate ruling for waterside labour at the port less 9d. per hour, which latter amount will be paid by the Department.

(b) When two or more ships are working simultaneously during hours other than the working hours specified in subparagraph (a) hereof and it is necessary for the Department to provide shunting staff and or supervision in connection with the working of ships, the charge will be apportioned to each ship in proportion to the period of time such services are required.

(c) In the case of vessels loading or discharging cargo on a day in respect of which special rates are payable to the employees of the Department, the ships will be charged such rates less 9d. per hour, which latter amount will be paid by the Department, for all men engaged in connection with the working of the vessels, and an undertaking must in every case be given before the work is commenced, that the payment will be made.

2. **Special Cargo**—(a) Where ships discharge any cargo which by reason of its nature or condition comes within any provision of any Waterfront Industry Tribunal's orders or any agreement made with the representatives of the New Zealand Waterside Workers' Unions at the various ports whether or not such agreement is in substitution for any such order, and so requires the payment of a special rate exceeding the ruling rates of pay for the handling of such cargo, or for work deemed to be incidental to the discharging of the same, then, in such cases, in addition to the rates or charges that would be payable for the handling of such goods (or for the work incidental thereto) had they not been subject to such provision or agreement as aforesaid, the ships will be charged in respect of all workers engaged by the Department and entitled under such provision or agreement as aforesaid to such rate exceeding the ruling rate of pay the extra cost incurred by the Department in the handling of such cargo or for the work incidental thereto.

(b) Where by reason of the discharge of any such cargo as aforesaid other workers, exclusive of those workers mentioned in clause (a) above, working or handling other cargo on the same ship or engaged on work deemed to be incidental thereto become entitled to the payment of such special rate exceeding the ruling rates of pay, then the ships will be charged in respect of all workers so engaged by the Department the extra cost thereby incurred in the employment of such labour.

(c) In every case where the shipowner does not have an office at the port where such extra cost is incurred, it shall be a condition precedent to the handling or working such cargo that the ship's agent shall be deemed to have agreed with the Department for the payment by such agent of such additional cost.

3. **Standing-by Time and Minimum Periods**—(a) When request is made for labour to be provided at a certain time, but owing to rain or other cause the work does not start at the time arranged, or when the work has been stopped by rain or other cause and the men stand by at the request of the ship's owner or agent, the full time the men are standing by will be charged to the ship: Provided that when by any order prescribing the conditions of work of waterside workers it is provided that

WHARVES

if workers are "ordered down" or "ordered back" they shall be paid as for a minimum period of time (computed as from the due time of commencement of the first daily start during the recognised working-hours) such period of time shall not be time for which payment shall be made in pursuance of the provisions of this sub-paragraph when work is not commenced owing to weather conditions.

(b) In cases where a ship does not commence loading or unloading operations at the time for which the waterside labour is ordered down or ordered back, waiting the removal of the ship's hatches, the loading of the first sling, or other similar cause, and the waterside labour is standing by, the Department will pay for such standing-by time up to fifteen minutes. When this period of time is exceeded the time in excess of fifteen minutes will be charged to the ship.

(c) Except as provided in subparagraph (a) hereof, when labour is paid for but not worked in the following circumstances the full time which the labour is paid for will be charged to the ship: Provided, further, that when such payment is incurred in other than the working hours specified in paragraph 1 (a) hereof the Department will meet 9d. per hour of the cost of the time paid for but not worked:

- (i) When waterside workers are ordered down or ordered back and are entitled to be paid for a minimum period and the work is completed before the minimum period has expired.
- (ii) When waterside workers are transferred from one job to another and are entitled to payment for a minimum period in respect of one or both jobs.
- (iii) When waterside workers are transferred from one job to another and are entitled to continuous pay or a retaining fee. The charge will be made to the ship to which the waterside workers are transferred.

(d) In the case of the Department's employees who are not paid in terms of the Waterfront Industry Tribunal's orders, a charge for a minimum period shall not be made against the ship.

