



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

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NEW ZEALAND GOVERNMENT RAILWAYS

ALTERATIONS TO THE SCALE OF CHARGES

*Alterations to the Scales of Charges Upon the New Zealand Government Railways—Amendment
No. 30*

GENERAL SCALE OF CHARGES

PURSUANT to the Government Railways Act 1949, the Minister of Railways subject to the Carriage of Goods Act 1979 hereby makes the following alterations and additions to the Scales of Charges and the rates, charges, terms and conditions contained in the General Scale of Charges, published in the *Supplement* dated the 3rd day of December 1973, to the *New Zealand Gazette* of the 29th day of November 1973*, and hereby declares that such alterations and additions shall come into force on the 1st day of June 1980.

As witness my hand this 26th day of May 1980.

COLIN MCLACHLAN,
Minister of Railways.

- *Amendment No. 1: *Gazette*, 1975, p. 965.
- Amendment No. 2: *Gazette*, 1975, p. 1351.
- Amendment No. 3: *Gazette*, 1975, p. 2996.
- Amendment No. 4: *Gazette*, 1976, p. 115.
- Amendment No. 5: *Gazette*, 1976, p. 1269.
- Amendment No. 6: *Gazette*, 1976, p. 2815.
- Amendment No. 7: *Gazette*, 1976, p. 2852.
- Amendment No. 8: *Gazette*, 1977, p. 1321.
- Amendment No. 9: *Gazette*, 1977, p. 1336.
- Amendment No. 10: *Gazette*, 1977, p. 1344.
- Amendment No. 11: *Gazette*, 1977, p. 2320.
- Amendment No. 12: *Gazette*, 1977, p. 3033.
- Amendment No. 13: *Gazette*, 1977, p. 3069.
- Amendment No. 14: *Gazette*, 1977, p. 3077.
- Amendment No. 15: *Gazette*, 1978, p. 721.
- Amendment No. 16: *Gazette*, 1978, p. 1801.
- Amendment No. 17: *Gazette*, 1978, p. 1839.
- Amendment No. 18: *Gazette*, 1978, p. 1848.
- Amendment No. 19: *Gazette*, 1979, p. 1239.
- Amendment No. 20: *Gazette*, 1979, p. 1281.
- Amendment No. 21: *Gazette*, 1979, p. 1290.
- Amendment No. 22: *Gazette*, 1979, p. 2812.
- Amendment No. 23: *Gazette*, 1979, p. 2812.
- Amendment No. 24: *Gazette*, 1979, p. 2861.
- Amendment No. 25: *Gazette*, 1979, p. 2892.
- Amendment No. 26: *Gazette*, 1979, p. 2901.
- Amendment No. 27: *Gazette*, 1980, p. 471.
- Amendment No. 28: *Gazette*, 1980, p. 510.
- Amendment No. 29: *Gazette*, 1980, p. 519.

BAGGAGE, PARCELS, ETC.

Sections 43 to 51 inclusive are hereby *revoked* and the following new sections 43 to 51 are *substituted*:

43. Passengers Baggage: General Conditions

1. Passengers baggage is carried in accordance with the provisions of the Carriage of Goods Act 1979.
2. Railway employees are not permitted to act as agents or to undertake the charge of or accept responsibility in respect of baggage left temporarily at a station, unless the baggage has been accepted and booked and placed in the luggage room.
3. The department does not undertake to forward baggage of any description by any particular train, and will not be responsible for any baggage or parcels left about the station premises and not duly delivered to the custody of the department. Baggage left at a station should be placed in the baggage room.
4. No baggage 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 baggage which any official of the department may deem to be inconvenient or objectionable.
5. Except as otherwise provided, no person shall send any baggage to any railway station beyond the destination station for which his ticket is available, nor shall any person send or carry as baggage any packages containing goods that are for sale or are other than his own bona fide property. Baggage for transit inter-island must be checked under the provisions of section 45 unless it is otherwise dealt with as provided for in section 137 (rail/ferry).
6. The department may refuse any articles which, from their bulky or objectionable character, it is inexpedient to carry as passengers' baggage. Packages exceeding 100 kg in weight or 0.5 m³ in measurement will not be accepted for conveyance as passengers' baggage. 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 destination station to which the passenger 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 baggage that does not comply with the foregoing conditions. Trunks, suitcases, bags, and other baggage 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 cause damage to other goods will not be accepted for storage or carriage as baggage.
8. Passengers will make good all damage to railway property or other goods, arising from baggage unfit for carriage or storage being handed to the department.
9. For insurance of baggage to be carried at declared value risk within the meaning of the Carriage of Goods Act 1979, see section 110.

44. Reserved for Future Use**45. Checked Baggage**

1. Passengers will have their baggage checked free of charge to the extent of the rail, road, and rail/ferry tickets held as follows:

<i>Between</i>	<i>And</i>	<i>Route</i>
(a) Any station ...	... Any other station on the same section of railway	Rail
(b) Stations in the North Island	Stations in the South Island	Rail and Wellington-Picton/Cook Strait rail ferry service.
(c) Kaitaia, Mangakino, Rotorua, Whakatane, Opotiki or Foxton	Stations in the North Island Stations in the South Island	Rail and railway road service. Rail, railway road services, Wellington-Picton/Cook Strait rail ferry service.
(d) Gisborne ...	... Stations in the North Island	Rail and railway road services via Rotorua or Taneatua.

2. **Liability**—Subject to the Carriage of Goods Act 1979 the department will not be responsible for loss of or damage or delay to any checked baggage, 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 baggage 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 baggage in the possession, custody, or control of any such carrier, harbour board, warehouseman or other person as aforesaid.

3. **Tendering Baggage for Checking**—Baggage may be checked from attended stations where facilities for the checking of baggage are provided. Such baggage must (without prejudice to the provisions regarding excess baggage) 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 baggage to be checked must obtain a baggage check for each package.

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

5. **Lost checks**—Any person claiming delivery of any checked baggage 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 baggage

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check lost, the description of such package and its contents, and such other information as the department may require. Before delivery the claimant may be required to indemnify the department against any loss or claim that may arise as a result of delivery and to furnish such other proofs of title to delivery of the baggage as the department may require.

6. **Storage**—Checked baggage not claimed within 5 days of arrival at destination stations will be treated as lost baggage and stored in accordance with the provisions of section 49 hereof.

7. **Unclaimed Baggage**—Checked baggage not claimed within 3 months after arrival at destination may be sold.

46. **Excess Baggage**

1. The department reserves the right to levy additional charges for light bulky packages of passengers' baggage.

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

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

5. An excess baggage ticket is only a receipt for charges paid.

6. **Free Allowance**—Subject to the provisions of the Carriage of Goods Act and to the succeeding provisions of this section, "baggage" 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 baggage, are not designed and carried for such use.

Passengers will be granted free conveyance (subject to the provisions of section 45, checked baggage) of their bona fide personal baggage as follows:

- (a) Per adult paying passenger—two items of baggage.
- (b) Per child travelling at half fare—one item of baggage.
- (c) Families travelling on family tickets (section 22)—maximum of five items of baggage.

7. (a) **Articles Not Accepted as Free Baggage**—The following articles shall not be included in a passengers free baggage allowance and will be treated as excess baggage:

Any package exceeding 100 kg in weight or 0.5 m³ in measurement.
Bedsteads, mattresses, and stretchers.

- *Bicycles (pedal or motor).
- Bulky musical instruments.
- Carpets.
- *Dogs (on chains or in boxes).
- Furniture.
- Glassware.
- House fittings.
- Kerosene and similar mineral oils.
- Linoleum.
- Liquor.
- Live poultry or livestock.
- Sewing machines.
- Surf boards.
- Tents and poles.

*Refer paragraph 9 hereof.

(b) The department reserves the right to determine whether any package or article (other than bona fide personal baggage) may be carried free as baggage under the provisions of this section.

8. (a) **Excess Baggage**—Excess baggage will be charged at the rates set out hereunder computed on the distance as provided in the published distance tables North and South Islands, between the points of travel covered by the ticket(s) held. In the case of inter-island travel each island will be charged for separately.

Excess baggage charges will be payable in respect of the following:

- (i) Articles not entitled to be carried free as portion of a passenger's baggage allowance.
- (ii) All items in excess of the number entitled to be checked free in accordance with the fares paid (refer paragraph 6).

(b) Rates:

Distance	Charge Per Item of Baggage in Excess of Free Allowance
Up to 250 km	\$2.00 per item
251 to 500 km	\$3.00 per item
501 to 750 km	\$4.00 per item
Over 750 km	\$5.00 per item

An additional charge of \$1.00 per item of baggage will be made in respect of any rail/ferry journey, in accordance with the provisions of section 139 hereof.

9. Bicycles (pedal or motor), dogs (on chains or in boxes) accompanying passengers by rail or railway road services will not be accepted as excess baggage and must be consigned as parcels traffic.

BAGGAGE, PARCELS, ETC.

49. Lost Baggage

1. Baggage or other packages or articles, left in a train or left unclaimed on railway premises, will be treated as lost baggage and charged storage at the rates provided hereunder:

	For First Four Weeks	For each Additional Week or Part Thereof
Per package or article	20c per week or part thereof	60c

2. The station platform will be cleared after the arrival and departure of each train, and subject to paragraph 6 of section 45 hereof all baggage, checked or excess, or other packages or articles found and not immediately claimed will be treated as lost baggage.

3. Baggage or other packages or articles left or left unclaimed on railway premises and to which the provisions of the Carriage of Goods Act 1979 do not apply and not claimed within 3 months after the time when first placed into storage as lost baggage may be sold.

4. The department shall not be liable with respect to any package or article under this section to which the provisions of the Carriage of Goods Act 1979 do not apply.

50. Left Baggage

1. Except as otherwise provided, baggage, packages, or articles mentioned in sections 45 and 46 may be accepted for storage free of charge on presentation of an appropriate rail, road service, or rail/ferry ticket, subject to the conditions specified hereunder.

2. 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.

3. 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 rise in connection with such deposit.

4 (a) 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 received a baggage ticket or excess 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 baggage ticket or excess ticket issued in respect thereof and on payment of all charges which may have become payable in respect of the same.

(b) At the time of presentation of such baggage or articles to be left in the custody of the department, a checked baggage label marked LEFT BAGGAGE will be issued which must be correctly filled in by the passenger or owner with name, address, and destination.

The officer accepting such baggage will attach the tie-on portion of the label to the article and hand the tear-off butt to the owner or passenger for retention.

5. **Delivery**—Delivery by the department of any package left in its custody under this section to the person producing and surrendering the appropriate ticket shall discharge the department of its obligation in respect of such package.

6. Any person claiming delivery of any package that is in the custody of the department under the provisions of this section and who has lost the baggage ticket applicable to such package may, before such package is delivered, be required to make at that person's own cost a statutory declaration setting forth the number of such lost ticket, a description of the package and contents of which delivery is claimed, and such other information as the department may require. The claimant 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 title to such package as the department may require. Should the information furnished by the claimant as proof of title be insufficient or unsatisfactory to the department, 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.

7. Baggage, packages, or articles left in the custody of the department under this section and not claimed within 1 week will be treated as lost baggage and dealt with under the provisions of section 49.

8. **Liability**—The liability of the department in respect of each article or package deposited as aforesaid, is hereby limited to \$200.00.

51. Reserved for Future Use

52. Pedal Bicycles or Tricycles

	Omit	Insert
Paragraph 5	\$1.60	\$1.80

BAGGAGE, PARCELS, ETC.

53. Motor Bicycles

This section is hereby *revoked* and the following new section *substituted*:

53. Motor Bicycles

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.

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

Kilometres Not Exceeding	Not Exceeding 55 kg	Over 55 kg and Not Exceeding 80 kg	Over 80 kg
45	4.10	5.10	6.95
85	6.05	7.90	10.70
165	7.90	10.25	13.85
245	9.75	12.05	17.30
325	11.20	14.10	20.40
405	12.55	15.65	23.00
485	14.10	17.90	25.95
565	15.65	20.40	28.90
645	17.65	21.95	30.95
725	18.95	23.50	33.55
805	20.70	25.30	35.75
For every additional 85 km or part thereof ...	1.85	2.00	3.10

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

3. Motor bicycles or motor scooters with trailers or sidecars attached, also go-karts, accompanying passengers will be charged at double the rate for motor cycles and will be conveyed in guard's vans of passengers 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 the rate for motor bicycles plus 50 percent.

4. Motor bicycles and motor scooters (unaccompanied) will not be accepted under the provisions of this section and must be consigned as goods traffic, *vide* section 68.

5. Motor scooters will be charged as motor bicycles.

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

7. Motor bicycles when charged with petrol or any inflammable liquid will not be accepted for conveyance by rail. In addition, the battery leads must be disconnected from the battery and tied back in such a manner that they cannot touch the battery terminals while in transit.

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

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

	Per Day or Part Thereof
Per motor bicycle	\$1.03

54. Parcels Traffic, Conditions of Carriage and Classification

This section is hereby *revoked* and the following new section *substituted* therefor:

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 on weight or measurement, whichever charge is greater 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 section 54 to 56 inclusive and 58 to 63 inclusive must be prepaid.

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

(b) Parcels Traffic, Consigned Inter-island—The zone rates for parcels traffic consigned inter-island include the sea or air charge, whichever may apply.

4. Hazardous substances will not be accepted as parcels traffic.

5. (a) The department does not undertake to convey at parcels rates any packages which exceed 25 kg in weight or 0.30 m³ in measurement, or which exceed 2 metres in any one dimension. However, where any package of either a greater weight or a greater measurement is tendered for transit it may be accepted provided the weight or dimensions are such as will not cause inconvenience in handling. Weight or measurement in excess of 25 kg or 0.30 m³ will be treated as a separate consignment at the appropriate rate.

(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.

6. Liability with respect to the following goods is in accordance with the provisions of the Carriage of Goods Act 1979 as set out in section 110.

GOODS

75. Class K

Paragraph 2. **Small Lots.**—Omit this paragraph and substitute:

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 actual quantity subject to a minimum of 0.25 m³—at the following scale if cheaper:

Zone No.	Kilometres Not Exceeding	Per Cubic Metre	Zone No.	Kilometres Not Exceeding	Per Cubic Metre
		\$			\$
1 ...	65	17.66	11 ...	678	70.49
2 ...	98	21.39	12 ...	774	77.00
3 ...	146	26.99	13 ...	870	83.52
4 ...	194	35.61	14 ...	1038	94.92
5 ...	242	40.53	15 ...	1213	106.82
6 ...	290	43.62	16 ...	1388	118.71
7 ...	358	48.27	17 ...	1563	130.61
8 ...	438	53.82	18 ...	1713	140.81
9 ...	518	59.37	19 ...	1888	152.70
10 ...	598	64.94	20 ...	Over 1888	166.29

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

	Omit	Insert
Paragraph 14 (a) ...	\$6.79	\$7.62
... minimum	\$1.95	\$2.19
Paragraph 14 (b) (i) ...	\$2.61	\$2.93
... minimum	\$2.61	\$2.93
Paragraph 14 (b) (ii) ...	\$1.85	\$2.08
... minimum	\$1.54	\$1.73

76. Class L—Logs Consigned to Sawmills

	Omit	Insert
Paragraph 5 (a) ...	\$6.79	\$7.62
... minimum	\$1.95	\$2.19
Paragraph 5 (b) ...	\$2.61	\$2.93
... minimum	\$2.61	\$2.93

77. Livestock

Paragraph 4. **Small Lots.**—Omit this paragraph and substitute:

4. **Small Lots**—Cattle, calves, sheep, pigs, horses (including ponies and foals), 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:

Kilometres Not Exceeding	Each Additional One Belonging to Same Owner in the Same Wagon		
	First Animal	Cattle	Calves and Foals (Not Exceeding 6 months old), Sheep, Pigs, or Goats
	\$	\$	\$
65 ...	40.98	13.66	4.55
98 ...	53.55	17.85	5.95
146 ...	71.91	23.97	7.99
194 ...	95.11	31.70	10.57
242 ...	122.94	40.98	13.66
290 ...	143.40	47.80	15.93
358 ...	164.84	54.95	18.32
438 ...	190.63	63.54	21.18
518 ...	216.38	72.13	24.04
598 ...	242.16	80.72	26.91
678 ...	267.92	89.31	29.77
750 ...	292.27	97.42	32.47

For each additional 75 kilometres or fraction thereof beyond 750 kilometres will be added:

\$	\$	\$
24.36	8.12	2.71

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

79. Class G Goods Railed in Full Wagon Loads

This section is hereby *revoked* and the following new section substituted:

79. Class G Goods Railed in Full Wagon Loads

1. Goods classified as Class G in section 68 will be charged at such rates except as under:
2. When subject to compliance with the Carriage of Goods Act 1979 the goods specified hereunder are conveyed at owners risk:

GOODS

(a) Ducting, insulating materials, and woodwool classified G and forwarded in full wagon loads will be charged Class G less 12½ percent at the cubic measurements listed:

Wagon Type	Charge G Less 12½% on Cubic Metres
Per LA wagon	16.5
Per XC wagon	19.5
Per KC, LB, LC, NC, NF, XP wagon	25.0
Per KP, KS wagon	28.0
Per UBM, UKX wagon	70.5
Per bogie wagon not otherwise specified	56.5

(b) Lesser quantities will be charged in accordance with the foregoing or on actual measurement at Class G whichever is the cheaper.

3. The application of Class G less 12½ percent rates under this section is conditional on all loading and unloading being performed by owners.

GOODS

81. Artificial Fertilisers

Paragraph 3. Omit this paragraph and substitute:

3. Rates:

Kilometres Not Exceeding	Rate Per Tonne	Kilometres Not Exceeding	Rate Per Tonne	Kilometres Not Exceeding	Rate Per Tonne
	\$		\$		\$
65	8.62	226	20.49	582	35.60
68	8.79	234	21.02	598	36.27
71	8.97	242	21.56	614	36.93
74	9.14	250	22.09	630	37.59
77	9.32	258	22.40	646	38.25
80	9.49	266	22.71	662	38.92
83	9.66	274	23.03	678	39.58
86	9.84	282	23.34	702	40.55
89	10.01	290	23.65	726	41.52
92	10.19	298	23.96	750	42.50
95	10.36	306	24.28	774	43.47
98	10.53	314	24.59	798	44.44
101	10.71	322	24.90	822	45.41
104	10.88	332	25.30	846	46.38
107	11.06	342	25.67	870	47.36
110	11.23	358	26.33	894	48.33
114	11.59	374	26.99	918	49.30
122	12.06	390	27.66	942	50.27
130	12.54	406	28.32	966	51.24
138	13.01	422	28.98	990	52.22
146	13.48	438	29.64	1014	53.19
154	14.22	454	30.31	1038	54.16
162	14.97	470	30.97		
170	15.71	486	31.63		
178	16.45	502	32.29		
186	17.19	518	32.96		
194	17.94	534	33.62		
202	18.68	550	34.28		
210	19.42	566	34.94		
218	19.95				

For each additional 25 km
or fraction thereof bey-
ond 1038 km add 96c per
tonne.

The foregoing rates are at "limited carriers risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

83. Motor Vehicles

This section is hereby *revoked* and the following new section *substituted*:

83. Motor Vehicles

1. Motor vehicles not otherwise specified, unpacked, which can be loaded in a four-wheeled wagon will be charged as follows:

Kilometres Not Exceeding	Charge Per Vehicle	Kilometres Not Exceeding	Charge Per Vehicle	Kilometres Not Exceeding	Charge Per Vehicle
	\$		\$		\$
65 ...	59.49	202 ...	137.44	502 ...	272.51
68 ...	60.86	210 ...	143.09	518 ...	279.23
71 ...	62.23	218 ...	147.22	534 ...	285.95
74 ...	63.60	226 ...	151.32	550 ...	292.66
77 ...	64.97	234 ...	155.48	566 ...	299.39
80 ...	66.34	242 ...	159.60	582 ...	306.11
83 ...	67.71	250 ...	163.73	598 ...	312.82
86 ...	69.08	258 ...	167.86	614 ...	319.55
89 ...	70.45	266 ...	171.98	630 ...	326.26
92 ...	71.82	274 ...	176.11	646 ...	332.98
95 ...	73.19	282 ...	180.23	662 ...	339.70
98 ...	74.56	290 ...	184.37	678 ...	346.42
101 ...	75.92	298 ...	187.51	702 ...	356.72
104 ...	77.30	306 ...	190.65	726 ...	367.04
107 ...	78.67	314 ...	193.78	750 ...	377.34
110 ...	80.04	322 ...	196.92	774 ...	387.65
114 ...	83.17	332 ...	201.11	798 ...	397.96
122 ...	86.84	342 ...	205.32	822 ...	408.27
130 ...	90.51	358 ...	212.04	846 ...	418.57
138 ...	94.18	374 ...	218.75	870 ...	428.89
146 ...	97.85	390 ...	225.48	894 ...	439.19
154 ...	103.50	406 ...	232.19	918 ...	449.50
162 ...	109.16	422 ...	238.91	942 ...	459.81
170 ...	114.81	438 ...	245.63	966 ...	470.12
178 ...	120.47	454 ...	252.35	990 ...	480.42
186 ...	126.13	470 ...	259.07	1014 ...	490.73
194 ...	131.78	486 ...	265.79	1038 ...	501.04

For each additional 25 km or part thereof over 1038 km \$9.37 will be added.

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

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

- (i) One vehicle loaded on a bogie wagon owing to its length ... Double rate.
- (ii) 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 vehicle.
- (iii) Two or more vehicles in one consignment loaded together on one four-wheeled wagon ... Full rate for first vehicle; half rate for additional vehicle.
- (iv) Three or more vehicles in one consignment loaded on an Rb, Ub, Ur, or Us wagon ... Full rate for first two vehicles; half rate for each additional vehicle.
- (v) Three or more vehicles in one consignment loaded on a bogie wagon n.o.s. ... Full rate for first three vehicles; half rate for each additional vehicle.
- (vi) Where a four-wheeled wagon is ordered but not available and a bogie wagon is used at the consignor's request ... Double rate.
- (vii) Where motor vehicles are loaded on a DD wagon ... Ordinary rate for each vehicle.

3. Where goods are loaded on motor vehicles, charges at classified rates will apply to such goods in addition to the appropriate charge for the vehicle.

4. **Loading and unloading**—The department may not undertake the loading and unloading of motor vehicles to and from railway wagons and may require such services to be performed by the owners. Where, however, the department elects to perform one or both of these services the cost of loading and/or unloading will be deemed to be included in the rates prescribed in paragraph 1 hereof irrespective of whether the vehicle is handled by crane, forklift, or driven on and/or off the railway wagon.

For the purpose of this paragraph, loading and unloading will be deemed to include roping and unroping.

5. **Liability**—Motor vehicles shall be received, held, carried, delivered, or otherwise dealt with in accordance with the provisions of the Carriage of Goods Act 1979.

The foregoing shall apply to any equipment recognised as ordinary equipment of a motor vehicle including windscreen wipers, hub caps, and such articles as spare parts, wheels, tyres, accessories, and tools attached to or contained in the motor vehicle received for carriage.

When motor vehicles are carried at otherwise than "owners risk" particulars of such equipment and accessories must be set out on the consignment note and such equipment and accessories must be locked in the vehicle.

GOODS

86. Cement

This section is hereby *revoked* and the following new section *substituted*:

86. Cement

1. Cement (except bulk cement in specially constructed containers) in the following minimum loads will be charged at the rates specified in paragraph 2 hereof.

Each Four Wheeled Wagon	Each Bogie Wagon
Tonnes 12	Tonnes 24

2. Rates—

Kilometres Not Exceeding	Per Tonne	Kilometres Not Exceeding	Per Tonne	Kilometres Not Exceeding	Per Tonne
	\$		\$		\$
65 ...	14.21	210 ...	28.44	534 ...	48.01
68 ...	14.44	218 ...	29.12	550 ...	48.86
71 ...	14.67	226 ...	29.80	566 ...	49.71
74 ...	14.90	234 ...	30.48	582 ...	50.56
77 ...	15.12	242 ...	31.16	598 ...	51.41
80 ...	15.35	250 ...	31.85	614 ...	52.27
83 ...	15.58	258 ...	32.53	630 ...	53.12
86 ...	15.81	266 ...	33.21	646 ...	53.97
89 ...	16.04	274 ...	33.89	662 ...	54.82
92 ...	16.27	282 ...	34.57	678 ...	55.67
95 ...	16.50	290 ...	35.25	702 ...	56.96
98 ...	16.73	298 ...	35.64	726 ...	58.24
101 ...	16.96	306 ...	36.04	750 ...	59.52
104 ...	17.19	314 ...	36.43	774 ...	60.80
107 ...	17.42	322 ...	36.82	798 ...	62.09
110 ...	17.65	332 ...	37.30	822 ...	63.37
114 ...	18.03	342 ...	37.79	846 ...	64.65
122 ...	18.63	358 ...	38.64	870 ...	65.94
130 ...	19.23	374 ...	39.49	894 ...	67.22
138 ...	19.84	390 ...	40.34	918 ...	68.50
146 ...	20.44	406 ...	41.19	942 ...	69.79
154 ...	21.44	422 ...	42.05	966 ...	71.07
162 ...	22.44	438 ...	42.90	990 ...	72.35
170 ...	23.44	454 ...	43.75	1014 ...	73.63
178 ...	24.44	470 ...	44.60	1038 ...	74.92
186 ...	25.44	486 ...	45.45	For each additional 25 km	
194 ...	26.44	502 ...	46.30	or part thereof 1.34c is to	
202 ...	27.44	518 ...	47.16	be added.	

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

3. **Minimum charge**—Any less quantity than the minimum prescribed will be charged at such minimum or on actual weight at Class E plus 50 percent whichever is cheaper.

4. 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 45 cents per tonne.
- (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 154 kilometres	0.64 per tonne
155 to 314 kilometres	1.26 per tonne
315 to 470 kilometres	2.01 per tonne
471 to 630 kilometres	2.54 per tonne
631 kilometres and over	3.20 per tonne

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

6. **Empty Containers**—With the exception of shunting charges to or from private sidings (where applicable), no charge will be made for hauling empty cement containers or wagons.

7. **Handling**—The department may require all loading and unloading to be performed by the owners.

GOODS

87. Food Products and Clothing for Charitable Purposes

This section is hereby *revoked* and the following new section is *substituted*:

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, and subject to compliance with the provisions of the Carriage of Goods Act 1979.

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, and I request that these goods be consigned at "owner's risk".

