SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, 6 MAY 1965

Published by Authority

WELLINGTON: WEDNESDAY, 12 MAY 1965

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 17th day of May 1965, on which date all general scales of charges, terms, and conditions previously fixed or imposed in respect of the said railways, except those charges, terms, and conditions contained in sections 68 to 71 inclusive published in the Supplement to the *New Zealand Gazette* dated 2 September 1963, shall be revoked.

As witness my hand this 5th day of March 1965.

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, together with those charges, terms, and conditions contained in sections 68 to 71 inclusive published in the Supplement to the *New Zealand Gazette* dated 2 September 1963, shall be known as the General Scale of Charges, and shall be read together with the local rates scales of charges, terms, and conditions fixed and imposed by the Minister of Railways on the 26th day of October 1962, which came into force on the 1st day of January 1963, 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 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 four years of age in the charge of a responsible person travel free; children four 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.) will be charged.

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

5. **Alternative Routes**—Unless otherwise provided, passengers holding ordinary, season, 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. Ticket 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**—Unless otherwise provided, tickets at fares which are a proportion of any other fares, will 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 Not Exceeding	SINGLE		RETURN		Miles Not Exceeding	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.	s. d.	s. d.	s. d.
1	8	6	1 1	10	75	17 6	12 6	32 6	22 6
2	10	8	1 4	1 0	80	18 6	13 0	34 6	24 0
3	1 0	10	1 10	1 4	85	19 6	14 0	36 6	25 6
4	1 4	1 0	2 4	1 8	90	20 6	14 6	38 6	27 0
5	1 8	1 2	2 10	2 0	95	21 6	15 0	40 0	28 0
6	2 0	1 6	3 2	2 4	100	23 0	16 0	42 0	29 6
7	2 5	1 10	3 8	2 8	105	24 0	17 0	44 0	31 0
8	2 8	1 11	4 2	3 0	110	25 0	17 6	46 6	32 0
9	3 0	2 0	4 8	3 4	115	26 0	18 0	49 0	33 6
10	3 2	2 2	5 4	3 8	120	27 0	19 0	50 6	34 6
11	3 5	2 4	5 10	4 0	125	28 0	19 6	52 6	36 0
12	3 8	2 6	6 6	4 4	130	29 0	20 6	54 6	37 0
13	3 11	2 8	7 4	4 8	135	30 6	21 0	56 6	39 0
14	4 2	2 10	7 7	5 0	140	31 6	22 0	59 0	40 0
15	4 5	3 1	8 2	5 6	145	32 6	23 0	60 6	41 0
16	4 8	3 4	8 7	6 0	150	33 6	23 6	62 6	42 6
17	4 11	3 5	9 0	6 4	155	34 6	24 0	65 0	44 0
18	5 2	3 6	9 6	6 8	160	35 6	25 0	67 0	45 6
19	5 5	3 8	10 0	7 0	165	36 6	26 0	69 0	47 0
20	5 8	3 10	10 6	7 4	170	38 0	26 6	71 0	48 6
22	6 0	4 4	11 0	8 0	175	39 0	27 0	73 0	49 6
24	6 6	4 8	11 6	8 6	180	40 0	28 0	75 0	51 0
26	7 0	5 2	12 6	9 0	185	41 0	28 6	77 0	52 6
28	7 6	5 4	13 6	9 8	190	42 0	29 0	79 0	53 6
30	8 0	5 8	14 4	10 4	195	43 0	30 0	81 0	55 0
32	8 5	6 0	15 4	11 0	200	44 6	31 0	83 0	56 0
34	8 10	6 4	16 0	11 8	205	45 6	31 6	85 0	57 6
36	9 4	6 10	17 0	12 4	210	46 6	32 0	87 0	58 6
38	9 10	7 2	18 0	13 0	215	47 6	33 0	89 0	60 0
40	10 2	7 4	18 6	13 8	220	48 6	33 6	91 0	61 6
42	10 6	7 8	20 0	14 4	225	49 6	34 6	93 0	63 0
44	11 2	8 2	21 0	15 0	230	51 0	35 0	95 0	64 6
46	11 8	8 5	21 6	15 6	235	52 0	35 6	97 0	66 0
48	12 2	8 8	22 6	16 0	240	53 0	36 6	99 0	67 0
50	12 6	8 10	23 0	16 6	245	54 0	37 6	101 0	68 0
52	12 10	9 2	24 0	17 0	250	55 0	38 0	103 0	69 6
54	13 2	9 6	24 6	17 6	255	56 0	38 6	105 0	71 0
56	14 0	9 10	25 6	18 0	260	57 0	39 0	107 0	72 6
58	14 4	10 0	26 6	18 6	265	58 0	40 0	109 0	73 6
60	14 8	10 6	27 6	19 0	270	59 0	41 0	111 0	75 0
62	15 0	10 10	28 0	20 0	275	60 6	42 0	113 0	76 0
64	15 4	11 0	29 0	20 6	280	61 6	42 6	115 0	77 6
66	15 10	11 6	30 0	21 0	285	62 6	43 6	117 0	79 0
68	16 4	11 10	30 6	21 6	290	64 0	44 0	119 0	80 0
70	16 10	12 0	31 0	22 0	295	65 0	44 6	121 0	81 6

PASSENGERS

Ordinary Tickets—*continued*

Miles Not Exceeding	SINGLE		RETURN		Miles Not Exceeding	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.	s. d.	s. d.	s. d.
300	65 6	45 6	123 6	83 0	500	108 0	74 0	202 0	136 0
310	67 6	46 6	126 0	85 0	510	110 0	75 6	206 6	139 0
320	69 6	48 0	130 0	87 6	520	112 6	77 0	210 0	141 0
330	71 6	49 6	134 0	90 6	530	114 6	78 6	213 6	143 6
340	73 6	50 6	138 6	92 6	540	117 0	80 0	217 0	145 6
350	75 6	52 6	142 0	95 6	550	119 0	81 6	221 0	148 0
360	77 6	54 0	146 0	97 6	560	121 0	82 6	225 0	150 0
370	80 0	55 6	150 6	101 0	570	123 0	84 6	228 6	152 0
380	82 6	56 6	154 0	103 6	580	125 0	86 0	232 6	154 6
390	84 6	58 0	158 0	106 6	590	127 6	87 0	237 0	156 6
400	86 6	59 6	162 0	109 6	600	129 6	89 0	240 0	159 6
410	88 6	61 0	166 6	112 6	610	132 0	90 6	244 0	161 6
420	91 0	62 6	170 6	114 6	620	134 0	91 6	248 6	164 0
430	93 0	64 0	174 0	117 6	630	136 6	93 0	251 6	166 0
440	95 0	66 0	178 6	119 6	640	138 6	94 6	255 0	168 0
450	97 6	67 0	182 0	122 6	650	140 6	96 0	259 0	170 0
460	100 0	68 0	186 6	125 0	660	142 6	97 6	263 0	172 6
470	102 0	70 0	190 6	128 6	670	145 0	98 6	266 0	175 0
480	104 0	71 0	194 6	130 6	680	147 0	100 6	270 6	176 6
490	106 0	72 6	198 6	133 6	690	149 0	102 0	274 6	180 0
					700	151 0	103 6	278 0	181 6

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

2. **Availability**—Tickets at ordinary fares (section 2) will have unlimited availability.

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 ordinary 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.

3. Family Excursion Tickets

1. **Fares** – Second-class family return tickets at two and one-half times the ordinary adult return fare (section 2) may be issued to parents and their children travelling together. Minimum charge as for 30 miles.

2. **Conditions**—The children must be under 16 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 wi'l have unlimited availability.

4. Reserved for future use

5. Ten-trip Concession Tickets

1. Ten-trip tickets will be issued for distances not exceeding 27 miles for any journey which is not wholly within the points specified in section 33, paragraph 3, section 34, paragraph 4, or section 35, paragraph 2, and will be charged as follows:

Miles	Second Class	Miles	Second Class	Miles	Second Class
	s. d.		s. d.		s. d.
2	4 6	11	15 6	20	25 0
3	6 6	12	16 6	21	26 0
4	8 0	13	17 6	22	27 0
5	9 6	14	18 6	23	28 0
6	10 6	15	19 6	24	29 6
7	11 6	16	20 6	25	30 0
8	12 6	17	21 6	26	31 0
9	13 6	18	22 6	27	32 0
10	14 6	19	24 0	..	..

PASSENGERS

2. Ten-trip concession tickets will be transferable and will have unlimited availability. Except when break of journey is necessitated by the train services, 10-trip concession tickets will not be available for break of journey.

3. **Children**—No reduction in charge will be made for children. One or two children four years of age and under 15 years of age travelling on a 10-trip concession ticket will, however, count as one adult, and each additional one or two children will count as one adult.

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

5. Holders of 10-trip concession tickets will be charged the full first-class fare (section 2) when found travelling in first-class carriages.

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 700 miles will be charged at the following rates:

Miles Not Exceeding	First Class	Second Class	Miles Not Exceeding	First Class	Second Class	Miles Not Exceeding	First Class	Second Class	Miles Not Exceeding	First Class	Second Class
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
12	6 0	4 0	75	29 6	20 6	245	91 0	61 6	450	164 0	110 6
13	7 0	4 6	80	31 0	22 0	250	93 0	62 6	460	168 0	112 6
14	7 0	4 6	85	33 0	23 0	255	94 6	64 0	470	171 6	116 0
15	7 6	5 0	90	35 0	24 6	260	96 6	65 6	480	175 6	117 6
						265	98 6	66 6	490	179 0	120 6
16	8 0	5 6	95	36 0	25 6						
17	8 6	6 0	100	38 0	26 6	270	100 0	67 6	500	182 0	122 6
18	8 6	6 0	105	40 0	28 0	275	102 0	68 6	510	186 0	125 6
19	9 0	6 6	110	42 0	29 0	280	103 6	70 0	520	189 0	127 0
20	9 6	7 0	115	44 6	30 6	285	105 6	71 6	530	192 6	129 6
						290	107 6	72 0	540	195 6	131 0
22	10 0	7 6	120	45 6	31 0						
24	10 6	8 0	125	47 6	32 6	295	109 0	73 6	550	199 0	133 6
26	11 6	8 6	130	49 0	33 6	300	111 6	75 0	560	202 6	135 0
28	12 6	9 0	135	51 0	35 6	310	113 6	76 6	570	206 0	137 0
30	13 0	9 6	140	53 6	36 0	320	117 0	79 0	580	209 6	139 6
						330	121 0	81 6	590	213 6	141 0
32	14 0	10 0	145	54 6	37 0						
34	14 6	10 6	150	56 6	38 6	340	125 0	83 6	600	216 0	144 0
36	15 6	11 6	155	58 6	40 0	350	128 0	86 0	610	220 0	145 6
38	16 6	12 0	160	60 6	41 0	360	131 6	88 0	620	224 0	148 0
40	17 0	12 6	165	62 6	42 6	370	135 6	91 0	630	226 6	149 6
						380	139 0	93 6	640	229 6	151 6
42	18 0	13 0	170	64 0	44 0						
44	19 0	13 6	175	66 0	44 6	390	142 6	96 0	650	233 6	153 0
46	19 6	14 0	180	67 6	46 0	400	146 0	99 0	660	237 0	155 6
48	20 6	14 6	185	69 6	47 6	410	150 0	101 6	670	239 6	157 6
50	21 0	15 0	190	71 6	48 6	420	153 6	103 6	680	243 6	159 0
						430	157 0	106 0	690	247 6	162 0
52	22 0	16 0	195	73 0	49 6						
54	22 6	16 0	200	75 0	50 6	440	161 0	108 0	700	250 6	163 6
56	23 0	16 6	205	76 6	52 0						
58	24 0	17 0	210	78 6	53 0						
60	25 0	17 6	215	80 6	54 0						
62	25 6	18 0	220	82 0	55 6						
64	26 6	18 6	225	84 0	57 0						
66	27 0	19 0	230	85 6	58 0						
68	27 6	19 6	235	87 6	59 6						
70	28 0	20 0	240	89 6	60 6						

Fares for distances exceeding 700 miles will be computed by adding to the fare for 700 miles the fare at the foregoing scale, or at the scale for ordinary return fares (section 2) where cheaper, for the additional milage involved.

PASSENGERS

7. Reserved for Future Use

8. Miscellaneous Concession Fares

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

(b) Tickets issued under the provisions of this section must be purchased not later than 30 minutes before the departure time of the train by which such tickets are to be used.

(c) In the case of the concessions referred to in paragraphs 2, 4, and 7 hereof, written applications specifying the dates between which the conferences, contests, camps, and similar gatherings will extend, the stations between which 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.

Concession Granted to—	Minimum Number to Whom the Concession Will be Granted	Conditions
2. **Bandsmen**—Bandsmen travelling to participate in band contests, and the wives and families of such bandsmen when so accompanied	20	Each application for tickets must be accompanied by a certificate as set out in paragraph 8.
3. **Youth Organisations**—		
(a) Members of the following organisations, in parties of not less than six, including officers in charge of such parties, travelling in uniform to attend parades or instruction camps: Boy Scouts. Boys' Brigade. Girl Guides. Girls' Life Brigade. Navy League Sea Cadets. Red Cross Cadets Red Cross Link Cadets St. John Ambulance Brigade Cadets	6	Each application for tickets must be accompanied by a certificate in the following form: I HEREBY certify that ..... members of the ..... organisation are travelling in uniform from ..... to ..... to attend a parade (or instruction camp) at ..... on .... Authorised Officer.
(b) Lone Scouts in uniform travelling to Scout camps	..	Each application for tickets must be accompanied by a certificate as set out in paragraph 8, signed by the Dominion Commissioner for Lone Scouts, or the Secretary, Boy Scouts Association (N.Z.), Inc.
4. **Delegates to Conferences, etc.**—Delegates travelling to attend annual meetings or conferences as may be approved by the General Manager, and the wives and children of such delegates when so accompanied	20	Each application for tickets must be accompanied by a certificate as set out in paragraph 8.
5. **Miscellaneous Parties**—Athletic and sporting teams, rowing, rifle, and tramping clubs, New Zealand Everygirl's and Everyboy's Rallies (also other parties as may be approved by the General Manager) travelling together between any two stations	6 adults	Tickets will be issued at the following fares: Single tickets – at the ordinary single fare (section 2) less 10 per cent. Return tickets – at the special excursion fare (section 6). Minimum charge— s. d. Per adult passenger .. .. 4 0 Per child passenger 2 0

PASSENGERS

Miscellaneous Concession Fares—*continued*

Concession Granted to—	Minimum Number to Whom the Concession Will be Granted	Conditions
Miscellaneous Parties—*continued*		Subject to reasonable notice being given, a certificate authorising either concession will be issued by any District Traffic Manager, Chief Stationmaster, Stationmaster, or Commercial Agent of the Railways Department, or the District Manager of the Government Tourist Department at Auckland, Rotorua, Wellington, Christchurch, Dunedin, or Invercargill, upon application. Parties travelling under this provision must travel by the trains arranged. Members of a team or club under 15 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 be equivalent to six adult passengers.
6. **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 Persons travelling to compete or adjudicate at competitions organised by competitions societies	20	Each application for tickets must be accompanied by a certificate as set out in paragraph 8.
7. **Theatrical Companies etc.**—Theatrical and concert parties travelling together	6 adults	Tickets will be issued at the following fares: Single tickets – at the ordinary single fare (section 2) less 10 per cent. Minimum charge per passenger 4s. Return tickets – at the special excursion fare (section 6). Application for these concessions must first be made to the District Traffic Manager. Advance agents of companies entitled to this concession, travelling apart from the company they represent, will be granted the same concession as the company.

8. Pro Forma Certificate:

I HEREBY certify that Mr ..... { will participate in the ..... / is duly appointed delegate to ..... } 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 2 and 4 of this section.

PASSENGERS

9. Attendants Travelling in Horse-boxes With Racehorses

1. Attendants travelling in horse-boxes accompanying racehorses which are proceeding to or returning from a race meeting may travel free of charge without production of a ticket, for the same journey as that for which the racehorses have been consigned.

The name of the attendant is to be endorsed on the waybill at the time of consigning, and the form of indemnity, where applicable, is to be attached to the waybill accompanying the consignment.

2. **Conditions**—One attendant only will be granted free travel for each racehorse consigned. The attendant must travel in the horse-box, otherwise the ordinary fare for the journey must be paid.

Where an attendant travels by goods train he shall take all risk of accident and indemnify the Department against any responsibility in respect of his travelling on such train. The Department reserves the right to decline any application for free travel under the conditions contained in this section.

10. Picnic and School Parties

1. **Day Excursions**—Return tickets available for one day will be issued at fares shown in paragraph 3 to the following parties, members of which must travel together:

(a) Picnic parties (minimum 20 persons) organised by any friendly society, primary or post-primary school committee, Sunday school committee, orphanage or other philanthropic body, business house, or trade union, travelling for recreational and not for business purposes.

(b) Primary or post-primary school athletic teams comprising scholars or scholars and teachers (minimum six persons).

(c) Primary or post-primary school parties comprising scholars or scholars and teachers travelling for educational purposes (minimum six persons).

(d) School children (also parents or guardians if so accompanied) travelling for dental treatment. A certificate signed by the head teacher must be presented at time of application.

(e) Other parties approved by the General Manager.

2. **Stop-over Excursions**—Return tickets available for one month will be issued at fares shown in paragraph 3 to the following parties, members of which must travel together:

(a) Primary or post-primary school parties comprising scholars or scholars and teachers and/or escorts travelling for recreational or educational purposes (minimum six persons).

(b) Primary or post-primary school athletic teams comprising scholars or scholars and teachers and/or escorts (minimum six persons).

(c) Children (and escorts where provided) travelling to and from health camps.

3. **Fares:**

(a) **Second-class Return Fares will be as follows:**

Miles Not Exceeding	Day Excursion		Stop-Over	
	Adults	Children Under 15 years	Adults	Children Under 15 Years
	s. d.	s. d.	s. d.	s. d.
4	1 6	6	1 6	1 0
8	2 0	1 0	2 6	1 6
12	2 6	1 6	3 6	2 0
16	3 6	2 0	4 6	2 6
20	4 0	2 6	5 0	3 0
25	5 0	3 0	6 0	3 6
30	6 0	3 6	7 0	4 0
35	6 6	4 0	8 6	4 6
40	7 0	4 0	9 6	5 0
45	8 0	4 6	10 6	5 6
50	9 0	5 0	11 6	6 0
55	9 6	5 6	12 6	6 6
60	10 0	5 6	13 6	7 0
65	10 6	6 0	14 0	7 0
70	11 0	6 6	15 0	7 6
75	12 0	6 6	15 6	8 0
80	12 6	7 0	16 6	8 6
85	13 0	7 0	17 6	9 0
90	14 0	7 6	18 6	9 6
95	14 6	7 6	19 0	9 6
100	15 0	8 0	20 0	10 0
For every additional 5 miles or fraction thereof	1 0	6	1 0	6

(b) **First-class Fares**—The above fares will be increased by 50 per cent in each case where first-class travel is involved.

PASSENGERS

4. **Conditions**—(a) The Department reserves the right to decline to carry parties at the above rates by express trains or railcars when accommodation is limited.

(b) In the case of picnics, the organising body must undertake the sale of tickets and be responsible for their value.

(c) Applications for concession travel in terms of this section are to be made to the District Traffic Manager or Chief Stationmaster not less than three days before the date of travel in the case of small parties and not less than two weeks in the case of large excursions.

5. The General Manager may also authorise, for any other purpose, the issue of day excursion tickets at the stop-over fares provided in paragraph 3 hereof. Such tickets will be available for use only on the day authorised.