4. Sundays and Holidays—(a) No vessel shall discharge or take in livestock at any railway wharf on Sundays except in cases of extreme urgency, and the captain or agent of the vessel shall give the Stationmaster at the port at least two hours' notice in writing of the intention to load or discharge the stock, and must, before the loading or discharging is commenced, obtain the written consent of the Stationmaster thereto.

(b) Except where cargo is worked or passengers are landed or embarked on Sundays or public holidays (including waterside workers' annual picnic days), berthage charges will not be enforced at wharves under the control of the Department in respect of such days.

130. Transhipments

1. *Bona fide* transhipment from one vessel to another which pass over a railway wharf will be charged ordinary wharfage rates when received ex ship, and will be exempt from wharfage charge when being reshipped.

2. Except as otherwise provided, goods which are transhipped from one vessel to another lying at a railway wharf but which do not pass over the wharf will be charged half wharfage rates.

(For haulage, handling, and storage charges on transhipments see regulation 96.)

Regulations 131 and 132 reserved for future use.

133. Patea Goods Shed**SHIPS' GOODS**

Except otherwise specified, storage at the rate of 8s. per ton per week or fraction of a week will be charged on goods for town delivery not removed within twenty-four hours after being received into the shed. For goods received from or to be forwarded by railway seventy-two hours free storage will be allowed. Minimum charge, per week, 2s.

Goods waiting Customs examination will be allowed four days' free storage.

134. Westport Wharves

The following charges will apply for the use of the Department's cranes at Westport wharves:

	s.	d.
For use of steam-crane, per ton (minimum charge, except as otherwise provided, 48s. 6d.)	8	0
Minimum charge for use of 12-ton steam-crane (when specially ordered)	111	0
Minimum charge for use of 20-ton steam-crane (when specially ordered)	155	0

Exceptional cargoes (as determined by the Department) to be charged per day, or otherwise as may be determined by the Chief Stationmaster at Westport.

The charge for crantage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

WHARVES

135. Picton Wharves

1. Rates—The following wharfage rates will be charged on goods passing over the wharves:

	Not	For Local
	Otherwise Specified	Delivery at Picton
	s. d.	s. d.
Minimum charge per consignment	1 9	0 9
Goods not otherwise specified, per ton weight or measurement, at the option of the Department	8 0	5 0
Benzine and similar mineral oils, in bulk, per ton of 250 gallons .. .. .	.. .. .	8 0
Bicycles, each	2 0	2 0
Boats, motor or sailing—		
Exceeding 1 ton, each	40 0	40 0
Exceeding 3 cwt. and not exceeding 1 ton	20 0	20 0
Not exceeding 3 cwt.	10 0	10 0
Unloaded into harbour or loaded direct from harbour into ships and not passing over wharves	Half rates	Half rates
Bricks, per 1,000	9 2	7 2
Cattle—		
For the first head	9 2	9 2
Each additional, per head	2 0	2 0
Class E goods, n.o.s., for shipment at Picton, previously carried to Picton by rail, per ton	4 0	.. .. .
Coal, per ton	4 0	2 7
Corpses, each	13 9	13 9
Dogs, each	2 0	2 0
Empties, per ton measurement	Half rates	Half rates
Flax, hemp, or tow, per bale	0 9	0 9
Horses—		
For the first head	9 2	9 2
Each additional, per head	5 2	5 2
Malt, per ton	8 0	.. .. .
Motor cars (except service cars), set up, each	11 0	11 0
Motor-car trailers, each	9 0	9 0
Motor caravans other than trailers (self-contained units), each	20 0	20 0
Motor cycles—		
Not otherwise specified, each	7 3	7 3
Delivered to or received from persons on the wharf	3 0	3 0
With sidecar, each	10 0	10 0
Motor vehicles (except caravans) bearing "L" plates, each	11 0	11 0
Motor vehicles, set up, not otherwise specified, each	20 0	20 0
Newspapers, per ton	8 0	5 0
Passengers' luggage carried in hand	Free	Free
Pigeons, homing, per ton	4 0	2 7
Posts and rails, per 100, and firewood, per cord	2 0	1 5
Sheep or pigs—		
For the first 50, each	0 9	0 9
Each additional, per head	0 5	0 5
Sulkies, trotting, each	6 0	4 0
Timber, per 100 superficial feet	1 0	0 9
Vehicles, not otherwise specified—		
Four-wheeled, each	20 0	13 9
Two-wheeled, each	9 0	7 2
Wool and sheep-skins, not exceeding 4 cwt., per bale	1 0	1 0