This means that the carrier will pay no compensation if the goods are lost or damaged unless he intentionally loses or damages them.

Signature of Sender

*Insert "Orphanage" or "Maori Mission Field".

GOODS

88. Meat Conveyed in Insulated Wagons, or Insulated or Refrigerated Containers

This section is hereby *revoked* and the following new section *substituted* therefor:

88. Meat Conveyed in Insulated Wagons, or Insulated or Refrigerated Containers

1. **Export Meat**—Fresh, frozen, or chilled consigned to a port, wharf, or container terminal will be charged as follows:

(a) For distances not exceeding 62 km—At the following wagon and container rates:

Kilometres Not Exceeding	Per W Wagon	Per VB or VS Wagon	Per VR Wagon	Carcass Meat Per Container	Meat Not Other- wise Specified Per Container
	\$	\$	\$	\$	\$
3	38.98	116.71	119.63	72.89	101.08
4	40.45	118.18	121.10	74.14	102.33
5	41.91	119.64	122.56	75.40	103.59
6	43.38	121.11	124.03	76.65	104.84
7	44.85	122.58	125.50	77.91	106.10
8	46.32	124.05	126.97	79.16	107.35
9	47.78	125.51	128.43	80.41	108.60
10	49.25	126.98	129.90	81.67	109.86
11	50.72	128.45	131.37	82.92	111.11
12	52.18	129.91	132.83	84.18	112.37
13	53.65	131.38	134.30	85.43	113.62
14	55.12	132.85	135.77	86.68	114.87
15	56.58	134.31	137.23	87.94	116.13
16	58.05	135.78	138.70	89.19	117.38
17	59.52	137.25	140.17	90.45	118.64
18	60.99	138.72	141.64	91.70	119.89
19	62.45	140.18	143.10	92.95	121.14
20	63.92	141.65	144.57	94.21	122.40
21	65.39	143.12	146.04	95.46	123.65
22	66.85	144.58	147.50	96.72	124.91
23	68.32	146.05	148.97	97.97	126.16
26	73.10	158.71	163.31	102.34	135.26
29	77.83	171.33	177.62	108.97	144.00
32	82.56	183.95	191.93	115.60	152.74
35	87.29	196.57	206.24	122.23	161.48
38	92.02	209.19	220.55	128.86	170.22
41	96.75	221.81	234.86	135.49	178.96
44	101.48	234.43	249.17	142.12	187.70
47	106.21	247.05	263.48	148.75	196.44
50	110.94	259.67	277.79	155.38	205.18
53	115.67	272.29	292.10	162.01	213.92
56	120.40	284.91	306.41	168.64	222.66
59	125.13	297.53	320.72	175.27	231.40
62	129.86	310.15	335.03	181.90	240.14

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

Where one container is loaded on a UK and UKB wagon the minimum charge will be as for the container rate for carcass meat increased by 50 percent.

(b) For distances exceeding 62 km—at the rates prescribed hereunder, subject to the following minimum wagon loadings:

	Tonnes		Tonnes
W wagons	4	VR wagons	12
VB or VS wagons	11	UK or UKB wagons	14

GOODS

Rates—Meat complying with the foregoing minima will be charged as follows:

<i>Kilometres Not Exceeding</i>	<i>Rate Per Tonne</i>	<i>Kilometres Not Exceeding</i>	<i>Rate Per Tonne</i>	<i>Kilometres Not Exceeding</i>	<i>Rate Per Tonne</i>
	\$		\$		\$
65 ...	25.57	210 ...	51.18	534 ...	86.41
68 ...	25.98	218 ...	52.41	550 ...	87.94
71 ...	26.40	226 ...	53.64	566 ...	89.48
74 ...	26.81	234 ...	54.86	582 ...	91.01
77 ...	27.22	242 ...	56.09	598 ...	92.54
80 ...	27.63	250 ...	57.32	614 ...	94.08
83 ...	28.04	258 ...	58.55	630 ...	95.61
86 ...	28.46	266 ...	59.77	646 ...	97.14
89 ...	28.87	274 ...	60.99	662 ...	98.68
92 ...	29.29	282 ...	62.23	678 ...	100.21
95 ...	29.70	290 ...	63.45	702 ...	102.52
98 ...	30.11	298 ...	64.15	726 ...	104.82
101 ...	30.52	306 ...	64.86	750 ...	107.14
104 ...	30.93	314 ...	65.57	774 ...	109.44
107 ...	31.35	322 ...	66.27	798 ...	111.75
110 ...	31.76	332 ...	67.13	822 ...	114.07
114 ...	32.45	342 ...	68.01	846 ...	116.37
122 ...	33.53	358 ...	69.54	870 ...	118.68
130 ...	34.61	374 ...	71.08	894 ...	120.99
138 ...	35.70	390 ...	72.61	918 ...	123.30
146 ...	36.78	406 ...	74.14	942 ...	125.61
154 ...	38.58	422 ...	75.68	966 ...	127.92
162 ...	40.38	438 ...	77.21	990 ...	130.23
170 ...	42.18	454 ...	78.74	1014 ...	132.53
178 ...	43.98	470 ...	80.28	1038 ...	134.85
186 ...	45.78	486 ...	81.81		
194 ...	47.58	502 ...	83.34		
202 ...	49.38	518 ...	84.88		
					For each additional 25 km or fraction thereof add \$2.41 per tonne.

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

(c) The minimum loads per wagon will be deemed to be complied with in cases where the total weight 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.

2. Meat, not otherwise specified, conveyed in insulated wagons or containers will be charged as "export meat" at the rates prescribed in subparagraph 1 (b) hereof subject to the minimum wagon loadings specified.

3. The rates and minimum specified herein for containers will be doubled for containers exceeding 6.1 metres (20 feet) in length.

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

5. **Handling**—The department may require all loading and unloading to be performed by owners.

GOODS

89. Petroleum Products in Rail Tank Wagons

This section is *revoked* and the following new section *substituted* therefor:

89. Petroleum Products in Rail Tank Wagons

1. The charges for the conveyance of petroleum products in Uc and Mcp tank wagons will be as under:

Kilometres Not Exceeding	Petrol, Kerosene, and Similar Mineral Oils Weighing less than 800 g per litre		Crude Residual, Lubricating Transformer, or Fuel Oils Weighing 800 g or More per litre		Kilometres Not Exceeding	Petrol, Kerosene, and Similar Mineral Oils Weighing less than 800 g per litre		Crude Residual, Lubricating, Transformer, or Fuel Oils Weighing 800 g or More per litre	
	Rate per Tonne \$	Rate per Tonne \$	Rate per Tonne \$	Rate per Tonne \$		Rate per Tonne \$	Rate per Tonne \$		
65 ...	20.46	19.89	306 ...	51.89	50.45				
68 ...	20.79	20.21	314 ...	52.45	51.00				
71 ...	21.12	20.53	322 ...	53.01	51.54				
74 ...	21.45	20.85	332 ...	53.70	52.21				
77 ...	21.77	21.17	342 ...	54.41	52.90				
80 ...	22.10	21.49	358 ...	55.63	54.09				
83 ...	22.44	21.81	374 ...	56.87	55.29				
86 ...	22.77	22.13	390 ...	58.09	56.48				
89 ...	23.10	22.46	406 ...	59.31	57.67				
92 ...	23.43	22.78	422 ...	60.54	58.86				
95 ...	23.76	23.10	438 ...	61.77	60.05				
98 ...	24.08	23.42	454 ...	62.99	61.24				
101 ...	24.42	23.74	470 ...	64.22	62.44				
104 ...	24.75	24.06	486 ...	65.45	63.63				
107 ...	25.08	24.38	502 ...	66.67	64.82				
110 ...	25.41	24.70	518 ...	67.90	66.02				
114 ...	25.96	25.24	534 ...	69.13	67.21				
122 ...	26.83	26.08	550 ...	70.35	68.40				
130 ...	27.69	26.92	566 ...	71.58	69.59				
138 ...	28.56	27.77	582 ...	72.81	70.78				
146 ...	29.43	28.61	598 ...	74.03	71.97				
154 ...	30.87	30.01	614 ...	75.26	73.17				
162 ...	32.31	31.41	630 ...	76.49	74.36				
170 ...	33.75	32.81	646 ...	77.71	75.55				
178 ...	35.19	34.21	662 ...	78.94	76.75				
186 ...	36.63	35.61	678 ...	80.16	77.94				
194 ...	38.07	37.01	702 ...	82.02	79.74				
202 ...	39.51	38.41	726 ...	83.86	81.53				
210 ...	40.95	39.81	750 ...	85.71	83.33				
218 ...	41.93	40.76	774 ...	87.55	85.12				
226 ...	42.91	41.72	798 ...	89.40	86.92				
234 ...	43.89	42.67	822 ...	91.25	88.72				
242 ...	44.87	43.62	846 ...	93.10	90.51				
250 ...	45.86	44.58	870 ...	94.95	92.31				
258 ...	46.84	45.54	894 ...	96.79	94.10				
266 ...	47.82	46.49	918 ...	98.64	95.90				
274 ...	48.79	47.44	942 ...	100.49	97.70				
282 ...	49.78	48.40	966 ...	102.33	99.49				
290 ...	50.76	49.35	990 ...	104.18	101.29				
298 ...	51.32	49.90	1014 ...	106.03	103.08				
			1038 ...	107.88	104.88				

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

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.

4. All tank wagons are to be loaded and unloaded by owners.

GOODS

90. Lime for Manuring Farm Lands

This section is *revoked* and the following new section *substituted* therefor:

90. Lime for Manuring Farm Lands

1. New Zealand lime certified for use in dressing land of bona fide farms, orchards, nurseries, or market gardens and consigned direct to farmers, orchardists, nurserymen, or market gardeners in the following minimum loads will be charged the rates as prescribed in paragraph 2 hereof:

<i>Each La Wagon</i>	<i>Each Four-Wheeled Wagon n.o.s.</i>	<i>Each Bogie Wagon</i>
Tonnes 10	Tonnes 12½	Tonnes 20

2. Rates:

<i>Kilometres Not Exceeding</i>	<i>Per Tonne</i>	<i>Kilometres Not Exceeding</i>	<i>Per Tonne</i>	<i>Kilometres Not Exceeding</i>	<i>Per Tonne</i>
	\$		\$		\$
65 ...	7.43	226 ...	16.26	598 ...	34.77
68 ...	7.56	234 ...	16.66	614 ...	35.56
71 ...	7.69	242 ...	17.05	630 ...	36.35
74 ...	7.82	250 ...	17.45	646 ...	37.14
77 ...	7.95	258 ...	17.84	662 ...	37.94
80 ...	8.08	266 ...	18.24	678 ...	38.73
83 ...	8.21	274 ...	18.63	702 ...	39.90
86 ...	8.34	282 ...	19.03	726 ...	41.07
89 ...	8.46	290 ...	19.42	750 ...	42.24
92 ...	8.59	298 ...	19.82	774 ...	43.42
95 ...	8.72	306 ...	20.21	798 ...	44.59
98 ...	8.85	314 ...	20.61	822 ...	45.76
101 ...	8.98	322 ...	21.00	846 ...	46.93
104 ...	9.11	332 ...	21.54	870 ...	48.10
107 ...	9.24	342 ...	22.09	894 ...	49.27
110 ...	9.37	358 ...	22.88	918 ...	50.44
114 ...	9.58	374 ...	23.67	942 ...	51.61
122 ...	9.93	390 ...	24.47	966 ...	52.79
130 ...	10.28	406 ...	25.26	990 ...	53.96
138 ...	10.62	422 ...	26.05	1014 ...	55.13
146 ...	10.97	438 ...	26.84	1038 ...	56.30
154 ...	11.53	454 ...	27.64		
162 ...	12.10	470 ...	28.43		
170 ...	12.66	486 ...	29.22		
178 ...	13.22	502 ...	30.01		
186 ...	13.78	518 ...	30.81		
194 ...	14.35	534 ...	31.60		
202 ...	14.91	550 ...	32.39		
210 ...	15.47	566 ...	33.18		
218 ...	15.87	582 ...	33.97		

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

3. **Minimum Charges**—Any less quantity than the minimum will be charged at such minimum or on actual weight at Class E plus 50 percent whichever is cheaper.

4. **Handling**—All loading and unloading shall be performed by the owners.

91. Goods Loaded in Containers

	<i>Omit</i>	<i>Insert</i>
Paragraph 1(a) ...	40c	45c
Paragraph 1(b) (ii) ...	\$6.60	\$7.41
Paragraph 1(c) ...	\$29.11	\$32.66
	\$9.69	\$10.87

GOODS

93. Boats for Use at Regattas and Surf Skis for Use at Life Saving Competitions

This section is hereby *revoked* and the following *substituted*:

93. Reserved for Future Use

94. Household Removals

Paragraph 2. *Omit* this paragraph and *substitute*:

2. **Liability**—Liability in respect of household removals is in accordance with the provisions of the Carriage of Goods Act 1979, as set out in section 110 hereof.

96. Haulage, Handling, Sorting and Transhipment Charges—Port Stations

						<i>Omit</i>	<i>Insert</i>
Paragraph 1 (a)	...	...	...	...	...	\$8.82	\$9.70
					minimum	\$1.95	\$2.15
Paragraph 1 (b)	...	...	...	...	...	\$3.40	\$3.74
					minimum	\$1.95	\$2.15
					minimum	\$3.88	\$4.27
					minimum	\$1.95	\$2.15
Paragraph 2 (a)	...	...	...	...	...	\$3.40	\$3.74
					minimum	\$1.95	\$2.15
					minimum	\$3.88	\$4.27
					minimum	\$1.95	\$2.15
Paragraph 4 (a)	...	...	...	...	...	\$9.69	\$10.66
					minimum	\$1.95	\$2.15
					minimum	\$48.47	\$53.32
					minimum	\$48.47	\$53.32
					minimum	\$7.46	\$8.21
					minimum	\$7.46	\$8.21
Paragraph 4 (b)	...	...	...	...	...	\$9.69	\$10.66
					minimum	\$48.47	\$53.32
					minimum	\$48.47	\$53.32
					minimum	\$48.47	\$53.32
					minimum	\$7.46	\$8.21
					minimum	\$48.47	\$53.32
					minimum	\$10.66	\$11.73
Paragraph 4 (c)	...	...	...	...	...	\$5.42	\$5.96
					minimum	\$1.95	\$2.15
					minimum	\$11.25	\$12.38
					minimum	\$5.62	\$6.18
Paragraph 4 (d)	...	...	...	...	...	\$19.38	\$21.32
Paragraph 5	...	...	...	...	...	\$9.36	\$10.30
					minimum	\$93.52	\$102.87
Paragraph 6 (a)	...	...	...	...	...	\$9.69	\$10.66
					minimum	\$48.47	\$53.32
Paragraph 6 (b)	...	...	...	...	...	\$8.82	\$9.70
					minimum	\$1.95	\$2.15
					minimum	\$19.38	\$21.32
					minimum	\$96.92	\$106.61

97. Private Siding Traffic—Haulage, Handling, and Tallying Charges: Wagon Minima

Paragraph 1. *Omit* this paragraph and *substitute*:

1. **Acceptance of private siding traffic**—Where the loading or unloading of traffic is performed by consignors or consignees at private stores or sidings, the department will not accept the goods for carriage unless they are consigned at "owner's risk" or on "declared terms", in accordance with the provisions of section 110.

						<i>Omit</i>	<i>Insert</i>
Paragraph 2 (a)	...	...	...	...	...	\$14.55	\$16.01
Paragraph 3 (a)	...	...	...	...	...	\$9.69	\$10.66
						\$48.47	\$53.32
					minimum	\$7.46	\$8.21
					(in 3 places)	\$48.47	\$53.32
Paragraph 3 (b)	...	...	...	...	...	\$5.42	\$5.96
					minimum	\$1.95	\$2.15
					minimum	\$11.26	\$12.39
					minimum	\$5.63	\$6.19
Paragraph 3 (c)	...	...	...	...	...	\$2.16	\$2.38
					(in 2 places)	(in 2 places)	

99. Weighing

						<i>Omit</i>	<i>Insert</i>
Paragraph 2 (a)	...	...	...	...	...	\$2.53	\$2.78
						\$5.06	\$5.57
						97c	\$1.07
Paragraph 2 (b)	...	...	...	...	...	\$1.46	\$1.61
						97c	\$1.07
						50c	55c
						97c	\$1.07
					minimum	50c	55c

GOODS

100. Cranage

							<i>Omit</i>	<i>Insert</i>
Paragraph 1	...	...	...	...	...	...	\$3.88	\$4.27
Paragraph 3 (a)	...	...	...	...	...	...	\$28.09	\$30.90
Paragraph 3 (b)	...	...	...	...	...	...	\$33.53	\$36.88
Paragraph 3 (c)	...	...	...	...	...	...	\$41.88	\$46.07

102. Storage

							<i>Omit</i>	<i>Insert</i>
Paragraph 4 (a)	...	...	...	...	...	...	80c	88c
							\$14.56	\$16.02
							\$29.12	\$32.03
							\$58.24	\$64.06
Paragraph 4 (b) (i)	...	...	...	...	...	...	\$1.95	\$2.15
							97c	\$1.07
Paragraph 4 (b) (ii)	...	...	...	...	...	...	97c	\$1.07
							\$2.90	\$3.19

Paragraph 5. *Omit* this paragraph and *substitute*:
 5. Goods remaining on hand in excess of the delivery times specified in the Carriage of Goods Act 1979, as set out in section 110 hereof, will be held at risk of the owner.

103. Demurrage

							<i>Omit</i>	<i>Insert</i>
Paragraph 3	...	...	...	...	...	...	\$29.12	\$32.03
							\$58.24	\$64.06

106. Check and Empty Railway Wagons: Bogie and Special Wagons

Paragraph 1. *Omit* this paragraph and *substitute*:
 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:

<i>Kilometres Not Exceeding</i>	<i>Charge per Wagon</i>	<i>Kilometres Not Exceeding</i>	<i>Charge per Wagon</i>	<i>Kilometres Not Exceeding</i>	<i>Charge per Wagon</i>
	\$		\$		\$
65	49.58	202	114.53	502	227.09
68	50.72	210	119.24	518	232.69
71	51.86	218	122.69	534	238.29
74	53.00	226	126.12	550	243.89
77	54.14	234	129.56	566	249.49
80	55.28	242	133.00	582	255.09
83	56.42	250	136.44	598	260.69
86	57.56	258	139.88	614	266.29
89	58.71	266	143.32	630	271.88
92	59.85	274	146.76	646	277.49
95	60.99	282	150.20	662	283.08
98	62.13	290	153.64	678	288.68
101	63.27	298	156.26	702	297.27
104	64.42	306	158.87	726	305.87
107	65.56	314	161.48	750	314.45
110	66.70	322	164.10	774	323.04
114	69.31	332	167.60	798	331.64
122	72.37	342	171.10	822	340.22
130	75.43	358	176.70	846	348.81
138	78.48	374	182.30	870	357.41
146	81.54	390	187.90	894	365.99
154	86.25	406	193.49	918	374.58
162	90.97	422	199.10	942	383.18
170	95.68	438	204.69	966	391.76
178	100.39	454	210.29	990	400.35
186	105.11	470	215.90	1014	408.95
194	109.82	486	221.49	1038	417.53

For each additional 25 km or fraction thereof beyond 1038 km, \$6.19 will be added.

						<i>Omit</i>	<i>Insert</i>
Paragraph 3 (c)	...	...	...	...	...	\$2.33	\$2.61
						\$327.72	\$367.70
						(in 2 places)	(in 2 places)

107. Shunting Charges on Loads for Shipment

							<i>Omit</i>	<i>Insert</i>
Paragraph 1	\$48.50	\$53.35
							\$24.25	\$26.68

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Sections 108 to 128 inclusive are hereby *revoked* and the following new sections 108 to 128 inclusive *substituted*:

108. Definitions

- (a) "That Act" means the Carriage of Goods Act 1979.
- (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, baggage, and chattels of any description and includes animals and plants; and also includes money, documents, and all other things of value.
- (g) "Person" includes a corporation sole and also a body of persons where 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. Kinds of Carriage: Liability of Carrier

1. All goods shall be carried in accordance with the Act, section 8 whereof provides as follows:

"8. **Kinds of contract of carriage**—(1) For the purpose of determining upon whom liability for the loss of or damage to any goods is to fall, every contract of carriage shall be one of the following kinds:

- (a) A contract for carriage "at owner's risk", under which the carrier shall not be liable for the loss of or damage to any goods, except where the loss or damage is intentionally caused by the carrier:
- (b) A contract for carriage "at limited carrier's risk", under which the carrier shall be liable for the loss of or damage to any goods in accordance with sections 9, 14, and 15 of this Act:
- (c) A contract for carriage "at declared value risk", under which the carrier shall be liable for the loss of or damage to any goods up to an amount specified in the contract and otherwise in accordance with sections 9, 14, and 15 of this Act:
- (d) A contract for carriage "on declared terms", under which the carrier shall be liable for the loss of or damage to any goods in accordance with the specific terms of the contract.

(2) Subject to the succeeding provisions of this section, where in any contract of carriage the term "at owner's risk" or the term "at limited carrier's risk" or the term "at declared value risk" or the term "on declared terms" is used, the contract shall be deemed for the purposes of this Act to be one to which paragraph (a) or paragraph (b) or paragraph (c) or paragraph (d) (as the case may require) of subsection (1) of this section applies.

(3) Subject to the succeeding provisions of this section, the kind of contract of carriage to be entered into in a particular case is a matter for agreement between the parties.

(4) Where the contract does not purport to be of a particular kind, it shall be deemed for the purposes of this Act to be a contract for carriage "at limited carrier's risk".

(5) No contract of carriage purporting to be a contract for carriage "at owner's risk" shall have effect as such (but instead shall have effect as a contract for carriage "at limited carrier's risk") unless—

- (a) The contract is—
 - (i) In writing; and
 - (ii) Expressed to be "at owner's risk"; and
 - (iii) Signed by the parties or their agents; or

(b) Before, or at the time when, the goods are accepted for carriage, the contracting party or his agent signs a statement in the following terms:
"These goods are to be carried at 'owner's risk'. This means that the carrier will pay no compensation if the goods are lost or damaged, unless he intentionally loses or damages them."

For the purposes of this paragraph, that statement may be included in the consignment note or any other document relating to the carriage, but in that case the statement shall be conspicuous and shall be separately signed by the contracting party or his agent.

(6) No contract of carriage purporting to be a contract "at declared value risk" shall have effect as such (but instead shall have effect as a contract for carriage "at limited carrier's risk") unless the contract is in writing.

(7) No contract of carriage purporting to be a contract for carriage "on declared terms" shall have effect as such (but instead shall have effect as a contract for carriage "at limited carrier's risk") unless the contract is—

- (a) Freely negotiated between the parties; and
- (b) In writing; and
- (c) Signed by the parties or their agents.

(8) Where, in any proceeding, the question of whether any contract of carriage was or was not freely negotiated is in issue, the Court in determining that question shall have regard to the following matters:

- (a) The respective bargaining strengths of the parties;
- (b) The course of dealing between the parties in respect of the particular transaction in question, and any other transactions between them;
- (c) The value of the transaction;
- (d) Any extraordinary features of the goods to be carried or the route over which they are to be carried;
- (e) Any other matters that the Court considers may properly be taken into account,—and either party may adduce evidence relating to any such matter."

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2. **Liability**—The department's liability is in accordance with the provisions in that behalf in the Act. Sections 9, 14, and 15 whereof provide as follows:

"9. **Liability of contracting carrier**—(1) Subject to the other provisions of this Act, a contracting carrier is liable as such to the contracting party for the loss of or damage to any goods occurring while he is responsible for the goods in accordance with the succeeding provisions of this section, whether or not the loss or damage is caused wholly or partly by him or by any actual carrier.

(2) The responsibility of the contracting carrier for goods begins when the goods are accepted for carriage in accordance with the contract.

(3) Subject to subsection (4) of this section, the responsibility of the contracting carrier for goods ends—

(a) In a case where the goods are to be delivered to the consignee—

(i) When they are tendered to the consignee in the manner expressed or implied in the contract; or

(ii) Where any amount by way of freight is due and payable to or on behalf of the contracting carrier at any time before, or at the time at which, the goods are to be tendered to the consignee under the contract and that amount has not been paid in full, when the contracting carrier or (as the case may require) the last actual carrier is capable of tendering the goods to the consignee in accordance with the contract and gives notice to any person liable to pay the amount or (as the case may require) the balance of the amount that he is so capable:

(b) In a case where the goods are to be collected by the consignee,—

(i) When the goods are collected by the consignee; or

(ii) On the expiry of the 5th day (excluding any day on which the carrier's premises are not open for the collection of goods) after the date on which the contracting carrier or (as the case may require) the last actual carrier notifies the consignee that the goods are available for collection.

(4) In any case where, at the time when the contracting carrier or (as the case may require) the last actual carrier is able to tender the goods to the consignee in accordance with the contract, the consignee's whereabouts are unknown to that carrier, the responsibility of the contracting carrier for the goods ends when he or (as the case may require) the last actual carrier has taken reasonable steps to find the consignee and notify him of the matters referred to in paragraph (a) (ii) or (as the case may require) paragraph (b) (ii) of subsection (3) of this section.

(5) No notice referred to in subsection (3) (a) (ii) of this section shall take effect until it is received by the person liable to pay the freight.

(6) Notwithstanding any of the foregoing provisions of this section, the responsibility of a contracting carrier who contracts for the carriage of goods to a destination outside New Zealand ends for the purposes of this Act at the time when the international carriage of those goods begins.

(7) Notwithstanding any of the foregoing provisions of this section, the responsibility of a contracting carrier who contracts for the carriage of goods from a destination outside New Zealand to a destination in New Zealand begins for the purposes of this Act at the time when the international carriage of those goods ends.

14. **Carrier not liable in certain circumstances**—Notwithstanding any of the other provisions of this Act, a carrier is not liable as such for the loss of or damage to goods occurring while he is responsible for them under a contract of carriage to the extent that he proves that the loss or damage resulted directly and without fault on his part from—

(a) Inherent vice; or

(b) Any breach of either of the terms implied in the contract by section 17 of this Act; or

(c) Seizure under legal process; or

(d) Saving or attempting to save life or property in peril.

15. **Limitation of amount of carrier's liability**—(1) For the purposes of this Act,—

(a) The liability of the contracting carrier to the contracting party; and

(b) The separate liability of any actual carrier to the contracting carrier; and

(c) The joint liability of any actual carriers (where there are more than 1) to the contracting carrier; and

(d) The joint and several liability of every successive carrier under a contract to which section 13 of this Act applies,—

is limited in amount in each case to the sum of \$500 for each unit of goods lost or damaged or, in the case of a contract "at declared value risk", the amount specified in the contract.

