



VICTORIA GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 27.]

FRIDAY, FEBRUARY 25.

[1927.

MINING NOTICES.

AUSTRALIAN RADIUM CORPORATION NO LIABILITY.

ALL shares on which Call (No. 3) of Threepence per share and previous calls that remain unpaid are forfeited, and will be sold by public auction, at the Stock Exchange of Melbourne, on Tuesday, 8th March, 1927, at twenty minutes to Twelve a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4247

RADIUM AND RARE EARTH'S TREATMENT COMPANY NO LIABILITY.

ALL shares on which Calls (Nos. 9 and 10) of Ten shillings per share remain unpaid are forfeited, and will be sold by public auction, at the Stock Exchange of Melbourne, on Tuesday, 8th March, 1927, at half-past Eleven a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4248

WEST COAST SILVER LEAD CO. N. L.

ALL shares on which Call (No. 1) of Threepence per share remains unpaid are forfeited, and will be sold by public auction, at the office of the company, 31 Queen-street, Melbourne, on Thursday, 10th March, 1927, at twenty-five minutes to Twelve a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4249

BENKOLEN TIN PROSPECTING SYNDICATE N. L.

ALL shares on which Call (No. 1) of One pound per share remains unpaid are forfeited, and will be sold by public auction, at the office of the company, 31 Queen-street, Melbourne, on Thursday, 10th March, 1927, at half-past Eleven a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4250

IRON RIDGE PROSPECTING SYNDICATE N. L.

ALL shares on which Call (No. 1) of Two pounds ten shillings per share remains unpaid are forfeited, and will be sold by public auction, at the office of the company, 31 Queen-street, Melbourne, on Thursday, 10th March, 1927, at twenty minutes to Twelve a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4251

NEW LONG TUNNEL GOLD MINES N. L.

ALL shares on which Call (No. 48) of One penny halfpenny per share remains unpaid are forfeited, and will be sold by public auction, at the Melbourne Stock Exchange, on Wednesday, 9th March, 1927, at half-past Eleven a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4252

GOLDEN LILY G. M. CO. N. L.

ALL shares on which Call (No. 34) of Twopence per share and previous calls that remain unpaid are forfeited, and will be sold by public auction, at the Melbourne Stock Exchange, on Wednesday, 9th March, 1927, at twenty-five minutes to Twelve a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4253

SOUTH GOLDEN LILY G. M. CO. N. L.

ALL shares on which Calls (Nos. 19 and 20) of Twopence per share that remain unpaid are forfeited, and will be sold by public auction, at the Melbourne Stock Exchange, on Wednesday, 9th March, 1927, at twenty minutes to Twelve a.m., unless previously redeemed.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 4254

WALLABY GOLD MINES N. L., GAFFNEY'S CREEK.

NOTICE is hereby given that all shares in arrear of the 39th (February) Call of Threepence per share will be sold by public auction, at the Stock Exchange, Little Collins-street, Melbourne, on Tuesday, 8th March, 1927, at Twelve noon.

4255 S. J. PLAIN, Manager.



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VICTORIA
GOVERNMENT GAZETTE.

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No. 28.]

FRIDAY, FEBRUARY 25.

[1927.]

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 283.

The Victorian Railways Commissioners, in pursuance of the powers conferred in that behalf by the Railways Acts, do hereby make the following By-Law, and do hereby repeal all previous By-Laws, Conditions, Practices, Instructions, Classifications, Rates, and Charges whatsoever as relate thereto or conflict therewith

The several Rates and Charges which shall be imposed in respect of the carriage of Goods, Wool, and Live Stock over the Victorian Railways, and the Classification and Conditions under which such Goods, Wool, and Live Stock will be carried, shall be as set forth in this By-Law.

No. 28.—FEBRUARY 25, 1927.—2565.—1

The provisions of this By-Law shall become effective as from the 1st of March, 1927.

In witness whereof the Common Seal of the Victorian Railways Commission was affixed hereto this 17th day of February, in the year of our Lord One thousand nine hundred and twenty-seven, in the presence of—

(SEAL)

HAROLD W. CLAPP,

T. B. MOLOMBY,

} Victoria
Railway
Commission

Confirmed by the Governor in Council,
the 24th February, 1927.
F. W. MABBOTT,
Clerk of the Executive Council.

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DEFINITIONS AND INTERPRETATIONS.

Wherever in the Goods Rates Book the following terms are used, such terms shall have the meaning prescribed in the definition or interpretation shown hereunder in respect of each term:—

| TERM. | DEFINITION OR INTERPRETATION. |
|--------------------------|--|
| COMMISSIONERS | The Victorian Railways Commissioners. |
| RAILWAYS | The lines of railway worked by The Victorian Railways Commissioners. |
| PIER | Any Railway Pier, Wharf, or Jetty, or any Railway Breach, if used as a Pier, vested in or under the jurisdiction of the Victorian Railways Commissioners. |
| PIERMASTER | Any Railway Piermaster, Acting or Assistant Piermaster, Stationmaster, Assistant Stationmaster, or other accredited employee in charge of a Pier vested in or under the jurisdiction of The Victorian Railways Commissioners. |
| EMPLOYEE | Any officer, employee, or other person in the service of the Victorian Railways Commissioners. |
| CONSIGNOR | The company, firm, person, or persons consigning the goods or live stock for carriage. |
| CONSIGNEE | The company, firm, person, or persons to whom the goods or live stock are consigned. |
| CLASSIFICATION | The schedule in the Goods Rates Book specifying the names, kinds and descriptions of goods and the classes in which they are placed. |
| CONSIGNMENT | Any parcels, goods, or live stock consigned by one <i>bond fide</i> consignor at the forwarding station to one <i>bond fide</i> consignee at the station of destination delivered on one and the same day to the Commissioners for carriage, and entered on the consignment note. |
| CONSIGNMENT NOTE | A form approved by the Commissioners to be used for consigning goods or live stock, and signed by the consignee or by some person authorized by him for the purpose. |
| LOT | Any quantity of goods of one or more classes consigned by one or more <i>bond fide</i> consignors at the same forwarding station to one <i>bond fide</i> consignee at the station of destination delivered to the Commissioners on one and the same day. A "Lot" may consist of one or more consignments or parcels thereof. |
| GROUP | Any combination of two or more of the classes of goods which constitute a "Lot" or a consignment. |
| RATE | The charge fixed by the Commissioners for the carriage of specified weight, number, quantity, or measurement of specified kind or class of parcels, goods, or live stock over a specified distance, or between specified places, subject to every case to the "Conditions of Carriage" and the Classification. |
| TARIFF RATES | The whole of the rates prescribed in the Goods Rates Book in any authorized amendment thereof or addition thereto. |
| MILEAGE RATES | Rates based on distance, irrespective of locality. |
| DISTRICT RATES | Rates other than "mileage rates," applicable only to specified places. |
| COMMODITY RATES | Rates, other than "mileage," "District," or "package" rates, applicable only in respect of specified articles. |
| PACKAGE RATES | Rates applicable to single packages of specified descriptions. |
| THROUGH RATES | Rates covering carriage on the Victorian Railways, together with carriage on other railways, or by water or other mode of conveyance. |
| SPECIAL RATES | Non-Tariff Rates, viz., Rates other than those prescribed in the Goods Rates Book or any authorized amendment thereof or addition thereto. |
| FREIGHT CHARGE | The amount due to The Victorian Railways Commissioners for the carriage of parcels, goods, or live stock. |
| RECONSIGNMENT | A change in the original destination station of trucks or goods made under the prescribed conditions. |

GENERAL CONDITIONS FOR THE CARRIAGE OF GOODS AND LIVE STOCK.

Supplementary conditions as follow are shown on the pages specified, viz.:—

- Agricultural Shows, page 30.
- Explosives, page 20.
- Live Stock, page 231.

1. CONDITIONS TO BE ADHERED TO—

No employee of the Commissioners has any authority to dispense with or vary any of the provisions of the By-laws of the Commissioners.
All traffic is carried subject to the Railways Acts and to the By-laws of the Commissioners.

2. NON-LIABILITY OF THE COMMISSIONERS.

(A) The Commissioners will not be liable for the loss of, or injury to, any article or articles, or property of the descriptions following, that is to say:—Gold or silver coin of the realm or of any foreign State, or any gold or silver in a manufactured or unmanufactured state; or any precious stones, jewellery, watches, clocks, or time-pieces of any description; trinkets, gold or silver ores, bills, notes of any Bank; orders, notes, or securities for the payment of money; English, Colonial, or Foreign stamps; maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; furs, lace, or opium, or any of them, contained in any parcel or package which shall have been delivered for carriage by or to accompany the person of any passenger on the Victorian Railways, when the value of such article or articles or property aforesaid shall exceed the sum of ten pounds, unless at the time of delivery thereof at the station or warehouse for the purpose of being carried or of accompanying the person of any passenger aforesaid, the value and nature of such article or articles, or property, shall have been declared by the person sending or delivering the same, and the increased charges hereunder set forth (which are in addition to the freight charges) shall have been paid to and accepted by the employee duly authorized to receive the same. (See General Condition No. 24 for list of articles which are carried only by passenger train.)

(B) The following are the increased charges to be paid upon the said articles (which must be properly protected), the amount to be prepaid upon consignment of the goods:—

| Distance, in miles. | Percentage on declared value. | Minimum Additional Charge. |
|-------------------------|-------------------------------|----------------------------|
| | <i>s. d.</i> | <i>s. d.</i> |
| 1 to 101 miles | 10 0 | 2 0 |
| 102 to 251 " | 20 0 | 4 0 |
| 252 to 500 " | 30 0 | 6 0 |
| 501 to 1,000 " | 50 0 | 10 0 |
| 1,001 to 1,500 " | 60 0 | 12 0 |
| 1,501 to 2,000 " | 70 0 | 14 0 |
| Over 2,000 " | 80 0 | 16 0 |

The above rates are applicable to Inter-State consignments as well as to local traffic.

THE COMMISSIONERS WILL NOT, WITHOUT NEGLIGENCE ON THEIR PART, BE RESPONSIBLE FOR—

(A) Loss or misdelivery of any goods improperly or insufficiently marked, directed, or described, nor for loss of, or damage to, any goods which are insufficiently or improperly packed or secured; nor will they be responsible for any loss or damage occurring to goods consisting of a variety of articles in the same package liable by breakage to damage each other or other articles, or arising from leakage due to bad vessels or bad cooerage, or to ventilation.

(b) Nor for damage to fruit, fish, meat, poultry, game, and other perishable commodities arising from the perishable nature of such commodities, or from the same not being taken away forthwith on arrival at the destination station.

(c) Nor for any loss arising from delay in the delivery of goods which may have been occasioned by flood, storm, tempest, or other unforeseen cause.

(d) Nor for any loss of or injury to any articles, goods, or things put into crates, boxes, packages, cases, or baskets, marked, described, returned, delivered, or represented as "Empties."

4. ALTERNATIVE RATES FOR CARRIAGE AT COMMISSIONERS' RISK OR OWNER'S RISK.

The Commissioners have two rates for the carriage of the classes and descriptions of goods after specified at either of which rates the goods may be consigned at the sender's option: the ordinary rate called the Commissioners' Risk rate when the Commissioners take the ordinary rate of a common carrier; the other a lower rate called the Owner's Risk rate which is adopted when the sender undertakes or agrees to relieve the Commissioners from all liability in respect of loss, delay, injury, or damage except upon proof that such loss, detention, injury, delay, or damage has resulted from the wilful misconduct of the Commissioners' servants.

The goods to which the said two rates apply are as follow:—Such goods as are classified in the Goods Rates Book under Classes M, Grain, AP, A, AA, B, BB, C, 1 plus 10 per cent. and 2 plus 10 per cent. and at rates less than Class 1.

The rates chargeable for the carriage of goods consigned at the Commissioners' Risk Rate or the Owner's Risk Rate are the rates respectively specified in the Goods Rates Book as Commissioners' Risk Rates and Owner's Risk Rates. Provided nevertheless that the freight charge payable in respect of any goods consigned at the Commissioners' Risk Rate shall be at least 1s. 3d. in excess of the freight charge that would have been payable in respect of such goods if the same had been consigned at the Owner's Risk Rate. Provided further that goods consigned under Classes 1 and 2 and the Vehicles' Class in the Goods Rates Book unless otherwise specified shall be carried at the Commissioners' Risk.

Traffic to or from unattended stations platforms or sidings, stations in charge of caretakers, or private sidings.

Goods consigned to any unattended station platform or siding, station in charge of a caretaker, or private siding will only be accepted upon the conditions that the Commissioners will not be responsible for any loss or damage to such goods arising from the negligence on their part be responsible for the quantity or condition of such goods when they are placed upon or left at any such unattended station platform or siding, station in charge of a caretaker, or private siding, even when the goods are consigned at the Commissioners' Risk Rate.

Goods consigned from any unattended station platform or siding, station in charge of a caretaker, or private siding will only be accepted at the Commissioners' Risk Rate when the sender gives reasonably sufficient notice to the Commissioners to enable them to have the goods tallied at the cost of such tallying in addition to the Commissioners' Risk Rate. (For tallying charges see General Condition No. 5).

The above conditions do not apply to Damageable Goods when not properly protected by packing as to which see General Condition No. 6, nor to Explosives and goods of a dangerous nature as to which see General Condition No. 40.

5. TALLYING CHARGES FOR GOODS CONSIGNED AT COMMISSIONERS' RISK OR OWNER'S RISK AT UNATTENDED STATIONS PLATFORMS OR SIDINGS, STATIONS IN CHARGE OF CARETAKERS OR PRIVATE SIDINGS.

Where it is desired to consign goods at the Commissioners' Risk Rate from any unattended station platform or siding, station in charge of a caretaker, or private siding, reasonably sufficient notice must be given to the Commissioners to enable them to have the goods tallied and the tallying charges shall be the wages and expenses of a suitable employe computed from the time such employe leaves his home station until his return thereto, must be paid in addition to the Commissioners' Risk Rate.

6. DAMAGEABLE GOODS.

Any damageable goods such as those set out hereunder if properly protected by packing may be consigned at the sender's option at the Commissioners' Risk Rate or at the Owner's Risk Rate. The Commissioners will not accept any such damageable goods for carriage at the Commissioners' Risk Rate.

late except when properly protected by packing, but the sender may, at his option, consign the said goods not so protected at the Owner's Risk Rate if in consideration thereof and of the consequent saving of the cost of packing and of the reduced weight of the consignment and of any other advantage which may be derived therefrom, he agrees to relieve the Commissioners from all liability for loss or injury to such goods except upon proof that such loss or injury arose from wilful misconduct on the part of the Commissioners' servants (for form of consignment note see page 253).

The following is a list of damageable goods, but it is not exhaustive, and the Commissioners reserve to themselves the right to refuse other descriptions of goods not properly protected except upon the above-mentioned terms:—

| | | | |
|---|-------------------------------|--|---|
| Aerated Waters | } in un- covered crates | Drapery | Motor Cars, secondhand |
| Ale, Beer, Porter | | Eathenware | Motor Car bodies and chassis |
| Ale, Bux, Camp, &c. | | Engravings | Motor Cycles |
| Art. Works of | | Eggs | Motor Cycles, with sidecar attached |
| Accumulators, Electric | | Furniture | Motor Cycle Sidecars |
| Baths, Metal | | Furs | Motor Cycle Sidecar Chassis |
| Bath Heaters | | Flavor, for cordials | Mouldings, gilt and N.O.S. |
| Bath Screens | | Fragile and Brittle Goods, N.O.S. | Oil, in tins, uncased |
| Billiard and Bagatelle Tables | | Fenders, marble | Ornaments, plaster and cement |
| Biscuits | | Flower Pots | Ornaments, N.O.S. |
| Bicycles and Tricycles | | Glass, plate or window | Ovens, camp |
| Boats, rowing, racing | | Glassware | Potteryware |
| Bottles | | Go-carts and Perambulators | Pipes, glazed and unglazed cathenware |
| Blankets, Flannels, Woollens and Rugs | | Grates | Paintings |
| Boilers, Washing, Kitchen and N.O.S., including iron frames | | Granite | Plaster and Fibrous Plaster Sheets |
| Bags, Bird | | Gravestones, including tomb and headstones | Plaster Cornices, Mouldings, Ovolos, and Scotia |
| Cheese | | Grindstones | Plaster Ceilings, Centre-pieces, and Panels |
| Chimney Pots, earthenware | | Hardware, N.O.S. | Pianos and Organs |
| Chimney Tops, Iron | | Hats and Millinery | Piping, down |
| China-ware, N.O.S. | | Hearthstones | Retorts, clay |
| Confectionery | | Hollowware, N.O.S. | Slabs, slate, for billiard tables |
| Cordials, or any liquid in bottles, in uncovered crates | | Honey | Stoneware |
| Crockeryware | | Hose | Sanitary Ware |
| Canoes | | Instruments, musical, scientific, &c. | Silks |
| Crucibles, clay | | Iron and Steel—Castings, Grat- ings—cast iron, Pipes—cast iron, Railings, Down Pipes— cast iron | Stamps |
| Carboys, empty | | Ironmongery, N.O.S. | Statuary |
| Canisters | | Japanned Ware | Slates |
| Cotton Goods | | Jars | Stoves |
| Cement and Concrete Articles as under— | | Joinery | Stove Pipes |
| Blocks, Copper Stands, Cul- verts, Gutter Crossings, Chimneys in sections, | | Lace | Spirits, also Bitters, Brandy, Liquers, and Wine, N.O.S. |
| Troughs—washing, sheep, pig, or cattle, Inverts, Plates, Flag-pieces, Curbs, Man-hole Covers, Pipes and Pipe Collars, Posts—bridge, fencing and gate, Poles, Garden Rollers, Sluice Gates, Inspection Shafts, Tanks— water and septic, Vats | | Lampware | Syphons, sodawater |
| Demijohns | | Lamps, hall and street | Tiles |
| Doors, wire and glazed | | Maps | Tins, empty |
| | | Marble | Tinware, N.O.S. |
| | | Machines, sewing | Toys |
| | | Machine Castings, light or fragile | Urinals, cathenware |
| | | Meters, water or gas | Vehicles, new and secondhand |
| | | Mirrors and Looking Glasses | Washing Boards, glass |
| | | Medicines, in bottles and jars, N.O.S. | Window Sashes, glazed |
| | | Motor Cars, new | Windows, wire |
| | | | Wire Stands and Frames. |

CONTENTS OF PACKAGES TO BE SPECIFIED—

The Commissioners will not be bound to receive or forward any packages, whether at their risk or at the risk of the owner, unless the contents thereof be specified if required at the time of delivery for carriage. The Commissioners reserve the right to refuse goods which they or their employees may adjudge to be unsafe or unfit for carriage or of a dangerous nature.

ATTENTION IS CALLED TO SECTION 86 OF THE RAILWAYS ACT 1915, No. 2716, REPEATED HEREUNDER:—

"The Commissioners may test, gauge, or open any cask, case, package, parcel, or consignment whatsoever of goods delivered or offered to the Commissioners for transmission by any railway, and may examine and inspect the contents thereof in order to ascertain and determine whether the description, value, quantity, number, nature, and character of the contents are correctly described in the consignment note, or invoice, or bill of lading attached to such cask, case, package, parcel, or consignment."

8. TIME OF ARRIVAL OR DELIVERY NOT GUARANTEED—

The Commissioners do not guarantee, under any circumstances, the arrival or delivery of any goods (perishable or otherwise) at any particular time, by any particular train, or at any particular market; neither do they undertake to advise consignees of the arrival of goods.

9. ADDRESSING—

All goods must be fully and distinctly addressed, or either branded or marked with the initials of the consignee as well as the designated Railway Station marks which are scheduled on pages 260 to 318 hereof.

10. CONSIGNMENT NOTES—

(A) All Goods delivered to the Commissioners for carriage shall be accompanied by a consignment note, in such one of the forms prescribed on pages 251 to 255 of the Goods Rates Book as may be required. Provided that if a satisfactory undertaking be given by any consignor in the form approved by the Commissioners, the consignment notes supplied by such consignor, if considered suitable, be accepted in lieu of the consignment notes in the form prescribed aforesaid.

(B) The number of packages and a full and accurate description of the goods contained therein so delivered shall be entered on the consignment note, which must be signed by the consignor, or by the person sending, delivering or bringing such goods as the case may be.

(C) The acceptance of a consignment note by or on behalf of the Commissioners shall be regarded as evidence that the parcels, goods, or live stock specified therein have been received by them, unless the whole of the consignment is delivered to them at the same time with the consignment note, and a receipt therefor has been given by the proper employee of the Commissioners.

ATTENTION IS CALLED TO SUB-SECTIONS (1) AND (2) SECTION 35 OF THE RAILWAYS ACT 1915, No. 2716, REPEATED HEREUNDER:—

"(1) Any person who makes a false or misleading statement as to the description, quantity, number, measurement, or weight of live stock or goods delivered or offered for carriage on any railway, or with respect to any consignment note, or invoice, or bill of lading, or refuses or neglects to give an account of any live stock or goods upon any railway, or produce his consignment note, or invoice, or bill of lading to any officer or employee of the Commissioners demanding the same, or gives a false account, or removes, interferes with, conceals, or attempts to remove, interfere with, or conceal any part of such live stock or goods, with intent in any such case to avoid the payment, or to conceal the non-payment of any rates payable in respect thereof, shall be liable to a penalty of not more than ten pounds.

"(2) If any consignment note, or invoice, or bill of lading in connexion with live stock or goods is presented having the value, measurement, quantity, number, or weight of such live stock or goods understated, or the description misstated, to the prejudice of the Commissioners, on such consignment note, or invoice, or bill of lading, the person responsible for the payment of the freight for such live stock or goods shall be liable to the payment of double the ordinary freight charges otherwise payable on such live stock or goods."

11. CONSIGNEES REFUSING TO RECEIVE GOODS—

In the event of consignees refusing to receive goods invoiced to them, such goods shall be returned to the sending station until instructions have been obtained from the consignor who will, if possible, be advised of the refusal.

12. HOURS FOR RECEIPT AND DELIVERY OF GOODS—

Goods will be received and delivered at all stations open for goods business on days other than Sundays and days declared by the Commissioners as holidays for goods sheds as under:—

| | Week days other than Saturdays. | | Saturdays. | |
|--|--|------|---|-------|
| | A.M. | P.M. | A.M. | P.M. |
| Melbourne "A" Goods Sheds | 8 0 | 5 0 | 7 0 | 12 30 |
| Suburban stations (including those on lines to Ashburton, Ringwood, Broadmeadows, Darling, Deepdene, Fawkner Cemetery, Fitzroy, Heidelberg, Kew, Frankston, Oakleigh, Port Melbourne Pier, Reservoir, Sandringham, St. Kilda, Sunshine, Williamstown, and Newport to Sunshine) | 7 30 | 5 0 | 7 30 | 1 0 |
| | Week days other than Saturdays or day of weekly half-holiday if observed in the town on a day other than a Saturday. | | Saturdays or day of weekly half-holiday if observed in the town on a day other than Saturday. | |
| Country stations (outside the area shown for Suburban stations) | 8 0 | 5 0 | 8 0 | 1 0 |

At Bendigo, Ballarat and Geelong, the Goods Sheds are closed daily, Saturdays excepted, from 12 noon to 1 p.m.

During the grain season, *i.e.*, from 15th December to last day of March in each year, the gates leading to goods yard at grain stations may, if necessary, be kept open until 6 p.m. daily, including Saturdays, except Sundays and days declared by the Commissioners as holidays for Goods Sheds, for the receipt or despatch of grain.

If, however, it be necessary in order to avoid demurrage, consignees may be permitted to unload but not to remove goods up to 5 p.m. on Saturdays or other days upon which the weekly half-holiday is observed. For Suburban Wood Sidings, see page 32.

13. DETERMINATION OF WEIGHT—

All goods shall, except otherwise provided, be charged at the actual gross weight computed at 2,240 lbs. to the ton, and wherever in the Goods Rates Book it is prescribed in respect of any goods that the weight thereof shall be computed by measurement or by a specified number of packages to the ton, the Commissioners reserve the right to charge at the actual gross weight if considered advisable. For exceptions, see page 120.

14. FRACTIONAL PARTS OF DAYS, HUNDREDWEIGHTS, PENCE, AND MILES—

The fractional parts of days, hundredweights, pence, and miles shall, unless otherwise specified, be charged as under:—

- (1) DAYS.—Any fractional part of a day as one day.
- (2) CWTs.—Any fractional part of 1 qr. less than 14 lbs. will not be charged for, 14 lbs. and over will be charged as 1 qr., provided that if goods in any class weigh less than 1 qr., they shall be charged as 1 qr., subject to the classification and the Tariff for "Smalls."
- (3) PENCE.—Fractions of one penny less than one half-penny will not be charged for; half-penny and over will be charged for as one penny.
- (4) MILES.—Any fractional part of a mile, in respect of State traffic, shall be charged as one mile; and in respect of Inter-State traffic, fractions of a mile on each of either State's proportion of the through mileage shall be charged as one mile.

15. CONSIGNEES TO GIVE RECEIPT—

A written receipt must be given by consignees for all goods received from the Commissioners. The Commissioners may demand proof of the right of the person applying for goods to receive the same or an indemnity-note signed by two approved sureties, if there be any reasonable doubt as to the person applying for the goods being entitled to receive same.

16. DELIVERY OF GOODS—

The Commissioners reserve the right to deliver any goods at the address of the consignee and to charge for such delivery, in all cases in which the consignor or the consignee of goods does not give notice to the proper employee of the Commissioners that delivery is to be taken at the railway station by the consignee.

17. FREIGHT AND OTHER CHARGES TO BE PAID ON DEMAND—

(A) The authorized charges on all goods must be paid on demand, and in default of payment the Commissioners reserve the right to detain and sell the goods on which such charges are payable, or to detain and sell any other property which they may then or at any future time have in their possession belonging to the person by whom such charges are payable, in order to realize the amount due. If the amount realized be insufficient to cover all charges payable, the Commissioners may take legal proceedings to recover the deficiency.

(B) The Commissioners may require the charges in respect of any goods to be paid at the forwarding station, or they may permit the charges to be collected at the destination station.

(C) The Commissioners reserve the right to refuse to receive or forward any consignment the value of which is not considered to be equal to the amount of the freight charge, unless the same be paid in advance or unless the consignee has a credit account.

(D) Credit for payment of freight and other charges will not be allowed except by arrangement with the General Passenger and Freight Agent.

18. CLASS WEIGHT MINIMUMS—

The minimum weights which shall, except otherwise specified, be charged for the carriage of goods are as follow, viz:—

| Class. | Truck Loads. | | | | | | Smaller Quantities. | |
|-----------|---|-----------|------------|------------|------------|---|---|---|
| | Capacity of Truck. | | | | | | Rate. | Minimum Weight. |
| | 10 tons. | 11 tons. | 12 tons. | 16 tons. | 20 tons. | All other trucks. | | |
| | Minimum Weight. | | | | | | | |
| | tons. | Tons.cwt. | Tons. cwt. | Tons. cwt. | Tons. cwt. | | | |
| Manure .. | 9½ | 10 9 | 11 8 | 15 4 | 19 0 | Full carrying capacity less 5 per cent. | Firewood A.P. A Actual weight subject to Smalls Minimum | |
| M. | 9½ | 10 9 | 11 8 | 15 4 | 19 0 | Full carrying capacity less 5 per cent. | A B Actual weight subject to Smalls Minimum | |
| A.P. | 9½ | 10 9 | 11 8 | 15 4 | 15 4 | Full carrying capacity less 5 per cent. | S.A.P. A B Actual weight subject to Smalls Minimum | |
| Grain .. | 9½ | 10 9 | 11 8 | 15 4 | 19 0 | Full carrying capacity less 5 per cent. | S.A.P. less 10 per cent. A less 10 per cent. B less 10 per cent. 3 tons Actual weight subject to Smalls Minimum | |
| Firewood | As prescribed in the loading scale on page 124. | | | | | | | |
| A. | Tons 2 | | | | | | | B Actual weight subject to Smalls Minimum |
| B. | 1 | | | | | | | C Actual weight subject to Smalls Minimum |
| Bb. | 1 | | | | | | | C less 10 per cent. Actual weight subject to Smalls Minimum |
| C. | 1 | | | | | | | 1 Actual weight subject to Smalls Minimum |
| 1 | Actual weight subject to Smalls Minimum | | | | | | | |
| 2 | Actual weight subject to Smalls Minimum | | | | | | | |

NOTE.—1. For Smalls Minimum see page 106.

2. The class rate provided for the minimum tonnages shown, or alternatively for the lesser quantities specified, may be charged (subject to the tonnages stipulated therefor as a minimum) for lesser quantities where it is cheaper than to charge the rate applicable to the actual weight.

3. The Department does not undertake to supply any particular class of truck, and the several minimums specified will be charged in accordance with the class of truck used.

4. Mixed Truck Loads of Agricultural Produce—

When mixed lots of agricultural produce in the Grain Class, for which different tonnage minimums are prescribed, are consigned on the same day by one consignor at one station to one consignee at the same destination station in the same truck, the freight on the total weight of the consignment shall be computed at the Grain Rate, subject to the highest truck load minimum prescribed for any of the agricultural produce comprising the consignment, provided that, if cheaper, each kind of such agricultural produce may be charged separately at its prescribed truck load minimum under the Grain Rate or at the alternative rates prescribed for lesser quantities.

EXCEPTIONS (i) *Chaff loaded with other Agricultural Produce.*

When other agricultural produce in the Grain Class for which a higher tonnage minimum is prescribed than for chaff, is loaded with chaff in the same truck which is consigned on the same day by one consignor at one station to one consignee at the same destination station, the total tonnage of such chaff and other agricultural produce shall be charged pro rata at the Grain Rate subject to the tonnage minimum prescribed for chaff being increased by 10 cwt. for each ton or portion thereof of such other agricultural produce contained in the consignment.

(ii) *Bran, Pollard, or Sharps loaded with Flour or Wheat.*

Truck loads comprising one consignment and consisting of mixed lots of flour, bran, pollard, sharps or wheat, shall be subject to the truck load minimums prescribed for bran, pollard, or sharps, PROVIDED THAT THE QUANTITY OF FLOUR AND/OR WHEAT SO LOADED SHALL NOT EXCEED HALF OF THE TOTAL WEIGHT OF THE CONSIGNMENT.

If the weight of the flour and/or wheat exceeds half the total weight of the consignment, the higher truck load minima provided for flour and wheat shall apply.

5. Mixed Truck Loads of Kerosene and Motor Spirit—

When mixed truck loads of motor spirit and kerosene are consigned in the same truck on the same day by one consignor at one station to one consignee at the same destination station, the freight shall be computed at the truck load rate for the actual weight of each of the commodities comprising the consignment, subject to a minimum of 8 tons per 10, 11, or 12 ton truck and 12 tons per 16 or 20 ton truck.

19. MINIMUM CHARGE—

In no case (except in respect of package rates or where a special minimum charge is specified in the classification) shall the freight charge on any consignment be less than as prescribed in the tariff for "Smalls."

20. DIVIDED CONSIGNMENTS—

(A) Two or more Consignors to One Consignee.

Goods, with the exceptions specified below, consigned on the same day by two or more consignors at one station to the same consignee at the same destination station, shall be treated as one consignment provided that (except in the case of caretaker and unattended stations, where the freight must be prepaid) the freight charge thereon be paid by such consignee.

Exceptions:—

Butter, milk, cream, cheese, eggs, hides, skins, honey, poultry (live or dead), rabbits, hares, vealers, porkers, vegetables and fruit (other than fruit for export).

(B) One Consignor to Two or more Consignees.

Consignments comprising goods specified in Classes "M," "AP," Grain, or Manure, in truck loads of not less than the minimum tonnage specified for the particular description of goods, consigned on the same day by one consignor at one station to two or more consignees at the same destination station shall be charged at the truck load rate of the respective class.

(C) Two Consignors to Two or more Consignees.

Manures in full truck loads consigned on the same day by two or more consignors at one station to two or more consignees at the same destination station, shall be treated and charged as one consignment provided that (except in the case of caretaker and unattended stations where the freight must be prepaid) the freight charges thereon be paid by the respective consignees.

(D) Consignments for Two Stations on the same Line.

Each consignment for different stations shall be treated as a separate lot, and charged accordingly with the following exception, viz. :—

Flour, bran, pollard, and sharps, in truck loads specified for the respective commodities consigned on the same day by one consignor at one station to two or more consignees at two or more stations on the same line, shall be charged—

- (a) for the freight on the consignment to the first destination station, at the truck load rate for the actual weight; and
- (b) for the consignments to the other destination stations at the alternative rates and conditions applicable to less than truck loads from the original forwarding station to such other destination stations,

provided that the freight be prepaid on each consignment, which shall be consigned direct to destination station.

21. CONSIGNMENTS CONSISTING OF GOODS IN TWO OR MORE CLASSES—

(A) Subject to the provisions of clause B of this condition, goods classified in two or more classes consigned to one consignee may, if it be cheaper than to charge separately, the goods in each class at the rates and conditions applicable to each class, be aggregated into one or more groups, and the total weight of each such group charged under the rates and conditions applicable to the goods in the highest class in each such group.

(B) If any goods in Classes B, C, 1 and 2 be reduced in class when consigned in specified quantities, or for any other reason, the rate of the class to which such goods are reduced shall be charged only when the specified quantity of such goods is consigned and any other reason under which such goods are reduced in class is complied with. Provided that where several kinds of goods classified under the same class are reduced to the next lower class in specified large quantities they may all be charged together at the rate of such lower class if their combined weight is equal to the highest specified weight for any one description of the goods so grouped, and they are of such character that they can be loaded in the same truck.

22. TRUCK LOAD CONSIGNMENTS—

(A) Wherever in the classification of goods it is provided in respect of any goods that a lower rate shall be charged if a specified minimum tonnage be consigned and loaded in a truck, the truck may be loaded with such goods up to its full carrying capacity, and the quantity, if any, so loaded in such truck in excess of the specified minimum tonnage shall be charged *pro rata*.

(B) Wherever in the conditions of carriage it is specified that goods chargeable in a class shall be carried in truck loads in certain specified minimum quantities which are less than the full carrying capacity of the trucks, the consignor may be required to, as far as practicable, load the trucks to their full carrying capacity.

23. CONSIGNMENTS TO BE FOR ONE BONA FIDE CONSIGNEE—

Wherever in the Goods Rates Book it is prescribed, in respect of any rate or class, that a specified minimum weight must be consigned, it means that such minimum weight must be forwarded for one *bona fide* consignee only; and if the goods are intended for more than one *bona fide* consignee at destination, then the Commissioners reserve the right to charge for the goods separately as if properly consigned in the first instance.

24. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE—

The Commissioners do not accept for carriage by Goods trains any package weighing less than 14 lbs., nor any package of rabbit, hare or other furred skins weighing less than 56 lbs., nor any consignment of gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold and silver coin or bullion, bills, bank notes, orders, notes, or securities for the payment of money, stamps, or title deeds, but such consignments must be forwarded by Passenger trains at Parcels rates.

25. MILEAGE RATES TO BE CHARGED UNLESS OTHERWISE PROVIDED—

The mileage rates shall be charged in all cases except where other rates are published in the Goods Rates Book, or in authorized amendments thereof, or additions thereto, or elsewhere otherwise authorized by the Commissioners.

26. LONG ARTICLES—

(A) Any article of such a length as to require more than one four-wheeled truck for its carriage will be subject to a minimum charge of two tons for each four-wheeled truck, whether such be used in carrying the load or as a safety truck, when it is necessary to supply additional trucks solely for the carriage of such long articles. Provided that if the trucks so used contain an average of two tons each of any kind of goods for the same consignee including such long articles, no extra charge in excess of the usual freight charge shall be imposed for the long articles.

(B) The foregoing does not, however, apply to long lengths of Hardwood Timber, Logs, &c., for which the truck load minimums prescribed on page 65 will be applicable to the truck or trucks carrying the load and a minimum of 2 tons per four-wheeled truck for the use of any safety trucks in connexion therewith. Nor will any extra charge be imposed in respect of any trucks acting as safety trucks to timber or other articles not exceeding 24 feet in length which project over the end of the truck in which they are loaded.

(C) Bogie trucks shall be regarded as equal to two four-wheeled trucks, and 50 feet Q trucks as equal to four four-wheeled trucks, when carrying this description of traffic.

(D) The loading of long articles must be done to the satisfaction of the proper employee of the Commissioners.

(E) No long article which requires for its carriage the use of more than four four-wheeled trucks shall be received and carried, except under special agreement.

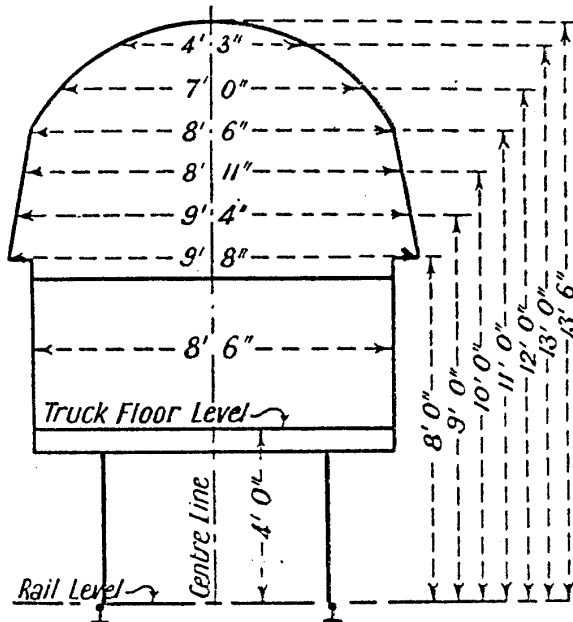
27. BULKY ARTICLES—

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the Loading Gauge diagram below (viz., 13 feet 6 inches in height from the rail level in the centre and gradually rounded to 11 feet in height at the sides, not more than 8 feet 6 inches across, and not projecting more than 6 inches over the truck at each end). Such articles shall not be received and carried except under special agreement. (See page 257.)

Loading Gauge.

HEIGHT AND WIDTH OF LOADING.

Loads must not be made higher or wider than the authorized gauges shown in the following diagram:—



28. HEAVY ARTICLES—

The loading and unloading of heavy articles at stations or sidings unprovided with proper facilities therefor must be undertaken by the owners at their own risk and expense, and no articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements are made by the owners for loading or unloading, as the case may be.

No article weighing more than ten tons, or the weight of which exceeds the lifting capacity of the cranes at the receiving and forwarding stations, or which requires for its carriage specially constructed truck, or any alteration in a truck, shall be received and carried under special agreement. (See page 257.)

29. CLAIMS—

Claims for detention or loss of, or damage to, goods will not be allowed unless lodged in writing with the Commissioners within fourteen days after the date on which such goods were or should have been delivered, and no claim will be allowed if lodged after the goods alleged to have been damaged have been removed from the premises of the Commissioners, and a receipt given.

30. SALE OF GOODS—

Any goods on the railway premises, or stored elsewhere by the Commissioners, which are not claimed and removed by the owners may be sold by the Commissioners, after the expiration of the time hereinafter specified, and after deducting any amount which may be due therefor for freight, storage, and other charges, including the expenses of sale, the Commissioners shall pay the surplus (if any) to the owner on demand:—

- (A) Any goods likely to deteriorate may be sold forthwith.
- (B) All empties may be sold after the expiration of seven days.
- (C) All other goods may be sold after the expiration of six months.

31. DEMURRAGE—

GENERAL TRAFFIC.—The following provisions, marked respectively with the figures 1, 2, 3, 4, and 5 shall be applicable to all classes of traffic other than traffic for export expressly referred to in this By-law under the heading "Export Traffic":—

1. A demurrage charge of 12s. 6d. per four-wheeled truck, £1 5s. per bogie truck, and £2 10s. per 50-ft. Q or QB truck shall be imposed and levied in respect of each day or part of a day of 24 consecutive hours, in every case in which any truck is detained, either for loading or unloading purposes, beyond the time hereinafter prescribed.
2. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the loading of goods into trucks shall be performed or carried out by the owner or consignor, three working hours will be allowed for the loading of each such truck, and if such loading be not completed and the truck consigned within that time, demurrage at the rates specified shall be imposed and levied.
3. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the unloading of goods from trucks shall be performed by the owner or consignee, eight working hours after arrival will, subject to the provisions of the following clause, be allowed for the unloading of each such truck, and if the unloading of goods from such trucks be not completed within that time, demurrage at the rates specified shall be imposed and levied.
4. Notwithstanding anything to the contrary herein contained (a) the proper authority of the Commissioners may direct, in writing, that certain specified trucks be loaded within a prescribed period of less than eight working hours, and in the event of the refusal, neglect, or failure of the consignee thereof to comply in such direction, demurrage at the rates specified shall immediately become due in respect of such trucks; or (b) the Commissioners may at their option load or unload goods into or from trucks (as the case may be) at the risk of the owner, consignor, or consignee, and the goods so loaded or unloaded shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and such other costs or charges as may be or as may become due.
5. For the purposes of the foregoing provisions the working hours of each day shall mean the hours from 8 a.m. until 12 noon, and from 1 p.m. until 5 p.m.

The operation of the foregoing provisions, marked respectively 1, 2, 3, 4, and 5, shall be applicable to any Sunday, nor to any other day which may be declared by the Commissioners as a holiday for goods sheds.

