

## GOODS

2. **Sorting**—(a) Goods ex ship comprising two or more packages or articles hauled and charged for such haulage as per subparagraphs (b) and (c) of paragraph 5 of this section, and which require to be sorted out for delivery or for redispach, will be charged 9s. per ton, which charge shall include the unloading charge specified in clause (d) of paragraph 5 of this section (minimum charge 2s.).

(b) Goods ex ship comprising two or more packages or articles (other than those mentioned in subparagraph (a) of this paragraph) which require to be sorted out for delivery or redispach will be charged for such sorting at the following rates:

	Rate	Minimum Charge
	s. d.	s. d.
Goods, not otherwise specified, per ton .. .. .	5 0	1 3
Timber, per 100 super. ft. .. .. .	1 3	2 6

3. **Dividing**—(a) Where the consignee of any goods requires that the consignment be divided for delivery or redispach to his order the following charges will be levied on such goods in addition to those specified in subparagraphs (a) and (b) of paragraph 2 of this section:

	Rate	Minimum Charge Per Lot Delivered or Redispached
	s. d.	s. d.
Goods, not otherwise specified, per ton .. .. .	3 0	1 6
Timber, per 100 super. ft. .. .. .	1 0	1 6

(b) The charge on consignments divided for delivery or redispach to order will be enforced only on that portion of each such consignment as is subdivided for delivery or redispach.

4. **Goods Ex ship for Country Stations**—When goods landed ex ship are consigned direct from the ship to a station other than the port sorting station and are handed to the Department so that they can be forwarded direct to destination, railage, wharf to destination, is to be charged. However, when goods are not consigned direct from the ship to destination, or are landed in such a way that they cannot be forwarded direct to destination, but first have to be sorted or otherwise dealt with at the usual sorting station for the port, haulage or railage between the wharf and the port sorting station will be charged in addition to railage from the sorting station to destination. The appropriate charges for handling, sorting, and dividing will apply where incurred, in addition to the foregoing charges.

5. **Local Traffic**—The charges for traffic either ex ship for delivery at the port station or received at the port station for shipment will, for each of the undermentioned services actually performed, be as follows:

(a) *For Handling at Ship's Side*—

As specified in paragraph 1 of this section.

(b) *For Haulage from Ship to Government Shed or Public Siding, or vice versa*—

	Rate	Minimum Charge
	s. d.	s. d.
Goods, not otherwise specified, per ton .. .. .	7 0	1 6
Livestock, per four-wheeled wagon .. .. .	45 0	45 0
Ship's dunnage, per four-wheeled wagon .. .. .	20 0	20 0
Timber (Class K), per 100 super. ft. .. .. .	2 0	6 9
Timber (Class K plus 50%), per 100 super. ft. .. .. .	2 6	10 0

(c) *For Haulage from Ship to Ship or Private Store or Siding or vice versa*—

	Rate	Minimum Charge Per Four-wheeled Wagon
	s. d.	s. d.
Goods, not otherwise specified, per ton .. .. .	7 0	35 0
Livestock, per four-wheeled wagon .. .. .	45 0	45 0
Ship's dunnage, per four-wheeled wagon .. .. .	20 0	20 0
Timber (Class K), per 100 super. ft. .. .. .	2 0	35 0
Timber (Class K plus 50%), per 100 super. ft. .. .. .	2 6	52 6
Goods for which insulated wagons are ordered, per ton .. .. .	*8 0	

\*Subject to wagon minimum prescribed in section 88, paragraph 2 (c).

(d) *For Handling at Government Sheds or Public Sidings*—

	Rate	Minimum Charge
	s. d.	s. d.
Goods not otherwise specified, per ton .. .. .	*7 0	1 6
Scrap iron or scrap steel, per ton .. .. .	11 0	5 6
Timber per 100 super. ft. .. .. .	*2 6	2 6

\*Where crane charges are incurred the provisions of section 100, paragraph 1 will apply.