(2) The limitation of amount for the time being specified in subsection (1) of this section does not apply to—

(a) Any liability for the loss of or damage to any goods intentionally caused by the carrier; or

(b) Any liability arising out of the terms of the contract for damages other than for the loss of or damage to the goods; or

(c) Any liability arising out of the terms of the contract for damages consequential upon the loss of or damage to the goods."

(N.B. See paragraph 5 of this section 110).

Section 3 of the Act in respect of a "unit of goods" provides:

"3. **Meaning of "unit of goods"**—(1) In this Act, unless the context otherwise requires, "unit of goods" or "unit",—

(a) In relation to bulk cargo, means the customary freight unit; that is, the unit of bulk, weight, or measurement upon which the freight for that type of cargo is customarily computed or adjusted:

Provided that, where the freight payable under a contract of carriage is computed or adjusted upon a specified unit of bulk, weight, or measurement, references in this Act to "unit of goods" or "unit" shall be deemed, for the purposes of the carriage of goods pursuant to that contract, to be references to that specified unit:

(b) In relation to goods contained in a container, means the container load of goods; and includes, where the container is provided by the contracting party, the container:

(d) In relation to goods loaded on a pallet, means the pallet load of goods; and includes, where the pallet is provided by the contracting party, the pallet:

(e) In relation to goods contained in a package that is not contained in a larger package or in a container, nor loaded on a pallet, means the package of goods:

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- (f) In relation to goods that are unitised for the purposes of carriage in any manner not referred to in any of the preceding paragraphs of this subsection, means the unit of goods as so unitised:
- (g) In relation to goods (other than baggage) not referred to in any of the preceding paragraphs of this subsection, means each item of the goods:
- (h) In relation to baggage, means each item of baggage.

(2) For the purpose of determining the limit of the liability of any carrier, the limit of liability prescribed by section 15 of this Act in respect of each unit of goods relates to the unit of goods as accepted for carriage by the actual carrier or, where the carriage is undertaken by more than one carrier, by the first actual carrier, whether or not that unit is subsequently packed, repacked, or unpacked, or otherwise aggregated with or segregated from any other goods, at any stage of the carriage."

Section 17 of the Act in respect of the warranty by contracting to the condition of goods provides:

"17. Contracting party to warrant condition of goods, etc.—(1) In every contract of carriage there shall be implied on the part of the contracting party a term—

- (a) That, except as disclosed in accordance with subsection (2) of this section, the goods are fit to be carried and stored in accordance with the contract in the condition and packed in the manner in which they are tendered for carriage:
- (b) That, except as disclosed in accordance with subsection (2) of this section, the provisions of every other enactment (if any) that he is required to comply with relating to the consignment for carriage of the goods to be carried pursuant to the contract have been complied with.

(2) If, before the goods are accepted for carriage, the contracting party notifies the contracting carrier or the first actual carrier of any material particular that would otherwise constitute a breach of either of the terms specified in subsection (1) of this section, the carrier may refuse to carry the goods, or undertake to carry them subject to such reasonable terms and conditions as he may require having regard to the circumstances of the case.

(3) Notwithstanding anything in section 7 of this Act, the provisions of this section apply, with the necessary modifications, to contracts of carriage between contracting carriers and actual carriers, and between actual carriers, subject to any express term in the contract."

Section 18 of the Act in respect of actions against carriers provides:

"18. Notice of claim of damage or partial loss to be given within 30 days—(1) Subject to the succeeding provisions of this section, and except in the case of fraud by the carrier, no action may be brought against a contracting carrier for damage to or partial loss of goods occurring while he is responsible for them under this Act unless written notice giving reasonable particulars of the alleged damage or partial loss is given, in accordance with subsection (3) of this section, within 30 days after the date on which, in accordance with section 9 of this Act, the carrier's responsibility for the goods ceased.

(2) Subject to the succeeding provisions of this section, and except in the case of fraud by the actual carrier, no action may be brought by the contracting carrier against an actual carrier for damage to or partial loss of goods occurring while the actual carrier is responsible for them under this Act unless the contracting carrier, within 10 days after receiving notice of a claim under subsection (1) of this section, notifies the actual carrier of that claim.

(3) No notice is required if it is apparent from all the circumstances of the case that the carrier is or ought to be aware of the damage or partial loss.

(4) Notice for the purpose of subsection (1) of this section shall be given—

- (a) Where the contract was performed entirely by the contracting carrier, to that carrier; or
- (b) Where the contract was not performed entirely by the contracting carrier, to—
 - (i) The actual carrier or, as the case may require, the last actual carrier; and
 - (ii) The contracting carrier, unless (where notice of the claim is to be given by the consignee) the identity of the contracting carrier is unknown to the consignee."

3. Declared Value Risk Rates—(a) The rate for carriage of goods at declared value risk pursuant to the Carriage of Goods Act 1979 shall be the limited carriers risk rate for the carriage of the goods, together with an additional amount of one percent of the declared value of the goods in excess of \$500.

(b) In respect of any carriage of goods other than a carriage of goods at owners risk where it is desired that the limit of liability be less than \$500, then and in such case the goods may be carried pursuant to a contract for carriage on declared terms within the meaning of and subject to the provisions of the Act.

4. Carriage at Owners Risk Rates—Where in these Scales of Charges it is provided that the rates are "at limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk", such reduction is subject to the consignor complying in all respects with the provisions of subsection (5) of section 8 of the Act.

5. Consequential losses—It is a condition of every contract of carriage by the department in respect of all its services that the department is not liable for any consequential losses arising out of or in respect of any such contract and any liability specified in paragraphs (b) and (c) of the subsection (2) of section 15 of the Act is hereby expressly excluded.

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. Consignment Notes and Other Documents

All consignment notes and other documents relating to the carriage of goods shall, notwithstanding the terms thereof on and after the 1st day of June 1980, be issued subject to the provisions of the Carriage of Goods Act 1979. All references to the Sea Carriage of Goods Act 1940 and the provisions thereof in any such consignment notes or other documents shall be deemed to be a reference to the Carriage of Goods Act 1979 and to the appropriate provisions of that Act.

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113. General Condition in Written Contracts

It is a condition of every written contract of carriage of goods hereunder which complies with the Carriage of Goods Act 1979 that the terms of the written contract prevail over any terms in any consignment note relating to those goods which are inconsistent with that written contract.

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 status or regulations (if any) concerning diseases or transportation 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 requires freight on livestock to be prepaid.

4. Loading and unloading must be performed by the consignor and consignee respectively. Subject to the provision of the Act 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 unless the freight has been paid and the carriage is at owner's risk.
- (h) 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. 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 3 hours after arrival at destination.

6. The department does not under any circumstances accept any responsibility whatever for animals before they are placed into the wagon; or after the animals arrive at the station to which they are transported.

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 \$8.45 per four-wheeled wagon n.o.s. \$11.25 per Hc or Jc wagon and \$16.90 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 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. A charge of \$7.69 per four-wheeled wagon n.o.s. \$10.21 per Hc or Jc wagon, and \$15.37 per bogie wagon will be made for unloading such stock.

16. Except as may be otherwise provided, a charge of \$1.47 per head of cattle or horses, and 56c per head of sheep, goats, calves (under 6 months old), pigs, or other small stock, will be made for every 8 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.

17. 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

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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.

18. 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:

	\$
For each head of cattle, including calves (exceeding 6 months old), or horses ...	42.61
For each sheep, goat, dog, pig, or calf (under 6 months old) ...	10.66
Plus cartage charges (if any).	

19. 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.

20. Subject to the provisions of the Act 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 or 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.

21. **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 cases 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. Carriage of Hazardous Substances

Without limiting the right of the department to refuse to accept any goods for carriage, hazardous substances or dangerous goods will only be accepted for carriage subject to the completion of a dangerous goods declaration as prescribed from time to time by the General Manager.

116. Special Rate of Charges for Understatements

1. Where in any consignment note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate; then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 25 of the Government Railways Act 1949.

117. Fractional Parts of Cents, Tonnes, Cubic Metres, and Kilometres

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 1c less than a $\frac{1}{2}$ c in the final result will be omitted; $\frac{1}{2}$ c or more in the final result will be taken as 1c.

2. Where rates or charges are prescribed to be increased or decreased and a fraction of 1c occurs in the rate as so increased or decreased, such fraction shall if less than $\frac{1}{2}$ c be omitted, and if $\frac{1}{2}$ c or over shall be taken as 1c.

3. In computing charges at tonne rates, weights of less than 10 kg will be taken as 10 kg.

4. In computing rates and charges, odd fractions of a kilometre amounting to 100 m and over will be taken as an additional kilometre; less than 100 m will be omitted.

5. In computing measurement, the cubic content of any package will be calculated accurately and the final result will be rounded up to two decimal places.

Measurement of timber will be calculated as set out in section 75.

118. Reserved for Future Use

119. Charge for Diversion of Wagons While in Transit

A diversion charge of \$10.47 for each four-wheeled wagon and \$21.44 per bogie wagon 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 "limited carrier's risk" or "declared value risk" under the provisions of section 110.

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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, 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.

122. Loading, Unloading, Tallying, or Covering of Goods

1. **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 lifting appliances)	†\$5.96 per tonne. Minimum charge \$2.15.
(b) Where department's lifting appliances are used	*\$4.27 per tonne, including crantage. Minimum charge \$4.27.
(c) Where ships' lifting appliances other than the department's are used:	
Goods not otherwise specified	... .. *\$3.74 per tonne. Minimum charge \$3.74.
Coal	... .. \$1.07 per tonne. Minimum charge \$1.07.

*Lifting appliances for loading or unloading scrap iron or steel will be provided only under special arrangement.

†The department will not undertake to load or unload scrap iron or steel.

2. **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 \$2.38 per tonne will be made for tallying. Minimum charge, \$2.38. The department reserves the right to decline to undertake the tallying of goods.

3. **Covering**—If covering of any goods referred to in paragraph 2 hereof is performed by the department a labour charge of \$3.88 per tarpaulin will be made irrespective of whether such goods are loaded by owners or the department. The department will not accept responsibility in respect of such goods on account of their not being covered by 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.

4. **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.

5. **Acceptance and Delivery at Private Sidings and Unattended Stations**—The department will not accept goods consigned to or from private sidings and unattended stations unless the goods are consigned at either "owner's risk" or on "declared terms" in accordance with the provisions of the Carriage of Goods Act 1979.

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., 2.5 tonnes.
Per bogie wagon, 7.5 tonnes.

The charge for Class G goods which require the sole use of a wagon will not be less than the charge computed in the above minima for Class C.

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.

NOTE—The provisions of this paragraph will not apply to goods which *owing to their length* require the use of a bogie wagon. Such goods will be chargeable under the provisions of section 106, paragraph 2 (b).

Where, however, sole use of a wagon is allowed at a specific request of a consignor, the minimum weight listed above for the type of wagon concerned *will* apply.

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 Classes, A, B, C, D, E plus 25 percent, E plus 50 percent, or G, the units of the consignment must be such as will not impose on the department unreasonable work in handling or tallying same.

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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 500 kg 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 tonne 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 \$10.74 per tonne.

2. (a) **Wagons Unsafe**—The weight of a load shall be distributed as evenly as possible over the floor of a wagon and the load must not exceed the limits of weight, quantity, and gauge for the wagon. When the load of a wagon is considered unsafe to travel, the department will reload or adjust the same including wagons which are loaded by consignors. A charge of \$10.74 per tonne will be made for unloading or adjusting wagons loaded by consignors. Minimum charge \$34.11.

(b) If a derailment shall occur owing to any failure whatsoever on the part of the consignor to load the wagon in accordance with the provisions of subparagraph (a) hereof the consignor shall be responsible for any injury to any person or damage to any goods or property arising out of or caused or contributed by such failure, and shall meet all claims arising therefrom.

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 \$9.60 per man-hour. Minimum charge \$4.80.

4. **Computation**—For the purpose of charging under the provisions of this section, the weight of timber will be calculated as follows: hardwood, 0.80 m³ to the tonne; all other timbers, 1.00 m³ to the tonne.

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. (a) **Acceptance of Goods**—(i) Goods are accepted for carriage subject to the provisions of the Act. Goods tendered to the department for storage will be accepted only upon the express condition that the same are warranted to be fit to be stored in the condition in which they are handed to the department and not to be of a dangerous character.

(b) The department may refuse to accept any goods for carriage.

3. **Nature of Goods**—(a) In any case where the nature or condition of any goods is such as to require the payment, either of a special rate exceeding the ruling rates of pay, or of special allowance in addition to the ruling rates of pay, for the handling, sorting, or carriage of such goods, then in addition to the charges that would ordinarily be payable to the department there shall be payable, the extra cost incurred by the department as a result of the payment of the aforesaid special rate or, as the case may be, special allowance.

(b) In any case where the nature or condition of any goods is such that the charges prescribed are insufficient to meet the cost incurred by the department in the receipt, sorting, handling, craning, or delivery of the same, the 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.

5. **Delivery**—(a) Goods which have arrived at destination and are not taken delivery of in terms of the Act 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 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, 500 kg by weight or 2.5 m³ 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 otherwise than in accordance with the provisions of the Act.

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.

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10. **Wagon Supply**—Notices for the supply of wagons given by persons intending to consign goods or livestock will be accepted for fulfillment conditionally only upon its being found convenient to the department to supply the wagons upon the due date. The department will not be responsible for any loss or damage arising through failure from any cause to have wagons available by any particular date or train.

11. **Holidays**—Except where inconsistent with the context or otherwise specially provided, the following days shall be public holidays, namely:

(a) New Year's Day.

Good Friday.

Easter Monday.

Anzac Day.

Sovereign's Birthday.

Labour Day.

Christmas Day.

Boxing Day.

(As to each provincial district) the day recognised in such district as Anniversary Day.

(b) Any day declared by the General Manager to be a public holiday and publicly notified as such.

126. Cranes and Loading Banks Used for Other Than Rail-borne Goods

1. The following charges will be made for the use of the department's loading banks and cranes when used for handling goods or livestock other than those which have been received, or are to be dispatched, by rail:

For use of loading banks—

Merchandise	...	...	...	\$5.30 per tonne. Minimum charge, \$3.04.
Horses	...	...	...	\$10.63 each.
Cattle	...	...	...
Calves, pigs, sheep, and goats	...	...	...	\$5.30 each.

For use of cranes—

All classes of goods	\$21.32 per tonne. Minimum charge, \$21.32.
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Cost of labour and/or supervision additional.

127. Charges on Ships' Goods

1. Charges on ships' goods will be computed on cubic measurement or on actual weight, whichever charge 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. 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 A, B, C, D, and G (including such goods which are subject to a percentage or other increase).

3. In computing the rail charges on goods ex ship each bill of lading shown on the manifest 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.

4. Ships' goods railed from Cashin Quay berth, Lyttelton to Christchurch, will not be charged under the provisions of this section (such goods will be charged at classified rates).

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.

COOK STRAIT RAIL FERRIES

PASSENGERS

131. General

1. Applications for passenger accommodation on the Cook Strait rail ferry service between Wellington and Picton may be made at any railway station or railway road service booking office where there is an officer in charge or at duly authorised booking agencies. Bookings may be made up to the last day of the sixth month in advance of the date of application. (e.g., 1 January to 31 July).

2. Tickets which entitle the holders to travel on the Cook Strait rail ferry service will be issued at the fares specified hereinafter. All tickets issued shall be subject to the Government Railways Act 1949 and the regulations made thereunder and to the conditions herein set forth, and must be surrendered on demand at time of embarkation.

3. **Transfer of tickets**—Passengers tickets are not transferable.

4. **Alternative sailings**—Passenger tickets are available only for the sailing time, day and date for which the ticket is issued.

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

6. Guide dogs may remain in the company of blind persons whilst travelling on the Cook Strait Rail Ferries.

COOK STRAIT RAIL FERRIES

1. Except as specified in paragraphs 2 and 3 of this section, single fares, for transportation only, will be charged at the following rates:

Adults	...	...	...	...	...	...	...	\$10.35
Children, 4 years and under 15 years of age	...	...	...	...	...	...	...	\$ 4.15
Children under 4 years of age in the charge of a responsible person	...	...	...	...	...	...	...	Free

The fare for a return journey will be double the single fare.

2. (a) Day excursion tickets, available for day of issue only, will be issued at the fares shown hereinafter and will be available for travel from Wellington to Picton, or vice versa, and return the same day.

(b) Day excursion tickets, for return transportation only, will be charged at the following rates:

Adults	...	...	...	...	...	...	...	\$12.40
Children 4 years and under 15 years of age	...	...	...	...	...	...	...	\$ 5.30
Children under 4 years of age in the charge of a responsible person	...	...	...	...	...	...	...	Free

3. (a) The following special fares will be issued to eligible beneficiaries, blind persons holding travel concession identity cards, and attendants accompanying blind persons:

	Special Single Fare	Special Day Excursion Fare
Adults, unaccompanied ...	\$ 4.15	\$ 5.30
Adults, accompanied by an adult attendant ...	10.35*	12.40*
Adults, accompanied by a child attendant ...	6.20*	7.85*
Children (under 15 years) accompanied by an adult attendant...	6.20*	7.85*

*Combined fares for blind person and accompanying attendant.

(b) Special single tickets issued to eligible beneficiaries, blind persons, and accompanying attendants are available for transportation only.

The fare for a return journey will be double the special single fare.

Special day excursion tickets are available for day of issue only for travel from Wellington to Picton or vice versa, and return the same day.

4. Day excursion tickets will be sold at the Wellington and Picton wharf terminal offices only.

133. Refund or Reissue of Rail Ferry Passenger Tickets

1. While the department does not undertake to refund money or to make allowance in respect of any ferry passenger ticket which has been lost, mislaid, mutilated, or defaced, refunds or reissues of lost passenger tickets may be allowed on such tickets under the same conditions as set out in section 37, paragraph 6.

2. Refunds or Reissues—(a) Passengers giving notification of cancellation seven clear days or more prior to the date of sailing for which the original ticket was issued will qualify for a full refund of the amount paid or a re-issue of the ticket at no additional cost.

(b) Passengers presenting such tickets for cancellation less than seven clear days prior to the date of sailing shown on the original ticket will be entitled to a refund or re-issue as follows:

(i) Presented for cancellation up to 30 minutes prior to departure time shown on the original ticket will be subject to a refund of the amount paid less 10 percent or re-issue for a later sailing at no additional cost.

(ii) Presented for cancellation less than 30 minutes prior to departure time shown on original ticket and up to 3 months after date of travel (for which the original ticket was issued), will be dealt with as follows:

Re-issue: The ticket will be available for re-issue for travel on a subsequent date subject to a payment of a further 25 percent of the amount paid.

Refund: A refund of amount paid less 50 percent.

(iii) Tickets presented 3 months or more after the date of travel on the original ticket will not be accepted for refund or re-issue.

134 and 135. Reserved for Future Use

136. Passengers' Baggage: General Conditions

The provisions of section 43 and section 46, paragraphs 6, 7, and 8 will apply to baggage accompanying passengers travelling on the Cook Strait rail ferries.

137. Unchecked Baggage

1. Subject to the Carriage of Goods Act 1979, unchecked baggage will be carried solely at the risk of the owner.

2. Passengers embarking at Wellington or Picton for journeys by ship only shall when required to do so by the department, deposit unchecked baggage on special baggage trailers or other vehicles situated at the wharf terminals for the conveyance of "passenger's baggage".

Unclaimed baggage will be treated as lost property and charged for as provided in section 49.

138. Checked Baggage

1. Checked baggage from any North Island station to any South Island station via the Cook Strait rail ferries, or vice versa, will be conveyed under the provisions of section 45.

2. Passengers embarking at Wellington or Picton for journeys by ship only, may check their baggage at the railway station or wharf office prior to departure of the ship for collection at either the wharf terminal or the railway station at Picton or Wellington as the case may be.

COOK STRAIT RAIL FERRIES

3. Baggage checked under the provisions of paragraph 2 of this section must be delivered to Wellington or Picton railway station as applicable, not less than 2 hours before sailing time. Baggage checked at either wharf terminal office will be accepted up to 30 minutes prior to sailing time.

139. Excess Baggage

1. Passengers will be granted free conveyance of their bona fide personal baggage according to the limits set out in section 46, paragraph 6.
2. In addition, baggage in excess of the free allowance and articles not entitled to be carried free as a portion of passenger's baggage allowance will be charged \$1.05 per item.

140. Pedal Bicycles Accompanying Passengers

1. Bicycles, accompanying passengers, presented at the wharf terminal at Wellington or Picton and ridden or wheeled on and off the vessel by the passengers will be charged at the following rates:

Pedal bicycles	...	...	...	...	\$2.90 each
Tandem pedal bicycles	...	...	...	...	\$4.35 each

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where passengers require that the bicycles be carried at "owner's risk".

2. Bicycles accompanying passengers but not ridden or wheeled on to the vessel by the passengers must be consigned as parcels traffic.

3. Pedal bicycles accompanying passengers will be subject to the conditions specified in section 52 paragraph 6 to 9 inclusive.

141. Motor Cycles, Power Cycles, and Motor Scooters Accompanying Passengers

1. Motor cycles, power cycles and motor scooters accompanying passengers and ridden or wheeled on and off the vessel by the passengers will be charged at the following rates:

Motor cycles	...	...	...	...	\$9.70 each
Power cycles	...	...	...	...	\$7.75 each
Motor scooters	...	...	...	...	\$7.75 each
Motor cycles with sidecars attached	...	...	...	...	\$19.40 each

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where passengers require that the motor cycles, etc. be carried at "owner's risk".

2. Motor cycles, power cycles, and motor scooters accompanying passengers but not ridden or wheeled on the vessel by the passengers must be consigned as parcels traffic.

3. Applications for reservation of deck space for motor cycles, power cycles, and motor scooters may be made at any railway station or railways road services booking office where there is an officer in charge and duly authorised booking agency up to the last day of the sixth month in advance of the date of application.

4. Motor cycles accompanying passengers will be subject to the conditions specified in section 53, paragraph 6 to 9 inclusive.

142. Dogs Accompanying Passengers

1. Dogs accompanying passengers and led on and off the vessel by the passengers will be charged at the following rates:

Dogs, tethered, each	...	...	...	...	\$3.90
Dogs, guide (accompanying blind persons possessing Royal N.Z. Foundation for the Blind permits for guide dogs)	...	...	...	...	Free

The foregoing rate is at "limited carrier's risk" and will be reduced by 2 percent where passengers require that dogs be carried at "owner's risk".

Note: Dogs not accompanying passengers must be consigned as parcels as specified in section 60 and will not be accepted or delivered at wharf terminals.

143. Parcels Traffic

1. Parcels will be accepted for carriage and be subject to the rates and conditions specified in sections 54 and 55.

2. Parcels will not be accepted or delivered at the wharf terminals.

3. See section 152, paragraph 7, subparagraphs (b) and (c) for parcels charges between Wellington area and Picton/Blenheim and also parcels charges for traffic railed solely between Wellington and Picton.

144 and 145. Reserved for Future Use

MOTOR VEHICLES (ON OWN WHEELS)

146. General Conditions

1. Motor vehicles, trailers, and caravans (on own wheels) may be conveyed on the Cook Strait rail ferry service at the rates and conditions specified hereinafter (except motor cycles, power cycles, and motor scooters—see section 141).

2. Applications for reservation of deck space for motor vehicles, trailers, and caravans (on own wheels) may be made at any railway station where there is an officer in charge. Bookings may be made up to the last day of the sixth month in advance of the date of application (e.g., 1 January to 31 July).

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3. Applications for reservation of deck space for vehicles charged under Table A (see section 147) may also be made at any railway road service booking office, where there is an officer in charge, and at duly authorised booking agencies.

4. Each motor vehicle must be accompanied by a driver who will drive the vehicle on and off the ship. Once the vehicle has been positioned on the deck the driver and any accompanying passengers must move to the passenger accommodation and remain there for the duration of the voyage.

5. Trailers and caravans must be towed on and off the ship and remain coupled to the towing vehicle throughout the voyage.

6. Drivers, attendants, and passengers accompanying motor vehicles must pay the appropriate fare as specified in section 132 and at least one adult passenger ticket must be issued for each vehicle except for those vehicles which have no driver accommodation, e.g., trailers, caravans, etc.

7. Tickets and waybills issued for road vehicles are not transferable. If the ticket or waybill is used for any vehicle other than the vehicle for which they were issued, the ticket or waybill will (without prejudice to any penalty to which the transferer or transferee, or any other person, may be liable) be forfeited.

8. Every vehicle conveyed on its own wheels on the Cook Strait rail ferry service must display a current registration licence issued under the provisions of the Motor Vehicle Registration and Licensing Regulations 1965.

9. The department does not undertake the driving of motor vehicles to or from a vessel except in a case of emergency when a charge will be levied.

10. Motor vehicles will be carried either on the upper decks or on the rail decks of the vessels at the discretion of the department.

147. Classification of Motor Vehicles, Trailers, etc., on Own Wheels

1. Motor vehicles, trailers, etc., on own wheels on the Cook Strait rail ferries will be charged at the rates set out in section 148, in accordance with the classification set out in paragraph 3 hereof. These charges cover wharfage, harbour improvement rate, handling to and from vessels, and all other incidental charges usually associated with the shipment of goods.

2. (a) Commercial vehicles will be deemed to include:

- *Caravans
 - Furniture pantechnicons
 - Goods trailers
- *Mini buses
- *Motor coaches
- *Motor lorries (covered or open)
 - Refrigerated lorries
 - Semi trailers
 - Stock transporters
- *Two wheeled trailers
 - Trade vehicles—Any vehicles forwarded on D plates and new vehicles registered in private ownership (and still to be delivered to the purchaser)
- *Utilities
- *Vans
 - Any vehicle or machine (other than a motor car or station wagon), loaded or empty, being used in association with any business or revenue earning undertaking.

*Loaded with other bona fide personal luggage, holiday effects, workman's tools or commercial travellers' samples (not intended for sale).

(b) All heavy commercial vehicles must be fitted with tie-down and jacking points to enable them to be secured to the deck of the vessel.