EXPORT TRAFFIC.—The following provisions, marked respectively with the letters (a), (b), and (c), shall be applicable to trucks containing goods for the Victoria Dock, Melbourne, Williamstown Pier, Port Melbourne Pier, Geelong Pier, Warrnambool Pier, Port

ier, and Port Fairy Pier, delivered at such wharf, dock, or pier respectively, or at any siding yard in connexion with the traffic to the said wharf, dock, or pier respectively:—

- (A) A demurrage charge of 12s. 6d. per four-wheeled truck, £1 5s. per bogie truck, and £2 10s. per 50-ft. Q or QB truck shall be imposed in respect of each day or part of a day of 24 consecutive hours in every case in which any truck is detained for unloading purposes beyond the time hereinafter prescribed.
- (B) Consignees will, subject to the provisions of clause (c), be allowed time to unload trucks as described hereunder, viz.:—

The total number of trucks on hand for each of the places herein mentioned for each consignee shall be ascertained and computed at 7 a.m. daily, and the total number of trucks unloaded or reconsigned to another station by or on account of each such consignee during the succeeding 24 hours ending at 7 a.m. on the following day shall be deducted therefrom, and in respect of the balance, if any, demurrage at the rates specified shall be imposed and levied.

Provided always that in respect of any truck transferred, credit therefor shall only be given to the transferrer and not to the transferee, and only in the event of the unloading of such truck prior to the hour of 7 a.m. next following the hour at which such transfer was effected.

EXAMPLE—

If there are 40 loaded trucks on hand for a consignee at 7 a.m. on Monday, and 30 trucks containing goods for that consignee are unloaded or reconsigned to another station during the 24 hours ending at 7 a.m. Tuesday, demurrage would then be due on 10 trucks.

- (c) Notwithstanding anything to the contrary herein contained (1) the proper employee of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than the time herein prescribed, and, in the event of the refusal, neglect, or failure of the consignee thereof to comply with such directions, demurrage at the rates specified shall immediately become due in respect of such trucks; or (2) the Commissioners may, at their option, at the risk of the owner or consignee, unload goods and, at the like option, store the same, and such goods shall be subject to the cost of such unloading and storage in addition to the freight, and such other costs and charges as may be or as may become due.

The operation of so much of the foregoing provisions, marked respectively A, B, and C, as relates to export traffic shall not be applicable to any Sunday.

ALL TRAFFIC.—The following provisions shall be applicable to all classes of traffic, whether for export or otherwise:—

- (A) Any account rendered for demurrage, loading, unloading, storage, and such other costs and charges as may be imposed in respect of any goods shall be paid to the Commissioners within 24 hours of the time of rendering such account.
- (B) In default of payment within 24 hours the Commissioners may detain and sell such goods, or any part thereof, or, if the same shall have been removed from the premises of the Commissioners, they may detain and sell any goods within such premises belonging to the person liable to the payment of such charges, and out of the moneys arising from such sale may retain such charges, together with all charges and expenses arising out of or in consequence of the detention and sale of such goods, and shall render the surplus, if any, of the moneys arising from such sale and such of the goods as shall remain unsold to the person entitled thereto.
- (C) In the event of delay in the loading or unloading of goods from any truck owing to unfavorable weather conditions, the Commissioners will, on request, investigate and accord fair consideration to every claim for a refund of the demurrage charged which accrued during the period such unfavorable weather conditions prevailed.

12. LOADING AND UNLOADING CHARGES (See page 126)—

(A) Subject to the provisions of clause (c) of this condition, the rates chargeable for goods in Classes 1 and 2, and also for kerosene (other than in 8 or 12 ton truck loads), sugar, rice, beer in bulk, galvanized iron, wool, milk and cream at the package rate, other single packages at the package rate, consignments not exceeding three cwt. subject to the tariff for "Smalls," and empties at a fixed rate per package shall include loading and unloading.

(B) The loading and unloading of goods in Classes M, A.P., Grain, S.A.P., A, AA, B, Bb, and C, and all other goods not provided for in clause (A) of this condition, should, unless otherwise specified, be performed by and at the risk of the consignor and consignee respectively. If this work be done by the Commissioners, a charge of 1s. 3d. per ton will be made for each service, which charge will include covering and lashing, if required, provided that the tariff rate, plus either for both of the loading and unloading charges, shall not exceed the rate applicable to Class 1. (For exceptions see page 126.)

(C) The loading and unloading of all goods at the places shown in italics on pages 260 to 317 hereof must be performed by or at the cost of the consignor or consignee, as the case may be.

33. WEIGHING OF GOODS (See page 120)—

(A) All grain, viz., wheat, oats, barley, rye, and maize consigned for delivery at Warrambool, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighing by sworn weighers appointed under the provisions of section 170 of the *Railways Act* No. 2716.

A certificate of the total weight of the grain and of the bags containing the same as obtained by the sworn weighers will on application being made therefor by the consignor or consignee, or both, be supplied by an officer of the Commissioners, who for the purpose of arrangement shall be entitled "Weights Clerk." The charge for weighing grain (consignee for delivery as above) by sworn weighers and for the certificate of weight shall be 1s. 3d. for each four-wheeled truck, and 2s. 6d. for each bogie truck, and shall be paid by the consignor or consignee, or both, as the case may be.

(B) Subject to the provisions of clause (A) of this condition, all goods for which the Commissioners require the weight in order to determine the freight charges, will be weighed by the Commissioners without charge.

(C) The Commissioners' Weighing Machines and Weighbridges at the forwarding or destination station may be used to ascertain the weight of any goods if so required by the consignor or consignee at the charges specified hereunder:—

1. WEIGHING MACHINES—

When the labour is supplied by the Commissioners, 8d. per ton; minimum charge 1s.
When the consignor or consignee supplies the labour, 2½d. per ton; minimum charge 1s.

2. CART WEIGHBRIDGES—

| | At Melbourne. Goods Sheds. | At other Stations. |
|--|-------------------------------|-----------------------|
| Firewood, coal, or coke, load not exceeding 2 tons | .. 4d. | .. 4d. |
| Goods (except firewood, coal, or coke), load not exceeding 2 tons. | 7d. | .. 5d. |
| All goods, load over 2 tons, and not exceeding 5 tons | .. 7d. | .. 7d. |
| All goods, load over 5 tons | .. 1s. 3d. | .. 1s. 3d. |

3. TRUCK WEIGHBRIDGES—

(A) If consignors or consignees require to be supplied with the weights of truck loadings, which have been weighed for freight purposes, weighbridge tickets will be supplied at the desired information at the following charges, viz.:—

| | | |
|-------------------------|---------|---------|
| Each four-wheeled truck | .. .. . | 1s. 3d. |
| Each bogie truck | .. .. . | 2s. 6d. |

(B) If the consignor requires any goods which are not required to be weighed for freight purposes, to be weighed over a truck weighbridge, such goods may at the option of the Commissioners be weighed at the charges specified hereunder, and weighbridge tickets will be supplied giving the desired information:—

| | | |
|-------------------------|---------|---------|
| Each four-wheeled truck | .. .. . | 3s. 2d. |
| Each bogie truck | .. .. . | 6s. 4d. |

(C) ATTENTION IS CALLED TO SECTION 170 OF THE RAILWAYS ACT 1915, No. 2716, HEREUNDER:—

"(1) The Commissioners may appoint sworn weighers to weigh goods and live stock or intended to be carried over the Victorian railways.

"(2) Every person appointed a sworn weigher under this Act shall before entering the duties of his office take and subscribe before a Judge of County Courts or a Police Magistrate an oath or if he object to take an oath an affirmation to the following effect:—

"I do solemnly swear (or affirm) that I will faithfully honestly and truly and to the best of my skill and ability weigh all goods and live stock carried or intended to be carried on the Victorian Railways intrusted to me to weigh and that I will in every weighbridge book form or certificate kept issued or given by me in respect of such goods and live stock no weight other than the true weights as ascertained by me (adding, if on oath, So help me God).

"(3) The weight set out in every weighbridge book form or certificate bond form given or issued by a sworn weigher in respect of any goods or live stock intrusted to him for the purpose aforesaid to such weigher shall for determining the question of weight in all actions with the railways in respect of such goods or live stock be accepted as the true weight of such goods or live stock.

"(4) Every sworn weigher who is guilty of any nonfeasance misfeasance or malfeasance in the discharge of the duties of his office shall in addition to any liability for damages he may incur to any person prejudiced by his misconduct or default be guilty of an offence and shall on conviction before a Court of Petty Sessions be liable to imprisonment for a term of not more than one year and to a penalty of not more than Fifty pounds.

"(5) The Commissioners may at any time remove any sworn weigher from office.

(d) The Commissioners shall subject to the payment of such charges as may be fixed by by-law weigh on a weighbridge all grain in truck loads consigned for delivery at Willsmerston Pier, Geelong Pier, Port Melbourne Pier, or the Victoria Dock at Melbourne, or at any other place the Commissioners may determine, and shall furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained for both the consignor and the consignee of the grain."

34. STORAGE CHARGES.

At all stations not otherwise provided for, all goods must be removed within three days after unloading, otherwise storage charges, as prescribed hereunder, shall thereafter be imposed in respect of any of such goods stored in the sheds or warehouses, or on the platforms of the Commissioners, provided that no storage charges shall be imposed in respect of agricultural produce and artificial manure stored on the platforms when there is room therefor without interfering with the handling of other goods on such platforms. (Storage of certain artificial manures is not permitted in sheds.)

| Weight of Goods. | In Sheds or Warehouses. | On Platforms. |
|---|-------------------------|---------------|
| | Per Day. | Per Day. |
| 10 cwt. or under | 2½d. | 2½d. |
| Over 10 cwt.—per ton or part of a ton ... | 5½d. | 4½d. |
| Minimum charge | 8d. | 6d. |

The Commissioners reserve the right, if deemed advisable, to impose storage charges as under in respect of any goods stored elsewhere on the railway premises; provided that any goods on which the freight has not been paid and delivery taken by the consignee shall be subject to these charges.

| Weight of Goods. | Per Day. | Minimum Charge. |
|---|----------|-----------------|
| 10 cwt. or under | 1½d. | 5d. |
| Over 10 cwt.—per ton or part of a ton ... | 2½d. | |

No storage charges shall be imposed in respect of Sundays and days declared by the Commissioners as holidays for goods sheds.
For exceptions see pages 127, 231, and 250.

35. TARPULINS (See page 250)—

(A) The Commissioners do not undertake to provide tarpaulins to cover any goods which from their character are not considered by the Commissioners or their employees to require such protection, such as:—

| | | |
|-------------------------------|------------------|---|
| Asphalt | Ferns | Roofing Slates |
| Ashes | Firewood | Salt (unrefined) |
| Bark (other than Ground Bark) | Gravel | Sand |
| Boats | Gypsum | Scrap Metals |
| Boilers | Hardwood | Stable Manure |
| Bones | Houses | Stone |
| Bottles | Limestone | Terra Cotta |
| Bricks | Iron or Ironwork | Tiles (other than Ornamental and Tesselated) |
| Clay | Mallee Roots | Timber, hardwood, in truck loads, cut to approved sizes for case-making |
| Coal | Mining Timber | Waggons |
| Coke | Ores | Wheelbarrows |
| Circus Material | Pipes | |
| Contractor's Plant | Potatoes (old) | |
| Drays | Pyrites | |

(B) If the consignors desire that any goods of the nature of those described above be covered, a charge of 3s. 3d. for each tarpaulin used on the journey shall be made, and a demurrage charge of 3s. 3d. per day shall be imposed for each tarpaulin used in covering the goods if delivery of the consignment be not taken within eight working hours after arrival at the destination station.

(C) When the Consignor is required to perform the loading of any goods for which tarpaulins are necessary, the covering of the truck must also be done to the satisfaction of the proper employee of the Commissioners, by or at the cost of the Consignor, who shall make good

any damage to tarpaulins arising from goods insufficiently or negligently covered, secured and protected. If the covering of the truck be done by the Commissioners, a charge of 6s. for each tarpaulin will be imposed.

(D) The Commissioners do not provide tarpaulins to cover barbed wire, agricultural implements, machinery, wattle bark, or other goods which from their character are likely to cause damage to the tarpaulins, unless such goods are so packed as to prevent any such damage.

36. RE-CONSIGNMENT OF GOODS—

(A) The re-consignment of goods shall be made on the form prescribed by the Commissioners. It shall be limited to truck loads of goods re-consigned to the same consignee at another station, and shall be allowable only—

- (1) When the truck is in transit.
- (2) To not more than one re-consignment.

(B) A re-consigning charge of 1s. 3d. per ton shall be imposed in respect of each re-consignment in addition to the freight charges.

(C) The freight charges in respect of re-consigned goods shall be computed at the Tariff Rates for the actual continuous mileage the truck is hauled between the original consigning station and the station to which the truck is re-consigned.

(D) The full tariff rates shall be charged when the goods are re-consigned after the truck has arrived at the destination station to which it was originally consigned.

(E) If more than one re-consignment be made in respect of any goods, the ordinary tariff rates shall be imposed in such cases.

(F) Goods unloaded at the Melbourne sheds and consigned to another station after the truck has been hauled from the Melbourne sheds to the original consigning station shall be charged the full Tariff Rates for the second journey, and if hauled from the Melbourne sheds to the outwards shed by the Commissioners, an additional charge of 1s. 10d. per ton, or a minimum 1s. 1d. shall be made and imposed on all lots of less than 6 tons for country stations, and on all lots of less than 2 tons for suburban stations.

Goods unloaded at any other station than Melbourne, which the consignees require to be re-consigned to another station, shall be treated as an original consignment, and charged accordingly.

37. LIMIT OF SIZE OF BAGS OF GRAIN, ETC.—

ATTENTION IS CALLED TO SECTION 37 OF THE RAILWAYS ACT 1915, No. 2716, WHICH PROVIDES THAT:—

"The Commissioners may decline to carry wheat maize barley and pease if consigned in a bag having a greater capacity than a bag measuring 44 inches long by 26½ inches wide."

38. COMPUTATION OF MILEAGE—

The freight charges on all goods shall be computed as for the shortest mileage which such goods may be hauled by goods or mixed trains irrespective of the route actually used, and the mileage which shall be charged in respect of any goods passing from one station to another shall be computed *via* the junction station.

39. QUOTATION OF RATES AND FREIGHT CHARGES—

(A) The Commissioners will not be responsible for quotations of rates, or conditions of carriage, or particulars of freight charges given by telephone unless confirmed in writing.

(B) Quotations of rates or of the conditions of carriage, either verbal or by telephone, or in writing are not binding upon the Commissioners beyond the currency of the by-law under which such quotations are given.

40. EXPLOSIVES AND GOODS OF A DANGEROUS NATURE—

The Commissioners are not common carriers of explosives nor of goods of a dangerous nature and explosives and goods of a dangerous nature will only be received and carried subject to the provisions of the *Explosives Act 1915*, the regulations thereunder, the Railways Acts, the By-laws, regulations, and conditions of the Commissioners and upon the express condition that the Commissioners shall be relieved from all liability of whatsoever nature howsoever arising. (See pages 20 to 30.) For complete details note see page 255.

CONDITIONS FOR THE CARRIAGE OF EXPLOSIVES AND GOODS OF A DANGEROUS NATURE.

The term "explosive" means Gunpowder, Nitro-glycerine, Guncotton, Fulminate of mercury, metal, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion, or pyrotechnic effect, and includes Fog-signals, Fireworks, Fuses (except safety fuses), Percussion-Caps, Detonators, Cartridges, Ammunition of all descriptions, and every article or preparation of an explosive as above defined, and all explosives must be packed and marked as required by Regulations made under the Provisions of the *Explosives Act 1915*.

The term "goods of a dangerous nature" includes any goods other than explosives mentioned or referred to in this division, and such other goods as in the judgment of the officer or servant of the Commissioners receiving same may be of a dangerous nature.

1. The Commissioners are not common carriers of explosives nor of goods of a dangerous nature and explosives and goods of a dangerous nature will only be received and carried subject to the *Explosives Act 1915*, the regulations thereunder, the Railways Acts, the By-laws, regulations and conditions of the Commissioners and upon the express condition that the Commissioners shall be exempt from all liability of whatsoever nature howsoever arising.

ATTENTION IS CALLED TO SECTION 34 OF THE RAILWAYS ACT 1915, NO. 2716, WHICH PRESCRIBES THAT:-

"Any person who knowingly sends by any railway any goods of a dangerous nature and neglects at the time of sending them to mark distinctly their nature on the outside of the package containing the same or otherwise to give notice in writing to the officer or employee with whom the same are left shall be liable to a penalty of not more than Twenty pounds."

2. No employee of the Commissioners is authorized to receive or undertake the carriage of Explosives or goods of a dangerous nature, or to give any receipt or acknowledgment for such goods, unless the consignor thereof has obtained from the proper employee of the Commissioners and signed the special consignment note prescribed on page 255 hereof.

3. No person shall send to the railway station any consignment of explosive unless he has given to the proper employee of the Commissioners 48 hours previously a properly completed consignment note in the form prescribed on page 255 hereof, and has had an intimation in writing from the proper employee of the Commissioners that they are prepared to receive such consignment.

Any person bringing to a railway station, or leaving thereat, any package containing Explosives or goods of a dangerous nature not properly labelled and addressed, or without having received the necessary permission, shall be liable to a penalty of £20.

4. The Commissioners do not guarantee to despatch Explosives or goods of a dangerous nature at any particular time or by any particular train, nor will they allow consignments whether carried or to be carried, to remain on the railway premises longer than is absolutely necessary. And if a package carried by railway be not accepted and removed by the consignee it will be immediately sent to the nearest powder magazine at the owner's risk and expense, if containing an explosive, or returned to the sender, who will be required to remove it at once from the premises and pay the whole charges incurred for carriage, back carriage, and demurrage.

Attention is called to Section 13 of the *Explosives Act 1915*, No. 2648, repeated hereunder:-

"Any such consignor, consignee, or other person who by his wilful act neglect or default, or by his improper refusal to accept delivery of such explosive from a carrier causes such carrier to violate the provisions of this part of this Act (i.e., *Explosives Act 1915*) shall himself be guilty of a violation of the provisions of this part of this Act, and shall on conviction forfeit a sum not exceeding £100."

5. Consignments of explosives shall be sent to the forwarding station, and shall be received only at such times during such hours between sunrise and sunset as the Commissioners may appoint; and every consignment and package containing any explosive proposed to be carried by rail shall immediately on the arrival thereof be delivered to and be received by the employees of the Commissioners authorized to receive dangerous goods, and by no other person whatsoever.

6. Explosives or goods of a dangerous nature will not be received for carriage by railway unless properly packed and marked, that is, explosives must be packed and marked as required under the provisions of the *Explosives Act 1915*, and goods of a dangerous nature must be packed in packages made so strong and secure that no part of the contents can escape under all reasonable conditions of transport, and marked to clearly indicate to Railway employees the name and, where necessary, the properties of the contents, and where specified packed as hereinafter prescribed.

The Commissioners may at any time during the conveyance of such goods, or while they are on the premises of the Commissioners, detain, and stop the further handling and delivery of packages which appear defective. And the Commissioners may remove, repair, repack, and store such packages at the cost and risk of the owner.

In the event of the senders neglecting to mark each package according to these regulations, the Commissioners may decline to carry the same, and direct the removal and storage of the packages at the cost of the owner.

Consignments of explosives will, unless otherwise expressly provided, be carried only in explosives vans and by goods trains.

7. EXPLOSIVES WILL, EXCEPT OTHERWISE SPECIFIED, BE RECEIVED FOR CARRIAGE ONLY AT LAVERTON, AND ONLY ON SUCH DAYS AS MAY BE APPOINTED FROM TIME TO TIME (see page 24, Notes (c), (d), (e), (h)).

Cordite cartridges loaded in the Commonwealth Navy Department's own magazines may be accepted for despatch from Crib Point to Sydney.

Consignors may ascertain, by inquiry of the station-master, at about what time their consignments will be despatched, and if they neglect to make such inquiries, or to advise the consignee, the Commissioners will not be liable for any loss or damage arising from such omission.

8. No explosive shall be loaded or unloaded on the railway premises except between sunrise and sunset.

In loading or unloading any explosive, the packages containing the same shall, as far as practicable, be passed from hand to hand, and not placed upon the ground. Packages containing explosives shall not be thrown or dropped down, but shall be carefully deposited and stowed in a clean place.

No person while employed in loading, stowing in any carriage, or unloading any explosive shall wear boots or shoes with steel or iron nails, steel or iron heels, or tips of any kind, or have on his person any lucifer match, explosive, or means of striking a light; and all persons employed in loading, stowing, or unloading of any explosive shall, while such loading, stowing, or unloading is going on, abstain from smoking.

While the loading, unloading, or carriage of explosive is going on, all persons engaged in such loading, unloading, or carriage shall observe all due precautions for the prevention of accidents by fire or explosion, and for preventing unauthorized persons having access to the explosive while loaded, unloaded, or carried, shall abstain from any act whatever which tends to cause an explosion, and is not reasonably necessary for the purpose of loading, unloading, or carriage of explosive, or of any other article carried therewith, and shall prevent any other person from committing any such act; and any such other person who, after being warned, commits any such act shall be deemed to commit a breach of these by-laws.

The loading or unloading of explosives into or out of any carriage, when once begun, shall be continued with all due diligence until the same is completed.

EXPLOSIVES.

IN PORTABLE MAGAZINES BY MIXED AND GOODS TRAINS (see Clause 7).

Authorized explosives, when contained in their original packages and loaded in special portable magazines, may be carried by mixed or goods trains together with ordinary goods on a truck or trucks not containing any article or substance liable to cause or communicate fire or explosion.

Definitions—

- (i) *Portable magazine* means an approved galvanized-iron cylinder, red in colour, with the name of the firm to whom it belongs shown thereon.
- (ii) *Authorized explosives* are explosives which are defined by the Governor in Council from time to time by order under section 53 of the *Explosives Act 1915*.

The classification, names, marking, and loading of authorized explosives commonly conveyed are as follows:

CLASS I.—GUNPOWDER—(see notes (a), (c)).

Names—Gunpowder, Blasting Powder, Fuse Powder, Meal Powder.

Each package to be marked conspicuously:—

| |
|---|
| Gunpowder. Name of manufacturer or sender |
|---|

CLASS II.—NITRATE MIXTURE—(see note (a)).

Name—Bobbinite.

Each package to be marked conspicuously:—

| |
|--|
| Explosive. Name of explosive..... Class II., Nitrate Mixture. Name of manufacturer or sender |
|--|

CLASS III—(see note (a)).

DIVISION 1.

Names—Blasting Gelatine, Gelatine Dynamite, Gellignite, Dynamite, Samsonite, Viking, A2 Monobel, Ligdyn, Ligdynite, Ballistite, Cordite, &c.

Each package to be marked conspicuously:—

| |
|--|
| Explosive. Name of explosive..... Class III., Division 1. Name of manufacturer or sender |
|--|

DIVISION 2—(see notes (a), (c)).

Names—Amberite, Empire Powder, Smokeless Powder, Picric Acid, T.N.T., &c.

Each package to be marked conspicuously :—

| |
|--------------------------------------|
| Explosive. |
| Name of explosive..... |
| Class III., Division 2. |
| Name of manufacturer or sender |

CLASS IV—(see note (a))
DIVISION 2.

Name—Cheddite.

Each package to be marked conspicuously :—

| |
|-------------------------------------|
| Explosive. |
| Name of explosive..... |
| Class IV., Division 2. |
| Name of manufacturer or sender..... |

CLASS VI.

DIVISION 1—(see notes (b), (e)).

Ammunition that will not explode "en masse."

Names—Safety Cartridges, Percussion Caps, Railway Fog Signals, &c.

Each package to be marked conspicuously :—

| |
|--------------------------------------|
| Explosive. |
| Name of explosive..... |
| Ammunition Class VI. Div. 1. |
| Name of manufacturer or sender |
| Not liable to explode in bulk. |

CLASS VI.

DIVISION 2—(see notes (a), (f)).

Ammunition that will explode "en masse" but does not contain its own means of ignition.

Names—Cartridges for Shell, Filled Shells, Exploders for Bombs, Fuse Lighters, War Rockets, &c.

Each package to be marked conspicuously :—

| |
|--------------------------------------|
| Explosive. |
| Name of explosive..... |
| Ammunition Class VI., Div. 2. |
| Name of manufacturer or sender |

DIVISION 3—(see note (g)).

Ammunition that will explode "en masse" and contains its own means of ignition.

Names—Detonators, Electric Detonators, Electric Detonator Fuses, Filled and Fused Shell, Bombs, Grenades, Fuses for Shell, &c.

Each package to be marked conspicuously :—

| |
|--------------------------------------|
| Explosive. |
| Name of explosive..... |
| Ammunition Class VI., Div. 3. |
| Name of Manufacturer or sender |

CLASS VII.

DIVISION 2—Manufactured Fireworks—(see note (h)).

Names—Aluminium Torches (Sparklers); Amores; Socket, sound and distress signal Rockets; manufactured fireworks; Incendiary Stars; Incendiary Shells; Very Signal Cartridges.

Each package to be marked conspicuously :—

| |
|--------------------------------------|
| Explosive. |
| Manufactured Fireworks. |
| Class VII., Division 2. |
| Name of Firework..... |
| Name of manufacturer or sender |

NOTES.

(a) Explosives of Classes I, II, III, IV., and such explosives of Class VI., Division 2, as contain no exposed iron or steel on the package may be carried together in the same truck or van.

(b) Explosives of Class VI., Division 1, may be carried together in the same truck, but not with explosives of any other class or division. Explosives in this division need not be loaded in portable magazines, but may be accepted if packed in a strong wooden case, lined with tin, galvanized iron, or zinc, and forwarded in trucks with ordinary goods, provided no other explosives are present.

(c) Sporting Powder not exceeding 5 lbs. in weight, if packed in metal-lined cases, may be accepted at Melbourne Goods Sheds, Ballarat, and Geelong for despatch to country stations.

(d) Miners' Safety Fuse may be accepted at any station and sent as ordinary goods, provided it is securely packed in a substantial close-joined wooden case, clearly marked to show the nature of contents and the name and address of the manufacturer or sender.

(e) Safety Cartridges may be accepted at any station, and sent as ordinary goods, provided they are securely packed in a substantial wooden case.

A limited quantity of safety cartridges may be received at Spencer-street and Flinders-street Parcels Offices, and despatched to country stations by Passenger trains.

(f) Explosives of Class VI., Division 2, as contain no exposed iron or steel on the package may be carried together in the same truck or van but not with explosives of any other class or division.

(g) Explosives of Class VI., Division 3, may be carried together in the same truck or van but not with explosives of any other class or division.

(h) Explosives of Class VII., Division 2—

Manufactured Fireworks, may be carried together in the same truck or van but not with explosives of any other class or division.

Fireworks must not be loaded in the same truck with other explosives or inflammable or dangerous goods.

Manufactured small fireworks, if securely packed in a strong wooden case, lined with galvanized iron, or zinc, or, if imported, in their original packages, may be accepted at any station, and forwarded in ordinary trucks.

Large fireworks are only to be accepted at Laverton, and are only to be conveyed in Explosive Vans unless exempted by a special written authority.

RATES.—Explosives, at the charges for explosives shown hereunder.

Small Fireworks, Class 2, mileage rates, Smalls Minimum (see note (h)).

Large Fireworks, at the charges for Explosives shown hereunder.

Sporting Gunpowder " " " (see page 25.)

Safety Cartridges, Class 2, tariff rate, Smalls Minimum (see page 25).

CHARGES FOR THE CARRIAGE OF EXPLOSIVES.

(A) IN EXPLOSIVE VANS—

(1) Consignments forwarded on the prescribed loading days to railway stations within the radius to which the Department provides a regular Explosive service may be carried at Class 2 mileage rate (c), minimum 3 cwt., provided that in no case shall the charge be less than 12s. 6d. for each consignment.

(2) For consignments forwarded to all places not covered by the fixed radius, or to places within the fixed radius on other than the prescribed loading days, the charges shall be—

(a) Where a regular goods train is run for the whole distance, as for a minimum quantity of two tons.

(b) Where a special goods train is necessary on any portion of the journey, the ordinary freight charge shall be imposed as for a minimum quantity of two tons up to the point the consignment may be carried by a regular goods train, thence an additional mileage charge, including the freight charges, of £3 8s. 3d. for every mile or part thereof, for the distance carried by the special train, provided that if any consignment for a station not included in the fixed radius be forwarded on the prescribed loading day for that district, and can be conveniently carried in the same explosive van as consignments for places in the fixed radius, the ordinary charges and the ordinary minimums in respect of explosives shall be applied for the portion of the journey within the fixed radius.

The minimum charge for a special train between Wangaratta and Daylesford shall be £6 16s. 6d.; and between Woodend and Daylesford £3 8s. 3d.

(3) Explosives forwarded from Laverton to the Austral Coal Company, Coalbrookdale Company, and Jumbunna Coal Company, shall be charged for on the basis of actual mileage to the respective sidings.

When, however, the explosives are delivered at any one of the sidings from Korumburra by special service the charges shall be adjusted as from Laverton, and in addition a charge of £3 8s. 3d. shall be made for special service.

(b) IN PORTABLE MAGAZINES OR CYLINDERS—

Explosives forwarded from Laverton in portable magazines or cylinders shall be charged Class 2 mileage rates, with a minimum weight of 1 cwt. per receptacle, and a minimum charge of 3s. 9d. for each portable magazine or cylinder provided that this charge shall not exceed Class 2 mileage rates, subject to a minimum charge of 12s. 6d. when cheaper than the rate of 3s. 9d. per portable magazine or cylinder.

The Commonwealth Navy's Department's own magazines may be used for the carriage of cordite cartridges from Crib Point to Sydney.

These magazines are heavier than the ordinary type of magazine, their weight loaded being as under :—

| No. of Magazine. | Weight. C. Qr. |
|------------------|----------------|
| 1 | 1 0 |
| 2 | 1 3 |
| 3 | 1 2 |
| 4 | 1 2 |

In all cases the weight of the magazines or cylinders shall be charged for on the outward journey, but they will be returned free.

(c) **DISTRICT RATES.**—Safety Cartridges and Sporting Gunpowder shall obtain the benefit of District Rates where such are in operation, subject to the Tariff for "Smalls," but in no other case shall any explosive consignments be given the benefit of any Tariff rates lower than the mileage rates.

(d) **CONSIGNMENTS FOR DIFFERENT CONSIGNORS OR CONSIGNEES.**—Consignments of Explosives forwarded to the care of a carrier, or from one consignor to different consignees, shall be charged for separately. Consignments from different consignors to one consignee may, however, be treated and charged for as one consignment.

DANGEROUS GOODS.

THE UNDERMENTIONED GOODS WILL NOT BE RECEIVED FOR CARRIAGE UNLESS PACKED AS PRESCRIBED, VIZ. :—

(A) INFLAMMABLE LIQUIDS—GROUP A.

Inflammable Liquids (Vapour inflammable at less than 73 deg. Fahrenheit.)

Every package which contains any inflammable liquid of the kind mentioned below must have a label, printed in conspicuous characters, attached thereto, and bearing the words "Highly Inflammable," and stating the contents, and name and address of sender :—

| Name of Article. | Rate to be charged. | To be packed in. |
|--|---------------------|---|
| Acetone | 2 | (A) In casks, iron drums, or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or (B) In hermetically sealed tins or bottles, packed in sawdust in cases; or (C) In sound hermetically sealed 2 or 4 gallon petrol tins, protected against damage by wooden cases, or other approved method, provided sufficient air space is allowed in the tins for expansion of the contents, and provided not more than four or two tins respectively are contained in any one outer package |
| Acetone, produce of Commonwealth, on Up journey | 0 | |
| Amyl Acetate | 1 | |
| Benzoline | * | |
| Carboline | 2 | |
| Enamel Anti-fouling Composition | 2 | |
| Naphtha | 1 | |
| Petroleum | 1† | |
| Benzine | * | |
| Methylated Spirits | 2† | |
| Motor Spirit | * | |
| Petrol | * | |
| Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids | 2 | |
| Spirit Varnish | 2 | |
| Spirit of Wine | 2† | |
| Toluol | 2 | |
| Wood Naphtha or Wood Spirit | 2 | |
| Hydro-Carbon Oils from Gas manufacture | 2 | In iron drums, strongly made and securely closed, so as to prevent all possibility of leakage In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package |
| Benzine Collas | 2 | |
| Colodion | 2 | |

† For concessions to Country Industries see page 207.

DANGEROUS GOODS—continued.

THE UNDERMENTIONED GOODS WILL NOT BE RECEIVED FOR CARRIAGE UNLESS PACKED AS PRESCRIBED, VIZ.—continued.

(a) INFLAMMABLE LIQUIDS—GROUP A.—continued.

| Name of Article. | Rate to be charged. | To be packed in. |
|--|---------------------|--|
| | Class. | |
| Ether | 2 | (a) In approved iron drums, hermetically sealed or (b) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. a package |
| Gasoline | * | |
| Pentane | 2 | In approved steel or wrought-iron drums, the weight not to exceed 5 cwt. for each drum, and the weight of the drum exceed 1 cwt. It must be securely placed in wooden cradles, in 4 sections, and protected at each end by wooden bars to prevent concussion during transit. Lots of less than 1 cwt. to be in hermetically sealed tins, or luted and tied over stoppers, bottles securely packed in sawdust in cases |
| Bisulphide of Carbon | 2 | |
| Bisulphido of Carbon, for rabbit killing, on declaration | 1 | |

* Benzine, Motor Spirit, Petrol, Benzoline, Gasoline.

Subject to the following Minimums:—

| | | |
|---|--|---------|
| In train loads | See page 217. | |
| Truck loads | 8 tons per 10, 11, or 12-ton trucks | Class 1 |
| | 10 tons per 16 or 20-ton truck | Class 2 |
| Smaller quantities | Actual weight, subject to "Smalls Minimum" | Class 3 |
| In bulk, in owner's tank trucks | Full carrying capacity of truck (see page 123) | Class 4 |

(Empty tank trucks returned free.)

(B) INFLAMMABLE LIQUIDS.—GROUP B.

(Inflammable Liquids, Vapour inflammable between 73 deg. and 150 deg. Fahrenheit.)

Each package must be conspicuously marked with the name of the contents, and name and address of sender:—

| Name of Article. | Rate to be Charged. | To be Packed in. |
|---------------------------------|---------------------|--|
| | Class. | |
| Acetone Oil | 1 | In casks, cans, tins, or iron drums, strongly secured and securely closed so as to prevent possibility of leakage, or in bottles securely secured and packed in sawdust in cases |
| (a) Kerosene | * | |
| Paraffin Oil | 2 | |
| Petroleum Oil | 1† | |
| Turpentine Substitute | 2 | |
| Terebine or Sun Driers | 2 | |
| Turpentine Varnish | 2 | |
| Turpentine (Spirits of) | 2† | |
| Nuturpo | ** | |
| Shell Mineral Turps | ** | |

* Kerosene—

| | | |
|---|--|---------|
| In train loads | Tonnage Minimum to be charged. | Class |
| In bulk, in owner's tank trucks (empty tank trucks returned free) | See page 217. | |
| | Full carrying capacity of truck (see page 123) | Class 1 |
| In cases and in bulk (also in approved tins or drums uncased) | 1 ton | Class 2 |
| do. | 3 tons per 10, 11, or 12-ton truck } 12 tons per 16 or 20-ton truck } | Class 3 |

** Nuturpo and Shell mineral turps—

| | | |
|----------------------------|--|---------|
| Truck loads | 3 tons per 10, 11, or 12-ton truck } 10 tons per 16 or 20-ton truck } | Class 4 |
| Smaller quantities | Actual weight, subject to Smalls minimum | Class 5 |

NOTES.—(a) In forwarding kerosene, every precaution must be taken to ensure its safety; must not be put into the same truck with goods which are liable to be damaged by it; and after conveying oils, must, when necessary, be washed out before being reloaded.

† For concessions to country industries see page 207.

Kerosene and similar oils are not to be unloaded into, or allowed to remain in Goods Sheds, but must be stored outside, apart from any inflammable goods, and notice given to consignees on the day of arrival, that such goods are at their risk. Acids, such as sulphuric, nitric, hydrochloric, &c., should not be loaded in the same trucks with kerosene oil, and should not be stored inside the shed. Kerosene in uncased tins must not be accepted for carriage in lots of less than 30 tins.

(c) DANGEROUS OR CORROSIVE CHEMICALS.

Each package of dangerous or corrosive chemicals must be conspicuously marked with the name of the contents and the name and address of sender. (See Note (c) page 29.)

| Name of Article. | Rate to be Charged | To be Packed in. |
|--|--------------------|--|
| | Class. | |
| ††Ammonia Liquid | 2 | (A) In bottles, carefully and securely packed in cases, casks, or hampers; or (B) In stoneware jars, wicker covered |
| Muriatic Acid | †A | |
| *Hydrochloric Acid | 2 | In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases; or in jars packed with bagging and enclosed in cases or crates |
| Spirit of Salts | A | |
| Spirit of Salts (Druggists') | 2 | In glass carboys, or in bottles, packed in cases or hampers, or in bottles packed in sawdust in cases |
| Bromine | 2 | |
| Hydrofluoric Acid | 2 | In gutta-percha bottles, packed in cases |
| Oil of Vitriol | 2 | In bottles packed in sawdust in cases; in carboys packed in cases or hampers; or in jars packed with bagging and enclosed in cases or crates; or in approved iron or steel drums |
| **Oil of Mirbane, or other liquid Nitrobenzene compounds | 2 | In iron drums; or in strong securely-closed sound tins, packed in sawdust in cases; in strong securely-closed sound tins, packed in straw in hampers. Each package must be marked "Poison," or, alternatively, "Not to be loaded with foodstuffs" |
| *Sulphuric Acid | †A | In bottles packed in sawdust in cases; in carboys packed in cases or hampers; or in jars packed with bagging and enclosed in cases or crates; or in approved iron or steel drums |
| *Nitric Acid | 2 | In glass carboys or in stoneware jars protected by wirework; in bottles packed in cases accompanied by a declaration that the carboys or bottles are completely surrounded with kieselguhr, whiting, or other approved material on which the acid has no dangerous chemical action |
| Aqua-fortis | 2 | |
| Potassium | 2 | In iron containers, hermetically sealed |
| Sodium | 2 | |
| *Sulphuric Anhydride | 2 | |
| *Sulphuric Acid Crystals | 2 | |
| Peroxide of Sodium | 2 | In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly-bound wooden cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight |
| Phosphorus | 2 | (A) In iron containers, hermetically sealed; or (B) In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases |
| Amorphous Phosphorus | 2 | |
| **Chlorate of Potash | 1 | In iron drums or in paper lined casks or cases of sufficient strength not to allow any of their contents to escape when subject to rough usage. In glass jars or bottles packed in cases |
| Bleaching Liquids, Corrosive | C | In glass carboys, or in bottles, packed in cases or hampers |
| Chloride of Sulphur | 2 | |
| Perochloride of Iron | 2 | |
| Chromic Acid, liquid | 2 | (A) In glass carboys, or in bottles, packed in cases or hampers; or (B) In carboys, or in casks or iron drums |

† For concessions to country industries see page 207. See page 29 for notes *, ††, **.

DANGEROUS OR CORROSIVE CHEMICALS—*continued.*

| Name of Article. | Rat to be Charged | To be Packed in. |
|--|-------------------------|---|
| Painters' Solution, corrosive | Class. 2 | In jars or carboys |
| Reake's Vulcan Soldering Fluid | 2 | In carboys, earthenware jars, tins, or casks |
| Sodium Amalgam | 2 | In iron containers, hermetically sealed |
| Sodium Hypochlorite | C | In jars in crates |
| Solderine | 2 | In carboys, earthenware jars, tins, or casks |
| Tin Solution | 2 | In jars or carboys, or in bottles packed in barrels |
| Disenocrustant, Boiler | A | In casks |
| " " " Kyrac" | B | In drums, or in tins in cases, or in bottles in packages in cases. |
| Disenocrusting Fluids, n.o.s. | 2 | In casks |
| *Sulphurous Acid | 2 | (A) In casks; or (B) In glass bottles (not carboys), packed in hampers |
| Acetic Acid | †C | In casks, drums, or carboys. |
| Wood Acid | 2 | |
| Arsenic Acid | 2 | In casks or iron drums; all packages must be branded or marked in conspicuous characters with the word "POISON" |
| Carbolic Acid | 2 | In tins packed in cases, in casks, or in iron drums; all packages must be branded or marked in conspicuous characters with the word "POISON" |
| Chloride or Muriate of Zinc | 2 | In casks or iron drums |
| Iron Liquor, or Muriate of Iron, or Chloride of Iron | 2 | |
| Nitrate of Iron | 2 | |
| Tin Liquor | 2 | |
| Carbide of Calcium | ‡ | In hermetically sealed tins or iron drums, and the additional marking, "Dangerous if kept dry" |
| Arsenic | † | (A) In tins packed in strongly made and bolted jointed cases. |
| | | (B) In thoroughly sound, well-coopered casks, packed with strong paper. |
| | | (C) In strong hermetically sealed iron drums |
| Cyanide of Potassium | 1 | All packages must be of sufficient strength to withstand the wear and tear of railway transit and be closed in such a manner as to prevent any leakage of contents; all packages must be branded or marked in conspicuous characters with the word "POISON" |
| | | |
| Cyanide of Sodium | 1 | |
| Lead, Arsenate of | A | (A) In tins in cases or bottles or jars in packages in strongly made cases |
| | | (B) In casks |
| Chlorine | 2 | All packages must be branded or marked in conspicuous characters with the word "POISON" |
| | | |
| Chlorine for rabbit killing on declaration | 1 | |
| Poisonous Chemicals as under:— | | |
| Aqueous Liquid | † | In hermetically sealed drums or in sealed casks packed in cases; all packages must be branded or marked in conspicuous characters with the word "POISON" |
| Orchard Pests Specifics | A | |
| Rabbit Poisons, N.O.S. | 1 | |
| Sheep Dip | †B | |
| Weed Eradicator | A | |
| Weed Eradicator (Noxo) | *** | In jars in crates or cases |

† For concessions to country industries see to pages 207 to 215. See page 20 for notes *, ***, †, ††.

