

GOODS—*continued.*

2. The Department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid eight hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the Department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

3. Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every truck ordered and not loaded, or improperly loaded, or loaded and not ready for despatch within eight working-hours from the time such wagon is made available for loading in pursuance of such order.

4. For the purpose of calculating demurrage charges working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods traffic is not worked will be treated as *dies non*.

5. Except as otherwise provided, the following charge will be made on goods consigned to a port and held in railway-trucks awaiting shipment:—

For the day of arrival and following day no charge will be made. After the expiry of that time 1s. 7d. per ton per day or part of a day will be charged. Minimum charge 7s. 9d. per four-wheeled wagon per day or part of a day. In no case shall such charge exceed the charge for demurrage under paragraph 1 of this regulation.

104. Locomotive Engines.

1. Locomotive engines running on their own wheels will be charged as follows:—

Under their own steam, 4s. 2d. per mile.

Dead, 4s. 8d. per mile.

Minimum charge as for 20 miles.

2. When locomotive engines are run under their own steam they must, if the Department so requires, be manned by employees of the Department, and the wages and allowances payable to such employees in connection with the transport of any such engine over the railway, together with the cost of any fuel, oil, &c., supplied by the Department for the running of the engine, shall be payable by the consignor (or consignee) in addition to the charges set forth in paragraph 1 of this regulation.

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

105. Goods and Live-stock conveyed by Special Trains.

1. Special trains ordered by consignors for conveyance of goods or live-stock which could be worked by the ordinary train service will be charged 15s. 5d. per mile; minimum charge, £8 16s. This charge will be in addition to the ordinary charges for the conveyance of the goods. The mileage will be counted one way only. The distance which a train has to run empty to commence a service will be charged at the rate of 8s. 3d. per mile.

2. The Department does not undertake to run special trains.

3. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train; but no reduction of the special-train rates shall be made on account of the train being so utilized by the Department.

106. Check and Empty Railway-wagons.

1. Check wagons and empty railway-wagons hauled on their own wheels will be charged 7d. per truck per mile up to 50 miles, and 4½d. per truck per mile for each additional mile; minimum charge, 10s. Bogie trucks will be charged double rates.

2. A check wagon or wagons will be charged for when the running of the same is required by reason of the length of the goods. When such goods cannot be loaded in a four-wheeled truck and a bogie truck is specially provided, charges as for a check wagon will be made unless other provision is made for charging for such goods when loaded in bogie wagons.

107. Shunting Charges.

The classified or local rates or haulage charges on goods for shipment cover the placing of the wagons containing such goods at the ship's side. Where a request is made to the Department, either before or after the wagons are placed at the ship's side, for the wagons to be sorted for a particular hold or port of discharge, and such sorting necessitates additional shunting work beyond that which would ordinarily be required to place such wagons at the ship's side, the additional service will be charged for at the rate of £1 13s. per hour; minimum charge, 8s. 3d. for each service.