3. Classification—

	<i>Charge at Table</i>
All vehicles exceeding 2.6 metres in overall width	Special Quotation
Ambulances	B
Articulated vehicles not otherwise specified:	
Loaded	C
Empty	D
Boats on trailers, not exceeding 2.6 metres overall width (including trailer) accompanying passengers:	
For pleasure use	A
For commercial use	B
Breakdown lorries:	
Empty	E
Towing another vehicle	
Breakdown lorry	E
Vehicle on tow...	At appropriate table for vehicle
Bulldozers:	
Loaded on another vehicle (charge on total overall length of carrying vehicle and load)	C
On own tracks	E
(on approved cleats)	
Cabs and chassis	D
Camper vans (motor caravans)	A
Caravans:	
Private accompanied	A
New, not registered in private ownership and carrying "D" plates	B
Intended for commercial use	B
Coaches:	
Irrespective of number of accompanying passengers	D
Empty	D
Converted for use as a caravan, used for holiday purposes	A
Converted for use as a caravan, used for commercial purposes	B
Combine harvesters	E

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	<i>Charge at Table</i>
Cranes:	
On own wheels	E
Loaded on lorry (charge on overall length of lorry and load)	C
Draglines:	
On own wheels	E
Loaded on lorry (charge on overall length of lorry and load)	C
Drilling rigs—mounted on lorry	E
Fire Engines	D
Forklifts:	
On own wheels	E
Loaded on lorry or trailer (charge on overall length of carrying vehicle and load)	C
Front end loaders	E
Furniture vans—see pantechnicons	
Graders, road	E
Haybalers—towed or self propelled	E
Hearse—loaded or empty	B
Horse floats:	
Loaded, articulated or otherwise	H
Empty	D
Livestock—See also section 153.	

(a) Loaded on approved light trailers towed behind vehicles charged under Table A or B (charge includes conveyance of trailer):

	<i>Per Animal</i>	
	<i>From Wellington</i>	<i>From Picton</i>
	\$	\$
Horses	84.17	73.63
Foals under 6 months of age, accompanying mares	42.08	36.82
Cattle or deer	84.17	73.63
Calves and fawns (not exceeding 6 months old):		
First animal	42.08	36.82
Each additional animal	11.95	10.45
Goats, sheep, and pigs:		
First animal	60.25	52.72
Each additional animal	11.95	10.45
Empty light livestock trailers	Table A	

(b) Loaded on utilities: Carrying vehicle at Table A plus the following rate per calf, fawn, sheep, goat, or pig:

	<i>Per Animal</i>
	\$
From Wellington	11.95
From Picton	10.45

Note: Vehicles exceeding 2.6 metres in overall width will be subject to a special quotation.

(c) Livestock loaded in properly constructed cattle or sheep decks on motor lorries or heavy stock trailers	H
Empty stock lorries and empty heavy stock trailers	D
Logging trucks:	
With jinkers on back	E
Without jinkers	D
Low loaders:	
Empty	D
Loaded—see appropriate classification of load N.O.S.—as “motor lorries, loaded”	C
Motor cars accompanied (charges based on factory specification length)—	
Not otherwise specified	A
(Canoes, small boats, rowing shells, luggage etc., attached to the top of a motorcar but not protruding beyond either end of the vehicle may be conveyed without any additional charge. If the attachment protrudes beyond either end, the charge for the carrying vehicle will be based on the overall length of the vehicle and attachment).	
Motor cars, new or used vehicles for sale (or being delivered to the purchaser)	B
Motor lorries covered or open:	
Loaded, not otherwise specified	C
Loaded with an empty trailer (both units owned by the same firm) and the return journey of the truck and trailer previously carried full on the Cook Strait rail ferry service	E
Loaded—conveying hazardous substances (as specially approved by Manager, Air/Sea Services)	
Hazardous substances can only be conveyed on <i>Arahanga</i>	C
Empty, not otherwise specified	D
Empty vehicles with empty tanks, returning after conveying hazardous substances and accompanied by a certificate issued by a qualified industrial chemist to the effect that the vehicle is gas free	D
Empty vehicles, with empty tanks, returning after conveying hazardous substances and not accompanied by a certificate issued to the effect that the vehicles and tanks are gas free. To be treated as hazardous substances and conveyed on <i>Arahanga</i> only. (The approval of Manager, Air/Sea Services is required.)	E
Used for holiday purposes	A
Motor vehicles, competition—racing cars, stockcars, racing motorcycles, etc.:	
Loaded on a motor lorry, carrying vehicle	D
Competition vehicles (or motorcycle see section 141)	A
Loaded on a trailer. Charge on overall length of trailer and any overhang	A
Loaded on utilities or in vans	A

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	<i>Charge at Table</i>
Pantehnicons—loaded solely with bona fide household removals	J
Pantehnicons not otherwise specified:	
Loaded	I
Empty	D
Refrigerated vehicles (average height of load to be taken from the floor of the refrigerated unit to the highest point of the vehicle less 310 mm):	
Loaded	C
Empty	D
Scrapers	E
Station wagons accompanied. Charges based on factory specification lengths. See also paragraph 4 hereof.	
Not otherwise specified	A
(Canoes, small boats, rowing shells, luggage, etc., attached to the top of a station wagon but not protruding beyond either end of the vehicle may be conveyed without any additional charge. However, if the attachment protrudes beyond either end the charge for the carrying vehicle will be based on the overall length of the vehicle and attachment).	
New or used vehicles for sale (or being delivered to the purchaser)	B
Tankers, road:	
Loaded with non-flammable liquids (permission must be obtained from Manager, Air/Sea Service)	C
(Tankers, road loaded with inflammable liquids are not permitted.)	
Empty—accompanied by a certificate issued by the owner to the effect that the vehicle is gas free	D
Tractors:	
On own wheels, with or without attachments	E
Loaded on lorry (charge based on overall length of lorry and load)	C
Note: Vehicles exceeding 2.6 metres in overall width will be subject to a special quotation.	
Trailers (For trailers conveying boats—see Boats)	

	<i>When Towed by Vehicles Charged Under Table</i>	<i>Trailer Charge Table</i>
Private empty or loaded with bona fide personal luggage or holiday effects	A or B	A
Private loaded with household furniture or other goods being the private possession of the driver and not intended for sale or other reward	A or B	B
Private loaded with a motor vehicle other than competition vehicle	A or B	A (in addition charge $\frac{1}{2}$ Table A for vehicle on trailer)
Commercial loaded. (Trailers being used for any business undertaking or revenue earning operation in the conveyance of goods)	A, B, C or D	C
Commercial loaded with a motor vehicle other than competition vehicle	A, B, C or D	B (in addition charge Table A for vehicle on trailer)
Empty commercial, not otherwise specified	B, C or D	D
Empty conveyed on the tray of a motor lorry	See Motor Lorries	
Loaded—conveying hazardous substances (subject to approval of Manager, Air/Sea Services)		
Hazardous substances can only be conveyed on <i>Arahanga</i>	C or D	C
Loaded with empty tanks, cylinders, etc., returning after conveying hazardous substances and accompanied by a certificate issued by a qualified industrial chemist to the effect that the trailer and tanks, cylinders, etc., are gas free	C or D	D
Loaded with empty tanks, cylinders, etc., returning after conveying hazardous substances and not accompanied by a certificate issued to the effect that the trailer and tanks, cylinders, etc., are gas-free will be treated as hazardous substances and conveyed on <i>Arahanga</i> only. (The approval of Manager, Air/Sea Services is required)	C or D	E
Trotting sulkies—on owner's vehicle or trailer		\$8.50 each

	<i>Charge at Table</i>
Utilities—Charges based on factory specification lengths. See also paragraph 4 hereof.	
Loaded, not otherwise specified	B
Loaded with bona fide personal luggage, holiday effects, commercial travellers samples not intended for sale, or workman's tools	A
(Canoes, small boats, rowing shells, luggage, etc., attached to the top of a utility but not protruding beyond either end of the vehicle may be conveyed without any additional charge. However, if the attachment protrudes beyond either end, the charge for the carrying vehicle will be based on the overall length of the vehicle and attachment).	
Empty, not otherwise specified	A
Empty for delivery to the purchaser	B
Empty, commercial or trade vehicles (see paragraph 2 (a) hereof)	B
Vans—Charges based on factory specification lengths. See paragraph 4 hereof.	
Loaded, not otherwise specified	B

COOK STRAIT RAIL FERRIES

Charge at Table

Loaded with bona fide personal luggage, holiday effects, commercial travellers' samples not intended for sale or workman's tools	A
(Canoes, small boats, rowing shells, luggage, etc., attached to the top of a van but not protruding beyond either end of the vehicle may be conveyed without any additional charge. However, if the attachment protrudes beyond either end, the charge for the carrying vehicle will be based on the overall length of the vehicle and attachment).	
Empty new or used, for sale (or being delivered to the purchaser)	B
Vans. (This classification refers generally to large vans owned by commercial concerns).	
Loaded	C
Empty	D
Being used for holiday purposes	A
(Canoes, small boats, rowing shells, luggage, etc., attached to the top of a van but not protruding beyond either end of the vehicle may be conveyed without any additional charge. However, if the attachment protrudes beyond either end, the charge for the carrying vehicle will be based on the overall length of the vehicle and attachment).	

Note: Vehicles exceeding 2.6 metres in overall width will be subject to a special quotation.

4. **Motor Car, Station Wagon, Utility, and Van Lengths**—Motorcars, station wagons, utilities, and vans with projections such as luggage carriers and extra bumpers fitted additionally to standard models will be charged on factory specification lengths. Trailer couplings fitted to such vehicles will not be regarded as projecting fixtures. However, for charging purposes, the measurement of caravans and trailers will include the towbar fitted to the front of the caravan or trailer.

If the factory specification length of a motor car, station wagon, etc., is not known, such vehicle will be charged on either the declared overall length or, if practical, measured and charged on the actual overall length.

148. Schedule of Rates for Motor Vehicles, Trailers, etc., on Own Wheels

Tables A and B

Length of Vehicle	Table A	Table B
	\$	\$
Up to 4040 mm in overall length	32.50	73.00
Over 4040 mm but not exceeding 4580 mm	43.00	96.00
Over 4580 mm but not exceeding 6100 mm	51.50	116.00
Over 6100 mm for each 3100 mm or part thereof over 6100 mm in length add to charge for 6100 mm	6.77	8.45

(See also section 147, paragraph 4, re projecting fixtures.)

Tables D E and H

	Wellington-Picton	Picton-Wellington
	\$	\$
Table D per metre	37.26	32.60
Table E per metre	56.26	49.23
Table H per metre	67.07	58.69

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where it is required that the vehicle be carried at "owner's risk".

FROM WELLINGTON TO PICTON

TABLE C

Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	4.6	4.9	5.2	5.5	5.8	6.1	6.4	6.8	7.1	7.4	7.7	8.0	8.3
0.77	234	256	270	286	301	318	332	347	362	381	395	412	426
0.92	257	275	292	310	330	347	368	381	402	421	441	453	476
1.07	278	298	320	340	362	381	403	424	442	465	485	507	523
1.22	298	320	344	368	390	412	436	456	478	503	523	548	570
1.38	318	344	369	395	421	447	476	498	523	548	577	600	629
1.53	333	368	393	421	452	477	503	534	559	590	617	645	673
1.68	347	379	407	441	467	497	523	558	589	617	645	673	703
1.83	362	395	426	456	489	522	553	589	622	646	681	711	743
1.99	379	412	447	478	514	548	578	613	646	683	718	744	780
2.14	395	430	465	498	535	570	607	645	681	711	753	784	819
2.29	414	453	489	531	568	609	645	683	719	756	797	835	868
2.44	426	467	507	548	589	629	669	703	744	784	826	866	905
2.60	447	486	531	570	613	656	699	743	784	826	867	911	950
Over 2.60	456	498	540	589	629	670	718	756	800	846	889	929	976

†The formula for ascertaining the average height of the load on a vehicle is as follows:
 Cubic measurement of load on tray ÷ square measurement of tray.
 Note: Vehicles (and overhanging load) exceeding 2.6 metres overall width will be subject to special quotation (refer to District Office).
 The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

COOK STRAIT RAIL FERRIES

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	8.6	8.9	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.3	11.6	12.0	12.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
0.77 ...	442	456	476	489	507	522	535	553	568	585	600	615	632
0.92 ...	489	513	523	545	564	580	599	617	634	654	670	689	708
1.07 ...	548	568	590	609	632	651	673	691	714	733	754	778	798
1.22 ...	599	622	645	669	690	711	733	756	780	802	826	850	874
1.38 ...	651	681	703	730	756	780	809	835	859	885	911	936	963
1.53 ...	700	730	756	784	813	842	868	901	930	958	986	1,013	1,041
1.68 ...	733	762	792	827	854	884	911	940	971	1,001	1,029	1,058	1,088
1.83 ...	774	809	837	867	903	930	963	992	1,026	1,057	1,088	1,121	1,151
1.99 ...	813	850	884	914	948	984	1,019	1,052	1,086	1,119	1,155	1,186	1,221
2.14 ...	855	890	926	962	999	1,033	1,064	1,103	1,142	1,176	1,211	1,248	1,281
2.29 ...	911	948	987	1,022	1,064	1,103	1,144	1,181	1,221	1,258	1,296	1,333	1,373
2.44 ...	942	984	1,022	1,063	1,103	1,144	1,181	1,221	1,261	1,300	1,342	1,379	1,419
2.60 ...	992	1,034	1,075	1,121	1,162	1,206	1,245	1,287	1,330	1,372	1,414	1,454	1,497
Over 2.60 ...	1,019	1,058	1,103	1,146	1,186	1,232	1,278	1,318	1,361	1,406	1,447	1,495	1,537

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	12.6	12.9	13.2	13.5	13.8	14.1	14.4	14.7	15.0	15.4	15.7	16.0	16.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
0.77 ...	646	663	678	696	712	728	743	757	774	789	807	822	837
0.92 ...	726	744	762	780	798	815	835	853	868	889	908	925	945
1.07 ...	819	839	859	880	901	921	942	963	984	1,003	1,024	1,047	1,068
1.22 ...	896	920	942	964	988	1,011	1,034	1,057	1,082	1,102	1,128	1,150	1,174
1.38 ...	988	1,013	1,040	1,066	1,089	1,118	1,143	1,169	1,195	1,221	1,247	1,272	1,297
1.53 ...	1,069	1,098	1,125	1,155	1,181	1,210	1,236	1,267	1,295	1,322	1,350	1,378	1,406
1.68 ...	1,119	1,148	1,177	1,208	1,236	1,267	1,297	1,328	1,356	1,386	1,417	1,445	1,475
1.83 ...	1,185	1,214	1,247	1,279	1,309	1,342	1,373	1,404	1,436	1,468	1,498	1,530	1,563
1.99 ...	1,253	1,287	1,319	1,355	1,387	1,420	1,454	1,488	1,521	1,555	1,589	1,621	1,654
2.14 ...	1,318	1,355	1,389	1,424	1,461	1,496	1,530	1,567	1,602	1,637	1,674	1,708	1,744
2.29 ...	1,410	1,447	1,486	1,525	1,564	1,602	1,639	1,677	1,714	1,755	1,791	1,830	1,867
2.44 ...	1,459	1,498	1,539	1,578	1,618	1,657	1,695	1,736	1,775	1,817	1,856	1,896	1,935
2.60 ...	1,539	1,581	1,621	1,665	1,707	1,747	1,790	1,831	1,875	1,914	1,959	2,001	2,043
Over 2.60 ...	1,581	1,624	1,667	1,712	1,755	1,800	1,842	1,887	1,929	1,975	2,018	2,062	2,106

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width											For Each 300 mm or Part Thereof Over 20 m	
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	16.6	16.9	17.2	17.5	17.8	18.2	18.5	18.8	19.1	19.4	19.7		20.0
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
0.77 ...	853	867	885	901	917	932	947	964	978	995	1,011	1,026	15.79
0.92 ...	962	978	997	1,017	1,033	1,052	1,070	1,087	1,109	1,124	1,143	1,159	18.13
1.07 ...	1,087	1,110	1,130	1,150	1,170	1,192	1,211	1,233	1,253	1,273	1,296	1,317	20.76
1.22 ...	1,196	1,220	1,242	1,266	1,288	1,310	1,334	1,358	1,383	1,404	1,429	1,452	23.10
1.38 ...	1,323	1,350	1,377	1,403	1,429	1,454	1,480	1,507	1,530	1,556	1,583	1,608	25.84
1.53 ...	1,434	1,463	1,490	1,520	1,546	1,575	1,603	1,631	1,658	1,689	1,714	1,742	28.06
1.68 ...	1,507	1,535	1,564	1,592	1,624	1,653	1,681	1,712	1,742	1,773	1,801	1,831	29.69
1.83 ...	1,592	1,625	1,657	1,690	1,720	1,751	1,785	1,814	1,846	1,878	1,910	1,941	31.57
1.99 ...	1,690	1,722	1,756	1,788	1,823	1,856	1,891	1,923	1,957	1,989	2,024	2,058	33.54
2.14 ...	1,777	1,814	1,851	1,885	1,922	1,957	1,990	2,029	2,062	2,098	2,134	2,169	35.46
2.29 ...	1,907	1,946	1,984	2,021	2,059	2,097	2,135	2,173	2,211	2,250	2,287	2,325	38.16
2.44 ...	1,975	2,014	2,052	2,095	2,133	2,172	2,211	2,251	2,291	2,333	2,372	2,410	39.66
2.60 ...	2,086	2,125	2,169	2,210	2,251	2,294	2,335	2,379	2,419	2,463	2,503	2,545	41.96
Over 2.60 ...	2,150	2,195	2,238	2,280	2,323	2,367	2,410	2,456	2,500	2,544	2,586	2,630	43.74

†The formula for ascertaining the average height of the load on a vehicle is as follows:

Cubic measurement of load on tray + square measurement of tray.

Note: Vehicles (and any overhanging load) exceeding 2.6 metres overall width will be subject to special quotation (refer to District Office).

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

COOK STRAIT RAIL FERRIES

FROM PICTON TO WELLINGTON

TABLE C

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	4.6	4.9	5.2	5.5	5.8	6.1	6.4	6.8	7.1	7.4	7.7	8.0	8.3
0.77	\$ 208	\$ 222	\$ 237	\$ 248	\$ 263	\$ 276	\$ 291	\$ 303	\$ 319	\$ 333	\$ 346	\$ 361	\$ 373
0.92	223	242	257	273	287	303	321	333	353	367	385	396	415
1.07	245	259	279	296	319	333	355	370	386	407	424	443	458
1.22	259	279	301	321	341	361	384	398	421	440	458	479	500
1.38	276	301	323	346	367	393	415	436	458	479	504	525	551
1.53	292	321	344	367	395	417	440	468	490	517	540	565	589
1.68	303	331	356	385	408	435	458	489	514	540	565	589	617
1.83	319	346	373	398	429	457	484	514	545	567	596	620	651
1.99	331	361	393	421	448	479	506	535	569	599	628	652	683
2.14	346	375	407	436	469	500	532	565	596	620	657	687	717
2.29	362	396	429	465	498	532	565	599	629	662	698	729	762
2.44	373	408	443	479	514	551	585	617	652	687	724	757	792
2.60	393	426	465	500	535	576	609	651	687	724	760	798	834
Over 2.60	398	436	472	514	551	587	628	662	700	742	779	812	854

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	8.6	8.9	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.3	11.6	12.0	12.3
0.77	\$ 386	\$ 398	\$ 415	\$ 429	\$ 443	\$ 457	\$ 469	\$ 484	\$ 497	\$ 509	\$ 525	\$ 540	\$ 553
0.92	429	447	458	477	493	508	523	540	554	570	589	604	619
1.07	479	498	517	534	553	568	589	607	624	643	662	678	699
1.22	523	545	565	585	606	619	643	662	683	702	724	743	764
1.38	568	596	617	641	662	683	708	729	752	775	798	821	842
1.53	613	641	662	687	714	736	762	789	812	837	864	888	911
1.68	643	665	691	718	747	773	798	824	850	875	901	926	951
1.83	677	708	732	760	791	813	842	868	898	925	951	978	1,008
1.99	714	744	773	799	829	862	890	921	950	978	1,009	1,039	1,068
2.14	751	780	810	840	874	903	932	966	999	1,029	1,059	1,089	1,123
2.29	798	829	864	896	932	966	1,002	1,034	1,068	1,101	1,134	1,167	1,201
2.44	825	862	896	930	966	1,002	1,034	1,069	1,102	1,139	1,172	1,207	1,242
2.60	868	905	942	978	1,017	1,054	1,087	1,125	1,164	1,199	1,235	1,273	1,309
Over 2.60	890	926	966	1,003	1,039	1,077	1,118	1,155	1,192	1,232	1,268	1,307	1,344

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	12.6	12.9	13.2	13.5	13.8	14.1	14.4	14.7	15.0	15.4	15.7	16.0	16.3
0.77	\$ 567	\$ 580	\$ 595	\$ 608	\$ 622	\$ 636	\$ 651	\$ 663	\$ 677	\$ 690	\$ 703	\$ 718	\$ 732
0.92	634	652	668	671	699	714	730	745	762	778	794	810	825
1.07	715	733	752	769	789	807	825	842	862	879	898	917	934
1.22	784	806	825	843	865	885	905	925	946	965	987	1,006	1,026
1.38	865	888	910	934	957	977	1,001	1,022	1,045	1,069	1,089	1,113	1,135
1.53	936	962	986	1,009	1,034	1,058	1,084	1,110	1,132	1,157	1,181	1,207	1,232
1.68	978	1,006	1,032	1,057	1,084	1,110	1,134	1,159	1,186	1,212	1,239	1,266	1,291
1.83	1,036	1,064	1,089	1,119	1,146	1,174	1,201	1,229	1,256	1,284	1,310	1,340	1,365
1.99	1,097	1,125	1,156	1,185	1,212	1,242	1,272	1,300	1,332	1,361	1,390	1,419	1,447
2.14	1,155	1,185	1,214	1,247	1,278	1,308	1,342	1,372	1,403	1,433	1,465	1,496	1,526
2.29	1,234	1,268	1,300	1,333	1,369	1,401	1,434	1,468	1,501	1,535	1,567	1,602	1,634
2.44	1,278	1,310	1,345	1,379	1,417	1,452	1,484	1,520	1,554	1,589	1,624	1,658	1,692
2.60	1,345	1,385	1,419	1,456	1,495	1,529	1,567	1,603	1,639	1,677	1,713	1,750	1,787
Over 2.60	1,385	1,420	1,459	1,497	1,537	1,575	1,612	1,652	1,690	1,728	1,765	1,803	1,842

†The formula for ascertaining the average height of the load on a vehicle is as follows:
 Cubic measurement of load on tray + square measurement of tray.
 Note: Vehicles (and any overhanging load) exceeding 2.6 metres overall width will be subject to special quotation (refer to District Office).
 The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

COOK STRAIT RAIL FERRIES

TABLE C—continued

†Average Height of Load on Tray Not Exceeding (metres)	Vehicles (And Any Overhanging Load) Not Exceeding 2.6 Metres Overall Width												For Each 300 mm or Part Thereof Over 20 m
	Total Overall Length of Vehicle (And Any Overhanging Load) Not Exceeding: (metres):												
	16.6	16.9	17.2	17.5	17.8	18.2	18.5	18.8	19.1	19.4	19.7	20.0	
0.77	\$ 745	\$ 760	\$ 774	\$ 788	\$ 800	\$ 813	\$ 828	\$ 843	\$ 856	\$ 871	\$ 885	\$ 899	\$ 13.83
0.92	840	856	874	889	903	920	936	951	966	984	1,001	1,017	15.87
1.07	951	971	988	1,006	1,024	1,043	1,059	1,080	1,097	1,114	1,132	1,151	18.17
1.22	1,047	1,068	1,087	1,109	1,128	1,148	1,169	1,187	1,208	1,229	1,250	1,268	20.22
1.38	1,158	1,180	1,204	1,225	1,250	1,273	1,295	1,317	1,340	1,362	1,386	1,407	22.62
1.53	1,254	1,280	1,304	1,330	1,355	1,378	1,403	1,426	1,453	1,477	1,500	1,526	24.56
1.68	1,317	1,343	1,369	1,392	1,420	1,446	1,472	1,498	1,525	1,552	1,576	1,602	25.99
1.83	1,396	1,423	1,452	1,479	1,507	1,533	1,562	1,589	1,617	1,644	1,670	1,699	27.63
1.99	1,479	1,508	1,537	1,566	1,594	1,624	1,653	1,681	1,712	1,742	1,773	1,801	29.33
2.14	1,556	1,589	1,619	1,650	1,680	1,712	1,742	1,774	1,803	1,836	1,867	1,898	31.02
2.29	1,667	1,701	1,736	1,768	1,801	1,836	1,867	1,902	1,935	1,969	2,002	2,034	33.40
2.44	1,728	1,762	1,799	1,831	1,866	1,900	1,935	1,970	2,006	2,040	2,075	2,108	34.68
2.60	1,823	1,861	1,897	1,934	1,970	2,007	2,044	2,080	2,118	2,154	2,189	2,228	36.72
Over 2.60	1,879	1,921	1,957	1,996	2,033	2,073	2,110	2,148	2,187	2,225	2,263	2,300	38.92

†The formula for ascertaining the average height of the load on a vehicle is as follows:
 Cubic measurement of load on tray + square measurement of tray.
 Note: Vehicles (and any overhanging load) exceeding 2.6 metres overall width will be subject to special quotation (refer to District Office).
 The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

FROM WELLINGTON TO PICTON

TABLE I

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	4.6	4.9	5.2	5.5	5.8	6.1	6.4	6.8	7.1	7.4	7.7	8.0	8.3
3.05	\$ 477	\$ 508	\$ 542	\$ 574	\$ 607	\$ 637	\$ 669	\$ 701	\$ 732	\$ 763	\$ 797	\$ 826	\$ 859
3.20	498	533	565	597	629	664	698	729	763	798	831	863	898
3.35	519	553	589	622	657	691	725	762	797	831	864	899	935
3.50	541	576	611	646	686	720	756	790	826	863	899	937	974
Over 3.50	562	597	636	674	711	747	787	824	859	898	935	974	1,010

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	8.6	8.9	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.3	11.6	12.0	12.3
3.05	\$ 891	\$ 925	\$ 957	\$ 987	\$ 1,021	\$ 1,051	\$ 1,085	\$ 1,114	\$ 1,147	\$ 1,179	\$ 1,211	\$ 1,242	\$ 1,275
3.20	929	964	997	1,029	1,064	1,097	1,130	1,162	1,197	1,230	1,262	1,296	1,330
3.35	966	1,003	1,039	1,074	1,110	1,144	1,177	1,212	1,247	1,281	1,315	1,352	1,386
3.50	1,010	1,045	1,078	1,114	1,151	1,187	1,223	1,261	1,297	1,333	1,369	1,404	1,441
Over 3.50	1,047	1,085	1,121	1,158	1,196	1,233	1,270	1,308	1,345	1,383	1,420	1,457	1,495