All goods and livestock that do not pass over the wharves but are landed on or shipped from or pass over railway lands adjacent to the wharves, and goods and livestock loaded or unloaded from or into lighters into or from ships lying at or adjacent to any wharf or within the limits of the railway lands, except as specially provided, will be charged half the ordinary wharfage rates.

Goods and produce from and to settlers residing in the Queen Charlotte or Pelorus Sounds landed or shipped at the Department's wharves set apart for traffic to and from the Sounds will be exempt from wharfage charges.

WHARVES

2. Charges for Use of Wharves—

On every vessel, not otherwise specified, lying within the limits of the railway, for the first month, per day or part thereof, per ton net register up to 150 tons	s. d.
For each additional day or part thereof after the first month	0 2 ¹ / ₆
For each additional ton above 150 tons, for the first month, per day or part thereof ..	0 0 ¹ / ₂
For each additional day or part thereof after the first month	0 1 ¹ / ₂
Minimum charge per day or fraction thereof	9 2

Vessels occupying berths outside other vessels lying alongside the wharves will be charged half dues.

Vessels trading between Picton and the Sounds will be charged as under per quarter, payable in advance:

	£	s.	d.
Not exceeding 20 tons net register	1	19	6
Exceeding 20 tons but not exceeding 60 tons net register	7	16	0
Exceeding 60 tons but not exceeding 100 tons net register	11	14	9

For the purposes of this regulation a day shall be deemed to be from midnight on one day until midnight on the following day.

3. Charges for Use of Launch Jetty—Launches occupying portion of the Railway launch jetty will be charged as under per quarter, payable in advance:

Commercial launches	s. d.
Privately owned launches, also launches other than vessels regularly occupying berthing space	17 0
	8 6

136. LAKE WAKATIPU STEAMER SERVICE

GENERAL

1. The fares, rates, and conditions set out in this regulation will be operative upon the Lake Wakatipu steamer service. Except as hereinafter provided, the preceding regulations so far as they may be applicable will apply.

2. Traffic to and from Queenstown will be dealt with as if to and from an officered station.

PASSENGERS

3. **Booking Fee**—When tickets are issued on the steamer to passengers joining at Kingston or Queenstown, a booking fee of 6d. will be charged in addition to the ordinary fare. Children under fifteen years of age will be charged half the additional fee.

4. **Availability**—(a) Except where break of journey is necessitated by the steamer service, tickets on the Lake Wakatipu steamers are not available for break of journey.

(b) Unless otherwise provided, ordinary tickets issued for travel by the Lake Wakatipu steamers will have the same period of availability as tickets issued under the provisions of regulation 2.

5. SCHEDULE OF FARES

Between	And	Ordinary	
		Single	Return
		s. d.	s. d.
Glenorchy	Kinloch	2 3	4 6
Greenstone	Elfin Bay	2 3	4 6
	Islands		
Glenorchy or Kinloch	Mount Creighton	8 6	14 6
	Greenstone		
	Elfin Bay		
Glenorchy or Kinloch	Mount Nicholas	9 6	16 0
	Walter Peak		
Queenstown	Glenorchy	11 0	17 6
	Kinloch		
	Islands		
Queenstown	Mount Creighton	9 6	16 0
	Greenstone		
	Elfin Bay		
Queenstown	Mount Nicholas	8 9	15 3
	Walter Peak		
Queenstown or Kingston	Kingston	8 9	15 3
	Woolshed		
	Cecil Peak		
	Half-way Bay		
One intermediate scheduled calling place west of Queenstown	Another intermediate scheduled calling place west of Queenstown (except between Greenstone and Elfin Bay)	9 6	16 0
One intermediate scheduled calling place east of Queenstown	Another intermediate scheduled calling place east of Queenstown	9 6	16 0
Any place other than a scheduled calling place (west of Queenstown)	Queenstown or any scheduled calling place west of Queenstown	12 0	..
Any place other than a scheduled calling place (east of Queenstown)	Queenstown or any scheduled calling place east of Queenstown	12 0	..
		Day Excursion (Return) when Specially Authorised	
		s. d.	
Queenstown and intermediate scheduled calling places	Greenstone or Elfin Bay	11 0	

