

GOODS.

2. **Shed Cranes.**—Where a shed crane is used for a lift exceeding 10 cwt. from shed floor to lorry, or *vice versa*, charges as specified in paragraph 1 hereof will be made, except that where the traffic would normally be handled direct from wagon to lorry, or *vice versa*, without cranes (as in the case of drums of cable) and the use of a crane is necessitated solely by the working of the wagon through the shed for the Department's convenience, crane charges will not be made.

3. **Subsidiary Uses.**—Where the use of a hand-crane is required for the purpose of assembling or dismantling machinery received, or to be forwarded, by rail, the following charge, in addition to the ordinary crane charges (if incurred) for lifts to or from railway-wagons, will be made :—

5s. 8d. per hour (minimum charge as for one hour).

Where labour or supervision is provided, the actual cost of such services will be additional.

4. **Haulage of Cranes.**—When the weight of the consignment to be handled is beyond the lifting-capacity of the crane at the station, or where there is no crane provided and a crane having a lifting-capacity of less than 7 tons is, at the request of the consignee (or consignor), hauled from another station to the station at which the crane is required, a charge at the rate of 4s. per mile (mileage counted one way only) will be made for such haulage, with a minimum charge of £1 10s. The haulage and hire charges for cranes having a lifting-capacity of 7 tons or more will be by special arrangement.

General.—5. (a) No article weighing more than 10 tons, or which requires for its carriage a specially constructed wagon, or any alteration to a wagon, shall be received and carried except under a special agreement.

(b) The loading and unloading of heavy articles at stations or sidings unprovided with suitable lifting appliances for the handling of such packages must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements shall first have been made by the owners for loading or unloading, as the case may be.

(c) The Department does not undertake to supply cranes, nor does it guarantee the lifting-capacity thereof, or of any appliances used in connection therewith.

101. Yardage

1. Live-stock which has not been carried by or is not to be forwarded by rail, occupying or using railway stockyards, will be charged as follows :—

Cattle, 1s. 6d. per head per day or part of a day.

Calves, sheep, goats, pigs : For the first 100 or part thereof, 6d. per head per day or part of a day ; for each additional animal, 2d. per head per day or part of a day.

2. Live-stock will be held at the sole risk of owners, who will also require to make their own arrangements for feeding and watering the same.

3. Railway stockyards may be used for such live-stock only at the convenience of the Department.

102. Storage

1. **Free Allowance.**—For the purpose of computing storage charges consignees will, according to the distance of their residence or place of business from the destination station, be allowed the undermentioned periods (calculated from the time of arrival of their goods at the destination station) in which to remove such goods :—

Distance of Residence or Place of Business from Station (by Nearest Available Route).	Period Allowed when Goods are Handled by the Department and Stored.	Period Allowed when Goods are Required to be Unloaded from Wagons by Consignees.
Not exceeding 2 miles	Eight working-hours	} Eight working-hours (irrespective of distance). See paragraph 4 hereof.
Exceeding 2 miles and not exceeding 5 miles	Sixteen working-hours	
Exceeding 5 miles and not exceeding 20 miles	Three days	
Exceeding 20 miles	One week	

Working-hours shall be deemed to be from 8 a.m. to 5 p.m. Saturdays, Sundays, and days on which goods-sheds are closed for the whole day will be treated as *dies non*.