6. Tickets issued under this section will not be available for break of journey.

11. Reserved for future use

12. Railway Employees' Privilege Tickets

1. **Privilege Single or Return Tickets**—Privilege tickets at one-fourth the ordinary fares (section 2), or local fares (sections 33, 34 and 35), where applicable, may be issued to railway employees and their wives and children in terms of the regulations made pursuant to 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 section an ordinary return fare will be deemed to be the value of two single fares (section 2).

2. **The Minimum Charge** for privilege tickets other than privilege season tickets will be 1s. 6d. first class, 1s. second class, single or return.

3. **Second-class Privilege Season Tickets,** available for one month, at one-fourth of the fares for monthly season tickets (section 14), subject to a minimum charge of 6s. 4d., may be issued to railway employees as provided by regulations made pursuant to 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 milage, if any, involved.

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

6. **Availability**—Privilege tickets, except season tickets, will have unlimited availability.

7. **Break of Journey**—Privilege tickets based on ordinary fares will be subject to the provisions of section 2, paragraph 3. Privilege tickets based on local fares will be subject to the provisions of section 32, paragraph 3.

13. Season Tickets

1. **Conditions**—(a) Season tickets are issued and must be used subject to and in conformity with the terms and conditions made pursuant to the Government Railways Act 1949 and arrangements from time to time in force on every railway on which the said tickets are available, including alterations in the number and times fixed for the starting or arrival of trains. 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 for any detention or delay in the starting or arrival of trains.

(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 for any consequences arising from such discontinuance.

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

(d) Unless otherwise provided a season ticket is 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 condition that it is not available for any journey unless it is delivered on demand to any employee of the Department. If a season ticket is not so delivered the holder shall pay the appropriate fare for the journey involved.

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

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

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

PASSENGERS

2. **Application for Season Tickets** which are not stocked at the station concerned must be lodged with the Department at least three clear days before the ticket is required.

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 be forfeited at the option of the Department, without prejudice to any other penalty to which the holder may be liable—

(i) In the event of the holder committing any offence against any terms or conditions made pursuant to the Government Railways Act 1949 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.

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

6. **Season Tickets Issued for Broken Periods**—A season ticket (sections 14 and 16) may be made available from any date provided the period of availability extends to include the succeeding full month, quarter, half year, or year. The fare for *pro rata* season tickets will be calculated as follows:

Monthly tickets—1/30th 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—1/90th 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—1/180th 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—1/360th 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 3s. 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, 5s., maximum, £2 5s.

(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.

PASSENGERS

14. Ordinary Season Tickets

1. Second class ordinary season tickets, available for distances not exceeding 70 miles, will be charged as follows:

Miles	1 Month		3 Months		6 Months		12 Months		Miles	1 Month		3 Months		6 Months		12 Months	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
2	18	0	50	0	99	0	179	0	37	92	0	248	0	457	0	847	0
3	24	0	64	0	124	0	236	0	38	93	0	251	0	462	0	858	0
4	30	0	78	0	151	0	279	0	39	94	0	254	0	468	0	868	0
5	36	0	92	0	178	0	343	0	40	95	0	257	0	474	0	879	0
6	42	0	106	0	205	0	390	0	41	96	0	260	0	480	0	889	0
7	45	0	114	0	224	0	418	0	42	97	0	264	0	486	0	900	0
8	48	0	122	0	237	0	446	0	43	98	0	268	0	492	0	911	0
9	51	0	130	0	250	0	474	0	44	99	0	271	0	498	0	921	0
10	54	0	138	0	263	0	502	0	45	100	0	274	0	504	0	932	0
11	57	0	146	0	277	0	530	0	46	101	0	277	0	510	0	942	0
12	60	0	154	0	291	0	558	0	47	102	0	280	0	515	0	952	0
13	63	0	161	0	305	0	586	0	48	103	0	284	0	520	0	963	0
14	66	0	168	0	319	0	606	0	49	104	0	288	0	526	0	974	0
15	68	0	172	0	326	0	618	0	50	105	0	291	0	532	0	984	0
16	70	0	176	0	333	0	628	0	51	106	0	294	0	538	0	994	0
17	72	0	180	0	340	0	638	0	52	107	0	297	0	544	0	1004	0
18	73	0	184	0	347	0	648	0	53	108	0	300	0	550	0	1015	0
19	74	0	188	0	354	0	658	0	54	109	0	304	0	555	0	1026	0
20	75	0	191	0	360	0	668	0	55	110	0	308	0	560	0	1036	0
21	76	0	194	0	366	0	678	0	56	111	0	311	0	566	0	1046	0
22	77	0	197	0	372	0	688	0	57	112	0	314	0	572	0	1056	0
23	78	0	200	0	378	0	699	0	58	113	0	317	0	577	0	1067	0
24	79	0	204	0	384	0	709	0	59	114	0	320	0	582	0	1078	0
25	80	0	208	0	389	0	719	0	60	115	0	324	0	588	0	1089	0
26	81	0	211	0	394	0	729	0	61	116	0	328	0	594	0	1100	0
27	82	0	214	0	400	0	740	0	62	117	0	331	0	600	0	1110	0
28	83	0	217	0	406	0	751	0	63	118	0	334	0	605	0	1121	0
29	84	0	220	0	412	0	762	0	64	119	0	337	0	610	0	1132	0
30	85	0	224	0	418	0	773	0	65	120	0	340	0	616	0	1143	0
31	86	0	228	0	423	0	784	0	66	121	0	344	0	622	0	1154	0
32	87	0	231	0	428	0	795	0	67	122	0	348	0	628	0	1164	0
33	88	0	234	0	434	0	806	0	68	123	0	352	0	634	0	1175	0
34	89	0	237	0	440	0	816	0	69	124	0	355	0	640	0	1185	0
35	90	0	240	0	446	0	826	0	70	125	0	358	0	646	0	1196	0
36	91	0	244	0	452	0	837	0									

15. Reserved for future use

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

1. Young people's season tickets at two-thirds the rate for season tickets (section 14) will be issued to persons whose age at the commencement of availability of the ticket 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 for inspection:

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

I hereby request that a second class (d) ..... season ticket at two-thirds rates available between (e) ..... and (e) ..... be issued to me in pursuance of the condition 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 "monthly", "quarterly", etc., as case may be.
(e) Insert station name.

PASSENGERS

17 and 18. Reserved for future use

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 or second class, will be issued at the following rates:

	£	s.	d.
For 2,000 miles	18	5	0
For 3,000 miles	26	15	0
For 4,000 miles	33	10	0
For every additional 1,000 miles beyond 4,000 miles	6	5	0

The vouchers will be negotiable for a maximum period of 12 calendar months and the aggregate milage of all tickets issued in respect of any voucher shall not exceed the total milage covered by such voucher.

Bulk travel vouchers will be limited to 100,000 miles.

2. **Conditions**—(a) Tickets covering each journey to be made must be held and such tickets will be issued on presentation of the voucher at any railway or railway road service booking office.

(b) Application for a bulk travel voucher must be lodged with any District Traffic Manager, Chief Stationmaster, Stationmaster, or officer in charge of a road motor service depot at least seven days before the voucher is required.

(c) Bulk travel vouchers will be issued in the name of a firm, person, or Government Department, and on application will be transferred without charge. They will not be issued for the purpose of resale of tickets. Tickets issued in respect of bulk travel vouchers will also be transferable, but only between members of the firm, Government Department, or organisation which purchased the voucher.

3. **Children**—Half milage will be deducted on bulk travel vouchers for tickets issued for children four years of age and under 15 years of age.

20. Reserved for future use

21. School Season Tickets

1. **Fares**—Second-class season tickets, available for each standard school term as notified by the Education Department, or for any school term not exceeding 15 weeks fixed by any private school, will be issued to pupils exclusively engaged in their studies and not in receipt of salary or emolument, at the following fares:

	£	s.	d.
For pupils not exceeding 16 years of age	1	8	0
For pupils over 16 and not exceeding 20 years of age	2	16	0

School season tickets will not be issued to university students.

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 Education 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 school 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. Tickets will not be available for use on Sundays.

3. **Certificates**—Certificates in the appropriate form, signed by the teacher, must be produced when applications are made for tickets under this section.

PASSENGERS

22. Free School Season Tickets

1. **General**—Free second-class season tickets, available for each standard term as notified by the Education Department or for any school term not exceeding 15 weeks fixed by any private school, 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 2 miles from the school and to school pupils of 10 years and over, but not exceeding 20 years of age, residing at a distance of not less than 3 miles from the school. The tickets will be available for distances not exceeding 60 miles, and are issuable as follows:

(a) To pupils attending public primary 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 attending 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) Tickets are only available to enable pupils to travel to their nearest school, 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, or private secondary schools, 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 specially equipped manual-training centres.

2. (a) The conditions set out in this section may be modified in cases where 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 Education 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 school 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. Tickets will not be available for use on Sundays.

4. **Certificates**—Certificates in the appropriate form, signed by the teacher, must be produced when applications are made for tickets under this section.

23. Season Tickets for Special Classes

1. **General**—Second-class season tickets, available for any distance not exceeding 60 miles, and for 3 months from date of commencement of their availability for travel, will be issued to bona fide students attending classes conducted by music teachers registered under the Music Teachers Registration Act 1928, or such other classes (including business college classes) as may be approved by the General Manager.

(a) The tickets will be available for use only when the holder is proceeding from home to the class 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 stated on the certificate.

(c) The tickets are not transferable.

(d) Season tickets will be issued conditionally on a roll of attendance being kept at each school or class, such roll to be open for inspection by any officer of the Railways Department.

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

	£	s.	d
For pupils not exceeding 16 years of age	1	3	0
For pupils over 16 but not exceeding 20 years of age	2	6	0

3. **Certificates**—Certificates in the appropriate form, signed by the teacher, must be produced when applications are made for tickets under this section.

PASSENGERS

24. Reserved Seats

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

(i) By the night "Limited" express trains between Auckland and Wellington:
Provided that seats will not be reserved for a journey of less than 100 miles except between Auckland and Frankton and between Palmerston North and Wellington.

(ii) By all other express trains.

(iii) By such other passenger trains and railcar services as the General Manager may determine.

(b) Seats will not be reserved for any journey to be made between any two stations within a suburban area for holders of tickets issued under the provisions of sections 5, 32, 33, 34, or 35.

(c) Not more than one seat will be reserved for each passenger.

(d) Seats may be reserved at any station where there is an officer in charge, or at 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.

2. **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 and a half hours before the timetable time of departure of the train from the original starting station.

3. **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.	Surcharge 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.
A deduction of 30 miles will be made on bulk travel vouchers in respect of any seat reservation surcharges.

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

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.
In the case of bulk travel vouchers, a deduction of 200 miles will be made for each sleeping-berth ticket issued.

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

PASSENGERS

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

(b) Passengers who hold sleeping-berth tickets must claim their berths not later than 15 minutes after the departure of the train from the terminal or intermediate station at which they are booked to join such train.

(c) 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.

4. **Ordering and Allotment of Berths**—(a) Sleeping-berths may be reserved at any station where there is an officer in charge, or at 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.

(b) Application for the reservation of sleeping-berths will be received as under:

(i) 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.

(ii) At other stations or offices – not later than two and a half hours before the timetable time of departure of the train from the original starting station.

(c) 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.

(d) When a passenger books a sleeping-berth, the station at which he will join the train must be stated. If the passenger later desires to join at a different station, he must notify the original joining station before the train arrives there.

(e) 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 15 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 preceding paragraph is not given.

(f) 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.

5. **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 section 31, or a transfer if required.

26. Reserved Compartments and Carriages

1. **Charges**—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 (section 2).
For Judges and members of their Courts	As for four first-class ordinary fares (section 2).
In all other cases	As for six first-class ordinary fares (section 2).

2. When a whole or half carriage is required for an invalid, 12 first-class ordinary fares (section 2) will be charged. The reservation of whole or half carriages for persons other than invalids will be by special arrangement.

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

4. Where more than the minimum number of passengers travel in a reserved carriage ordinary fares (section 2) must be paid for the actual number of passengers in the carriage, 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. Reserved for future use

PASSENGERS

29. Special Trains

1. Special trains may be run and application in this regard is to be made to the District Traffic Manager.

2. Such trains will be subject to conditions and charges to be fixed by the Department, which 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, and will run special trains only at its option.

4. 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. 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**—Any person who travels by a train for any journey which, according to the Department's timetables or other public notice, he is not entitled to make by that train, 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 that train.

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

(a) Night "Limited" express trains between Wellington and Auckland.

(b) Railcar services between Christchurch and Dunedin.

Sections	Sections
5	32
10	33
21	34
22	35
23	76 (Drover's passes).

3. Tickets issued under the provisions of section 12 are subject to restrictions imposed by the Department from time to time.

31. Refunds on Tickets

1. **General**—(a) 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.

(b) When a ticket is purchased and found to be 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.

(c) When a 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.

2. **Season Tickets**—Refunds as under may be allowed on season tickets (section 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.

3. **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 refund, 2s. 6d., maximum commission, £1 per transaction) may be made on all sums payable by the Department by way of refund.

PASSENGERS

LOCAL FARES AND CONDITIONS

32. Local Fares: General

1. **Single and Return Tickets**—Single and return tickets at the local fares specified in sections 33, 34, and 35 will be issued from any station on one of the suburban lines specified to any other station on the same line. The tickets will have unlimited availability.

2. Single and return tickets will also be issued from any station on one of the suburban lines to any station on a different line in the same suburban area, at the two appropriate local fares or at the section 2 fare on continuous milage, whichever is cheaper.

3. Except where break of journey is necessitated by the train services, single or return tickets at local fares will not be available for break of journey.

4. **Suburban 10-trip Tickets**—Suburban 10-trip tickets, second class, available for 10 single journeys will be issuable within the points specified in sections 33, paragraph 3, 34, paragraph 4, and 35, paragraph 2. The charges for such tickets will be in accordance with the scales shown therein.

5. Suburban 10-trip tickets will not be issued between stations situated on different suburban lines.

6. Suburban 10-trip tickets will be transferable and will have unlimited availability.

7. Except where break of journey is necessitated by the train services, suburban 10-trip tickets will not be available for break of journey.

8. No reduction in the charge for suburban 10-trip tickets will be made for children. One or two children 4 years of age and under 15 years of age travelling on a suburban 10-trip ticket will, however, count as one adult, and each additional one or two children will count as one adult.

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

10. Holders of suburban 10-trip tickets will be charged the full first-class fare (section 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 Second Class Adult s. d.	Child s. d.
1–3	8	6
4–6	10	6
7–9	1 3	6
10–12	1 6	9
13	1 9	1 0
14–15	2 0	1 0
16–19	2 3	1 3

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

3. **Suburban 10-trip Fares**—(a) Suburban 10-trip fares will be charged on the Auckland-Waitakere, Auckland-Onehunga, and Auckland-Papakura (both routes) lines:

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

for suburban 10-trip tickets between Auckland and Sylvia Park will be 9s. 6d.

4. Suburban 10-trip 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.

PASSENGERS

34. Wellington District

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

Wellington - Melling - Upper Hutt Line

	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

Wellington-Paekakariki Line

	Miles		Miles
Wellington and Takapu Road	8	Wellington and Paremata	14
Wellington and Redwood	8	Wellington and Mana	15
Wellington and Tawa ..	9	Wellington and Plimmerton	16
Wellington and Linden ..	10	Wellington and Pukerua Bay	20
Wellington and Kenepuru	11	Wellington and Muri	20
Wellington and Porirua ..	11	Wellington and Paekakariki	25

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

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

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

3. Railway employees' monthly season tickets issued under the provisions of section 12, paragraph 3, for travel on the Wellington-Johnsonville line will be charged as follows:

Between	And	Second Class s. d.
Wellington ..	Simla Crescent, Khandallah, Boxhill	10 0
Wellington ..	Raroa, Johnsonville	12 0
Between all other stations		8 6

4. **Suburban 10-trip Fares**—Suburban 10-trip fares will be charged on the Wellington-Johnsonville, Wellington-Paekakariki and Wellington - Melling - Upper Hutt lines:

Miles	Second Class s. d.
1–2	4 6
3	6 6
4	7 6
5	8 6
6	9 6
7	10 0
8	10 6
9	11 6
10	12 6
11	13 0
12–13	14 0
14–16	15 0
17–18	16 0
19–20	16 6
21–22	17 6
23–24	18 0
25	18 6

PASSENGERS

5. Suburban 10-trip tickets issuable on the Wellington-Johnsonville, Wellington-Paekakariki and Wellington - Melling - Upper Hutt lines will not be issued by guards when the station at which the passenger joins the train is attended.

6. Local fares for 10-trip tickets will apply between the following stations:

Between	And	Second Class £ s. d.
Wellington	Paraparaumu	1 9 0
Napier	Hastings	0 14 0

7. School season tickets, subject in all other respects to the provisions of section 21, will be issued on the Johnsonville-Wellington, Paekakariki-Wellington and Upper Hutt - Melling - Wellington lines for journeys not exceeding 4 miles at the following charges:

	Per Term £ s. d.
For students and scholars not exceeding 16 years of age	0 18 0
For students and scholars over 16 years but not exceeding 20 years of age	1 16 0

35. Christchurch and Dunedin Districts

1. The following local fares will be charged on the Christchurch-Lyttelton, Christchurch-Burnham, Christchurch-Rangiora, Dunedin - Port Chalmers - Evansdale, and Dunedin-Mosgiel lines:

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

First-class single tickets, at a fare of 2s. 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.

2. **Suburban 10-trip Fares**—Suburban 10-trip fares will be charged on the Christchurch-Lyttelton, Christchurch-Burnham, Christchurch-Rangiora, Dunedin - Port Chalmers - Evansdale, and Dunedin-Mosgiel lines:

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

3. **Local Milage**—For the purpose of computing fares for tickets issued under the provisions of sections 10, 12, 14, 16, and 35, the distance between Dunedin and Port Chalmers will be counted as 8 miles.

36. Reserved for future use

PASSENGERS

37. Blenheim-Nelson Section

1. **General**—For the purpose of computing fares, the main road between Blenheim and Nelson is deemed to be a railway connected to the South Island system at Blenheim. The following points are deemed to be unattended railway stations distant from Blenheim as under:

	Miles	Chains		Miles	Chains
Woodbourne	3	0	Pelorus Bridge ..	38	0
Renwick	8	0	Rai Valley	43	0
Wairau Bridge	10	0	Whangamoa	50	0
Okaramio	15	0	Hira	62	0
Havelock Suburban ..	20	0	Whakapuaka ..	65	0
Havelock	26	0	Atawhai	68	0
Canvastown	32	0	Nelson	73	0

2. **Computation of Fares**—Fares (section 2 only) on a continuous milage basis will apply to or from any of the "stations" named above from or to any station on the South Island system via Blenheim. Section 2 fares will also apply for journeys made exclusively on the road section, e.g., Renwick to Rai Valley, or Blenheim to Nelson. Tickets issued under the provisions of section 12 will not be available between Blenheim and Nelson or vice versa.

3. Tickets issued for travel by rail and road or by road only will be subject to the conditions prescribed for section 2 tickets.

38 to 42 inclusive. Reserved for future use

LUGGAGE, PARCELS, ETC.

43. Passengers' Luggage: General Conditions

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

Luggage shall be designated as follows:

(a) **Unchecked Luggage:** Packages of every description, whether excessed or otherwise, which are conveyed as passengers' luggage and which are not checked as provided in section 45.

(b) **Checked Luggage:** 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 section 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 railway carriages unless it can be placed in the rack without inconvenience to other passengers, nor shall any person take into or carry in a railway carriage 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 section 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 cu. ft. 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 section 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 10 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 section 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.