LAKE WAKATIPU STEAMER SERVICE

PICNIC PARTIES

6. Excursion tickets, available for one (specified) day in each case, will be issued to picnic parties numbering not less than twenty persons travelling together for recreation and not for business purposes, and organised by any friendly society, school committee, or other body approved by the Department, at the following fares:

Between	And	Children Not Exceeding 15 Years of Age	Senior Scholars Over 15 but Not Exceeding 19 Years of Age Attending School	Adults, Teachers, and Pupils Exceeding 19 Years of Age
Queenstown ..	Walter Peak or Half-way Bay	s. d. 1 9	s. d. 2 6	s. d. 4 9
Queenstown ..	Glenorchy	4 0	4 9	6 6

SEASON TICKETS

7. Season tickets will be issued between the calling places on Lake Wakatipu mentioned hereafter at the following fare and such tickets will be subject to the same conditions as season tickets issued under the provisions of regulation 13:

Between	And	Rate per Annum
Queenstown	Head of Lake and intermediate calling places	£ s. d. 19 4 0

LUGGAGE AND PARCELS

EXCESS LUGGAGE

8. (a) Except as provided in subparagraph (b) hereof the provisions of regulation 46 will be applicable to luggage conveyed on the Lake Wakatipu steamer service.

(b) Excess luggage will be charged at the rate of 1s. 2d. for each 28 lb. or fraction thereof for any distance on Lake Wakatipu.

Excess luggage charges will be payable in respect of the following:

- (i) Articles not entitled to be carried free as portion of a passenger's luggage allowance.
- (ii) The weight, in excess of the free allowance, of articles entitled to be carried free as luggage.

(See paragraph 13 (a) hereof for excess luggage charges on fresh fruit and vegetables.)

BICYCLES, MOTOR-BICYCLES, AND TRICYCLES

9. (a) The following rates will apply for the conveyance of bicycles, motor bicycles, and tricycles, set up, accompanying passengers or consigned as parcels traffic for any distance on Lake Wakatipu:

Description	Rate
	s. d.
Bicycles, pedal, to seat one rider, per machine	2 9
Bicycles, pedal, to seat two riders, per machine	4 3
Bicycles, pedal, with motor propelling attachment, per machine	4 3
Motor bicycles, per machine	15 0
Motor bicycles with sidecars attached, per machine	19 3
Motor tricycles, per machine	19 3
Sidecars detached from motor bicycles, per side car	5 0

(b) Motor bicycles charged with benzine or any inflammable liquid or vapour will not be accepted for conveyance by the Lake Wakatipu steamer services.

LAKE WAKATIPU STEAMER SERVICE

PARCELS

10. (a) Except where otherwise stated herein, the provisions of regulations 54 and 55 will apply to parcels conveyed by the Lake Wakatipu steamer service.

(b) The following rates will apply for the conveyance of parcels, bread, bicycles, etc., for any distance on Lake Wakatipu:

Description	Rate
	s. d.
Parcels, not exceeding 14 lb., each	1 0
*Parcels, over 14 lb. but not exceeding 28 lb., each	1 6
Bread, loose, per loaf	0 2
(Bread packed in boxes or bags will be charged parcels rates.)	
Bicycles, pedal, packed in cases or crates	Actual weight at general cargo rates, n.o.s.
Bicycles, pedal, unpacked	} See paragraph 9 (a) hereof.
Motor bicycles or tricycles	
Sidecars detached from motor bicycles	

* Parcels exceeding 28 lb. each will be charged separately at the rate for general cargo, n.o.s. (paragraph 23 hereof).

