

GOODS—*continued*

70. Computation of Charges

1. In computing the charges on goods, the following provisions will apply :

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

(b) A package containing different rated commodities will be charged the rate applicable to the highest rated commodity.

(c) Small lots of goods of classes C, D, E, and G including goods chargeable at such rates subject to a percentage increase or decrease will be charged as per Regulation 71. Such classes of goods in quantities exceeding 5 cwt. will be subject to a minimum charge as for 5 cwt. as per Regulation 71.

(d) Except where otherwise specified, any consignment consisting of two or more commodities chargeable at different rates will be charged separately ; provided that goods of classes C, C plus 20%, or D not exceeding 5 cwt. in total weight may be grouped for charging purposes.

(e) Timber and/or all goods chargeable on weight consigned from one consignor to one consignee, loaded in the same wagon, may be grouped for the purpose of the minimum load per wagon, and the charges at the appropriate local or classified rate may be based on the actual weight of each commodity (minimum charge as per Regulation 71) under the following conditions :

(i) The total weight charged for will not be less than the highest minimum weight specified for any commodity included in the consignment.

(ii) When the actual aggregate weight of all the commodities in the consignment is less than the highest minimum weight the weight required to make up the minimum will be charged at the rate applicable to the lowest rated commodity in the consignment.

(iii) For the purpose of this subparagraph timber will 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 but 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.

2. Goods Subject to an Increase in Rate.—Where it is prescribed that the rate for any goods will be subject to a percentage or other increase, the appropriate rate will, subject to the following provisions, be so increased :

(a) Classes C and D goods subject to a percentage or other increase chargeable on actual weight at a local rate which exceeds the classified rate

The increase will not apply to the local rate but the charges will not be less than if computed at the classified rate plus the increase.

(b) Goods chargeable on actual cubic measurement

The increase will not apply (except on dangerous goods).