LUGGAGE, PARCELS, ETC.

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.

7. Unchecked luggage which is conveyed in guard's van, the property of passengers who are booked to a station beyond the destination station of the train by which the passengers are travelling, may be labelled direct to the station shown on the passenger's ticket. Such luggage will be stored free of charge at the station where the break of journey is necessitated until the departure time 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
			s. d.
(a) Any station	Any other station on the same section of railway	Rail	1 0
(b) Stations in the North Island	Stations in the South Island ..	Rail and Wellington-Lyttelton inter-Island steamers or Wellington-Picton rail/road ferry service	2 0
(c) Kaitaia, Mangakino, Rotorua, Whakatane, Opotiki, or Foxton	Stations in the North Island ..	Rail and railway road services ..	1 0
	Stations in the South Island	Rail, railway road services, and Wellington-Lyttelton inter-Island steamers or Wellington-Picton rail/road ferry service	2 0
(d) Gisborne	Stations in the North Island ..	Rail and railway road services via Rotorua or Taneatua	1 0

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

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

Exceptions—Luggage will not be checked for journeys to be made solely between 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 section. The charge for inter-Island checks includes the cost of cartage between rail and steamer at Wellington. Excess luggage charges as per section 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.

LUGGAGE, PARCELS, ETC.

3. **Tendering Luggage for Checking**—Luggage may be checked from officered stations or flag stations where facilities for the checking of luggage are provided. Such luggage must (without prejudice to the provisions regarding excess luggage) be delivered at least 15 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 or bus ticket, or railway and steamer ticket (for inter-Island checked luggage), 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 owing to it having been lost, may be required to make, at his own cost, a declaration under the Oaths and Declarations Act 1957 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 Four Weeks 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
		s. d.
(b) Per motor cycle	Free	1 0

INTER-ISLAND LUGGAGE ACCOMPANYING PASSENGERS TRAVELLING BY RAIL AND STEAMER

8. The following provisions of this paragraph apply to luggage which has to be transported by the steamer services between Wellington and Lyttelton:

(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 section 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 12 of section 46.

(c) The following articles will not be accepted for checking—

Cardboard boxes which do not offer adequate protection to the contents.

Fragile packages.

Live animals or poultry.

Motor cycles with sidecar attached.

LUGGAGE, PARCELS, ETC.

Luggage of Passengers Travelling by Air, or by Rail and Air

9. (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 rail/air services, or (b) the Wellington-Lyttelton Steamer Express services.

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

Passenger Travels by	Checking Fee Per Package	Charges in Addition to Checking Fee
	s. d.	
Rail and air (other than inter-Island)	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) Rail/air parcels rates between Wellington and Blenheim or between Wellington and Nelson; or (ii) Inter-Island excess charges in accordance with section 46, paragraph 12. 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) Rail/air parcels rates between Wellington and Blenheim or between Wellington and Nelson; or (ii) Inter-Island excess charges in accordance with section 46, paragraph 12. 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.* Inter-Island excess charges will be computed as provided in section 46, paragraph 12. 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

10. (a) Passengers travelling by road transport 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 (see also paragraph 1 (c) and (d) of this section)	Subject to the provisions of section 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 road transport not controlled by the Railways 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 in section 55, paragraph 2, will not apply, and luggage will not be delivered by the Department.
Exclusively by road transport not controlled by the Railways 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.

LUGGAGE, PARCELS, ETC.

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 presented at the railway station at least 30 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 section 45. (See section 44, paragraph 4, *re* storage of unchecked luggage.)

6. **Free Allowance**—Subject to the succeeding provisions of this section, "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 hereafter	Adults: 112 lb. Children travelling at half rates: 56 lb.
(b) Visitors from overseas undertaking bona fide tourist travel in New Zealand (any class or type of ticket may be held)	Adults: 224 lb. Children travelling at half rates: 112 lb.
(c) Families travelling on family excursion tickets (section 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) School children travelling on school season tickets issued under the provisions of sections 21, 22, and 23	No luggage, foodstuffs, merchandise, or goods other than those required in connection with their studies.
(f) Commercial travellers	112 lb of luggage and samples.
(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 section 48.

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

Bassinets.
Books or a typewriter used in connection with a passenger's occupation or studies.
Children's scooters and tricycles.
Crockery.
Dolls' prams.
Foodstuffs.
Prams and push-chairs.
Sleeping bags.
Small musical instruments.
Sportsmen's gear, including fishing rods, golf trundlers, and rifles.
Workmen's tools.

LUGGAGE, PARCELS, ETC.

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

Bedsteads, mattresses, and stretchers.
Bulky musical instruments.
Carpets.
Furniture.
Glassware.
House fittings.
Kerosine and similar mineral oils.
Linoleum.
Live poultry or livestock.
Liquor.
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 section.

9. (a) **Rates**—Excess luggage will be charged at the ordinary rates for parcels provided in section 55, paragraph 1, computed on the actual milage for the route covered by the ticket held. Charges will be based on grouped weights. Terminal charges as per section 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 sections specified:

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

(c) **Road Rates**—Luggage checked for combined journeys, *vide* section 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 or Okaihau ..	3 6	5 0	8 6	10 0
Mangakino	Putaruru	3 0	4 0	7 0	8 0
Whakatane	Te Puke	3 0	4 0	7 0	8 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
Rotorua	Frankton	3 6	5 0	8 6	10 0
Foxton	Levin	2 0	3 0	5 0	6 0

Bicycles, and dogs on chains 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. **Inter-Island Excess between Wellington and Lyttelton**—When excess charges are payable on inter-Island checked luggage between Wellington and Lyttelton, such charges will be computed separately for the milage to be travelled by rail on each separate section of railway and at the rates for the sea journey prescribed in paragraph 12 of this section. Inter-Island luggage (whether excessed 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.

LUGGAGE, PARCELS, ETC.

11. **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 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.
Prams and push chairs.
Sportsmen's gear.
Tourists' gear.
Unassembled racing bicycles in portable canvas bags.
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
Kerosine
Liquor
Poultry, live
Vegetables
} and articles of a similar nature.

12. **Inter-Island Excess Rates**—In addition to the checking fee, the following are the charges 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	8	6
1 ,,	0	14	6
1½ ,,	1	0	3
2 ,,	1	6	3
2½ ,,	1	12	6
3 ,,	1	18	3
3½ ,,	2	4	6
4 ,,	2	10	6
4½ ,,	2	18	0
5 ,,	3	4	3
Each additional ½ cwt	0	6	6
Bicycles, pedal, each	1	1	9
Bicycles, tandem, each	1	6	0
Bicycles, pedal, powered (including "Mopeds"), each	1	14	0
Bicycles, motor, each	2	18	0
Bicycles, motor, with sidecar (attached), each	5	14	6
Motor scooters, each	As motor bicycles.		

47. Reserved for future use

48. Theatrical Companies' Luggage and Effects

1. The provisions of this section will apply to the luggage and effects of theatrical companies.

2. Theatrical companies comprising not less than six adult members who travel by rail or railway road services will be entitled to a free luggage allowance of 2 cwt for each adult ticket held.

All luggage in excess of the free allowance will, if loaded in the guard's van, be charged at the rates for excess luggage *vide* section 46, paragraph 9.

"Luggage" for the purpose of this paragraph will be confined to the wardrobe and other articles incidental thereto. The Department reserves the right to decline to accept any articles as luggage under this section.

3. Where the members of a theatrical company do not travel by railway services or where the number travelling by rail services is less than 6 adult members, the luggage, if conveyed in the guard's van, will be dealt with in all respects as an ordinary consignment and charged at parcels rates, section 55.

LUGGAGE, PARCELS, ETC.

4. Luggage and effects conveyed in wagons other than guard's van will be charged as follows:

(a) Where exclusive use of the wagon is provided:

	Per Mile s. d.
Bogie wagons on express trains	5 0
Bogie wagons on goods, mixed, or passenger trains	3 6
Kc, Kp, and Xc wagons	3 0
Four-wheeled wagons, n.o.s.	2 6

(b) Where exclusive use of the wagon is not provided, charges will be based on actual weight at Class C plus 50% rates or at the wagon rates provided in subparagraph (a) hereof, whichever is cheaper.

(c) 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:

—	Lost Property Fee Which Covers Storage for One Week Excluding Date Found	For Next Three Weeks	For Each Additional Week or Part Thereof
	s. d.	s. d.	s. d.
(a) Per package or article, except a motor cycle or motor cycle with sidecar attached	0 6 per week or part thereof	0 6 per week or part thereof	2 0

—	For First Day or Part Thereof	For Each Additional Day or Part Thereof
	s. d.	s. d.
(b) Per motor cycle	2 0	1 0
(c) Per motor cycle with sidecar attached	3 9	2 0

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

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 section 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 section:

—	Fee Which Covers Storage for One Week Excluding Date of Deposit	Next Three Weeks per Week or Part Thereof	For Each Additional Week or Part Thereof
	s. d.	s. d.	s. d.
Per package or article, n.o.s.	0 6	0 6	2 0
Per bicycle (pedal)	0 6	0 6	2 0
*Per bicycle (pedal), motor-propelled	1 0	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	0 6	2 0

LUGGAGE, PARCELS, ETC.

—	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.
†In addition to the storage charge a cartage 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:

	s. d.
For one calendar month	5 0
For three calendar months	10 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 sections 21 or 22 will be charged at the rate of 10s. each, and will be made available for 14 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.

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

Articles of an inflammable, explosive, or dangerous nature.
Articles which are wet or leaking.
Articles emitting an offensive smell.
Live animals or birds.
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 section unless the person desiring to deposit such article or package shall have handed it over to the Department, and shall have paid the proper charge and received a left-luggage 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 section 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.

7. **Delivery**—Delivery by the Department of any package left in its custody under this section to the person producing and (except in the case of tickets mentioned in paragraph 2 of this section) 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 section 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.

LUGGAGE, PARCELS, ETC.

51. Reserved for future use

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	6	200	5	6	450	9	0
25	2	0	250	6	0	500	9	6
50	3	0	300	7	0	550	10	0
100	4	0	350	7	6	Over 550	11	0
150	5	0	400	8	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—Section 53.
(Motor-propelled bicycles will not be accepted for conveyance when charged with benzine or other inflammable liquid.)	
Bicycles, fitted with parcels delivery carriers	Bicycle rate plus 50%.

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% (section 55). See section 46, paragraph 7 (a), *re* children's tricycles accompanying passengers.

5. Bicycles, pedal, packed in cases or crates will be charged at parcels rates, section 55.

6. Terminal charges as per section 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, pedal, unpacked (assembled or unassembled) not accompanying passengers will be charged at the rates specified in this section whether consigned as parcels or goods traffic. In the case of goods traffic the surcharge provided for in section 71, paragraph 2, will apply if the freight is not prepaid.

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 15 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 provision is complied with. Bicycles not accompanying passengers must be presented at least 30 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 section 49.

Bicycle tickets are not available for break of journey.

8. **Storage**—Bicycles will be charged storage in accordance with the provisions of section 55, paragraph 5.

9. Bicycles not claimed within six months may be sold.

10. **Season Tickets for Pedal Bicycles**—Quarterly season tickets for bicycles (pedal) accompanying passengers will be issued for distances not exceeding 12 miles at a charge of £2 8s. 6d. per bicycle.

11. 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.

LUGGAGE, PARCELS, ETC.

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 15 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 provision is complied with.

2. **Rates**—Motor bicycles accompanying passengers will be charged on the actual milage 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	7 0	9 0	12 0
50	11 0	14 0	19 0
100	14 0	18 0	24 0
150	17 0	21 0	30 0
200	20 0	25 0	35 0
250	22 6	28 0	40 0
300	25 0	31 0	45 0
350	28 0	35 0	50 0
400	30 6	38 0	54 0
450	33 0	41 0	58 0
500	35 6	44 0	62 0
For every additional 50 miles or part thereof	3 0	3 6	5 0

3. Motor bicycles or motor scooters with trailers or sidecars attached, also go-karts, will be charged at double parcels rates, section 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, section 55. Terminal charges will be additional.

4. Motor scooters will be charged as motor bicycles.

5. **General Conditions**—Each passenger will be allowed to take only one motor bicycle at the above rates, which in each case must be prepaid.

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

7. 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 section 49.

8. **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

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 sections 55 to 63 inclusive, as indicated.

2. The charges on consignments forwarded under the provisions of sections 54 to 56 inclusive and 58 to 63 inclusive 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, 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.

3. 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 section 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 sections 56 to 61 inclusive.

(For provisions regarding the carriage of "owner's risk" goods at the risk of the Department, see section 110.)

LUGGAGE, PARCELS, ETC.

4. (a) Except where otherwise provided, each parcel will be charged for separately.

(b) **Parcels Booked Between Two Separate Sections of Railway** – The charges for each section will be computed separately.

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

6. **Parcels Charged on Grouped Weight**—(a) 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.

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

7. **Classification:**

Commodity	Rate
All parcels traffic not named in this classification ..	Parcels rates.
Aluminium ware, except nails and washers ..	Parcels rates plus 25%.
Aluminium nails and washers	Parcels rates.
Animals, small, such as cats (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%.
Bacon and hams	Parcels rates. Grouped weight.
Basketware	Parcels rates plus 25%.
Bicycle accessories, including wheels, frames, forks, etc.	Parcels rates.
Bicycle delivery vans, pedal	Double parcels rates.
Bicycle trailers	Parcels rates plus 25%.
Bicycles or scooters, motor	Parcels rates plus 50%. Charges on the weight in excess of 2 cwt will be treated as a separate consignment. Motor bicycles and scooters will not be delivered by the Department and will not be subject to the terminal charge, *vide* section 55, paragraph 2.
Bicycles, not otherwise specified	See section 52.
Bicycles or scooters, motor, with trailers or sidecars attached	Double parcels rates.
Bins, bread, steel	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%.
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%.
Boats, assembled	As "canoes, assembled".
Bread	Parcels rates. Grouped weight.
Bulbs, plant	Parcels rates. Grouped weight.
Bullion, coin, etc.	See section 63.
Butter	Parcels rates. Grouped weight.
Cake and baker's smallgoods in cases or cartons ..	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%.
Cardboard boxes containing goods liable to damage by crushing. Owner's risk	Parcels rates plus 25%.

LUGGAGE, PARCELS, ETC.

Commodity	Rate
Cardboard boxes containing goods certified not liable to damage by crushing	Parcels rates.
Cheese	Parcels rates. Grouped weight.
Chinaware not packed in cases. Owner's risk	Parcels rates plus 25%.
Coffins	Parcels rates plus 25%.
Coin, bullion, etc.	See section 63.
Cork slabs	Double parcels rates.
Corpses	See section 61.
Cotton wool	Double parcels rates.
Cream, in cans	See section 57.
Crockery, not packed in cases. Owner's risk	Parcels rates plus 25%.
Dangerous goods other than fireworks, fuse, and safety small-arm cartridges	Not accepted for conveyance as parcels traffic.
Dogs	See section 60.
"Dunlopillo" (a sponge-rubber product)	Double parcels rates.
Eggs	Parcels rates. Grouped weight.
Empty containers	Parcels rates.
Empty milk bottles previously railed full for free distribution to school children 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.
Felt, laundry, plumbing, slipper, or sole	Double parcels rates.
Fireworks. Dangerous	Double parcels rates. The maximum weight conveyed as parcels traffic by any one train will be 14 lb.
Fish, fresh, salted, smoked, frozen, or chilled (not tinned)	Parcels rates. Grouped weight.
Flower-pots, paper	Parcels rates plus 25%.
Flowers, artificial	Parcels rates plus 25%.
Flowers, foliage, or ferns, fresh cut, unpacked or packed in crushable containers. Owner's risk	Parcels rates plus 25%.
Flowers, foliage, or ferns, fresh cut, and moss, packed in baskets, hampers, or uncrushable boxes. Owner's risk	Parcels rates. Grouped weight.
Food and clothing for charitable purposes	See section 87.
Fruit, fresh, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee	See section 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.
Glassware, chinaware, or crockery, not packed in cases. Owner's risk	Parcels rates plus 25%.
Go-karts	Double parcels rates.
Go-kart chassis, unassembled, packed in cartons	Parcels rates.
Golf trundlers	Parcels rates plus 25%.
Hair-lok (upholstery material)	Double parcels rates.
Ice cream	Parcels rates. Grouped weight.
Ice-cream cones	Double parcels rates.
Insulating materials, as under—	
Asbestos slag, asbestos wool, "Bradford Insulation," "Coolite," cork, corkboard, glass-wool, "Insulite", "Insulwool", "Isolite", mineral wool, "Onazote", "Perlite", "Rockwool", slag-wool, "Salmac" products (except asbestos meal or magnesia plastic in bags – Parcels rates), "Styrolite" and "Vermiculite"	Double parcels rates.
Latex, foamed, products	Double parcels rates.
Library exchanges	See section 58.
Liquids, in glass or earthenware containers, unprotected. Owner's risk	Parcels rates plus 25%.
Mattresses, and pillows as under—	
Containing flock, kapok, tow, or wool, also inner-spring mattresses	Parcels rates plus 25%.
Containing plastic foam or sponge rubber	Double parcels rates.
Mattresses, wire	Parcels rates plus 25%.

LUGGAGE, PARCELS, ETC.

Commodity	Rate
Meat and meat sundries, 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 weight. This traffic will not be delivered by the Department and will not be subject to the terminal charge, *vide* section 55, paragraph 2.
Milk, in bottles, packed, not otherwise specified ..	Parcels rates. Grouped weight.
Milk, in cans	See section 57.
Millinery, in cardboard boxes	Parcels rates plus 25%.
Mirrors, not packed in cases or crates. Owner's risk	Parcels rates plus 25%.
Motor vehicle body components, as under—	
Cabs	Double parcels rates.
Mudguards, front (also known as front fenders or front wings)	Double parcels rates.
Roofs	Double parcels rates.
Roof luggage racks, set up	Double parcels rates.
Not otherwise specified	Parcels rates plus 25%.
Motor vehicle fuel tanks	Parcels rates plus 25%.
Motor vehicle windscreens and rear-window glasses—	
Securely packed in crates or cases	Parcels rates plus 25%.
Not otherwise specified	Double parcels rates.
Mushrooms, New Zealand produce, as under—	
Certified for domestic use of consignee ..	See section 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 rigid containers	Parcels rates plus 25%.
Mutton birds	Parcels rates. Grouped weight.
Newspapers	See section 62.
Nuts, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee ..	See section 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.
Pannier frames, tubular steel (for motor bicycle saddle bags)	Parcels rates plus 25%.
Paper, flower-pots	Parcels rates plus 25%.
Periodicals	See section 62.
Pictures, not packed in cases or crates	Parcels rates plus 25%.
Pigeons, homing	See section 59.
Plants, live	Parcels rates. Grouped weight.
Plastic-foam products	Double parcels rates.
Plastic sheeting and rolled film, packed	Parcels rates.
Plasticware, n.o.s., packed in other than cases or crates	Parcels rates plus 25%.
Polystyrene products	Double parcels rates.
Poultry, fresh, frozen, or chilled	Parcels rates. Grouped weight.
Prams and push-chairs	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%.
"Reidoprene" products	Double parcels rates.
Scooters, motor	As "Bicycles, motor".
Shellfish (except oysters)	Parcels rates.
Shoulder pads (as used in clothing manufacture) ..	Double parcels rates.
Shower cabinets, fibre glass	Double parcels rates.
Sponge rubber products	Double parcels rates.
Stereotype casts	See section 62.