DANGEROUS OR CORROSIVE CHEMICALS—continued.

| Name of Article. | Rate to be Charged. | To be packed in. | | | |
|---|---------------------|--|------|------|-------|
| Prussic Acid (Hydrocyanic Acid) solution not exceeding 5 per cent. strength | Class. 2 | In luted and tied over well stoppered glass bottles, not exceeding 3 lb. in capacity, packed in strong wooden cases containing sufficient Kieselguhr to absorb the whole of the liquid in case of fracture mixed with sufficient lime (Calcium Oxide) to neutralize the whole of the acid; not more than twelve bottles (3 lb.) to be contained in one case; all packages must be branded or marked in conspicuous characters with the word "POISON" | | | |
| | | Tonnage Minimum to be charged. | | | |
| | | Per 10 ton truck. Per 11 ton truck. Per 12 ton truck. Per 16 or 20 ton truck. | | | |
| | | Tons. Tons. Cwt. Tons. Cwt. Tons. Cwt. | | | |
| Aqueous Liquid | M | 7 | 7 0 | 7 0 | 10 10 |
| Arsenic | +2 | | | | |
| " crude | A | | | | |
| " | A-25% | 9½ | 10 9 | 11 8 | 15 4 |
| Carbide of Calcium | 1 | | | | |
| " | C | 8 | 8 | 8 0 | 12 0 |
| ***Weed Eradicator (Noxo) | A-25% | 9½ | 10 9 | 11 8 | 15 4 |

NOTE (c).—Chemicals of this description must not be loaded in the same wagon with foodstuffs. They must be carefully handled, and should not be loaded with explosives or inflammable liquids, textile fabrics, leather and rubber goods, or other goods liable to be damaged in the event of the escape of the contents. If it is necessary to load them in the same wagon with such articles (other than foodstuffs) they must be kept quite apart therefrom.

* For concessions to country industries see pages 207 to 213.

† Acids such as Sulphuric, Nitric, Hydrochloric, &c., should be not loaded in the same truck with Kerosene Oil, and should not be stored inside the shed.

Nitric Acid and Sulphuric Acid must not be enclosed in the same package or be loaded with other chemicals, nor must they be placed together; and bottles containing Nitric Acid must be packed in kieselguhr, whiting, or other approved material on which the acid has no dangerous chemical action.

** Ammonia Liquid must not be enclosed in the same package or loaded with Acids or Bromine.

*** Oil of Mirbane and Chlorate of Potash are the ingredients of an explosive called Racketrock, an explosive which must not, under any circumstances, be accepted for conveyance. Chlorate of Potash, when accepted for conveyance, must not be forwarded in the same truck as Oil of Mirbane, or other oils or goods of a combustible nature, unless the Chlorate of Potash is packed in a case lined with strong zinc or tinned iron so as to prevent any possibility whatever of its becoming mixed with Oil of Mirbane, other oils, or goods of a combustible nature.

Chlorate of potash must not be loaded in the same truck with sulphuric acid (oil of vitriol), hydrochloric acid (muriatic acid), or nitric acid. When in casks or cases this traffic must be conveyed only in covered trucks.

Nitrate of potash and nitrate of soda are dangerous when loaded with inflammable goods, and when packed in casks, or bags the traffic should be conveyed only in covered trucks.

(D) COMPRESSED GASES.

Each package must be conspicuously marked, with the name of the contents, and the name and address of the sender.

| Name of Article. | Class. | To be Packed in. |
|--|--------|--|
| *Compressed Liquid Ammonia Gas .. | 2 | In approved cylinders, packed in sawdust in cases |
| *Carbonic Acid Gas | 2 | |
| Laughing Gas | 2 | In approved cylinders, packed in cases |
| Oxygen Gas | 2 | |
| Compressed and Dissolved Acetylene Gas | 2 | In approved cylinders, containing an approved porous filling |

NOTE.—"Approved" means such as reasonably complies with the recommendation of the British Departmental Committees on the Manufacture of Compressed Gas Cylinders 1896 and on Cylinders for Dissolved Acetylene 1918.

* The metal cylinders in which compressed or liquefied Anhydrous Ammonia and Carbonic Acid are carried to and from Country Stations or Melbourne are to be received only when packed in sawdust in cases. These cylinders contain gases under very high pressure, which are further increased by heat. They must, therefore, be kept in the coolest places available while in the possession of the Department, and they must not be exposed to the sun. The packages should not be roughly handled, nor trucks in which they are contained shunted violently. This instruction does not refer to jars of ammonia which are forwarded to chemists and druggists throughout the State. The trade name for the latter is "ammonia," and for the stronger article, packed in metal cylinders, "compressed liquid ammonia." When compressed liquid ammonia and carbonic acid are received from steamers, special care must be taken in handling the same both at the Piers and at Melbourne.

(E) MATCHES—LUCIFER, WAX, AND SAFETY.

The above items shall be charged Class 2 (including District rate where applicable), and shall be packed as shown hereunder:—

Cases of Lucifer, Wax, or Safety Matches not exceeding 2 cwt. gross must consist of wood of $\frac{1}{2}$ inch thickness at the sides, top, and bottom, and of $\frac{3}{8}$ of an inch thickness at the ends, to be strengthened with two battens across the lid outside, and two battens at each end outside. The battens to be less than $2\frac{1}{2}$ inches wide, and $\frac{1}{2}$ an inch thick.

Cases, the gross weight of which exceeds 2 cwt., and does not exceed 3 cwt., to consist of wood of $\frac{1}{2}$ inch thickness at the sides, top, bottom, and $\frac{3}{8}$ of an inch in thickness at the ends, the cases to be strengthened by battens of the same width and thickness, and in the same position, as the 2 cwt. cases. Where the cases are composed of wood of greater thickness than the description mentioned, the battens need not be used.

As regards size and thickness of wood, these instructions do not apply to imported matches forwarded in the same cases in which they were originally imported.

Each case must have the contents labelled or branded on it in legibly written or printed characters.

(F) VESUVIANS, FUSEES, AND GAS LIGHTING COMPOSITION.

The above items shall be charged Class 2, and shall be packed as shown hereunder:—

Vesuvians, Fusees, and Gas Lighting composition must be securely packed in strong wooden cases, the sides, bottoms, and lids of which must be of a thickness of not less than $\frac{1}{2}$ inch, and the ends of which must be of a thickness of not less than $\frac{3}{8}$ of an inch. Each end of the case must be strengthened on the outer face by two battens, not less than $2\frac{1}{2}$ inches wide by $\frac{1}{2}$ an inch thick, and nailed to the sides. A piece of iron hoop or twisted wire, must be nailed all round each end of the case.

Where Vesuvians or Fusees are mixed with matches the cases of the kind described above must be used.

(G) BIOSCOPE FILMS.

Bioscope films shall be charged Class 2 (including District rates where applicable), and shall be accepted for carriage by rail unless enclosed in tins or iron receptacles, or in zinc or iron boxes, or in the specially prepared fibre coverings as used by certain firms.

(H) OILY RAGS, WASTE, AND OTHER OILY MATERIALS.

Oily rags, oily waste, oily paper, oily canvas, oily mill sweepings, &c., must be kept away as practicable from other goods, and must be loaded in separate trucks, if necessary, in bottomed trucks being used in all cases when available), and such trucks must not be placed in the sheds or warehouses.

(I) LIME.

Lime in bags shall be charged as follows:—

| | Class. |
|--|--------|
| In trucks loaded to full carrying capacity less 5 per cent | M |
| Minimum 3 tons | A |
| Smaller quantities | B |

(See page 218).

CONDITIONS IN RESPECT OF THE CARRIAGE OF EXHIBITS FOR SHOWS, ETC.

1. The undermentioned conditions shall be applicable in respect of agricultural machinery, implements, machinery, produce, live stock (including dogs, poultry and other birds), trotting sulkeys * accompanying trotting horses, motor-cars, drays, wagons, and other goods of a similar nature sent for exhibition at Shows.

They may also, by special arrangement with the General Passenger and Freight Agent, be made operative in respect of:—

- Agricultural machinery sent for field trial.
- Ploughs sent for ploughing matches.
- Horses sent for horse parades.

2. The exhibits will be carried at the convenience of the Commissioners by Passenger, Goods, or Goods trains as may be desired by the consignors. Valuable animals may be sent by passenger trains in horse-boxes if this class of vehicle be available, and charged the same rate as if sent by cattle trucks and forwarded by Goods trains. Each 3 stalls in "F" or "FF" horse box shall be regarded as equivalent to one full cattle truck.

3. When the exhibits are consigned on the forward journey, the consignors will be required to declare, on the consignment note therefor, that they are for exhibition, specifying the Show for which they are intended, and the way-bill must be indorsed accordingly.

The ordinary freight charges shall be imposed and prepaid in respect of the forward journey in all cases.

* Wherever practicable trotting sulkeys shall be afforded similar transport on the return journey, as well as on the forward journey, so that, as far as possible, the sulkeys may accompany the horses.

4. On the backward journey any exhibits, or portion thereof, which have been exhibited, and not sold, will, subject to the conditions in clause 7, and on production of the approved certificate signed by the Secretary of the Show, be carried "free" to the station whence they were forwarded, provided the journey is completed at any time within one month from the date of despatch on the forward journey. The certificate must be handed in when the exhibits are consigned, and attached to the way-bill.

If on the backward journey a greater number of vehicles be used for the carriage of exhibits than was used on the forward journey, ordinary freight charges will be imposed in respect of exhibits carried in the additional vehicles.

All exhibits, or part thereof, which have been sold, or are not accompanied by the aforesaid certificate, will be subject to the ordinary freight charges and conditions on the backward journey.

Stud sheep purchased at Agricultural and Pastoral Shows (see page 241).

5. Exhibits, accompanied by the aforesaid certificate, may be forwarded on from one Show to another, subject to the freight charges and conditions, as prescribed in clause 3 of this division, which freight charges must be prepaid, and when the final destination is reached, they may be returned "free" to the original despatching station, subject to the conditions in clause 7. If, however, in proceeding to another Show, such exhibits be returned over any portion of the line in respect of which the full freight charges have been paid on the forward journey, the exhibits may be sent free, subject to the conditions in clauses 4 and 7, over such portion of the line.

6. Exhibits must be loaded and unloaded by or at the expense of the consignors or consignees.

7. Exhibits, other than live stock, may, where alternative rates apply (see General Condition 4 page 8) be consigned on the forward or the backward journey at the sender's option either at the rates and conditions prescribed in the Goods Rates Book for carriage at Commissioners' Risk or at Owner's Risk. On the backward journey, when consigned at Commissioners' Risk, the full Commissioners' Risk Rate shall be imposed, but if such exhibits be consigned at Owner's Risk they will be carried free.

Live stock exhibits shall be carried at the prescribed rates for live stock on the forward journey, and shall be carried on the backward journey free, but whether on the forward or the backward journey, such carriage shall be subject to the conditions prescribed in the Goods Rates Book in respect to the carriage of live stock.

8. Owners of stock going to and returning from Shows may be allowed free carriage each way of holder, as specified hereunder, if it be loaded in the trucks with the animals:—

- 1 cwt. for each horse or head of cattle.
- 20 lbs. for each pig or sheep.

9. Exhibits from the Department of Agriculture, viz., wheat, straw in bulk, olive oil, wine, honey, &c., fruit (preserved), charts, &c., fibres, including flax, hemp (dressed and undressed), willows, manures, vegetable oil, eggs, also the necessary marquees, poles and pegs, tables, trestles, and fittings, forwarded to the various Agricultural Shows in the State, shall be carried free both on the forward and backward journeys at owner's risk; when consigned at Commissioners' risk on the forward or backward journey the full Commissioners' Risk Rate shall be imposed.

10. Consignors should give not less than four (4) days' notice to the stationmaster of the number and description of live stock trucks, and 48 hours for other trucks, &c., required to load exhibits.

11. Judges appointed to act at Agricultural Shows will, on production of an approved certificate, be granted the concessions in fares provided in the Passenger Fares Book.

12. For concessions in fares to Stock Attendants, see Passenger Fares Book.

CONDITIONS FOR THE CONDUCT OF TRAFFIC SUBURBAN FIREWOOD STATIONS.

1. In every instance in which the area abutting on sidings is divided into allotments, the limit of each allotment, or of contiguous allotments held by one and the same person, will be marked by a post fixed at each of the four corners of the area.

The rents of allotments will require to be paid monthly in advance.

2. Storage at the rate of 1s.10d. per diem per allotment of 25 feet frontage will be charged upon all consignments allowed to remain on the ground on other than leased allotments over twelve hours after the truck is unloaded, and payment will be required on the day before the consignments are removed off the ground.

Any portion of a day exceeding twelve working hours after a truck has been unloaded to be computed as one day, and any portion of an allotment to be computed as an allotment. This charge applies to each foot of frontage, which at any portion of its depth is occupied by consignments—that is to say, this charge for storage will not be increased or reduced on any reason that the cubic capacity for stacking on the said frontage may or may not be made available.

3. On all allotments abutting on the siding, a space of 4 feet 9 inches from the railway will always be kept clear by the consignee immediately a truck is discharged, or, in his default, work will be done by the Commissioners, at a cost to the consignee of 1s.10d. per hour per man for the time so employed.

4. A receipt must be given for each truck or consignment when the truck is placed at the proper discharging point. Should the lessee or the consignee not be present by himself or his agent to give a receipt, the unloading of each truck shall nevertheless proceed and the lessee who is not present, or neglects to give a receipt within twelve hours after the truck is discharged, shall be held as infringing the conditions of his lease. And upon other leased allotments, consignments for which no receipts have been given, or for which the proper way charges have not been paid on demand, or which have not been removed from the ground within twelve hours after the truck is discharged, shall be liable to the same charges aforesaid, or to be warehoused, or to be sold at the cost and risk of the said consignee. And no claim shall be recognised by the Commissioners on account of trucks unloaded for which no receipts have been given; and after receipts have been given the consignee shall be bound to observe the conditions as to gate passes, where such are necessary.

5. The standard height to which firewood may be stacked on any allotment is ten feet, and a charge of 1s. 3d. per truck will be made for any firewood stacked above that height.

If necessary for the quick and economical discharge of trucks, the consignee must keep up or level down consignments placed on allotments, and must also trim stacks if required by the Commissioners.

A charge of 1s.10d. per hour per man will be made for trimming stacks if it be done by the Commissioners, and consignees will be informed prior to the work of trimming being commenced.

6. Arden-street and all Suburban Wood Sidings will be open for the removal of firewood and coal between the hours of 7.30 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for Goods Sheds. On Saturdays, the hours will be from 7 a.m. to 1 p.m. Firewood and coal must not be removed from the sidings after 1 p.m. on Saturdays. Any person, however, who may have commenced to load a vehicle before 1 p.m., and is unable to finish by that hour, will, of course, be allowed to complete his loading, and leave with it as soon as practicable afterwards. If, however, it is necessary in order to avoid demurrage, consignees may be permitted to unload, but not to remove, goods up till 5 p.m. on Saturdays.

7. For loading and unloading charges, see page 126.

STORAGE OF STONE, SAND, METAL SCREENINGS, ETC. AT SUBURBAN SIDINGS.

The storage rates and conditions specified in clause 2 above shall also have effect in respect of stone, sand, metal screenings, &c., at suburban sidings.

ALPHABETICAL CLASSIFICATION OF GOODS.

ABBREVIATIONS.

C.R. "Commissioners' Risk" (see General Condition 4, page 8); O.R., "Owner's Risk";
 N.O.S. "Not otherwise specified"; "Smalls Minimum," the tariff for small consignments on page 106

DEFINITIONS OF PACKING.

BAGS.—Bags shall be made of jute, canvas or calico of sufficient strength to carry the contents.

BALES.—A hessian or canvas package wholly covering the contents and completely sewn up; materials used must be of strength and thickness suitable to carry the contents.

CARDBOARD CONTAINERS.—Approved cardboard containers must be made of double-faced corrugated cardboard, fastened with Rainsford clips or Foster patent fasteners and have a minimum package pressure (Mullin's Test) of 120 lbs. to the square inch.

Maker's certificate must be stamped on each container and show weight and breakage strain to the square inch.

The maximum weight of the container and contents shall be 60 lbs., and the size shall not exceed 24" x 24" x 36".

CASES.—Cases must be made of wood of strength and thickness suitable for carrying the consignment, with solid or closely fitted sides, ends, tops and bottoms securely fastened without protruding nails or screws. Cases must hold the contents securely in place and be so constructed that the contents may be taken into and out of the vehicle within the case. Cases of unusual size or carrying unusual weight or wherever so specified in the classification must be strapped with hoop iron or wire binding, or reinforced by cleats.

BARRELS, CASKS, HOGSHEADS, KEGS.—When made of wood heads must be made of one piece or two or more pieces closely fitted and must be held securely in grooves (crozes) by hoops. When metal containers are used for articles not liable to loss from leakage or sifting and heading is one-half (½) inch or more in thickness, head may be countersunk or set below the grooves (crozes), but must be secured by two or more battens extending completely across the head and the ends of the battens nailed to the sides of the container, or head held in place by head liner.

CRATES.—Crates must be of wood, of strength and thickness suitable for carrying the consignment. Crates must protect the contents on the sides, ends, top and bottom, and no part of the contents shall protrude. Crates must hold the contents securely in place, and be so constructed that the contents may be taken into and out of the vehicle within the crate. Surfaces liable to be damaged must be suitably protected. Pieces forming the crate must be of sound material, free from defects that materially weaken their strength, and suitably spaced; the spaces between the battens of crates containing plaster, sand, fibrous cement, and similar goods shall not be more than 3 inches wide. Crates of unusual size or carrying unusual weight or wherever so specified in the classification must be strapped with hoop iron or wire binding and be reinforced by a sufficient number of cleats placed diagonally. Crates in unusual form must be reinforced at ends by metal hoops or wire securely fastened to the package.

DRUMS.—Drums must be made of iron or steel, all joints and seams to be electrically welded or soldered and sweated with lead so as to make a solid joint.

Drums must be strengthened and protected at each end by a strong iron or steel drum hoop, riveted or bolted on to the body of the drum.

Drums exceeding 25 gallons in capacity must have hardwood runners or galvanized hoops welded securely shrunk on to the body of the drum. These runners must project sufficiently to protect the drum from damage when the drum is rolled.

Each drum must be provided with a well-fitting wrought iron or forged steel screw bung and a rubber washer.

PACKING.—When the term "packed" is used it means that the article for which the "packed" classification is provided must be protected by or with partitions, wrappers, straw or other packing material that will afford adequate protection against breakage or damage.

Packages containing fragile articles or articles in glass or earthenware must be so consigned and marked "Fragile—handle with care" or similar precautionary remarks.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bb, and C, etc., except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|-----------------|--|
| A. | | Agricultural Implements and Machines—continued. |
| Accumulators, Electric, in packing in cases C.R.† | *2 | Reapers and binders |
| Acetate of Lime, "Smalls" minimum | B | Rollers, land |
| " " (see footnote (c)) | A | Scoops, earth |
| Acetone (see page 25) | | Scufflers |
| " Oil (see page 26) | | Strippers |
| Acids and Compounds, dangerous, n.o.s. (see pages 25 to 29) | | Tedders, hay |
| Acids, not dangerous, n.o.s. | | Threshers (see page 223) |
| Liquid, in jars in wickerwork, or in packing in cases, C.R.† .. | 2 | Winnowers |
| Powder, in cases, C.R.† .. | 2 | Old, same as machinery, old (see page 51) |
| Acid— | | Agricultural Implements, in pieces, in cases, or in bundles (see (h)) .. |
| Acetic (see page 28) | | Agricultural Implements and Machines, parts of (including castings and mouldings) subject to the packing prescribed for Agricultural Implements, and parts of, enumerated in the Classification C.R.† |
| Chromic Liquid (see page 27) | | Finished, n.o.s. |
| Citric, in barrels or in bottles or jars, in packing in cases, C.R.† | 2 | In the rough and not machined or polished, n.o.s. |
| Arsenic, Carbolic, Hydrochloric, Hydrofluoric, Muriatic, Nitric, Prussic, Sulphuric, Sulphurous, Wood (see pages 27, 28 and 29) | | In the rough and not machined or polished, n.o.s. (see (h)) .. |
| Lactic | A | |
| Tartaric, in cases, kegs or barrels, C.R.† .. | *2 | Aid-U, produce of Commonwealth, on Up journey, smalls minimum |
| Advertising Plates, tin or iron, C.R. .. | 1 | Ale, Beer and Porter may be accepted at Commissioners' Risk when in casks or partitioned cases, or partitioned covered crates, or in packing in cases or covered crates not partitioned† |
| Advertising Matter (see page 204) | | Bulk— |
| Aegyptio (flooring material) | B | Produce of Commonwealth, on Up journey |
| Aerated Waters, may be accepted at Commissioners' Risk in partitioned cases or partitioned covered crates, or in packing in cases or covered crates, not partitioned† | *B | n.o.s. |
| Aeroplanes—Set up, same as motor cars in pieces in cases, C.R.† .. | 2 plus 25 p.c. | Bottled— |
| Agricultural Implements and Machines, as under:— | | Produce of Commonwealth |
| in cases or crates, C.R. | *1 | n.o.s. " " (see (h)) |
| set up, loose { C.R. | *1 plus 10 p.c. | " (see (h)) |
| O.R. | *1 | Bulk and Bottled, mixed lots, produce of Commonwealth, minimum quantity of bulk, 1 ton. (see (h)) |
| Baggers | | In uncovered crates, at owner's risk only, on damageable goods consignment note |
| Carts, farm water | | Certified by Customs Department to be unfit for consumption (see (h)) |
| Chaffcutters | | Ale, Bux, Camp, Crystal, Cartons, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, Neer Beer, and similar kinds— |
| Clod Crushers | | In casks or in packing in cases, and covered crates† |
| Corn Crushers | | In uncovered crates, at Owner's Risk only on Damageable Goods Consignment Note .. |
| Corn Shellers and Screens | | |
| Cleaners, seed | | |
| Cultivators | | |
| Drills, disc, hand, hoe and seed | | |
| Graders, land | | |
| Harrows | | |
| Harvesters | | |
| Horseworks | | |
| Mowers | | |
| Planters, potato | | |
| Ploughs | | |
| Presses, hay | | |
| Presses, motor baling | | |
| Rakes, fire and hay | | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.
 Per 10 or 11 ton truck. Per 12-ton truck. Per 15-ton truck. Per 16-ton truck. Per 20-ton truck.

| | | | |
|--------------------------------|---------|---------|---------|
| (e) Subject to a minimum of .. | Tons, 6 | Tons, 6 | Tons, 6 |
| (h) " " " " .. | 7 | 7 | 10½ |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bn and C Classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|---------|--|----------|
| Almonds, in bags or cases, C.R.† — | 2 | Asphalt— | |
| n.o.s. | A, less | in bags | M |
| Produce of Commonwealth, on | 25 p.c. | in blocks | A |
| Up journey, "Smalls" minimum | | Asphaltum | A |
| or bags, C.R.† | 1 | Asbestos— | |
| Mineralite (for packing walls) in bales | | Flake | A |
| or bags, C.R.† | 1 | Fire lumps, in cases, C.R.† | 2 |
| Alum (Alumina Sulphate) and Alum | C | Sheets (see plaster) | |
| -Cake | A | and Silicate Cotton for Steam Pipe | |
| Aluminoferric (water clarifier) | M | Covering | C |
| Mineralite (see (ah)) | M | Ashes, n.o.s. (see (t)) | M |
| Mineralite (composition building | | " Wood (see Manures) | |
| board) | C | Ash-pans, for portable engines, in cases | |
| Ammonia liquid (see page 27)— | | or crates, C.R.† | 2 |
| Phosphate of, in bags or barrels, | 2 | Axe handles, in bales or cases, C.R.† | 1 |
| C.R.† | 2 | Axes— | |
| Sulphate of (see Manures) | A | in cases or bales, C.R.† | 1 |
| Ammunition (see pages 20 to 25) | | loose, at Owner's Risk only on | |
| " Boxes, empty (see page 108) | | Damageable Goods Consignment | |
| Amyl Acetate (see page 25) | | Note | 2 |
| Anchors, C.R.† | 1 | Axle Arms and Boxes, Iron, in cases | |
| Animals (see Live Stock) | | or bales, C.R.† | *1 |
| Ant, white, exterminator, including | A | | |
| Creosote | A | B. | |
| Antimony— | | Bacon, Hams, and Lard (see page 115) | *B, less |
| Oxide | A | " " " " for export | 10 p.c. |
| Ore (see Ore) | | " " " " (see page 217) | |
| Arbors, C.R.† | 1 | Bagatelle Tables (see Billiard Tables) | |
| Apple Juice, produce of Common- | | Bagging, teased | C |
| wealth, "Smalls" minimum | *A | Bagging, Bags, and Rope, old, for | |
| Aquafortis (see page 27) | | paper-making | A |
| Aqueous Liquid (see page 28) | | Bags, Bagging, and Cornsacks, new, | |
| Architraves, not gilded— | | empty, in bales and bundles | B |
| Hardwood | A | " " (see footnote (t)) | A |
| " see (j) | A, less | Bags and Cornsacks, second-hand, | |
| Softwood | 25 p.c. | empty, minimum 8d. | A |
| Artelite (cement composition) | C | Bags, Calico, in bales, C.R.† | 1 |
| n.o.s. | A | " Paper (see Paper) | |
| (see footnote (ah)) | A, less | Bakerine, in bags or cases, C.R.† | 1 |
| Arms, hardwood, for telegraph poles | 25 p.c. | Baking Powder— | |
| (same as timber, hardwood, seasoned) | | in cases, C.R.† | 2 |
| Arrowroot, manufactured— | | produce of Vic. country industry, | |
| in cases, C.R.† | 2 | on Up journey, in cases, C.R.† | *1 |
| produce of Commonwealth, in | | Ballast (see Stone) | |
| bulk, in bags | B | Balls, steel, for grinding cement, in | |
| Arsenic (see page 28) | | cases or casks, C.R.† | *1 |
| Art. Works of, n.o.s.— | | Bananas, in cases and crates, or in | |
| In packing in cases or crates bound | | bundles, "Smalls," minimum | Aa |
| with wire or hoop iron. (Con- | | Bank Notes, Bills or Orders (see | |
| tents to be inspected before ac- | | General Condition 24) | |
| ceptance of consignment note) | | Bark, bundled, or in sheets— | |
| rate and half, C.R.† | 2 | n.o.s. | B |
| Loose, at Owner's Risk only on | | see (d) | A |
| Damageable Goods Consignment | | Consigned to country bark mills | |
| Note, double rate | 2 | or country tanneries in Victoria | |
| Artificial Manures (see Manures) | | (see (d)) | *M |

* For concessions to country industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. Tons. | Per 11-ton truck. Tons. Cwt. | Per 12-ton truck. Tons. Cwt. | Per 16-ton truck. Tons. Cwt. | Per 20-ton truck. Tons. Cwt. |
|----------------------------|-------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Subject to a minimum of .. | 8 | 8 0 | 8 0 | 12 0 | 12 0 |
| " " " " .. | 8½ | 8 10 | 8 10 | 14 10 | 14 10 |
| " " " " .. | 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| " " " " .. | 6 | 6 0 | 6 0 | 8 0 | 8 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Marure, M, A.P., Grain, A D B, and C Co. except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|---------------------|---|
| Bark, extract of— n.o.s. | A | Beehives— with bees, in truck loads |
| Consigned to country tanneries in Victoria— see (d) | *M | .. in lesser quantities, at owner's risk only, on damageable goods con- signment note |
| Minimum 10 cwt. | *A, less 25 p.c. | without bees— set up |
| Bark—ground or chopped— In bags | B | in pieces, in bundles, small minimum |
| (see (af) and page 211) | *A | Beer (see Ale) |
| Consigned to country tanneries in Victoria (see (af)) | *M | Beeswax, in cases or bags, C.R.† |
| Fibre | A | Beet-root, (see (i) and page 204) |
| Stringy, in sheets for roofing (see (i)) | M | .. small quantities, small minimum |
| Barley (see page 223) (see (ah)) | Grain | Bellows, in cases or crates, C.R.†— n.o.s. |
| .. for seed (see page 222) | | produce of Commonwealth on Up journey |
| .. Pearl— in bags or cases, C.R.† | 1 | Bells, in cases or crates, C.R.† |
| n.o.s. | B | Belting, leather and rubber, in cases or bales, C.R.† |
| produce of Common- wealth, on Up journey | | Benches, in cases or crates, C.R.† |
| Barrels, empty, (see page 112) | | Carpenters' and Sloyd |
| Barriers, comprising posts and rails, C.R.† | 1 | Saw |
| Basaltic Fibre | C | Bench Gauge, in cases, C.R.† |
| Basils (see Leather) | | Benzine (see page 25) |
| Baskets and Basketware— in crates or nests, C.R.† | 2 | Benzine Collas (see page 25) |
| loose, at owner's risk only, on damageable goods consignment note, rate and half | 2 | Benzoline (see page 25) |
| fish, empty (see page 108) | | Bevara Beer (dry ingredients), in cases, C.R.† |
| Bathbricks, in cases, C.R.† | 1 | Bicarbonate of Soda (see Soda) |
| Baths, metal, in cases or crates, legs to be protected, top of bath to be protected inside case or crate by packing, C.R.† | 2 | Bichromate of Potash |
| Bath Heaters, in cases or crates, C.R.† | 2 | Bicycles and Tricycles— in cases or crates, C.R.† |
| Bath Screens, in cases or crates, C.R.† | 2 | loose, at owner's risk only, on damageable goods consignment note, double rate |
| Bay Leaves for flavouring | C | Billiard and Bagatelle Tables, in strong cases, suitably packed, with cloth packing between slates and wedged, C.R.† |
| Beams (see Scales) | | Birds, Mutton, dead— In cases or casks, C.R. |
| Beans— n.o.s. (see (i)) | Grain | n.o.s., .. O.R. |
| haricot, in bags or cases, C.R.† | 1 | Birds, n.o.s., in cases or crates, C.R.† (see page 231 re limitation of Com- missioners' liability) |
| fresh, French and broad (same as vegetables) | | Biscuits, in cases or crates, C.R.†— minimum, 2 tons |
| Bearers, iron, C.R.† | 2 | smaller quantities |
| Beaver Board | C | dog |
| Bedplates, iron, C.R.† | 2 | |
| Bedsteads, in cases or crates, or packed in straw and hessian and castors removed, C.R.† | *2 | |
| Bedding, in bales, C.R.† | *2 | |
| Beef and Pork, salted, in casks, smalls minimum | B plus 25 p.c. | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.

| | Per 10-ton truck. Tons. | Per 11-ton truck. Tons. Cwt. | Per 12-ton truck. Tons. Cwt. | Per 16-ton truck. Tons. Cwt. | Per 15 Tons. |
|--------------------------------------|-------------------------------|------------------------------------|------------------------------------|------------------------------------|--------------------|
| (af) Subject to a minimum of | 9 | 9 0 | 9 0 | 13 10 | 13 |
| (d) " " " | 6 | 6 0 | 6 0 | 8 0 | 8 |
| (i) " " " | 8 | 8 0 | 8 0 | 12 0 | 12 |
| (ah) " " " | 9½ | 10 9 | 11 8 | 15 4 | 15 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|--|----------------|
| Wires, in packing in cases, bound with wire or hoopiron; in demijohns in wickerwork or in cases; in bulk in sound casks, C.R.† .. | 2 | Bones (see (d)) .. | M |
| Strumen (see page 222) .. | C | Bones, Bottles and Scrap Iron, mixed lots (see (d)) .. | M |
| Murine .. | A | Bones, crushed for case hardening (see (i)) .. | M |
| Blackboy Tree Chips (see page 47) | | Books in cases, C.R.† .. | 2 |
| Blacking— | | Boot Polish, Cream and Gloss, in tins in cases, or bottles in packing in cases, C.R.† .. | 2 |
| in tins in cases, or bottles in packing, in cases, C.R.† .. | 2 | Boot Hampers and Trunks— | |
| in bulk in sacks, at owner's risk only, on damageable goods consignment note .. | 1 | n.o.s., in crates or hessian covers, C.R.† .. | 2 |
| Blacklead, in cases, C.R.† .. | 2 | (see Empties). | |
| Blankets .. | C | Boots, Shoes and Goloshes, in approved cardboard containers, or in trunks or cases, C.R.† .. | *2 |
| Blankets, Flannels and Woollens, including Woollen Rugs, Woollen Socks, and Woollen Cloth— | | Borax, and Borax Glass, in cases, C.R.† .. | 1 |
| in approved cardboard containers, or in cases bound with wire, or in wrappers in thick brown paper, completely sewn up in hessian, C.R.† — | | Bottles, empty, in cases or crates† previously sent full by road or boat truck loads (see (d)) .. | A |
| n.o.s. .. | 2 | smaller lots (must be in bags, crates or cases) smalls minimum .. | B |
| produce of Commonwealth .. | 1 | n.o.s.— | |
| " " on Up .. | | truck loads (see (d)) .. | M |
| journey, smalls minimum .. | *C | smaller lots (must be in bags, crates, or cases) smalls minimum .. | A |
| Washing Liquids, (see page 27) .. | C | (see Potteryware). | |
| Washing Powders .. | C | Boxes, Cardboard— | |
| Wands— | | in cases or crates, C.R.† .. | 2 plus 50 p.e. |
| Bamboo, rolled tightly on wooden cores and packed in hessian, C.R.† .. | 2 | in nests, packed in cases or crates, consigned to Victorian country industries, on Down journey, C.R.† .. | 2 |
| Venetian, in cases, C.R.† .. | 2 | collapsible, sent collapsed, in packages, smalls minimum .. | C |
| Wine, in cases, C.R.† .. | 2 | Boxes— | |
| Woolstone— | | Cable, iron, C.R. .. | 1 |
| in cases or barrels, C.R.† .. | 1 | Empty for luggage, in crates or hessian covers, C.R.† .. | 2 |
| for spraying purposes and pickling wheat, when so consigned .. | A | Steel or leather hat, in crates or hessian covers, C.R.† .. | 2 |
| Boats (see page 119). | | Empty, n.o.s. (see Empties). | |
| Boilers and Coppers, Kitchen, Washing, &c. n.o.s. (including iron frames for boilers), in cases or crates, C.R.† .. | *2 | Brackets, iron, for telegraph poles, in bags or cases, C.R.† .. | 1 |
| Boilers, Steam— | | Braids, in cases bound with wire or hoop iron, C.R.† .. | *2 |
| n.o.s., all projecting parts to be crated or removed and cased (second-hand to be also subject to inspection by Departmental Engineer at cost of sender), C.R.† .. | *1 | Bran (see (l) and pages 214 and 223). | Grain |
| old, same as Machinery, old. | | Brands, iron, in cases or bales, C.R.† .. | 2 |
| Bolts, iron, in cases or bags, latter to bear address label inside and outside, C.R.† .. | *1 | Brandy, same as Spirits. | |
| Bone Ash, used in the assaying of gold, in drums or cases, C.R.† .. | 1 | Brattice Cloth, same as Bags, new. | |
| Bone Dust (see Manure). | | Brass— | |
| Bone Meal (see Manure). | | Burnished, in cases or bales, C.R.† .. | 2 |
| | | Rods, in cases or bales, C.R.† .. | 2 |
| | | Sheet, in cases or bales, C.R.† .. | 2 |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------------|-------------------|-------------------|-------------------|
| (d) Subject to a minimum of .. | Tons. 6 | Tons. Cwt. 6 0 | Tons. 8 | Tons. 8 |
| (e) " " " .. | 9½ | 11 8 | 14½ | 14½ |
| (f) " " " .. | 8 | 8 0 | 12 | 12 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE. For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BU, and C classes otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|-----------------|--|
| Brass—continued. | | Buggies (see Vehicles). |
| Scrap.. | A | Bullock drays (see Vehicles). |
| Tubing, in cases or bales, C.R.† .. | 2 | Bungs, wooden .. |
| Bread, in baskets or cases, C.R.† .. | 1 | „ (sausage skins) in barrels or tins, C.R.† .. |
| Breakfast Foods, such as— | | Butchers Small Goods, viz., Sausages, Saveloys, Frankfurts, German, Black and White Puddings, Heads and Feet, Corned Beef, "Smalls" minimum .. |
| All Bran, Bakettes, Cerix, Corn Flakes, Crispies, Granola, Granose Biscuits, Grape Nuts, Kornies, Pep, Vita Brits, and Weeties in packets, in approved cardboard containers, or cases, C.R.† | 1 | Butter .. |
| Bricks— | | „ in single packages (see page 115). |
| Air, metal, in cases or crates, C.R.† | 2 | „ for Export (see page 205). |
| Air Vents, terra cotta .. | C | „ Boxes, Kegs and Tubs (see Empties) |
| Enamelled and camber .. | A | „ on declaration from the Customs Department, returned from Melbourne to Country factories to be re-worked on account of being below standard. |
| Cinderete .. | M | |
| Concrete .. | M | Buttermilk, desiccated, produce of Commonwealth .. |
| Fire, Fire Clay, and Fire Lumps .. | A | „ .. (see (d)). |
| „ „ „ „ (see ai) | A, less 25 p.c. | Butter Barrels (see page 108). |
| (see page 215) | | Butts, empty (see page 112). |
| produce of Commonwealth, on Up journey .. | *M | |
| Ordinary .. | M | C. |
| Vitrified, Acid Proof, and Special Building such as Bull-nose and Facing .. | A | Cabinets, telephone .. |
| „ Acid Proof and Special Building such as Bull-nose and Facing (see (ai)) .. | A, less 25 p.c. | Cable boxes, wooden .. |
| Bricktor, in bags, cases or barrels, C.R.† | 1 | „ and cable drums, C.R.† .. |
| Brittania-metal Goods, not plated, in cases or crates, C.R.† .. | 2 | Cables Chain, C.R. .. |
| Briquettes—(see (ak)). | Fire-wood | „ Electric, C.R. .. |
| Bromine (see page 27). | | „ „ minimum 3 tons C.R. iron or steel, secondhand (see (l)) .. |
| Brooms, in cases or bales, C.R.† — | 2 | Cages, bird, in cases or crates, rate and half, C.R.† .. |
| n.o.s. .. | B | „ bird, loose, at owner's risk only on damageable goods consignment note, double rate .. |
| Produce of Commonwealth, on up journey .. | Grain | „ mining, C.R. .. |
| Broom Corn (see (i)) .. | | Calcium Carbide (see page 28). |
| Brunswick Black, in tins in cases, or in bottles in packing in cases, C.R.† | 2 | „ Chloride, in iron drums C.R.† .. |
| Brushware, in cases, crates, or bales C.R.† | | „ „ „ (see (i)). |
| n.o.s. .. | 2 | Calico* (same as Drapery). |
| Produce of Commonwealth, on "Up" journey .. | B | Camp Equipment, each item to be consigned separately, and cased or baled, C.R.† .. |
| Buckets, metal, in cases or crates, C.R.† | 2 | Candles, in cases, C.R.† .. |
| „ wooden, in nests or crated, C.R.† .. | 2 | Canes, in bundles, C.R.† .. |
| „ fruit, empty (see page 109). | | Cannon, on carriages or otherwise, C.R.† .. |
| „ mining, iron, C.R. .. | 1 | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. |
| (a) Subject to a minimum of .. | 4 | 4 | 4 | 4 | 4 |
| (i) „ „ „ .. | 8 | 8 | 8 | 12 | 12 |
| (d) „ „ „ .. | 9½ | 9 | 11 | 14 | 14½ |
| (ak) „ „ „ .. | 8 | 8 | 8 | 14 | 14 |
| (ai) „ „ „ .. | 9½ | 10 | 11 | 15 | 19 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|-----------------|---|------------------|
| Canoes, in cases or crates, C.R. † .. | Half Boat rates | Castings and Forgings, rough and not machined or polished or light and fragile, including stamper heads, shoes and cams, hammered shafts, stamper boxes and fire blocks, bars and bearers | *C |
| Cases, empty (see page 109). | | as above, see (ai) | *C, less 20 p.c. |
| Cast-iron, iron, C.R. | 2 | Castings and Forgings, machined and polished, or light and fragile in cases or crates, C.R. † | *2 |
| Canvas in bales, C.R. † | 2 | Cattle tips | B |
| " cut to approved sizes for agricultural machines and so consigned, in cases or bales, C.R. † | 1 | Cattle and Poultry Food, liquid or dry, n.o.s. | A |
| Caps, Tin, for covering bottles and pickle jars, minimum 8d. | C | Ceilings, Plaster (see Plaster). | |
| Capsules, in cases, C.R. † | 2 | Ceilings and Walls, metal in cases or crates, C.R. † | *1 |
| Carbonized Sanitary Sawdust | A | " and Walls, metal, loose, at owner's risk only on damageable goods consignment note | *2 |
| Carbon, Bi-sulphide of (see page 26). | | Cement | *B |
| " (gas) product from Gas retorts (see (c)) | M | " (see (ai)) | *A |
| Carbox Liquid Cleanser | C | " (see page 318). | |
| Carboys (see Empties). | | " liquid for Congo roofing, in tins in cases, C.R. † | 1 |
| Carburene (see page 25). | | " Pipes (see pipes). | |
| Card Flyings | C | Cement and Concrete Articles as under, (see **) | |
| Cardboard Mounts for photographs, in cases or crates, C.R. † | 2 | †Bases for Bowser Pumps | A |
| Caruba, in cases, C.R. † | 1 | †Blocks for building purposes | *A |
| Carpeting in cases, C.R. † | 2 | " " " " (see (ai)) | *A, less 25 p.c. |
| Carrots (see (ah)) | Grain | †Conduit Blocks | A |
| " Small quantities, "Smalls" minimum | A, less 10 p.c. | †Inverts, Plates, Slabs, Curbs, Manhole covers (see (ah)) | M |
| Cartons, in cases or crates, C.R. † | 2 | †Posts, bridge | 1 |
| " cardboard, collapsed, in bags, crates or cases, "Smalls" minimum | C | " fencing, in trucks loaded to full carrying capacity | M |
| " (see page 109.) | | " " (see (d)) | A, less 25 p.c. |
| Cartidges (see page 25). | | †Telegraph Poles (see ai) | A |
| Carts (see Vehicles). | | †Rollers, Garden | 2 |
| Cases, empty (see page 109). | BB | †Sluice Gates and Inspection Shafts | 2 |
| Casing, wooden for electric wires, in bundles not exceeding 17 ft. 6 in. in length, C.R. † | 1 | ††Copper Boiler Stands | B |
| Baskets for protecting coffins (see page 109). | | ††Box Culverts and Gutter Crossings | A |
| Bats, empty (see page 112). | | ††Fireplaces | 2 |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. | |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---|
| | Tons. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | |
| (c) Subject to a minimum of .. | 6 | 0 | 6 | 0 | 6 | 0 |
| (d) " " " .. | 8 | 0 | 8 | 0 | 8 | 0 |
| (ai) " " " .. | 10 | 0 | 11 | 8 | 15 | 4 |
| (ah) " " " .. | 9½ | 0 | 11 | 8 | 15 | 4 |