(c) The charges on all parcels traffic conveyed on Lake Wakatipu must be prepaid.

CORPSES

11. Corpses conveyed on the Lake Wakatipu steamers will be charged £3 per corpse for any distance on Lake Wakatipu.

DOGS

12. Dogs, including pups or dogs secured in hampers, crates, or boxes, will be charged 3s. each for any distance on Lake Wakatipu.

FRESH FRUIT AND FRESH VEGETABLES

13. (a) The rates for fresh fruit, fresh vegetables, fresh mushrooms, and nuts, grown and packed in New Zealand (including Cook Islands or Niue), whether conveyed as excess luggage or as parcels traffic are as follows for any distance on Lake Wakatipu:

Not exceeding 14 lb., per package	s. d.
Over 14 lb. but not exceeding 56 lb., per package	1 0
	1 6

Packages exceeding 56 lb. will be charged at the rate for New Zealand fresh-grown fruit and vegetables (paragraph 23 hereof).

(b) When more packages than one consisting of fresh fruit, fresh vegetables, fresh mushrooms, and nuts are consigned from one consignor to one consignee at the same destination such packages will be charged upon the total weight of each consignment.

(c) The provisions of subparagraphs (a) and (b) hereof will be applicable only to fresh fruit, fresh vegetables, fresh mushrooms, and nuts forwarded for the domestic use of the consignee, with a maximum weight per consignment of 56 lb., and will not apply to fresh fruit, fresh vegetables, fresh mushrooms, and nuts forwarded for sale or to be used or dealt with by the consignee for any purpose other than that mentioned. In each instance the consignor shall endorse on the face of the consignment note, "Certified for domestic use of consignee only".

LIBRARY EXCHANGES

14. Books for exchange forwarded to and from subscribers to recognised circulating libraries from, and to such libraries will be charged at one half parcels rates (minimum charge per consignment, 7d.), and will be conveyed on the steamers under the provisions of regulation 58.

MILK AND CREAM

15. Milk and cream carried by the Lake Wakatipu steamers will be charged 2d. per gallon for any distance; minimum charge per consignment, 1s. 3d. The charge will in each instance be computed on the carrying capacity of the can, and each can must be legibly marked with the capacity thereof (in gallons), and the name of the owner and the calling place from which the can is forwarded.

LAKE WAKATIPU STEAMER SERVICE

NEWSPAPERS AND STEREO TYPE CASTS

16. Newspapers, periodicals, stereotype casts, and type, as defined in regulation 62, will be charged 11d. per 28 lb. or fraction thereof for any distance on Lake Wakatipu.

GOODS AND LIVESTOCK

17. Except where otherwise specified, the charges on all goods and livestock conveyed on Lake Wakatipu will be calculated as follows:

Between	And	Rate					
Kingston ..	Queenstown	Ordinary rates (paragraph 23).					
	Half Way Bay						
	Cecil Peak						
	Woolshed						
Half Way Bay ..	Woolshed		Ordinary rates (paragraph 23) plus 50%.				
	Cecil Peak						
Cecil Peak ..	Cecil Peak			Half ordinary rates.			
	Half Way Bay						
Woolshed ..	Half Way Bay				Ordinary rates (paragraph 23) plus 50%.		
	Queenstown						
	Walter Peak						
	Mount Creighton						
	Mount Nicholas						
Glenorchy or Kinloch	Elfin Bay	Ordinary rates (paragraph 23) plus 50%.					
	Greenstone						
	Greenstone						
	Elfin Bay						
Walter Peak ..	Mount Nicholas		Half ordinary rates.				
	Mount Creighton						
Mount Creighton ..	Walter Peak			Ordinary rates (paragraph 23) plus 50%.			
	Mount Nicholas						
Mount Nicholas ..	Mount Creighton				Double ordinary rates (paragraph 23).		
	Walter Peak						
Elfin Bay ..	Walter Peak					Ordinary rates (paragraph 23) plus 50%.	
	Greenstone						
Greenstone ..	Mount Creighton	Half ordinary rates.					
	Mount Nicholas						
Kingston ..	Elfin Bay						Ordinary rates (paragraph 23) plus 50%.
	Half Way Bay						
Half Way Bay ..	Greenstone		Half ordinary rates.				
	Cecil Peak						
Cecil Peak ..	Kinloch			Ordinary rates (paragraph 23) plus 50%.			
	Woolshed						
Woolshed ..	Glenorchy				Double ordinary rates (paragraph 23).		
	Glenorchy						
Glenorchy ..	Kinloch					Ordinary rates (paragraph 23) plus 50%.	
	Pigeon and Pig Islands						
Pigeon and Pig Islands	Head of Lake - Queenstown and intermediate calling places	Double ordinary rates (paragraph 23).					
	Woolshed - Kingston and intermediate calling places						