LUGGAGE, PARCELS, ETC.

Commodity	Rate
Sulkies, racing, as under—	
With wheels removed	Parcels rates plus 50%.
Set up	Double parcels rates.
Television sets and parts, not securely packed in crates, cases, or strong cardboard cartons with corrugated cardboard lining	Parcels rates plus 25%.
Tinware	Parcels rates plus 25%.
Toys, irrespective of packing	Parcels rates plus 25%.
Tricycles, children's	Parcels rates plus 25%.
Underfelt	Double parcels rates.
Upholstery padding	Double parcels rates.
Vegetables, fresh, produce of New Zealand, Cook Islands, or Niue, as under—	
Certified for domestic use of consignee ..	Section 56. Grouped weight.
Not certified as above	Parcels rates. Grouped weight.
Wadding, glazed	Double parcels rates.
Washing-machines, not packed in cases, crates, or heavy packing paper	Parcels rates plus 25%.
Wheel-barrows, assembled (other than toys) ..	Double parcels rates.
Wreaths and other similar articles made up of cut flowers or plants. Owner's risk.	Parcels rates plus 25%.
Yoghurt	Parcels rates. Grouped weight.

55. Parcels Rates

1. Parcels will be conveyed at the following rates:

Miles Not Exceeding	Weight Not Exceeding											
	3 lb	7 lb	14 lb	28 lb	42 lb	56 lb	84 lb	112 lb	140 lb	168 lb	196 lb	224 lb
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
20	1 6	1 6	1 6	2 0	2 6	3 0	3 6	4 6	5 6	6 6	7 6	8 0
40	1 6	1 6	2 0	3 0	3 0	3 6	5 0	6 0	7 0	8 0	8 6	9 6
60	1 6	2 0	2 6	3 0	4 0	4 6	6 0	7 0	8 0	9 0	10 0	11 0
90	1 6	2 0	3 0	4 0	4 6	5 6	7 0	8 6	9 6	10 6	11 6	12 0
120	1 6	2 0	3 0	4 6	5 6	7 0	8 0	9 6	11 0	12 6	14 0	15 6
150	1 6	2 0	3 6	5 0	6 0	7 0	9 0	11 0	13 0	15 0	16 6	18 0
180	1 6	2 0	3 6	5 0	6 6	7 6	10 0	12 6	15 0	17 6	20 0	22 0
220	1 6	2 0	3 6	5 6	7 0	9 0	12 0	15 0	17 6	20 6	23 0	26 0
270	1 6	2 6	4 0	6 6	8 0	9 0	13 0	17 0	21 0	24 0	27 0	30 0
320	1 6	2 6	4 6	7 0	8 0	10 6	15 0	19 0	23 0	27 0	31 0	34 0
370	1 6	2 6	4 6	7 0	9 0	12 0	17 0	21 6	26 0	30 0	34 0	38 0
420	1 6	2 6	4 6	7 0	9 6	13 6	18 6	23 6	28 0	32 6	37 6	42 0
480	1 6	3 0	5 0	7 6	10 0	14 6	20 0	25 6	31 0	36 0	41 0	45 6
540	1 6	3 0	5 0	8 0	10 6	15 6	21 0	27 0	33 0	39 0	44 0	48 6
645	1 6	3 0	5 0	8 6	11 6	16 0	23 0	29 0	35 0	41 0	46 0	51 0
Over 645	1 6	3 0	5 6	9 0	12 0	17 0	24 0	31 0	37 0	43 0	48 0	54 0

2. **Terminal Charge**—In addition to the above rates, a charge of 1s. for each 56 lb or part thereof will be made for each parcel (except parcels chargeable on grouped weight *vide* section 54, paragraph 6 (b)) consigned to the following stations:

North Island		*South Island*
Auckland.	Wanganui.	Christchurch.
Frankton.	Palmerston North.	Dunedin.
Hamilton.	Wellington.	Invercargill.
New Plymouth.	Petone.	
Hawera.	Lower Hutt.	

3. **Conditions**—(a) The Department does not undertake to convey packages exceeding 2 cwt in weight or 20 cu. ft. in measurement at parcels 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. Where any such parcel is accepted for transit the charges for the weight in excess of 2 cwt will be treated as a separate consignment.

(b) Parcels must be at the station at least 30 minutes before the due time of departure of the train by which they are to be forwarded.

LUGGAGE, PARCELS, ETC.

4. **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
		s. d.
Motor cycles	Free	1 0

5. **Parcels Not Claimed** within six months may be sold.

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

1. **Charges**—Except as provided in paragraphs 2, 3, and 4 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:

Miles Not Exceeding	Weight Not Exceeding					
	28 lb	56 lb	84 lb	112 lb	168 lb	224 lb
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
20 ..	1 0	1 6	1 6	1 6	2 0	2 6
40 ..	1 0	1 6	1 6	2 0	2 6	3 6
60 ..	1 6	1 6	2 0	2 6	3 6	4 6
90 ..	1 6	2 0	2 6	2 6	4 0	5 0
120 ..	1 6	2 0	2 6	3 0	4 6	6 0
150 ..	2 0	2 6	3 0	3 6	5 0	7 0
180 ..	2 0	2 6	3 6	4 0	6 0	8 0
220 ..	2 6	3 0	4 0	5 0	7 0	9 0
270 ..	2 6	3 0	4 0	5 0	7 6	10 0
320 ..	2 6	3 6	5 0	6 0	8 6	11 0
370 ..	3 0	4 0	5 6	6 6	9 6	12 0
420 ..	3 0	4 6	6 0	7 0	10 0	13 0
480 ..	3 6	5 0	6 6	7 6	10 6	14 0
540 ..	3 6	5 0	6 6	8 0	11 6	15 0
Over 540 ..	3 6	5 6	7 0	8 6	12 6	16 0

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 section artichokes, beetroot, carrots, garlic, kumaras, marrows, melons, onions, parsnips, potatoes, pumpkins, sweet corn on cobs, 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 section 55.

LUGGAGE, PARCELS, ETC.

4. **Grapefruit**—Fresh New Zealand grown grapefruit certified for the domestic use of the consignee, packed in cases, cartons, sacks, or hessian bags, not exceeding 56 lb in weight, will be charged 3s. 3d. per package on rail in each island, irrespective of distance. Packages of grapefruit exceeding 56 lb in weight will be charged 3s. 3d. per 56 lb or part thereof.

In addition to the certificate prescribed in paragraph 7 hereof, the consignor in every instance will endorse the face of the consignment note "Certified New Zealand grapefruit".

5. **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 (including grapefruit), vegetables, mushrooms, or nuts consigned as parcels to the following stations:

North Island		*South Island*
Auckland.	Wanganui.	Christchurch.
Frankton.	Palmerston North.	Dunedin.
Hamilton.	Wellington.	Invercargill.
New Plymouth.	Petone.	
Hawera.	Lower Hutt.	

6. **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.

7. **Conditions**—(a) The provisions of this section 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 (including grapefruit), fresh vegetables, fresh mushrooms, and nuts at these rates on any express or passenger train.

8. **Consignments Exceeding 2 cwt**—With the exception of consignments of grapefruit conveyed under the provisions of paragraph 4 (for which there will be no limit), 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

1. **Rates**—The charges for milk and cream will be computed on the capacity of cans at the following rates:

Miles Not Exceeding	Milk and Cream Consigned to Dairy Factories	Miles Not Exceeding	Milk and Cream Not Otherwise Specified
	Per Gallon Capacity d.		Per Gallon Capacity d.
15	$1\frac{1}{10}$	11	$1\frac{1}{10}$
30	$1\frac{3}{5}$	21	$1\frac{3}{5}$
60	$2\frac{1}{5}$	31	$2\frac{1}{5}$
90	$2\frac{3}{4}$	61	$2\frac{3}{4}$
For each additional 30 miles or fraction thereof	$\frac{1}{2}$	91	$3\frac{1}{4}$
		For each additional 30 miles or fraction thereof	$\frac{1}{2}$

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 dispatched 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.

5. **Empty Cans**—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 factory which utilises means other than the railway for the carriage of the output of such factory, when the railway is available for the transport of such output.

LUGGAGE, PARCELS, ETC.

6. Where free conveyance is granted the owners must perform all loading and unloading of the empty returned cans. 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, owners to load and unload:

Distance	Charge
Not exceeding 30 miles	6d. per can.
Exceeding 30 miles, but not exceeding 50 miles	7d. per can.
For any distance in excess of 50 miles	8d. per can.

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 the owners must do all loading and unloading.

8. **Skim-milk**—Where milk is sent by rail to factories, 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 section.

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 1s. 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 section will be applicable in other cases authorised by the General Manager.

3. The terminal charge specified in paragraph 2 of section 55 will not apply to parcels forwarded under this section. 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 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 section 55, paragraph 2, will not be enforced and consignments conveyed under the provisions of this section will not be delivered by the Department.

3. **Certificate**—To obtain the benefits of this section, 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 section will be charged at the appropriate rates for "birds", *vide* section 54.

60. Dogs

1. **Charges**—The charges for 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	2	0	200	12	6	500	22	6
50	3	6	250	14	6	550	24	6
75	5	0	300	16	0	600	26	0
100	6	6	350	17	6	650	27	6
125	8	6	400	19	6	700	29	6
150	10	0	450	21	0	For each additional 50 miles or part thereof	1	6

(b) **Dogs in hampers, crates, or boxes:**

Parcels rates plus 25%.

In the case of dogs unaccompanied by a passenger the terminal charge at the stations specified in section 55, paragraph 2, will be additional to the charges computed at parcels rates.

LUGGAGE, PARCELS, ETC.

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 2s. 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.

3. **General Conditions**—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 30 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 15 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 section 110.

10. Dogs will not be allowed in carriages.

61. Corpses

1. The following wagon rates will be charged for the conveyance of corpses:

—	Rate Per Mile	Minimum Charge
	s. d.	£ s. d.
By trains other than express, passenger, or express goods	3 0	6 0 0
*By express, passenger, or express goods trains	5 0	10 0 0

*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 section) at the rate of 7s. 6d. per mile for the actual distance (both ways) run by such engine.

3. Where a casket containing a corpse is enclosed in a suitable outer container and the exclusive use of a wagon is not required, charges at ordinary parcels rates (section 55, paragraph 1), will apply.

LUGGAGE, PARCELS, ETC.

62. Newspapers, Periodicals, and Stereotype Casts

1. Newspapers and periodicals will be conveyed at the following rates:

(a) **Bulk consignments**—Packages of newspapers and periodicals will be charged at the rate of 7s. per cwt on the gross weight forwarded by the same consignor irrespective of the distance the packages are railed, subject to the following minimum quantities:

Newspapers	10 cwt per week
Periodicals	4 tons each four weeks

(b) Newspapers and periodicals not complying with the respective minimum prescribed in subparagraph (a) hereof, also stereotype casts and type set up for reproduction purposes (consigned by or to newspaper proprietors) will be conveyed at the following rates, charges being computed separately for each package:

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

(c) The charges prescribed in subparagraphs (a) and (b) hereof cover transit by rail in both the North and South Islands and in the case of packages conveyed under the provisions of paragraph 1 (b) hereof will be computed on continuous milage.

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

(e) 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.

2. **General**—For the purposes of this section, newspaper proprietors will be deemed to mean and include persons or firms engaged in the printing and publishing of newspapers or periodicals.

3. **Conditions**—(a) Charges on all packages conveyed under the provisions of this section must be prepaid.

(b) A declaration that the packages do not contain other than the articles mentioned above must be printed or plainly written alongside the address on packages, thus: "Newspapers only", "Stereotype casts only" as the case may be.

(c) The Department reserves the right to open and examine packages conveyed under the provisions of this section.

(d) Novels will not be accepted for conveyance under this section.

(e) Newspapers and periodicals to be conveyed under the provisions of paragraph 1 (a) hereof must be accompanied by a consignment note showing the number of packages for each station and the total weight of the whole consignment.

4. **Liability**—All packages conveyed under the provisions of this section will be carried at owner's risk and the Department will not be liable for damage, delay, detention or loss. No receipts will be given for the packages which must be delivered to and uplifted from the railway by the owners. Should it be desired that packages be conveyed at the risk of the Department, ordinary parcels rates will be charged.

LUGGAGE, PARCELS, ETC.

63. Coin, Bullion, etc.

1. Packages containing bank notes, bullion, gold, silver, or copper coin, will be accepted for conveyance only in accordance with the provisions of this section.

(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) Packages containing bank notes, bullion, gold, or silver will not be accepted for conveyance at owner's risk unless under special agreement with the Department. Double the ordinary parcels rates (section 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.

64 to 67 inclusive. Reserved for future use

GOODS

72. Class E

1. **Minimum loads** of goods chargeable at Class E will be as follows:

—	Each Four-wheeled Wagon n.o.s.*	Each LA or KP Wagon	Each LC Wagon	Each RB Wagon	Each Bogie Wagon n.o.s.
	Tons	Tons	Tons	Tons	Tons
Bulk artificial fertilisers and manure, and raw materials for the manufacture of fertilisers and manures	6	10	14	22	..
Bagged artificial fertilisers and manure, and raw materials for the manufacture of fertilisers and manures	6	8	12	20	..
Wheat, oats, barley	6	8	10	16	12
Goods in Class E n.o.s. (including humic compost)	5	6	7½	12	10

*L wagons available in South Island only.

Any less quantity will be charged at such minimum or in accordance with paragraph 2 hereof.

2. Goods classified Class E not complying with the minimum loads specified in paragraph 1 hereof but complying with the following minimum loads will be charged Class E plus 25 per cent:

—	Each Four-wheeled Wagon n.o.s.*	Each LA or KP Wagon	Each LC Wagon	Each RB Wagon	Each Bogie Wagon n.o.s.
	Tons	Tons	Tons	Tons	Tons
Bulk artificial fertilisers and manure, and raw materials for the manufacture of fertilisers and manures	4	8	10	16	..
Bagged artificial fertilisers and manure, and raw materials for the manufacture of fertilisers and manures	4	6	8	14	..
Wheat, oats, barley	4	6	7	12	8
Goods in Class E n.o.s. (including humic compost)	3½	4½	5½	9	7

*L wagons available in South Island only.

Any less quantity will be charged at such minimum or on actual weight at Class E plus 50 per cent, whichever is cheaper.

3. 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.

4. **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	Minimum Charge
	s. d.	s. d.
Loading or unloading (except at ship's side) and including tallying where performed	7 0	3 6
Loading or unloading at ship's side	*See* section 96.	
Tallying without handling	2 6	2 6

Exceptions—No charge will be made for loading, unloading, or tallying when goods are charged at Class E plus 25 or 50 per cent except in the case of handling at ship's side or where in section 68 it is provided that the loading and unloading be performed by the owners.

GOODS

73. Class F

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

—	Each Four-wheeled Wagon, n.o.s.	Each 10-ton L or Mc Wagon	Each LA Wagon	Each Lc Wagon	Each R Wagon	Each U Wagon	Each RB, UB, or UR Wagon
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Mining timbers, hewn or split and lime, agricultural	6	6	10	12½	15	15	20
Firewood (see paragraph 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%, 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 section 122 will be made.

4. **General**—Without prejudice to the foregoing provisions of this section, 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.

5. **Firewood (in Lengths)**—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 Beech		Manuka		Willow, *Pinus Radiata*		Other Timbers, Including Beech (Other Than Black Beech)	
	Cordage	Standard Weight	Cordage	Standard Weight	Cordage	Standard Weight	Cordage	Standard Weight
	Cords	Tons	Cords	Tons	Cords	Tons	Cords	Tons
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 cu. ft. (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 section 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 cu. ft. (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 tonnages as prescribed in paragraph 5 or at Class E plus 50%, 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 section.

GOODS

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 *pro rata.*
Double-dumped bales ..	Not exceeding 8 cwt per bale ..	.. Class H double rate.
	Quantity in excess of 8 cwt per bale	.. Class D *pro rata.*
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. **Wool, Scoured**—Except as may be otherwise provided, scoured wool will be charged as follows:

	Rate	Minimum Charge per bale s. d.
Undumped bales or single-dumped bales not exceeding 2¾ cwt per bale	Class H less one-fifth ..	3 0
Double-dumped bales, not exceeding 5½ cwt per double-dumped bale	Class H double rate less one-fifth	6 0

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. s. d.	Double-dumped. s. d.
Loading or unloading (including tallying when performed) ..	1 5	2 10
Tallying (without handling)	0 6	0 6

75. Class K

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

Each Four-wheeled Wagon (Not Otherwise Specified)	Each Kc, La, or Xc Wagon	Each Kp Wagon	Each Lc or Nc Wagon	Each R or U Bogie Wagon or Pair of Timber Wagons	Each Rb, Ub, or Ur Bogie Wagon
2,000 super. ft.	3,000 super. ft.	3,500 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) Timber of the following species, and in the minimum quantities specified below, railed for distances exceeding 80 miles, but not exceeding 110 miles, will be charged 9s. 6d. per 100 super. feet. Similar consignments railed over 110 miles will be charged at Class K rate less 1s. 6d. per 100 super. feet.

Sawn	Dressed
Pinus radiata	Matai
Larch	Rimu (heart or sap)
N.Z. Douglas fir (N.Z. Oregon)	Southland beech
N.Z. Corsican pine	
White pine	
Sap rimu	

Minimum Quantities will be as follows:

Each Four-wheeled Wagon (Not Otherwise Specified)	Each Kc, La, or Xc Wagon	Each Kp Wagon	Each Lc or Nc Wagon	Each 16 Ton U Bogie Wagon	Each 20 Ton U Bogie Wagon	Each Rb, Ub, or Ur Bogie Wagon
4,250 sup. ft.	5,100 sup. ft.	5,700 sup. ft.	6,400 sup. ft.	6,800 sup. ft.	8,500 sup. ft.	10,600 sup. ft.

Charges on lesser quantities will be computed at the foregoing minima, or as provided in sub-paragraph (a) hereof, whichever is cheaper.

GOODS

2. **Small Lots**—Except where otherwise specified, the charge for any quantity less than the wagon minimum prescribed, will be based on such minimum 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
	s. d.		s. d.		s. d.		s. d.
		52	14 0	125	22 6	250	34 6
16	6 0*	54	14 6	130	23 0	260	35 0
18	6 6*	56	14 6	135	23 6	270	36 0
20	7 0*	58	15 0	140	24 0	280	37 0
		60	15 0	145	24 6	290	38 0
22	7 6*	62	15 6	150	25 0	300	39 0
24	8 0	64	15 6	155	25 6	310	40 0
26	8 6	66	16 0	160	26 0	320	40 6
28	9 0	68	16 6	165	26 6	330	41 6
30	9 6	70	16 6	170	27 0	340	42 6
32	10 0	75	17 0	175	27 6	350	43 6
34	10 6	80	18 0	180	28 0	360	44 0
36	11 0	85	18 6	185	28 6	370	45 0
38	11 6	90	19 0	190	29 0	380	46 0
40	12 0	95	19 6	195	29 6	390	47 0
42	12 6	100	20 0	200	30 0	400	47 6
44	13 0	105	20 6	210	30 6	410	48 6
46	13 6	110	21 0	220	31 6	420	49 6
48	13 6	115	21 6	230	32 6	435	50 6
50	14 0	120	22 0	240	33 6	450	52 0

*Where the charges are computed at the foregoing scale the minimum charge will be 8s.

For each additional 15 miles or fraction thereof beyond 450 miles, 1s. 6d. 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* section 68).

3. **Small Lots** of timber of under 100 super ft may be charged on actual weight at Class C if cheaper than the charge for timber in small lots.