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	12.6	12.9	13.2	13.5	13.8	14.1	14.4	14.7	15.0	15.4	15.7	16.0	16.3
3.05	\$ 1,307	\$ 1,340	\$ 1,370	\$ 1,401	\$ 1,434	\$ 1,465	\$ 1,498	\$ 1,529	\$ 1,562	\$ 1,594	\$ 1,625	\$ 1,657	\$ 1,689
3.20	1,362	1,396	1,429	1,463	1,496	1,528	1,563	1,595	1,628	1,662	1,695	1,728	1,762
3.35	1,420	1,454	1,489	1,523	1,557	1,594	1,628	1,663	1,698	1,731	1,765	1,800	1,836
3.50	1,477	1,512	1,547	1,584	1,620	1,656	1,691	1,728	1,764	1,800	1,836	1,873	1,909
Over 3.50	1,532	1,569	1,607	1,644	1,681	1,719	1,756	1,794	1,829	1,866	1,903	1,941	1,978

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												For Each 300 mm or Part Thereof Over 20 m
	16.6	16.9	17.2	17.5	17.8	18.2	18.5	18.8	19.1	19.4	19.7	20.0	
3.05	\$ 1,720	\$ 1,753	\$ 1,785	\$ 1,814	\$ 1,848	\$ 1,878	\$ 1,912	\$ 1,944	\$ 1,975	\$ 2,008	\$ 2,039	\$ 2,072	\$ 31.85
3.20	1,794	1,828	1,861	1,895	1,925	1,961	1,995	2,025	2,061	2,095	2,125	2,159	33.21
3.35	1,870	1,903	1,939	1,974	2,008	2,041	2,077	2,112	2,146	2,181	2,214	2,250	34.58
3.50	1,944	1,978	2,014	2,051	2,087	2,123	2,159	2,196	2,232	2,266	2,302	2,339	35.96
Over 3.50	2,016	2,053	2,090	2,130	2,164	2,201	2,241	2,278	2,315	2,353	2,390	2,428	37.32

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

COOK STRAIT RAIL FERRIES
FROM PICTON TO WELLINGTON

TABLE I

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	4.6	4.9	5.2	5.5	5.8	6.1	6.4	6.8	7.1	7.4	7.7	8.0	8.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	417	445	473	502	530	558	587	614	641	666	696	724	752
3.20 ...	435	466	496	522	552	581	611	637	666	698	726	754	785
3.35 ...	454	485	515	545	577	604	634	665	696	726	756	787	817
3.50 ...	472	503	534	565	599	629	662	691	724	754	787	821	852
Over 3.50 ...	490	522	557	589	622	653	688	720	752	785	817	852	884

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length Not Exceeding (metres):												
	8.6	8.9	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.3	11.6	12.0	12.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	781	810	836	864	891	921	948	976	1,003	1,032	1,059	1,087	1,114
3.20 ...	813	844	873	901	932	959	988	1,017	1,047	1,076	1,103	1,134	1,162
3.35 ...	847	879	910	940	971	1,000	1,032	1,061	1,089	1,122	1,151	1,184	1,212
3.50 ...	884	913	946	976	1,009	1,039	1,073	1,102	1,134	1,165	1,197	1,229	1,259
Over 3.50 ...	914	948	982	1,013	1,047	1,078	1,111	1,144	1,176	1,210	1,242	1,275	1,308

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length Not Exceeding (metres):												
	12.6	12.9	13.2	13.5	13.8	14.1	14.4	14.7	15.0	15.4	15.7	16.0	16.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	1,144	1,172	1,198	1,225	1,254	1,284	1,310	1,340	1,365	1,395	1,422	1,451	1,478
3.20 ...	1,192	1,222	1,250	1,279	1,308	1,336	1,367	1,396	1,424	1,453	1,483	1,512	1,541
3.35 ...	1,242	1,273	1,303	1,333	1,364	1,395	1,424	1,454	1,484	1,515	1,545	1,575	1,607
3.50 ...	1,291	1,323	1,354	1,386	1,417	1,447	1,479	1,510	1,544	1,575	1,607	1,637	1,668
Over 3.50 ...	1,341	1,373	1,407	1,436	1,470	1,502	1,535	1,569	1,601	1,634	1,666	1,700	1,732

TABLE I—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres)													For Each 300 m or Part Thereof Over 20 m
	16.6	16.9	17.2	17.5	17.8	18.2	18.5	18.8	19.1	19.4	19.7	20.0		
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	1,507	1,533	1,562	1,589	1,617	1,645	1,674	1,701	1,728	1,756	1,785	1,812	27.87	
3.20 ...	1,570	1,599	1,628	1,657	1,686	1,714	1,744	1,774	1,802	1,831	1,861	1,889	29.08	
3.35 ...	1,636	1,665	1,698	1,726	1,757	1,787	1,817	1,848	1,877	1,909	1,939	1,969	30.25	
3.50 ...	1,700	1,731	1,764	1,796	1,825	1,858	1,888	1,921	1,951	1,985	2,014	2,047	31.46	
Over 3.50 ...	1,765	1,797	1,829	1,863	1,896	1,928	1,961	1,995	2,025	2,059	2,090	2,124	32.66	

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

FROM WELLINGTON TO PICTON AND VICE VERSA

TABLE J

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	4.6	4.9	5.2	5.5	5.8	6.1	6.4	6.8	7.1	7.4	7.7	8.0	8.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	417	445	473	502	530	558	587	614	641	666	696	724	752
3.20 ...	435	466	496	522	552	581	611	637	666	698	726	754	785
3.35 ...	454	485	515	545	577	604	634	665	696	726	756	787	817
3.50 ...	472	503	534	565	599	629	662	691	724	754	787	821	852
Over 3.50 ...	490	522	557	589	622	653	688	720	752	785	817	852	884

TABLE J—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	8.6	8.9	9.2	9.5	9.8	10.1	10.4	10.7	11.0	11.3	11.6	12.0	12.3
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
3.05 ...	781	810	836	864	891	921	948	976	1,003	1,032	1,059	1,087	1,114
3.20 ...	813	844	873	901	932	959	988	1,017	1,047	1,076	1,103	1,134	1,162
3.35 ...	847	879	910	940	971	1,000	1,032	1,061	1,089	1,122	1,151	1,184	1,212
3.50 ...	884	913	946	976	1,009	1,039	1,073	1,102	1,134	1,165	1,197	1,229	1,259
Over 3.50 ...	914	948	982	1,013	1,047	1,078	1,111	1,144	1,176	1,210	1,242	1,275	1,308

COOK STRAIT RAIL FERRIES

TABLE J—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):												
	12.6	12.9	13.2	13.5	13.8	14.1	14.4	14.7	15.0	15.4	15.7	16.0	16.3
3.05 ...	\$ 1,144	\$ 1,172	\$ 1,198	\$ 1,225	\$ 1,254	\$ 1,284	\$ 1,310	\$ 1,340	\$ 1,365	\$ 1,395	\$ 1,422	\$ 1,451	\$ 1,478
3.20 ...	1,192	1,222	1,250	1,279	1,308	1,336	1,367	1,396	1,424	1,453	1,483	1,512	1,541
3.35 ...	1,242	1,273	1,303	1,333	1,364	1,395	1,424	1,454	1,484	1,515	1,545	1,575	1,607
3.50 ...	1,291	1,323	1,354	1,386	1,417	1,447	1,479	1,510	1,544	1,575	1,607	1,637	1,668
Over 3.50 ...	1,341	1,373	1,407	1,436	1,470	1,502	1,535	1,569	1,601	1,634	1,666	1,700	1,732

TABLE J—continued

Maximum Height, Not Exceeding (metres)	Overall Length, Not Exceeding (metres):											
	16.6	16.9	17.2	17.5	17.8	18.2	18.5	18.8	19.1	19.4	19.7	20.0
3.05 ...	\$ 1,507	\$ 1,533	\$ 1,562	\$ 1,589	\$ 1,617	\$ 1,645	\$ 1,674	\$ 1,701	\$ 1,728	\$ 1,756	\$ 1,785	\$ 1,812
3.20 ...	1,570	1,599	1,628	1,657	1,686	1,714	1,744	1,774	1,802	1,831	1,861	1,889
3.35 ...	1,636	1,665	1,698	1,726	1,757	1,787	1,817	1,848	1,877	1,909	1,939	1,969
3.50 ...	1,700	1,731	1,764	1,796	1,825	1,858	1,888	1,921	1,951	1,985	2,014	2,047
Over 3.50 ...	1,765	1,797	1,829	1,863	1,896	1,928	1,961	1,995	2,025	2,059	2,090	2,124

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

149. Cancellation of Space Reserved for Road Vehicles

1. **General**—This section applies to all types of motor vehicles including motor cycles, power cycles, and motor scooters.

2. When a motor vehicle ticket (or waybill) is purchased and subsequently found not to be required, a refund of the amount paid less commission, where applicable, may be allowed by the department provided the ticket (or waybill) with application for refund is lodged with the department not later than 3 months from the date of travel shown on the original ticket (or waybill).

3. Motor vehicle tickets (or waybills) may be transferred from one sailing to another provided the transfer is requested more than 24 hours prior to sailing time. (See also paragraph 4 hereof.)

4. **Refunds or Re-issues**—(a) Passengers giving notification of cancellation seven clear days or more prior to the date of sailing for which the original ticket (or waybill) was issued will qualify for a full refund of the amount paid or a re-issue of the ticket (or waybill) at no additional cost.

(b) Passengers presenting such tickets (or waybills) for cancellation less than seven clear days prior to the date of sailing shown on the original ticket (or waybill) will be entitled to a refund or re-issue as follows:

- (i) Presented for cancellation up to 30 minutes prior to departure time shown on the original ticket (or waybill), will be subject to a refund of the amount paid less 10 percent or re-issue for a later sailing at no additional cost.
- (ii) Presented for cancellation less than 30 minutes prior to departure time shown on original ticket (or waybill) and up to 3 months after date of travel (for which the original ticket (or waybill) was issued), will be dealt with as follows:
Re-issue: The ticket (or waybill) will be available for re-issue for travel on a subsequent date subject to a payment of a further 25 percent of the amount paid.
Refund: A refund of amount paid less 50 percent.
- (iii) Tickets presented 3 months or more after the date of travel on the original ticket will not be accepted for refund or re-issue.

5. **Lost Motor Vehicle Tickets**—Refunds on or re-issue of lost motor vehicle ferry tickets (or waybills) may be allowed but will be confined solely to instances where vehicle space has been reserved. Such refunds or re-issues will be made only in cases where the loss is reported to the department up to and including the date and time shown on the original ticket (or waybill) and the information supplied by the applicant in respect of the original booking can be confirmed to the satisfaction of the general manager. On all refunds for lost motor vehicle ferry tickets, a 10 percent administration charge will be deducted by the department from the value of the lost ticket.

No charge will be made for re-issued tickets replacing lost tickets.

150 and 151. Reserved for Future Use

GOODS IN RAILWAYS WAGONS

152. Rates for Goods in Railway Wagons

1. Except where otherwise specified, the charges for the conveyance of goods in railway wagons in respect of the sea portion of the journey will be computed on actual weight or cubic measurement (ships measurement) whichever charge is greater.

The charge for the sea journey covers wharfage, harbour improvement rate, handling to and from vessel, and all other incidental charges usually associated with the shipment of goods.

2. Where request is made for the exclusive use of a railway wagon, or the nature or dimensions of the goods are such that they preclude other goods from being loaded in the wagon then, unless otherwise specified, the following minimum wagon charges will apply:

	North to South	South to North
		\$
Per four wheeled wagon	191.05
Per bogie wagon	382.10
		\$
		167.15
		334.30

COOK STRAIT RAIL FERRIES

3. Where, owing to the length of the goods, the use of a bogie wagon is required, sea charges will be based on a minimum of 7.5 tonnes at the appropriate rate specified in paragraph 7 hereof.

4. Where a check wagon is used in addition to any wagon conveying long length goods a sea charge of \$180.08 will be made for each four-wheeled check wagon used.

5. Where an insulated wagon or railway owned insulated container is specially ordered and supplied for the conveyance of goods on the Cook Strait ferry service, the following wagon minima will apply in respect of the sea journey between Picton and Wellington:

Commodity	Per W Wagon Tonnes	Per Vb, Vr or VS Wagon Tonnes	Per Uk or Ukb Wagon Tonnes
Frozen or fresh meat and fish	5	10	16
Deep frozen vegetables, etc.	—	16	16

6. Goods will not be accepted or delivered at wharf terminals.

7. **Schedule of Rates**—(a) (i) The rates specified are at “limited carrier’s risk” and will be reduced by 2 percent where consignors require that the consignment be carried at “owner’s risk”.

(ii) Except as provided in subparagraphs (b) and (c) hereof, goods conveyed between Picton and Wellington will be charged as follows:

Small Lots:

Not Exceeding	From Wellington to Picton	From Picton to Wellington
kg or cubic metres	\$	\$
25 or 0.025	1.45	1.20
50 or 0.050	2.30	2.00
75 or 0.075	3.05	2.70
100 or 0.100	4.05	3.60
125 or 0.125	4.85	4.25
150 or 0.150	5.65	4.95
175 or 0.175	6.45	5.60
200 or 0.200	7.35	6.45
225 or 0.225	8.60	7.50
250 or 0.250	9.70	8.45

Goods in quantities exceeding 250 kg deadweight or 0.250 cubic metres measurement will be subject to a minimum charge as for 250 kg or 0.250 cubic metres at the small lots scale.

Class of Goods	Rate Per	*From Wellington to Picton not Otherwise Specified	*From Picton to Wellington Not Otherwise Specified
All goods, loaded in railway wagons, not named in this schedule	tonne or cub. metre	\$ 27.30	\$ 23.88
Bacon	tonne	27.30	23.88
Barley (including pearl barley)—see Grains			
Beans (seed)	tonne	27.30	23.88
Bitumen in Uc tank wagons—see Oils			
Bran	tonne	27.30	23.88
Bricks	tonnes	27.30	23.88
Calves—see Livestock			
Carrots	tonne	27.30	23.88
Cattle—see Livestock			
Cement	tonne	27.85	24.36
Chaff—see Hay			
Clover—see Seeds			
Coal	tonne	27.85	24.36
Cocksfoot—see Seeds			
Coke	tonne	36.67	32.08
Cornflour	tonne	27.30	23.88
Corpses—per four wheeled wagon		180.04	180.04
Cowgrass—see Seeds			
Dogs—see Livestock			
Empty gas cylinders	tonne	27.30	23.88
Empty returned pallets owned by New Zealand Apple and Pear Board	each	4.03	3.55
Empty returned pallets, not otherwise specified, or collapsed empty returned containers	cub. metre	18.97	16.62
Empty Uc tank wagons—			
Charge on tare weight	tonne	13.64	11.96
Fireclay	tonne	27.30	23.88
Flour	tonne	27.30	23.88
Foals—see Livestock			
Fruit, New Zealand fresh grown fruit and vegetables normally conveyed by rail under provisions of General Scale of Charges, section 85	cub. metre	27.30	23.88
Fruit, not otherwise specified	tonne or cub. metre	27.30	23.88
Garlic	tonne	27.30	23.88
Gas in cylinders	tonne	27.30	23.88
Grains	tonne	27.30	23.88
Grass seeds—see Seeds			

*For goods conveyed solely between Picton and Wellington, see paragraph (c) hereof.

COOK STRAIT RAIL FERRIES

Class of Goods	Rate Per	*From Wellington to Picton not Otherwise Specified	*From Picton to Wellington Not Otherwise Specified
		\$	\$
Hams	tonne	27.30	23.88
Hay, chaff or straw	tonne	56.17	49.12
(Including flax straw)—Maximum Charge	Per La Per Lc	289.99 352.59	253.72 308.51
Horses—see Livestock			
Household removals (where exclusive use of a wagon is necessary or requested, a minimum charge of \$271.82 per four wheeled wagon will apply)	tonne	134.18	134.18
Iron and steel (rods, bars, etc.) ...	tonne or cub. metre	27.30	23.88
Kumeras	tonne	27.30	23.88
Limestone	tonne	27.30	23.88
Livestock in "T" wagons: per T wagon— Minimum charge		542.80	474.93
Maximum charge		978.88	856.53
Cattle	each	109.05	95.40
Calves not exceeding 6 months ...	each	54.53	47.69
Dogs accompanying passengers ...		Refer section 142	
Dogs, guide, accompanying blind persons		Refer section 142	
Dogs on chains		Charges as specified in section 60, parcels	
Dogs and other small animals in boxes or other approved receptacle		Charges as specified in section 60, parcels	
Foals not exceeding 9 months	each	54.53	47.69
Horses	each	95.12	83.23
Sheep	each	22.50	19.69
Livestock (other than dogs and other small animals) in crates, etc.—Under special arrangement			
Livestock or poultry food in sacks ...	tonne	27.30	23.88
Lucerne meal	tonne	27.30	23.88
Malt and malt culmings	tonne	27.30	23.88
Manures	tonne	27.30	23.88
Marrows	tonne	27.30	23.88
Meats—Wagon minima 5 tonnes per W wagon, 10 tonnes per Vb, Vr, or Vs wagon, 16 tonnes per Uk or Ukb wagon			
Unpacked (carcasses, etc.)	tonne	27.30	23.88
Packed	tonne or cub. metre	27.30	23.88
Melons—see Marrows			
Motor vehicles including motorcars, lorries, tractors, etc. (loaded on railway wagons)	tonne or cub. metre	27.30	23.88
Newspapers and periodicals in bulk (subject to same conditions as apply to rail vide section 62)	tonne	27.30	23.88
Oats—see Grains			
Onions	tonne	27.30	23.88
Oils, bitumen or other approved liquids in Uc tank wagons—charged on weight of contents	tonne	27.30	23.88
Parsnips	tonne	27.30	23.88
Peas (seed)	tonne	27.30	23.88
Peas (split)	tonne	27.30	23.88
Periodicals in bulk—see Newspapers			
Pollard	tonne	27.30	23.88
Potatoes	tonne	27.30	23.88
Pumice—sand	tonne	27.30	23.88
Pumpkins—see Marrows			
Ryegrass seed—see Seeds			
Salt	tonne	27.30	23.88
Seeds—			
Chou Mollier	tonne	49.01	42.87
Clover	tonne	33.87	29.65
Cocksfoot	tonne	63.68	55.74
Cowgrass—as clover seed			
Grass seeds, not otherwise specified ...	tonne	55.07	48.16
Lucerne	tonne	33.87	29.65
Ryegrass	tonne	55.07	48.16
Straw—see Hay			
Swede turnips	tonne	27.30	23.88
Timber—In minimum loads as per section 75, paragraph 1	cub. metre	28.99	25.37
Lesser quantities will be charged at such minima or if cheaper on measurement at	cub. metre	43.84	38.35
Minimum charge for timber per consign- ment		2.78	2.45

*For goods conveyed solely between Picton and Wellington, see paragraph (c) hereof.

COOK STRAIT RAIL FERRIES

Class of Goods	Rate Per	*From Wellington to Picton not Otherwise Specified	*From Picton to Wellington Not Otherwise Specified
Timber complying with the following minimum wagon loadings will be charged	cub. metre	\$ 25.40	\$ 22.24
Minimum wagon loadings— Each La wagon—12 cub. metres Each Lc or Nc—wagon 15 cub. metres Each bogie wagon—25 cub. metres			
Trotting sulkies	each	10.23	8.94
Wheat—see Grains			
Wool— Undumped	Per bale	8.20	7.16
Double dumped or dense packed	Per double Dump or dense packed bale	16.37	14.34

*For goods conveyed solely between Picton and Wellington, see paragraph (c) hereof.

(b) (i) Inter-island Consignments Railed to or from Petone—Upper Hutt Inclusive or Tawa—Plimmerton Inclusive: Goods of classes C and D consigned inter-island from or to stations Petone—Upper Hutt inclusive (including Lower Hutt and Gracefield) and stations Tawa—Plimmerton inclusive will be charged railage for the North Island portion of the journey (to or from Wellington) at \$20.45 per tonne. Small lots will be charged as per subparagraph (iii) hereof.

(ii) Inter-island Consignments Railed to or from Blenheim—Koromiko Inclusive: Goods of classes C and D consigned inter-island from or to stations Blenheim—Koromiko inclusive will be charged \$20.45 per tonne for the South Island portion of the rail journey (to or from Picton). Small lots will be charged as per subparagraph (iii) hereof.

(iii) Small Lots—The railage charges for small lots consignments in each island (where applicable) will be as follows:

Weight Not Exceeding				Classes C and D
kg				\$
25	...	...	...	1.10
50	...	...	...	1.60
75	...	...	...	2.10
100	...	...	...	2.80
125	...	...	...	3.30
150	...	...	...	3.80
175	...	...	...	4.40
200	...	...	...	5.10
225	...	...	...	6.00
250	...	...	...	6.80

(iv) Goods of classes A, B or wool conveyed over the journeys specified in subparagraph (i) and (ii) hereof will be charged railage in each island as follows:

Class A at \$40.90 per tonne.

Small lots will be charged at the scale prescribed in subparagraph (iii) increased by 100 percent.

Class B at \$30.68 per tonne.

Small lots will be charged at the scale prescribed in subparagraph (iii) increased by 50 percent.

Wool—Undumped or single dump \$3.03 per bale; double dumped or dense packed \$18.17 per tonne.

(v) Parcels Traffic—Parcels consigned from Wellington/Upper Hutt inclusive (including Lower Hutt and Gracefield) and from Wellington/Plimmerton inclusive to Picton/Blenheim inclusive and vice versa and conveyed in accordance with the provisions of the parcels classification (section 54) will be charged as follows:

kg or m ³	5	10	15	20	25	or	or
	0.025	0.05	0.075	0.1	0.15	0.2	0.3
	\$2.20	\$2.75	\$2.85	\$3.10	\$3.20	\$4.75	\$6.45

Note: The terminal charge *vide* section 55, paragraph 4 will be additional where parcels traffic is consigned from South Island stations to Wellington, Petone, Lower Hutt, or Gracefield.

(c) Consignments Railed Solely between Wellington and Picton—(i) Goods traffic railed solely between Wellington and Picton via the Cook Strait rail ferry service will be charged at the following rates irrespective of classification:

	From Wellington to Picton	From Picton to Wellington
	\$	\$
Goods, not otherwise specified, per tonne or cubic metre	40.57	35.49
Wool— Undumped or single dump	11.74	10.27
Double dumped or dense pack	23.47	20.55

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Small Lots Not Exceeding	From Wellington to Picton	From Picton to Wellington
kg or m ³	\$	\$
25 or 0.025	1.80	1.60
50 or 0.05	2.90	2.60
75 or 0.075	4.15	3.65
100 or 0.10	5.25	4.60
125 or 0.125	6.25	5.50
150 or 0.150	7.15	6.25
175 or 0.175	8.20	7.15
200 or 0.20	9.20	8.10
225 or 0.225	10.25	8.90
250 or 0.25	10.90	9.55

(ii) Parcels traffic railed solely between Wellington and Picton and conveyed in accordance with the provisions of the parcels classification (section 54) will be charged as follows:

kg or m ³	5 or 0.025	10 or 0.05	15 or 0.075	20 or 0.1	25 or 0.15	or 0.2	or 0.3
	\$2.20	\$2.75	\$2.85	\$3.10	\$3.20	\$4.75	\$6.45

Note: The terminal charge *vide* section 55, paragraph 4 will be additional where parcels traffic is consigned from Picton to Wellington, Petone, Lower Hutt, or Gracefield.

153. Livestock Traffic on Cook Strait Rail Ferries

1. Where applicable, the conditions of carriage, etc., as set out in section 114 hereof apply to livestock traffic on the Cook Strait rail ferries.
2. Containers used for the conveyance of livestock on the rail ferries will be accepted subject to the following requirements being complied with:
 - (a) Fully enclosed and ventilated.
 - (b) Constructed with sides and floor that are leakproof and the floor covered with suitable material to absorb any animal excreta for the duration of the sea voyage.
 - (c) Constructed with a means of access to allow the animals to be attended to if necessary.
 - (d) Robust in construction and have sufficient lashings and holding bolts used to ensure their safe carriage on the wagons or road vehicles.
 - (e) A person competent to attend the animals during the sea voyage may be required to accompany them.
3. (a) The following classes of animals only will be accepted for carriage by the Cook Strait rail ferry service:
 - (i) Dogs on chains.
 - (ii) Dogs and other small animals in boxes or other approved receptacle.
 - (iii) Guide dogs accompanying blind persons.
 - (b) Dogs, cats, birds in cages, or other small domestic animals, the property of motor vehicle owners who are passengers on the vessel will not be accepted for carriage, except however, that domestic pets of this kind may be left in the owner's motor vehicle free of charge at the owner's risk and must not be removed from the vehicle during the voyage.
 - (c) (i) Other classes of livestock under the care of an attendant and in approved crates, containers, or in special railway livestock wagons, will be accepted at the department's discretion under special arrangement.
 - (ii) A passenger ticket must be held by each attendant accompanying livestock.

154. Restrictions on Traffic

1. (i) Hazardous substances are prohibited from carriage on the Cook Strait rail ferries other than as provided for in the "International Maritime Dangerous Goods Code" (IMCO Regulations), and Shipping (Dangerous Goods) Rules 1979.

Information as to the acceptance or otherwise of a hazardous substance may be obtained from any officered railway station, Manager, Air/Sea Services, or from the Ministry of Transport, Marine Division, at the following centres:

Whangarei	New Plymouth	Picton
Hamilton	Napier	Christchurch
Auckland	Wanganui	Greymouth
Rotorua	Palmerston North	Timaru
Tauranga	Wellington	Dunedin
Taupo	Nelson	Invercargill

- (ii) Under the IMCO Regulations hazardous substances for carriage by sea are divided into the following classes:

- Class 1—Explosives.
- Class 2—Gases: compressed, liquified, or dissolved under pressure.
- Class 3.1—Flammable liquids having a flashpoint below 18°C (0°F) cc or possessing a low flashpoint in combination with some dangerous property other than inflammability.
- Class 3.2—Flammable liquids having a flashpoint of 18°C (0°F) up to, but not including, 23°C (73°F) cc.
- Class 3.3—Flammable liquids having a flashpoint of 23°C (73°F) up to and including, 61°C (141°F) cc.
- Class 4 (a)—Flammable solids.
- Class 4 (b)—Flammable solids, or substances, liable to spontaneous combustion.
- Class 4 (c)—Flammable solids, or substances, which in contact with water emit flammable gases.
- Class 5 (a)—Oxidizing substances.
- Class 5 (b)—Organic peroxides.