18. The Department reserves the right to decline to work cargo at calling places not provided with wharves.

19. The charges on goods and livestock consigned to calling places on Lake Wakatipu, other than Kingston or Queenstown, must be prepaid, except where such goods or livestock are consigned to the holder of a ledger account.

20. (a) Motor vehicles charged with petrol or other motor spirit will be accepted for conveyance by the Lake Wakatipu steamers only if the petrol connections are tight and the petrol is cut off between the supply tank and the carburettor. Motor vehicles which are not fitted with pumps, or "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor spirit has been removed from the tank.

(b) The Department reserves the right to decline to convey any motor vehicle unless all the petrol is removed therefrom.

21. All goods received, held, or carried on the Lake Wakatipu steamer service will be received, held, and carried at the sole risk, in all respects, of the owner.

COMPUTATION OF CHARGES

22. In computing the charges for goods conveyed on Lake Wakatipu, fractions of a hundredweight will be charged as the next hundredweight.

LAKE WAKATIPU STEAMER SERVICE

GOODS AND LIVESTOCK—continued

SCHEDULE OF RATES

23.

Description	Per	Rate
Minimum charge (except where otherwise provided)—		s. d.
To or from places provided with wharves .. .. .	..	3 0
To or from places not provided with wharves .. .. .	..	6 0
General cargo, n.o.s., including bricks, cement, chaff, coke, hay in bales, rails, iron or steel, seeds (garden or agricultural). Single packages 18 cwt. or over will be charged as per paragraph 28. Loose cement, chaff, and coke will not be accepted for conveyance on Lake Wakatipu	Ton	23 10
Baths, plunge. (Minimum charge per consignment, 5s.) .. .. .	..	43 0
Benzine, kerosene, and similar mineral oils in cases or drums. Dangerous .. .. .	..	23 10
Boats—		
N.o.s. (other than motor launches)—		
Not exceeding 10 cwt., per boat	Each	20 0
Exceeding 10 cwt., per boat .. .. .	..	30 0
Motor launches. (Minimum charge as for 1 ton per consignment)	Ton	40 0
Rowing, exclusively for use in contests at regattas, will on the outward journey be charged	Each	20 0
Rowing, returning from regattas .. .. .	..	10 0
Calves. (See Livestock.)		
Cattle. (See Livestock.)		
Canoes .. .. .	..	6 0
Coal, bagged. (Loose coal will not be accepted for conveyance on Lake Wakatipu)	Ton	20 0
Empties—		
Returned, or when full to be forwarded by rail or steamer. (Minimum charge per consignment, 1s. 2d.)	Cwt.	1 2
Not returned empties. (Minimum charge per consignment, 2s. 4d.) .. .. .	..	2 4
Explosives, as enumerated in Classes I, II, III, and IIIA of Traffic Code Instruction 105. Dangerous	Ton	48 0
Firewood, not exceeding 8 ft. in length	Cord	25 6
Flour, oatmeal, pollard, or bran, in bags	Ton	29 0
Fruit—		
Fresh, grown in New Zealand, Cook Islands, or Niue, packed .. .. .	..	20 0
Fresh, not otherwise specified .. .. .	..	23 10
Furniture—		
Not packed .. .. .	..	43 0
Securely packed in cases or crates, heavy packing paper, or in straw covered with hessian .. .. .	..	28 6
(When packed in heavy packing paper or in straw covered with hessian, articles such as tables, chairs, wardrobes, etc., must have the legs also securely protected. Furniture wrapped in scrim only will not be deemed to be "packed" for the purposes of computing charges.)		
Grain, in bags, n.o.s. .. .. .	..	20 0
Horses. (See Livestock.)		
Implements, agricultural—		
N.o.s., including ploughs, rollers, and discs .. .. .	..	23 10
Hay rakes, headers, manure sowers, reapers, reapers and binders, and scufflers, set up. (Minimum charge as for 1 ton per consignment) .. .. .	..	43 0
Hay sweeps, set up. (Minimum charge as for 10 cwt. per consignment) .. .. .	..	43 0
Lime—		
Bagged. (Minimum quantity, 6 tons per consignment) .. .. .	..	14 4
Bagged, n.o.s. .. .. .	..	20 0
(Loose lime will not be accepted for conveyance on Lake Wakatipu.)		
Livestock—		
Calves (not exceeding 6 months old), loose	Head	11 6
Calves (not exceeding 6 months old), sheep, goats, or pigs, properly secured in crates—		
Gross weight not exceeding 3 cwt. per crate	Crate	11 6
Gross weight exceeding 3 cwt. but not exceeding 5 cwt. per crate .. .. .	..	16 6