** These articles may be accepted at Commissioners' risk:—
 † when not less than 3 inches thick, and declared on consignment note to have been manufactured at least 5 weeks.
 †† in packing in cases or crates, and declared on consignment note to have been manufactured at least 5 weeks.
 Articles not complying with these conditions to be accepted at Owner's Risk only on a Damageable Goods consignment note.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grains, A, B, BB, and C classes otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. |
|--|----------|---|
| Cement and Concrete articles—continued. | | Charcoal, in bags (see (g) .. |
| ††Chimneys in sections | A | „ animal (charred bones) in barrels, C.R.† .. |
| „ „ (see (ah) .. | A, less | Cheese, in cases or crates.† .. |
| ††Troughs, Washing— | 25 p.c. | „ „ Minimum 1 ton .. |
| n.o.s. | 2 | „ „ lesser quantities. |
| Product of Victorian Country industry, on Up journey .. | *1 | „ „ “Smalls” minimum .. |
| Sheep, pig or cattle .. | A | „ loose, at owner's risk only on damageable goods consignment note, “Smalls” minimum .. |
| ††Pipes, cement and monier, and collars— | *B | „ in jars or tins in packing in cases, C.R.† .. |
| for City or Town Reticulation n.o.s., for irrigation or drainage— | | „ in single packages (see page 115). |
| High pressure (i.e. exceeding 13 lb. per square inch) .. | *B | „ for export (see page 203). |
| Low pressure (i.e., not exceeding 13 lb. per square inch) and so declared on consignment note— | | „ Binding, in cases or bales, C.R.† .. |
| not exceeding 15" in diameter .. | *A | Chemicals (see pages 25 to 29). |
| exceeding 15" in diameter .. | *A | Chestnuts, in bags or cases, C.R.† .. |
| „ (see(c) .. | *A, less | n.o.s. |
| ††Tanks | 25 p.c. | produce of Commonwealth on “Up” journey, “Smalls” minimum .. |
| „ (see footnote (h)) .. | B | Chevalier Cooking Mixture in cases, C.R.† .. |
| Chaff (see (p) and page 128) .. | A | Chicory Roots (see (i) and page 207) .. |
| Chains— | Grain | „ dried |
| used in the manufacture of Agricultural Implements, C.R. .. | 1 | „ manufactured, in cases, C.R.† .. |
| n.o.s., C.R. | 2 | Chimneys, Concrete (see Cement). |
| Chairs, on wheels—Invalid, Barbers', or Dentists', in cases or crates, C.R.† .. | 2 | Chimney Pots, Earthenware, packed in straw in cases or crates† .. |
| „ n.o.s., to be packed same as furniture, C.R.† .. | 2 | „ Tops, iron, in cases or crates, C.R.† .. |
| Chalk | *A | China ware, n.o.s., in packing in cases, crates or barrels and labelled “Fragile”— |
| Chandeliers, in cases or crates, C.R.† .. | 2 | Not exceeding £10 in value, C.R.† .. |
| Channels, Iron (see Joists). | | Exceeding £10 in value and subject to General Condition No. 2, C.R.† .. |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| * Tons. | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (e) Subject to a minimum of .. | 6 | 6 0 | 6 0 | 6 0 | 6 0 |
| (h) „ „ „ .. | 7 | 7 0 | 7 0 | 10 10 | 10 10 |
| (i) „ „ „ .. | 8 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) „ „ „ .. | 9½ | 10 9 | 11 8 | 15 4 | 15 4 |

| Tons. | Per 10, 11, or 12 ton truck. | | | Per 16-ton capacity truck. | | | Per 20-ton truck. |
|-----------|------------------------------|------------|--------------|----------------------------|-------|-------|-------------------|
| | Tons. | Drop Door. | High Slided. | Swing Door. | Tons. | Tons. | |
| (p) | 7 | 10 | 8½ | 10 | 10 | 10 | |
| (q) | 7 | 10½ | 8½ | 10 | 10½ | 10½ | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|---|----------------|
| Chloride, in drums, for construction of floors | B | Closet Pans, in cases or crates, C.R.† | 2 |
| " of Barium | C | Clothes Lines, Hempen or Wire, in bales, C.R.† | 1 |
| " of Lime (see Lime). | | " Pegs, in cases, C.R.† | *1 |
| Chlorine (see page 28). | | Clothing— | |
| Chocolate in cases, C.R.† | 2 | Manufactured, in cases bound with wire or hoop iron, C.R.† | 2 |
| Corns in cases or crates, C.R.† | 1 | Oiled, in cases, C.R.† | 2 |
| Custney in bottles in packing in cases, C.R.† — | 2 | Cloves, in cases, C.R.† | 2 |
| n.o.s. | | Coal, Black, Brown, and Lignite (see (w) and page 207) | M, less 5 p.c. |
| Produce of Commonwealth— | *A | Cocoa, in cases, C.R.† | 2 |
| on "Up" journey | | " Bean Husks (see (d)) | A.P. |
| consigned direct to seaboard for immediate export beyond the State (see page 213) | *AP | Cocoa and Milk, in cases, C.R.† — | |
| Canada Compost (see Manures). | | n.o.s. | 1 |
| Cider and Perry in packing in cases; in demijohns in wickerwork or in cases; in bulk in sound casks, C.R.† —n.o.s. | C | produce of Commonwealth | Bn |
| *Produce of Commonwealth, same as Wine, produce of Commonwealth | | Coconut, desiccated, in cases, C.R.† | 1 |
| Cigars and Cigarettes, in approved cardboard containers or in cases bound with wire or hoop-iron, C.R.† | 2 | Coconuts (same as Fresh Fruit). | |
| Cinnamon in cases, C.R.† | 2 | Coffee or Coffee Essence, in bottles in packing in cases, C.R.† — | |
| Circus Material, Merry-go-rounds, and Switch-back Railways, in cases or crates, C.R.† — | | n.o.s. | 2 |
| Truck. Per mile. Min. charge. | | Essence, produce of Commonwealth, on Up journey | *1 |
| £ s. d. £ s. d. | | Coffee Beans, in bags or cases, C.R.† | 2 |
| Per 4-wheeled 0 0 9 .. 0 14 6 | | Coin, Gold or Silver (see General Condition No. 24 and page 248) | |
| Per 6-wheeled 0 0 11 .. 0 18 3 | | Coke (see (aa)) | M |
| Per bogie .. 0 1 1½ .. 2 3 6 | | Collodion (see page 25). | |
| Citrus Health Saline Powder, in bottles or jars in packing in cases, or in tins in cases, C.R.† — | | Columns, Iron— | |
| n.o.s. | 2 | Wrought, C.R. | 2 |
| Produce of Commonwealth on "Up" journey | *A | Cast, in cases or crates, C.R.† | 2 |
| Clamps, iron in cases, C.R.† | 1 | Rolled "H" Steel, with riveted attachments, C.R. | 1 |
| Clay | M | Commercial Travellers' Samples (see Passenger Fares Book). | |
| " Fire (see Bricks). | | Compo Board, in cases or crates, C.R.† | 1 |
| Chauers, Household, in cases, C.R.† | 1 | Composition— | |
| -n.o.s. | 1 | non-conducting, for boilers and steam pipes | C |
| Cleanse (Soap), in cases, C.R.† | 1 | enamel, anti-fouling (see page 25) | |
| " (see (ah)) | C | Gas lighting (see page 30) | |
| Clippings in bales | C | Compounds, Nitro Benzine (see page 27) | |
| Clocks, in cases— | | Concrete Articles (see Cement). | |
| Not exceeding £10 in value, C.R.† | 2 | Conduit, metal for electric wires, in cases or crates, not exceeding 17 ft. 6 in. in length, C.R.† | 1 |
| Exceeding £10 in value and subject to General Condition 2, C.R.† | 2 | Confectionery— | |
| | | In cases, in tins or boxes in crates, in bottles or jars in packing, in cases or approved cardboard containers, or crates, C.R.† — | |
| | | Minimum, 2 tons | *1 |
| | | Smaller lots | *2 |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| (see) | Subject to a minimum of | Per 10-ton truck. | | Per 11-ton truck. | | Per 12-ton truck. | | Per 16-ton truck. | | Per 20-ton truck. | |
|-------|-------------------------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|
| | | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. |
| (a) | " | 6½ | 6 | 10 | 6 | 10 | 10 | 10 | 10 | 10 | 10 |
| (b) | " | 6 | 6 | 0 | 6 | 0 | 8 | 0 | 8 | 0 | 8 |
| (c) | " | 9½ | 10 | 0 | 11 | 8 | 15 | 4 | 15 | 4 | 15 |

tons per 10-ton truck; 10 tons 9 cwt. per 11 or 12 ton truck; 15 tons 4 cwt. per 16-ton truck; Brown, 16 tons, Black, 18 tons, per 20-ton truck; 18 tons per "R" bogie truck; 22 tons per "Q.R." truck.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain A, B, BB, and C except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|-----------------|---|
| Congo Roofing | C | Corks, out, in cases or bags, C.R.† .. |
| Construction Material, Departmental (see page 213) | | Cornell Board |
| Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway works, buildings, &c. Consignment note to contain detailed description of the various appliances | C | Corn Flour and Cornina— In bags |
| " " " " (see (d)) | B | In cases, C.R.† |
| Coops, empty (see page 109). | | Cornsacks (see Bags). |
| Copal, in cases, C.R.† | *2 | Cornices, Plaster (see Plaster). |
| Copi— | | Cornish Stone, ground, and Ground Flint, for Pottery making |
| n.o.s. (see (ai)) | A.P. | Cotton— |
| for manure and so declared on consignment note | Manure rate | Raw |
| Copper— | | " consigned to Victorian country woollen mills |
| Nails, Rivets, Plate or Sheet in cases or casks C.R.† | 2 | Waste, in cases, bales or bags, C.R.† |
| Rod in cases, crates, bales, C.R.† | 2 | " oily (see page 30). |
| Regulus | M | Wool, in cases, C.R.† |
| Ingot and Scrap, in cases or barrels, C.R.† — | | Yarn |
| n.o.s. | 1 | " consigned to Victorian country woollen mills or cotton factories |
| see (ai) | C | Cotton Goods, in cases bound with wire or hoop iron, C.R.† — |
| Sulphate of (see Bluestone). | | Produce of Commonwealth |
| Tubing and piping in cases, crates, or bales, C.R.† | 2 | Produce of Commonwealth on Up journey, "Smalls" minimum |
| Carbonate, consigned for treatment of seed wheat or vines.. | A | Covers (softwood) for Table Tops, returned to original forwarding station, minimum 8d. |
| Copperas, in cases or barrels, C.R.† .. | 1 | Covers (canvas) for Sewing Machines, returned to original forwarding station, minimum 8d. |
| Coppers (see Boilers). | | Covers (calico) for Motor Cars, returned to original forwarding station, minimum 8d. |
| Cardage, hempen, C.R.† | 1 | Crab Winches (see Machinery). |
| " " for mining (see (i)) | C | Cranes, Derrick |
| Cordials—In barrels, in jars in wicker work, or in packing in cases or covered crates, C.R.† — | | Crates, empty (see page 109). |
| n.o.s. | 2 | Cream, (see page 113). |
| produce of Commonwealth, on Up journey | *1 | " of Tartar, in kegs or cases, C.R.† |
| (See page 128.) | | Crockeryware, in packing in cases, crates or barrels and labelled "Fragile," C.R.† |
| Cordials or any liquid in bottles in uncovered crates, at Owner's Risk only on Damageable Goods consignment note | 2, plus 25 p.c. | Crowbars in bundles, C.R.† |
| Coring (see Stone). | | Crucibles (see Retorts.) |
| Cork— | | Crystals, sulphuric acid (see page 27). |
| Granulated— | | Curd— |
| n.o.s., "Smalls" minimum | C | Minimum, 1 ton |
| In hydraulically-pressed bales .. | A | Lesser quantities, "Smalls" Min. |
| Pressed into sheets made in Commonwealth | C | Currants, dried (see Fruit). |
| Sheet, n.o.s., in cases, crates or bales, C.R.† | 2 | Curry Powder, in bottles or jars in packing, or in tins in cases, C.R.† — |
| Shavings, "Smalls," minimum | C | n.o.s. |
| | | Produce of Commonwealth on Up journey |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | | Per 11-ton truck. | | Per 12-ton truck. | | Per 14-ton truck. | |
|--------------------------------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|
| | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. |
| (d) Subject to a minimum of .. | 6 | 0 | 6 | 0 | 6 | 0 | 8 | 0 |
| (i) " " " " .. | 8 | 0 | 8 | 0 | 8 | 0 | 12 | 0 |
| (ai) " " " " .. | 9 | 10 | 10 | 9 | 11 | 8 | 15 | 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A, B, Bb, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|--|--------|
| Catch | A | Earth | M |
| Cutlery, in cases, C.R.† | 2 | „ Diatomaceous | M |
| Crude of Potassium (see page 28). | | Earthenware (see page 220). | |
| „ „ Sodium (see page 28). | | Earthen and Stone Ware, packed in | |
| Cylinders, iron or steel— | | straw in cases, crates or barrels and | |
| turned and polished, in cases | 2 | labelled “Fragile,” C.R.† | *2 |
| or crates C.R.† | 1 | Eggs, in cases packed in fillers and | |
| rough, in cases or crates, C.R.† | | platforms equal in strength to .035 | |
| returned empty (see page 110). | | leatherboard, tops and bottoms | |
| | | to be buffered with straw or wood | |
| | | wool†— | |
| | | “Smalls” Minimum | Bb |
| | | In single packages (see page 115). | |
| | | Preserved, “Smalls” Minimum | Bb |
| | | Fillers and Carriers, Min. 8d. | C |
| | | Egg Preservative, Liquid— | |
| | | n.o.s. | C |
| | | Produce of Commonwealth on Up | |
| | | journey | *A |
| | | „ Pulp, “Smalls” minimum | Bb |
| | | Empties (see page 109). | |
| | | Emulsion of Turpentine and Beeswax, | |
| | | in bottles in packing, or in tins in | |
| | | cases, C.R.† — | |
| | | n.o.s. | 2 |
| | | Produce of Commonwealth on Up | |
| | | journey | *A |
| | | Engines, may be accepted at Commis- | |
| | | sioners’ Risk on the following con- | |
| | | ditions†— | |
| | | New and Secondhand, in cases or | |
| | | crates or otherwise suitably | |
| | | packed, projecting parts to be | |
| | | crated or removed and cased; | |
| | | chocking to be provided by | |
| | | senders where necessary. | |
| | | Secondhand to be also subject to | |
| | | inspection by Departmental | |
| | | Engineer at cost of sender. | |
| | | Engines— | |
| | | Beer, Garden, and n.o.s. | 2 |
| | | Gas, Oil or Steam, stationary | 2 |
| | | Hop washing | 2 |
| | | Motor | *2 |
| | | as above in truck loads (see | |
| | | (i)) | 1 |
| | | Donkey | C |
| | | Locomotives | C |
| | | Oil or Steam, Portable | C |
| | | Traction | C |
| | | Old (see Machinery, Old). | |
| | | Engravings, Paintings, and Pictures, | |
| | | in cases, suitably packed— | |
| | | Not exceeding £10 in value, C.R.† | 2 |
| | | Exceeding £10 in value and sub- | |
| | | ject to General Condition 2 | |
| | | C.R.† | 2 |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-------|-------------------------|-------------------|-------------------|-------------------|
| Tons. | 8 | 8 | 12 | 12 |

(i) Subject to a minimum of

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|---------|--|
| Engravings, &c.—continued. | | Fibre—continued. |
| Loose at Owner's Risk only, on Damageable Goods consignment note double rate .. | 2 | Silk (see Silk). |
| Ensilage (see (d)) .. | Grain | Woollen, teased in bales .. |
| Envelopes, Straw, for bottles, in bales, C.R.†— | | Fibrina, in cases, C.R.† .. |
| n.o.s. .. | 1 | Fibro-cement or Plaster Sheets, (see Plaster). |
| Produce of Commonwealth, on Up journey (see (f)) .. | *B | Fibrolite Asbestos Cement (see Plaster). |
| Returned empty in cases, "Smalls" minimum .. | A | Films, Bioscope (see page 30). |
| Essences, Culinary, in bottles or jars in packing in cases or in tins in cases, C.R.† .. | 2 | Firearms, n.o.s., in cases, C.R.† .. |
| (See page 128) | | Fire Beaters, in cases or bales, C.R.† .. |
| Ether (see page 26) | | Fire Blocks, bars, and bearers (see Castings) |
| Eucalaqua, same as Boiler Disencrustant .. | C | .. Bricks, Fireclay and Fire Lumps (see Bricks). |
| Eucalyptus leaves .. | A | Fireirons (see Fenders). |
| .. Oil (see Oils) | | Firekindlers in cases, C.R.† .. |
| .. Refuse or By-product .. | B | Firewood (see pages 32, 124, and 215). |
| Exhibits for Shows (see page 30) | 10 p.c. | Fireworks (see page 20). |
| Explosives (see page 20) | | Fish— |
| Ezécleen.* Same as Cleansers, Household | | Preserved, tinned, in cases (see page 128), C.R.† .. |
| F. | | Dried, salted and in Brine, in cases or barrels, C.R.† .. |
| Fabric, steel or iron, for reinforcement (see page 59). | 2 | Barracouta, in tins packed in cases, produce of Commonwealth .. |
| Farina, in cases, C.R.† .. | | (See (i)) .. |
| Fat— | | Fresh, smoked, salted or dried, produce of Commonwealth, also oysters and other shell fish (see page 112). |
| n.o.s. .. | B | Baskets and Boxes (see Empties) |
| Copha, produce of Commonwealth | C | Fittings— |
| .. n.o.s. .. | 2 | Door, in cases, C.R.† .. |
| Feathers, in cases, bales or bags C.R.† | *C | Electric Light or Gas, in cases, C.R.† .. |
| Felloses and Spokes, wooden— | | Shop and Counter in cases, C.R.† .. |
| Dressed .. | *B | Shop fronts (see page 61). |
| .. (see (ah)) .. | *M | Flagging (see Stone). |
| Rough .. | M | Flannels (see Blankets). |
| Felspar .. | *2 | Flavor for Cordials— |
| Felt for upholstery .. | 1 | in casks, C.R.† .. |
| Felt, Roofing and Insulating in crates or bales, C.R.† .. | C | in jars in wickerwork, or in packing in cases or crates, C.R.† .. |
| Felt paper consigned for floors or packing furniture .. | | Flax Straw (see (d)) |
| Felt Paper and Hessian which have been used for packing furniture, when returned in the cases in which furniture was originally packed .. | A | .. minimum 3 tons for any quantity loaded in a 4-wheeled truck .. |
| Fenders and Fire Irons, in cases, C.R.† | 2 | Flax Fibre .. |
| Fenders, marble, in packing in cases, C.R.† .. | 2 | .. Refuse (see (d)) .. |
| Fiberlic .. | C | Flax Yarn .. |
| Fibre— | | Flint, calcined .. |
| Basaltic .. | C | Floatine .. |
| Cocconut, in bales or bags, C.R.† | 1 | Flock, in bales or bags, C.R.† .. |
| | | .. dust (see (d)) .. |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (d) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 8 0 | 12 0 |
| (j) " " " .. | 5 0 | 5 0 | 5 0 | 7 0 | 10 0 |
| (i) " " " .. | 8 0 | 8 0 | 8 0 | 12 0 | 15 0 |
| (ah) " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 19 3 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|--|-----------------------|
| Door Cloth (see Linoleums). | | Fruit—continued. | |
| White and Brown (see (aj) and pages 214 and 223) .. | Grain | Dried, in cases—continued. | |
| Acrated, Self-raising, Presto .. | A | Produce of Commonwealth on Up journey .. | *A, less 10 p.c. |
| Exterminator, n.o.s., in cases .. | 2 | Produce of Commonwealth, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class "A" less 10 per cent. and conditions in the first instance, and on production of a certificate from the Customs officer that the identical dried fruit has been distilled, the charges may be reduced to Class "M," less 10 per cent.* See (ah) | |
| " " produce of Commonwealth, on up journey .. | *A | For export see page 215. | |
| " " " produce of Commonwealth, on up journey .. | Grain | Dried, produce of Commonwealth, returned to the original forwarding station for distillation purposes on production of declaration .. | *Half A, less 10 p.c. |
| Food— | | Refuse (see (h)) .. | A, less 25 p.c. |
| Breakfast (see page 38). | | Mixture, on Up journey .. | *A |
| Stock and poultry, condimental | A | Fresh— | |
| Poultry, n.o.s. .. | A | In cases or bags, "Smalls" minimum .. | AA |
| Stock, "Iscol" .. | A | In trays or punnets packed in cases or crates, "Smalls" minimum .. | AA |
| Stock, Meggitt's .. | AP | In buckets, casks, tubs, or tins, "Smalls" minimum .. | B, less. 10 p.c. |
| Infants, in bottles or jars in packing in cases, or in tins in cases, C.R.† .. | 2 | In baskets, at Owner's Risk only on a Damageable Goods consignment note .. | 1, less 10 p.c. |
| Footlights, glass for pavements and floors, in cases, C.R.† .. | 1 | Consigned direct to the sea-board for immediate export beyond the State (see (ah) and pages 205, 213, and 215). | |
| Foot Bot Specifics, in packing in cases, C.R.† .. | 1 | At Owner's Risk† .. | Grain |
| Formes, Portable, C.R. .. | 2 | In single packages (see page 115). | |
| Formings (see Castings). | | Interstate traffic (see page 138). | |
| Grasses, Hay and Garden, in cases or bales, C.R.† .. | 2 | Pulp, "Smalls" minimum .. | *A |
| Formalin (as disinfectant). | | Cases, empty (see page 109). | |
| Games— | | Fuller's Earth, in cases, C.R.† .. | 2 |
| Picture, in cases, C.R.† .. | 2 | " " for scouring purposes .. | C |
| Set up, at Owner's Risk only on Damageable Goods consignment note, double rate .. | 2 | " " produce of Commonwealth on "Up" journey .. | *A |
| Window, glazed, in packing in cases, C.R.† .. | 2 | Funnels, Engine. C.R. .. | 2 |
| Unglazed, in secure bundles or packages, C.R.† .. | 2 | | |
| Fruit Bottling Outfits, "Vacola," in packing in cases, C.R.† .. | 1 | | |
| Fruit— | | | |
| Canned, bottled, or preserved, in tins, or in bottles or jars in packing in cases, or approved cardboard containers. | | | |
| n.o.s. .. | 2 | | |
| Produce of Commonwealth on Up journey .. | *A | | |
| Produce of Commonwealth, consigned direct to the sea-board for immediate export beyond the State (see pages 213 and 217) .. | *A.P. | | |
| Dried, in cases, C.R.† .. | | | |
| n.o.s. .. | *2 | | |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| Subject to a minimum of | Per 10-ton truck. | | Per 11-ton truck. | | Per 12-ton truck. | | Per 16-ton truck. | | Per 20-ton truck. | |
|-------------------------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|
| | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. |
| " " " | 7 | 0 | 7 | 0 | 7 | 0 | 10 | 10 | 10 | 10 |
| " " " | 9 | 10 | 9 | 10 | 11 | 8 | 14 | 5 | 14 | 5 |
| " " " | 9 | 10 | 10 | 9 | 11 | 8 | 15 | 4 | 15 | 4 |
| " " " | 9 | 10 | 10 | 9 | 11 | 8 | 15 | 4 | 17 | 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bu, and C otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|--------|---|
| Furniture, as under, C.R.† In cases or crates, or packed in a thick layer of straw covered with hessian. Pianos and organs to be packed in cases. Articles such as tables, chairs, bedsteads, wardrobes, &c., having projecting legs, must have the legs battened together and castors removed. Mirrors must be wholly covered with wood not less than half an inch in thickness. Glass over £10 in value to be subject to General Condition No. 2. <i>Second-hand Furniture</i> may be accepted at the risk of the Commissioners under the same conditions, provided it is in good order and condition. new* or second-hand, n.o.s. 2 new* or second-hand, in van bodies or sling vans without wheels, minimum 30 cwt. 1 | | G. Gambier Game, Dead, n.o.s.— in cases, C.R. n.o.s. O.R. Gangboards, Wooden Garden Rollers, n.o.s., C.R. " Mowers, in cases, C.R.† " Seats, in cases or crates, C.R.† Garlic Gas Manufacturing Plant, in cases, crates, or bundles, C.R.† Gas— Acetylene (see page 29). Ammonia (see page 29). Carbonic Acid (see page 29). Laughing (see page 29). Oxygen (see page 29). Liquor, in steel drums (see (ah)) Gasaliers, in cases or crates, C.R.† Gasco Gasoline (see page 26). Gates, Iron or Wood, C.R. Gelatine, in cases, C.R.† Germea, in cases, C.R.† Ginger— Dry or Preserved, in bags or cases, C.R.† Green, "Smalls" minimum Girders— Iron, C.R. " (see (ah)) C.R. Glass— Broken (see i) Plate or Window, and Glassware, in packing in cases— Not exceeding £10 in value, C.R.† Exceeding £10 in value, and subject to General Condition 2, C.R.† Glaxo, in cases, C.R.† — n.o.s. produce of Commonwealth, on Up journey Glucose or Maize Syrup " " " in 3-ton lots Glue— in bags or cases, C.R.† produce of Commonwealth, on Up journey when sent with 1 ton or more of other goods from one consignee at one station to the same consignee at destination station, minimum 10 cwt. |
| Furniture and Household Effects, <i>second-hand</i> , including sewing machines, pianos, organs, perambulators, and go-carts, loose or in van bodies or sling vans without wheels, including weight of van— When packed as prescribed above, C.R.† Per Minimum Tonnage Mile. charge. charged for. s. d. £ s. d. 1 6 1 8 9 3 tons per 4-wheeled truck 2 3 2 3 3 4½ tons per 6-wheeled truck (Any quantity in excess of the above tonnages loaded in same truck shall be charged <i>pro rata</i>) Furniture, as above, in vans on wheels, minimum 2 tons gross weight of van and contents 2 Furniture, Wicker or Sea-grass, double rate 2 Furniture Springs, in cases, crates, or bales, C.R.† 2 Furs, in cases bound with wire or hoop iron. Not exceeding £10 in value, C.R.† 2 Exceeding £10 in value, and subject to General Condition 2, C.R.† 2 Fuse, Cotton in cases, C.R.† 2 " Safety (see page 24) 2 " Tape, in cases, C.R.† 2 " Tape, colouring, in cases, C.R.† 1 | | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.
Per 10-ton truck. Per 11-ton truck. Per 12-ton truck. Per 16-ton truck. Per 20-ton truck.
Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt. Tons. Cwt.
(i) Subject to a minimum of 8 0 8 0 8 0 12 0 12 0
(ah) " " 9 10 10 9 11 8 15 4 15 4

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|---|--------|
| produce of Commonwealth—on Up journey—continued. when loaded in same truck with not less than— | | Gravestones—continued. | |
| 2 tons of leather { same as leather } 10 cwt. of leather { P. of C. } | 1 | Loose, at Owner's Risk only on Damageable Goods consignment note | 2 |
| Blue, pieces, in bales, C.R.† .. | 1 | Grease— | |
| Glycerine— | | Axle and Anti-friction | C |
| Crude, in cases or iron drums, or in tins in cases, C.R.† .. | 1 | Curriers', for tanning | A |
| Pure, in bottles or jars in packing in cases, or in tins in cases, C.R.† .. | 2 | Grids, Wooden, in crates or bundles, C.R.† .. | 1 |
| Nitro (see page 20). | | Grindery, n.o.s., in cases or barrels, C.R.† .. | 2 |
| Salt, manufactured or unmanufactured (see General Condition 24) | | Grindstones, in cases or crates, C.R.† .. | 1 |
| Golden Syrup, Treacle, and Molasses, in cases or cases, C.R.† .. | 1 | Grit, Steel, for dressing stone | M |
| Co-carts— | | Groats, in tins in cases, C.R.† .. | 2 |
| in cases or crates, C.R.† .. | 2 | Groceries, n.o.s., in cartons in cases, in tins in cases, in bottles or jars in packing in cases, in barrels (see page 128) C.R.† | 2 |
| Folding, packed, C.R.† .. | 2 | Guano (see Manures). | |
| Loose, at Owner's Risk only on Damageable Goods consignment note, double rate .. | 2 | Gum— | |
| Polishes, in trunks or cases, C.R.† .. | 2 | Dry, wattle, in bags or cases, C.R.† .. | 1 |
| Woods, n.o.s., in cases or crates, C.R.† .. | 2 | Liquid, red, in barrels, C.R.† .. | 2 |
| " fragile or brittle, n.o.s., in cases or crates, suitably packed, C.R.† | 2 | Gun Limbers (same as Cannon). | |
| Wool, n.o.s. (see (ah) and pages 214 and 223) | Grain | Gunmetal— | |
| Wool, Brewers' (see (i) and page 218), if loose to be charged truck load minimum (see (i)) | Grain | in cases, C.R.† | 2 |
| Granite (see Stone). | | Scrap | *A |
| Orange— | | Gunpowder (see page 20). | |
| Juice, produce of Commonwealth, "Smalls" minimum | *A | Guttering, galvanized iron, in cases or crates, or in secure bundles of three and upwards, C.R.† | 2 |
| Skins, crushed see (i) | M | Gypsum (see (ai)) | A.P. |
| Spirit, produce of Commonwealth | *B | Gypsum for manure, and so declared on consignment note | Manure |
| Whites, in tins in cases, C.R.† .. | 1 | " Building Blocks (same as Cement Blocks). | |
| Wheat and Rushes, for brickmaking and thatching (see (d)) .. | A.P. | | |
| " Rope, twisted (see (c)) .. | A.P. | | |
| " or Black Boy Tree Chips (see (c)) | M | | |
| Wool, in packing in cases, C.R.† .. | 2 | | |
| Woolen— | | | |
| Wooden | A | | |
| Iron, in packing in cases or crates, C.R.† | 2 | | |
| Wool (see page 216) | M | | |
| Wool Railings, iron | 2 | | |
| Woolen— | | | |
| Dressed, polished, or carved, in packing in cases or crates, C.R.† .. | 1 | | |

H.

| Article. | Class. |
|--|--------|
| Hair— | |
| Builders', and n.o.s., in bags, C.R.† | 2 |
| Pigs', in bales or bags, C.R.† .. | 1 |
| Upholsterers', in bales or bags, C.R.† | 2 |
| Tanners', waste (see (i)) | M |
| Hams (see Bacon). | |
| Hames and Chains, in cases or canvas packages, C.R.† | 2 |
| Hand-carts (same as Trucks, hand). | |
| Handles— | |
| Wooden, in bales or cases, C.R.†— | |
| n.o.s. | 1 |
| Hardwood, produce of Commonwealth, Up journey | *A |
| Hardware, n.o.s., in cases or crates, C.R.† | 2 |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.
 Per 10-ton truck. Per 11-ton truck. Per 12-ton truck. Per 16-ton truck. Per 20-ton truck

| | Tons. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
|-----------------------------|--------|------------|------------|------------|------------|
| (c) Subject to a minimum of | 6 | 6 0 | 6 0 | 6 0 | 6 0 |
| (d) " " " | 6 | 6 0 | 6 0 | 8 0 | 8 0 |
| (e) " " " | 8 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) " " " | 10 1/2 | 10 9 | 11 8 | 15 1/2 | 15 1/2 |
| (ai) " " " | 9 1/2 | 10 9 | 11 8 | 15 1/2 | 19 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|--|----------|--|
| Hares— | | Honey—continued. |
| Dead, minimum 5 cwt. | A | Produce of Commonwealth, on Up |
| „ for export (see page 205). | | journey— |
| Harness and Saddlery, n.o.s., in cases, | 2 | minimum 10 cwt. |
| C.R.† | | smaller quantities, "Smalls" |
| Hats and Millinery, in cases, C.R.† . . | 2, plus | minimum |
| | 50 p.c. | in single packages (see page 115), |
| Hay, in bundles or bales (see (ab)) | Grain | for export (see page 205). |
| Hearthstones, in cases or crates | A | for treatment (see page 217). |
| Hemp | *A | Tins, empty (see page 111). |
| „ Yarn | *C | Hooks, Reaping, in cases or hessian |
| Herbs, in bags or cases, in bottles or | | packages, C.R.† |
| jars in packing in cases, C.R.† | 2 | Hoops, Cheese, in cases, C.R.† |
| Hessian— | | Hops, in packages, minimum 10 cwt. |
| in bales or bolts, C.R.† | 2 | Horns and Hoofs |
| for covering wheat stacks or fruit- | | „ „ (see (d)) |
| drying racks (same as Bags). | | Horseshoes, in cases, bags, or barrels, |
| used for packing furniture (see | | C.R.† — |
| Felt Paper). | | n.o.s. |
| Hides (see page 133) | B | see (ai) |
| „ for country tanneries in Victoria— | | Hose— |
| minimum 2 tons | *A.P. | Canvas, in stout hessian bundles, |
| minimum 10 cwt. | *A, less | C.R.† |
| | 25 p.c. | Cashmere, Silk, or Woollen, un- |
| Smaller lots, "Smalls" | | finished produce of the Com- |
| minimum | *B | wealth forwarded for finishing |
| NOTE.—When loose hides are re- | | to Victorian country knitting |
| quired to be tallied, an extra charge | | mills on Down journey, in |
| of 1s. 3d. per ton shall be made in | | approved cardboard containers |
| addition to Commissioner's Risk rate. | | or in cases bound with wire or |
| Hides, waste product of, for glue | | hoop iron, C.R.† |
| making, when forwarded with | | Reels, minimum 5 cwt. each in |
| leather or basils, produce of the | | crates or cases, C.R.† |
| Commonwealth, on the Up journey | | Houses or Offices— |
| to be charged same rates and con- | | Wooden (including cooling |
| ditions | | chambers), whole, or in pack- |
| Hide Pieces, waste product, consigned | | ages |
| for making glue (see footnote (i)) | M | Iron, in pieces, not including |
| Hiderow, see (ah) | M | doors and windows |
| Hinges, in cases, C.R.† | 2 | Hurdles, wooden or iron, C.R. |
| Hoes, Garden, in cases or bales, C.R.† | 2 | Hydroline |
| Hogsheads, empty (see page 112). | | I. |
| Hoists, Wheat (same as Agricultural | | Ice, in waterproof cases or sacks, |
| Implements) | | "Smalls" minimum |
| Hollowware, n.o.s., in approved card- | | „ (see (c)) |
| board containers or in cases or crates, | | „ (see page 217). |
| C.R.† | 2 | Ice Chests, packed same as furniture, |
| Honey (to be accepted at Commis- | | C.R.† |
| sioner's Risk only when in | | Ink, in casks or drums, or in bottles |
| cases(†))— | | in packing in cases or in tins in |
| minimum 10 cwt. | B, less | cases, C.R.† |
| | 10 p.c. | Insecticide and Insectibane, in cases, |
| smaller quantities, "Smalls" | | C.R.† |
| minimum | C, less | |
| | 10 p.c. | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (c) Subject to a minimum of | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (d) „ „ „ | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (i) „ „ „ | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) „ „ „ | 9 10 | 10 0 | 11 8 | 15 4 | 15 4 |
| (ai) „ „ „ | 9 10 | 10 0 | 11 8 | 15 4 | 15 4 |

Per 10, 11 or 12 ton truck. Drop Door. High Sided. Swing Door. Per 20-ton truck.