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- Class 6 (a)—Poisonous (toxic) substances.
 Class 6 (b)—Infectious substances.
 Class 7—Radioactive substances.
 Class 8—Corrosives.
 Class 9—Miscellaneous hazardous substances, that is any other substance which experience has shown, or may show to be of such a hazardous character that the provisions of the IMCO Regulations apply to it.
- (iii) Detailed instructions on the safe packing and stowage of hazardous substances acceptable for conveyance are available from any officered railway station, Manager, Air/Sea Services, or at the offices listed in subparagraph (i) hereof of the Ministry of Transport, Marine Division.
- (iv) Each receptacle containing hazardous substances shall be marked with the correct technical name (trade names shall not be used) and identified with a distinctive label or stencil of the label so as to make clear the hazardous character. Each receptacle shall be so labelled except receptacles containing chemicals packed in limited quantities and large shipments which can be stowed, handled and identified as a unit.
- (v) In all documents relating to the carriage of hazardous substances by sea where the goods are named, the correct technical name of the goods is to be used (trade names must not be used) and the correct description given in accordance with subparagraph (ii) herein.
- The documents prepared by the consignor shall include a Dangerous Goods Declaration Form in triplicate certifying that the goods are properly packed, marked, and labelled and in proper condition for carriage.
- (vi) The foregoing instructions also refer to the carriage of hazardous substances in road vehicles. With the exception of petrol carried in the fuel tanks, hazardous substances will not be accepted for conveyance on any road vehicle without the prior authority of Manager Air/Sea Services.
- (vii) Empty road tankers, and similar vehicles used for the transport of motor spirit, or like commodity, will not be conveyed on the Cook Strait rail ferries unless accompanied by a certificate, issued by a qualified industrial chemist to the effect that the vehicle is gas free.
- Empty road tankers, and similar vehicles used for the transport of motor spirit, or like commodity, not accompanied by a certificate issued to the effect that the vehicles and tanks are gas free, will be treated as hazardous substances and conveyed on *Arahanga* only. (The approval of Manager, Air/Sea Services is required.)
2. Without limiting the generality of paragraph 2 of section 125 hereof, the department may refuse to accept or carry any vehicle on the rail ferry service which at the time of embarkation on any rail ferry is:
- (i) A passenger service or taxicab service or rental service or goods service vehicle within the meaning of the Transport Act 1962, which is being used to carry on any such service or which is being used to carry on a service deemed to be a goods service for the purposes of that Act, and
 - (ii) Being used for any such service otherwise than pursuant to the authority and in conformity with the terms of a passenger-service licence or a taxicab-service licence or a rental-service licence or a goods service licence or is being used otherwise than in conformity with provisions of the Transport Act 1962 and the regulations made thereunder.
3. The department may refuse to accept or carry any vehicle considered by the department or the master of the vessel to be insecurely loaded or in any other way not safe for transit.
4. No loose containers of petrol or other flammable or hazardous substances are to be loaded in any vehicle.
5. When a vehicle is powered by fuels other than petrol or diesel they must be certified as safe and roadworthy by the appropriate authority. Any such vehicles may be subjected to inspection prior to shipment.

*Alterations to the Scales of Charges Upon the New Zealand Government Railways—
 Amendment No. 31*

—

GENERAL SCALE OF CHARGES—CLASSIFICATION OF GOODS AND LIVESTOCK

PURSUANT to the Government Railways Act 1949, the Minister of Railways subject to the Carriage of Goods Act 1979 hereby makes the following alterations and additions to the Classification of Goods and Livestock, published in the *Supplement* dated the 3rd day of December 1973, to the *New Zealand Gazette* of the 29th day of November 1973, and hereby declares that such alterations and additions shall come into force on the 1st day of June 1980.

As witness my hand this 26th day of May 1980.

COLIN McLACHLAN,
 Minister of Railways.

GOODS

68. Classification of Goods, Livestock, etc.

Delete paragraph 2 and renumber paragraphs 3 and 4 as paragraphs 2 and 3.

Paragraph 3:

The words "owner's risk" are to be deleted from the following classifications:

	<i>Class</i>
Basins, washhand porcelain	B
Cabinets as under—	
Steel, filing or kitchen	A
Cement, aluminous refractory, etc. as under—	
In bags, etc.	E plus 50%
Desks or seat units for schools—	
Packed or unpacked	A
Earthenware (except bricks, etc.)...	D
Frames, picture—	
Unpacked	A
Glass as under—	
Plate, packed	B
Sheet not otherwise specified	C
Glassware, packed, not otherwise specified	B
Heaters, as under—	
Electric, panel—	
Unpacked... ..	A
Joinery (e.g., window frames, etc.)—	
Minimum charge, etc.	B
Machinery and machines, as under—	
Clothes washing and parts—	
Unpacked... ..	A
Dishwashing and parts—	
Unpacked... ..	A
Washing machines and parts not otherwise specified—	
Unpacked... ..	A
Marble figures and models—	
Unpacked	A
Masts, yacht or boat, exceeding 3 m in length	A
Mattresses containing kapok, etc.—	
Unpacked	A
Mattresses, wire or wooden slat—	
Unpacked	A
Mirrors—	
Packed	B
Unpacked	A
Models and figures as under—	
Marble, unpacked	A
Musical instruments not otherwise specified—	
Unpacked	A
Organs—	
Unpacked	A
Perambulators—	
Unpacked	A
Pianos and piano parts—	
Not otherwise specified	A
Picture frames—	
Unpacked	A
Pictures not otherwise specified—	
Unpacked	A
Pushchairs, folding, unpacked	A
Radio sets, radiograms, record players, and parts—	
Unpacked	A
Refrigerators and deep freezers, not otherwise specified—	
Unpacked	A
Sashes, window, glazed—	
Unpacked	A
Seat units or desks for schools—	
Packed or unpacked, not otherwise specified	A
Seats not otherwise specified	A
Tape recording instruments—	
Unpacked	A
Vinegar	D
Wallboard manufactured from asbestos, cement, etc.—	
Loose, not otherwise specified	B
Weighing machines, personal—	
Unpacked	B
Window glass (not plate)	C

The following alterations are also made:

Omit:

Boats (including dinghys, punts, flatties, canoes, and kayaks)—
 To and from regattas, accompanied by their crews

See section 93.

Insert:

Trampolines Charges will be computed on Class C at actual weight or Class G whichever is dearer.

Woodware—

 Wood stave culverts Charges will be computed on Class C at actual weight or Class G whichever is dearer.

GOODS

69. Classified Rates

This section is hereby *revoked* and the following new section *substituted* therefor:

69. Classified Rates

Distance	A	B	C	D	E	E plus 25%	E plus 50%	G	G less 12½%
Kilometres Not Exceeding	Per Tonne	Per Tonne	Per Cubic Metre	Per Cubic Metre					
	\$	\$	\$	\$	\$	\$	\$	\$	\$
65 ...	56.82	42.62	28.41	22.73	10.26	12.83	15.39	5.81	5.08
68 ...	57.74	43.31	28.87	23.10	10.45	13.06	15.68	5.91	5.17
71 ...	58.66	44.00	29.33	23.46	10.63	13.29	15.95	6.02	5.27
74 ...	59.58	44.69	29.79	23.83	10.82	13.53	16.23	6.12	5.36
77 ...	60.48	45.36	30.24	24.19	11.00	13.75	16.50	6.22	5.44
80 ...	61.40	46.05	30.70	24.56	11.19	13.99	16.79	6.33	5.54
83 ...	62.32	46.74	31.16	24.93	11.37	14.21	17.06	6.43	5.63
86 ...	63.24	47.43	31.62	25.30	11.56	14.45	17.34	6.53	5.71
89 ...	64.16	48.12	32.08	25.66	11.74	14.68	17.61	6.64	5.81
92 ...	65.08	48.81	32.54	26.03	11.93	14.91	17.90	6.74	5.90
95 ...	66.00	49.50	33.00	26.40	12.11	15.14	18.17	6.84	5.99
98 ...	66.90	50.18	33.45	26.76	12.30	15.38	18.45	6.95	6.08
101 ...	67.82	50.87	33.91	27.13	12.48	15.60	18.72	7.05	6.17
104 ...	68.74	51.56	34.37	27.50	12.67	15.84	19.01	7.15	6.26
107 ...	69.66	52.25	34.83	27.86	12.85	16.06	19.28	7.26	6.35
110 ...	70.58	52.94	35.29	28.23	13.04	16.30	19.56	7.36	6.44
114 ...	72.10	54.08	36.05	28.84	13.33	16.66	20.00	7.44	6.51
122 ...	74.52	55.89	37.26	29.81	13.81	17.26	20.72	7.72	6.76
130 ...	76.92	57.69	38.46	30.77	14.29	17.86	21.44	7.99	6.99
138 ...	79.34	59.51	39.67	31.74	14.77	18.46	22.16	8.27	7.24
146 ...	81.74	61.31	40.87	32.70	15.25	19.06	22.88	8.54	7.47
154 ...	85.74	64.31	42.87	34.30	16.02	20.03	24.03	8.99	7.87
162 ...	89.74	67.31	44.87	35.90	16.79	20.99	25.19	9.43	8.25
170 ...	93.74	70.31	46.87	37.50	17.56	21.95	26.34	9.88	8.65
178 ...	97.74	73.31	48.87	39.10	18.32	22.90	27.48	10.32	9.03

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

Distance	G less 3¾%	H	J	K	L	M	N	R	W
Kilometres Not Exceeding	Per Cubic Metre	Un-dumped per Bale	Per Tonne	Per Cubic Metre	Per Cubic Metre	Per Wagon	Per Tonne	Per Tonne	Per Tonne
	\$	\$	\$	\$	\$	\$	\$	\$	\$
65 ...	3.88	3.36	20.46	11.77	9.25	66.10	14.36	8.62	18.17
68 ...	3.94	3.42	20.79	12.00	9.43	67.62	14.62	8.79	18.47
71 ...	4.02	3.47	21.12	12.22	9.61	69.14	14.88	8.97	18.76
74 ...	4.08	3.53	21.45	12.45	9.79	70.67	15.14	9.14	19.06
77 ...	4.15	3.58	21.77	12.68	9.96	72.19	15.41	9.32	19.43
80 ...	4.22	3.64	22.10	12.90	10.14	73.71	15.67	9.49	19.64
83 ...	4.29	3.70	22.44	13.13	10.32	75.23	15.93	9.66	19.94
86 ...	4.36	3.75	22.77	13.36	10.50	76.75	16.19	9.84	20.23
89 ...	4.43	3.80	23.10	13.58	10.68	78.28	16.45	10.01	20.52
92 ...	4.50	3.86	23.43	13.81	10.86	79.80	16.71	10.19	20.81
95 ...	4.56	3.91	23.76	14.04	11.04	81.32	16.97	10.36	21.11
98 ...	4.64	3.96	24.08	14.26	11.21	82.84	17.23	10.53	21.41
101 ...	4.70	4.02	24.42	14.49	11.39	84.36	17.50	10.71	21.70
104 ...	4.77	4.07	24.75	14.72	11.57	85.89	17.76	10.88	21.99
107 ...	4.84	4.13	25.08	14.94	11.75	87.41	18.02	11.06	22.28
110 ...	4.91	4.18	25.41	15.17	11.93	88.93	18.28	11.23	22.58
114 ...	4.96	4.27	25.96	15.56	12.22	92.41	18.66	11.59	23.06
122 ...	5.15	4.42	26.83	16.17	12.69	96.49	19.33	12.06	23.84
130 ...	5.33	4.56	27.69	16.78	13.16	100.57	20.00	12.54	24.60
138 ...	5.52	4.70	28.56	17.38	13.63	104.64	20.67	13.01	25.38
146 ...	5.70	4.84	29.43	17.99	14.10	108.72	21.34	13.48	26.15
154 ...	6.00	5.09	30.87	18.95	14.86	115.00	22.42	14.22	27.43
162 ...	6.29	5.32	32.31	19.91	15.61	121.29	23.50	14.97	28.71
170 ...	6.59	5.56	33.75	20.86	16.37	127.57	24.57	15.71	29.99
178 ...	6.88	5.79	35.19	21.82	17.12	133.85	25.65	16.45	31.27

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

69. Classified Rates—continued

Distance	A	B	C	D	E	E plus 25%	E plus 50%	G	G less 12%
Kilometres Not Exceeding	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Cubic Metre	Per Cubic Metre
	\$	\$	\$	\$	\$	\$	\$	\$	\$
186 ...	101.74	76.31	50.87	40.70	19.09	23.86	28.64	10.77	9.42
194 ...	105.74	79.31	52.87	42.30	19.86	24.83	29.79	11.21	9.81
202 ...	109.74	82.31	54.87	43.90	20.63	25.79	30.95	11.66	10.20
210 ...	113.74	85.31	56.87	45.50	21.40	26.75	32.10	12.10	10.59
218 ...	116.46	87.35	58.23	46.58	21.87	27.34	32.81	12.41	10.86
226 ...	119.20	89.40	59.60	47.68	22.34	27.93	33.51	12.71	11.12
234 ...	121.92	91.44	60.96	48.77	22.81	28.51	34.22	13.02	11.39
242 ...	124.64	93.48	62.32	49.86	23.27	29.09	34.91	13.33	11.66
250 ...	127.38	95.54	63.69	50.95	23.74	29.68	35.61	13.64	11.94
258 ...	130.10	97.58	65.05	52.04	24.21	30.26	36.32	13.94	12.20
266 ...	132.82	99.62	66.41	53.13	24.68	30.85	37.02	14.25	12.47
274 ...	135.54	101.66	67.77	54.22	25.15	31.44	37.73	14.56	12.74
282 ...	138.28	103.71	69.14	55.31	25.62	32.03	38.43	14.86	13.00
290 ...	141.00	105.75	70.50	56.40	26.09	32.61	39.14	15.17	13.27
298 ...	142.56	106.92	71.28	57.02	26.55	33.19	39.83	15.38	13.46
306 ...	144.14	108.11	72.07	57.66	27.02	33.78	40.53	15.58	13.63
314 ...	145.70	109.28	72.85	58.28	27.49	34.36	41.24	15.79	13.82
322 ...	147.26	110.45	73.63	58.90	27.96	34.95	41.94	15.99	13.99
332 ...	149.18	111.89	74.59	59.67	28.59	35.74	42.89	16.28	14.25
342 ...	151.14	113.36	75.57	60.46	29.25	36.56	43.88	16.53	14.46
358 ...	154.54	115.91	77.27	61.82	30.22	37.78	45.33	16.95	14.83
374 ...	157.96	118.47	78.98	63.18	31.19	38.99	46.79	17.37	15.20
390 ...	161.36	121.02	80.68	64.54	32.16	40.20	48.24	17.79	15.57
406 ...	164.76	123.57	82.38	65.90	33.13	41.41	49.70	18.21	15.93
422 ...	168.18	126.14	84.09	67.27	34.10	42.63	51.15	18.63	16.30
438 ...	171.58	128.69	85.79	68.63	35.06	43.83	52.59	19.04	16.66
454 ...	174.98	131.24	87.49	69.99	36.03	45.04	54.05	19.46	17.03
470 ...	178.40	133.80	89.20	71.36	37.00	46.25	55.50	19.88	17.40
486 ...	181.80	136.35	90.90	72.72	37.97	47.46	56.96	20.30	17.76
502 ...	185.20	138.90	92.60	74.08	38.94	48.68	58.41	20.72	18.13
518 ...	188.62	141.47	94.31	75.45	39.91	49.89	59.87	21.14	18.50
534 ...	192.02	144.02	96.01	76.81	40.88	51.10	61.32	21.56	18.87
550 ...	195.42	146.57	97.71	78.17	41.85	52.31	62.78	21.98	19.23
566 ...	198.84	149.13	99.42	79.54	42.82	53.53	64.23	22.40	19.60
582 ...	202.24	151.68	101.12	80.90	43.79	54.74	65.69	22.82	19.97
598 ...	205.64	154.23	102.82	82.26	44.75	55.94	67.13	23.23	20.33
614 ...	209.06	156.80	104.53	83.62	45.72	57.15	68.58	23.65	20.69
630 ...	212.46	159.35	106.23	84.98	46.69	58.36	70.04	24.07	21.06
646 ...	215.86	161.90	107.93	86.34	47.66	59.58	71.49	24.49	21.43
662 ...	219.28	164.46	109.64	87.71	48.63	60.79	72.95	24.91	21.80

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

69. Classified Rates—continued

Distance	G less 3 3/4%	H	J	K	L	M	N	R	W
Kilometres Not Exceeding	Per Cubic Metre	Un- dumped per Bale	Per Tonne	Per Cubic Metre	Per Cubic Metre	Per Wagon	Per Tonne	Per Tonne	Per Tonne
	\$	\$	\$	\$	\$	\$	\$	\$	\$
186 ...	7.18	6.02	36.63	22.78	17.88	140.14	26.73	17.19	32.54
194 ...	7.48	6.27	38.07	23.74	18.63	146.42	27.81	17.94	33.83
202 ...	7.78	6.50	39.51	24.69	19.39	152.71	28.88	18.68	35.11
210 ...	8.07	6.74	40.95	25.65	20.14	158.99	29.96	19.42	36.38
218 ...	8.28	6.90	41.93	25.99	20.40	163.58	30.61	19.95	37.26
226 ...	8.48	7.07	42.91	26.34	20.67	168.16	31.27	20.49	38.13
234 ...	8.68	7.23	43.89	26.68	20.93	172.75	31.92	21.02	39.00
242 ...	8.89	7.39	44.87	27.02	21.19	177.33	32.58	21.56	39.87
250 ...	9.10	7.54	45.86	27.36	21.46	181.92	33.23	22.09	40.74
258 ...	9.30	7.71	46.84	27.71	21.72	186.51	33.89	22.40	41.62
266 ...	9.50	7.87	47.82	28.05	21.98	191.09	34.54	22.71	42.49
274 ...	9.71	8.03	48.79	28.39	22.25	195.68	35.19	23.03	43.35
282 ...	9.91	8.19	49.78	28.74	22.51	200.26	35.85	23.34	44.23
290 ...	10.12	8.36	50.76	29.08	22.78	204.85	36.50	23.65	45.10
298 ...	10.26	8.45	51.32	29.42	23.04	208.34	37.16	23.96	45.60
306 ...	10.39	8.54	51.89	29.76	23.30	211.83	37.81	24.28	46.11
314 ...	10.53	8.63	52.45	30.11	23.57	215.31	38.46	24.59	46.61
322 ...	10.67	8.72	53.01	30.45	23.83	218.80	39.12	24.90	47.11
332 ...	10.86	8.83	53.70	30.96	24.31	223.46	40.02	25.30	47.72
342 ...	11.03	8.96	54.41	31.44	24.70	228.13	40.95	25.67	48.35
358 ...	11.31	9.16	55.63	32.18	25.28	235.60	42.31	26.33	49.44
374 ...	11.59	9.35	56.87	32.92	25.86	243.06	43.66	26.99	50.52
390 ...	11.87	9.56	58.09	33.66	26.44	250.53	45.02	27.66	51.62
406 ...	12.15	9.76	59.31	34.40	27.02	257.99	46.38	28.32	52.70
422 ...	12.43	9.97	60.54	35.14	27.60	265.46	47.73	28.98	53.80
438 ...	12.70	10.17	61.77	35.88	28.18	272.92	49.09	29.64	54.88
454 ...	12.98	10.37	62.99	36.62	28.76	280.39	50.45	30.31	55.98
470 ...	13.26	10.57	64.22	37.36	29.34	287.86	51.80	30.97	57.06
486 ...	13.54	10.77	65.45	38.10	29.92	295.32	53.16	31.63	58.16
502 ...	13.82	10.97	66.67	38.84	30.50	302.79	54.52	32.29	59.24
518 ...	14.10	11.18	67.90	39.58	31.08	310.25	55.87	32.96	60.34
534 ...	14.38	11.38	69.13	40.32	31.66	317.72	57.23	33.62	61.42
550 ...	14.66	11.58	70.35	41.07	32.25	325.18	58.59	34.28	62.52
566 ...	14.94	11.79	71.58	41.81	32.83	332.65	59.94	34.94	63.60
582 ...	15.22	11.98	72.81	42.55	33.41	340.12	61.30	35.60	64.69
598 ...	15.49	12.18	74.03	43.29	33.99	347.58	62.66	36.27	65.78
614 ...	15.77	12.39	75.26	44.03	34.57	355.05	64.01	36.93	66.87
630 ...	16.05	12.59	76.49	44.77	35.15	362.51	65.37	37.59	67.96
646 ...	16.33	12.79	77.71	45.51	35.73	369.98	66.73	38.25	69.05
662 ...	16.61	13.00	78.94	46.25	36.31	377.44	68.08	38.92	70.14

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

69. Classified Rates—continued

Distance	A	B	C	D	E	E plus 25%	E plus 50%	G	G less 12½%
Kilometres Not Exceeding	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Cubic Metre	Per Cubic Metre
	\$	\$	\$	\$	\$	\$	\$	\$	\$
678 ...	222.68	167.01	111.34	89.07	49.60	62.00	74.40	25.33	22.16
702 ...	227.82	170.87	113.91	91.13	51.04	63.80	76.56	25.94	22.70
726 ...	232.94	174.71	116.47	93.18	52.48	65.60	78.72	26.55	23.23
750 ...	238.08	178.56	119.04	95.23	53.92	67.40	80.88	27.16	23.77
774 ...	243.20	182.40	121.60	97.28	55.36	69.20	83.04	27.77	24.30
798 ...	248.34	186.26	124.17	99.34	56.80	71.00	85.20	28.38	24.83
822 ...	253.48	190.11	126.74	101.39	58.24	72.80	87.36	28.99	25.37
846 ...	258.60	193.95	129.30	103.44	59.68	74.60	89.52	29.60	25.90
870 ...	263.74	197.81	131.87	105.50	61.12	76.40	91.68	30.20	26.43
894 ...	268.86	201.65	134.43	107.54	62.57	78.21	93.86	30.81	26.96
918 ...	274.00	205.50	137.00	109.60	64.01	80.01	96.02	31.42	27.49
942 ...	279.14	209.36	139.57	111.66	65.45	81.81	98.18	32.03	28.03
966 ...	284.26	213.20	142.13	113.70	66.89	83.61	100.34	32.64	28.56
990 ...	289.40	217.05	144.70	115.76	68.33	85.41	102.50	33.25	29.09
1014 ...	294.52	220.89	147.26	117.81	69.77	87.21	104.66	33.86	29.63
1038 ...	299.66	224.75	149.83	119.86	71.21	89.01	106.82	34.47	30.16
1063 ...	305.00	228.75	152.50	122.00	72.62	90.78	108.93	35.10	30.71
1088 ...	310.36	232.77	155.18	124.14	74.03	92.54	111.05	35.74	31.27
1113 ...	315.70	236.78	157.85	126.28	75.44	94.30	113.16	36.37	31.82
1138 ...	321.06	240.80	160.53	128.42	76.85	96.06	115.28	37.01	32.38
1163 ...	326.40	244.80	163.20	130.56	78.27	97.84	117.41	37.64	32.94
1188 ...	331.74	248.81	165.87	132.70	79.68	99.60	119.52	38.27	33.49
1213 ...	337.10	252.83	168.55	134.84	81.09	101.36	121.64	38.91	34.05
1238 ...	342.44	256.83	171.22	136.98	82.50	103.13	123.75	39.54	34.60
1263 ...	347.80	260.85	173.90	139.12	83.91	104.89	125.87	40.18	35.16
1288 ...	353.14	264.86	176.57	141.26	85.32	106.65	127.98	40.81	35.71
1313 ...	358.48	268.86	179.24	143.39	86.73	108.41	130.10	41.44	36.26
1338 ...	363.84	272.88	181.92	145.54	88.14	110.18	132.21	42.08	36.82
1363 ...	369.18	276.89	184.59	147.67	89.55	111.94	134.33	42.71	37.37
1388 ...	374.54	280.91	187.27	149.82	90.97	113.71	136.46	43.35	37.93
1413 ...	379.88	284.91	189.94	151.95	92.38	115.48	138.57	43.98	38.48
1438 ...	385.22	288.92	192.61	154.09	93.79	117.24	140.69	44.61	39.03
1463 ...	390.58	292.94	195.29	156.23	95.20	119.00	142.80	45.25	39.59
1488 ...	395.92	296.94	197.96	158.37	96.61	120.76	144.92	45.88	40.15
1513 ...	401.28	300.96	200.64	160.51	98.02	122.53	147.03	46.52	40.71
1538 ...	406.62	304.97	203.31	162.65	99.43	124.29	149.15	47.15	41.26
1563 ...	411.96	308.97	205.98	164.78	100.84	126.05	151.26	47.78	41.81
1588 ...	417.32	312.99	208.66	166.93	102.25	127.81	153.38	48.42	42.37
1613 ...	422.66	317.00	211.33	169.06	103.67	129.59	155.51	49.05	42.92
1638 ...	428.02	321.02	214.01	171.21	105.08	131.35	157.62	49.69	43.48