4. **Less Than Minimum Loads**—(a) Where a consignment of timber is loaded on a bogie wagon and the quantity is less than the prescribed minimum load for the class of wagon 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 also requires a four-wheeled check wagon, charges will be based on the minimum loads for one bogie and one check wagon or, if cheaper, on the actual quantity at the small lots scale, plus the charge for two check wagons.

5. (a) Any deficiency in quantity required to make up the prescribed minimum referred to in paragraphs 2 or 4 is to be charged at Class K single rate.

(b) Separate consignments of timber loaded in the same wagon from one consignor to various consignees at the same destination station may be grouped for the purpose of calculating the minimum load as provided in paragraph 1 hereof. Where the total quantity so loaded is less than the prescribed minimum the deficiency in measurement will be shared proportionately by each consignment.

6. **In Computing the Charges for Timber,** superficial measurements of 5 ft and over in any consignment will be calculated to the next 10 ft and will be charged *pro rata* of the prescribed rate for 100 super ft. Superficial measurements of 4 ft and under in any consignment 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 section 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 super. ft to the ton.

GOODS

8. **Computation of Measurement**—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 on the actual length.

11. White pine, 4 in. by $\frac{7}{8}$ in. or 4 in. by $1\frac{3}{4}$ 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 on the actual length.

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 Railway Ready Reckoners based on Haakon Dahl's 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):

Logs consigned to sawmills—

Description	Computation
Up to 22 ft in length	Table A. Mid-length girth.
Length over 22 ft	Table A. 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.
Poles and all round timber, except as specified above	Table B. (The Department reserves the right to assess the measurement of hardwood poles on a weight conversion basis.)

14. **For Each Certificate of Timber Measurement** supplied by the Department at the request of consignors or consignees, 2s. 2d. per 100 super. ft 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 cranage)	2s. 2d. per 100 super. ft (minimum charge, 2s. 2d.)
(b) Where Department's cranes are used .. .. .. (If no labour other than crane operator is provided, cranage only, as per section 100, will apply.)	1s. 3d. per 100 super. ft including cranage (minimum charge, 5s.).
(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 section	No charge will be made for loading or unloading but where crane is used charges as per section 100 will apply.

16. **Tallying**—When it is desired that the Department tally the number of pieces, 1s. 1d. per 100 super. ft will be charged – minimum charge 2s. 2d. This charge will not apply to consignments of timber tallied by the Department when loading, unloading, or handling charges at ship's side or elsewhere are payable. The Department reserves the right to decline to undertake the tallying of timber.

GOODS

76. Livestock

1. **Wagon Rates**—(a) The following wagon rates will be charged for the conveyance of livestock:

H or J wagons	Class M.
Hc or Jc wagons	Class M plus one-third.
S or T wagons	Class M double-rate.
LA wagons for the conveyance of calves not exceeding 14 days old	Class M less one-third.

Except in the case of calves not exceeding 14 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.

(b) If wagons of livestock consigned to one station are on arrival at that station reconsigned without being unloaded, railage charges will be computed on the through milage from the original forwarding station to the final destination station. Diversion charges provided in section 119 will also apply.

2. **Mixed Consignments** of cattle, horses, ponies, foals, 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 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)
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12	1 10 0	0 16 0	0 10 0	0 0 9	1 10 0
13	1 10 0	0 16 0	0 10 0	0 1 0	1 10 0
14	1 10 0	0 16 0	0 11 0	0 1 0	1 10 0
15	1 10 0	0 16 0	0 11 6	0 1 3	1 10 0
16	1 10 0	0 16 0	0 12 0	0 1 3	1 10 0
17	1 10 0	0 16 0	0 13 0	0 1 6	1 10 0
18	1 10 0	0 16 0	0 14 0	0 1 6	1 10 0
19	1 10 0	0 16 0	0 14 6	0 1 9	1 10 0
20	1 10 0	0 16 0	0 15 0	0 2 0	1 10 0
22	1 12 0	0 16 0	0 17 0	0 2 3	1 10 0
24	1 14 0	0 16 0	0 18 6	0 2 6	1 10 0
26	1 16 0	0 16 0	1 0 0	0 2 9	1 10 0
28	1 18 0	0 16 0	1 1 6	0 3 0	1 10 0
30	2 0 0	0 16 0	1 3 0	0 3 3	1 11 6
32	2 2 0	0 16 0	1 4 6	0 3 6	1 12 6
34	2 4 0	0 16 0	1 6 0	0 3 9	1 14 6
36	2 6 0	0 17 0	1 8 0	0 4 0	1 16 0
38	2 8 0	0 17 0	1 9 0	0 4 3	1 17 6
40	2 10 0	0 18 0	1 11 0	0 4 6	1 19 0
42	2 12 0	0 18 0	1 12 0	0 4 9	2 0 6
44	2 14 0	0 19 0	1 14 0	0 5 0	2 2 0
46	2 16 0	0 19 0	1 15 0	0 5 3	2 3 6
48	2 18 0	0 19 0	1 17 0	0 5 6	2 5 0
50	3 0 0	1 0 0	1 18 6	0 5 9	2 6 6
52	3 2 0	1 0 0	2 0 0	0 6 0	2 7 6
54	3 4 0	1 0 0	2 1 6	0 6 3	2 8 6
56	3 6 0	1 4 0	2 3 0	0 6 6	2 9 0
58	3 8 0	1 4 0	2 4 6	0 6 9	2 9 6
60	3 10 0	1 4 0	2 6 0	0 7 0	2 10 0
62	3 12 0	1 5 0	2 7 6	0 7 3	2 11 6
64	3 14 0	1 5 0	2 9 0	0 7 6	2 13 0
66	3 16 0	1 6 0	2 11 0	0 7 9	2 14 6
68	3 18 0	1 6 0	2 12 6	0 8 0	2 16 0
70	4 0 0	1 7 0	2 14 0	0 8 3	2 17 0
75	4 5 0	1 9 0	2 17 6	0 8 9	2 18 6
80	4 9 0	1 11 0	3 1 6	0 9 3	3 0 0
85	4 13 0	1 13 0	3 5 0	0 10 0	3 5 0
90	4 17 0	1 15 0	3 9 0	0 10 6	3 10 0
95	5 1 0	1 17 0	3 13 0	0 11 0	3 15 0

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 6 0	1 19 0	3 17 0	12 0	4 0 0
105	5 10 0	2 1 0	4 1 0	12 6	4 5 0
110	5 14 0	2 3 0	4 5 0	13 0	4 10 0
115	5 18 0	2 5 0	4 8 0	13 6	4 15 0
120	6 2 0	2 7 0	4 12 0	14 0	5 0 0
125	6 7 0	2 9 0	4 16 0	15 0	5 5 0
130	6 11 0	2 11 0	5 0 0	15 6	5 10 0
135	6 15 0	2 13 0	5 4 0	16 0	5 15 0
140	6 19 0	2 15 0	5 8 0	17 0	6 0 0
145	7 3 0	2 17 0	5 12 0	17 6	6 4 0
150	7 8 0	2 19 0	5 16 0	18 0	6 8 0
155	7 12 0	3 1 0	6 0 0	19 0	6 12 0
160	7 16 0	3 3 0	6 3 0	19 6	6 16 0
165	8 0 0	3 5 0	6 7 0	1 0 0	7 0 0
170	8 5 0	3 7 0	6 11 0	1 0 6	7 4 0
175	8 9 0	3 9 0	6 15 0	1 1 0	7 8 0
180	8 13 0	3 11 0	6 19 0	1 2 0	7 12 0
185	8 17 0	3 13 0	7 3 0	1 2 6	7 15 0
190	9 1 0	3 15 0	7 6 0	1 3 0	7 18 0
195	9 6 0	3 17 0	7 10 0	1 3 6	8 0 6
200	9 10 0	3 19 0	7 14 0	1 4 0	8 3 0
210	9 18 0	4 2 0	8 2 0	1 5 6	8 8 6
220	10 7 0	4 4 0	8 9 0	1 6 6	8 14 0
230	10 15 0	4 7 0	8 17 0	1 8 0	8 19 0
240	11 4 0	4 9 0	9 5 0	1 9 0	
250	11 12 0	4 12 0	9 13 0	1 10 0	Minimum charge does not apply over 230 miles.
260	12 1 0	4 14 0	10 0 0	1 11 0	
270	12 9 0	4 17 0	10 8 0	1 12 6	
280	12 18 0	4 19 0	10 16 0	1 14 0	
290	13 6 0	5 2 0	11 3 0	1 15 0	
300	13 15 0	5 4 0	11 11 0	1 16 0	
310	14 3 0	5 7 0	11 19 0	1 17 6	
320	14 12 0	5 9 0	12 6 0	1 19 0	
330	15 0 0	5 12 0	12 14 0	2 0 0	
340	15 9 0	5 14 0	13 2 0	2 1 6	
350	15 17 0	5 17 0	13 10 0	2 3 0	
360	16 6 0	5 19 0	13 17 0	2 4 0	
370	16 15 0	6 2 0	14 5 0	2 5 0	
380	17 4 0	6 4 0	14 13 0	2 6 6	
390	17 13 0	6 7 0	15 0 0	2 8 0	
400	18 2 0	6 9 0	15 8 0	2 9 0	
410	18 11 0	6 12 0	15 16 0	2 10 0	
420	19 0 0	6 14 0	16 3 0	2 12 0	
435	19 14 0	6 18 0	16 15 0	2 13 6	
450	20 8 0	7 2 0	17 6 0	2 15 0	
For each additional 15 miles or fraction thereof beyond 450 miles will be added:					
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	0 14 0	0 4 0	0 12 0	0 2 0	

GOODS

5. **Livestock in Crates**—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
Not exceeding 3 cwt	Class C plus 50 %.
Exceeding 3 cwt	Class C double 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 15 wagons ..	Class M.
	Each additional wagon..	Class M less £1 per wagon.
Under 100 miles	As for 100 miles at the above rates if cheaper than the classified rates.	

8. **Drover's Passes**—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:

(a) He must accompany three or more wagons of livestock.
(b) Stock must be consigned 30 miles or more.
(c) Drover must travel by the same train as the stock.
(d) 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 section, 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 section 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 (section 81), or to attendants travelling with exhibits to or from shows (section 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 section 114*)

77. Class N

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

—	Each Four-wheeled Wagon, n.o.s.	Each Mc or Nc Wagon	Each La Wagon	Each Lc Wagon	Each Bogie Wagon
	Tons	Tons	Tons	Tons	Tons
Imported coal, slates, and concrete articles	6	8	10	12½	15
Goods in Class N, n.o.s. ..	4	6	6	7½	10

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
Newspapers, old, in bundles, for packing or wrapping	Class E plus 50%
Paper, waste	
Rags in bales or bundles	
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 section 122 will be made.

GOODS

78. Class P

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

—	Each Four-wheeled Wagon, n.o.s.	Each LA Wagon	Each LC Wagon	Each Q Wagon	Each Bogie Wagon, n.o.s.	Each RB Wagon
	Tons	Tons	Tons	Tons	Tons	Tons
Coal products as under— Briquettes, carbonettes, micronised coal, or ray-carbo	6	9	11½	7	14	20
Concrete products, as under— Bricks, air bricks or ventilators, cell blocks; Earthenware products as under— Building blocks, flooring filler blocks, flooring tiles, or quarries, unglazed	6	10	12½	7	15	..
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%, 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 section 122 will be made.

79. Class Q

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

—	Each Four-wheeled Wagon, n.o.s.	Each 10-ton L Wagon	Each MA, MC, or NC Wagon	Each KC, LA, or XC Wagon	Each LC Wagon	Each R or U Wagon	Each RB, UB, or UR Wagon
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bricks, concrete building blocks, earthenware flooring planks, gravel, road-metal, sand, shingle, stone (rough), or chalk	6	8	10	11	14	15	20
Clay, lime, or limestone ..	6	6	9	10	12½	15	20
Pumice sand, pumice-stone, and scoria; Goods in Class Q, n.o.s.	6	6	8	8	10	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% 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 section 122 will be made.

4. **General**—Without prejudice to the foregoing provisions of this section, 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.

GOODS

80. Class R

1. **Minimum Loads** of New Zealand coal chargeable at Class R rate will be as follows:

Each M Wagon	Each Four-wheeled Wagon, n.o.s.	Each Q Wagon	Each LA Wagon	Each LC Wagon	Each R Wagon	Each RB 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%, 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 section 122 will be made.

81. Horses

1. Except as otherwise provided, horses (including ponies and foals), loaded in horse boxes will be charged as follows (according to the distance actually conveyed):

Miles Not Exceeding	Each Horse by Mixed or Goods Train*	Each Horse by Express or Passenger Train*	Miles Not Exceeding	Each Horse by Mixed or Goods Train*	Each Horse by Express or Passenger Train*	Miles Not Exceeding	Each Horse by Mixed or Goods Train*	Each Horse by Express or Passenger Train*
	£ s. d.	£ s. d.		£ s. d.	£ s. d.		£ s. d.	£ s. d.
20	1 10 0	2 0 0	75	4 5 0	5 13 6	200	9 10 0	12 13 6
22	1 12 0	2 3 0	80	4 9 0	5 19 0	210	9 18 0	13 4 0
24	1 14 0	2 5 6	85	4 13 0	6 4 0	220	10 7 0	13 16 0
26	1 16 0	2 8 0	90	4 17 0	6 9 6	230	10 15 0	14 7 0
28	1 18 0	2 11 0	95	5 1 0	6 15 0	240	11 4 0	14 19 0
30	2 0 0	2 13 6						
32	2 2 0	2 16 0	100	5 6 0	7 1 6	250	11 12 0	15 9 6
34	2 4 0	2 19 0	105	5 10 0	7 7 0	260	12 1 0	16 1 6
36	2 6 0	3 1 6	110	5 14 0	7 12 0	270	12 9 0	16 12 0
38	2 8 0	3 4 0	115	5 18 0	7 17 6	280	12 18 0	17 4 0
40	2 10 0	3 7 0	120	6 2 0	8 3 0	290	13 6 0	17 15 0
42	2 12 0	3 9 6	125	6 7 0	8 9 6	300	13 15 0	18 7 0
44	2 14 0	3 12 0	130	6 11 0	8 15 0	310	14 3 0	18 17 6
46	2 16 0	3 15 0	135	6 15 0	9 0 0	320	14 12 0	19 9 6
48	2 18 0	3 17 6	140	6 19 0	9 5 6	330	15 0 0	20 0 0
50	3 0 0	4 0 0	145	7 3 0	9 11 0	340	15 9 0	20 12 0
52	3 2 0	4 3 0	150	7 8 0	9 17 6	350	15 17 0	21 3 0
54	3 4 0	4 5 6	155	7 12 0	10 3 0	360	16 6 0	21 15 0
56	3 6 0	4 8 0	160	7 16 0	10 8 0	370	16 15 0	22 7 0
58	3 8 0	4 11 0	165	8 0 0	10 13 6	380	17 4 0	22 19 0
60	3 10 0	4 13 6	170	8 5 0	11 0 0	390	17 13 0	23 11 0
62	3 12 0	4 16 0	175	8 9 0	11 5 6	400	18 2 0	24 3 0
64	3 14 0	4 19 0	180	8 13 0	11 11 0	410	18 11 0	24 15 0
66	3 16 0	5 1 6	185	8 17 0	11 16 0	420	19 0 0	25 7 0
68	3 18 0	5 4 0	190	9 1 0	12 1 6	435	19 14 0	26 5 6
70	4 0 0	5 7 0	195	9 6 0	12 8 0	450	20 8 0	27 4 0
						Each 15 miles or part thereof beyond 450 miles	14 0	19 0

*Minimum charge per UG wagon as for two horses.

GOODS

2. **Unweaned foals** under 12 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.

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 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. **Goods Trains**—The charge for conveyance of horses by 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, 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 milage 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 the rates specified in section 54, paragraph 7. The Department may require owners to remove wheels.

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.

12. **General**—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 24 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 section 114*)

GOODS

82. Hay, Straw, and Chaff

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 section.

3. Rates per wagon (owners to load and unload):

Miles Not Exceeding	Hay and Chaff, 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
18	4 1 0	4 7 0	5 9 0	5 1 0	6 7 0	4 1 0	4 7 0	5 9 0
20	4 4 0	4 10 0	5 13 0	5 5 0	6 11 0	4 1 0	4 7 0	5 9 0
22	4 10 0	4 17 0	6 1 0	5 13 0	7 1 0	4 1 0	4 7 0	5 9 0
24	4 16 0	5 3 0	6 9 0	6 1 0	7 11 0	4 1 0	4 7 0	5 9 0
26	5 2 0	5 10 0	6 17 0	6 8 0	8 0 0	4 4 0	4 10 0	5 13 0
28	5 8 0	5 16 0	7 5 0	6 16 0	8 10 0	4 10 0	4 17 0	6 1 0
30	5 11 0	5 19 0	7 9 0	7 0 0	8 15 0	4 13 0	5 0 0	6 5 0
32	5 14 0	6 3 0	7 13 0	7 4 0	9 0 0	4 16 0	5 3 0	6 9 0
34	6 0 0	6 9 0	8 1 0	7 12 0	9 10 0	4 19 0	5 6 0	6 13 0
36	6 3 0	6 12 0	8 5 0	7 16 0	9 14 0	5 2 0	5 9 0	6 17 0
38	6 6 0	6 16 0	8 10 0	7 19 0	9 19 0	5 5 0	5 12 0	7 1 0
40	6 12 0	7 2 0	8 18 0	8 7 0	10 9 0	5 5 0	5 12 0	7 1 0
42	6 15 0	7 5 0	9 2 0	8 11 0	10 14 0	5 8 0	5 15 0	7 5 0
44	7 1 0	7 12 0	9 10 0	8 19 0	11 4 0	5 11 0	5 18 0	7 9 0
46	7 7 0	7 18 0	9 18 0	9 6 0	11 12 0	5 11 0	5 18 0	7 9 0
48	7 10 0	8 2 0	10 2 0	9 10 0	11 18 0	5 14 0	6 1 0	7 13 0
50	7 16 0	8 8 0	10 10 0	9 18 0	12 8 0	5 17 0	6 4 0	7 17 0
52	7 19 0	8 11 0	10 14 0	10 2 0	12 13 0	6 0 0	6 7 0	8 1 0
54	8 5 0	8 18 0	11 2 0	10 10 0	13 2 0	6 0 0	6 7 0	8 1 0
56	8 8 0	9 1 0	11 6 0	10 14 0	13 7 0	6 3 0	6 10 0	8 5 0
58	8 11 0	9 4 0	11 10 0	10 18 0	13 12 0	6 6 0	6 13 0	8 9 0
60	8 17 0	9 11 0	11 18 0	11 5 0	14 1 0	6 6 0	6 13 0	8 9 0
62	9 0 0	9 14 0	12 3 0	11 9 0	14 6 0	6 9 0	6 16 0	8 14 0
64	9 3 0	9 17 0	12 7 0	11 13 0	14 11 0	6 12 0	6 19 0	8 18 0
66	9 6 0	10 1 0	12 11 0	11 17 0	14 16 0	6 15 0	7 2 0	9 2 0
68	9 9 0	10 4 0	12 15 0	12 1 0	15 1 0	6 15 0	7 2 0	9 2 0
70	9 9 0	10 4 0	12 15 0	12 1 0	15 1 0	6 18 0	7 5 0	9 6 0
75	9 12 0	10 7 0	12 19 0	12 5 0	15 6 0	7 4 0	7 15 0	9 15 0
80	9 18 0	10 14 0	13 7 0	12 12 0	15 15 0	7 13 0	8 5 0	10 7 0
85	10 4 0	11 0 0	13 15 0	13 0 0	16 5 0	7 16 0	8 8 0	10 10 0
90	10 10 0	11 7 0	14 3 0	13 8 0	16 15 0	7 19 0	8 11 0	10 14 0
95	10 13 0	11 10 0	14 7 0	13 12 0	17 0 0	8 5 0	8 18 0	11 3 0
100	10 19 0	11 16 0	14 15 0	14 0 0	17 9 0	8 11 0	9 5 0	11 12 0
105	11 17 0	12 15 0	15 18 0	14 19 0	18 14 0	9 9 0	10 3 0	12 14 0
110	12 3 0	13 1 0	16 7 0	15 7 0	19 4 0	9 15 0	10 10 0	13 3 0
115	12 9 0	13 8 0	16 15 0	15 15 0	19 13 0	10 1 0	10 17 0	13 12 0
120	12 15 0	13 14 0	17 3 0	16 3 0	20 3 0	10 4 0	10 19 0	13 14 0
125	12 18 0	13 18 0	17 7 0	16 6 0	20 8 0	10 10 0	11 6 0	14 2 0
130	13 4 0	14 4 0	17 15 0	16 14 0	20 18 0	10 16 0	11 13 0	14 10 0
135	13 10 0	14 11 0	18 3 0	17 2 0	21 7 0	11 2 0	11 19 0	14 19 0
140	13 16 0	14 17 0	18 11 0	17 10 0	21 17 0	11 8 0	12 5 0	15 6 0
145	14 2 0	15 4 0	18 19 0	17 17 0	22 7 0	11 14 0	12 11 0	15 14 0
150	14 8 0	15 10 0	19 8 0	18 5 0	22 16 0	11 17 0	12 15 0	15 19 0