| (ab) Subject to a minimum of | Tons. | Tons. | Tons. | Tons. | Tons. |
|------------------------------|-------|-------|-------|-------|-------|
| | 6 | 8 | 7 | 8 | 8 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bb, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|--|--------|
| Instruments, Musical, Optical, Scientific, Surgical, and n.o.s., in cases, G.R.† | 2 | Jars, in packing, in cases— | |
| Insulators, for telegraph poles in cases, G.R.† | 2 | Confectionery, "Smalls" minimum† | C |
| Insulite (Dried Seaweed) for packing walls | B | Empty Returns (see page 110.) | B |
| Iron and Steel— | | Glass Preserving† | B |
| Angle, drilled, ready for bolting together | 1 | Acid and Handled Jars or Bottles for demijohns in packing in cases or crates (see pages 110 and 220) | 2 |
| " drilled, ready for bolting together (see (ai)) | C | (See Potteryware). | |
| Bar, Rod, Plate and Angle, not prepared in any way | *C | Jelly Crystals, in cases, on Up journey | *1 |
| Bar, Rod, Plate and Angle, not prepared in any way (see (ai)) | *B | Jewellery (see General Condition 24). | |
| Billets and Blooms (same as Bar, Rod, &c.). | | Joinery— | |
| Chloride of (see page 28). | C | Fragile or polished, in cases or crates, G.R.† | 2 |
| Corrugated, in cases or packages | | n.o.s., in cases, crates, or bundles, G.R.† | 2 |
| Galvanized Sheet, in cases or packages | *C | | |
| Hoop | *C | Joists and Channels, Iron— | |
| " (see (ai)) | *B | to country foundries | *C |
| " used in the manufacture of hogsheads, cream and milk cans, on declaration. | A | n.o.s. (see (ah)) | *B |
| Liquor (see page 28). | | " (see (ah)) | C |
| Magnet | M | | |
| Muriate of (see page 28). | | | |
| Nitrate of (see page 28). | | | |
| Perchloride of (see page 27). | | | |
| Pig | *M | K. | |
| Scrap | *M | Kaiscene (see Potato dried, and flour) | |
| Sheet, in cases or packages | *C | Kaolin | M |
| Ironmongery, n.o.s., in cases, G.R.† | 2 | " pulverised and cleaned | M |
| Isinglass, in jars in packing in cases, or in cartons in cases, G.R.† | 2 | Kapok, in cases or bales, G.R.† | *2 |
| | | Kegs, empty (see page 112). | |
| | | Kerbing (see Stone). | |
| | | Kerosene (see page 26). | |
| | | Kilderkins, Empty (see page 112). | |
| | | Kill-fly, in cases, G.R.† | 2 |
| | | Kiton, for Roadmaking | C |
| | | Klepalo, in cases or barrels, G.R.† | 2 |
| | | Knife Grinders, in cases, G.R.† | 1 |
| | | Kolsenite (flooring composition) | B |
| | | Kyrac (see page 28). | B |
| | | | |
| | | L. | |
| J. | | Lace— | |
| Jadoo Fibra (see Manures). | | in cases, bound with wire or hoop iron not exceeding £10 in value, G.R.† | *2 |
| Jams and Jellies— | | exceeding £10 in value, and subject to General Condition 2, G.R.† | *2 |
| in bottles or jars in packing, in approved cardboard containers or cases, or in tins in approved cardboard containers or in cases, G.R.† | | Lactofarina | A |
| n.o.s. | 2 | Lactogen, in cases, G.R.† | |
| Produce of Commonwealth, on Up journey | *A | n.o.s. | 2 |
| Produce of Commonwealth consigned direct to the seaboard for immediate export beyond the State (see pages 213 and 217) | *A.P. | Produce of Commonwealth— | |
| Japaned Ware, in cases or crates, G.R.† | 2 | On Up journey | Bb |
| | | On Down journey consigned direct to the seaboard for immediate export beyond the State (see page 218). | Bf |
| | | Lactose (see Sugar of Milk). | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (a) Subject to a minimum of | Tons. Cwt. 9 10 | Tons. Cwt. 10 9 | Tons. Cwt. 11 8 | Tons. Cwt. 15 4 | Tons. Cwt. 19 0 |
| (ab) " " " " | 9 10 | 10 9 | 11 8 | 15 4 | 19 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, D, and C classes, otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|--|----------------------|--|
| Ladders, up to 18 feet in length, rate and half | C.R. 2, plus 10 p.c. | Lemon Skins— |
| Ladders, over 18 feet in length, double rate | | O.R. 2 | in brine, "Smalls" minimum .. |
| Lamp Black, in cases, C.R.† .. | 2 | fresh, in bags, "Smalls" minimum .. |
| Lamps, Hall and Street— | 2 | Lemon Juice, produce of Commonwealth, "Smalls" minimum .. |
| in cases or crates suitably packed, C.R.† | | 2 | Lemon Peel, Candied, in cases or barrels, C.R.†— |
| Loose, at Owner's Risk only on Damageable Goods consignment note, rate and half .. | 2 | n.o.s. |
| Lamp Posts, iron, C.R. | 2 | Produce of Commonwealth, on Up journey |
| Lampware, in packing in approved cardboard containers or in cases, C.R.† | *2 | Lentils, in bags or cases, C.R.† .. |
| Land Graders (see Agricultural Implements). | 2 | Lime (see pages 30 and 52)— |
| Lard (see Bacon). | | 2 | Bisulphite, in cases or jars, in packing in crates, C.R.† .. |
| Lasts, in cases, C.R.† | 2 | Carbonate of (see Manures). |
| Lathes, in cases or crates, C.R.† .. | 2 | Chloride of, in barrels, C.R.† .. |
| Lathing Steel, interlocking, C.R. .. | 1 | " " (see (t)) |
| Lattice Bars, Struts and Ties, iron or steel, C.R. | 2 | Water, in casks, and in bottles in packing in cases, C.R.† .. |
| Lead— | C | Limestone (see page 218) |
| Arsenate of (see page 28). | | 2 | Limil— |
| Pig | A | n.o.s. |
| Red* and White, in tins or barrels, C.R.† | 2 | Minimum 3 tons |
| Scrap | 2 | Smaller quantities |
| Sheet, in rolls wrapped in grass, rope, or bagging, C.R.† | 1 | Limejuice and Limella, in casks, in bottles or jars in packing in cases or covered crates, C.R.† .. |
| Sugar of, in cases, casks or iron drums, C.R.† | 2 | Linoleum, rolled tightly on wooden cores and packed in hessian, C.R.† |
| Tea | A | Links, Bucket, iron, for dredging plant, C.R. |
| Wool, in cases, C.R.† | 2 | Linotol (flooring composition) .. |
| Leaf, Gold or Silver, in cases, C.R.† .. | 2 | Linotype Metal, in cases or bags, C.R.† |
| Leather— | 2 | Linotype Metal, Waste |
| Fancy and Bookbinders', in cases bound with wire or hoop iron, C.R.† | | *A.P. | Linseed (see (ab)) .. .. . |
| Patent, in cases bound with wire or hoop iron, C.R.† | *A, less 25 p.c. | Liquids, Inflammable (see pages 25 to 30). |
| Plain and Basils, in cases or bales, C.R.† | *1 | Liquours, n.o.s. in packing in cases bound with wire or hoop iron, in demijohns in wickerwork or in cases, in bulk in sound casks (see page 130), C.R.† .. |
| Produce of Commonwealth on Up journey— | *A.P. | Liquorice, in cases, C.R.† |
| minimum 2 tons | | *A, less 25 p.c. | Litharge, used in assaying of gold, in drums C.R.† .. .. . |
| minimum 10 cwt. | 2 | Live Stock (see page 231). |
| Leatherware, in cases bound with wire or hoop iron, C.R.† | 2 | Loam |
| Legs, Chair and Table, sawn or turned in the rough, product of Victorian Country Industry, on Up journey.. | *A | Locks, in cases, C.R.† |
| | | Logwood, in bags or casks, C.R.† .. |
| | | Lorries (see Vehicles) |
| | | Lottoid (see Plaster). |
| | | Luggage, in suitable receptacles, C.R.† |
| | | Lupins (see Seed). |
| | | Lupol (see (p)) |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (i) Subject to a minimum of .. | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (a) " " " .. | 7 0 | 7 0 | 7 0 | 10 0 | 8 10 |
| (p ^h) " " " .. | 9 19 | 10 0 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M. A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|---|---------------|
| M. | | Machinery and Machines—continued. | |
| Machinery and Machines as under may be accepted when new at Commissioners' Risk under the following conditions — | | ††Product of country foundries (see page 212). | |
| ‡In cases or crates | | §Presses, Cheese | 1 |
| §All projecting parts and light castings to be crated or removed and cased | | ‡ „ Copying | 2 |
| ††Subject to the particular articles being packed as shown in the classification | | § „ Wine and Wool | 2 |
| | | ‡Printing | 2 |
| | | ‡Pulpers | 2 |
| | | §Rabbit Exterminating | 1 |
| | | §Rabbit Poisoning | 1 |
| | | Reddan Truck Maker, consisting of platform, frame, and two wheels, set up | Vehicle Rates |
| | | §Reddan Truck Maker, dismantled, in packages | 2 |
| | | Refrigerating— | |
| | | ‡Light | 1 |
| | | §Heavy | 1 |
| | | §Road Graders | 1 |
| | | §Road Scarifiers | C |
| | | ‡Sausage | 2 |
| | | †Sawmilling | 1 |
| | | ‡Sewing | 2 |
| | | „ product of Victorian Country Industries on Up journey | *1 |
| | | ‡Sheep Shearing | 1 |
| | | ‡Spraying and Pumps | 1 |
| | | §Stokers, Mechanical | 1 |
| | | §Stone Breaking | 2 |
| | | ‡Textile, consigned to Victorian country woollen mills | 1 |
| | | ‡Water Boring | 1 |
| | | ‡Weighbridges | 1 |
| | | §Winches, Crab | 2 |
| | | Secondhand may be accepted at Commissioners' Risk when packed or protected as described above and subject to inspection by Departmental Engineer at cost of sender. | |
| | | On Declaration Form G.F. 104 that machinery has been used three years being lodged with consignment note | O |
| | | Mabor, in drums, for gold assaying C.R.† | 1 |
| | | Macaroni in cases, C.R.† | 2 |
| | | Magnesia, Fluid, in bottles in packing in cases, C.R.† | 2 |
| | | Magnesite | M |
| | | Mail Bags, Hampers, and Baskets (see Empties). | |
| | | Maize | Grain |
| | | „ Syrup (see Glucose). | |
| | | Maizena, in cases, C.R.† | 2 |
| | | Mallee Roots (see page 124) | Fire-wood |
| | | Malt (see (aj)) | Grain |
| | | „ Comblings (see (al) and page 218) | Grain |
| Machinery, shown below, classified under Classes 1 and 2 shall be charged one rate lower than the rate specified hereunder, when in truck loads, subject to minimums of 8 tons per 10, 11, or 12-ton truck, 12 tons per 16 or 20 ton truck, 16 tons per QR truck and 24 tons per Q and QB truck | 1 | | |
| ‡Bag Lifters | 1 | | |
| ‡Bulk Grain Handlers (provided whole of machine and equipment can be loaded in one 4-wheeled truck) | 1 | | |
| ‡Bone Cutters and Crushers | 2 | | |
| ‡Brickmaking and Scooping | 1 | | |
| ‡Buttermaking and Dairy-cooling plant (including Cheese Hoops and Milking Machinery, but not including Vats, Pasteurisers or Tanks) | 1 | | |
| ‡Butterworkers and Printers | 1 | | |
| ‡Cream Separators | 1 | | |
| ‡Distillery Apparatus | 2 | | |
| ‡Drilling | 2 | | |
| ‡Drills, Diamond and Rock | 1 | | |
| ‡Electrical | 2 | | |
| ‡Flour Dressing | 1 | | |
| ‡Fruit Graders | 1 | | |
| ‡Grain Grinding | 1 | | |
| ‡Grain Pickling | 1 | | |
| ‡Grape Crushers | 2 | | |
| ‡Grubbing | 1 | | |
| ‡Heavy, n.o.s. including Sole Plates and Fly Wheels | 2 | | |
| ‡Hop Sulphurating | 2 | | |
| ‡Irrigation and Water Supply | 1 | | |
| ‡Jacks, Stump Grubbing or Lifting | 1 | | |
| ‡Mangles | 2 | | |
| ‡Mining | 1 | | |
| ††New, for export (see page 213). | | | |
| N.o.s., in cases or crates, or other suitable packing, subject to approval of Stationmaster | 2 | | |
| ‡Pile Driving | C | | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|---------------------------------|-------------------|-------------------|-------------------|-------------------------|-------------------|
| (aj) Subject to a minimum of .. | Tons. Cwt. 9 10 | Tons. Cwt. 10 9 | Tons. Cwt. 11 8 | Tons. Cwt. 15 4 | Tons. Cwt. 17 0 |
| (a) „ „ „ .. | 6 0 | 6 0 | 6 0 | 8½ high-sided, 9½ other | 9 10 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes except otherwise provided, see General Condition 18, see page 12.

| Article. | Class. | Article. | Class. |
|--|---|---|--------|
| Malt, Extract, in tins in cases, C.R.† | 2 | Meal— | |
| „ (see page 223). | | in bags | |
| Malthoid | C | in packets in cases, C.R.† | |
| Manganese | C | n.o.s. in cases C.R.† | |
| Mangel Wurzel (see (ah)) | Grain | gristed from damaged or inferior wheat, for use as pig's feed, and so declared on the consignment note (see (aj)) | |
| Manures, Artificial— | | Castor | |
| Ammonia, Sulphate of | Manure *** | „ (see Manures). | |
| Bonedust | | For cattle food, and so declared on consignment note— | |
| Bonemeal | | Linseed, Maize Oil, Cotton Seed | |
| Carbonate of Lime | | Rice, in bags | |
| Castor Meal | | Velvet Oil, in bags | |
| “Cicada” Compost | | Wheat, for bread making, in bags | |
| Guano | | Meat— | |
| Jadoo Fibre | | Fresh, including Veal and Pork, “Smalls” minimum | |
| Lime | | „ in louvre trucks (see (b)) | |
| Lime and Hair (see (i)) | | „ (see page 218) | |
| Lime Sand | | Meat (see (x)), and Rabbits (see (ah)), frozen 1½d. per ton per mile, minimum charge 25s. per 4-wheeled truck, and 37s. 6d. per 6-wheeled truck | |
| Muriate of Potash | | „ and Rabbits (see pages 205 and 219). | |
| Nightsoil, deodorized | | Meats— | |
| Nitrate of Potash (see page 29) | | Extract of and Preserved, in bottles or jars in packing in cases or in tins in cases, C.R.† | |
| Nitrate of Lime | | n.o.s. (see page 128) | |
| Nitrate of Soda (see page 29) | | Produce of Commonwealth, on Up journey | |
| Nitre Cake (see (t)) | | Meat Wrappers (see Empties). | |
| Nitro Soil | | Medicines, n.o.s., in packing in cases, C.R.† | |
| Paroidium | | Mellis, in tins, cases, or casks— | |
| Phoscal | | Minimum 10 cwt. | |
| Phosphatic Rock | Produce of Commonwealth on Up journey, minimum 10 cwt. | | |
| Renovo Manurial Soil | Melons (see (i)) | | |
| Salt Cake | „ small lots must be in bags, crates or cases, as fresh fruit | | |
| Salt | Merry-go-rounds (see page 41). | | |
| Stable Manure (see (e)) | Metal or Steel, expanded— | | |
| Street Sweepings (see (i)) | in cases, crates or bundles, C.R.† | | |
| Sulphate of Iron | Loose at Owner's Risk only on Damageable Goods Consignment Note | | |
| Sulphate of Potash | | | |
| Tobacco Plant Refuse (see (l)) | | | |
| Wood Ashes (see (i)) | | | |
| Forwarded to the seaboard for Export | | | |
| Mantel-pieces, in cases or crates, C.R.† | | | |
| Maps, in cases— | | | |
| Not exceeding £10 in value, C.R.† .. | | | |
| Exceeding £10 in value and subject to General Condition 2, C.R.† .. | | | |
| Marble (see Stone). | | | |
| Margarine, in casks, kegs, and cases | | | |
| Marl | | | |
| Matches and Vesuvians (see page 30). | | | |
| Matting and Mats, n.o.s., in cases, rolls, or bundles, C.R.† | | | |
| Mats, old straw | | | |
| Mattresses— | | | |
| n.o.s., in bales, C.R.† | | | |
| Wire, in cases or crates, C.R.† | | | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.
 *** The manure rate only applies when the article specified is to be used solely for manuring land or in manufacture of artificial manures and is so declared on the consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|--|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (e) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 10 0 | 10 0 |
| (i) | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (l) | 9 10 | 9 10 | 11 8 | 14 5 | 14 5 |
| (ah) | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (aj) | 9 10 | 10 9 | 11 8 | 15 4 | 17 0 |
| (z) | 8 tons per four-wheeled and 12 tons per six-wheeled truck. | | | | |
| (b) | 5 tons per louvre truck. | | | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M. A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|---|---|------------------|
| Metal— | | Mollerne (see (p)). | A.P. |
| Aluminium, scrap | B | Moss, in bags or bales, C.R.† .. | 1 |
| Old, comprising castings, zinc, old quicksilver bottles, lead and scrap, n.o.s. | *A | „ Fern | A |
| Ingots, to country foundries in Victoria | *C | Motor Cars (see page 117). | |
| (see (a)) | *B | „ car bodies or chassis, in cases C.R.† (see page 220) .. | *2, plus 25 p.c. |
| Road (see stone). | | „ car body parts, wooden, in cases or bundles, C.R.† .. | *2 |
| Meters, water and gas, in cases or crates, C.R.† | 2 | „ chassis, on wheels, loose, same as Motor cars complete (see page 117) | |
| Merchandise (see page 222) | C | Motor Cycles (see page 117). | |
| Mica, in cases, C.R.† | 2 | in cases or crates, C.R.† .. | 2, plus 25 p.c. |
| Milk— | | Loose at Owner's Risk only on Damageable Goods Consignment Note, double rate .. | 2 |
| Preserved and Concentrated, in cases or cans, C.R.† | 1 | with side car attached, in cases or crates, C.R.† | 2, plus 25 p.c. |
| Concentrated and Condensed, produce of the Commonwealth† | Bb. | loose, at Owner's Risk only on Damageable Goods Consignment Note, double rate .. | 2 |
| Dried (same as Trufood). | | Motor Cycle Side Cars— | |
| Fresh (see page 114). | | in cases or crates, C.R.† .. | *2, plus 25 p.c. |
| Malted, in cases, C.R.† — | | loose, at Owner's Risk only on Damageable Goods Consignment Note, double rate .. | 2 |
| n.o.s. | 2 | Motor Cycle Side Car Chassis, packed in pairs, in cases or crates, C.R.† .. | 2, plus 25 p.c. |
| Produce of Commonwealth .. | Bb | Motor Tractors | C |
| Up journey | Bb | Motor Spirit (see page 25). | |
| Sugar of, in cases, C.R.† — | | Mould Boards, in hessian bundles, C.R.† | *1 |
| n.o.s. | 1 | Mouldings— | |
| Produce of Commonwealth .. | Bb | Hardwood | B |
| Milk | A | Softwood | C |
| Milk in cases, C.R.† — | | Gilt or n.o.s., in cases or crates, C.R.† | 2 |
| n.o.s. | 1 | Plaster (see Plaster). | |
| Produce of Commonwealth .. | Bb | Mungo | C |
| Grain | Bb | Muntz Metal, in ingots or cases, C.R.† | 2 |
| Millet (see (d)) | Bb | Mushrooms, "Smalls" minimum .. | A |
| Milinery (see Hats). | | Mustard, in bottles in packing in cases, or in tins in cases, C.R.† (see page 128) | 2 |
| Millstones, | { C.R. 2, plus 10 p.c. O.R. 2 | Myrabolams— | |
| Mineral Waters, in bottles, in cases, drums or cans— | | consigned to country tanneries in Victoria— | |
| Produce of Commonwealth .. | *B | (see (c)) | *M |
| n.o.s. | C | minimum 10 cwt. | *A, less 25 p.c. |
| Mirrors and Looking Glasses.— | | n.o.s. | A |
| In cases or crates suitably packed with straw or cleated or wedged, C.R.† | | Extract of, in cases, C.R.† .. | 1 |
| (Glass over £10 in value to be packed as above and to be subject to General Condition 2.) | 2 | | |
| Unpacked, at Owner's Risk only on Damageable Goods Consignment Note, double rate | 2 | | |
| Molasses (Cattle Food) see (t)) .. | A.P. | | |
| Molasses— | | | |
| for cattle food on declaration (see (h)) | A.P. | | |
| for distillation purposes (see (h)) (see Golden Syrup). | A.P. | | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|--------------------------|-------------------|
| (e) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 6 0 | 6 0 |
| (f) | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (g) | 7 0 | 7 0 | 7 0 | 10 10 | 10 10 |
| (h) | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (i) | 7 0 | 7 0 | 7 0 | 8½ high sided, 10 other. | 10 0 |
| (d) | 9 10 | 10 9 | 11 8 | 15 4 | 19 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C class except otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. |
|---|---------|---|
| N. | | |
| Nails, in cases or barrels, C.R.† — | | Ochre |
| Boot, iron or Brass | 2 | Oils may be accepted at Commis- |
| Iron or Wire | *1 | sioners' Risk in casks, barrels, or |
| consigned to Victorian country | | drums; in jars in wickerwork; in |
| manufacturers of cases | C | bottles in packing in cases; or tins in |
| n.o.s | 2 | cases†— |
| Naphtha (see page 25). | | Asphalt (see page 222). |
| Naves— | | Castor |
| Turned and Mortised | *C | Chinese |
| " " (see (ah)) | *A | Cocoa-nut, Oleine, or Pa'm, in |
| Turned only (see (ah)) | *M | bulk, Pine and Batching |
| Rough (see (ah)) | *M | Cocoa-nut, &c., as above (see (h)) |
| Nave Blocks (see (ah)) | M | Creosote Ant Exterminator (see |
| Nets, Fishing, in cases or canvas | | page 35). |
| packages, C.R.† | 2 | Oleine, for Soap Making |
| New Char (Brewers Compound) | B | Crude or Residual (used as fuel |
| Nightsoil, Deodorised (see Manures). | | for motive power in internal |
| Nitrate of Potash (see Manures). | | combustion engines)— |
| " Lime (see Manures). | | n.o.s. |
| " Soda (see Manures). | | In bulk, in owner's tank |
| " " (see page 29) | A | trucks subject to full carry- |
| Nitre Cake (see (i)) | M | ing capacity of truck (see |
| " " (see Manures). | | page 123) |
| Nitro Soil (see Manures). | | (Empy tanks trucks returned |
| "No Dust," in bottles in packing in | | free) |
| cases or in tins in cases, C.R.† | 1 | Crude or Residual used directly for |
| Noil (Woollen Fibre) | C | fuel in open furnaces in place of |
| Noxo (see page 28). | | wood or coal; also for road making |
| Nutmegs, in cases or bags, C.R.† | 2 | on declaration (see (i)) |
| Nuts— | | Eucalyptus |
| Edible, n.o.s., in cases or bags, C.R.† | 2 | (see (h)) |
| Hazel, produce of Commonwealth, | | produce of Commonwealth, on |
| on Up journey, "Smalls" | | Up journey |
| -minimum † | A, less | consigned direct to the sea- |
| 25 p.c. | | board for immediate export |
| Iron, in cases or bags, latter to | | beyond the State (see page |
| bear address label inside and | | 213, and (h)) |
| outside, C.R.† | *1 | smaller quantities— |
| Nuturpo (see page 26). | | Down journey |
| | | Up journey |
| | | Fish, including Cod (unrefined), |
| | | Seal, and Whale |
| | | Hydro carbon from gas manu- |
| | | facture, (see page 25). |
| | | Lubricating |
| | | " (see (h)) |
| | | Mineral, consigned to country |
| | | tanneries in Victoria— |
| | | (see (c)) |
| | | minimum 10 cwt. |
| | | Mirbane (see page 27). |
| | | Neatsfoot |
| | | Olive, n.o.s. |
| | | " produce of the Common- |
| | | wealth on Up journey.. |
| | | Paraffin (see page 26). |
| O. | | |
| Oakum, in bales or bags, C.R.† | 2 | |
| Oars, Boat, in crates, C.R.† | 2 | |
| Oats (see (ah)) | Grain | |
| for seed (see page 222). | | |
| Rolled, such as Excelsior, John | | |
| Bull, and Tam o' Shanter— | | |
| in cases, C.R.† | 1 | |
| in sacks or bags | A | |
| Hulled, in bags | A.P. | |
| Husks (see (d)) | Grain | |
| Oatmeal— | | |
| in cases, C.R.† | 1 | |
| in bags or sacks | A | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment.

| note. | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (c) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 6 0 | 6 0 |
| (d) " " " " .. | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (e) " " " " .. | 7 0 | 7 0 | 7 0 | 10 10 | 10 10 |
| (f) " " " " .. | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) " " " " .. | 0 10 | 10 9 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|---------|--|--------|
| <i>Oil—continued—</i> | | Ornaments— | |
| Petroleum (see page 25). | 2 | Plaster, cement and n.o.s.— | |
| Pit | 2 | in packing in cases or crates, | |
| Red, for spraying purposes, as | | loose, at Owner's Risk, only on | 2 |
| orchard pests specific | A | Damageable Goods Consign- | |
| Salad | 2 | ment Note, double rate | 2 |
| Sheep, Blowfly | 1 | Ovens, Camp and Colonial, in cases or | |
| Tar | *1 | crates, C.R.† | 2 |
| used directly for fuel in open | | Ovolos (see Plaster) | |
| furnaces, and so declared on | | Oxide of Iron— | |
| consignment note (see (i)) | M | n.o.s. | *A |
| Turpene | 1 | Crude, to be used for manufactur- | |
| Vitriol (see page 27). | 2 | ing purposes and so declared | |
| n.o.s. | 2 | on the Consignment Note (see | |
| Oil Cake for cattle food (see (i)) | A.P. | (ai)) | A.P. |
| " Cloth, rolled tightly on wooden | | Oxide— | |
| core and packed in hessian, C.R.† | 2 | Spent, for weed killing, &c. (see | |
| Oil Material (see page 30). | 1 | (ah)) | M |
| Oil Dutch Cleanser, in cases, C.R.† | 1 | Crude, for gas purifying (see (ah)) | M |
| Onions (see (am)) | Grain | Red | *A |
| " small quantities, "Smalls" | | Oysters and other Shell Fish— | |
| minimum | A, less | in bottles in packing in cases, or | |
| Opium, in tins in cases— | 10 p.c. | in tins in cases, C.R.† | 2 |
| Not exceeding £10 in value, | | Fresh in bags (see page 112). | |
| double rate, C.R.† | 2 | | |
| Exceeding £10 in value and sub- | | P. | |
| ject to General Condition 2, | 2 | Packing (Engine), in cases or bales, | |
| double rate, C.R.† | 2 | C.R.† | 2 |
| Orchard Pests, specifics— | | Paintings (see Engravings). | |
| Non-poisonous | A | Paints and colors in cases or drums, | |
| Poisonous (see page 28). | | C.R.† | *2 |
| <i>Ore—</i> | | Palings (see Timber). | |
| Antimony | A | Paper, Paper Bags, n.o.s., Wrapping | |
| " partly smelted | B | Paper, in hessian or stout paper | |
| " smelted, in bags, C.R.† | 1 | bundles, C.R.† | 1 |
| " smelted, product of | | as above (see (i)) | C |
| Victorian industry, | | (See page 318) | |
| on Up journey | *C | Malthine, for use in fruit drying, | |
| Chrome | M | and so declared on consign- | |
| Copper | A | ment note | B |
| (see (ai)) | A, less | (see (i)) | A |
| Crude Barytes | M | Bags, produce of the Common- | |
| Iron | M | wealth on Up journey | B |
| Lead | M | For Paper Bag manufacture, | |
| Manganese | M | "Smalls" minimum | C |
| Tin | A | (see (i)) | B |
| Gold or Silver (see General Con- | | Emery and Sand, in cases, C.R.† | 2 |
| dition 2). | | Fly, in cases, C.R.† | 2 |
| n.o.s. | A | Glass | *1 |
| | | " (see (d)) | *C |
| | | For lining Strawboard | A |
| | | Giant Building (for roofing), in | |
| | | cases or crates, C.R.† | 1 |

* For concessions to Country Industries, see pages 237 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (d) Subject to a minimum of | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 |
| (i) " " " | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (am) " " " | 9 10 | 10 0 | 10 0 | 13 10 | 13 10 |
| (ai) " " " | 9 10 | 10 9 | 11 8 | 15 4 | 19 0 |
| (ah) " " " | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A; B, BB, and C classes, otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. |
|---|-----------------|---|
| Paper—continued. | | |
| Hangings, in hessian bundles, C.R.† | 2 | Perfumery, in bottles in packing in cases, C.R.† |
| Patterns, in cases, C.R.† | 2 | Permasite— |
| Pulpboard and Leatherboard, in secure bales, C.R.† | 1 | Building Slates and Blocks |
| (see (i)) | C | Flooring Composition |
| Roofing and Insulating, in rolls, C.R.† | 1 | Insulation Plates |
| Waste and Old, for paper-making or packing (see page 220) | A | Window Sills and Door Steps |
| Writing, in cases, C.R.† | 2 | Petrol (see page 25). |
| Paperboard | C | Petroleum— |
| " (see (i)) | A | (see page 25). |
| Paroid | C | Jelly, in bottles or jars in packing, or in tins in cases, C.R.† |
| Paroidium (see Manures). | | Phoscal (see Manures). |
| Pastes, Meat or Fish, in tins in cases, or in bottles in packing in cases, C.R.† | 2 | Phosphatic Rock (see Manures). |
| Pasteurizers or Milk Vats, steel, or iron, over 100 gallons capacity— | | Phosphorus (see page 27). |
| in cases or crates, C.R.† | 2 | Pianos and Organs— |
| (see Vats, page 67) | | new or second-hand, n.o.s., in cases, C.R.† |
| Patterns— | | second-hand (see Furniture). |
| Wooden, in cases or crates, C.R.† | 2 | Pickeys— |
| n.o.s. | 2 | in cases, C.R.† |
| when sent to or from a country industry in Victoria | C | loose, at Owner's Risk only on Damageable Goods Consignment note |
| Pavers (Large Bricks), | M | Pickles— |
| Peach Stones, "Smalls" minimum | A | in bottles or jars in packing in approved cardboard containers or cases, C.R.† |
| Peanuts, in cases, C.R.† — | | n.o.s. (see page 128) |
| n.o.s. | 2 | produce of Commonwealth, on Up journey |
| produce of Commonwealth, on Up journey, "Smalls" minimum | A, less 25 p.c. | Up journey |
| Pease— | | consigned direct to the seaboard for immediate export beyond the State (see page 213) |
| Field | Grain | Pictures (see Engravings). |
| Blue, in packets, in cases, C.R.† | 1 | Pig Feed (see (i)) |
| " in bulk, in bags | A | Pigs' Feet (see page 217) |
| Green, fresh (same as Vegetables). | | Piles (see Timber). |
| Split, in cases or bags, C.R.† | 1 | Pins, Wooden, for telegraph poles, in cases or bags, C.R.† |
| produce of Commonwealth, on Up journey | B | Pipes— |
| Peat (see (u)) | M | Brass or Copper, in cases or crates, C.R.† |
| Dust | C | Cement or Monier (see Cement). |
| Pelts, Pickled | *B | Earthenware, packed in straw in cases or crates, C.R.† (see page 220). |
| Pentane (see page 26). | | Glazed, for Irrigation or Drainage |
| Pepper, Ground and Whole, also Cayenne, in tins in cases, or in bottles in packing in cases C.R.† (see page 123) | 2 | High pressure (i.e., exceeding 13 lb. per square inch) |
| Perambulators— | | Low pressure (i.e., not exceeding 13 lb. per square inch, and so declared on consignment note)— |
| in cases or crates, C.R.† | 2 | Not exceeding 15 inches in diameter |
| in nests, O.R. | 2 | |
| loose, at Owner's Risk only on Damageable Goods Consignment Note, double rate | 2 | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (i) Subject to a minimum of | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (u) " " " " " | 9 10 | 10 9 | 11 8 | 15 4 | 18 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|-----------------|---|----------------|
| <i>Pipes—continued.</i> | | Plaster Articles as follow, may be accepted at Commissioners' Risk when suitably packed in cases or crates† | |
| Earthenware — low pressure — | | Plaster and Fibrous Plaster Sheets* and Strips including— | |
| <i>continued—</i> | | Durasbestos, Durite, Fibro | |
| Exceeding 15 inches in diameter | A | Cement, Fibroid, Fibrolite, | |
| " (see (c)) | A, less 25 p.c. | Asbestos, Cement, Lottoid, | |
| Filled with concrete | A | Plasterboard, Plasteroid, | |
| Glazed, on Up journey (see (i)) | *M | Plasto Fibri | B |
| Un glazed, for agricultural purposes (see (y)) | *M | " " loose (see (ah)) | A |
| Iron or Steel— | | " " in cases or crates (see (j)) | A |
| Black or Galvanized, ½-inch and upwards | *1 | Cornices, Mouldings, Ovolo, and Scotia— | |
| Cast iron, including T bends and junctions, for city or town water reticulation by public bodies, on wooden cradles packed with bags of straw to prevent contact with one another and with sides and ends of trucks† | B | In cases or crates | C |
| Cast iron, Gas, including T bends, junctions, and plugs, on wooden cradles packed with bags of straw to prevent contact with one another and with sides and ends of trucks† | C | Loose | 2 plus 25 p.c. |
| Down, cast iron, in cases or crates, C.R.† | 2 | Ceilings, Centre Pieces, and Centre Panels— | |
| Wrought Iron or Steel, riveted, not exceeding 12 inches, C.R. | *1 | In cases or crates | 2 |
| " " " " for water for Trusts and Shires exceeding 12 inches (see page 220) | B | Loose | 2 plus 25 p.c. |
| Water, wooden— | | Plaster, Dental, in cases or bags, C.R.† | 2 |
| for irrigation | A | " of Paris, n.o.s. | *B |
| for water supply services | B | " of Paris or Plaster, produce of Commonwealth (see (ai)) | *A |
| Smoking, in packing in cases, C.R.† | 2 | On "Up" journey | M |
| Piping— | | Plate or Plated Ware— | |
| Galvanized Iron, in cases or crates, C.R.† | 2 | Gold or Silver (see General Condition 24). | |
| Lead and Compo, in cases or hessian packages, C.R.† | 2 | n.o.s., in cases bound with wire or hoop iron— | |
| Fish | C | not exceeding £10 in value, C.R.† | 2 |
| Fishers (see Stone). | | exceeding £10 in value and subject to General Condition 2, C.R.† | 2 |
| Plants and Shrubs— | | Plates— | |
| in cases or bundles | C | Earth, Lead, in crates, C.R.† | 1 |
| loose, at Owner's Risk only on Damageable Goods consignment note | 2 | Perforated Steel for Fruit Buckets, in bundles C.R.† (see page 220) | 1 |
| Plasto Fibri | | Sole and Floor, iron, C.R. | *2 |
| Plasteroid | | Ploughshares, in cases or barrels C.R.† | 1 |
| Plasterboard | | Plumbago— | |
| (see Plaster). | | In tins in cases, C.R.† | 2 |
| | | In sacks or casks, at Owner's Risk only on Damageable Goods Consignment Note | 1 |
| | | Poilite | B |
| | | Poison, Rabbit, n.o.s. (see page 28). | |
| | | Poles— | |
| | | Curtain, Wooden, in cases, crates, or hessian bundles, C.R.† | 2 |
| | | Shafts and Bars for Vehicles, n.o.s., C.R. | *2 |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (c) Subject to a minimum of | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (a) | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 |
| (b) | 8 10 | 8 10 | 8 10 | 12 0 | 12 0 |
| (ah) | 9 10 | 10 9 | 11 8 | 14 10 | 14 10 |
| (ai) | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (aj) | 7 0 | 7 0 | 7 0 | 15 4 | 19 0 |
| (k) | 7 0 | 7 0 | 7 0 | 12 0 | 12 0 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bb, and C class except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|-----------------|--|--------|
| Poles—continued. | | Potteryware— | |
| Shafts and Bars, gig and carriage, unfinished and in the rough, C.R. | *1 | Including bottles and jars, packed in straw in cases, crates, or barrels, and labelled "Fragile"† (see (f)) | *2 |
| Telegraph and Scaffolding, wooden (see Timber). | | Smaller lots, n.o.s.— | |
| Concrete (see Cement). | | Packed as above | *1 |
| Telegraph, Iron, C.R. | 1 | Loose at Owner's Risk only on Damagable Goods Consignment Note (see page 220) | *2 |
| Polish— | | Pots, Flower, Earthenware, packed in straw in cases, crates, or barrels, and labelled "Fragile" | C |
| Knife, metal, and n.o.s., in cases C.R.† | 2 | Poultry, dead— | |
| Wax, for boots, furniture or linoleums, produce of Commonwealth, "Up" journey | *A | In cases, C.R. | B,† |
| Marble, produce of Commonwealth on Up journey, "Smalls" minimum | *C | n.o.s. O.R. | B,† |
| Soap, in casks | C | For Export (see page 205). | |
| Stove, n.o.s., in cases | 2 | Living, in crates, coops, and cases, "Smalls" minimum | B,† |
| „ Produce of Commonwealth on Up journey | *A | Preservatives and Compounds used in manufacture of Cheese, Butter, Meat, Preserves, &c., in cases, in bottles in packing in cases, or in barrels, C.R.† | 1 |
| Universal Cleanser, in cases, C.R.† | 2 | Preserves, n.o.s., in packing in cases, C.R.† | 2 |
| Pollard (see (l) and pages 214 and 223) | Grain | Presses (see Machinery). | |
| Polly Feed, for feeding stock (see (l)) | A.P. | Pulleys, Blocks and Pulley Wheels, in cases or crates, C.R.† | C |
| Pork and Beef, salted, in casks or bags, "Smalls" minimum | B, plus 25 p.c. | Pumicestone | C |
| Porter (see Ale). | | Pumpkins— | |
| Posts— | | (see (i)) | C |
| Concrete (see Cement). | | Small lots, (must be in bags, crates, or cases), "Smalls" minimum | A,† |
| Fencing (see Wire Fencing). | | Pumps— | |
| Lamp and Verandah, iron C.R. | 2 | n.o.s., in cases or crates, C.R.† | 1 |
| Verandah, hardwood, dressed | A | Spraying, in cases or crates, C.R.† | 1 |
| „ softwood | C | Puncheons, empty (see page 112). | |
| Post and Rails, hardwood (see Timber and page 125). | | Puroid (cream purifier and butter preserver), produce of Commonwealth on Up journey | A |
| Potash | 1 | Putty, in barrels, drums, or in tins packed in cases, C.R.† | 1 |
| (see (i)) | C | Pyrites— | |
| Bichromate of | A | From mining plants (see (ai)) | B,† |
| Bisulphite of, in barrels, drums or cases, C.R.† | 2 | Arsenical | B,† |
| Carbonate of | A | „ consigned to Victorian country industries (see (ai)) | A,† |
| Chlorate of (see page 27). | | Colour | A |
| Muriate of (see Manures). | | Paint | C |
| Pernanganate of, in barrels, drums, or cases, C.R.† | 1 | | |
| Potassium (see page 27). | | | |
| Cyanide of (see page 28). | | | |
| Potato, dried ("Drif") product of Victorian country industries | *A | | |
| Potato, flour, product of Victorian country industries | *C | | |
| Potatoes (see (ah)) | Grain | | |
| Small quantities, "Smalls" minimum | A, less 10 p.c. | | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on Damagable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|-----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (f) Subject to a minimum of | 5 0 | 5 0 | 5 0 | 7 10 | 7 10 |
| (i) " " " | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (l) " " " | 9 10 | 9 10 | 11 8 | 14 5 | 14 5 |
| (ah) " " " | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (ai) " " " | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|--------|--|--------------------|
| Q. | | | |
| Quartz and Quartz Tailings .. | M | Reinforcements, fabricated— | |
| Quicksilver, in iron bottles, C.R.† .. | 2 | Steel or Iron .. | C |
| Quinces, in crates, "Smalls" minimum .. | AA | " " (see (d)) .. | C, less 20 p.c. |
| R. | | Refuse from Gold Smelting, in bags, cases, or barrels, C.R.† .. | 2 |
| Rabbits— | | " from rabbit canning factories | A |
| Canned .. | *B | Renovo (see Manures). | |
| " (see (ah)) .. | *A | Resin .. | *A |
| Chilled (see (ac)) .. | A | Retorts and Crucibles, clay, in packing in cases or crates† .. | C |
| Dead, minimum 5 cwt. for export (see page 205). | A | n.o.s. .. | C |
| Frozen (see Meat and Rabbits, frozen). (see pages 205 and 219). | | produce of Commonwealth, on Up journey (see (c)) .. | *M |
| Rabbit— | | Retorts and Crucibles, Iron, C.R. .. | 2 |
| Poles, minimum 8d. .. | A | " Iron, old .. | A |
| Frames and Hardwood Rails, new or returned, minimum 8d. .. | B | Rhubarb, in bags, crates, or cases, "Smalls" minimum .. | A less 10 p.c. |
| Traps, in bundles, C.R.† .. | 2 | Rice and Rice Flour, in bags .. | C |
| Radiators, in cases or crates, C.R.† .. | 2 | " Palm or Flaked, in cases, C.R.† .. | 1 |
| Raffles .. | C | " Sweepings (see (i)) .. | M |
| Rags— | | " Paddy (see (ah)) .. | Grain |
| cily, (see page 30). | | Ridging, Galvanized Iron, in cases or crates, or in secure bundles of three and upwards, C.R.† .. | 2 |
| old, for paper or flock making, on declaration .. | A | Rims— | |
| in bags or bales .. | C | Buggy, unfinished and in the rough, in bundles, C.R.† .. | *1 |
| Rails, Chairs, and Fish-plates, rail and tram, iron .. | C | Buggy, finished, in bales—singly, to be protected by hessian, C.R.† .. | *2 |
| " " (see (ai)) .. | B | Wooden, for harvester wheels (same as Agricultural Machines, parts of). | |
| " (see page 221). | | Rivets— | |
| Rails, wooden (see Timber). | | Iron, in cases or bags, C.R.† .. | *1 |
| Railings, iron, in cases or crates, C.R.† .. | 2 | " for Boilers (see (zi)) .. | *B |
| Railways, switchback (see page 41). | | " " smaller lots .. | *1 |
| Raisin (Crushed Malt), in cases, C.R.† .. | 1 | when forming part of a truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel (see (ai)) .. | *B |
| Rakes— | | n.o.s., in cases or bags, C.R.† .. | 2 |
| Hand and Garden, in cases or hessian packages, C.R.† .. | 2 | Rods (see Brass and Copper). | |
| Fire, in bundles, C.R.† .. | 1 | Rollers— | |
| Raspberry Juice, "Smalls" minimum .. | A | Land (see Agric. Implements). | |
| Rattans, in bundles, C.R.† .. | 2 | Mill, in cases or crates, C.R.† .. | 1 |
| Reaping Hooks, in cases or hessian packages C.R.† .. | 2 | " for repairs, half rate on return journey on declaration. | |
| Red Venetian .. | B | Road .. | C |
| " Raddle .. | B | Wooden, for windlasses .. | A |
| Reels— | | | |
| Hose, minimum 5 cwt. each, O.R. | 2 | | |
| Hose, for fixing inside buildings, in cases or crates, "Smalls" minimum, C.R.† .. | 2 | | |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
|--------------------------------|-------------------------|------------|------------------------|------------|------------|
| (e) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 6 0 | 6 0 |
| (d) " " " " .. | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (i) " " " " .. | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) " " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (ai) " " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 19 0 |
| | Per four-wheeled truck. | | Per six-wheeled truck. | | |
| (ac) " " " " .. | Tons. 6½ | | Tons. 9½ | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P.; Grain, A, B; Br, and C, see except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|--|------------------|--|
| Roofing Composition, n.o.s., in crates or bales, C.R.† | 1 | Salts—continued. |
| Roofwork, Iron, C.R. | 2 | Glauber, refined, in bottles in packing in cases, C.R.† .. |
| Roots— | | „ crude |
| Medicinal | A | Saltpetre— |
| Agricultural and Garden (see Seeds). | | n.o.s., in bags, C.R.† |
| Rope Bagging and Rags, old; for paper making, on declaration .. | A | To Powder Factories, on declaration† |
| „ Hempen, in bales, C.R.† .. | *1 | For use in Bacon Factories, on declaration |
| „ Wire and Steel, in coils, C.R. .. | 1 | Salvitis Specifics |
| „ for mining, on decln. (see (i) .. | C | Sand— |
| Rosemary Cuttings | C | Arsenical, in bags or casks .. |
| Rubber Goods, in cases, C.R.† .. | *2 | Black |
| „ scrap | C | Ordinary. |
| Rubble (see Stone). | | Lime (see Manures). |
| Ruberoid Roofing Composition .. | C | Sandrac, in cases, C.R.† |
| Rugs— | | Sanitaryware, packed in straw in cases, crates or barrels and labelled “Fragile” C.R.† (see page 220). |
| n.o.s., in cases, C.R.† | 2 | Sarsaparilla, in jars in wickerwork or in bottles in packing in cases, C.R.† |
| Woollen (see Blankets). | | Sashes, window, set up— |
| Runners, Undressed, produce of Commonwealth, on Up journey .. | B | glazed, in packing in cases, C.R.† |
| Rushes, Green or Dried, n.o.s. (see Grass) | A | unglazed in secure bundles or packages .. C.R.† |
| Rye (see (ah)) | Grain | Sauces in bottles or jars in packing in approved cardboard containers, or cases, or in demijohns in wickerwork, C.R.† (see page 128)— |
| | | n.o.s. |
| S: | | Produce of Commonwealth, on Up journey |
| Sackett Board | B | Consigned direct to the seaboard for immediate export beyond the State (see page 213) .. |
| Saddlery (see Harness). | | Sausage Skins and Hog Casings, in barrels, C.R.† |
| Safes— | | Sausage Skins (see Runners and Vells). |
| Iron, protruding parts to be crated, C.R.† | 2 | Sausage Meal and Sausagina, in bags or cases, C.R.† |
| n.o.s., in cases or crates, C.R.† .. | 2 | Sausages, “Smalls” minimum |
| Sago, in cases, C.R.† | 2 | Saws, in cases or crates, C.R.† |
| Salt— | | n.o.s. |
| Cake (see (ah)) | M | Motor cross-cutting |
| Cake (see Manures). | | Sawdust (see (i)) |
| In cases, C.R.† | 1 | Scales and Beams, in cases or crates, C.R.† |
| Refined, in bags or in butter boxes | *A | Screenings— |
| „ in bags, product of Victorian Country Industry, on Up journey (see (ai)) | *A, less 25 p.c. | Coke (see (h)) |
| Lick for Stock | A | Stone (see page 216) |
| Rock | A | Tarred, in bags |
| Unrefined— | | Screens, iron, mining, in bundles, C.R.† |
| For destroying noxious weeds .. | Manure | |
| n.o.s. (see (ai)) | A.P. | |
| See Manures. | | |
| (See page 221). | | |
| Salts— | | |
| Epsom, in cases, C.R.† | .. | |
| „ crude | 1 | |
| „ in packets (Druggists) .. | 2 | |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment.

