

GOODS.

3. Shipping Traffic.—(a) Except as otherwise provided, the following charges will be enforced on goods consigned to a port and held in railway wagons awaiting shipment:—

For the day of arrival, the following day, and day of shipment no charge will be made. After the expiry of that time (except as provided in subparagraph (b) hereof) 3s. per ton weight per day or part of a day will be charged.

(b) When vessels are delayed through stress of weather and the shipping company notifies the circumstances to the Stationmaster or Goods Agent at the port concerned, the charges as prescribed by subparagraph (a) may be reducible as under:—

Actual Time for which Charges are Payable.	Charges May be Reduced by
One day	50 per cent.
Two to five days	One day.
Six to nine days	Two days.
Ten days or over	Three days.

(c) The minimum charge under this paragraph will be 15s. per four-wheeled wagon per day or part of a day.

(d) In no case shall the charge based in accordance with subparagraphs (a) and (b) hereof exceed the charge for demurrage as prescribed by paragraph 1 of this regulation.

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

5. Wagon Not Used, &c.—Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every wagon 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.

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

104. Locomotive Engines

1. Locomotive engines running on their own wheels will be charged as follows:—
Under their own steam, 7s. 10d. per mile.
Dead, 9s. 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.

4. The Department accepts no liability whatsoever for any damage to or defect in any locomotive engine running on its own wheels which occurs or develops whilst the locomotive engine is in the possession of the Department and which results from the movement of the locomotive or from the management, operation, or control of the locomotive by the Department's staff.

105. Goods and 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 £1 5s. 9d. per mile; minimum charge, £14 15s. 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 14s. 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.