GOODS

82. Hay, Straw, and Chaff—*continued*

Miles Not Exceeding	Hay and Chaff, 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.
155	14 14 0	15 17 0	19 16 0	18 13 0	23 6 0	12 3 0	13 1 0	16 7 0
160	15 0 0	16 3 0	20 4 0	19 1 0	23 16 0	12 9 0	13 8 0	16 15 0
165	15 3 0	16 6 0	20 8 0	19 5 0	24 1 0	12 15 0	13 14 0	17 3 0
170	15 9 0	16 13 0	20 16 0	19 12 0	24 10 0	13 1 0	14 1 0	17 11 0
175	15 15 0	16 19 0	21 4 0	20 0 0	25 0 0	13 4 0	14 4 0	17 15 0
180	16 1 0	17 6 0	21 13 0	20 8 0	25 10 0	13 10 0	14 11 0	18 4 0
185	16 7 0	17 12 0	22 0 0	20 15 0	25 19 0	13 16 0	14 17 0	18 11 0
190	16 10 0	17 16 0	22 5 0	20 19 0	26 4 0	14 2 0	15 4 0	19 0 0
195	16 16 0	18 2 0	22 13 0	21 7 0	26 14 0	14 8 0	15 10 0	19 8 0
200	17 2 0	18 9 0	23 1 0	21 15 0	27 4 0	14 11 0	15 13 0	19 11 0
210	17 14 0	19 2 0	23 18 0	22 10 0	28 3 0	15 3 0	16 6 0	20 7 0
220	18 3 0	19 11 0	24 9 0	23 2 0	28 18 0	15 12 0	16 16 0	21 0 0
230	18 15 0	20 4 0	25 5 0	23 17 0	29 16 0	16 4 0	17 9 0	21 16 0
240	19 7 0	20 17 0	26 1 0	24 13 0	30 16 0	16 16 0	18 2 0	22 12 0
250	19 16 0	21 7 0	26 14 0	25 5 0	31 11 0	17 5 0	18 12 0	23 5 0
260	21 0 0	22 12 0	28 5 0	26 12 0	33 5 0	18 9 0	19 17 0	24 16 0
270	21 9 0	23 2 0	28 18 0	27 4 0	34 0 0	18 18 0	20 7 0	25 9 0
280	22 1 0	23 15 0	29 14 0	27 19 0	34 18 0	19 10 0	21 0 0	26 5 0
290	22 13 0	24 8 0	30 10 0	28 15 0	35 19 0	20 2 0	21 13 0	27 1 0
300	23 2 0	24 18 0	31 3 0	29 6 0	36 13 0	20 11 0	22 2 0	27 13 0
310	23 14 0	25 11 0	31 19 0	30 2 0	37 12 0	21 3 0	22 15 0	28 9 0
320	24 6 0	26 4 0	32 15 0	30 17 0	38 11 0	21 15 0	23 8 0	29 5 0
330	24 18 0	26 17 0	33 11 0	31 13 0	39 11 0	22 4 0	23 18 0	29 17 0
340	25 7 0	27 6 0	34 3 0	32 4 0	40 5 0	22 15 0	24 9 0	30 11 0
350	25 19 0	27 19 0	34 19 0	33 0 0	41 5 0	23 7 0	25 1 0	31 6 0
360	26 8 0	28 9 0	35 11 0	33 12 0	42 0 0	23 19 0	25 14 0	32 3 0
370	27 0 0	29 2 0	36 8 0	34 7 0	42 19 0	24 11 0	26 7 0	32 19 0
380	27 12 0	29 15 0	37 4 0	35 3 0	43 19 0	25 3 0	27 0 0	33 15 0
390	28 1 0	30 5 0	37 16 0	35 14 0	44 13 0	25 18 0	27 13 0	34 12 0
400	28 13 0	30 18 0	38 15 0	36 10 0	45 13 0	26 13 0	28 7 0	35 9 0
410	29 2 0	31 8 0	39 5 0	37 1 0	46 6 0	27 8 0	29 1 0	36 6 0
420	29 14 0	32 1 0	40 1 0	37 17 0	47 6 0	28 3 0	29 15 0	37 4 0
435	30 9 0	32 17 0	41 1 0	38 16 0	48 10 0	28 18 0	30 10 0	38 3 0
450	31 4 0	33 13 0	42 1 0	39 16 0	49 15 0	29 13 0	31 5 0	39 1 0
465	32 2 0	34 13 0	43 6 0	40 19 0	51 4 0	30 8 0	32 0 0	40 0 0
480	33 0 0	35 12 0	44 10 0	42 2 0	52 12 0	31 3 0	32 15 0	40 19 0
495	33 15 0	36 8 0	45 10 0	43 1 0	53 16 0	31 18 0	33 10 0	41 18 0
510	34 10 0	37 5 0	46 11 0	44 1 0	55 1 0	32 13 0	34 5 0	42 16 0
525	35 5 0	38 1 0	47 11 0	45 0 0	56 5 0	33 8 0	35 0 0	43 15 0
540	36 3 0	39 0 0	48 15 0	46 3 0	57 14 0	34 3 0	35 15 0	44 14 0
555	36 18 0	39 17 0	49 16 0	47 3 0	58 19 0	34 18 0	36 10 0	45 13 0
570	37 16 0	40 16 0	51 0 0	48 6 0	60 8 0	35 13 0	37 5 0	46 11 0
585	38 11 0	41 12 0	52 0 0	49 5 0	61 11 0	36 8 0	38 0 0	47 10 0
600	39 6 0	42 9 0	53 1 0	50 5 0	62 16 0	37 3 0	39 0 0	48 15 0
615	40 1 0	43 5 0	54 1 0	51 4 0	64 0 0	37 18 0	40 0 0	50 0 0
630	40 16 0	44 1 0	55 1 0	52 4 0	65 5 0	38 13 0	41 0 0	51 5 0
645	41 14 0	45 1 0	56 6 0	53 7 0	66 14 0	39 8 0	42 0 0	52 10 0
660	42 9 0	45 17 0	57 6 0	54 6 0	67 18 0	40 3 0	43 0 0	53 15 0
675	43 4 0	46 13 0	58 6 0	55 6 0	69 3 0	40 18 0	44 0 0	55 0 0
690	44 2 0	47 13 0	59 11 0	56 9 0	70 11 0	41 13 0	45 0 0	56 5 0
For each additional 15 miles or fraction thereof beyond 690 miles will be added:								
..	0 17 0	0 18 6	1 3 0	1 2 0	1 7 6	0 16 6	0 18 6	1 3 0

GOODS

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 15 miles or fraction thereof will be added 19s. 9d.

2. **Charges**—The charges shown in paragraph 1 hereof will be varied as follows when motor vehicles are loaded as shown:

Two or more vehicles in one consignment loaded together in one four-wheeled wagon	Full rate for first vehicle; half rate for each additional vehicle.
Three or more vehicles in one consignment loaded on one bogie wagon	Full rate for the 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, UB or UR wagon owing to its length	Double rate.
Two 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.

3. **Loading and Sheeting**—The Department may require loading, unloading, roping, and covering of motor vehicles to be performed by the owner. When cranage is performed by the Department, the provisions of section 100 will apply.

4. Where the Department's tarpaulins are supplied for motor vehicles, charges as per section 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 tanks.

6. **Liability**—Motor vehicles conveyed under the provisions of this section are carried at owner's risk, and the provisions of section 110 shall apply thereto and to any equipment recognised as the ordinary equipment of a motor vehicle, including such articles as spare parts, wheels, tyres, and tools, 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.

GOODS

84. Reserved for future use

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 5 cwt in weight will be charged as follows:

Miles Not Exceeding	Weight Not Exceeding										
	1 qr	2 qrs	3 qrs	1 cwt	1½ cwt	2 cwt	2½ cwt	3 cwt	3½ cwt	4 cwt	4½ cwt	5 cwt
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
20	1 0	1 6	1 6	1 6	2 0	2 6	3 0	3 6	4 0	4 6	4 6	5 0
40	1 0	1 6	1 6	2 0	2 6	3 6	4 0	5 0	5 6	6 0	6 6	7 0
60	1 6	1 6	2 0	2 6	3 6	4 6	5 0	6 0	7 0	8 0	8 6	9 0
90	1 6	2 0	2 6	2 6	4 0	5 0	6 0	7 6	8 6	9 6	10 6	11 6
120	1 6	2 0	2 6	3 0	4 6	6 0	7 0	8 6	10 0	11 0	12 6	13 0
150	2 0	2 6	3 0	3 6	5 0	7 0	8 0	9 6	11 6	13 0	14 6	15 0
180	2 0	2 6	3 6	4 0	6 0	8 0	9 6	11 6	13 6	15 0	16 6	17 6
220	2 6	3 0	4 0	5 0	7 0	9 0	11 0	13 0	15 0	17 0	18 0	20 0
270	2 6	3 0	4 0	5 0	7 6	10 0	12 6	14 0	16 6	19 0	20 0	22 6
320	2 6	3 6	5 0	6 0	8 6	11 0	14 0	16 0	18 6	21 0	22 6	25 0
370	3 0	4 0	5 6	6 6	9 6	12 0	15 0	17 6	20 6	23 0	24 6	27 6
420	3 0	4 6	6 0	7 0	10 0	13 0	16 6	19 0	22 0	24 6	26 6	29 6
480	3 6	5 0	6 6	7 6	10 6	14 0	17 6	20 6	23 6	27 0	29 6	32 6
540	3 6	5 0	6 6	8 0	11 6	15 0	18 6	22 0	25 0	28 0	30 6	34 6
Over 540	3 6	5 6	7 0	8 6	12 6	16 0	19 6	23 6	26 6	29 6	32 6	36 6

2. Fresh fruit, fresh vegetables, fresh mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands and Niue) in consignments exceeding 5 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
	£ s. d.		£ s. d.		£ s. d.
24	1 0 0	95	2 5 0	270	4 8 0
26	1 1 0	100	2 6 0	280	4 10 0
28	1 2 0	105	2 7 0	290	4 12 0
30	1 3 0	110	2 8 0	300	4 15 0
32	1 4 0	115	2 9 0	310	4 17 0
34	1 5 0	120	2 10 0	320	4 19 0
36	1 6 0	125	2 11 0	330	5 1 0
38	1 7 0	130	2 13 0	340	5 3 0
40	1 8 0	135	2 14 0	350	5 5 0
42	1 9 0	140	2 15 0	360	5 7 0
44	1 9 6	145	2 17 0	370	5 9 0
46	1 10 0	150	2 18 0	380	5 10 0
48	1 11 0	155	2 19 0	390	5 12 0
50	1 12 0	160	3 1 0	400	5 14 0
52	1 13 0	165	3 3 0	410	5 16 0
54	1 14 0	170	3 5 0	420	5 18 0
56	1 15 0	175	3 7 0	435	6 1 0
58	1 15 6	180	3 8 0	450	6 4 0
60	1 16 0	185	3 10 0	465	6 7 0
62	1 17 0	190	3 11 0	480	6 9 0
64	1 17 6	195	3 12 0	495	6 11 0
66	1 18 0	200	3 13 0	510	6 13 0
68	1 19 0	210	3 16 0	525	6 15 0
70	1 19 6	220	3 18 0	540	6 17 0
75	2 1 0	230	4 0 0	555	6 19 0
80	2 2 6	240	4 2 0	570	7 1 0
85	2 3 0	250	4 4 0	585	7 3 0
90	2 4 0	260	4 6 0	Beyond 585	7 5 0

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 section 56.

GOODS

86. Bulk Cement

1. **Rates**—Bulk cement conveyed in specially constructed containers as approved by the Department will be charged as follows:

(a) Conveyed in railway-owned containers on railway-owned wagons. On net weight of cement at the classified rate for cement n.o.s. plus 3s. per ton.

(b) Conveyed in privately-owned containers on railway-owned wagons. On net weight of cement at the classified rate for cement n.o.s.

(c) Conveyed in privately-owned containers on privately-owned wagons. On net weight of cement at the classified rate for cement n.o.s. less the following reductions:

Distance	Reduce Standard Rate by
Up to 99 miles ..	.. 2s. per ton.
100 to 199 miles ..	.. 3s. 6d. per ton.
200 to 299 miles ..	.. 5s. per ton.
300 to 399 miles ..	.. 6s. 6d. per ton.
400 miles and over ..	.. 8s. per ton.

2. **Cranage**—Containers will be craned free of charge.

3. **Handling**—Loading and unloading will be performed by the owners.

4. **Liability**—Bulk cement conveyed under the provisions of this section will be carried at owner's risk.

5. **Empty Containers**—Empty containers and wagons which have conveyed bulk cement on the outward journey, will be returned to the original forwarding station free of charge.

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) for use within New Zealand and not for sale, will be conveyed as parcels or goods traffic 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 14 days before the goods are presented for carriage.

2. In the case of food and clothing donated to New Zealand 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. Goods Conveyed in Insulated Wagons

1. Except as otherwise provided herein, charges on goods conveyed in insulated wagons, where such wagons are specially ordered, will be computed at the appropriate rate for the commodity on a minimum weight of 2 tons per four-wheeled wagon.

GOODS

2. **Meat, Fresh, Frozen, or Chilled Consigned to a Port or Wharf for Export** will be charged as follows:

(a) **For distances not exceeding 15 miles**—At the following wagon rates:

Miles Not Exceeding	Charge Per Wagon			
	W or WA Wagon	V Wagon	VB or Vs Wagon	VR Wagon
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3 ..	3 10 0	7 10 0	10 10 0	10 15 0
4 ..	3 15 0	7 15 0	10 15 0	11 0 0
5 ..	4 0 0	8 0 0	11 0 0	11 5 0
6 ..	4 5 0	8 5 0	11 5 0	11 10 0
7 ..	4 10 0	8 10 0	11 10 0	11 15 0
8 ..	4 15 0	8 15 0	11 15 0	12 0 0
9 ..	5 0 0	9 0 0	12 0 0	12 5 0
10 ..	5 5 0	9 5 0	12 5 0	12 10 0
11 ..	5 10 0	9 10 0	12 10 0	12 15 0
12 ..	5 15 0	9 15 0	12 15 0	13 0 0
13 ..	6 0 0	10 0 0	13 0 0	13 5 0
14 ..	6 5 0	10 5 0	13 5 0	13 10 0
15 ..	6 10 0	10 10 0	13 10 0	13 15 0

(b) **For distances exceeding 15 miles**—At the rates provided hereunder subject to the following minimum wagon loads:

	Tons
W or WA wagons	5
V wagons	10
VB or Vs wagons	12
VR wagons	13

Rates—Meat complying with the above minimum will be charged Class C rates less the following reductions:

	Reduction Per Ton s. d.
16 miles	(no reduction)
17– 50 „	1 6
51– 75 „	2 0
76–100 „	3 6
101–125 „	5 0
126–250 „	7 6
Over 250 „	10 0

(c) Wagons consigned for distances exceeding 15 miles but not complying with the minimum loads prescribed in subparagraph (b) hereof will be charged at such minimum or, if cheaper, at Class C rate subject to the following minimum requirements:

	Wagon Minimum Tons	Minimum Rate Per Ton £ s. d.
W or WA wagons	4	1 12 6
V wagons	8	1 6 3
VB, Vs, and VR wagons	11	1 5 0

(d) 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.

3. **Meat, Not otherwise specified** conveyed in insulated wagons will be charged as follows:

(a) In minimum wagon loads as provided hereunder at Class C rate less the appropriate reduction as prescribed in paragraph 2(b) hereof:

	Minimum Tons
W or WA wagons	5
V wagons	10
VB or Vs wagons	12
VR wagons	13

(b) Lesser quantities will be charged at such minimum or on a minimum weight of 2 tons per four wheeled and 4 tons per bogie wagon at Class C rates, whichever is the cheaper.

4. For local haulage charges, etc., for goods conveyed in insulated wagons see section 96.

GOODS

89. Petroleum Products in Owner's Tank Wagons

1. The charges for the conveyance of petroleum products in privately-owned tank wagons will be as under:

Miles Not Exceeding	Benzine, Kerosene, and Similar Mineral Oils Weighing Less Than 8 lb per Gallon	Crude, Residual, Lubricating, Transformer, or Fuel Oils Weighing 8 lb or more per Gallon	Miles Not Exceeding	Benzine, Kerosene, and Similar Mineral Oils Weighing Less Than 8 lb per Gallon	Crude, Residual, Lubricating, Transformer, or Fuel Oils Weighing 8 lb or more per Gallon
	Rate Per Ton £ s. d.	Rate Per Ton £ s. d.		Rate Per Ton £ s. d.	Rate Per Ton £ s. d.
5	0 10 0	0 10 0	130	4 6 0	3 16 0
6	0 11 0	0 11 0	135	4 7 6	3 18 0
7	0 12 0	0 12 0	140	4 9 0	4 0 0
8	0 13 0	0 13 0	145	4 10 6	4 1 6
9	0 14 0	0 14 0	150	4 12 6	4 3 6
10	0 15 0	0 15 0	155	4 14 6	4 5 6
12	0 16 0	0 15 6	160	4 16 0	4 7 6
14	0 18 0	0 17 0	165	4 18 0	4 9 6
16	0 19 6	0 18 0	170	4 19 6	4 11 0
18	1 1 6	0 19 6	175	5 1 6	4 13 0
20	1 3 0	1 1 0	180	5 3 0	4 15 0
22	1 4 6	1 2 0	185	5 4 6	4 16 6
24	1 6 0	1 3 6	190	5 6 0	4 18 0
26	1 8 0	1 5 0	195	5 7 6	4 19 6
28	1 10 0	1 6 6	200	5 9 0	5 1 0
30	1 11 6	1 7 6	210	5 11 0	5 3 6
32	1 13 0	1 9 0	220	5 13 0	5 6 0
34	1 14 6	1 10 6	230	5 15 0	5 8 0
36	1 16 6	1 12 0	240	5 17 6	5 10 0
38	1 18 0	1 13 0	250	5 19 6	5 12 6
40	2 0 0	1 14 6	260	6 1 6	5 15 0
42	2 1 6	1 16 0	270	6 3 6	5 17 0
44	2 3 0	1 17 6	280	6 6 0	5 19 0
46	2 5 0	1 18 6	290	6 8 0	6 1 0
48	2 6 6	2 0 0	300	6 10 0	6 3 6
50	2 8 6	2 1 0	310	6 12 6	6 5 6
52	2 10 0	2 2 6	320	6 14 0	6 8 0
54	2 12 0	2 4 0	330	6 16 6	6 10 0
56	2 13 6	2 5 6	340	6 18 6	6 12 0
58	2 15 0	2 7 0	350	7 0 0	6 14 0
60	2 17 0	2 8 0	360	7 2 0	6 16 0
62	2 18 0	2 9 0	370	7 4 0	6 18 6
64	2 19 0	2 10 0	380	7 6 0	7 1 0
66	3 0 0	2 11 0	390	7 8 0	7 3 0
68	3 1 0	2 12 0	400	7 10 6	7 5 6
70	3 1 6	2 13 0	410	7 12 6	7 8 0
75	3 4 6	2 15 0	420	7 14 6	7 10 0
80	3 6 0	2 17 0	435	7 17 0	7 13 0
85	3 8 0	2 19 0	450	8 0 0	7 16 0
90	3 10 0	3 1 0			
95	3 12 0	3 2 6	For each additional 15 miles or fraction thereof beyond 450 miles will be added:		
100	3 14 0	3 4 6			
105	3 16 0	3 6 6		0 3 3	0 3 0
110	3 18 0	3 8 6			
115	4 0 0	3 10 0			
120	4 2 0	3 12 0			
125	4 4 0	3 14 6			

2. All tank wagons are to be loaded to their full carrying capacity.

3. With the exception of shunting charges to or from private sidings (where applicable), no charge will be made for hauling empty tank wagons.