| note. | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (h) Subject to a minimum of .. | 7 0 | 7 0 | 7 0 | 10 10 | 10 10 |
| (i) | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (ah) | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (ai) | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M; A.P.; Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|--------|--|--------------------|
| Screws and Washers—In cases or bags, latter to bear address label inside and outside, C.R.† — | | Shovels and Spades— | |
| Iron | *1 | In cases, C.R.† | 1 |
| n.o.s. | *2 | In bales, C.R.† | 2 |
| Screwjacks, C.R. | 2 | Shrubs (see Plants). | |
| Scrub Exterminator | A | Sieves, in cases or crates, C.R.† | 2 |
| Scythe Blades, in cases or hessian packages, C.R.† | 2 | Signboards, Wooden, signs to be protected, C.R.† — | |
| Scythe Stones, in cases, C.R.† | 2 | up to 18 feet in length | 2 |
| Seats— | | over 18 feet in length, rate and a half | 2 |
| Church, in pieces, in crates or cases, C.R.† | I | Signs, Electric, in packing in cases, C.R.† | 2 |
| For churches or halls complete, packed as specified for furniture C.R.† | 2 | Silks and *Silk Fibre, in cases bound with wire or hoop iron— | |
| Wooden, for chairs, in cases, C.R.† | 1 | not exceeding £10 in value, C.R.† | 2 |
| Seaweed (see (c)) | A.P. | exceeding £10 in value and subject to General Condition 2, C.R.† | 2 |
| Securities for the payment of money (see General Condition 24). | | Silos, Steel Frame, in sections | C |
| Seeds and Roots— | | Silver, manufactured, or unmanufactured. See General Condition 21 | C |
| Agricultural, Lupin Grass and Vegetable n.o.s. (see (c)) | Grain | Skewers, Wooden | C |
| Seeds, Roots and Bulbs, Garden and Flower, in cases, C.R.† | 2 | Skins— | |
| Seeds, Sunflower (see (c)) | A.P. | Kangaroo, Wallaby, Opossum, and Goat | I |
| Caraway, in cases, C.R.† | 2 | Fox— | |
| Seed, prepared for Birds | C | At Owner's Risk on Damageable Goods consignment note | 2 |
| Schultz Powders, in cases, C.R.† | 2 | At Commissioners' risk, as Furs Sheep— | |
| Semolina, produce of Commonwealth, in bales in bags | A | in bundles | *B |
| In packets in cases, C.R.† — | 1 | small lots, "Smalls" minimum | *C |
| Shafts (see Poles). | | loose—minimum 3 tons small lots, C.R. , subject to Note | *1 plus 10 p.c. *1 |
| Shafting, iron or steel, under 1½" in diameter, in crates or cases, C.R.† | 2 | O.R. | |
| Shale— | | NOTE.—When loose sheepskins are required to be tallied, or are consigned at Commissioners' Risk, an extra charge of 1s. 3d. per ton for tallying shall be made in addition to Commissioners' Risk rate. See pages 132 and 222. | |
| Oil | B | Rabbit and Hare, as under— | |
| Other than Oil Shale | M | In bags or in bales bound with hoop iron, C.R.† | B |
| Sharps (see (l) and page 223) | Grain | loose or in bundles | 1 |
| Sharings, for packing, "Smalls" minimum | C | smaller quantities, in bundles smaller quantities, loose | 2 |
| Sharings, Wood (see (d)) | M | See page 14. | |
| Sheep— | | | |
| Branding Commodities | C | | |
| Dip (see page 28). | | | |
| Lick (see Salt Lick for Stock). | | | |
| Shellac, in cases, C.R.† | 2 | | |
| Shells, gravel | M | | |
| Shell Grit | M | | |
| Shingles (see Timber). | | | |
| Shop Fronts, set up, in cases or crates C.R.† double rate | 2 | | |
| Shot— | | | |
| In canvas bags and cases, C.R.† and Shell, Cannon, not loaded | 2 | | |
| | C | | |

* For concessions to Country Industries, see pages 207 to 213.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. Tons. Cwt. | Per 11-ton truck. Tons. Cwt. | Per 12-ton truck. Tons. Cwt. | Per 16-ton truck. Tons. Cwt. | Per 20-ton truck. Tons. Cwt. |
|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| (c) Subject to a minimum of | 6 0 | 6 0 | 6 0 | 6 0 | 6 0 |
| (d) " " " | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (e) " " " | 9 10 | 9 10 | 11 8 | 14 5 | 14 5 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, see otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. | Class. |
|--|---------|--|--------|
| Skirtings— | | Sodium—continued. | |
| Hardwood | A | Hypochlorite (see page 28). | |
| " (sec (j)) | A, less | Peroxide of (see page 27). | |
| Softwood | 25 p.c. | Soil, n.o.s. | |
| Slabs, Ironite | C | Solder, in tins, cases, or bags, C.R.† .. | |
| see (ai) | A | Soldering Fluid (see page 28). | |
| Slates and Pencils, School, in cases, | A, less | Solderine (see page 28). | |
| C.R.† | 25 p.c. | Solutions— | |
| Slates, in packing in cases or crates† — | 2 | Rubber (see page 25). | |
| Fibro Cement | C | Painters' corrosive (see page 28). | |
| Asbestos, roofing | C | Tin (see page 28). | |
| Roofing | B | Composed of Naphtha, or other | |
| produce of Commonwealth, on | | highly inflammable liquid (see | |
| Up journey | *M | page 25). | |
| Slate Slabs (see Stone). | | Solvol in cases, C.R.† | |
| Sleepers, Hardwood (see Timber). | | Soup Tablets and Powders, produce of | |
| Slick, for cleansing purposes, in cases, | | Commonwealth, on Up journey .. | |
| C.R.† | 1 | Spalls (see Stone). | |
| Smutol, for treatment of seed wheat | | Spanish Clay, for wine fining, in bags | |
| and vines, and so declared on consign- | | or cases, C.R.† | |
| ment note | A | Spice, Condition, for stock | |
| Snow White (Washing Solution), in | | Spices, Culinary, in cases, C.R.† .. | |
| cases, C.R.† | 1 | Spikes, Iron, in cases or bags, latter | |
| " " (see (ah)) | C | to bear address label inside and out- | |
| Snuff, in cases, C.R.† | 2 | side C.R.† | |
| Soap— | | Spindles, Wood or Iron, in cases or | |
| Fancy, in cases, C.R.† (see page | | bundles, C.R.† | |
| 130)— | | Spirits— | |
| n.o.s. | 2 | May be accepted at Commis- | |
| Produce of Commonwealth .. | *1 | sioners' Risk when in packing, | |
| Hudson's Extract of, in cases, | | in cases bound with wire or | |
| C.R.† (see page 130).. | 2 | hoop iron, in demi-johns in | |
| Foam, Extract of, in cases, C.R.† | | wickerwork, or in cases; in | |
| Household | *C | bulk in sound casks.† | |
| " (see (ah)) | *B | Denaturing | |
| Extract of, common household.. | *C | n.o.s. (see page 128) | |
| Lye Refuse (see (h)) | M | Produce of Commonwealth— | |
| Polish, in casks | C | "Smalls" minimum | |
| Soft | *C | For fortifying wine (Certifi- | |
| " accompanying red oil as | | cate from Customs Depart- | |
| spraying material | A | ment to accompany consign- | |
| Soda Ash | *A | ment note) | |
| Soda— | | Methylated (see page 25). | |
| Bicarbonate of | B | of Tar, in tins in cases, C.R.† | |
| Carbonate of, for fruit dipping | | of Salts (see page 27). | |
| and so declared on consign- | | of Wine (see page 25). | |
| ment note | A | of Turpentine (see page 26). | |
| Caustic | *A | Wood (see page 25). | |
| Crystals, washing | B | Spokes— | |
| Hypo-phosphate of | B | Wooden (see Felloes). | |
| Hypo-sulphate of | A | Iron, for agricultural machines, | |
| Silicate of | *A | in bundles or cases, C.R.† .. | |
| Sodium— | | Spouting, galvanized iron, in cases or | |
| Amalgam (see page 28). | | crates, or in secure bundles of three | |
| Cyanide of (see page 28). | | and upwards, C.R.† | |
| | | Springs, Carriage, Dray and Truck, | |
| | | in cases or in bundles, wired, C.R.† | |
| | | Stable and Street Sweepings (see | |
| | | Manures). | |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (h) Subject to a minimum of .. | 7 0 | 7 0 | 7 0 | 10 10 | 10 10 |
| (j) " " " " .. | 8 10 | 8 10 | 8 10 | 14 10 | 14 10 |
| (ah) " " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |
| (ai) " " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 15 4 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, Bb, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|--------|--|----------|
| Stamps (see General Condition 24). | | Stone—continued. | |
| Standards, Fencing (see Wire). | | Granite, Marble, &c.—continued. | |
| Starch— | | Dressed, and only partially | |
| in cases, C.R.† | 2 | polished or carved or | |
| Confectionery, in bags | *A | wholly polished on only | |
| Stationery, in cases, C.R.† | 2 | one side | C |
| Staves, Hardwood and Softwood (see | | Wholly polished or carved— | |
| Timber). | | In cases, C.R.† | *1 |
| Staves, Hoops, Hoop Iron, and Cask- | | Loose, at Owner's Risk | |
| heads in casks or packages— | | only on Damageable | |
| for the manufacture of casks, | | Goods consignment note | *2 |
| hogsheads, &c., on declaration | | Slate Slabs, for paving, flooring, | |
| n.o.s. | A | building and graves | A |
| Stearine | C | Marble Chips | B |
| Stearite, crude or manufactured | A | Slate Slabs for Billiard Tables, in | |
| Steel— | | cases or crates, suitably packed | |
| Or Metal, Expanded, in cases or | | with cloth packing between | |
| bundles, C.R.† | 1 | slabs and wedged C.R.† | 1 |
| *Polished, in cases or crates, C.R.† | 2 | Stones, Precious (see General Con- | |
| Sheet (see Iron). | | dition 24). | |
| (See Iron and Lathing). | | Stoneware (see Earthenware). | |
| Stiles, Gate, hardwood | A | Stoves and Stove Pipes, in cases or | |
| Stone, as under— | M | crates, C.R.† | 2 |
| Ballast. | | Straw— | |
| Coring. | | In bundles or bales (see (ab)) | Grain |
| Dust (see page 216). | | Liquor | B |
| Flagging. | | Strawboard | C |
| Kerbing or Street Paving. | | „ (see (i)) | A |
| Marble and Granite, rough blocks. | | „ (see page 222). | B |
| Metal, Road, (see page 216). | | Stuccolin Sheets | B |
| Pitchers. | | Sugar— | |
| Rubble (see page 216). | | n.o.s. | *C |
| Spalls (see page 216). | | Minimum 3 tons per 4-wheeled | *B, plus |
| Toppings (see page 216). | | truck | 25 p.c. |
| Undressed (including Slate), n.o.s. | | (see pages 128 and 222) | |
| Granite, Marble, and other Stone | | Icing, Castor and Loaf in cases, | |
| may be accepted at Commis- | | C.R.† | 2 |
| sioners' Risk when packed as | | Baskets, empty (see Empties). | |
| under:— | | Cane, "Smalls" minimum | A |
| Polished or Carved, in pack- | | Sulkies (see Vehicles). | |
| ing in cases or crates | | Sulphate of Ammonia (see Ammonia). | |
| n.o.s., under 3" in thickness, | | „ of Iron (see Manures). | |
| in packing in cases or crates† | | „ of Potash (see Manures). | |
| n.o.s., over 3" in thickness, | | „ of Sodium (see Salts, | |
| packed in truck with bag- | | Glauber). | |
| ging or other suitable pack- | | Sulphur | *B |
| ing to the satisfaction of the | | „ Lick | B |
| Commissioners.† | | „ Chloride of (see page 27). | |
| Dressed for buildings and | | „ Water | A |
| foundations for monu- | | Sulphuric Anhydride (see page 27). | |
| ments, grave railings or | | Sumach | A |
| headstones, but not polish- | | Swing-boats, in crates, C.R.† | 2 |
| ed or carved either wholly | | Swingle Bars, in bundles, C.R.† — | |
| or partially | A | For Agricultural Machines | 1 |
| | | n.o.s. | 2 |

* For concessions to Country Industries see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton trucks. |
|-------------------------------------|-------------------------|-------------------|-------------------|--------------------|
| (i) Subject to a minimum of | Tons. 8 | Tons. 8 | Tons. 12 | Tons. 12 |

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. | "Q.R." truck. | |
|--------------------------------------|-------------------------|-------------------|--------------------|---------------------|---------------------|----------|
| (ab) Subject to a minimum of | Tons. 6 | Tons. 6 | Drop Door. Tons. 8 | High Sided. Tons. 7 | Swing Door. Tons. 8 | Tons. 12 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, *etc.*, otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|------------------|---|--------|
| Syphons, Sodawater, in packing in cases or crates (same as Bottles)†. | | Tents, in bales or bags, C.R.† | |
| Syrup (see Golden Syrup). | | Terra-cotta, architectural (see (f)) | |
| n.o.s., in casks or in tins in cases, C.R.† | 2 | Terra-cotta, Lumber, Kerbing, and Channelling .. | |
| T. | | Terebine (see page 26). | |
| Tacks, in cases, C.R.† .. | *2 | Theatrical Scenery— | |
| Tags, flour in cases, C.R.† .. | 1 | In cases or crates, C.R.† .. | |
| Tallow .. | *B | In cases or crates when accompanying theatrical companies, C.R.† — | |
| Tan, Spent (see (d)) .. | M | Truck. Per Mile. Minimum Charge. | |
| Tanning Compounds— | | s. d. £ s. d. | |
| n.o.s. .. | A | Per 4-wheeled 0 9 1 8 9 | |
| Consigned to a country tannery in Victoria (see (c)) .. | *M | Per 6-wheeled 0 11 1 16 0 | |
| Minimum 10 cwt. .. | *A less 25 p.c. | Per bogie 1 1½ 2 3 3 | |
| Tanks, petrol, plate iron— | | Theatrical Luggage, in suitable receptacles, C.R.† (same as Theatrical Scenery) | |
| Crated, C.R. .. | *2 | Three-ply Timber .. | |
| Not Crated, C.R. .. | *2, plus 10 p.c. | Ticking, in cases, C.R.† .. | |
| O.R. .. | *2 | Tiles— | |
| Tanks, plate iron, empty, n.o.s.— | C.R. | May be accepted at Commissioners' Risk in packing in cases or crates.† | |
| Up to 400 gallons .. | 2 plus 10 p.c. | Asphalt .. | |
| Over 400 gallons and not exceeding 1,000 gallons, rate and a half .. | O.R. | " produce of Commonwealth, on Up journey .. | |
| Over 1,000 gallons, double rate | 2 | Common Paving .. | |
| Tanks or Vats, galvanized or corrugated iron— | C.R. | " produce of Commonwealth, on Up journey | |
| Up to 1,000 gallons, rate and a half .. | 2 plus 10 p.c. | Roofing, glazed or unglazed .. | |
| Over 1,000 gallons, double rate | O.R. | " produce of Commonwealth, on Up journey (see (t)) .. | |
| Tanks, Filled. Tanks as above; contents as per Classification. | 2 | Drain and Edging .. | |
| Tanks, Concrete (see cement.) | | " produce of Commonwealth, on Up journey (see footnote (i)) .. | |
| Tapioca, in bags or cases, C.R.† .. | 2 | Ornamental and Tesselated .. | |
| Taps, Metal or Wooden, in cases, C.R.† .. | 2 | Glazed .. | |
| Tar— | | " produce of Commonwealth, on Up journey .. | |
| n.o.s. .. | C | Timber— | |
| Crude, used directly for fuel in place of wood, coal, or coke, and so declared on the consignment note (see (h)) .. | M | Hardwood— | |
| Compo (for tarring telegraph poles) .. | A | Sawn, including Jarrab, unseasoned, dressed or undressed; also sleepers, sawn or hewn, 30 cubic feet to ton (see (r)) .. | |
| (see page 222) | | | |
| Targets, in crates or cases, C.R.† .. | 1 | | |
| Tarpaulins, in bundles, C.R.† .. | 2 | | |
| Tea, in cases, or in tins in crates (see page 128), C.R.† .. | 2 | | |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damagable Goods consignment note.

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16 or 20 ton truck. | Per Q.R. truck. |
|--------------------------------|-------------------------|-------------------|-------------------------|-----------------|
| | Tons. | Tons. | Tons. | Tons. |
| (c) Subject to a minimum of .. | 6 | 6 | 6 | .. |
| (d) " " " .. | 6 | 6 | 8 | .. |
| (f) " " " .. | 5 | 5 | 7½ | .. |
| (i) " " " .. | 8 | 8 | 12 | .. |
| (h) " " " .. | 7 | 7 | 10½ | .. |
| (r) " " " .. | 8½ | 8½ | 14½ | 30 |
| (t) " " " .. | 7½ | 7½ | 11 | .. |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M, A.P., Grain, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|---|-----------------|--|-----------------|
| <i>Timber—continued.</i> | | <i>Timber—continued.</i> | |
| <i>Hardwood—continued.</i> | | <i>Hardwood—continued.</i> | |
| Sawn or hewn, unseasoned , of dimensions requiring the services of bogie trucks, to be charged the same rates and conditions as Logs. | | Poles and Logs, in short lengths, loaded in 4-wheeled truck without overhanging— | |
| Sawn, including Jarrah, seasoned , dressed or undressed, at dead weight (see (y)) | A, less 25 p.c. | Hardwood, for case-making (see loading scale re tonnage to be charged, page 124) | M |
| Smaller lots | A | Locally grown <i>Pinus insignis</i> and Murray Pine (see (g)) n.o.s. (see (j)) (see page 121). | M |
| Sawn (including <i>Pinus insignis</i>), cut to approved sizes, for case or box making, at dead weight in truck loads (see (ah) page 62) | M | Props, Slabs, Lids, Caps, and Laths, undressed, for mining (see loading scale re tonnage to be charged, page 124) | Fire-wood |
| Smaller lots, "Smalls" minimum | A | Firewood and Mallee Roots (see loading scale re tonnage to be charged, page 124) | Fire-wood |
| Rough, including Battens, Drop-pers, Palings, Pickets, and Fodder Boards (split), Shingles, Billets for case making, Black-wood Billets, Spoke Billets, Staves, split or sawn (including American oak), Vine Stakes (see loading scale, page 124, re tonnage to be charged) | M | Telegraph Poles, with arms | C |
| Posts and Rails (see page 125 and (j)) | M | <i>Softwood—</i> | |
| Building Laths and Fodder Boards (sawn), dead weight (see (j)) | M | Including imported Oak*, Queens-land Beech, Myrtle, and Rimu n.o.s. | C |
| Palings, Pickets, Battens, Drop-pers (sawn), 30 cubic feet to ton (see (j)) | M | In truck loads (not including Architraves, Mouldings, and Skirtings (see (ad)) | B |
| Kanooka and Needlewood Billets, for pipe making, not exceeding 10 feet in length (see loading scale, page 124, re tonnage to be charged) | M | For manufacture of cases or bee frames (see page 223). | |
| Paving Blocks (see (ah) page 62) | | Cut to sizes and dressed for wire mattresses | C |
| Logs, Piles, Poles (including Telegraph Poles, without arms), in long lengths, and Beams, sawn, hewn, squared, or rough (see page 121 and (k)) | Fire-wood | Cut to sizes for case or box making, in shooks— In truck loads (see (e)) | A, less 25 p.c. |
| Scaffolding Poles (see (s)) | M | Smaller lots, "Smalls" minimum | A |
| Poles, hardwood, for case mak-ing, and locally-grown <i>Pinus insignis</i> and Murray Pine | M | Droppers, softwood (see (e)) | M |
| Logs, in long lengths (see page 121 and (s)) | M | White Pine, cut to sizes, for tallow casks | B |
| | | Kauri Edgings (see (e)) | M |
| | | Sawn Murray Pine, (see (s)) Cypress Pine, (see (s)) and <i>Pinus insignis</i> , (see (j)) locally grown, unseasoned , dressed or undressed, 40 cubic feet to the ton | M |

1 lb. per ton per mile; mini-mum charge, 4s. 6d. per ton. Smaller lots, Class A rate and conditions.

* For concessions to Country Industries, see pages 207 to 213.

| | Per 10, 11, or 12 ton truck. | Per 16 or 20 ton truck. | Per "QR" bogie truck. | Per 42-ft. "Q" truck. | Per 50-ft. "Q" truck. |
|-----------------------------|------------------------------|-------------------------|-----------------------|-----------------------|-----------------------|
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| (a) Subject to a minimum of | 6 | 10 | 10 | 15 | 17 |
| (ad) " " " " | 5 | 7½ | 10 | 15 | 17 |
| (g) " " " " | 7 | 10 | 10 | 15 | 17 |
| (h) " " " " | 8½ | 14½ | 17 | 24 | 24 |
| (i) " " " " | 8½ | 14½ | 16 | 24 | 24 |
| (j) " " " " | 8 | 12 | 16 | 24 | 24 |
| (y) " " " " | 7 | 12 | 16 | 24 | 24 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M. A.P., Grain, A, B, BB, and C classes otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|---------|---|
| Timber— | | Treacle— |
| Softwood—continued. | | (see Golden Syrup). |
| Sawn Murray Pine (see (s)) and | | For Cattle Food, on declaration |
| <i>Pinus insignis</i> , locally grown | | (see (h)) |
| (see (j)), seasoned, dressed or | A, less | Tree Ferns (see (i)) |
| undressed, at dead weight .. | 25 p.c. | Trees, Fruit, Fruit Cuttings, and |
| Smaller lots | A | Shelter Trees, in cases or bundles.. |
| Murray Pine and <i>Pinus insignis</i> | | Trellis, Wooden, collapsible, in |
| Logs (see Hardwood). | | bundles, C.R.† |
| Staves, softwood | C | Tricycles (see Bicycles) |
| Tinfoil, in cases, C.R.† | 2 | Troughing, Iron, in crates or secure |
| Tin— | | bundles, C.R.† |
| Concentrates | A | Troughs— |
| Liquor (see page 28). | | Concrete (see Cement). |
| Scrap (see (c)) | M | Iron, in cases or crates, C.R.† .. |
| Plate, n.o.s. | C | Trucks— |
| " (see (ai)) | B | Cable, C.R. |
| " to Victorian country | | Hand, C.R. |
| factories | *A | and Skips, Iron, mining, and |
| Cake, Bar, and Ingot, in cases or | | timber, C.R. |
| barrels, C.R.† | 2 | Munro's, for farm use, dismantled |
| Tins— | | "Smith" Handy Farm, dis- |
| Empty (see page 111). | | mantled, not exceeding 7 cwt. |
| Kerosene, flattened, plain, or | | in cases, C.R.† |
| corrugated, in bundles, "Smalls" | | Trufood (Dried Milk), in cases, C.R.† |
| minimum | B | n.o.s. |
| Tinware, n.o.s., in cases or crates, | | Produce of Commonwealth |
| C.R.† | 2 | (see page 223) |
| Ti-tree Stakes | Fire- | Trunks, Steel, in cases or crates, C.R.† |
| | wood | Tubes— |
| Title Deeds (see General Condition 24). | | Boiler, Iron, in cases, C.R.† |
| Tobacco— | | n.o.s. |
| Leaf and Stalks, in bales | B | on Down journey (see (ah)).. |
| Smoking, n.o.s., in approved card- | | Tubing— |
| board containere or in cases | | Brass (see Brass). |
| bound with wire or hoop iron | | For Diamond Drill and Water |
| and sealed, or in original | | Boring, in bundles, security |
| caddies, C.R.† | 2 | wired, C.R.† |
| Sheepwash, in casks, C.R.† | 2 | Polished, n.o.s., in cases, crates, |
| Plant Refuse (see Manures). | | or bales, C.R.† |
| Toluol (see page 25). | | Tubs— |
| Tomato— | | Tin or other metal, in cases or |
| Pulp, "Smalls" minimum | *A | crates, C.R.† |
| Soup (same as Sauce). | | Wooden, in nests or crated, C.R.† |
| Tomatoes (same as Fruit). | | Turnery— |
| Tools, in chests, cases, or properly | | In cases, crates, or packed in |
| protected packages, C.R.† | 2 | straw covered with hessian, |
| Toppings, Stone (see Stone). | | C.R.† |
| Tow, in bags or bales | *A | Rough, in bundles or crates, C.R.† |
| Toys— | | Turnips (see (ah)) |
| In cases or crates, C.R.† | 2 | in small quantities, "Smalls" |
| Loose, at Owner's Risk only on | | minimum |
| Damageable Goods consign- | | Turpentine (see page 26). |
| ment note, rate and a half | 2 | Twine and Lines, n.o.s., in cases, C.R.† |
| Tram Cars (see Vehicles). | | |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods note.

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. | Per "Q.R." truck. |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. |
| (c) Subject to a minimum of | 6 0 | 6 0 | 6 0 | 6 0 | 6 0 | .. |
| (h) " " " | 7 0 | 7 0 | 7 0 | 10 10 | 10 10 | .. |
| (i) " " " | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 | .. |
| (j) " " " | 8 10 | 8 10 | 8 10 | 14 10 | 14 10 | .. |
| (k) " " " | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 | 16 |
| (ai) " " " | 9 10 | 10 0 | 11 8 | 15 4 | 19 0 | .. |
| (ah) " " " | 9 10 | 10 0 | 11 8 | 15 4 | 15 4 | .. |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure, M. A. P., Grain, A, B, BB, and C classes except otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. | Class. |
|--|--------------------|---|--------------------|
| Trine Reaper and Binder and Seam- ing, in bales, minimum 8 tons per 4-wheeled truck† | *C | Ventilators— (see Bricks, Terra Cotta Air Vents). | |
| in smaller lots in bales, C.R.† | *1 | Iron, C.R. | 2 |
| Type, Printing, in cases, C.R.† | 2 | Verandah Posts (see Posts). | |
| Tyres— | | Vermicelli, in cases, C.R.† | 2 |
| Iron, C.R. | *1 | Vine Cuttings, in bundles or cases | C |
| (see (ai)). | *C | Vinegar, in jars in wickerwork, in bottles or jars in packing in cases or crates, in barrels, C.R.† | |
| Motor and Cycle, in cases or crates, C.R.† | *2 | In jars or cases, n.o.s. (see page 128). | 2 |
| Motor and Cycle, old, for recondi- tioning or for scrap | C | In bulk, n.o.s. | 1 |
| Setters, iron | C | Produce of Commonwealth, on Up journey | *A |
| Shrinkers | C | Vine Stakes (see Timber). | |
| Tyre Doctor, in tins in cases, C.R.† | 2 | Vineyard Waste Products (see (c)) | A |
| | | Vulcana (Cattle Spice) | A |
| U. | | Vyces, Iron— | |
| Universal Finish | B | Large, C.R. | 2 |
| " (see (c)) | A | Small, in cases, C.R.† | 2 |
| Photostery, in cases, C.R.† | 2 | | |
| Drum, Earthenware, packed in straw in cases, crates or barrels, and labelled "Fragile," C.R.† | 2 | W. | |
| | | Wadding, in cases, C.R. | 2 |
| V. | | Wagons (see Vehicles). | |
| Alonia | A | " steam | C |
| Arms, Metal, in crates or cases, C.R.† | 2 | Walls, Metal (see Ceilings). | |
| Gas, Furniture (see Vehicles). | | Walnuts, in cases or bags, C.R.† | |
| Armish (see page 25 and 26). | | n.o.s. | 2 |
| Ala— | | produce of Commonwealth, on Up journey, "Smalls" mini- mum | A, less 25 p.c. |
| Milk, tinned, steel or plain iron, Separator, not exceeding 100 gallons capacity, C.R. | 1, plus 10 p.c. | Washers (see Screws). | |
| O.R. | 1 | Washing Boards, Glass and n.o.s., in cases, crates, or bundles, securely strapped, singly glass to be wholly protected, C.R.† | 1 |
| Over 100 gallons capacity, same as Pasteurizers | | Wash Easy— in cases, C.R.† | 1 |
| Wooden (see page 112). | | (see (ah)) | C |
| Vegetables— | | Watches (see General Condition 24). | |
| Compressed, in cases, C.R.† | 1 | Water— (see page 223 and (c)) | M |
| Fresh, must be in bags, crates, or cases, "Smalls" minimum | A, less 10 p.c. | Distilled (see (i)) | M |
| Loose (see (v)) | A, less 10 p.c. | Clarifier, n.o.s. | A |
| in single packages (see page 115). | | Wattle Tops and Leaves | B |
| Preserved, n.o.s., in bottles in packing in cases; in tins or cartons in cases, C.R.† | 2 | Wax— | |
| n.o.s. | | Bees, Japan, Paraffin, Ceresine, and Rangoon, in cases or bags, C.R.† | 1 |
| Produce of Commonwealth on up journey | *A | for sealing bottles, and so de- scribed on consignment note, in cases, C.R.† | 1 |
| Wholes (see page 118). | | Mineral | B |
| in barrels, C.R.† | 1 | n.o.s., in cases, C.R.† | 2 |
| | | Weed Eradicator (see page 28). | |

* For consignments to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on Damageable Goods consignment

| | Per 10-ton truck. | | Per 11-ton truck. | | Per 12-ton truck. | | Per 16-ton truck. | | Per 20-ton truck. | |
|-------------------------|---------------------------|------|-------------------|------|-------------------|------|-------------------|------|-------------------|------|
| | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. | Tons. | Cwt. |
| Subject to a minimum of | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| (a) " " " | 8 | 0 | 8 | 0 | 8 | 0 | 12 | 0 | 12 | 0 |
| (b) " " " | 9 | 10 | 10 | 9 | 11 | 8 | 15 | 4 | 15 | 4 |
| (c) " " " | 9 | 10 | 10 | 9 | 11 | 8 | 15 | 4 | 19 | 0 |
| | 5½ tons per Louvre truck. | | | | | | | | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

NOTE.—For minimum weights applicable to traffic carried at Manure M, A.P., Grain, A, B, BB, and C class otherwise provided, see General Condition 18, page 12.

| Article. | Class. | Article. |
|---|---------|--|
| Weights, Iron— | | Wine—continued. |
| Sash, C.R. | 1 | produce of Commonwealth |
| used by Municipal Councils for | | “Smalls” minimum .. |
| testing Weighbridges .. | C | produce of Commonwealth, con- |
| n.o.s. (50 lb. and under to be | | signed direct to the sea-board |
| cased), C.R. | 1 | for immediate export beyond |
| Weighbridges (see Machinery). | | the State (see (ag) and page |
| Wheat— | | 213). O.R.† |
| (see pages 214 and 223) .. | Grain | sent Interstate (see page 223). |
| Offal and Combing (see (g)) .. | Grain | produce of Commonwealth, in |
| Poisoned, for rabbit-killing .. | Grain | single packages (see page 115). |
| see (c) | | finings |
| Damaged or Inferior, forwarded | Grain, | off, previously carried by rail |
| to the country for conversion | less | returned to vigneron at the |
| into meal for pigs' feed, and so | 10 p.c. | original forwarding station, |
| declared on consignment note | | shall be charged at half of |
| for seed (see page 222). | | Class A, less 10 per cent rate, |
| Wheel-barrows, C.R. | 2 | subject to Class A conditions. |
| Wheels— | | Declaration to be furnished |
| Barrow, C.R. | 2 | with consignment note. |
| for Vehicles, C.R. | 2 | off, forwarded to distilleries for |
| Rough and Unfinished, C.R. .. | *1 | distillation, and so declared on |
| Fly, C.R. | *2 | the consignment note, shall be |
| Iron, for mining and timber | | charged under Class A, less |
| trucks and traction engines, | | 10 per cent. rate and con- |
| C.R. | 1 | ditions in the first instance, and |
| Iron, attached to axles, C.R. .. | 2 | on production of a certificate |
| Plow, in cases or crates, C.R.† .. | 1 | from the Customs officer that |
| n.o.s., in cases or crates, C.R.† .. | *2 | the identical wine has been |
| Whips, in cases or secure hessian | | distilled, the charges may be |
| bundles, C.R.† | 2 | reduced to Class M, less 10 per |
| Whipple-trees, in bundles, C.R.†— | | cent. (see (h)*). |
| for Agricultural Machines .. | 1 | off, forwarded to vinegar manu- |
| n.o.s. | 2 | facturers for vinegar making |
| Whiting (see page 223) | *B | and so declared on the consig- |
| Produce of Commonwealth, on | | ment note, shall be charged |
| Up journey | *A | under Class A, less 10 per cent. |
| Willows, for basket making .. | C | rate and conditions in the first |
| Windmills— | | instance, and on production of |
| in cases or crates, C.R.† .. | 1 | a certificate from the Customs |
| set up, at Owner's Risk only, on | | Officer that the identical wine |
| Damageable Goods consign- | | has been used for vinegar |
| ment note | 2 | making, the charges may be re- |
| Windows, Wire, the wire to be wholly | | duced to Class M, less 10 per |
| protected by timber, C.R.† .. | 2 | cent. (see (h)*). |
| Wine— | | Quinine— |
| may be accepted at Commis- | | produce of Commonwealth .. |
| sioners' Risk when in packing | | n.o.s. |
| in cases bound with wire or | | Lees— |
| hoop iron, in demijohns in | | “Smalls” minimum .. |
| wickerwork or in cases, in bulk | | (see (c) |
| in sound casks | | Spirit, produce of Commonwealth |
| n.o.s. (see page 128) | 2 | Stone |

* For concessions to Country Industries, see pages 207 to 213.
 † If not properly protected by packing to be only accepted at Owner's Risk on Damageable Goods note.
 ‡ May be accepted at Commissioners' Risk when packed as above on payment of 5 per cent. addition Owner's Risk rates.

| | Per 10 or 11 ton truck. | Per 12-ton truck. | Per 16 or 20 ton truck |
|---------------------------------|-------------------------|-------------------|------------------------|
| (aa) Subject to a minimum of .. | Tons. 7 | Tons. 7 | Tons. 9½ |
| (a) " " " " .. | 6 | 6 | 8 |
| (b) " " " " .. | 7 | 7 | 10 |
| (c) " " " " .. | 7 | 7 | 10½ |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Note.—For minimum weights applicable to traffic carried at Manure, M, A. P., Grain, A, B, Bb, and C classes, except otherwise provided, see General Condition 13, page 12.

| Article. | Class. | Article. | Class. |
|---|-----------------|--|--------|
| Wire— | | Wool—continued. | |
| Brass, in coils in hessian, or in cases, C.R.† .. | 2 | Fluff, by-product from manufacture of woollen goods, for paper making .. | A |
| Copper, in coils in hessian, C.R.† .. | 2 | Wool Tops, in bales or bags, C.R.† .. | *1 |
| Insulated, in cases or bales, C.R.† .. | 1 | Woolpacks— | |
| Iron*— | | (see page 133) .. | B |
| Fencing, and Barbed, in bundles; also Droppers, Staples, Clamps, Standards, Strainers Wedges, and Iron Fencing Posts .. | C | (see footnote (i)) .. | A |
| as above (see (d)) .. | C, less 20 p.c. | empty return, minimum 8d. .. | A |
| as above (see (ai)) .. | A | Wringers, in cases, C.R.† .. | 2 |
| Galvanised* same as Fencing .. | A | | |
| Cyclone, woven, for fencing— | A | Y | |
| In truck loads (see (a2)) .. | C, less 20 p.c. | Yeast— | |
| " " (see (d)) .. | C | Liquid, in barrels, or in jars in wickerwork or crates, C.R.† .. | 2 |
| Smaller lots .. | C | Powder, in bags, cases or crates, C.R.† .. | 2 |
| Netting— | | Yokes, Bullock, C.R. .. | 1 |
| (see (h)) and †) .. | M | | |
| for Nail Making (same as Wire Fencing). | | Yarn— | |
| Bright, in cases, C.R.† .. | 1 | Coir, in bales, bags, or bundles, C.R.† .. | 1 |
| Steel, declared on consignment note for binding cases .. | A | Cotton (see Cotton). | |
| Cutters, in cases, C.R.† .. | 1 | Worsted, in cases, C.R.† .. | 2 |
| for Wire Mattresses, woven, in bales, C.R.† .. | *1 | consigned to country knitting mills or cotton factories .. | *B |
| for Mattress making, on declaration, in coils packed in casks .. | *C | Flax .. | *B |
| Cloth, in cases or crates, C.R.† .. | 2 | Hemp .. | *C |
| Stands and Frames, in cases or crates, rate and a half, C.R.† .. | 2 | Jute .. | B |
| Wolfram .. | A | | |
| Wood Pulp— | | Z. | |
| (see (i)) .. | A | Zinc— | |
| n.o.s. .. | B | Chloride of (see page 28). | |
| (see page 318) | | Muriate of (see page 28). | |
| Woodenware, n.o.s., in cases or crates, C.R.† .. | 2 | in casks or cases, C.R.† .. | 2 |
| Woodmeal (see (i)) .. | M | old, melted into cakes or ingots perforated, in cases or crates, C.R.† .. | A |
| Woodwool .. | C | Scrap, in bags .. | A |
| Wool— | | Shavings, in cases or bags, C.R.† .. | 2 |
| in bales, bags or fadges (see pages 225 and 231). | | Shavings, used in assaying of gold, in cases, C.R.† .. | 1 |
| to country mills .. | C | Sheet, in cases or crates, C.R.† .. | 2 |
| | | White Oxide of, in bags or barrels, C.R.† .. | 2 |

* For concessions to Country Industries, see pages 207 to 213.

† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods Consignment

| | Per 10-ton truck. | Per 11-ton truck. | Per 12-ton truck. | Per 16-ton truck. | Per 20-ton truck. |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| (d) Subject to a minimum of .. | 6 0 | 6 0 | 6 0 | 8 0 | 8 0 |
| (i) " " " .. | 8 0 | 8 0 | 8 0 | 12 0 | 12 0 |
| (l) " " " .. | 9 10 | 9 10 | 11 8 | 14 5 | 14 5 |
| (ae) " " " .. | 6 10 | 6 10 | 6 10 | 10 10 | 10 10 |
| (ai) " " " .. | 9 10 | 10 9 | 11 8 | 15 4 | 19 0 |

† The tonnage minimum for wire netting manufactured in Victoria shall be 7½ tons per 10, 11, or 12 ton truck or 10 tons per 10 or 20 ton truck.

