

89. Petroleum Products in Owner's Tank Wagons—continued

| Miles Not Exceeding | Benzine, Kerosene, and Similar Mineral Oils Weighing Less Than 8 lb per Gallon | Crude, Residual, Lubricating, Transformer, or Fuel Oils Weighing 8 lb or More per Gallon | Miles Not Exceeding | Benzine, Kerosene, and Similar Mineral Oils Weighing Less Than 8 lb per Gallon | Crude, Residual, Lubricating, Transformer, or Fuel Oils Weighing 8 lb or More per Gallon |
|---------------------|--|--|--|--|--|
| | Rate per Ton \$ | Rate per Ton \$ | | Rate per Ton \$ | Rate per Ton \$ |
| 310 | 19.25 | 18.33 | 410 | 22.21 | 21.59 |
| 320 | 19.54 | 18.66 | 420 | 22.51 | 21.92 |
| 330 | 19.84 | 18.98 | 435 | 22.95 | 22.34 |
| 340 | 20.14 | 19.31 | 450 | 23.40 | 22.76 |
| 350 | 20.43 | 19.63 | | | |
| 360 | 20.73 | 19.96 | For each additional 15 miles or fraction thereof beyond 450 miles will be added: | | |
| 370 | 21.02 | 20.29 | | | |
| 380 | 21.32 | 20.61 | | 0.50 | 0.43 |
| 390 | 21.62 | 20.94 | | | |
| 400 | 21.91 | 21.26 | | | |

2. All tank wagons are to be loaded to their full carrying capacity.

3. With the exception of shunting charges to or from private sidings (where applicable), no charge will be made for hauling empty tank wagons.

90. Lime for Manuring Farm Lands

1. Subject to the conditions set out herein, New Zealand lime certified for use in dressing land of bona fide farms, orchards, nurseries, or market gardens within the Dominion of New Zealand and consigned direct to farmers, orchardists, nurserymen, or market gardeners in occupation of the land on which the lime is to be used, or approved lime spreaders, lime dumps, or lime stockpiles, or educational institutions whose curricula require the carrying on of farming for the purpose of instructing their students, will be charged Class F rate.

2. **Wagon Minimum**—The minimum loads of New Zealand lime which will be accepted for carriage under the provisions of this section will be as follows:

| Each Four-wheeled Wagon, n.o.s. | Each MC Wagon | Each LA Wagon | Each LC Wagon | Each R or U Wagon | Each RB, UB, or UR Wagon |
|---------------------------------|---------------|---------------|---------------|-------------------|--------------------------|
| Tons | Tons | Tons | Tons | Tons | Tons |
| 6 | 9 | 10 | 12½ | 15 | 20 |

3. **Minimum Charges**—Except where otherwise specified, any less quantity than the minimum prescribed will be charged at such minimum, or on actual weight at Class E plus 50 percent, whichever is cheaper.

4. **Handling**—The department may require all loading, unloading, or tallying to be performed by the owners. Where any such services is performed by the department, charges as provided in section 122 will be made.

2. **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 1 of this section:

| | Rate | Minimum Charge Per Lot Delivered or Redispached |
|--|------|---|
| | c | c |
| Goods, not otherwise specified, per ton .. | 65 | 36 |
| Timber, per 100 sup ft .. | 23 | 36 |

(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.

3. **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 the destination. The appropriate charges for handling, sorting, and dividing will apply where incurred, in addition to the foregoing charges.

4. **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 Haulage from Ship to Government Shed or Public Siding or vice versa—*

| | Rate | Minimum Charge |
|--|------|----------------|
| | \$ | \$ |
| Goods, not otherwise specified, per ton .. | 1.36 | 0.36 |
| Livestock, per four-wheeled wagon .. | 8.57 | 8.57 |
| Ship's dunnage, per four-wheeled wagon .. | 3.78 | 3.78 |
| Timber (Class K), per 100 sup ft .. | 0.40 | 1.26 |
| Timber (Class K plus 50%), per 100 sup ft .. | 0.48 | 1.93 |

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

| | Rate | Minimum Charge Per Four-wheeled Wagon |
|---|-------|--|
| | \$ | \$ |
| Goods, not otherwise specified, per ton .. | 1.36 | 6.82 |
| Livestock, per four-wheeled wagon .. | 8.57 | 8.57 |
| Meat, fresh, frozen, or chilled, consigned to a port or wharf for export .. | | Charge as for 1 mile at rates shown in section 88, clause 2 (a). |
| Ship's dunnage, per four-wheeled wagon .. | 3.78 | 3.78 |
| Timber (Class K), per 100 sup ft .. | 0.40 | 6.82 |
| Timber (Class K plus 50%), per 100 sup ft .. | 0.48 | 9.91 |
| Goods, not otherwise specified for which insulated wagons are ordered, per ton .. | *1.51 | |

*Subject to wagon minima prescribed in section 88, clause 2 (c).