

GENERAL

wagon to such destination station, and in addition any other necessary expenses incurred in connection with such sickness, injury, or removal.

When livestock is unloaded and reloaded by the department, owing to the wagons being overcrowded or the animals being down in the wagon, the charges for the services of unloading and reloading will be based on the actual cost to the department of the services performed.

18. The cost of removing and burying animals dying in wagons or railway enclosures and in circumstances where it is found impossible or, in the opinion of the department, not reasonably practicable to tender the carcass of such dead animals to the consignee as provided in paragraph 14 hereof, must be paid by the consignor (or consignee) at the following scale:

	\$
For each head of cattle, including calves (exceeding 6 months old), or horses ...	42.61
For each sheep, goat, dog, pig, or calf (under 6 months old)	10.66
Plus cartage charges (if any).	

19. This section does not relieve consignees of the responsibility for taking delivery of dead animals found in wagons on arrival at destination, as provided in paragraph 14 hereof.

20. Subject to the provisions of the Act any livestock not taken delivery of within one week after arrival at destination may, after notice to take delivery of same has been given to the owner or consignee or consignor, be sold by auction and the proceeds applied in payment of any sums payable in respect of such livestock and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application. If neither the owner or the consignor nor the consignee is known, or if they cannot be found, request for delivery to be taken of the livestock published in any newspaper circulating in the district or posted for a period of not less than three days at the destination station of the livestock shall be sufficient notice for the purposes of this section.

21. **Stoppage in Transit**—Should the transport of any livestock be stopped by order of any Government official at any point either before, during, or after transit and whilst still in the possession of the department in consequence of any breach by the consignor or consignee of any regulations concerning diseases of animals, or in consequence of any law or regulation prohibiting importation of such livestock or the like, the department shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations to deliver the said livestock and may deal with the same accordingly. In such cases the department shall not be liable to make any allowance of freight paid, and the consignor or consignee shall not be relieved from his obligation to pay freight.

115. Carriage of Hazardous Substances

Without limiting the right of the department to refuse to accept any goods for carriage, hazardous substances or dangerous goods will only be accepted for carriage subject to the completion of a dangerous goods declaration as prescribed from time to time by the General Manager.

116. Special Rate of Charges for Understatements

1. Where in any consignment note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate; then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 25 of the Government Railways Act 1949.

117. Fractional Parts of Cents, Tonnes, Cubic Metres, and Kilometres

1. Except where otherwise provided, in computing passenger fares, and freight and charges on luggage, parcels, etc., goods, livestock traffic, wharfage, and berthage, fractions of 1c less than a $\frac{1}{2}$ c in the final result will be omitted; $\frac{1}{2}$ c or more in the final result will be taken as 1c.

2. Where rates or charges are prescribed to be increased or decreased and a fraction of 1c occurs in the rate as so increased or decreased, such fraction shall if less than $\frac{1}{2}$ c be omitted, and if $\frac{1}{2}$ c or over shall be taken as 1c.

3. In computing charges at tonne rates, weights of less than 10 kg will be taken as 10 kg.

4. In computing rates and charges, odd fractions of a kilometre amounting to 100 m and over will be taken as an additional kilometre; less than 100 m will be omitted.

5. In computing measurement, the cubic content of any package will be calculated accurately and the final result will be rounded up to two decimal places.

Measurement of timber will be calculated as set out in section 75.

118. Reserved for Future Use

119. Charge for Diversion of Wagons While in Transit

A diversion charge of \$10.47 for each four-wheeled wagon and \$21.44 per bogie wagon will be made where the destination of wagon loads of goods or livestock is altered by the consignor or consignee while the wagon is in transit.

120. Traffic to or from Stations or Sidings Where There is no Stationmaster

1. Goods tendered for transport from or to a station or siding where there is no Stationmaster in charge will be accepted for transport and will be left at the station or siding only at the risk of the owner, who will be responsible for loading or unloading the goods. Such goods will not be accepted at "limited carrier's risk" or "declared value risk" under the provisions of section 110.