GOODS

90. Lime for Manuring Farm Lands

1. Subject to the conditions set out herein, New Zealand lime certified for use in dressing land of bona fide farms, orchards, nurseries, or market gardens within the Dominion of New Zealand and consigned direct to farmers, orchardists, nurserymen, or market gardeners in occupation of the land on which the lime is to be used, or approved lime spreaders, lime dumps, or lime stockpiles, or educational institutions whose curricula require the carrying on of farming for the purpose of instructing their students, will be charged Class F rate.

2. **Wagon Minimum**—The minimum loads of New Zealand lime which will be accepted for carriage under the provisions of this section will be as follows:

Each Four-wheeled Wagon, n.o.s.	Each MC Wagon	Each LA Wagon	Each LC Wagon	Each R or U Wagon	Each RB, UB, or UR Wagon
Tons	Tons	Tons	Tons	Tons	Tons
6	9	10	12½	15	20

3. **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%, whichever is cheaper.

4. **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 section 122 will be made.

91. Goods Loaded in Containers

1. **Railway-owned Containers**—Except as otherwise provided, goods loaded in the Department's lightweight-metal containers will be charged as follows, subject to a minimum charge as for one ton gross per container:

(a) On the gross weight of the container and contents at the rail rate appropriate to the goods involved. Where goods classified at Class G are so conveyed, charges will be based on a gross measurement of 280 cu. ft.

(b) A hire charge of £1 per container will be made in addition to the railage.

(c) **Demurrage** will be charged as under, on each container not discharged by owners and returned to the Department within 16 working hours from the time the container is available at destination station for delivery—

£1 per container for each succeeding eight working hours or part thereof.

2. **Privately-owned Containers**—Except where otherwise provided, goods railed in specially constructed privately owned containers will be charged as follows:

(a) *Loaded Containers*—On the gross weight of the container at the appropriate rail rate applicable to the goods involved. In the case of Class G goods charges will be based on the gross measurement of the container.

(b) *Empty Containers*—Charges on empty containers will be based on the actual weight of the container at Class C with the following exception:

Collapsible containers which have conveyed goods on the outward journey will, **when collapsed,** be returned to the original forwarding station free of charge.

N.B.—This provision applies only to specially constructed containers as approved by the Department, and is not applicable to empty containers such as cartons, cases, or crates.

3. Goods loaded in containers will be treated as "packed" for the purposes of this section.

4. **Cranage**—Containers will be craned free of charge.

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.

Livestock or articles which are not to be returned after exhibition or competition are to be charged at full rates on the outward journey.

All freight charges due under this paragraph must be prepaid.

GOODS

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 section, and which require to be sorted out for delivery or for redispatch, will be charged 9s. per ton, which charge shall include the unloading charge specified in clause (d) of paragraph 5 of this section (minimum charge 2s.).

(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 redispatch will be charged for such sorting at the following rates:

	Rate	Minimum Charge
	s. d.	s. d.
Goods, not otherwise specified, per ton	5 0	1 3
Timber, per 100 super. ft.	1 3	2 6

3. **Dividing**—(a) Where the consignee of any goods requires that the consignment be divided for delivery or redispatch 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 section:

	Rate	Minimum Charge Per Lot Delivered or Redispatched
	s. d.	s. d.
Goods, not otherwise specified, per ton	3 0	1 6
Timber, per 100 super. ft.	1 0	1 6

(b) The charge on consignments divided for delivery or redispatch to order will be enforced only on that portion of each such consignment as is subdivided for delivery or redispatch.

4. **Goods Ex ship for Country Stations**—When goods landed ex ship are consigned direct from the ship to a station other than the port sorting station and are handed to the Department so that they can be forwarded direct to destination, railage, wharf to destination, is to be charged. However, when 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 first have to be sorted or otherwise dealt with at the usual sorting station for the port, haulage or railage between the wharf and the port sorting station will be charged in addition to railage from the sorting station to destination. The appropriate charges for handling, sorting, and dividing will apply where incurred, in addition to the foregoing charges.

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 section.

(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	7 0	1 6
Livestock, per four-wheeled wagon	45 0	45 0
Ship's dunnage, per four-wheeled wagon	20 0	20 0
Timber (Class K), per 100 super. ft.	2 0	6 9
Timber (Class K plus 50%), per 100 super. ft.	2 6	10 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	7 0	35 0
Livestock, per four-wheeled wagon	45 0	45 0
Ship's dunnage, per four-wheeled wagon	20 0	20 0
Timber (Class K), per 100 super. ft.	2 0	35 0
Timber (Class K plus 50%), per 100 super. ft.	2 6	52 6
Goods for which insulated wagons are ordered, per ton ..	*8 0	

*Subject to wagon minimum prescribed in section 88, paragraph 2 (c).

(d) *For Handling at Government Sheds or Public Sidings*—

	Rate	Minimum Charge
	s. d.	s. d.
Goods not otherwise specified, per ton	*7 0	1 6
Scrap iron or scrap steel, per ton	11 0	5 6
Timber per 100 super. ft.	*2 6	2 6

*Where cranage charges are incurred the provisions of section 100, paragraph 1 will apply.

GOODS

(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.

6. **Haulage of Ship's Ballast** from ship's side and tipping to spoil will be charged 10s. per ton (minimum charge £7 5s.).

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, 14s. per ton (minimum charge, 7s.). 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	7 0	35 0 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 36 hours or are hauled to shed for storage and afterwards redelivered to ship, a transhipment charge of 9s. per ton (minimum charge 4s. 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 35s. 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 section. 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 45s. 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 super. ft. to the ton.
All other timbers	450 super. ft. to the ton.

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 section 127, paragraph 2, will be computed on weight or measurement at the option of the Department, *vide* section 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 super. ft.
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 having Public Siding Facilities**—The freight charges will be computed as for a minimum weight of 30 cwt for the whole journey, or on actual weight plus 10s. 6d. for each siding haulage involved, whichever is cheaper.

(b) **When the Siding is Not Located at a Station having Public Siding Facilities**—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.

GOODS

(c) **Shunting Charges**—In cases where provision is made for a 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	7 0	35 0
Livestock, per four-wheeled wagon	45 0	45 0
Timber (Class K), per 100 super. ft.	2 0	35 0
Timber (Class K plus 50%), per 100 super. ft.	2 6	52 6

(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	7 0	3 6
Timber, per 100 super. ft.	2 6	2 6

Provided that where cranage charges are incurred the provisions of section 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 6	2 6
Timber, per 100 super. ft.	1 1	2 2

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. (a) **Charges**—If Railway tarpaulins are supplied for goods conveyed at the rates for classes F, K, M, N, P, Q, R, or under sections 75, 76, 81, 83, or 90 the following rates will apply—

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

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.

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.

(b) **Labour**—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 sections 75, 76, 81, 82, 83, or 90 nor will it accept responsibility in respect of such goods on account of their not being covered by tarpaulins—

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.

2. **Demurrage**—For demurrage on tarpaulins refer to section 103.

3. **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.

GOODS

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, or Q, for the purpose of computing railage charges unless the consignor or consignee requests a weight certificate. No charge will be made for weighing Class R goods.

2. **Weighing Charges**—The charges for each wagon weighed on a wagon weighbridge (except wagons of New Zealand coal for which no charge will be made) will be as follows:

Four-wheeled wagons	5s. 0d. each.
Bogie wagons	10s. 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 2s. will be made for each certificate in addition to the first.

3. Goods weighed on cart weighbridges will be charged as follows:

Net Weight Exceeding but	Not Exceeding	Charge Per Load
Tons	Tons	s. d.
–	1	1 6
1	2	2 0
2	3	2 6
3	4	3 0
4	5	3 6
5	–	4 0

4. The charges for other goods weighed by the Department will be as follows:

Wool, and sheep skins, in bales	2s. per bale.
Sheep skins in bundles	1s. per bundle.
Grains, onions, potatoes, and seeds	1s. per bag.
All other goods (minimum charge, 8d. per package, maximum charge 5s. per package)	1s. per cwt.

5. **General**—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. The Department may decline to supply weights.

7. 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, forklifts, and similar mechanical lifting appliances, 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 1 ton 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	3s. per ton. Minimum charge, 3s. per consignment	3s. per ton. Minimum charge, 3s.
(b) Any package or article exceeding 30 cwt	9s. per ton. (See also section 125, paragraph 3 (b) for unusual lifts)	..
Timber—		
(c) All types of timber	10d. per 100 super. ft. Minimum charge, 2s. 6d. per consignment	5d. per 100 super. ft. Minimum charge, 2s. 6d.

*See section 122 for cranage and handling charges on scrap iron and scrap steel.

GOODS

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 cranage (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, cranage charges will not be made.

3. **Haulage of Steam Cranes**—When the weight of the consignment to be handled is beyond the lifting capacity of a crane at a station and a crane is, at the request of the owner of the goods, hauled from another station the haulage and hire charges will be by special arrangement.

4. **Hire of Mobile Cranes and Forklifts**—Where a Departmental mobile lifting appliance is hired for lifts outside the station yard, the following hire charges will apply—

(a) Lifting capacity up to 3 tons, £2 10s. per hour including the wages of the crane driver only.

(b) Lifting capacity over 3 tons but not exceeding 6 tons, £3 per hour including the wages of the crane driver only.

The hire charges will accrue during the whole period the crane is absent from its headquarters and in every case will be subject to a minimum as for one half hour.

The foregoing charges will also apply for the time a mobile crane is absent from its home station performing lifts at other stations at the request of a consignor or consignee. Chief Stationmasters and Goods Managers will authorise the movement of cranes for this purpose.

Mobile cranes on hire from the Department are not to be operated by any person other than the operator provided by the Department.

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 Department does not undertake to supply cranes, forklifts, or any other mechanical lifting appliance, nor does it guarantee the lifting capacity thereof, or of any equipment used in connection therewith.

(c) The loading and unloading of heavy articles at stations or sidings not provided 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.

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, 3s. per head per day or part of a day.

Calves, sheep, goats, pigs: For the first 100 or part thereof, 1s. per head per day or part of a day; for each additional animal, 6d. per head per day or part of a day.

2. Livestock will be held at the sole risk of owners, who will also make their own arrangements for feeding and watering the animals.

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).
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	

GOODS

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. 6d. per ton per day or part of a day (minimum charge 1s. per day).

(b) When goods are stored in the open, half rates will be charged (minimum charge 1s. 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 subparagraphs (a), (b), or (c). 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 12 working hours on goods brought to stations pending consignment, whether such goods form part of uncompleted consignments or not.

4. **Working Hours**—For the purposes of this section "working hours" shall be deemed to be from 8 a.m. to 5 p.m. Monday to Friday inclusive.

The following days will not be counted when calculating storage charges or the allowable period during which goods are stored free of charge (*vide* paragraph 1 hereof)—

Saturdays.
Sundays.
2 January.

Other days on which goods sheds are closed, including Anniversary Day, or the day observed in lieu thereof, in each province.

5. The storage charges on goods ex ship will be computed in accordance with the provisions of section 127.

6. Goods charged at reduced 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, a charge of 4s. per tarpaulin for each succeeding eight working hours or part thereof will be charged.

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 (section 71).
(iv) The small-lots scale for timber (section 75, paragraph 2).
(v) Fresh fruit, etc., charged under the provisions of section 85.

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 and day of shipment no charge will be made. For additional days, 4s. per ton weight and 4s. for each tarpaulin per day or part of a day will be charged (except as provided in subparagraph (b) hereof).

GOODS

(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 reduced 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 excluding the charge for tarpaulins.

(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 section.

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 section will also be charged on every wagon ordered and not loaded, or improperly loaded, or loaded and not ready for dispatch 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. Monday to Friday inclusive. The following days will not be counted when calculating dumurrage charges—

Saturdays.
Sundays.
2 January.

Other days on which goods sheds are closed, including Anniversary Day, or the day observed in lieu thereof, in each province.

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.

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 hereof.

3. When dead locomotives have to be hauled by special train the charges as for a special train at the rates specified in section 105 shall be payable in addition to the charges specified in the preceding provisions of this section.

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 milage 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.

GOODS

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.
		52	4 2 0	125	7 18 0	250	14 3 0
		54	4 5 0	130	8 3 0	260	14 13 0
		56	4 8 0	135	8 8 0	270	15 3 0
		58	4 11 0	140	8 13 0	280	15 13 0
		60	4 13 0	145	8 18 0	290	16 3 0
		62	4 15 0	150	9 3 0	300	16 13 0
24	2 0 0	64	4 17 0	155	9 8 0	310	17 3 0
26	2 3 0	66	4 19 0	160	9 13 0	320	17 13 0
28	2 6 0	68	5 1 0	165	9 18 0	330	18 3 0
30	2 9 0	70	5 3 0	170	10 3 0	340	18 13 0
32	2 12 0	75	5 8 0	175	10 8 0	350	19 3 0
34	2 15 0	80	5 13 0	180	10 13 0	360	19 13 0
36	2 18 0	85	5 18 0	185	10 18 0	370	20 3 0
38	3 1 0	90	6 3 0	190	11 3 0	380	20 13 0
40	3 4 0	95	6 8 0	195	11 8 0	390	21 3 0
42	3 7 0	100	6 13 0	200	11 13 0	400	21 13 0
44	3 10 0	105	6 18 0	210	12 3 0	410	22 3 0
46	3 13 0	110	7 3 0	220	12 13 0	420	22 13 0
48	3 16 0	115	7 8 0	230	13 3 0	435	23 8 0
50	3 19 0	120	7 13 0	240	13 13 0	450	24 3 0

For each additional 15 miles or fraction thereof beyond 450 miles, 15s. 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 methods of charging will apply:

(a) A consignment of 4½ tons or more, loaded on a bogie wagon, or loaded on a four-wheeled wagon and one check wagon provided	No extra charge will be made on account of the check wagon or bogie wagon being necessary.
(b) A consignment of less than 4½ tons loaded on a bogie wagon, or loaded on a four-wheeled wagon and one check wagon provided	Charge as for 4½ tons at the appropriate rate for the commodity.
(c) Check wagons additional to the wagons specified in sub-paragraphs (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 4½ 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 section 89, paragraph 3.

(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* section 68.

(c) Well wagons (UD class) are specially designed for the conveyance of unusually heavy and/or bulky articles. Where, owing to the nature of the goods, the use of a well wagon is required, railage charges will be computed as under:

On actual weight at the appropriate classified rate or at the rate of 6s. 8d. per loaded wagon-mile, whichever is the greater with a minimum charge per wagon of £30. Way and Works Branch charges for any material supplied and the cost incurred where it is necessary for a member to accompany the load during transit will be additional.

The minimum charge of £30 per wagon will also apply to goods conveyed on well wagons and charged under the provisions of section 96, paragraphs 5 (b) and (c).

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 8s. per hour; minimum charge, £1 2s. for each service.

GENERAL

108. Definitions

(a) "The Act" means the Government Railways Act 1949.
(b) "The Department" means the New Zealand Government Railways 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) "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, whether incorporated or not.

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 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 (unless the loss, damage, or expense, whether due to delays in transit or any other cause, is occasioned by the negligence or wrongful act of the Department or its employees or agents) 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 terms and conditions 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 or from a station or siding where there is no Stationmaster (*vide* section 120).

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.

GENERAL

(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 miles	0 15 0	4 0
251 to 500 miles	1 0 0	5 6
501 to 1,000 miles	1 5 0	6 6
Over 1,000 miles	1 10 0	8 0

In the case of animals and birds a charge of 5% 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 prepaid, 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 hereof, 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. Reserved for future use

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

1. **Conditions of Carriage**—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.

2. Consignors of livestock are required to give such notice to consignees regarding dispatch as will prevent delay in delivery at the destination station.

3. The Department may, at its option, require freight on livestock to be prepaid.

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 officer in charge 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.

(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 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.

GENERAL

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.

8. **Feeding and Watering**—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 24 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.

13. **Loading and Unloading**—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 9s. 6d. per four-wheeled wagon and 19s. per bogie wagon will be made for loading or unloading stock.

17. Except as may be otherwise provided, a charge of 1s. 6d. per head of cattle or horses, and 6d. per head of sheep, goats, calves (under six months old), 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 hereof, 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), or horses ..	2	0	0
For each sheep, goat, dog, pig, or calf (under six months old)	0	10	0

Plus cartage charges (if any).

GENERAL

20. This section 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 hereof.

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 section.

22. **Stoppage in Transit**—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.

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.

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. Reserved for Future Use

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 a ½d. in the final result will be omitted; ½d. 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 ½d. be omitted, and if ½d. 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 ¼ cwt	as	..	¼ cwt
Over ¼ cwt, but not over	½ „		..	½ „
„ ½ „	¾ „		..	¾ „
„ ¾ „	1 „		..	1 „

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% 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.

GENERAL

2. When notice of charges to be collected from a consignee of goods on behalf of the consignor 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. Charge for Diversion of Wagons While in Transit

A diversion charge of 7s. 6d. for each four-wheeled wagon with a minimum charge of 15s. per consignment will be made where the destination of wagon loads of goods or livestock is altered by the consignor or consignee while the wagon is in transit.

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 section 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 section.

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. 6d. per ton will be made for tallying. Minimum charge, 2s. 6d. 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 cranage) ..	*7s. per ton. Minimum charge, 3s. 6d.
(b) Where Department's cranes are used—	
For lifts not exceeding 30 cwt	*6s. per ton, including cranage. Minimum charge, 6s.
For lifts exceeding 30 cwt	*9s. per ton, including cranage.
(c) Where ships' gear or cranes other than the Department's are used—	
Goods, not otherwise specified	*7s. per ton. Minimum charge, 7s.
Coal	2s. per ton. Minimum charge, 2s.

