GOODS—*continued.*

70. COMPUTATION OF CHARGES.

1. All goods specified, and not otherwise provided for, will be charged in accordance with the classified rates in the preceding tables, but subject to the following conditions and regulations, viz. :—

(a) Except where specially provided for, goods from different consignors to one consignee, or from one consignor to different consignees, will be charged separately.

(b) Except otherwise provided, goods of Classes C, D, and E, from one consignor to one consignee, will be charged at the classified rate. Minimum charge, small-lots scale, Regulation 71.

(c) Except as provided for in paragraphs (d) and (e) hereof, any consignment consisting of goods chargeable at different rates from one consignor to one consignee will be charged separately or grouped together in one or more lots, whichever is the cheaper. The rate for each group shall be the highest rate chargeable on any commodity in the group.

(d) When goods chargeable at the classified rates, and not at the scale for small lots, are sent along with small lots, such goods may be charged separately, and the small lots may be treated independently under clause (c).

(e) Timber and all goods chargeable on weight consigned from one consignor to one consignee, loaded in the same truck, may be grouped for the purpose of the minimum load per wagon, and the charges at the appropriate local or classified rate for each commodity may be based on the actual weight of each such commodity, provided that the total weight charged for shall not be less than the highest minimum weight specified for any commodity included in the consignment. Any weight in excess of the actual aggregate weight of all the commodities in any such consignment required to make up the minimum weight shall be charged at the rate applicable to the lowest rated commodity in the consignment. Minimum charge as per Regulation 71. For the purpose of this regulation timber is to be calculated as 450 superficial feet to the ton.

(f) Where local rates are in operation, and the sum of the charges computed separately at local rates or at local rates and classified rates (as the case may be) is lower than the amount of charges computed at the through classified rate, the lower charges as so computed shall apply.

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

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

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

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

(i) Both local rates.

(ii) Either local rate and the classified rate for the balance of the journey.

(iii) The through classified rate.

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

(i) Local rate A to B and B to C and classified rate C to D.

(ii) Local rate A to B and classified rate B to D.

(iii) Classified rate A to B, local rate B to C, classified rate C to D.

(iv) Through classified rate A to D.

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

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

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

(ii) Through classified rate X to Y.

(g) A package containing goods in different classes will be charged at the rate applicable to the highest of such classes.