LAKE WAKATIPU STEAMER SERVICE

GOODS AND LIVESTOCK—*continued*SCHEDULE OF RATES—*continued*

Description	Per	Rate
Livestock—<i>continued</i>		s. d.
Cattle, n.o.s.	Head	23 3
Horses, n.o.s.	"	23 10
Lambs, loose, unweaned	"	0 10
Pigs, loose	"	4 6
Ponies not exceeding 14 hands in height and foals not exceeding one year old	"	17 0
Rams, loose	"	4 6
Sheep, n.o.s., loose, up to 200 head	"	1 3
Each additional head in excess of 200 up to 300	"	1 1
Each additional head in excess of 300	"	0 11
Machines, sewing, treadle or portable	Each	4 9
Manures, bagged—		
Artificial. (Minimum quantity, 6 tons per consignment)	Ton	14 4
Artificial, not otherwise specified	"	20 0
(Loose manure will not be accepted for conveyance on Lake Wakatipu.)	Each	60 0
Motor cars		
Motor lorries and motor buses—		
Not exceeding 30 cwt.	"	60 0
Exceeding 30 cwt.	"	100 0
Peas, parched or dried, in bags	Ton	18 4
Pianos—		
Packed	"	23 10
Not packed	Each	20 0
Pigs. (See Livestock.)		
Pipes—		
Steel or galvanised iron, n.o.s.	Ton	23 10
Drain, concrete or earthenware	"	46 8
Pipes and fluming, iron or steel, for mining or irrigation purposes	"	46 8
Ponies. (See Livestock.)		
Posts, rails, or strainers, wooden fencing, n.o.s.	Each	0 9
Posts, wooden, not exceeding 6 ft. in length and 24 square inches in end section, in minimum consignments of 100 posts. Any less quantity will be charged at such minimum or at the rate of 7d. per post if cheaper	100	53 8
Rams. (See Livestock.)		
Sheep. (See Livestock.)		
Skins, in bales. (See paragraph 27 hereof.)		
Stakes, fencing, wooden	"	37 6
Tanks, steel or galvanised corrugated iron—		
Not exceeding 400 gallons, per tank	Each	15 9
Exceeding 400 gallons, per tank	"	23 8
Timber	100 super feet	4 5
Tractors—		
Motor with implements fitted thereto	Ton	43 0
Motor, n.o.s. (Minimum charge as for 1 ton per tractor)	"	23 10
Motor, exceeding 2 ton per vehicle, at the rates specified in paragraph 28.		
Vegetables—		
Beetroot, carrots, turnips, mangolds, marrows, potatoes, onions, in bags	"	18 4
N.o.s.	"	20 0
Vehicles, other than motor vehicles or tractors—		
Two-wheeled	Each	41 6
Four-wheeled	"	60 0
Wool, in bales. (See paragraph 27 hereof.)		

