

122. Loading, Unloading, Covering, or Tallying of Goods

1. **Tallying**—Except where otherwise specified, when senders who do their own loading, or consignees who do their own unloading, desire the department to check and give receipts for goods in respect of which loading or unloading charges are prescribed, a charge at 45c per ton will be made for tallying. Minimum charge, 45c. The department reserves the right to decline to undertake the tallying of goods.

2. **Loading and Unloading**—Where in respect of any goods it is specified that loading and/or unloading is to be performed by consignors and/or consignees and the loading and/or unloading is performed by the department, the charge for such handling, except where otherwise provided, will be as follows:

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| (a) For each loading or unloading (without crane) | | *\$1.13 per ton. Minimum charge, 60c. |
| (b) Where department's cranes are used— | | |
| For lifts not exceeding 30 cwt | | *85c per ton, including crane. Minimum charge, 85c. |
| For lifts exceeding 30 cwt | | *\$1.17 per ton, including crane. |
| (c) Where ships' gear or cranes other than the department's are used— | | |
| Goods, not otherwise specified | | *92c per ton. Minimum charge, 92c. |
| Coal | | 26c per ton. Minimum charge, 26c. |

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, Ks, Lc, Mc, Nc, Nf, 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.

NOTE—The provisions of this paragraph will not apply to goods which *owing to their length* require the use of a bogie wagon. Such goods will be chargeable under the provisions of section 106, paragraph 2 (b).

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 Classes, C, D, E plus 25 percent, E plus 50 percent, 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 \$1.33 per ton.

2. (a) **Wagons Unsafe**—The weight of a load shall be distributed as evenly as possible over the floor of a wagon and the load must not exceed the limits of weight, quantity, and gauge for the wagon. When the load of a wagon is considered unsafe to travel, the department will reload or adjust the same including wagons which are loaded by consignors. A charge of \$1.33 per ton will be made for unloading or adjusting wagons loaded by consignors. Minimum charge, \$4.20.

(b) If a derailment shall occur owing to any failure whatsoever on the part of the consignor to load the wagon in accordance with the provisions of subparagraph (a) hereof the consignor shall be responsible for any injury to any person or damage to any goods or property arising out of or caused or contributed by such failure, and shall meet all claims arising therefrom.

*In the case of scrap iron or steel, \$1.83 per ton will be charged for each loading or unloading, including crane if provided. Minimum charge, 92c.