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

NOTES.

1. All goods not specified in this Classification shall be charged Class 2 rates Owner's Risk.
2. Wherever in the foregoing Classification Up journey rates are specified, they shall apply for the mileage on the direct Up journey from the forwarding station, but shall not be applied in respect of goods carried by water to ports and railed thence on the Up journey, provided that commodities consigned direct for export from country stations to Port Melbourne pier or Williamstown pier shall be charged Up journey rates where specified for the actual mileage to the piers.
3. Up journey rates are not applicable in respect of consignments forwarded from suburban stations within 20 miles from Melbourne (Spencer-street).
4. For goods despatched between stations involving an Up and Down journey rate, the rate shall be computed on the sum of the Up and Down journey rates if cheaper than the through journey rate. Where the route embraces two or more Up and Down journeys, the total Up mileage is to be charged at Up journey rate, and the total Down mileage at Down journey rate, if cheaper than the through Down journey rate. Consignments forwarded from country to suburban stations within 20 miles of Melbourne, and involving an Up and Down journey rate, shall be subject to the provisions of page 128, clauses 1 and 2.
5. When goods which are charged at a reduced rate on the Up journey are forwarded on a route embracing both an Up and Down journey, and a Special District rate operates in respect of the latter, such goods shall be given the benefit of the Special District rates on the Down portion of the journey.
6. Wherever in the preceding Classification an entry is made after any article thus, "Mr. 8d.," it means that the actual weight of such article shall be charged for at the rate shown, but only to the minimum charge stated, and irrespective of the tariff for "Smalls."
7. Class "A," less 25 per cent. shall not be less than class "M," or class "AP" rate.
8. Class "B," less 10 per cent. shall not be less than class "A."
9. Class "B," plus 25 per cent. shall not be more than class "C."
10. Class "C," less 20 per cent. shall not be less than class "B."

RELEASED RATES PER TON FOR GOODS.
 For Rates other than Freight Rates, see pages 142 to 145. For loading and unloading charges where applicable, see pages 17 and 120.
 O.R. indicates the reduced rate for carriage at Owner's Risk.
 (See General Condition, No. 4, page 8).

| Miles. | CLASSES. | | | | | | | | | | | | | Miles. |
|--------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | BB. | C. | 1. | 2. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1-10 | O.R. 0 2 7 | O.R. 0 2 7 | O.R. 0 4 0 | O.R. 0 3 6 | O.R. 0 3 2 | O.R. 0 4 0 | O.R. 0 4 9 | O.R. 0 3 8 | O.R. 0 5 5 | O.R. 0 4 5 | O.R. 0 6 4 | O.R. 0 6 6 | O.R. 0 7 0 | O.R. 0 7 0 |
| 11 | O.R. 0 3 3 | O.R. 0 2 7 | O.R. 0 3 8 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 3 8 | O.R. 0 4 5 | O.R. 0 3 4 | O.R. 0 5 1 | O.R. 0 4 1 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 12 | O.R. 0 2 10 | O.R. 0 2 3 | O.R. 0 4 4 | O.R. 0 3 4 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 13 | O.R. 0 3 2 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 14 | O.R. 0 2 10 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 15 | O.R. 0 3 2 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 16 | O.R. 0 2 10 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 17 | O.R. 0 3 2 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 18 | O.R. 0 2 10 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 19 | O.R. 0 3 2 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 20 | O.R. 0 2 10 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 21 | O.R. 0 3 2 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 22 | O.R. 0 2 10 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| 23 | O.R. 0 3 4 | O.R. 0 2 7 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |
| | O.R. 0 3 0 | O.R. 0 2 3 | O.R. 0 4 4 | O.R. 0 3 8 | O.R. 0 3 4 | O.R. 0 4 4 | O.R. 0 5 1 | O.R. 0 3 7 | O.R. 0 5 1 | O.R. 0 4 7 | O.R. 0 6 9 | O.R. 0 6 9 | O.R. 0 7 0 | O.R. 0 7 0 |

The charges at Commissioners' Risk shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | | Miles. | |
|--------|-------------|---------|--------|-------|--------|--------|-------|--------|--------|--------|--------|--------|--------|-------------|
| | Firewood. | Manure. | ML. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | | 2. |
| 24 | C.R. 0 3 6 | 0 2 7 | 0 4 4 | 0 4 9 | 0 4 3 | 0 5 7 | 0 7 0 | 0 4 11 | 0 9 0 | 0 7 3 | 0 12 7 | 0 13 6 | 0 16 6 | C.R. 0 16 6 |
| 25 | O.R. 0 3 2 | 0 2 3 | 0 4 0 | 0 4 5 | 0 3 11 | 0 5 3 | 0 6 8 | 0 4 7 | 0 8 7 | 0 6 11 | 0 12 0 | 0 13 0 | 0 16 0 | O.R. 0 16 0 |
| 26 | C.R. 0 3 6 | 0 2 7 | 0 4 4 | 0 4 9 | 0 4 3 | 0 5 7 | 0 7 0 | 0 4 11 | 0 9 0 | 0 7 3 | 0 12 7 | 0 13 6 | 0 16 6 | C.R. 0 17 6 |
| 27 | O.R. 0 3 8 | 0 2 9 | 0 4 6 | 0 5 1 | 0 4 5 | 0 5 9 | 0 7 2 | 0 4 13 | 0 9 2 | 0 7 5 | 0 12 9 | 0 13 8 | 0 16 8 | O.R. 0 18 0 |
| 28 | C.R. 0 3 10 | 0 3 1 | 0 4 8 | 0 5 3 | 0 4 7 | 0 6 1 | 0 7 4 | 0 4 15 | 0 9 4 | 0 7 7 | 0 13 1 | 0 14 0 | 0 17 0 | C.R. 0 18 2 |
| 29 | O.R. 0 3 6 | 0 2 5 | 0 4 2 | 0 4 7 | 0 4 1 | 0 5 5 | 0 6 8 | 0 4 9 | 0 8 7 | 0 7 1 | 0 12 5 | 0 13 4 | 0 16 4 | C.R. 0 18 9 |
| 30 | C.R. 0 4 0 | 0 2 9 | 0 4 9 | 0 5 4 | 0 4 5 | 0 5 9 | 0 7 2 | 0 4 13 | 0 9 2 | 0 7 5 | 0 12 9 | 0 13 8 | 0 16 8 | O.R. 0 18 9 |
| 31 | O.R. 0 3 8 | 0 2 9 | 0 4 9 | 0 5 4 | 0 4 5 | 0 5 9 | 0 7 2 | 0 4 13 | 0 9 2 | 0 7 5 | 0 12 9 | 0 13 8 | 0 16 8 | O.R. 0 19 9 |
| 32 | C.R. 0 4 4 | 0 3 2 | 0 4 11 | 0 5 6 | 0 4 11 | 0 6 3 | 0 8 0 | 0 5 2 | 0 10 2 | 0 8 3 | 0 14 8 | 0 15 7 | 0 18 7 | C.R. 0 19 9 |
| 33 | O.R. 0 4 0 | 0 2 5 | 0 4 5 | 0 5 0 | 0 4 1 | 0 5 5 | 0 6 8 | 0 5 2 | 0 10 2 | 0 8 3 | 0 14 8 | 0 15 7 | 0 18 7 | O.R. 0 20 0 |
| 34 | C.R. 0 4 8 | 0 3 8 | 0 5 1 | 0 5 6 | 0 4 11 | 0 6 3 | 0 8 0 | 0 5 2 | 0 10 2 | 0 8 3 | 0 14 8 | 0 15 7 | 0 18 7 | C.R. 0 20 0 |
| 35 | O.R. 0 4 2 | 0 2 9 | 0 4 9 | 0 5 4 | 0 4 5 | 0 5 9 | 0 7 2 | 0 4 13 | 0 9 2 | 0 7 5 | 0 12 9 | 0 13 8 | 0 16 8 | O.R. 0 20 0 |
| 36 | C.R. 0 4 6 | 0 3 4 | 0 5 1 | 0 5 6 | 0 4 11 | 0 6 3 | 0 8 0 | 0 5 2 | 0 10 2 | 0 8 3 | 0 14 8 | 0 15 7 | 0 18 7 | C.R. 0 20 0 |
| 37 | O.R. 0 4 9 | 0 3 7 | 0 5 4 | 0 5 9 | 0 4 11 | 0 6 3 | 0 8 0 | 0 5 2 | 0 10 2 | 0 8 3 | 0 14 8 | 0 15 7 | 0 18 7 | O.R. 0 20 0 |
| 38 | C.R. 0 4 11 | 0 3 9 | 0 5 6 | 0 6 1 | 0 4 13 | 0 6 5 | 0 8 2 | 0 5 4 | 0 10 4 | 0 8 5 | 0 15 0 | 0 15 9 | 0 18 9 | C.R. 0 20 0 |
| 39 | O.R. 0 4 17 | 0 4 5 | 0 5 9 | 0 6 4 | 0 4 15 | 0 6 7 | 0 8 4 | 0 5 6 | 0 10 6 | 0 8 7 | 0 15 2 | 0 16 1 | 0 19 1 | O.R. 0 20 0 |
| 40 | C.R. 0 4 11 | 0 3 9 | 0 5 6 | 0 6 1 | 0 4 13 | 0 6 5 | 0 8 2 | 0 5 4 | 0 10 4 | 0 8 5 | 0 15 0 | 0 15 9 | 0 18 9 | C.R. 0 20 0 |

| Miles | Flrwood. | Measure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2 | Miles |
|-------|----------|----------|--------|-------|--------|--------|---------|-------|--------|--------|--------|---------|--------|-------|
| 41 | C.R. | £ s. d. | 0 5 11 | 0 6 8 | 0 6 0 | 0 7 11 | 0 10 8 | 0 7 3 | 0 14 2 | 0 11 7 | 0 19 8 | £ s. d. | 1 7 6 | C.R. |
| 42 | O.R. | 0 4 9 | 0 5 11 | 0 6 8 | 0 5 8 | 0 7 11 | 0 10 5 | 0 7 9 | 0 13 6 | 0 11 0 | 0 19 0 | 1 2 0 | 1 7 9 | O.R. |
| 43 | O.R. | 0 4 9 | 0 5 7 | 0 6 4 | 0 5 8 | 0 7 6 | 0 10 10 | 0 7 5 | 0 13 6 | 0 11 0 | 0 19 0 | 1 2 9 | 1 7 9 | O.R. |
| 44 | C.R. | 0 5 1 | 0 6 1 | 0 6 8 | 0 6 3 | 0 8 4 | 0 11 5 | 0 7 9 | 0 14 2 | 0 11 7 | 0 19 0 | 1 3 3 | 1 8 3 | O.R. |
| 45 | C.R. | 0 5 5 | 0 6 1 | 0 6 8 | 0 6 3 | 0 8 4 | 0 11 5 | 0 7 9 | 0 14 2 | 0 11 7 | 0 19 0 | 1 3 3 | 1 8 3 | O.R. |
| 46 | C.R. | 0 5 7 | 0 6 3 | 0 7 0 | 0 6 3 | 0 8 4 | 0 11 5 | 0 7 9 | 0 14 2 | 0 11 7 | 0 19 0 | 1 3 3 | 1 8 3 | O.R. |
| 47 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 48 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 49 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 50 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 51 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 52 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 53 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 54 | O.R. | 0 5 3 | 0 6 3 | 0 7 0 | 0 6 6 | 0 8 8 | 0 12 6 | 0 8 6 | 0 15 1 | 0 12 3 | 0 19 3 | 1 4 9 | 1 9 6 | O.R. |
| 55 | O.R. | 0 6 4 | 0 7 4 | 0 8 4 | 0 7 5 | 0 9 9 | 0 14 2 | 0 9 6 | 0 17 8 | 0 14 5 | 0 21 1 | 1 8 9 | 1 15 3 | O.R. |
| 56 | O.R. | 0 6 4 | 0 7 4 | 0 8 4 | 0 7 5 | 0 9 9 | 0 14 2 | 0 9 6 | 0 17 8 | 0 14 5 | 0 21 1 | 1 8 9 | 1 15 3 | O.R. |
| 57 | O.R. | 0 6 4 | 0 7 4 | 0 8 4 | 0 7 5 | 0 9 9 | 0 14 2 | 0 9 6 | 0 17 8 | 0 14 5 | 0 21 1 | 1 8 9 | 1 15 3 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | | | Miles. | |
|--------|--------|-----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| — | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | Br. | C. | 1. | 2. | — | |
| 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| C.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. | O.R. |
| 0 6 10 | 0 6 6 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 | 0 6 8 |
| 0 7 11 | 0 7 6 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 | 0 8 1 |
| 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 | 0 8 3 |
| 0 7 9 | 0 7 5 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 | 0 7 9 |
| 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 | 0 10 6 |
| 0 15 1 | 0 14 4 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 | 0 15 1 |
| 0 10 4 | 0 9 10 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 | 0 10 4 |
| 0 18 2 | 0 17 4 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 | 0 18 2 |
| 0 14 8 | 0 14 0 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 | 0 14 8 |
| 1 6 9 | 1 5 6 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 | 1 6 9 |
| 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 | 1 11 3 |
| 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 | 1 18 0 |

| Miles. | CLASSES. | | | | | | | | | | Miles. | | | |
|--------|-----------|---------|--------|--------|--------|--------|---------|--------|---------|-------|--------|--------|--------|--------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | | C. | 1. | 2. |
| 75 | C.R. | 0 8 8 | 0 4 11 | 0 10 2 | 0 10 6 | 0 9 4 | 0 12 6 | 0 18 2 | 0 12 5 | 1 3 6 | 0 19 0 | 1 13 7 | 1 19 9 | 2 8 9 |
| 76 | O.R. | 0 8 8 | 0 4 7 | 0 9 8 | 0 10 0 | 0 9 0 | 0 11 11 | 0 17 4 | 0 11 10 | 1 2 5 | 0 18 0 | 1 14 5 | 1 19 9 | 2 8 9 |
| 77 | C.R. | 0 8 8 | 0 4 1 | 0 9 8 | 0 10 6 | 0 9 4 | 0 12 6 | 0 17 4 | 0 11 10 | 1 3 6 | 0 19 8 | 1 14 8 | 2 0 6 | 2 9 9 |
| 78 | O.R. | 0 8 8 | 0 4 9 | 0 9 10 | 0 10 0 | 0 9 0 | 0 11 11 | 0 17 4 | 0 11 10 | 1 3 6 | 0 18 0 | 1 14 8 | 2 1 0 | 2 10 3 |
| 79 | C.R. | 0 8 8 | 0 4 9 | 0 9 10 | 0 10 8 | 0 9 5 | 0 12 10 | 0 19 4 | 0 13 0 | 1 4 3 | 0 19 8 | 1 15 2 | 2 1 3 | 2 10 6 |
| 80 | O.R. | 0 8 8 | 0 4 9 | 0 9 10 | 0 10 8 | 0 9 5 | 0 12 10 | 0 19 4 | 0 13 0 | 1 4 3 | 0 19 8 | 1 15 5 | 2 1 9 | 2 11 3 |
| 81 | C.R. | 0 8 8 | 0 4 9 | 0 10 2 | 0 10 8 | 0 9 5 | 0 12 3 | 0 18 5 | 0 12 5 | 1 4 3 | 0 19 8 | 1 15 9 | 2 1 9 | 2 11 3 |
| 82 | O.R. | 0 8 8 | 0 4 9 | 0 10 2 | 0 10 8 | 0 9 5 | 0 12 3 | 0 18 5 | 0 12 5 | 1 4 3 | 0 19 8 | 1 15 9 | 2 2 0 | 2 12 0 |
| 83 | C.R. | 0 8 8 | 0 4 9 | 0 10 2 | 0 10 8 | 0 9 5 | 0 12 3 | 0 18 5 | 0 12 5 | 1 4 3 | 0 19 8 | 1 16 0 | 2 2 0 | 2 12 0 |
| 84 | O.R. | 0 8 8 | 0 4 9 | 0 10 2 | 0 10 8 | 0 9 5 | 0 12 3 | 0 18 5 | 0 12 5 | 1 4 3 | 0 19 8 | 1 16 3 | 2 2 0 | 2 12 0 |
| 85 | C.R. | 0 8 8 | 0 4 9 | 0 10 4 | 0 10 8 | 0 9 5 | 0 12 10 | 1 0 0 | 0 13 7 | 1 5 2 | 0 19 6 | 1 16 6 | 2 3 6 | 2 13 6 |
| 86 | O.R. | 0 8 8 | 0 4 9 | 0 10 4 | 0 10 8 | 0 9 5 | 0 12 10 | 1 0 0 | 0 13 7 | 1 5 2 | 0 19 6 | 1 16 6 | 2 3 6 | 2 13 6 |
| 87 | C.R. | 0 8 8 | 0 4 9 | 0 10 4 | 0 10 8 | 0 9 5 | 0 12 3 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 3 9 | 2 14 3 |
| 88 | O.R. | 0 8 8 | 0 4 9 | 0 10 4 | 0 10 8 | 0 9 5 | 0 12 3 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 3 9 | 2 14 3 |
| 89 | C.R. | 0 8 8 | 0 4 9 | 0 10 6 | 0 10 8 | 0 9 5 | 0 12 7 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 4 0 | 2 15 0 |
| 90 | O.R. | 0 8 8 | 0 4 9 | 0 10 6 | 0 10 8 | 0 9 5 | 0 12 7 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 4 0 | 2 15 0 |
| 91 | C.R. | 0 8 8 | 0 4 9 | 0 10 6 | 0 10 8 | 0 9 5 | 0 12 7 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 4 0 | 2 15 0 |
| 91 | O.R. | 0 8 8 | 0 4 9 | 0 10 6 | 0 10 8 | 0 9 5 | 0 12 7 | 1 0 0 | 0 12 11 | 1 4 0 | 0 19 6 | 1 17 0 | 2 4 0 | 2 15 0 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | Miles. | | |
|--------|-----------|---------|---------|--------|--------|--------|-------|--------|--------|-------|-------|--------|--------|------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | | 1. | 2. |
| 92 | 0 9 0 | 0 5 7 | 0 11 5 | 0 11 9 | 0 10 5 | 0 14 0 | 1 1 8 | 0 14 8 | 1 8 11 | 1 3 6 | 2 0 2 | 2 8 6 | 2 19 9 | C.R. |
| 93 | 0 8 7 | 0 5 3 | 0 10 10 | 0 11 2 | 0 10 5 | 0 13 4 | 1 0 8 | 0 14 8 | 1 7 6 | 1 3 6 | 1 8 3 | 2 8 9 | 2 19 9 | O.R. |
| 94 | 0 9 0 | 0 5 3 | 0 10 10 | 0 11 9 | 0 10 5 | 0 14 0 | 1 0 8 | 0 14 8 | 1 7 6 | 1 3 6 | 1 9 0 | 2 8 9 | 2 19 9 | O.R. |
| 95 | 0 8 7 | 0 5 3 | 0 10 10 | 0 11 9 | 0 10 5 | 0 13 4 | 1 0 8 | 0 14 8 | 1 7 6 | 1 3 6 | 1 9 0 | 2 8 9 | 2 19 9 | O.R. |
| 96 | 0 9 2 | 0 5 9 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 1 8 | 0 15 4 | 1 8 2 | 1 4 0 | 2 1 9 | 2 10 0 | 2 19 9 | O.R. |
| 97 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 98 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 99 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 100 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 101 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 102 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 103 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 104 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 105 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 106 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 107 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |
| 108 | 0 8 9 | 0 5 5 | 0 11 7 | 0 12 0 | 0 10 7 | 0 14 4 | 1 2 9 | 0 15 4 | 1 9 7 | 1 4 0 | 2 2 6 | 2 10 3 | 2 19 9 | O.R. |

MILEAGE RATES PER TON FOR GOODS CONTINUED

| Miles. | | CLASSES. | | | | | | | | | | | | | Miles. | | |
|--------|-------|-----------|---------|---------|---------|---------|---------|--------|---------|---------|--------|---------|--------|--------|--------|-----|-------|
| — | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | O. | 1. | 2. | — | | |
| £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| 109 | C.R. | 0 9 4 | 0 6 0 | 0 12 10 | 0 12 6 | 0 11 0 | 0 15 3 | 1 4 10 | 0 16 11 | 1 12 7 | 1 6 5 | 2 7 3 | 2 17 3 | 3 10 9 | C.R. | 109 | |
| 110 | O.R. | 0 8 11 | 0 5 9 | 0 12 3 | 0 11 11 | 0 10 8 | 0 14 6 | 1 3 8 | 0 16 11 | 1 11 0 | 1 5 2 | 2 5 0 | 2 17 3 | 3 10 9 | O.R. | 110 | |
| 111 | C.R. | 0 9 4 | 0 6 3 | 0 12 10 | 0 12 3 | 0 11 4 | 0 15 8 | 1 5 2 | 0 16 11 | 1 11 0 | 1 6 5 | 2 7 9 | 2 17 6 | 3 11 6 | C.R. | 111 | |
| 112 | O.R. | 0 8 11 | 0 5 11 | 0 12 5 | 0 12 3 | 0 11 4 | 0 14 11 | 1 5 2 | 0 17 0 | 1 11 0 | 1 6 10 | 2 6 0 | 2 18 0 | 3 11 9 | O.R. | 112 | |
| 113 | C.R. | 0 9 4 | 0 6 3 | 0 13 0 | 0 12 10 | 0 11 4 | 0 15 8 | 1 5 2 | 0 17 0 | 1 13 1 | 1 6 10 | 2 8 7 | 2 18 9 | 3 12 9 | C.R. | 113 | |
| 114 | O.R. | 0 8 11 | 0 5 11 | 0 12 5 | 0 12 3 | 0 11 4 | 0 14 11 | 1 5 2 | 0 17 0 | 1 13 3 | 1 6 11 | 2 6 3 | 2 19 0 | 3 12 9 | O.R. | 114 | |
| 115 | C.R. | 0 9 4 | 0 6 3 | 0 13 3 | 0 13 0 | 0 11 6 | 0 16 2 | 1 5 11 | 0 17 7 | 1 13 9 | 1 7 6 | 2 9 1 | 2 19 3 | 3 13 3 | C.R. | 115 | |
| 116 | O.R. | 0 8 11 | 0 5 11 | 0 12 7 | 0 12 5 | 0 11 6 | 0 15 5 | 1 5 11 | 0 17 7 | 1 12 2 | 1 6 2 | 2 7 0 | 2 19 3 | 3 13 3 | O.R. | 116 | |
| 117 | C.R. | 0 9 6 | 0 6 3 | 0 13 5 | 0 13 0 | 0 11 6 | 0 16 2 | 1 6 1 | 0 17 9 | 1 14 5 | 1 7 11 | 2 11 5 | 2 19 3 | 3 15 9 | C.R. | 117 | |
| 118 | O.R. | 0 8 11 | 0 5 11 | 0 12 9 | 0 12 7 | 0 11 6 | 0 15 5 | 1 6 1 | 0 17 9 | 1 14 5 | 1 7 11 | 2 9 0 | 2 19 3 | 3 15 9 | O.R. | 118 | |
| 119 | C.R. | 0 9 9 | 0 6 8 | 0 14 0 | 0 13 0 | 0 11 6 | 0 16 2 | 1 6 3 | 0 17 10 | 1 14 7 | 1 7 11 | 2 12 0 | 2 20 0 | 3 16 6 | C.R. | 119 | |
| 120 | O.R. | 0 8 11 | 0 5 11 | 0 12 4 | 0 12 3 | 0 11 6 | 0 15 5 | 1 6 3 | 0 17 10 | 1 12 11 | 1 6 7 | 2 12 3 | 2 20 0 | 3 16 6 | O.R. | 120 | |
| 121 | C.R. | 0 9 3 | 0 6 4 | 0 13 4 | 0 13 0 | 0 11 6 | 0 16 2 | 1 6 5 | 0 17 0 | 1 14 9 | 1 8 1 | 2 12 3 | 2 20 0 | 3 18 0 | C.R. | 121 | |
| 122 | O.R. | 0 8 11 | 0 5 11 | 0 12 5 | 0 12 3 | 0 11 6 | 0 15 5 | 1 6 5 | 0 17 0 | 1 13 1 | 1 6 9 | 2 9 0 | 2 19 3 | 3 18 0 | O.R. | 122 | |
| 123 | C.R. | 0 10 2 | 0 6 8 | 0 14 2 | 0 13 0 | 0 11 6 | 0 16 2 | 1 6 8 | 0 18 0 | 1 15 1 | 1 8 6 | 2 12 6 | 2 20 0 | 3 19 0 | C.R. | 123 | |
| 124 | O.R. | 0 9 8 | 0 6 4 | 0 13 6 | 0 13 0 | 0 11 6 | 0 15 5 | 1 6 8 | 0 18 0 | 1 15 7 | 1 8 9 | 2 13 7 | 2 21 0 | 3 19 9 | O.R. | 124 | |
| 125 | C.R. | 0 10 4 | 0 6 8 | 0 14 4 | 0 13 5 | 0 11 10 | 0 16 6 | 1 6 10 | 0 18 2 | 1 15 11 | 1 9 5 | 2 13 10 | 2 21 0 | 4 0 3 | C.R. | 125 | |
| 125 | O.R. | 0 9 10 | 0 6 4 | 0 13 8 | 0 13 5 | 0 11 6 | 0 15 9 | 1 6 10 | 0 17 4 | 1 14 4 | 1 7 11 | 2 14 1 | 2 21 3 | 4 1 0 | O.R. | 125 | |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | | Miles | |
|--------|--------------------|-------------------|--------------------|--------------------|--------------------|--------------------|-------------------|--------------------|--------------------|-------------------|--------------------|-------------------|-------------------|-------------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | I. | | 2. |
| 126 | £ s. d. 0 10 4 | £ s. d. 0 6 10 | £ s. d. 0 14 8 | £ s. d. 0 13 5 | £ s. d. 0 11 10 | £ s. d. 0 16 6 | £ s. d. 1 7 5 | £ s. d. 0 18 7 | £ s. d. 1 16 1 | £ s. d. 1 9 4 | £ s. d. 2 14 4 | £ s. d. 3 5 9 | £ s. d. 4 1 3 | C.R. 126 |
| 127 | £ s. d. 0 9 10 | £ s. d. 0 6 6 | £ s. d. 0 13 8 | £ s. d. 0 12 0 | £ s. d. 0 11 6 | £ s. d. 0 15 9 | £ s. d. 1 7 5 | £ s. d. 0 17 8 | £ s. d. 1 14 4 | £ s. d. 1 7 11 | £ s. d. 2 11 9 | £ s. d. 3 5 9 | £ s. d. 4 1 3 | O.R. 127 |
| 128 | £ s. d. 0 10 4 | £ s. d. 0 6 10 | £ s. d. 0 14 8 | £ s. d. 0 13 5 | £ s. d. 0 11 10 | £ s. d. 0 16 6 | £ s. d. 1 7 5 | £ s. d. 0 17 8 | £ s. d. 1 16 5 | £ s. d. 1 8 5 | £ s. d. 2 14 7 | £ s. d. 3 6 6 | £ s. d. 4 2 3 | C.R. 128 |
| 129 | £ s. d. 0 10 6 | £ s. d. 0 6 6 | £ s. d. 0 14 8 | £ s. d. 0 12 9 | £ s. d. 0 11 6 | £ s. d. 0 15 9 | £ s. d. 1 7 7 | £ s. d. 0 17 8 | £ s. d. 1 14 8 | £ s. d. 1 8 0 | £ s. d. 2 15 2 | £ s. d. 3 6 9 | £ s. d. 4 3 0 | O.R. 129 |
| 130 | £ s. d. 0 10 6 | £ s. d. 0 6 6 | £ s. d. 0 14 8 | £ s. d. 0 12 9 | £ s. d. 0 11 6 | £ s. d. 0 15 9 | £ s. d. 1 7 9 | £ s. d. 0 18 10 | £ s. d. 1 16 9 | £ s. d. 1 9 9 | £ s. d. 2 15 8 | £ s. d. 3 7 0 | £ s. d. 4 3 3 | C.R. 130 |
| 131 | £ s. d. 0 10 6 | £ s. d. 0 6 6 | £ s. d. 0 14 8 | £ s. d. 0 12 9 | £ s. d. 0 11 6 | £ s. d. 0 15 9 | £ s. d. 1 7 11 | £ s. d. 0 18 10 | £ s. d. 1 16 11 | £ s. d. 1 9 11 | £ s. d. 2 15 11 | £ s. d. 3 8 3 | £ s. d. 4 4 0 | O.R. 131 |
| 132 | £ s. d. 0 10 8 | £ s. d. 0 6 10 | £ s. d. 0 15 1 | £ s. d. 0 13 5 | £ s. d. 0 11 10 | £ s. d. 0 16 6 | £ s. d. 1 8 3 | £ s. d. 0 19 2 | £ s. d. 1 17 3 | £ s. d. 1 10 2 | £ s. d. 2 17 3 | £ s. d. 3 8 9 | £ s. d. 4 5 6 | C.R. 132 |
| 133 | £ s. d. 0 10 8 | £ s. d. 0 6 10 | £ s. d. 0 15 1 | £ s. d. 0 13 5 | £ s. d. 0 11 10 | £ s. d. 0 16 6 | £ s. d. 1 8 3 | £ s. d. 0 19 2 | £ s. d. 1 17 5 | £ s. d. 1 10 5 | £ s. d. 2 17 6 | £ s. d. 3 9 3 | £ s. d. 4 6 3 | O.R. 133 |
| 134 | £ s. d. 0 10 8 | £ s. d. 0 6 10 | £ s. d. 0 15 3 | £ s. d. 0 13 5 | £ s. d. 0 11 10 | £ s. d. 0 16 6 | £ s. d. 1 8 6 | £ s. d. 0 19 5 | £ s. d. 1 17 9 | £ s. d. 1 10 8 | £ s. d. 2 17 9 | £ s. d. 3 10 0 | £ s. d. 4 7 0 | C.R. 134 |
| 135 | £ s. d. 0 10 10 | £ s. d. 0 7 0 | £ s. d. 0 15 3 | £ s. d. 0 13 10 | £ s. d. 0 12 2 | £ s. d. 0 15 9 | £ s. d. 1 8 6 | £ s. d. 0 19 5 | £ s. d. 1 18 3 | £ s. d. 1 11 0 | £ s. d. 2 18 3 | £ s. d. 3 10 6 | £ s. d. 4 7 3 | O.R. 135 |
| 136 | £ s. d. 0 10 10 | £ s. d. 0 7 0 | £ s. d. 0 15 3 | £ s. d. 0 13 10 | £ s. d. 0 12 2 | £ s. d. 0 16 11 | £ s. d. 1 8 11 | £ s. d. 0 19 6 | £ s. d. 1 18 3 | £ s. d. 1 11 0 | £ s. d. 2 19 1 | £ s. d. 3 11 3 | £ s. d. 4 8 0 | C.R. 136 |
| 137 | £ s. d. 0 10 10 | £ s. d. 0 7 0 | £ s. d. 0 15 8 | £ s. d. 0 13 10 | £ s. d. 0 12 2 | £ s. d. 0 16 11 | £ s. d. 1 8 11 | £ s. d. 0 19 6 | £ s. d. 1 18 5 | £ s. d. 1 11 1 | £ s. d. 2 19 4 | £ s. d. 3 11 6 | £ s. d. 4 8 6 | O.R. 137 |
| 138 | £ s. d. 0 10 4 | £ s. d. 0 6 8 | £ s. d. 0 14 11 | £ s. d. 0 13 2 | £ s. d. 0 12 10 | £ s. d. 0 16 11 | £ s. d. 1 9 1 | £ s. d. 0 19 8 | £ s. d. 1 18 9 | £ s. d. 1 11 5 | £ s. d. 2 19 7 | £ s. d. 3 11 9 | £ s. d. 4 9 0 | C.R. 138 |
| 139 | £ s. d. 0 10 6 | £ s. d. 0 6 8 | £ s. d. 0 14 11 | £ s. d. 0 13 2 | £ s. d. 0 12 10 | £ s. d. 0 16 11 | £ s. d. 1 9 3 | £ s. d. 0 19 10 | £ s. d. 1 19 1 | £ s. d. 1 11 9 | £ s. d. 2 19 10 | £ s. d. 3 12 9 | £ s. d. 4 10 0 | O.R. 139 |
| 140 | £ s. d. 0 10 6 | £ s. d. 0 6 8 | £ s. d. 0 15 10 | £ s. d. 0 13 4 | £ s. d. 0 12 2 | £ s. d. 0 16 11 | £ s. d. 1 9 3 | £ s. d. 0 19 10 | £ s. d. 1 19 1 | £ s. d. 1 11 9 | £ s. d. 2 19 10 | £ s. d. 3 12 9 | £ s. d. 4 10 0 | C.R. 140 |
| 141 | £ s. d. 0 10 5 | £ s. d. 0 6 8 | £ s. d. 0 15 10 | £ s. d. 0 13 4 | £ s. d. 0 12 2 | £ s. d. 0 16 11 | £ s. d. 1 9 7 | £ s. d. 0 19 10 | £ s. d. 1 19 7 | £ s. d. 1 12 6 | £ s. d. 2 19 6 | £ s. d. 3 13 0 | £ s. d. 4 10 6 | O.R. 141 |
| 142 | £ s. d. 0 10 5 | £ s. d. 0 6 8 | £ s. d. 0 15 10 | £ s. d. 0 13 4 | £ s. d. 0 12 2 | £ s. d. 0 16 11 | £ s. d. 1 9 7 | £ s. d. 0 19 10 | £ s. d. 1 19 7 | £ s. d. 1 12 6 | £ s. d. 2 19 6 | £ s. d. 3 13 0 | £ s. d. 4 10 6 | C.R. 142 |

| Miles. | CLASSES. | | | | | | | | | | | | Miles. | | | |
|--------|-----------|---------|--------|--------|---------|---------|---------|---------|--------|---------|---------|--------|--------|--------|------|-----|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | | 2. | | |
| 143 | C.R. | 0 11 5 | 0 7 2 | 0 16 2 | 0 13 10 | 0 12 2 | 0 16 11 | 1 9 9 | 1 0 3 | 1 19 9 | 1 12 3 | 3 1 5 | 3 14 6 | 4 12 3 | C.R. | 143 |
| 144 | O.R. | 0 10 10 | 0 6 10 | 0 15 5 | 0 13 2 | 0 11 10 | 0 16 1 | 1 8 4 | 0 19 3 | 1 17 10 | 1 10 9 | 2 18 6 | 3 14 6 | 4 12 3 | O.R. | 144 |
| 145 | C.R. | 0 11 5 | 0 7 2 | 0 16 2 | 0 13 10 | 0 12 2 | 0 16 11 | 1 9 9 | 1 0 3 | 1 19 11 | 1 12 6 | 3 1 11 | 3 15 3 | 4 13 0 | C.R. | 145 |
| 146 | O.R. | 0 10 10 | 0 6 10 | 0 15 5 | 0 13 2 | 0 11 10 | 0 16 1 | 1 8 4 | 0 19 3 | 1 18 0 | 1 10 11 | 2 19 0 | 3 15 3 | 4 13 0 | O.R. | 146 |
| 147 | C.R. | 0 11 7 | 0 7 0 | 0 16 4 | 0 14 2 | 0 12 6 | 0 17 6 | 1 9 11 | 1 0 4 | 2 0 1 | 1 12 6 | 3 2 6 | 3 15 9 | 4 13 9 | O.R. | 147 |
| 148 | O.R. | 0 11 7 | 0 7 0 | 0 16 4 | 0 14 2 | 0 12 6 | 0 17 6 | 1 9 11 | 1 0 4 | 2 0 1 | 1 12 6 | 3 2 6 | 3 15 9 | 4 13 9 | O.R. | 148 |
| 149 | C.R. | 0 11 7 | 0 7 0 | 0 16 4 | 0 14 2 | 0 12 6 | 0 17 6 | 1 9 11 | 1 0 4 | 2 0 1 | 1 12 6 | 3 2 6 | 3 15 9 | 4 13 9 | O.R. | 149 |
| 150 | O.R. | 0 11 7 | 0 7 0 | 0 16 4 | 0 14 2 | 0 12 6 | 0 17 6 | 1 9 11 | 1 0 4 | 2 0 1 | 1 12 6 | 3 2 6 | 3 15 9 | 4 13 9 | O.R. | 150 |
| 151 | C.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 10 9 | 1 0 10 | 2 0 11 | 1 13 3 | 3 3 6 | 3 17 0 | 4 15 6 | C.R. | 151 |
| 152 | O.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 10 9 | 1 0 10 | 2 0 11 | 1 13 3 | 3 3 6 | 3 17 0 | 4 15 6 | O.R. | 152 |
| 153 | C.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 10 11 | 1 0 10 | 2 1 2 | 1 13 5 | 3 4 4 | 3 18 3 | 4 17 0 | C.R. | 153 |
| 154 | O.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 10 11 | 1 0 10 | 2 1 2 | 1 13 5 | 3 4 4 | 3 18 3 | 4 17 0 | O.R. | 154 |
| 155 | C.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 11 1 | 1 1 0 | 2 1 7 | 1 13 8 | 3 4 10 | 3 18 6 | 4 17 6 | C.R. | 155 |
| 156 | O.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 11 1 | 1 1 0 | 2 1 7 | 1 13 8 | 3 4 10 | 3 18 6 | 4 17 6 | O.R. | 156 |
| 157 | C.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 11 1 | 1 1 0 | 2 1 7 | 1 13 8 | 3 4 10 | 3 18 6 | 4 17 6 | C.R. | 157 |
| 158 | O.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 11 1 | 1 1 0 | 2 1 7 | 1 13 8 | 3 4 10 | 3 18 6 | 4 17 6 | O.R. | 158 |
| 159 | C.R. | 0 11 9 | 0 7 4 | 0 16 6 | 0 14 2 | 0 12 6 | 0 17 6 | 1 11 1 | 1 1 0 | 2 1 7 | 1 13 8 | 3 4 10 | 3 18 6 | 4 17 6 | C.R. | 159 |
| 159 | O.R. | 0 11 5 | 0 7 4 | 0 16 8 | 0 13 8 | 0 12 3 | 0 17 0 | 1 10 5 | 1 0 8 | 2 1 2 | 1 13 5 | 3 4 3 | 3 18 3 | 4 16 6 | O.R. | 159 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | | | |
|---------|-----|-----------|---------|---------|--------|---------|---------|---------|--------|---------|---------|---------|-------|---------|------|
| | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | |
| £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ | £ s. d. | ¢ |
| C.R. | 160 | 0 12 2 | 0 7 8 | 0 17 6 | 0 14 4 | 0 12 7 | 0 17 10 | 1 12 5 | 1 11 1 | 2 3 5 | 1 15 2 | 3 8 0 | 4 1 6 | 5 2 0 | C.R. |
| O.R. | 160 | 0 11 7 | 0 7 3 | 0 16 8 | 0 13 8 | 0 12 3 | 0 17 0 | 1 10 10 | 1 0 10 | 2 1 4 | 1 13 6 | 3 4 9 | 4 1 6 | 5 2 0 | O.R. |
| C.R. | 161 | 0 12 2 | 0 7 8 | 0 17 6 | 0 14 4 | 0 12 7 | 0 17 10 | 1 12 10 | 1 11 1 | 2 3 11 | 1 15 6 | 3 8 6 | 4 2 3 | 5 2 3 | C.R. |
| O.R. | 161 | 0 11 7 | 0 7 3 | 0 16 8 | 0 13 8 | 0 12 3 | 0 17 0 | 1 10 10 | 1 0 10 | 2 1 10 | 1 13 10 | 3 5 3 | 4 2 3 | 5 2 3 | O.R. |
| C.R. | 162 | 0 12 2 | 0 7 8 | 0 17 8 | 0 14 4 | 0 12 7 | 0 17 10 | 1 12 7 | 1 2 0 | 2 4 1 | 1 15 8 | 3 8 6 | 4 2 9 | 5 3 0 | C.R. |
| O.R. | 162 | 0 11 7 | 0 7 3 | 0 16 10 | 0 13 8 | 0 12 3 | 0 17 0 | 1 11 0 | 1 0 11 | 2 2 0 | 1 14 0 | 3 5 3 | 4 2 9 | 5 3 0 | O.R. |
| C.R. | 163 | 0 12 2 | 0 7 8 | 0 17 8 | 0 14 4 | 0 12 7 | 0 17 10 | 1 12 9 | 1 2 2 | 2 4 3 | 1 16 0 | 3 8 9 | 4 3 0 | 5 3 6 | C.R. |
| O.R. | 163 | 0 11 7 | 0 7 3 | 0 16 10 | 0 13 8 | 0 12 3 | 0 17 0 | 1 11 0 | 1 0 11 | 2 2 2 | 1 14 3 | 3 5 6 | 4 3 0 | 5 3 6 | O.R. |
| C.R. | 164 | 0 12 2 | 0 7 8 | 0 17 8 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 1 | 1 2 4 | 2 4 5 | 1 16 1 | 3 9 0 | 4 3 3 | 5 4 0 | C.R. |
| O.R. | 164 | 0 11 7 | 0 7 3 | 0 16 10 | 0 14 8 | 0 12 7 | 0 17 0 | 1 12 1 | 1 1 1 | 2 2 4 | 1 15 0 | 3 5 0 | 4 3 3 | 5 4 0 | O.R. |
| C.R. | 165 | 0 12 2 | 0 7 8 | 0 17 8 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 1 | 1 2 4 | 2 4 5 | 1 16 1 | 3 9 0 | 4 3 3 | 5 4 9 | C.R. |
| O.R. | 165 | 0 11 7 | 0 7 3 | 0 16 10 | 0 14 8 | 0 12 7 | 0 17 0 | 1 12 1 | 1 1 1 | 2 2 4 | 1 14 3 | 3 5 0 | 4 3 3 | 5 4 9 | O.R. |
| C.R. | 166 | 0 12 2 | 0 7 11 | 0 17 8 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 1 | 1 2 4 | 2 4 8 | 1 16 3 | 3 9 7 | 4 4 0 | 5 5 6 | C.R. |
| O.R. | 166 | 0 11 7 | 0 7 6 | 0 16 10 | 0 14 8 | 0 12 7 | 0 17 0 | 1 12 1 | 1 1 3 | 2 2 6 | 1 14 6 | 3 6 3 | 4 4 0 | 5 5 6 | O.R. |
| C.R. | 167 | 0 12 6 | 0 7 11 | 0 17 10 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 3 | 1 2 6 | 2 4 10 | 1 16 5 | 3 9 10 | 4 4 9 | 5 5 9 | C.R. |
| O.R. | 167 | 0 11 11 | 0 7 6 | 0 17 0 | 0 14 0 | 0 12 7 | 0 17 2 | 1 11 8 | 1 1 5 | 2 2 8 | 1 14 8 | 3 6 9 | 4 4 9 | 5 5 9 | O.R. |
| C.R. | 168 | 0 12 6 | 0 7 11 | 0 17 10 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 3 | 1 2 6 | 2 5 3 | 1 16 9 | 3 10 1 | 4 5 0 | 5 6 0 | C.R. |
| O.R. | 168 | 0 11 11 | 0 7 6 | 0 17 0 | 0 14 0 | 0 12 7 | 0 17 2 | 1 11 8 | 1 1 5 | 2 2 8 | 1 15 0 | 3 6 9 | 4 5 0 | 5 6 0 | O.R. |
| C.R. | 169 | 0 12 6 | 0 7 11 | 0 17 10 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 5 | 1 2 8 | 2 5 7 | 1 16 10 | 3 10 1 | 4 5 6 | 5 6 9 | C.R. |
| O.R. | 169 | 0 11 11 | 0 7 6 | 0 17 0 | 0 14 0 | 0 12 7 | 0 17 2 | 1 11 10 | 1 1 7 | 2 3 5 | 1 15 1 | 3 6 0 | 4 5 6 | 5 6 9 | O.R. |
| C.R. | 170 | 0 12 6 | 0 7 11 | 0 17 10 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 9 | 1 2 9 | 2 5 7 | 1 16 10 | 3 10 7 | 4 5 9 | 5 7 0 | C.R. |
| O.R. | 170 | 0 11 11 | 0 7 6 | 0 17 0 | 0 14 0 | 0 12 7 | 0 17 2 | 1 12 9 | 1 1 8 | 2 3 5 | 1 15 1 | 3 7 3 | 4 5 9 | 5 7 0 | O.R. |
| C.R. | 171 | 0 12 6 | 0 7 11 | 0 17 10 | 0 14 8 | 0 12 11 | 0 18 0 | 1 13 9 | 1 2 9 | 2 5 9 | 1 17 0 | 3 10 11 | 4 6 3 | 5 7 9 | C.R. |
| O.R. | 171 | 0 11 11 | 0 7 6 | 0 17 0 | 0 14 0 | 0 12 7 | 0 17 2 | 1 12 9 | 1 1 8 | 2 3 7 | 1 16 0 | 3 10 11 | 4 6 3 | 5 7 9 | O.R. |
| C.R. | 172 | 0 12 8 | 0 7 11 | 0 18 0 | 0 14 8 | 0 12 11 | 0 18 0 | 1 14 0 | 1 3 0 | 2 5 11 | 1 17 2 | 3 11 5 | 4 6 9 | 5 8 6 | C.R. |
| O.R. | 172 | 0 11 11 | 0 7 6 | 0 17 2 | 0 14 0 | 0 12 7 | 0 17 2 | 1 12 2 | 1 1 6 | 2 3 9 | 1 15 3 | 3 7 6 | 4 6 9 | 5 8 6 | O.R. |
| C.R. | 173 | 0 12 8 | 0 7 11 | 0 18 0 | 0 14 8 | 0 12 11 | 0 18 0 | 1 14 0 | 1 3 0 | 2 6 1 | 1 17 4 | 3 11 5 | 4 7 0 | 5 8 9 | C.R. |
| O.R. | 173 | 0 11 11 | 0 7 6 | 0 17 2 | 0 14 0 | 0 12 7 | 0 17 2 | 1 12 5 | 1 1 11 | 2 3 9 | 1 15 5 | 3 8 0 | 4 7 0 | 5 8 9 | O.R. |
| C.R. | 174 | 0 12 8 | 0 7 11 | 0 18 0 | 0 14 8 | 0 12 11 | 0 18 0 | 1 14 0 | 1 3 4 | 2 6 6 | 1 17 9 | 3 11 8 | 4 7 3 | 5 9 0 | C.R. |
| O.R. | 174 | 0 11 11 | 0 7 6 | 0 17 2 | 0 14 0 | 0 12 7 | 0 17 2 | 1 12 5 | 1 1 11 | 2 3 11 | 1 15 7 | 3 8 0 | 4 7 3 | 5 9 0 | O.R. |
| C.R. | 175 | 0 12 10 | 0 8 1 | 0 18 0 | 0 15 3 | 0 13 4 | 0 18 2 | 1 12 6 | 1 3 3 | 2 4 8 | 1 15 11 | 3 11 13 | 4 7 3 | 5 9 0 | C.R. |
| O.R. | 175 | 0 11 13 | 0 8 1 | 0 17 6 | 0 14 6 | 0 12 8 | 0 17 8 | 1 11 6 | 1 2 8 | 2 4 8 | 1 14 11 | 3 10 13 | 4 7 3 | 5 9 0 | O.R. |
| C.R. | 176 | 0 12 13 | 0 8 2 | 0 18 2 | 0 15 6 | 0 13 6 | 0 18 2 | 1 12 7 | 1 3 3 | 2 5 2 | 1 16 1 | 3 12 0 | 4 7 3 | 5 9 0 | C.R. |
| O.R. | 176 | 0 11 16 | 0 8 2 | 0 17 8 | 0 14 6 | 0 12 8 | 0 17 8 | 1 11 7 | 1 2 9 | 2 5 2 | 1 15 1 | 3 11 6 | 4 7 3 | 5 9 0 | O.R. |