LAKE WAKATIPU STEAMER SERVICE

GOODS AND LIVESTOCK—*continued*

LOADING AND UNLOADING LIVESTOCK

24. When a horse box or loading stage is provided in connection with the transport of livestock a charge of 8s. 9d. per consignment will be made for the use of such horse box or loading stage.

25. (a) Livestock must be delivered to and taken delivery of at ship's side. When the owner is not present to assist in loading or unloading railway wagons at Kingston, a charge of 6s. per four-wheeled wagon or 12s. per bogie wagon will be made. The Department reserves to itself the right to discharge any consignment of livestock to any other calling place in the absence of the owner or his representatives.

(b) Wagons containing livestock charged at small lots will be charged half rates for loading or unloading.

(c) All waybills for livestock conveyed on the Lake Wakatipu steamer services must be endorsed to clearly indicate whether such livestock was loaded or unloaded by the owners or the Department.

EXPLOSIVE TRAFFIC

26. Dangerous goods will be conveyed by cargo boats only. Small lots of explosives may be accepted or declined at the option of the Department.

UNDUMPED BALES OF WOOL AND SKINS

27. (a) The following rates will apply, between the points specified, for the conveyance of undumped bales of wool and skins not exceeding 4 cwt. per bale:

From	To	Rate per Bale
		s. d.
Glenorchy	Kingston	6 1
Kinloch		
Islands		
Greenstone		
Elfin Bay		
Mount Creighton		
Mount Nicholas		
Walter Peak	Kingston	4 1
Queenstown		
Cecil Peak		
Half Way Bay		
Woolshed	Kingston	4 1

(b) Where bales exceed 4 cwt. each, the excess weight will be charged *pro rata* at the general cargo rate, n.o.s., paragraph 23 hereof.

LAKE WAKATIPU STEAMER SERVICE

GOODS AND LIVESTOCK—continued

HEAVY MACHINERY AND HEAVY LIFTS

28. (a) The following charges, which cover freight, also craning on and off steamers, will apply for the conveyance of single packages of general cargo, n.o.s., 18 cwt. or over, between Kingston and Queenstown and intermediate calling places or between Queenstown and Head of Lake and intermediate calling places:

Weight			Per Lift		
18 cwt. to under 1 ton	..	..	£	s.	d.
1 ton to under 1½ "	..	..	1	17	0
1½ "	..	..	2	6	0
1½ "	..	..	2	15	0
1½ "	..	..	3	5	0
1½ "	..	..	3	13	0
2 "	..	..	4	3	0
2½ "	..	..	4	18	0
2½ "	..	..	6	18	0
3 "	..	..	9	1	0
3½ "	..	..	11	5	0
4 "	..	..	13	7	0
4½ "	..	..	15	11	0
5 "	..	..	17	14	0
5½ "	..	..	20	5	0
6 "	..	..	22	17	0
6½ "	..	..	25	9	0

(b) Single packages of general cargo, n.o.s., 18 cwt. or over, conveyed under the provisions of this paragraph, consigned between the following points, will be charged as under:

Between	And	Charge
Kingston ..	Walter Peak ..	At the rates specified in subparagraph (a) hereof plus 50%.
Half Way Bay ..	Mount Creighton ..	
Cecil Peak ..	Mount Nicholas ..	
Woolshed ..	Elfin Bay ..	
	Greenstone ..	
Glenorchy ..	Kinloch ..	At half the rates specified in subparagraph (a) hereof.
	Glenorchy ..	
	Kinloch ..	

(c) Single packages of general cargo, n.o.s., of 18 cwt. or over will be accepted and delivered at the ship's side only.