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

69. Classified Rates—continued

Distance	G less 3 3/4%	H	J	K	L	M	N	R	W
Kilometres Not Exceeding	Per Cubic Metre	Un- dumped per Bale	Per Tonne	Per Cubic Metre	Per Cubic Metre	Per Wagon	Per Tonne	Per Tonne	Per Tonne
	\$	\$	\$	\$	\$	\$	\$	\$	\$
678 ...	16.90	13.20	80.16	46.99	36.89	384.91	69.44	39.58	71.23
702 ...	17.30	13.50	82.02	48.08	37.75	396.36	71.46	40.55	72.87
726 ...	17.71	13.80	83.86	49.16	38.60	407.82	73.48	41.52	74.52
750 ...	18.12	14.11	85.71	50.25	39.46	419.27	75.49	42.50	76.16
774 ...	18.52	14.41	87.55	51.33	40.32	430.72	77.51	43.47	77.80
798 ...	18.93	14.71	89.40	52.42	41.17	442.18	79.53	44.44	79.44
822 ...	19.34	15.02	91.25	53.51	42.03	453.63	81.55	45.41	81.08
846 ...	19.74	15.33	93.10	54.59	42.89	465.08	83.57	46.38	82.72
870 ...	20.14	15.63	94.95	55.68	43.74	476.54	85.58	47.36	84.36
894 ...	20.55	15.93	96.79	56.76	44.60	487.99	87.60	48.33	86.01
918 ...	20.96	16.23	98.64	57.85	45.46	499.44	89.62	49.30	87.65
942 ...	21.36	16.54	100.49	58.94	46.31	510.90	91.64	50.27	89.29
966 ...	21.77	16.85	102.33	60.02	47.17	522.35	93.66	51.24	90.93
990 ...	22.18	17.15	104.18	61.11	48.03	533.80	95.67	52.22	92.57
1014 ...	22.58	17.45	106.03	62.19	48.88	545.26	97.69	53.19	94.21
1038 ...	22.99	17.75	107.88	63.28	49.74	556.71	99.71	54.16	95.86
1063 ...	23.41	18.07	109.80	64.41			101.69	55.12	97.56
1088 ...	23.84	18.39	111.73	65.55			103.66	56.08	99.27
1113 ...	24.26	18.71	113.65	66.68			105.64	57.05	100.99
1138 ...	24.69	19.02	115.58	67.81			107.61	58.01	102.70
1163 ...	25.11	19.34	117.50	68.94			109.59	58.97	104.41
1188 ...	25.53	19.65	119.43	70.08			111.56	59.93	106.12
1213 ...	25.95	19.98	121.36	71.21			113.54	60.90	107.83
1238 ...	26.37	20.29	123.28	72.34			115.51	61.86	109.55
1263 ...	26.80	20.61	125.21	73.48			117.49	62.82	111.25
1288 ...	27.22	20.92	127.13	74.61			119.46	63.78	112.96
1313 ...	27.64	21.25	129.05	75.74			121.44	64.75	114.67
1338 ...	28.07	21.56	130.98	76.87			123.41	65.71	116.38
1363 ...	28.49	21.88	132.90	78.01			125.39	66.67	118.09
1388 ...	28.91	22.19	134.83	79.14			127.36	67.63	119.81
1413 ...	29.33	22.51	136.76	80.27			129.34	68.59	121.52
1438 ...	29.75	22.83	138.68	81.40			131.31	69.56	123.23
1463 ...	30.18	23.15	140.61	82.54			133.29	70.52	124.93
1488 ...	30.60	23.46	142.53	83.67			135.26	71.48	126.64
1513 ...	31.03	23.78	144.46	84.80			137.24	72.44	128.36
1538 ...	31.45	24.09	146.38	85.94			139.21	73.41	130.07
1563 ...	31.87	24.41	148.31	87.07			141.19	74.37	131.78
1588 ...	32.30	24.73	150.24	88.20			143.16	75.33	133.49
1613 ...	32.72	25.04	152.16	89.33			145.14	76.29	135.20
1638 ...	33.14	25.36	154.09	90.47			147.11	77.26	136.92

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

GOODS

69. Classified Rates—continued

Distance	A	B	C	D	E	E plus 25%	E plus 50%	G	G less 12½%
Kilometres Not Exceeding	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Cubic Metre	Per Cubic Metre
	\$	\$	\$	\$	\$	\$	\$	\$	\$
1663 ...	433.36	325.02	216.68	173.34	106.49	133.11	159.74	50.32	44.03
1688 ...	438.70	329.03	219.35	175.48	107.90	134.88	161.85	50.95	44.58
1713 ...	444.06	333.05	222.03	177.62	109.31	136.64	163.97	51.59	45.14
1738 ...	449.40	337.05	224.70	179.76	110.72	138.40	166.08	52.22	45.69
1763 ...	454.76	341.07	227.38	181.90	112.13	140.16	168.20	52.86	46.25
1788 ...	460.10	345.08	230.05	184.04	113.54	141.93	170.31	53.49	46.80
1813 ...	465.44	349.08	232.72	186.18	114.95	143.69	172.43	54.12	47.36
1838 ...	470.80	353.10	235.40	188.32	116.37	145.46	174.56	54.76	47.92
1863 ...	476.14	357.11	238.07	190.46	117.78	147.23	176.67	55.39	48.47
1888 ...	481.50	361.13	240.75	192.60	119.19	148.99	178.79	56.03	49.03
1913 ...	486.84	365.13	243.42	194.74	120.60	150.75	180.90	56.66	49.58
1938 ...	492.18	369.14	246.09	196.87	122.01	152.51	183.02	57.29	50.13
1963 ...	497.54	373.16	248.77	199.02	123.42	154.28	185.13	57.93	50.69
1988 ...	502.88	377.16	251.44	201.15	124.83	156.04	187.25	58.56	51.24
2013 ...	508.24	381.18	254.12	203.30	126.24	157.80	189.36	59.20	51.80
2038 ...	513.58	385.19	256.79	205.43	127.65	159.56	191.48	59.83	52.35
2063 ...	518.92	389.19	259.46	207.57	129.07	161.34	193.61	60.46	52.90
2088 ...	524.28	393.21	262.14	209.71	130.48	163.10	195.72	61.10	53.46

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

Distance	G less 3½%	H	J	K	L	M	N	R	W
Kilometres Not Exceeding	Per Cubic Metre	Un- dumped per Bale	Per Tonne	Per Cubic Metre	Per Cubic Metre	Per Wagon	Per Tonne	Per Tonne	Per Tonne
	\$	\$	\$	\$	\$	\$	\$	\$	\$
1663 ...	33.56	25.67	156.01	91.60			149.09	78.22	138.62
1688 ...	33.98	26.00	157.93	92.73			151.07	79.18	140.33
1713 ...	34.41	26.31	159.86	93.87			153.04	80.14	142.04
1738 ...	34.83	26.63	161.78	95.00			155.02	81.10	143.75
1763 ...	35.26	26.94	163.71	96.13			156.99	82.07	145.47
1788 ...	35.68	27.26	165.64	97.26			158.97	83.03	147.18
1813 ...	36.10	27.58	167.56	98.40			160.94	83.99	148.89
1838 ...	36.52	27.90	169.49	99.53			162.92	84.95	150.60
1863 ...	36.95	28.21	171.41	100.66			164.89	85.92	152.30
1888 ...	37.37	28.53	173.34	101.80			166.87	86.88	154.01
1913 ...	37.79	28.84	175.26	102.93			168.84	87.84	155.73
1938 ...	38.21	29.17	177.18	104.06			170.82	88.80	157.44
1963 ...	38.64	29.48	179.11	105.19			172.79	89.77	159.15
1988 ...	39.06	29.79	181.04	106.33			174.77	90.73	160.86
2013 ...	39.49	30.11	182.97	107.46			176.74	91.69	162.57
2038 ...	39.91	30.43	184.89	108.59			178.72	92.65	164.28
2063 ...	40.33	30.75	186.81	109.72			180.69	93.61	165.99
2088 ...	40.75	31.06	188.74	110.86			182.67	94.58	167.70

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

70. Computation of Charges

Paragraph 1 (c): Omit the words "but the additional charge of 50c referred to in paragraph 2 thereof will not be levied".

	Omit	Insert
Paragraph 7 ...	\$5.08	\$5.70
Paragraph 8 ...	Section 29	Section 13

GOODS

71. Small-lots Scale

This section is hereby *revoked* and the following new section *substituted* therefor

71. Small-lots Scale

1. Except as otherwise provided, the charges for small lots of goods will be:

(a) Goods classified as Class A, B, C, and E plus 50 percent—

Zone No.	Kilometres Not Exceeding	Class of Goods	Weight Not Exceeding												
			15 kg	25 kg	40 kg	50 kg	75 kg	100 kg	125 kg	150 kg	175 kg	200 kg	225 kg	250 kg	
1	...	65	C and D	\$ 1.15	\$ 1.40	\$ 1.85	\$ 2.25	\$ 3.20	\$ 4.10	\$ 4.85	\$ 5.65	\$ 6.40	\$ 7.15	\$ 7.95	\$ 8.50
			A	2.30	2.80	3.70	5.00	6.40	8.20	9.70	11.30	12.80	14.30	15.90	17.00
			B	1.73	2.10	2.78	3.38	4.80	6.15	7.28	8.48	9.60	10.73	11.93	12.75
			E + 50%	1.05	1.05	1.35	1.65	2.15	2.85	3.40	3.85	4.50	5.25	6.10	6.95
2	...	98	C and D	1.35	1.65	2.15	2.70	3.80	4.80	5.70	6.60	7.55	8.45	9.35	10.05
			A	2.70	3.30	4.30	5.40	7.60	9.60	11.40	13.20	15.10	16.90	18.70	20.10
			B	2.03	2.48	3.23	4.05	5.70	7.20	8.55	9.90	11.33	12.68	14.03	15.08
			E + 50%	1.05	1.25	1.65	1.95	2.55	3.40	4.05	4.60	5.40	6.25	7.30	8.30
3	...	146	C and D	1.65	2.00	2.65	3.25	4.60	5.90	7.00	8.10	9.20	10.30	11.40	12.25
			A	3.30	4.00	5.30	6.50	9.20	11.80	14.00	16.20	18.40	20.60	22.80	24.50
			B	2.48	3.00	3.98	4.88	6.90	8.85	10.50	12.15	13.80	15.45	17.10	18.38
			E + 50%	1.35	1.55	2.05	2.45	3.20	4.25	5.05	5.70	6.70	7.80	9.05	10.30
4	...	194	C and D	2.05	2.50	3.30	4.05	5.75	7.35	8.70	10.05	11.45	12.80	14.20	15.25
			A	4.10	5.00	6.60	8.10	11.50	14.70	17.40	20.10	22.90	25.60	28.40	30.50
			B	3.08	3.75	4.95	6.08	8.63	11.03	13.05	15.08	17.18	19.20	21.30	22.88
			E + 50%	1.65	1.90	2.55	3.05	4.00	5.30	6.30	7.15	8.35	9.75	11.30	12.90
5	...	242	C and D	2.50	3.05	4.05	5.00	7.05	8.95	10.65	12.35	14.00	15.70	17.40	18.70
			A	5.00	6.10	8.10	10.00	14.10	17.90	21.30	24.70	28.00	31.40	34.80	37.40
			B	3.75	4.58	6.08	7.50	10.58	13.43	15.98	18.53	21.00	23.55	26.10	28.05
			E + 50%	2.00	2.35	3.10	3.70	4.85	6.45	7.70	8.75	10.20	11.85	13.80	15.70
6	...	290	C and D	2.80	3.45	4.60	5.65	7.95	10.15	12.05	13.95	15.85	17.75	19.65	21.15
			A	5.60	6.90	9.20	11.30	15.90	20.30	24.10	27.90	31.70	35.50	39.30	42.30
			B	4.20	5.18	6.90	8.48	11.93	15.23	18.08	20.93	23.78	26.63	29.48	31.73
			E + 50%	2.25	2.60	3.50	4.15	5.45	7.25	8.60	9.80	11.45	13.30	15.45	17.60
7	...	358	C and D	3.10	3.80	5.00	6.20	8.75	11.15	13.20	15.30	17.40	19.45	21.55	23.20
			A	6.20	7.60	10.00	12.40	17.50	22.30	26.40	30.60	34.80	38.90	43.10	46.40
			B	4.65	5.70	7.50	9.30	13.13	16.73	19.80	22.95	26.10	29.18	32.33	34.80
			E + 50%	2.25	2.65	3.50	4.15	5.60	7.50	8.80	10.35	11.60	13.60	15.75	17.80
8	...	438	C and D	3.20	3.95	5.40	6.55	9.60	12.00	14.40	17.00	19.30	21.60	23.95	25.75
			A	6.40	7.90	10.80	13.10	19.20	24.00	28.80	34.00	38.60	43.20	47.90	51.50
			B	4.80	5.93	8.10	9.83	14.40	18.00	21.60	25.50	28.95	32.40	35.93	38.63
			E + 50%	2.65	3.05	4.05	4.85	6.45	8.70	10.20	12.00	13.45	15.80	18.30	20.65

71. Small Lots Scale—continued

1. Except as otherwise provided, the charges for small lots of goods will be:

(a) Goods classified as Class A, B, C, and E plus 50 percent—

Zone No.	Kilometres Not Exceeding	Class of Goods	Weight Not Exceeding												
			15 kg	25 kg	40 kg	50 kg	75 kg	100 kg	125 kg	150 kg	175 kg	200 kg	225 kg	250 kg	
9	...	518	C and D	\$ 3.30	\$ 4.15	\$ 5.65	\$ 7.05	\$ 10.55	\$ 13.20	\$ 15.85	\$ 18.65	\$ 21.20	\$ 23.75	\$ 26.30	\$ 28.30
			A	6.60	8.30	11.30	14.10	21.10	26.40	31.70	37.30	42.40	47.50	52.60	56.60
			B	4.95	6.23	8.48	10.58	15.83	19.80	23.78	27.98	31.80	35.63	39.45	42.45
			E + 50%	3.00	3.45	4.60	5.50	7.35	9.90	11.60	13.65	15.35	17.95	20.85	23.55
10	...	598	C and D	3.60	4.50	6.15	7.70	11.50	14.40	17.25	20.35	23.15	25.90	28.70	30.85
			A	7.20	9.00	12.30	15.40	23.00	28.80	34.50	40.70	46.30	51.80	57.40	61.70
			B	5.40	6.75	9.23	11.55	17.25	21.60	25.88	30.53	34.73	38.85	43.05	46.28
			E + 50%	3.35	3.90	5.15	6.20	8.25	11.10	13.00	15.30	17.20	20.15	23.35	26.40
11	...	678	C and D	3.90	4.90	6.70	8.35	12.45	15.60	18.70	22.05	25.05	28.05	31.05	33.40
			A	7.80	9.80	13.40	16.70	24.90	31.20	33.40	44.10	50.10	56.10	62.10	66.80
			B	5.85	7.35	10.05	12.53	18.68	23.40	28.05	33.08	37.58	42.08	46.58	50.10
			E + 50%	3.70	4.30	5.75	6.85	9.15	12.30	14.45	16.95	19.05	22.30	25.90	29.25
12	...	774	C and D	4.25	5.35	7.30	9.10	13.60	17.00	20.45	24.10	27.35	30.65	33.95	36.50
			A	8.50	10.70	14.60	18.20	27.20	34.00	40.90	48.20	54.70	61.30	67.90	73.00
			B	6.38	8.03	10.95	13.65	20.40	25.50	30.68	36.15	41.03	45.98	50.93	54.75
			E + 50%	3.75	4.30	5.80	6.90	9.20	12.35	14.70	17.20	19.50	22.50	26.05	29.40
13	...	870	C and D	4.60	5.80	7.90	9.90	14.75	18.45	22.15	26.10	29.65	33.25	36.80	39.55
			A	9.20	11.60	15.80	19.80	29.50	36.90	44.30	52.20	59.30	66.50	73.60	79.10
			B	6.90	8.70	11.85	14.85	22.13	27.68	33.23	39.15	44.48	49.88	55.20	59.33
			E + 50%	4.15	4.75	6.40	7.60	10.20	13.65	16.25	19.00	21.55	24.85	28.80	32.45
14	...	1038	C and D	5.10	5.85	7.95	9.90	14.85	18.60	22.15	26.20	29.80	33.40	36.85	39.70
			A	10.20	11.70	15.90	19.80	29.70	37.20	44.30	52.40	59.60	66.80	73.70	79.40
			B	7.65	8.78	11.93	14.85	22.28	27.90	33.23	39.30	44.70	50.10	55.28	59.55
			E + 50%	4.80	5.55	7.50	8.85	11.85	15.90	18.90	22.10	25.10	28.95	33.55	37.80
15	...	1213	C and D	5.75	6.55	8.95	11.10	16.70	20.90	24.95	29.50	33.55	37.60	41.45	44.65
			A	11.50	13.10	17.90	22.20	33.40	41.80	49.90	59.00	67.10	75.20	82.90	89.30
			B	8.63	9.83	13.43	16.65	25.05	31.35	37.43	44.25	50.33	56.40	62.18	66.98
			E + 50%	5.45	6.35	8.50	10.10	13.50	18.10	21.55	25.20	28.60	32.95	38.20	43.05
16	...	1388	C and D	6.35	7.30	9.95	12.35	18.55	23.20	27.70	32.75	37.25	41.75	46.05	49.65
			A	12.70	14.60	19.90	24.70	37.10	46.40	55.40	65.50	74.50	83.50	92.10	99.30
			B	9.53	10.95	14.93	18.33	27.83	34.80	41.55	49.13	55.88	62.63	69.08	74.48
			E + 50%	6.15	7.10	9.55	11.35	15.15	20.35	24.15	28.25	32.05	37.00	42.85	48.30
17	...	1563	C and D	7.00	8.05	10.90	13.60	20.40	25.55	30.50	36.05	41.00	45.95	50.65	54.60
			A	14.00	16.10	21.80	27.20	40.80	51.10	61.00	72.10	82.00	91.90	101.30	109.20
			B	10.50	12.08	16.35	20.40	30.60	38.33	45.75	54.08	61.50	68.93	75.98	81.90
			E + 50%	6.80	7.85	10.60	12.55	16.80	22.55	26.75	31.30	35.55	41.00	47.50	53.55

GOODS

71. Small Lots Scale—continued

1. Except as otherwise provided, the charges for small lots of goods will be:

(a) Goods classified as Class A, B, C, and E plus 50 percent—

Zone No.	Kilometres Not Exceeding	Class of Goods	Weight Not Exceeding													
			15 kg	25 kg	40 kg	50 kg	75 kg	100 kg	125 kg	150 kg	175 kg	200 kg	225 kg	250 kg		
18	...	1713	C and D	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
				7.55	8.65	11.75	14.65	22.00	27.55	32.85	38.85	44.20	49.50	54.60	58.85	
				A	15.10	17.30	23.50	29.30	44.00	55.10	65.70	77.70	88.40	99.00	109.20	117.70
				B	11.33	12.98	17.63	21.98	33.00	41.33	49.28	58.28	66.30	74.25	81.90	88.28
E + 50%				7.40	8.55	11.50	13.60	18.20	24.45	29.00	33.95	38.55	44.45	51.50	58.05	
19	...	1888	C and D	8.20	9.40	12.75	15.90	23.85	29.85	35.65	42.15	47.90	53.70	59.20	63.80	
				A	16.40	18.80	25.50	31.80	47.70	59.70	71.30	84.30	95.80	107.40	118.40	127.60
				B	12.30	14.10	19.13	23.85	35.78	44.78	53.48	63.23	71.85	80.55	88.80	95.70
				E + 50%				8.05	9.30	12.50	14.85	19.85	26.65	31.65	37.00	42.00	48.45	56.15	63.30
20	...	Over 1888	C and D	8.90	10.20	13.90	17.30	25.95	32.50	38.80	45.85	52.15	58.45	64.50	69.45	
				A	17.80	20.40	27.80	34.60	51.90	65.00	77.60	91.70	104.30	116.90	129.00	138.90
				B	13.35	15.30	20.85	25.95	38.93	48.75	58.20	68.78	78.23	87.68	96.75	104.18
				E + 50%				8.80	10.20	13.70	16.25	21.70	29.15	34.65	40.50	46.00	53.05	61.45	69.30

Small lots of Goods of Class E plus 25 percent will be charged at the scale for E plus 50 percent.

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

71. Small-lots Scale—continued

(b) Class G goods—

Zone No.	Kilometres Not Exceeding	Measurements Not Exceeding (Cubic Metre)										
		0.025m ³	0.05m ³	0.075m ³	0.10m ³	0.125m ³	0.150m ³	0.175m ³	0.20m ³	0.225m ³	0.25m ³	
1	...	65	1.05	1.05	1.05	1.05	1.15	1.35	1.55	1.70	2.00	2.15
2	...	98	1.05	1.05	1.05	1.10	1.40	1.60	1.90	2.00	2.35	2.55
3	...	146	1.05	1.05	1.10	1.35	1.70	1.95	2.30	2.50	2.90	3.15
4	...	194	1.05	1.05	1.40	1.70	2.15	2.50	2.90	3.10	3.65	4.00
5	...	242	1.05	1.20	1.75	2.15	2.65	3.05	3.60	3.85	4.55	4.95
6	...	290	1.05	1.35	1.95	2.45	3.05	3.50	4.10	4.40	5.15	5.60
7	...	358	1.05	1.55	2.20	2.70	3.40	3.90	4.60	4.90	5.75	6.25
8	...	438	1.05	1.70	2.50	3.05	3.80	4.40	5.15	5.50	6.45	7.05
9	...	518	1.05	1.90	2.75	3.40	4.25	4.85	5.70	6.15	7.20	7.80
10	...	598	1.15	2.10	3.00	3.70	4.65	5.35	6.25	6.75	7.90	8.60
11	...	678	1.25	2.30	3.30	4.05	5.05	5.85	6.85	7.35	8.60	9.35
12	...	774	1.40	2.50	3.60	4.45	5.55	6.40	7.50	8.05	9.45	10.25
13	...	870	1.50	2.70	3.95	4.85	6.05	6.95	8.15	8.75	10.25	11.15
14	...	1038	1.70	3.10	4.50	5.50	6.90	7.95	9.30	10.00	11.70	12.75
15	...	1213	1.95	3.50	5.05	6.25	7.80	8.95	10.50	11.30	13.25	14.40
16	...	1388	2.15	3.90	5.65	6.95	8.65	9.95	11.70	12.55	14.75	16.05
17	...	1563	2.40	4.30	6.20	7.65	9.55	11.00	12.90	13.85	16.25	17.70
18	...	1713	2.60	4.65	6.70	8.25	10.30	11.85	13.95	14.95	17.55	19.10
19	...	1888	2.80	5.05	7.30	8.95	11.20	12.90	15.15	16.25	19.05	20.75
20	...	Over 1888	3.05	5.50	7.95	9.80	12.20	14.05	16.50	17.70	20.75	22.60

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

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

Alterations to the Scales of Charges Upon the New Zealand Government Railways—
Amendment No. 32

LOCAL RATES SCALE OF CHARGES

PURSUANT to the Government Railways Act 1949, the Minister of Railways hereby makes the following alterations to the Local Rates Scale of Charges published in the *Supplement*, dated the 3rd day of December 1973, to the *New Zealand Gazette* of the 29th day of November 1973 and hereby declares that such alterations shall come into force on the first day of June 1980.

Sections 1 to 31 inclusive of the said Local Rates Scale of Charges are hereby revoked and the following new sections are substituted therefor.

As witness my hand this 26th day of May 1980.

COLIN MCLACHLAN,
Minister of Railways.

GOODS

The following rates or scales, terms, and conditions may be cited as the Local Rates Scale of Charges, and shall be read together with and deemed part of the scales, terms, and conditions prescribed in the General Scale of Charges. Except as expressly provided hereinafter the following rates or scales shall be charged upon the portions of the railway hereinafter specified instead of the classified rates set forth in the General Scale of Charges.

- (i) The terms and conditions prescribed by the General Scale of Charges with respect to goods (which expression means goods, baggage, and chattels of any description, and includes animals and plants and also includes money, documents, and all other things of value) shall apply to goods charged at or according to the following rates or scales.
- (ii) The following rates or scales shall not apply to goods conveyed through the parcels departments.
- (iii) The following rates or scales shall apply only between the stations named and cannot be combined with other local rates or with standard rates for the purpose of computing freight charges.
- (iv) The rates set out in sections 1 to 6 hereof provide for carriage at "owner's risk" pursuant to the Carriage of Goods Act 1979 and classified rates set forth in the General Scale of Charges shall apply where consignors request that goods be carried at "limited carrier's risk".
- (v) The rates set out in sections 7 and 8 hereof provide for carriage at "limited carrier's risk" pursuant to the Carriage of Goods Act 1979 and these rates will be reduced by 2 percent where consignors request that the goods be carried at "owner's risk".

1. Petrol, Kerosene, etc., in Rail Tank Wagons

The charges for the conveyance of petrol, kerosene, and similar mineral oils, also crude, residual, lubricating, transformer, or fuel oils in UC and MCP tank wagons are:

From	To	Petrol, Kerosene, and Similar Mineral Oils Rate per Tonne	D.P.C. Code	*Crude, Residual, Lubricating, Transformer, or Fuel Oils Rate per Tonne	D.P.C. Code	
		\$		\$		
†Auckland	Whangarei	34.33	63	34.33	63	
	Kinleith	..	..	40.80	55
	Koutu	45.17	48	42.50	55	
	Rotorua	46.07	48	43.64	62	
	Tirohia	17.19	78	17.19	78	
	Paeroa (Std. dist. 202 km)	17.19	78	17.19	78	
	Tauranga	40.14	54	38.23	55	
	Kawerau	50.80	53	46.18	55	
	Awakeri	50.51	60	46.47	62	
	Taneatua	49.71	48	49.12	61	
	Taumarunui	46.07	48	43.64	62	
	Oil companies' private sidings near Gracefield	52.52	74	52.52	74	
	Mt. Maunganui	Paeroa (Std. dist. 82 km)	13.68	69	13.68	69
Kawerau (Std. dist. 82 km)		13.68	69	13.68	69	
Murupara		..	..	21.31	66
Edgecumbe (Std. dist. 82 km)		..	..	13.68	69
Awakeri (Std. dist. 82 km)		13.68	69	13.68	69	
Taneatua (Std. dist. 82 km)		13.68	69	13.68	69	
Oil company's private sidings at Mt. Maunganui	Kinleith (Std. dist. 82 km)	..	..	13.68	69
Moturoa	Taumarunui	35.89	62	34.33	63	
	Manunui	38.81	48	35.16	63	
	Hawera	18.53	63	..	..
	Wanganui (Std. dist. 175 km)	32.18	54	29.12	56	
	Private sidings on the Castlecliff Branch (Std. dist. 175 km)	32.18	54	29.12	56	
	Wellington	Taihape	43.35	48	43.35	48
Wellington	New Plymouth	54.90	48	54.26	54	
	Wanganui (Std. dist. 242 km)	39.33	62	37.62	63	
	Private sidings on the Castlecliff Branch (Std. dist. 242 km)	39.33	62	37.62	63	
	Masterton	18.16	66	18.16	66	
	Hastings	47.46	61	47.46	61	
	Oil companies' private sidings near Ahuriri	49.12	61	39.77	58	
	Oil companies' private sidings near Gracefield	†Auckland	52.52	74	52.52	74
		Penrose	50.02	75	50.02	75
		Taihape	45.53	61	45.53	61
		New Plymouth	54.90	48	55.38	54
Wanganui		40.80	55	39.27	63	
Private sidings on the Castlecliff Branch (Std. dist. 258 km)		40.80	55	39.27	63	
Masterton (Std. dist. 93 km)		17.21	66	17.21	66	
Hastings		43.51	63	43.51	63	
Oil companies' private sidings near Ahuriri		49.71	48	39.77	58	
Wairoa		54.88	55	54.88	55	
Oil companies' private sidings near Ahuriri	Gisborne	68.95	47	67.42	53	
	Wellington	..	..	9.05	77
Oil companies' private sidings near Ahuriri	Waipukurau	13.25	70	13.25	70	
	Gisborne	31.96	65	24.65	72	

*Oils having a specific gravity of 800 grams or more per litre. (Fuel or crude oils having a specific gravity of less than 800 grams per litre will be charged as kerosene.)