*In the case of scrap iron or steel, 11s. per ton will be charged for each loading or unloading, including cranage if provided. Minimum charge, 5s. 6d.

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.

GENERAL

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 section 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 at the appropriate rate for the commodity on the following minimum weights:

Per four-wheeled wagon, n.o.s., 1 ton 10 cwt.
Per Kc, Kp, Lc, Mc, or Xc wagon, 1 ton 15 cwt.
Per bogie wagon, 4 ton 10 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.

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 plus 25%, E plus 50% or G, 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. When the excess weight is removed to another wagon, the owner will require to pay for such removal at the rate of 8s. 6d. 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. 6d. per ton will be made for such reloading or adjusting. Minimum charge, £1 5s. 6d.

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 dispatch of wagons, will be charged for at a rate of 7s. per half man-hour or part thereof involved.

4. **Computation**—For the purpose of charging under the provisions of this section, the weight of timber will be calculated as follows: hardwood, 350 super. ft. to the ton; all other timbers, 450 super. ft. 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. Monday to Friday inclusive. Sundays and other 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, cranage, or delivery of the same, the cost 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.

GENERAL

5. **Delivery**—(a) Goods which have arrived at destination and are not taken delivery of within 12 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.

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 cu. ft. 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 7 days after the date of delivery, or in the case of non-delivery within 14 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.

GENERAL

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 dispatched, by rail:

	s.	d.	
For use of loading banks—			
Merchandise	8	0	per ton. Minimum charge, 4s.
Horses	16	0	each.
Cattle	3	0	each.
Calves, pigs, sheep, and goats	1	0	each.
For use of cranes—			
All classes of goods	16	0	per ton. Minimum charge, 8s. Cost of labour and/or supervision additional.
For use of wagon weighbridges—			
Motor vehicles	9	0	per weighing.

127. Charges on Ships' Goods

1. Ships' goods will be charged on measurement at 40 cu. ft. 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 section 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 section 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 section.

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.

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 sections.

129. General

1. (a) For the purposes of this section, 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 provisions 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 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 subparagraph 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 15 minutes. When this period of time is exceeded the time in excess of 15 minutes will be charged to the ship.

WHARVES

(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.

Sections 130, 131, 132, and 133. Reserved for future use

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, 54s.) ..	9	0
Minimum charge for use of 12-ton steam-crane (when specially ordered)	120	0
Minimum charge for use of 20-ton steam-crane (when specially ordered)	167	0

Exceptional cargoes (as determined by the Department) to be charged per day, or otherwise as may be determined by Chief Stationmaster, Westport.

The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

135. Reserved for future use

136. LAKE WAKATIPU STEAMER SERVICE

1. **General**—The fares, rates, and conditions set out in this section will be operative upon the Lake Wakatipu steamer service. Except as hereinafter provided, the preceding sections of this scale of charges so far as they may be applicable will apply.

2. Traffic to or from Queenstown will be dealt with as if to or from an officered station.

3. **Booking Fee—Passengers**—When tickets are issued on the steamer to passengers joining at Queenstown, a booking fee of 6d. will be charged in addition to the ordinary fare. Children under 15 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 steamer will have unlimited availability.

5. Schedule of Fares

Between	And	Ordinary Single	Ordinary Return
		s. d.	s. d.
Glenorchy	Kinloch	2 0	4 0
Greenstone	Elfin Bay	2 6	5 0
Glenorchy or Kinloch	Islands Mount Creighton Greenstone Elfin Bay	9 0	15 0
Glenorchy or Kinloch	Mount Nicholas Walter Peak	10 0	17 0
Queenstown	Glenorchy Kinloch	12 6	20 0
Queenstown	Islands Mount Creighton Greenstone Elfin Bay	10 0	17 0
Queenstown	Mount Nicholas Walter Peak Kingston	9 0	16 0
Queenstown or Kingston	Woolshed Cecil Peak Halfway Bay	9 0	16 0
One intermediate scheduled calling place west of Queenstown	Another intermediate scheduled calling place west of Queenstown (except between Greenstone and Elfin Bay)	10 0	17 0
One intermediate scheduled calling place east of Queenstown	Another intermediate scheduled calling place east of Queenstown	10 0	17 0
Any place other than a scheduled calling place (west of Queenstown)	Queenstown or any scheduled calling place west of Queenstown	12 6	..
Any place other than a scheduled calling place (east of Queenstown)	Queenstown or any scheduled calling place east of Queenstown	12 6	..
		Day Excursion (Return) When Specially Authorised	
		s. d.	
Queenstown	Elfin Bay	11 6	

LAKE WAKATIPU STEAMER SERVICE

6. **Picnic Parties**—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
		s. d.	s. d.	s. d.
Queenstown ..	Walter Peak or Halfway Bay	2 0	2 6	5 0
Queenstown ..	Glenorchy	4 6	5 0	7 0

7. **Season Tickets**—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 section 13:

Between	And	Rate per Annum
		£ s. d.
Queenstown	Head of Lake and intermediate calling places	20 3 0

LUGGAGE AND PARCELS

8. **Excess Luggage**—(a) Except as provided in subparagraph (b) hereof the provisions of section 46 will be applicable to luggage conveyed on the Lake Wakatipu steamer service.

(b) Excess luggage will be charged at the rate of 1s. 4d. 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.)

9. **Bicycles, Motor Bicycles**—(a) The following rates will apply for the conveyance of bicycles, and motor bicycles, 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	3 0
Bicycles, pedal, to seat two riders, per machine	5 0
Bicycles, pedal, with motor propelling attachment, per machine	5 0
Motor bicycles, per machine	16 0
Motor tricycles, per machine	20 0

(b) Motor bicycles charged with benzine or any inflammable liquid will not be accepted for conveyance by the Lake Wakatipu steamer services.

LAKE WAKATIPU STEAMER SERVICE

10. **Parcels**—(a) Except where otherwise stated herein, the provisions of sections 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 2
*Parcels, over 14 lb but not exceeding 28 lb each	1 8
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.
Motor bicycles or tricycles	See paragraph 9.

*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.

11. **Corpses**—Corpses conveyed on the Lake Wakatipu steamer will be charged £3 3s. per corpse for any distance on Lake Wakatipu.

12. **Dogs**—Dogs, including pups or dogs secured in hampers, crates, or boxes, will be charged 3s. 6d. each for any distance on Lake Wakatipu.

13. **Fresh Fruit and Fresh Vegetables**—(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.

	s. d.
Not exceeding 14 lb per package	1 2
Over 14 lb but not exceeding 56 lb per package	1 8

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".

14. **Library Exchanges**—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 steamer under the provisions of section 58.

15. **Milk and Cream**—Milk and cream carried by the Lake Wakatipu steamer 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.

16. **Newspapers and Stereotype Casts**—Newspapers, periodicals, and stereotype casts, as defined in section 62, will be charged 1s. per 28 lb or fraction thereof for any distance on Lake Wakatipu.

LAKE WAKATIPU STEAMER SERVICE

17. **Goods and Livestock**—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).
	Halfway Bay	
	Cecil Peak	
	Woolshed	
Halfway Bay ..	Woolshed	
Cecil Peak ..	Cecil Peak	
Woolshed ..	Halfway Bay	
Glenorchy or Kinloch	Queenstown	
	Walter Peak	
	Mount Creighton	
	Mount Nicholas	
	Elfin Bay	
	Greenstone	
Walter Peak ..	Greenstone	
Mount Creighton ..	Elfin Bay	
Mount Nicholas ..	Mount Nicholas	
Elfin Bay ..	Mount Creighton	
Greenstone ..	Walter Peak	
Kingston	Walter Peak	Ordinary rates (paragraph 23) plus 50%.
	Mount Creighton	
	Mount Nicholas	
Halfway Bay ..	Elfin Bay	
Cecil Peak ..	Greenstone	
Woolshed ..	Kinloch	
	Glenorchy	
Glenorchy ..	Kinloch	Half ordinary rates.
Pigeon and Pig Islands	Head of Lake – Queenstown and intermediate calling places	Ordinary rates (paragraph 23) plus 50%.
Pigeon and Pig Islands	Woolshed – Kingston and intermediate calling places	Double ordinary rates (paragraph 23).

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 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.

22. **Computation of Charges**—In computing the charges for goods conveyed on Lake Wakatipu, **fractions of a cwt will be charged as the next cwt.**

LAKE WAKATIPU STEAMER SERVICE

LAKE WAKATIPU STEAMER SERVICE

GOODS AND LIVESTOCK—*continued*

23. Schedule of Rates

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	25 0
Baths, plunge. (Minimum charge per consignment, 5s. 4d.)	,,	46 0
Benzine, kerosine, and similar mineral oils in cases or drums. *Dangerous* ..	,,	25 0
Boats—		
N.o.s. (other than motor launches)—		
Not exceeding 10 cwt per boat	Each	22 0
Exceeding 10 cwt per boat	,,	32 0
Motor launches. (Minimum charge as for 1 ton per consignment) ..	Ton	43 0
Rowing, exclusively for use in contests at regattas, will on the outward journey be charged	Each	22 0
Rowing, returning from regattas	,,	11 0
Calves. (See Livestock.)		
Cattle. (See Livestock.)		
Canoes	,,	7 0
Coal, bagged. (Loose coal will not be accepted for conveyance on Lake Wakatipu)	Ton	21 0
Empties—		
Returned, or when full to be forwarded by rail or steamer. (Minimum charge per consignment, 1s. 4d.)	cwt.	1 4
Not returned empties. (Minimum charge per consignment, 2s. 3d.) ..	,,	2 8
Explosives, as enumerated in Traffic Code Instruction 99. *Dangerous* ..	Ton	52 0
Firewood, not exceeding 8 ft in length	Cord	27 0
Flour, oatmeal, pollard, or bran, in bags	Ton	21 0
Fruit—		
Fresh, grown in New Zealand, Cook Islands, or Niue, packed	,,	21 0
Fresh, not otherwise specified	,,	25 0
Furniture—		
Not packed	,,	46 0
Securely packed in cases or crates, heavy packing paper, or in straw covered with hessian	,,	30 0
(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.	,,	21 0
Horses. (See Livestock.)		
Implements, agricultural—		
N.o.s., including ploughs, rollers, and discs	,,	25 0
Hay rakes, headers, manure sowers, reapers, reapers and binders, and scufflers, set up. (Minimum charge as for 1 ton per consignment) ..	,,	46 0
Hay sweeps, set up. (Minimum charge as for 10 cwt per consignment) ..	,,	46 0
Lime—		
Bagged. (Minimum quantity, 6 tons per consignment)	,,	15 0
Bagged, n.o.s.	,,	21 0
(Loose lime will not be accepted for conveyance on Lake Wakatipu.)		
Livestock—		
Calves (not exceeding 6 months old), loose	Head	12 0
Calves (not exceeding 6 months old), sheep, goats, or pigs, properly secured in crates—		
Gross weight not exceeding 3 cwt per crate	Crate	12 0
Gross weight exceeding 3 cwt but not exceeding 5 cwt per crate ..	,,	17 0
Cattle, n.o.s.	Head	25 0
Horses, n.o.s.	,,	25 0
Lambs, loose, unweaned	,,	0 11

LAKE WAKATIPU STEAMER SERVICE

LAKE WAKATIPU STEAMER SERVICE—*continued*

GOODS AND LIVESTOCK—*continued*

Description	Per	Rate
Livestock—*continued*		s. d.
Pigs, loose	,,	4 8
Ponies not exceeding 14 hands in height and foals not exceeding one year old	,,	18 0
Rams, loose	,,	4 8
Sheep, n.o.s., loose, up to 200 head	,,	1 4
Each additional head in excess of 200 up to 300	,,	1 2
Each additional head in excess of 300	,,	1 0
Machines, sewing, treadle or portable	Each	5 0
Manures, bagged—		
Artificial. (Minimum quantity, 6 tons per consignment)	Ton	15 0
Artificial, not otherwise specified	,,	21 0
(Loose manure will not be accepted for conveyance on Lake Wakatipu.)		
Motor cars	Each	63 0
Motor lorries and motor buses—		
Not exceeding 30 cwt	,,	63 0
Exceeding 30 cwt	,,	105 0
Peas, parched or dried, in bags	Ton	19 0
Pianos—		
Packed	,,	25 0
Not packed	Each	21 0
Pigs. (See Livestock.)		
Pipes—		
Steel or galvanised iron, n.o.s.	Ton	25 0
Drain, concrete or earthenware	,,	49 0
Pipes and fluming, iron or steel, for mining or irrigation purposes	,,	49 0
Ponies. (See Livestock.)		
Posts, rails, or strainers, wooden fencing, n.o.s.	Each	0 10
Posts, wooden, not exceeding 6 ft in length and 24 sq. in. in end section, in minimum consignments of 100 posts. Any less quantity will be charged at such minimum or at the rate of 8d. per post if cheaper	100	57 0
Rams. (See Livestock.)		
Sheep. (See Livestock.)		
Skins, in bales. (See paragraph 27 hereof.)		
Stakes, fencing, wooden	,,	39 0
Tanks, steel or galvanised corrugated iron—		
Not exceeding 400 gallons, per tank	Each	17 0
Exceeding 400 gallons, per tank	,,	25 0
Timber	100 sup. ft.	4 8
Tractors—		
Motor with implements fitted thereto	Ton	46 0
Motor, n.o.s. (Minimum charge as for 1 ton per tractor)	,,	25 0
Motor, exceeding 2 ton per vehicle, at the rates specified in paragraph 28.		
Vegetables—		
Beetroot, carrots, turnips, mangolds, marrows, potatoes, onions, in bags	,,	19 0
N.o.s.	,,	21 0
Vehicles, other than motor vehicles or tractors—		
Two-wheeled	Each	44 0
Four-wheeled	,,	64 0
Wool, in bales. (See paragraph 27 hereof.)		

24. **Loading and Unloading Livestock**—When a horse box or loading stage is provided in connection with the transport of livestock a charge of 9s. 6d. 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. 6d. per four-wheeled wagon or 13s. 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.

LAKE WAKATIPU STEAMER SERVICE

26. **Explosive Traffic**—Dangerous goods will be conveyed by cargo boats only. Small lots of explosives may be accepted or declined at the option of the Department.

27. **Undumped Bales of Wool and Skins**—(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 6
Kinloch		
Islands		
Greenstone		
Elfin Bay		
Mount Creighton		
Mount Nicholas		
Walter Peak		
Queenstown	Kingston	4 4
Cecil Peak	Kingston	5 4
Halfway Bay	Kingston	5 4
Woolshed	Kingston	4 4

(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.

28. **Heavy Machinery and Heavy Lifts**—(a) The following charges, which cover freight, also cranage 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:

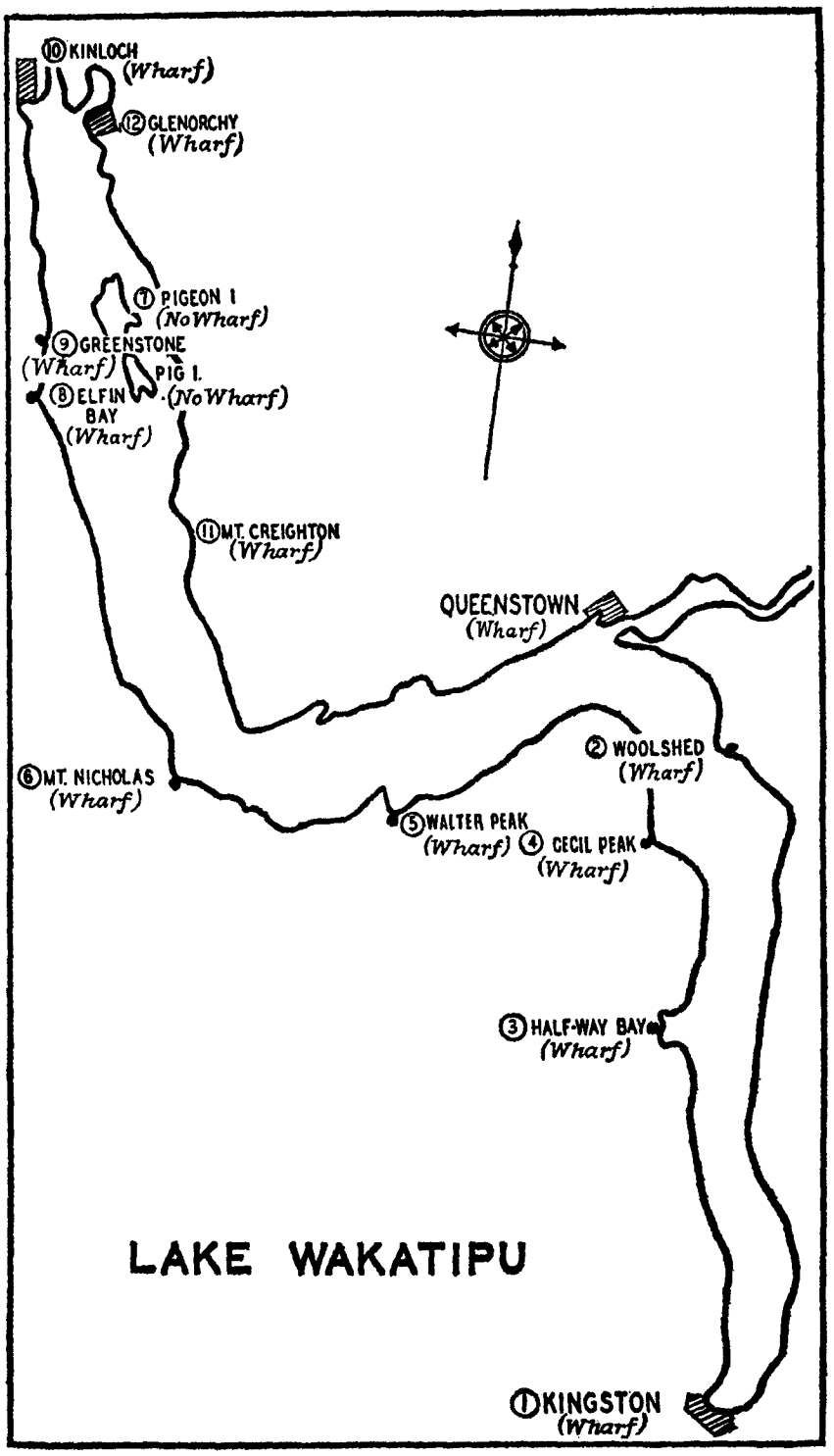
Weight	Charge per Package
	£ s. d.
18 cwt to under 1 ton	2 0 0
1 ton to under 1¼ "	2 9 0
1¼ " 1½ "	2 19 0
1½ " 1¾ "	3 10 0
1¾ " 2 "	3 19 0
2 " 2¼ "	4 9 0
2¼ " 2½ "	5 5 0
2½ " 3 "	7 8 0
3 " 3½ "	9 15 0
3½ " 4 "	12 2 0
4 " 4½ "	14 7 0
4½ " 5 "	16 14 0
5 " 5½ "	19 1 0
5½ " 6 "	21 15 0
6 " 6½ "	24 11 0
6½ " 7 "	27 7 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%.
	Mount Creighton ..	
	Mount Nicholas ..	
Halfway Bay ..	Elfin Bay ..	
Cecil Peak	Greenstone ..	
Woolshed	Kinloch	
	Glenorchy ..	
Glenorchy	Kinloch	At half the rates specified in subparagraph (a) hereof.

(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.

LAKE WAKATIPU STEAMER SERVICE



BY AUTHORITY: R. E. OWEN, GOVERNMENT PRINTER, WELLINGTON, NEW ZEALAND—1965
83202—65 G

Price 6s.