

GENERAL

3. **Additional Charges**—Except as otherwise provided, in cases where the nature or condition of any goods (or the containers in which such goods are packed) is such that additional charges are incurred in the handling of such goods from or to railway wagons, or in any handling incidental thereto, such additional charges will require to be borne by the consignor or consignee as the case may be.

4. **Liability**—The Department will not be responsible for loss of or damage or delay to goods where loading or unloading or covering or securing or tallying of same is not performed by the Department.

5. **Covering**—For the use of tarpaulins and sheeting charge, see section 98, paragraph 1.

123. Light and Bulky Articles

1. Except where otherwise provided, the charges for consignments of goods which by reason of their bulk in relation to weight or other circumstances connected with the nature of the goods, require the sole use of a wagon for their carriage, and which goods if properly loaded will not permit of other goods being loaded in the same wagon, will be computed at the appropriate rate for the commodity on the following minimum weights:

Per four-wheeled wagon, n.o.s., 1 ton 10 cwt.
Per Kc, Kp, Lc, Mc, Nc, Xc, or Xp wagon, 1 ton 15 cwt.
Per bogie wagon, 4 ton 10 cwt.

The minimum weight will not apply to consignments which do not require the sole use of a wagon and which, if properly loaded, permit of other goods being loaded in the same wagon, even though in the particular case the consignment may in fact have the sole use of a wagon.

Where, however, sole use of a wagon is allowed at a specific request of a consignor, the minimum weight listed above for the type of wagon concerned *will* apply.

2. The Department may decline to accept for carriage, or may accept for carriage only under special agreement, articles which by reason of excessive length, bulk, weight, or other circumstance the Department considers unsuitable for carriage, or suitable for carriage only under special conditions.

3. In the case of consignments of traffic of Classes C, D, E plus 25%, E plus 50% or G, the units of the consignment must be such as will not impose on the Department unreasonable work in handling or tallying same.

124. Wagons Overloaded or Requiring Adjustment of Load

1. **Wagons Overloaded**—Except as otherwise provided, where goods are loaded by a consignor or where a consignor has incorrectly stated the weight of the goods and the load of a four-wheeled wagon into which such goods are loaded is more than 10 cwt in excess of the maximum carrying capacity marked on such wagon, or in the case of a bogie wagon where the load is more than 1 ton in excess of the maximum carrying capacity marked on such wagon, the weight in excess of the maximum carrying capacity of such wagon will be charged as a separate consignment—viz, freight charges for the whole consignment will be computed as though an additional wagon had been used for the whole journey. When the excess weight is removed to another wagon, the owner will require to pay for such removal at the rate of 90c per ton.

2. **Wagons Unsafe**—When the load of a wagon is considered unsafe to travel, the Department will reload or adjust the same. In the case of a wagon loaded by a consignor, a charge of 90c per ton will be made for such reloading or adjusting. Minimum charge, \$2.70.

3. **Minor Timber Adjustments** which may be undertaken by the Department, such as cutting off excess lengths of uprights and cross-ties, nailing insecurely fastened cross-ties, levelling off the top of a load, closing wagon doors, etc., in order to facilitate the prompt dispatch of wagons, will be charged for at a rate of 75c per half man-hour or part thereof involved.

4. **Computation**—For the purpose of charging under the provisions of this section, the weight of timber will be calculated as follows: hardwood, 350 super. ft. to the ton; all other timbers, 450 super. ft. to the ton.

125. Miscellaneous

1. **Working Hours**—Except as otherwise provided, working hours shall be deemed to be between 8 a.m. and 5 p.m. Monday to Friday inclusive. Sundays and other days on which goods sheds are closed for the whole day will be treated as *dies non*.

2. **Acceptance of Goods**—Goods are accepted for carriage or storage only upon the express condition that the same are warranted to be fit to be carried or stored in the condition in which they are handed to the Department and not to be of a dangerous character.