†Includes haulage to Western Viaduct at Auckland and consignments to Polymers N.Z. Pty. Limited siding at Westfield.

The foregoing rates are at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

GOODS

1. Petrol, Kerosene, etc., in Rail Tank Wagons—continued

From	To	Petrol, Kerosene, and Similar Mineral Oils Rate per Tonne	D.P.C. Code	*Crude, Residual, Lubricating, Transformer, or Fuel Oils Rate per Tonne	D.P.C. Code
		\$		\$	
Lyttelton	Christchurch	5.75	88	5.75	88
	Addington	6.76	85	6.76	85
	Ashburton	13.06	73	13.06	73
Dunedin	Oamaru	26.53	53		—
	Alexandra (Std. Dist. 250 Km)	25.60	73	25.60	73
	Gore	22.16	67	22.16	67
	Invercargill	27.80	68	27.80	68
Bluff	Gore	20.53	62		—
	Invercargill	5.41	89	5.41	89

*Oils having a specific gravity of 800 grams or more per litre. (Fuel or crude oils having a specific gravity of less than 800 grams per litre will be charged as kerosene.)

The foregoing rates are at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

2. Wool

From	To	Description of Goods	Rate per Undumped Bale	D.P.C. Code	Std Dist km
			\$		
East Town	Feilding	Greasy wool	2.71	66	81
Wanganui	Feilding	Greasy wool	2.79	66	87
Private sidings on the Castlecliff Branch	Feilding	Greasy wool	2.99	W64	—
Wellington	Feilding	Greasy wool	4.02	67	171
Wellington	Kakariki	Greasy wool	5.11	49	—
Feilding	Private sidings on the Castlecliff Branch	Wool	2.99	W64	—

The foregoing rates are at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

3. Motor Vehicles

Unpacked motorcars or motor lorries will be charged as follows:

From	To	Rate per Vehicle		D.P.C. Code	Std Dist. km
		One Car or Lorry Loaded on a Four- wheeled Wagon or Two Cars or Lorries Loaded on a Bogie Wagon*			
			\$		
Auckland, Tamaki, Newmarket, Penrose, Otahuhu or Southdown Freight Terminal ...	New Plymouth		186.96	94	454
	Wellington		239.12	96	687
	Petone		239.12	96	687
	Featherston		281.10	92	678
	Carterton		299.61	90	662
	Masterton		302.04	91	702
Wellington, Petone, Gracefield or Ford Motor Co. of New Zealand Ltd's private siding near Woburn or Porirua ...	Okaihau		398.20	92	1014
	Kaikōhe		389.84	92	990
	Kawakawa		381.47	92	966
	Whangarei		340.89	93	894
	Dargaville		348.88	93	918
	Maungaturoto		324.88	93	846
	Wellsford		308.88	93	798
	Auckland Tamaki Newmarket Penrose Southdown Freight Terminal Otahuhu Papakura Pukekohe New Plymouth		239.12	96	687
			172.02	94	406

*Where the length of a motor lorry is such as to require the use of a bogie wagon, the provisions of paragraph 2 of section 83, General Scale of Charges will be applied to the appropriate local rate.

The foregoing rates are at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

GOODS

4. Miscellaneous (Owner's Risk)

From	To	Description of Goods	Rate	D.P.C. Code	Std. Dist. km.
Auckland, Tamaki, or Penrose	Wellington	... Fruit, vegetables, spaghetti, soups, sauces, cat and dog foods, canned; also bottled sauces, direct ex factory	Class D	50	
Auckland ...	Wellington	... Imported fruit or vegetables in crates, cases, cartons, or sacks	Class J	47	
Auckland ...	Hastings or Napier	Imported fruit or vegetables in crates, cases, cartons, or sacks	Class J	47	
Auckland, Tamaki, or Penrose	Hastings or Napier	Fruit, vegetables, spaghetti, soups, sauces, Cheshire cheese, cat and dog foods, canned; also bottled sauces, direct ex factory	Class D	50	
Auckland, Tamaki, or Penrose	Gisborne	... Fruit, vegetables, spaghetti, soups, Cheshire cheese, cat and dog foods, canned; also bottled sauces, direct ex factory	Class J	47	
Te Papapa, (Winstones Ltd. private siding.)	Stations in the North Island not otherwise specified	Plaster, direct ex factory	Class N	26	
Kinleith ...	Penrose ...	Pinus chips and slabs for the manufacture of wood pulp	Class R	80	
Kinleith or Tokoroa	Mt. Eden, Penrose, or Otahuhu	Pinus crossbanding	Class E plus 50%. Minimum quantities— Class of Wagon Four wheeled wagon 12 Tonnes Bogie wagon 24 Owners to load and unload. Any less quantity will be charged at such minimum or at Class D		
Thames ...	Auckland or Penrose	Timber ...	\$20.53 per cubic metre. Minimum loads as per section 75 para. 1, General Scale of Charges.	77	235
Kawerau, Edgecumbe, Taneatua, and intermediate stations	Auckland, Onehunga, Papakura, New Lynn, and intermediate stations	Timber ...	\$26.03 per cubic metre. Minimum wagon loads as per section 75, para. 1, General Scale of Charges.	76	318
Awakeri ...	Penrose ...	Pinus chips and slabs for the manufacture of wood pulp	Class R	80	
Awakeri, Edgecumbe, or Kawerau	Tauranga or Mt. Maunganui	Sawn <i>Pinus radiata</i> , Douglas fir, N.Z. Corsican pine, and Ponderosa timbers	\$8.54 per cubic metre subject to the following minimum loads: Class of Wagon L.A. ... 12 L.C. ... 14.8 N.C. N.F. ... 15.1 Bogie Wagon ... 25	W82	83
Hastings, Napier, or Ahuriri	Auckland, Tamaki, Penrose, or Onehunga	Fruit and vegetables, soups, foods, and jams, canned; and sauces, bottled, direct ex factory	Class D	50	
	Wellington	... Fruit and vegetables, soups, foods, and jams, canned; and sauces, bottled, direct ex factory	Class D	50	
Hastings ...	Lower Hutt or Gracefield	Fruit and vegetables, soups, foods, and jams, canned; and sauces, bottled, direct ex factory	Class D	50	

The foregoing traffics are carried at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

GOODS

4. Miscellaneous (Owner's Risk)—continued

From	To	Description of Goods	Rate
Lyttelton...	Dunedin ...	Imported fruit or vegetables in crates, cases, or sacks	\$53.14 (D.P.C. Code 54) plus sorting at Christchurch.
	Invercargill ...	Imported fruit or vegetables in crates, cases, or sacks	\$68.84 (D.P.C. Code 54) plus sorting at Christchurch.

†The department will not accept unsorted cargo at ship's side, Cashin Quay for Christchurch or any other destination station. The provisions of General Scale of Charges, section 127, will not apply to sorted goods dispatched by rail from Cashin Quay; rail charges are to be based on classified rates from Lyttelton to destination station.

The foregoing rates are at "owner's risk". Classified rates will apply where consignors require that the consignment be carried at "limited carrier's risk".

5. Bulk Tonnage

1. Goods of Classes A, B, C (except explosives), D, E (except those scheduled under category A, section 72, General Scale of Charges), E plus percentages, G and section 85, General Scale of Charges, will be conveyed at the rates specified in paragraph 2 hereof subject to the following conditions:

- (a) The minimum quantity forwarded each and every week shall be the weight specified in paragraph 2 which shall include goods railed in the reverse direction and an average of 5 tonnes per four-wheeled wagon and 10 tonnes per bogie wagon based on each week's outward loadings. In no case will the quantity of goods consigned under the provisions of this section be less than 1 tonne per four-wheeled and 3 tonnes per bogie wagon.
- (b) *Cranage*—Cranage will be charged on the daily aggregate weight of lifts at \$ per tonne.
- (c) The goods carried under the provisions of this section will be conveyed at owner's risk.
- (d) Participation in the rate is subject to written agreement with the department.
- (e) All loading and unloading to be performed by owners.

2. Rates:

Station	And	Rate per Tonne	Minimum Weekly Total (Includes Goods Railed in the Reverse Direction)
		\$	tonnes
Auckland, Mt. Eden, Tamaki, Onehunga, and intermediate stations	*Whangarei—Port Whangarei inclusive ...	40.71	50
	*Te Rapa, Frankton, and Claudelands ...	20.80	60
	*Cambridge ...	28.95	20
	Morrinsville ...	30.91	20
	Matamata ...	38.75	20
	*Tokoroa ...	47.39	20
	*Kinleith ...	48.73	20
	*Rotorua and Koutu ...	52.73	40
	Tauranga ...	44.72	40
	Tanestua ...	58.08	40
	*Kawerau ...	57.14	20
	Te Awamutu ...	28.95	20
	Te Kuiti ...	38.75	20
	Taumarunui and Manunui ...	54.07	20
	*New Plymouth and Bell Block ...	72.39	25
	Wanganui ...	80.74	20
	Palmerston North ...	80.74	25
	*Levin... ..	85.74	20
	Wellington and Ngauranga ...	96.60	60
	*Hastings, Napier, and Ahuriri inclusive	99.12	90
Auckland, Newmarket or Penrose	Masterton ...	92.42	20
Auckland or Penrose	Dargaville ...	43.38	20
Auckland and Penrose	*Mt. Maunganui ...	47.39	40
Frankton ...	Palmerston North ...	67.39	20
Penrose ...	Stratford ...	67.39	20
Wellington, and Ngauranga	Frankton and Claudelands ...	80.74	25
	Rotorua ...	96.60	20
	New Plymouth and Bell Block ...	65.72	20
	Hastings, Napier, or Ahuriri ...	55.61	80
	Wanganui ...	46.05	40
	Gisborne ...	79.07	20
	New Plymouth and Bell Block ...	70.72	20
	Wanganui ...	50.06	20
	Palmerston North ...	34.83	25
	Hastings and Ahuriri	Palmerston North ...	34.83	25
Hastings ...	Wanganui ...	50.06	20
Hastings, Napier, and Ahuriri inclusive	Palmerston North ...	34.83	25
Christchurch, Belfast, Hornby, Woolston, and intermediate stations	Blenheim ...	57.14	25
	Greymouth ...	44.72	20
	Westport ...	60.71	20
	Ashburton ...	13.95	20
	Timaru ...	24.37	25
	Oamaru ...	47.39	20
	Dunedin ...	62.38	40
	Invercargill ...	85.74	25
	Oamaru ...	19.67	20
	Alexandra ...	43.38	20
Dunedin ...	Balclutha ...	13.95	20
	Gore ...	28.95	20
	Invercargill ...	43.38	25

*May also include goods from or to Otahuhu.

The foregoing rates are at "owner's risk".

GOODS

6. Haulage and Storage Charges, New Plymouth-Breakwater Line

1. (a) Except as provided goods of Classes C, D, E, E plus 25 percent, E plus 50 percent, and G conveyed between New Plymouth and New Plymouth Breakwater will be charged \$19.86 per tonne or cubic metre whichever is greater, and will be conveyed at owner's risk.

Small lots, pro rata, minimum charge as follows:

Not exceeding—										
kg or m ³										
150 or 0.15	\$ 3.70
250 or 0.25	6.34

(b) Handling and Sorting Charges *vide* section 96. General Scale of Charges will be additional.

2. Class E and goods conveyed under provisions of section 81, General Scale of Charges, consigned between New Plymouth Breakwater and stations beyond New Plymouth and which require to be handled at New Plymouth goods shed will be charged \$15.68 per tonne (including handling and sorting at New Plymouth) in addition to railage from Breakwater. The charges at Class E single rate and the rates specified in section 81, paragraph 3, General Scale of Charges plus \$15.68 per tonne added shall not be greater than when computed at Class E plus 25 percent or class E plus 50 percent plus \$3.74 per tonne sorting.

3. Small lots of goods for shipment, stored at New Plymouth, will be charged at the rate of \$2.15 per tonne or cubic metre per day or part of a day (minimum charge \$1.07 per day), provided that after receipt of notification from ship's owner or agent of acceptance of cargo for the ship no charge will be made for the day of loading in railway wagon and the day of shipment.

4. Goods discharged ex-ship at New Plymouth Breakwater and conveyed to New Plymouth for delivery will be allowed free storage on the first day they are available for delivery and the following day. After the expiration of this period storage will be charged at the following rates:

For the first four days, per day or part thereof	...	\$2.15 per tonne or cubic metre.
		Minimum charge \$1.07 per day.
Each succeeding day or part thereof	...	\$4.27 per tonne or cubic metre.
		Minimum charge \$2.15 per day.

5. The charges on ship's goods Classes C, D, and G will be computed in accordance with section 127, General Scale of Charges.

6. The foregoing rates are at "owner's risk".

7. Miscellaneous (Limited Carrier's Risk)

From	To	Description of Goods	Rate	D.P.C. Code	Std. Dist. Km.
Auckland, New Lynn, Onehunga, Otahuhu and intermediate stations	Waitoa ...	Class C ...	\$40.09 per tonne. Small lots will be charged at the No. 4 Zone rates as per section 71, General Scale of Charges.	31	65
	Te Aroha ...	*Classes C and D, n.o.s.	\$32.25 per tonne. Small lots will be charged at the No. 3 Zone rates as per section 71, General Scale of Charges.	36	68
	Hikutaija to Thames North inclusive	*Classes C and D, n.o.s.	\$29.75 per tonne. Small lots will be charged at the No. 3 Zone rates as per section 71, General Scale of Charges.	41	86
	Paeroa or Paeroa South	*Classes C and D, n.o.s.	\$27.54 per tonne. Small lots will be charged at the No. 3 Zone rates as per section 71, General Scale of Charges.	44	98
Te Aroha ...	Auckland, New Lynn, Onehunga, Otahuhu, and intermediate stations	Classes C and D	\$33.79 per tonne. Small lots will be charged at the No. 3 Zone rates as per section 71, General Scale of Charges.	W47	178
Paeroa South, Thames North, inclusive	Auckland, New Lynn, Onehunga, Otahuhu, and intermediate stations	Classes C and D	\$33.92 per tonne. Small lots will be charged at the No. 3 Zone rates as per section 71, General Scale of Charges.	41	114

*Includes palletised beer.

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

8. Goods Traffic, Special Rates, Auckland/Hamilton, Wellington/Palmerston Nth., Christchurch/Dunedin, Oamaru/Dunedin, Dunedin/Clinton, and Dunedin/Ranfurly Routes

1. Goods of Classes C, D, E plus 25 percent, and E plus 50 percent consigned between the following stations will be conveyed at the rates specified in paragraph 2 hereof:

Between Auckland, Mt. Eden, Tamaki, Onehunga inclusive and Te Rapa, Hamilton and Claudelands and intermediate stations.

Between Wellington and Palmerston North and intermediate stations.

Between Christchurch, Belfast, Hornby, Woolston inclusive and Timaru and intermediate stations.

Between Oamaru and Dunedin or Wingatui and intermediate stations.

Between Dunedin and Clinton and intermediate stations.

Between Dunedin and Ranfurly and intermediate stations.

GOODS

2. (a) Rates per tonne:

Km Not Exceeding	C and D			E Plus 25%			E Plus 50%		
	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	Per Tonne	
65 ...	20.46	12.83	15.39	24.42	15.60	18.72	24.42	15.60	18.72
68 ...	20.79	13.06	15.68	24.75	15.84	19.01	24.75	15.84	19.01
71 ...	21.12	13.29	15.95	25.08	16.06	19.28	25.08	16.06	19.28
74 ...	21.45	13.53	16.23	25.41	16.30	19.56	25.41	16.30	19.56
77 ...	21.77	13.75	16.50	25.96	16.66	20.00	25.96	16.66	20.00
80 ...	22.10	13.99	16.79	26.83	17.26	20.72	26.83	17.26	20.72
83 ...	22.44	14.21	17.06	27.69	17.86	21.44	27.69	17.86	21.44
86 ...	22.77	14.45	17.34	28.56	18.46	22.16	28.56	18.46	22.16
89 ...	23.10	14.68	17.61	29.43	19.06	22.88	29.43	19.06	22.88
92 ...	23.43	14.91	17.90	30.87	20.03	24.03	30.87	20.03	24.03
95 ...	23.76	15.14	18.17	32.31	20.99	25.19	32.31	20.99	25.19
98 ...	24.08	15.38	18.45	33.75	21.95	26.34	33.75	21.95	26.34

(b) Small lots:

Kilometres Not Exceeding	Class of Goods	Weight Not Exceeding											
		15 kg	25 kg	40 kg	50 kg	75 kg	100 kg	125 kg	150 kg	175 kg	200 kg	225 kg	250 kg
65 ...	C and D	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
	E + 25%	1.05	1.05	1.35	1.65	2.15	2.85	3.40	3.85	4.50	5.25	6.10	6.95
	E + 50%	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
98 ...	C and D	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
	E + 25%	1.05	1.25	1.65	1.95	2.55	3.40	4.05	4.60	5.40	6.25	7.30	8.30
	E + 50%	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
146 ...	C and D	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
	E + 25%	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
	E + 50%	1.15	1.40	1.85	2.25	3.20	4.10	4.85	5.65	6.40	7.15	7.95	8.50
170 ...	C and D	1.35	1.65	2.15	2.70	3.80	4.80	5.70	6.60	7.55	8.45	9.35	10.05
	E + 25%	1.35	1.65	2.15	2.70	3.80	4.80	5.70	6.60	7.55	8.45	9.35	10.05
	E + 50%	1.35	1.65	2.15	2.70	3.80	4.80	5.70	6.60	7.55	8.45	9.35	10.05

The foregoing rates are at "limited carrier's risk" and will be reduced by 2 percent where consignors require that the consignment be carried at "owner's risk".

3. Goods of Classes A and B consigned between the stations specified in paragraph 1 hereof will be charged as follows:

Class A at Class C rate plus 100%
 Class B at Class C rate plus 50%

4. Consignments railed from stations Wellington-Palmerston North inclusive to South Island stations or vice versa are to be charged in accordance with paragraph 2 hereof for the North Island portion of the journey.

Rating:

SMALL LOTS TRAFFIC MUST BE MANUALLY RATED

Machine Rating may be used as follows:

Classes C & D—Rate Code 08 for consignments in excess of 400 kg.

Class E + 25—Rate Code 17 for consignments in excess of 620 kg.

Class E + 50—Rate Code 18 for consignments in excess of 520 kg.

9. Castlecliff Branch

Consignments in wagon lots (subject to a minimum of 2.5 tonnes as for a private siding) will be accepted for transit to and from the public siding at Castlecliff. Freight charges will be computed on Wanganui distance plus 6 kilometres.

10. Haulage Charges: Ahuriri-Napier Port Line

1. Local Traffic—Local traffic hauled between the following points will be charged under the provisions of section 97, paragraph 3, General Scale of Charges:

Ahuriri and Napier Port.

Napier Port and private sidings between Ahuriri and Napier Port.

Ahuriri and private sidings between Ahuriri and Napier Port.

11. Goods Traffic Between Wellington and Masterton and Intermediate Stations

1. Rate per Tonne—Goods of Classes A, B, and C consigned between Wellington and Masterton and intermediate stations will be charged as under:

Class A—at Class D plus 100 percent.

Class B—at Class D plus 50 percent.

Class C—at Class D.

2. Small Lots—Small lots of goods classified as classes A, B, C, and D will be charged at the No. 1 zone rates as per section 71, General Scale of Charges.

3. Consignments railed from stations Wellington-Masterton inclusive to South Island stations or vice versa are to be charged in accordance with paragraph (1) or (2) for the North Island portion of the journey.

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12. Traffic to or from Blenheim and Spring Creek

1. Except as provided in paragraph 2, the charges for goods or livestock conveyed to or from Blenheim or Spring Creek will be computed on the Blenheim distance.
2. Local traffic hauled solely between Blenheim (including private sidings) and Spring Creek will be charged under the provisions of section 97, paragraph 3, General Scale of Charges.

13. Through Booking of Parcels and Goods from South Island to North Island via Cook Strait Rail Ferries or Rail/Air

1. (a) **Goods Traffic**—Products and commodities (new), as prescribed in paragraph 2 hereof, manufactured or processed in the South Island and consigned direct ex factory (or by recognised distributors), from South Island stations to North Island destinations beyond Wellington, via the Cook Strait rail ferries or the Railways Blenheim-Wellington rail/air service, will be charged railage computed on the total distance conveyed by rail in both Islands (as though a single rail journey was involved) in accordance with the relative rates and conditions as prescribed in the General Scale of Charges or Local Rates Scale of Charges.

In addition to railage as prescribed above, separate charges for conveyance from Picton to Wellington by the rail ferries or from Blenheim to Wellington by rail/air (as the case may be), based on the rates applicable to such transport will be applied.

(b) **Parcels Traffic**—The railage charges on products and commodities (new), as prescribed in paragraph 2 hereof, when consigned as parcels traffic will be computed in accordance with section 55, General Scale of Charges, less 10 percent.

2. The provisions of this section will apply only to the products and commodities set out hereunder:—

- Agricultural equipment and attachments for same.
- Asbestos-cement products.
- Aerated waters (soft drinks), canned.
- Baking powder.
- Basketware.
- Batteries.
- Bedding and bedding materials (including sleeping bags).
- Beekeepers' woodware and comb foundations (honey frames).
- Bentonite.
- Beverages, including wine, cider, fruit juice, cordials, and whisky but excluding beer, stout, and bottled aerated waters.
- Beverage powders.
- Bicycles and parts and accessories for same.
- Biscuits.
- Biscuits, dog.
- Bituminous paving and roofing products.
- Boats.
- Bottles, new.
- Brushes and brooms, including mops.
- Buildings, pre-cut or prefabricated.
- Cable and wire for electrical or communication purposes.
- Calcite—coarse, fine, and micronised (coated) whittings.
- Candles.
- Canoes.
- Canvas goods.
- Caravans and components.
- Carpets, underfelts, linoleum, and other floor-coverings.
- Chalk, school also raddle.
- Charcoal.
- Cider.
- Clay—potters. Manufactured by Potters Clay Ltd., Nelson.
- Cigarettes and cigars.
- Clothing.
- Coke.
- Confectionery.
- Cordials.
- Cosmetics, pharmaceuticals, and toilet goods.
- Concrete products.
- Custard powder.
- Detergents and household and industrial cleaners.
- Earthenware products, including products made of china, structural clay, or pottery.
- Electrical equipment and appliances.
- Farm implements and machinery and attachments for same.
- Feldspar.
- Fibreglass products.
- Fish products, processed.
- Food products—fully processed, including tinned and bottled foods, food spreads, frozen foods, freeze-dried foods, dehydrated foods, breakfast foods, spaghetti, macaroni, vermicelli, pasta, semolina, and other farinaceous foods (excluding flour, bran, pollard, and wholemeal), biscuits, soup mixes, and confectionery.
- Footwear.
- Fruitjuice.
- Fungicides.
- Furniture, built up and in kitsets, metal and wooden (including sink-bench units and cupboards).
- Gases, in bulk or cylinders.
- Gelatine.
- Glassware including new bottles.
- Glue, gelatine, and rennet.
- Gravestones, polished marble headstones and memorials (packed).
- Herbicides.

GOODS

13. Through Booking of Parcels and Goods from South Island to North Island via Cook Strait Rail Ferries or Rail/Air—*continued*

- Ink, writing.
- Insecticides.
- Insulating materials.
- Jewellery.
- Kaolin.
- Lawn mowers.
- Leather, semi-tanned, fully tanned, or dressed.
- Leather products.
- Life-jackets.
- Limestone.
- Linoleum.
- Machinery, including farm implements and machinery and attachments for same.
- Malt.
- Metal and alloy products, manufactured (excluding primary aluminium, aluminium alloys in ingot, billet or similar forms and aluminium re-draw rod).
- Millinery.
- Motor cycles and scooters and accessories for same.
- Motor vehicles and tractors and their components.
- Musical instruments.
- Paint, creosote, wood, and metal preservative and similar commodities.
- Paper and paper products.
- Pens, marking.
- Perambulators and push-chairs.
- Pesticides.
- Pet foods (processed).
- Pharmaceuticals.
- Plaster products.
- Plastic products.
- Plywood, veneer, and other processed timber products including particle board and joinery, but excluding posts, poles, logs, and sawn timber.
- Polishes.
- Pottery, china, earthenware, and structural clay products.
- Rennet.
- Resins—synthetic.
- Rope (including wire and nylon rope).
- Rubber products.
- Sauna rooms, completely unassembled, in kitset form.
- Scientific instruments.
- Sheepskin rugs.
- Sheep skins semi-tanned, fully tanned, or dressed.
- Soap and candles.
- Sports goods.
- Sugar icing.
- Synthetic resins.
- Tar and tar products.
- Textiles and made-up textiles (including blankets, rugs, wool-tops, house-furnishings, sheepskin rugs, and seat-covers).
- Timber and timber products as under—
 - Timber, dressed (exotic or indigenous), including processed framing.
 - Timber, sawn, undressed, indigenous, for use in framing.
 - Timber, laminated.
 - Timber products, including chip-board, dowelling, fibreboard, floorboards, frames, gangnail trusses, handles, hardboard, joinery (pre-cut or assembled), mouldings, particleboard, plywood, veneer, weatherboards, and wood-composition building materials.
 - Note—Undressed timber (except indigenous framing timber) and posts, poles and logs are excluded.
- Timber preservative.
- Tobacco, processed.
- Toilet goods.
- Toys.
- Trailers.
- Tricycles.
- Twine.
- Underfelt.
- Vinegar.
- Wallboards including plaster products.
- Whiskey.
- Wool-tops.
- Yarn, rug, prepared.
- Yeast.

3. All charges on consignments chargeable under this section must be prepaid.

4. The provisions of this section will apply to both parcels and goods consignments.