CLASSSES.

| Miles. | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | 2. | Miles. |
|--------|-----------|---------|---------|---------|---------|---------|---------|--------|--------|---------|---------|--------|--------|--------|
| 177 | 0 12 10 | 0 8 1 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 14 7 | 1 3 4 | 2 7 3 | 1 18 5 | 3 12 5 | 4 8 3 | 5 10 6 | 177 |
| O.R. | 0 12 3 | 0 7 8 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 12 11 | 1 2 3 | 2 5 0 | 1 16 7 | 3 13 6 | 4 8 6 | 5 10 6 | O.R. |
| 178 | 0 12 10 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 14 9 | 1 3 5 | 2 7 3 | 1 18 5 | 3 13 6 | 4 8 6 | 5 11 6 | 178 |
| O.R. | 0 12 3 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 11 | 1 2 6 | 2 5 0 | 1 16 7 | 3 13 6 | 4 8 6 | 5 11 6 | O.R. |
| 179 | 0 12 10 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 14 11 | 1 3 8 | 2 7 7 | 1 18 6 | 3 13 9 | 4 9 0 | 5 11 9 | 179 |
| O.R. | 0 12 3 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 3 | 1 2 6 | 2 5 4 | 1 16 8 | 3 13 9 | 4 9 0 | 5 11 9 | O.R. |
| 180 | 0 13 0 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 14 11 | 1 3 8 | 2 7 9 | 1 18 8 | 3 13 9 | 4 9 9 | 5 12 3 | 180 |
| O.R. | 0 13 5 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 3 | 1 2 6 | 2 5 6 | 1 16 10 | 3 14 0 | 4 9 9 | 5 12 3 | O.R. |
| 181 | 0 13 0 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 15 1 | 1 3 10 | 2 7 11 | 1 18 10 | 3 14 0 | 4 10 0 | 5 13 0 | 181 |
| O.R. | 0 13 5 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 5 | 1 2 8 | 2 5 8 | 1 17 0 | 3 14 0 | 4 10 0 | 5 13 0 | O.R. |
| 182 | 0 13 0 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 15 1 | 1 3 10 | 2 8 2 | 1 19 0 | 3 14 3 | 4 10 3 | 5 13 3 | 182 |
| O.R. | 0 13 5 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 5 | 1 2 8 | 2 5 10 | 1 17 2 | 3 14 3 | 4 10 3 | 5 13 3 | O.R. |
| 183 | 0 13 0 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 15 7 | 1 4 2 | 2 8 4 | 1 19 2 | 3 14 7 | 4 10 6 | 5 13 6 | 183 |
| O.R. | 0 13 5 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 11 | 1 3 0 | 2 6 0 | 1 17 4 | 3 14 7 | 4 10 6 | 5 13 6 | O.R. |
| 184 | 0 13 0 | 0 8 4 | 0 18 2 | 0 15 3 | 0 13 4 | 0 18 7 | 1 15 11 | 1 4 4 | 2 8 11 | 1 19 9 | 3 15 1 | 4 10 9 | 5 14 3 | 184 |
| O.R. | 0 13 5 | 0 7 11 | 0 17 4 | 0 14 6 | 0 13 0 | 0 17 8 | 1 13 11 | 1 3 2 | 2 6 7 | 1 17 10 | 3 15 1 | 4 10 9 | 5 14 3 | O.R. |
| 185 | 0 13 3 | 0 8 4 | 0 18 7 | 0 15 5 | 0 13 7 | 0 18 11 | 1 15 11 | 1 4 4 | 2 9 1 | 1 19 11 | 3 15 4 | 4 11 6 | 5 15 0 | 185 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 2 | 1 3 2 | 2 6 9 | 1 18 0 | 3 15 4 | 4 11 6 | 5 15 0 | O.R. |
| 186 | 0 13 3 | 0 8 6 | 0 18 7 | 0 15 5 | 0 13 7 | 0 18 11 | 1 16 1 | 1 4 4 | 2 9 1 | 1 19 11 | 3 15 10 | 4 11 9 | 5 15 6 | 186 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 2 | 1 3 2 | 2 6 9 | 1 18 0 | 3 15 10 | 4 11 9 | 5 15 6 | O.R. |
| 187 | 0 13 3 | 0 8 6 | 0 18 11 | 0 15 5 | 0 13 7 | 0 18 11 | 1 16 1 | 1 4 4 | 2 9 5 | 2 0 1 | 3 16 2 | 4 12 0 | 5 16 0 | 187 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 4 | 1 3 2 | 2 6 9 | 1 18 0 | 3 16 2 | 4 12 0 | 5 16 0 | O.R. |
| 188 | 0 13 3 | 0 8 6 | 0 18 11 | 0 15 5 | 0 13 7 | 0 18 11 | 1 16 3 | 1 4 5 | 2 9 5 | 2 0 1 | 3 16 2 | 4 12 3 | 5 16 6 | 188 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 4 | 1 3 2 | 2 6 9 | 1 18 2 | 3 16 2 | 4 12 3 | 5 16 6 | O.R. |
| 189 | 0 13 3 | 0 8 6 | 0 18 11 | 0 15 5 | 0 13 7 | 0 18 11 | 1 16 5 | 1 4 7 | 2 9 7 | 2 0 2 | 3 16 6 | 4 12 3 | 5 16 6 | 189 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 6 | 1 3 7 | 2 7 7 | 1 18 2 | 3 16 6 | 4 12 3 | 5 16 6 | O.R. |
| 190 | 0 13 3 | 0 8 6 | 0 18 11 | 0 15 5 | 0 13 7 | 0 18 11 | 1 16 5 | 1 4 7 | 2 10 0 | 2 0 6 | 3 16 11 | 4 13 6 | 5 17 6 | 190 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 0 | 1 14 8 | 1 3 5 | 2 7 3 | 1 18 3 | 3 16 11 | 4 13 6 | 5 17 6 | O.R. |
| 191 | 0 13 3 | 0 8 6 | 0 18 11 | 0 15 10 | 0 13 11 | 0 19 4 | 1 16 9 | 1 4 10 | 2 10 2 | 2 0 8 | 3 17 2 | 4 13 9 | 5 17 9 | 191 |
| O.R. | 0 13 7 | 0 7 11 | 0 17 8 | 0 14 8 | 0 13 3 | 0 18 5 | 1 15 0 | 1 3 8 | 2 7 9 | 1 18 9 | 3 17 2 | 4 13 9 | 5 17 9 | O.R. |
| 192 | 0 13 5 | 0 8 6 | 0 19 1 | 0 15 10 | 0 13 11 | 0 19 4 | 1 16 9 | 1 4 10 | 2 10 2 | 2 0 8 | 3 17 2 | 4 14 3 | 5 18 3 | 192 |
| O.R. | 0 13 9 | 0 7 11 | 0 18 2 | 0 15 1 | 0 13 7 | 0 18 5 | 1 15 0 | 1 3 8 | 2 7 9 | 1 18 9 | 3 17 2 | 4 14 3 | 5 18 3 | O.R. |
| 193 | 0 13 5 | 0 8 6 | 0 19 1 | 0 15 10 | 0 13 11 | 0 19 4 | 1 16 11 | 1 5 0 | 2 10 7 | 2 0 11 | 3 17 5 | 4 14 9 | 5 19 3 | 193 |
| O.R. | 0 13 9 | 0 7 11 | 0 18 2 | 0 15 1 | 0 13 7 | 0 18 5 | 1 15 2 | 1 3 10 | 2 8 2 | 1 19 0 | 3 17 5 | 4 14 9 | 5 19 3 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles | CLASSES. | | | | | | | | | | | Miles | | |
|-------|--------------|---------|--------|---------|---------|--------|---------|-------|---------|---------|--------|--------|--------|---------------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | | 1. | 2. |
| 194 | C.R. 0 13 5 | 0 8 8 | 0 19 1 | 0 15 10 | 0 13 11 | 0 19 4 | 1 16 11 | 1 5 0 | 2 10 9 | 1 19 2 | 3 18 6 | 4 15 0 | 5 19 9 | C.R. 0 5 19 9 |
| 195 | O.R. 0 13 5 | 0 8 8 | 0 19 1 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 3 | 1 5 3 | 2 10 11 | 1 19 5 | 3 18 6 | 4 15 3 | 5 19 9 | C.R. 0 6 0 0 |
| 196 | O.R. 0 13 5 | 0 8 8 | 0 19 1 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 3 | 1 5 3 | 2 11 3 | 1 19 5 | 3 18 9 | 4 15 3 | 5 19 9 | O.R. 0 6 0 0 |
| 197 | C.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 5 | 1 4 3 | 2 11 5 | 1 19 7 | 3 19 0 | 4 16 3 | 5 20 6 | O.R. 0 6 0 6 |
| 198 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 5 | 1 4 3 | 2 11 8 | 1 19 9 | 3 19 3 | 4 16 3 | 5 20 6 | O.R. 0 6 0 9 |
| 199 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 5 | 1 4 3 | 2 11 8 | 1 19 9 | 3 19 3 | 4 16 3 | 5 20 6 | C.R. 0 6 1 6 |
| 200 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 9 | 1 4 3 | 2 11 10 | 1 19 10 | 3 19 6 | 4 17 0 | 5 21 0 | O.R. 0 6 2 0 |
| 201 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 17 9 | 1 4 3 | 2 11 10 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | C.R. 0 6 2 3 |
| 202 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 203 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | C.R. 0 6 2 3 |
| 204 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 205 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 206 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 207 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 208 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 209 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |
| 210 | O.R. 0 13 10 | 0 8 8 | 0 19 4 | 0 15 10 | 0 13 11 | 0 19 4 | 1 18 3 | 1 4 7 | 2 12 2 | 1 19 10 | 3 19 6 | 4 17 3 | 5 21 3 | O.R. 0 6 2 3 |

MILEAGE RATES PER TON FOR GOODS CONTINUED.

| Miles. | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|-----------|---------|---------|--------|--------|--------|---------|--------|---------|--------|--------|-------|--------|--------|
| 211 | 0 14 4 | 0 9 4 | 1 0 3 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 3 | 1 6 8 | 2 13 10 | 2 3 8 | 4 2 8 | 5 1 6 | 6 8 6 | 211 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 3 | 0 15 7 | 0 14 0 | 0 19 3 | 1 17 5 | 1 5 5 | 2 11 3 | 2 1 7 | 4 3 8 | 5 1 9 | 6 8 9 | O.R. |
| 212 | 0 14 4 | 0 9 4 | 1 0 3 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 3 | 1 6 8 | 2 14 0 | 2 3 10 | 4 4 0 | 5 1 9 | 6 8 9 | 212 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 3 | 0 15 7 | 0 14 0 | 0 19 3 | 1 17 5 | 1 5 5 | 2 11 5 | 2 1 9 | 4 4 0 | 5 2 0 | 6 9 0 | O.R. |
| 213 | 0 14 4 | 0 9 4 | 1 0 7 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 7 | 1 6 10 | 2 14 0 | 2 3 10 | 4 4 3 | 5 2 0 | 6 9 0 | 213 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 7 | 0 15 7 | 0 14 0 | 0 19 3 | 1 17 8 | 1 5 7 | 2 11 5 | 2 1 9 | 4 4 3 | 5 2 0 | 6 9 0 | O.R. |
| 214 | 0 14 4 | 0 9 4 | 1 0 7 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 7 | 1 6 10 | 2 14 3 | 2 4 4 | 4 4 3 | 5 2 3 | 6 9 6 | 214 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 7 | 0 15 7 | 0 14 0 | 0 19 3 | 1 17 8 | 1 5 7 | 2 11 8 | 2 1 11 | 4 4 3 | 5 2 3 | 6 9 6 | O.R. |
| 215 | 0 14 4 | 0 9 4 | 1 0 7 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 9 | 1 6 10 | 2 14 3 | 2 4 4 | 4 4 6 | 5 3 0 | 6 10 0 | 215 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 7 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 9 | 1 5 7 | 2 11 8 | 2 1 11 | 4 4 6 | 5 3 0 | 6 10 0 | O.R. |
| 216 | 0 14 4 | 0 9 4 | 1 0 7 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 9 | 1 6 10 | 2 14 5 | 2 4 4 | 4 4 9 | 5 3 3 | 6 10 9 | 216 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 7 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 9 | 1 5 7 | 2 11 10 | 2 1 11 | 4 4 9 | 5 3 3 | 6 10 9 | O.R. |
| 217 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 10 | 1 6 10 | 2 14 5 | 2 4 4 | 4 5 1 | 5 3 6 | 6 11 3 | 217 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 17 10 | 1 5 7 | 2 11 10 | 2 1 11 | 4 5 1 | 5 3 6 | 6 11 3 | O.R. |
| 218 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 3 | 4 5 1 | 5 4 0 | 6 11 9 | 218 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 5 1 | 5 4 0 | 6 11 9 | O.R. |
| 219 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 3 | 4 5 10 | 5 4 9 | 6 12 0 | 219 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 5 10 | 5 4 9 | 6 12 0 | O.R. |
| 220 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 5 | 4 6 1 | 5 5 0 | 6 12 6 | 220 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 1 | 5 5 0 | 6 12 6 | O.R. |
| 221 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 5 6 | 6 13 6 | 221 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 5 6 | 6 13 6 | O.R. |
| 222 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 5 9 | 6 13 9 | 222 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 5 9 | 6 13 9 | O.R. |
| 223 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 6 0 | 6 14 3 | 223 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 6 0 | 6 14 3 | O.R. |
| 224 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 6 6 | 6 14 6 | 224 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 6 6 | 6 14 6 | O.R. |
| 225 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 6 9 | 6 15 6 | 225 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 6 9 | 6 15 6 | O.R. |
| 226 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 7 0 | 6 16 0 | 226 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 7 0 | 6 16 0 | O.R. |
| 227 | 0 14 4 | 0 9 4 | 1 0 11 | 0 16 4 | 0 14 5 | 1 0 3 | 1 19 11 | 1 6 11 | 2 14 7 | 2 4 8 | 4 6 4 | 5 7 6 | 6 16 3 | 227 |
| O.R. | 0 13 8 | 0 8 14 | 0 10 11 | 0 15 7 | 0 14 0 | 0 19 3 | 1 19 11 | 1 5 8 | 2 12 7 | 2 1 11 | 4 6 4 | 5 7 6 | 6 16 3 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charge at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | Miles. | | |
|--------|-----------|---------|--------|---------|--------|--------|--------|--------|---------|--------|---------|--------|--------|------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | | L. | 2. |
| 228 | 0.14 6 | 0.09 6 | 1 1 4 | 0.16 9 | 0.14 9 | 1 0 7 | 2 0 11 | 1 7 9 | 2 15 10 | 2 5 4 | 2 4 8 6 | 5 7 9 | 6 16 9 | C.R. |
| 229 | 0.13 10 | 0.09 6 | 1 1 4 | 0.15 11 | 0.14 9 | 0.19 7 | 1 19 0 | 1 7 5 | 2 13 3 | 2 3 2 | 4 4 8 6 | 5 7 9 | 6 16 9 | O.R. |
| 230 | 0.13 10 | 0.09 6 | 1 1 4 | 0.15 11 | 0.14 9 | 0.19 7 | 1 19 2 | 1 6 5 | 2 13 7 | 2 3 6 | 4 4 3 | 5 8 6 | 6 17 3 | O.R. |
| 231 | 0.14 6 | 0.09 6 | 1 1 4 | 0.16 11 | 0.14 9 | 1 0 7 | 2 1 2 | 1 7 9 | 2 16 3 | 2 5 8 | 4 4 9 | 5 8 9 | 6 17 9 | O.R. |
| 232 | 0.14 4 | 0.09 3 | 1 1 6 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 7 | 1 8 1 | 2 13 11 | 2 3 10 | 4 5 3 | 5 9 0 | 6 18 6 | O.R. |
| 233 | 0.14 4 | 0.09 3 | 1 1 6 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 7 | 1 8 1 | 2 13 11 | 2 3 8 | 4 5 6 | 5 9 3 | 6 19 0 | O.R. |
| 234 | 0.14 4 | 0.09 3 | 1 1 6 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 7 | 1 8 1 | 2 13 11 | 2 3 9 | 4 5 6 | 5 10 0 | 6 19 3 | O.R. |
| 235 | 0.14 4 | 0.09 3 | 1 1 6 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 9 | 1 6 11 | 2 14 1 | 2 3 9 | 4 5 9 | 5 10 3 | 6 19 6 | O.R. |
| 236 | 0.14 4 | 0.09 3 | 1 1 6 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 9 | 1 8 3 | 2 17 4 | 2 6 6 | 4 11 1 | 5 10 6 | 6 19 9 | O.R. |
| 237 | 0.14 4 | 0.09 3 | 1 1 8 | 0.16 11 | 0.14 6 | 1 0 11 | 2 1 11 | 1 8 3 | 2 17 6 | 2 6 8 | 4 11 1 | 5 11 6 | 6 20 3 | O.R. |
| 238 | 0.14 4 | 0.09 3 | 1 1 8 | 0.16 11 | 0.14 6 | 1 0 11 | 2 2 3 | 1 8 7 | 2 17 6 | 2 6 8 | 4 11 4 | 5 11 9 | 6 20 6 | O.R. |
| 239 | 0.14 4 | 0.09 3 | 1 1 8 | 0.16 11 | 0.14 6 | 1 0 11 | 2 2 3 | 1 8 7 | 2 17 8 | 2 6 9 | 4 11 11 | 5 12 3 | 6 21 0 | O.R. |
| 240 | 0.14 4 | 0.09 3 | 1 1 8 | 0.16 11 | 0.14 6 | 1 0 11 | 2 2 3 | 1 8 7 | 2 17 8 | 2 6 9 | 4 11 11 | 5 12 3 | 6 21 3 | O.R. |
| 241 | 0.14 4 | 0.09 3 | 1 1 8 | 0.16 11 | 0.14 6 | 1 0 11 | 2 2 3 | 1 8 7 | 2 17 8 | 2 6 9 | 4 11 11 | 5 12 3 | 6 21 6 | O.R. |
| 242 | 0.14 6 | 0.09 8 | 1 1 11 | 0.17 1 | 0.15 0 | 1 1 2 | 2 2 5 | 1 8 9 | 2 15 2 | 2 7 0 | 4 12 2 | 5 13 0 | 6 22 2 | O.R. |
| 243 | 0.14 6 | 0.09 8 | 1 1 11 | 0.17 1 | 0.15 0 | 1 1 2 | 2 2 5 | 1 8 9 | 2 15 4 | 2 7 2 | 4 12 8 | 5 13 3 | 6 22 9 | O.R. |
| 244 | 0.14 6 | 0.09 8 | 1 1 11 | 0.17 1 | 0.15 0 | 1 1 2 | 2 2 5 | 1 8 9 | 2 15 4 | 2 7 2 | 4 12 8 | 5 13 3 | 6 23 0 | O.R. |
| 245 | 0.14 6 | 0.09 8 | 1 1 11 | 0.17 1 | 0.15 0 | 1 1 2 | 2 2 5 | 1 8 9 | 2 15 4 | 2 7 2 | 4 12 8 | 5 13 3 | 6 23 0 | O.R. |

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | | Miles. | | |
|--------|------|-----------|---------|--------|--------|--------|--------|--------|--------|---------|--------|---------|--------|--------|------|-----|
| | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | B.R. | C. | I. | 2. | | |
| f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | |
| 245 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 2 9 | 1 9 7 | 2 15 3 | 2 7 4 | 2 13 5 | 5 14 3 | 7 5 6 | C.R. | 245 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 0 9 | 1 7 7 | 2 15 6 | 2 5 1 | 4 13 9 | 5 14 3 | 7 5 6 | O.R. | 246 |
| 246 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 0 | 1 9 2 | 2 18 10 | 2 7 7 | 4 13 9 | 5 15 0 | 7 6 0 | C.R. | 246 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 0 | 1 7 9 | 2 16 0 | 2 5 4 | 4 13 9 | 5 15 0 | 7 6 0 | O.R. | 247 |
| 247 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 0 | 1 9 2 | 2 18 10 | 2 7 7 | 4 14 0 | 5 15 3 | 7 6 6 | C.R. | 247 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 0 | 1 7 9 | 2 16 0 | 2 5 4 | 4 14 0 | 5 15 3 | 7 6 6 | O.R. | 248 |
| 248 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 0 | 1 9 2 | 2 19 0 | 2 7 9 | 4 14 0 | 5 15 6 | 7 7 3 | C.R. | 248 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 0 | 1 7 9 | 2 16 2 | 2 5 6 | 4 14 6 | 5 16 0 | 7 7 3 | O.R. | 249 |
| 249 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 3 | 1 9 4 | 2 19 2 | 2 7 11 | 4 14 6 | 5 16 0 | 7 7 6 | C.R. | 249 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 3 | 1 7 11 | 2 16 4 | 2 5 8 | 4 10 0 | 5 16 0 | 7 7 6 | O.R. | 250 |
| 250 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 5 | 1 9 4 | 2 19 2 | 2 7 11 | 4 15 0 | 5 16 6 | 7 8 3 | C.R. | 250 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 5 | 1 7 11 | 2 16 4 | 2 5 8 | 4 10 0 | 5 16 6 | 7 8 3 | O.R. | 251 |
| 251 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 11 | 1 9 9 | 2 19 4 | 2 8 2 | 4 15 0 | 5 17 0 | 7 8 9 | C.R. | 251 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 11 | 1 8 4 | 2 16 6 | 2 5 10 | 4 10 6 | 5 17 0 | 7 8 9 | O.R. | 252 |
| 252 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 11 | 1 9 9 | 2 19 9 | 2 8 5 | 4 15 3 | 5 17 3 | 7 9 3 | C.R. | 252 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 11 | 1 8 4 | 2 16 11 | 2 6 1 | 4 10 9 | 5 17 3 | 7 9 3 | O.R. | 253 |
| 253 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 3 11 | 1 9 9 | 2 19 9 | 2 8 5 | 4 15 3 | 5 17 6 | 7 9 9 | C.R. | 253 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 3 11 | 1 8 4 | 2 16 11 | 2 6 1 | 4 10 9 | 5 17 6 | 7 9 9 | O.R. | 254 |
| 254 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 1 | 1 9 9 | 2 19 11 | 2 8 7 | 4 15 3 | 5 17 6 | 7 9 9 | C.R. | 254 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 1 | 1 8 4 | 2 17 1 | 2 6 3 | 4 10 9 | 5 17 6 | 7 9 9 | O.R. | 255 |
| 255 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 1 | 1 9 9 | 2 19 11 | 2 8 7 | 4 15 3 | 5 17 6 | 7 10 3 | C.R. | 255 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 1 | 1 8 4 | 2 17 1 | 2 6 3 | 4 10 9 | 5 17 6 | 7 10 3 | O.R. | 256 |
| 256 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 1 | 1 9 9 | 2 19 11 | 2 8 7 | 4 15 10 | 5 17 9 | 7 10 3 | C.R. | 256 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 1 | 1 8 4 | 2 17 1 | 2 6 3 | 4 11 3 | 5 17 9 | 7 10 3 | O.R. | 257 |
| 257 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 3 | 1 9 11 | 2 17 3 | 2 8 10 | 4 15 10 | 5 17 9 | 7 10 6 | C.R. | 257 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 3 | 1 8 4 | 2 17 3 | 2 6 6 | 4 11 3 | 5 17 9 | 7 10 6 | O.R. | 258 |
| 258 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 3 | 1 9 11 | 2 17 3 | 2 8 10 | 4 15 10 | 5 18 3 | 7 10 9 | C.R. | 258 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 3 | 1 8 6 | 2 17 3 | 2 6 6 | 4 11 3 | 5 18 3 | 7 10 9 | O.R. | 259 |
| 259 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 5 | 1 9 11 | 2 17 7 | 2 9 0 | 4 16 7 | 5 18 9 | 7 11 0 | C.R. | 259 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 5 | 1 8 6 | 2 17 7 | 2 6 8 | 4 12 0 | 5 18 9 | 7 11 0 | O.R. | 260 |
| 260 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 5 | 1 10 1 | 2 17 7 | 2 9 0 | 4 16 7 | 5 18 9 | 7 11 6 | C.R. | 260 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 5 | 1 8 8 | 2 17 7 | 2 6 8 | 4 12 0 | 5 18 9 | 7 11 6 | O.R. | 261 |
| 261 | C.R. | 0 15 3 | 0 10 2 | 1 1 11 | 0 17 1 | 0 15 0 | 1 1 2 | 2 4 5 | 1 10 1 | 2 17 9 | 2 9 2 | 4 16 7 | 5 19 3 | 7 12 0 | C.R. | 261 |
| | O.R. | 0 14 6 | 0 9 8 | 1 0 10 | 0 16 3 | 0 14 7 | 1 0 2 | 2 4 5 | 1 8 8 | 2 17 9 | 2 6 10 | 4 12 0 | 5 19 3 | 7 12 0 | O.R. | 262 |
| | | | | | | | | | | | | | | | | |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | | | Miles. |
|--------|-----------|---------|--------|---------|--------|--------|--------|---------|--------|---------|---------|--------|--------|--------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | 2. | |
| 262 | 0 15 8 | 0 10 8 | 1 3 0 | 0 17 8 | 0 15 7 | 1 1 6 | 2 4 8 | 1 10 2 | 3 1 0 | 2 9 5 | 4 16 10 | 5 19 9 | 7 12 6 | C.R. |
| 263 | 0 14 11 | 0 10 2 | 1 1 11 | 0 16 10 | 0 15 2 | 1 1 6 | 2 4 8 | 1 10 2 | 3 1 8 | 2 9 7 | 4 12 3 | 5 19 0 | 7 12 9 | C.R. |
| 264 | 0 15 8 | 0 10 8 | 1 3 0 | 0 17 8 | 0 15 7 | 1 1 6 | 2 4 8 | 1 10 2 | 3 1 2 | 2 9 7 | 4 12 6 | 5 19 0 | 7 13 0 | C.R. |
| 265 | 0 14 11 | 0 10 2 | 1 1 11 | 0 16 10 | 0 15 2 | 1 1 6 | 2 4 10 | 1 10 2 | 3 1 4 | 2 9 9 | 4 12 6 | 5 19 0 | 7 13 6 | C.R. |
| 266 | 0 15 8 | 0 10 8 | 1 3 4 | 0 17 8 | 0 15 7 | 1 1 6 | 2 5 3 | 1 10 8 | 3 1 4 | 2 9 9 | 4 12 6 | 5 19 0 | 7 13 6 | C.R. |
| 267 | 0 14 11 | 0 10 2 | 1 1 11 | 0 16 10 | 0 15 2 | 1 1 6 | 2 5 3 | 1 10 8 | 3 1 7 | 2 10 0 | 4 12 6 | 5 19 0 | 7 14 3 | C.R. |
| 268 | 0 15 8 | 0 10 8 | 1 3 4 | 0 17 8 | 0 15 7 | 1 1 6 | 2 5 3 | 1 10 8 | 3 1 9 | 2 10 1 | 4 12 6 | 5 19 0 | 7 15 3 | C.R. |
| 269 | 0 14 11 | 0 10 2 | 1 1 11 | 0 16 10 | 0 15 2 | 1 1 6 | 2 5 7 | 1 10 10 | 3 1 9 | 2 10 1 | 4 12 6 | 5 19 0 | 7 15 9 | C.R. |
| 270 | 0 15 8 | 0 10 8 | 1 3 6 | 0 17 8 | 0 15 7 | 1 1 6 | 2 5 7 | 1 10 10 | 3 2 4 | 2 10 5 | 4 12 6 | 5 19 0 | 7 16 3 | C.R. |
| 271 | 0 14 11 | 0 10 2 | 1 1 11 | 0 16 10 | 0 15 2 | 1 1 6 | 2 5 9 | 1 10 10 | 2 19 4 | 2 10 8 | 4 12 6 | 5 19 0 | 7 16 6 | C.R. |
| 272 | 0 15 10 | 0 11 0 | 1 3 6 | 0 17 10 | 0 15 9 | 1 1 11 | 2 5 9 | 1 11 0 | 3 2 6 | 2 10 8 | 4 12 6 | 5 19 0 | 7 17 0 | C.R. |
| 273 | 0 15 10 | 0 11 0 | 1 3 6 | 0 17 10 | 0 15 9 | 1 1 11 | 2 5 9 | 1 11 0 | 3 2 8 | 2 10 10 | 4 12 6 | 5 19 0 | 7 17 3 | C.R. |
| 274 | 0 15 10 | 0 11 0 | 1 3 6 | 0 17 10 | 0 15 9 | 1 1 11 | 2 5 11 | 1 11 1 | 3 2 8 | 2 10 10 | 4 12 6 | 5 19 0 | 7 17 6 | C.R. |
| 275 | 0 15 10 | 0 11 0 | 1 3 11 | 0 17 10 | 0 15 9 | 1 1 11 | 2 6 1 | 1 11 3 | 3 2 10 | 2 10 11 | 4 12 6 | 5 19 0 | 7 17 9 | C.R. |
| 276 | 0 15 10 | 0 11 0 | 1 3 11 | 0 17 10 | 0 15 9 | 1 1 11 | 2 6 1 | 1 11 3 | 3 2 10 | 2 10 11 | 4 12 6 | 5 19 0 | 7 18 0 | C.R. |
| 277 | 0 15 10 | 0 11 0 | 1 3 11 | 0 17 10 | 0 15 9 | 1 1 11 | 2 6 1 | 1 11 3 | 3 2 10 | 2 10 11 | 4 12 6 | 5 19 0 | 7 18 9 | C.R. |
| 278 | 0 15 10 | 0 11 0 | 1 3 11 | 0 17 10 | 0 15 9 | 1 1 11 | 2 6 1 | 1 11 3 | 3 2 10 | 2 10 11 | 4 12 6 | 5 19 0 | 7 19 0 | C.R. |

MILEAGE RATES PER TON FOR GOODS—Continued.

| Miles. | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | E. | BR. | C. | 1. | 2. | Miles. |
|--------|-----------|---------|--------|---------|--------|--------|-------|--------|-------|--------|--------|-------|--------|----------|
| 279 | 0.15 10 | 0.11 0 | 1 3 11 | 0.17 10 | 0.15 9 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | C.R. 279 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 280 |
| 280 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 281 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 282 |
| 281 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 283 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 284 |
| 282 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 285 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 286 |
| 283 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 287 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 288 |
| 284 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 289 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 290 |
| 285 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 291 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 292 |
| 286 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 293 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. 294 |
| 287 | 0.15 10 | 0.11 0 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 11 | 2 6 8 | 1 11 7 | 3 3 5 | 2 11 5 | 4 19 3 | 6 4 0 | 7 19 3 | O.R. 295 |
| O.R. | 0.15 10 | 0.10 6 | 1 4 1 | 0.17 0 | 0.15 4 | 1 1 10 | 2 6 8 | 1 10 1 | 3 3 5 | 2 9 0 | 4 14 6 | 6 4 0 | 7 19 3 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | | |
|---------|---------|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| — | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | L. | 2. |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 296 | C.R. | 0 16 4 | 0 11 7 | 1 4 10 | 0 18 2 | 0 16 0 | 1 2 5 | 2 8 2 | 1 12 8 | 3 6 0 | 2 10 10 | 5 2 1 | 6 8 6 | 8 6 0 |
| 297 | O.R. | 0 15 7 | 0 11 0 | 1 3 8 | 0 17 4 | 0 15 0 | 1 1 4 | 2 5 10 | 1 11 1 | 3 2 10 | 2 10 10 | 4 17 3 | 6 8 6 | 8 6 0 |
| 298 | C.R. | 0 16 4 | 0 11 7 | 1 4 10 | 0 18 2 | 0 16 0 | 1 2 5 | 2 8 4 | 1 12 9 | 3 6 0 | 2 10 10 | 4 17 3 | 6 8 9 | 8 6 3 |
| 299 | O.R. | 0 15 7 | 0 11 0 | 1 3 8 | 0 17 4 | 0 15 0 | 1 1 4 | 2 6 0 | 1 11 2 | 3 2 10 | 2 10 10 | 4 17 3 | 6 8 9 | 8 6 3 |
| 300 | C.R. | 0 16 4 | 0 11 7 | 1 4 10 | 0 18 2 | 0 16 0 | 1 2 5 | 2 8 11 | 1 13 1 | 3 6 2 | 2 11 0 | 4 17 3 | 6 8 9 | 8 6 9 |
| 301 | O.R. | 0 15 7 | 0 11 0 | 1 3 8 | 0 17 4 | 0 15 0 | 1 1 4 | 2 6 7 | 1 11 6 | 3 3 0 | 2 11 0 | 4 17 3 | 6 8 9 | 8 6 9 |
| 302 | C.R. | 0 16 6 | 0 11 9 | 1 5 2 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 1 | 1 13 3 | 3 6 6 | 2 13 11 | 5 2 8 | 6 9 3 | 8 7 6 |
| 303 | O.R. | 0 15 9 | 0 11 2 | 1 4 0 | 0 17 8 | 0 15 1 | 1 1 8 | 2 6 9 | 1 11 8 | 3 3 4 | 2 11 4 | 4 17 9 | 6 9 6 | 8 8 0 |
| 304 | C.R. | 0 16 6 | 0 11 9 | 1 5 2 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 3 | 1 13 3 | 3 6 6 | 2 13 11 | 5 2 8 | 6 10 0 | 8 8 3 |
| 305 | O.R. | 0 15 9 | 0 11 2 | 1 4 0 | 0 17 8 | 0 15 1 | 1 1 8 | 2 6 11 | 1 11 8 | 3 3 4 | 2 12 0 | 4 18 6 | 6 10 0 | 8 8 9 |
| 306 | C.R. | 0 16 6 | 0 11 9 | 1 5 2 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 5 | 1 13 5 | 3 7 3 | 2 14 7 | 5 3 5 | 6 10 3 | 8 9 0 |
| 307 | O.R. | 0 15 9 | 0 11 2 | 1 4 0 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 1 | 1 11 10 | 3 4 1 | 2 12 0 | 4 18 0 | 6 10 3 | 8 9 0 |
| 308 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 5 | 1 13 5 | 3 7 6 | 2 14 9 | 5 3 5 | 6 10 9 | 8 10 0 |
| 309 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 10 | 3 4 3 | 2 12 2 | 4 18 6 | 6 10 9 | 8 10 0 |
| 310 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 0 | 8 10 6 |
| 311 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 312 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |
| 313 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 314 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |
| 315 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 316 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |
| 317 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 318 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |
| 319 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 320 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |
| 321 | O.R. | 0 15 9 | 0 11 2 | 1 4 4 | 0 17 8 | 0 15 1 | 1 1 8 | 2 7 3 | 1 11 11 | 3 4 3 | 2 12 2 | 4 18 9 | 6 11 3 | 8 10 9 |
| 322 | C.R. | 0 16 6 | 0 11 9 | 1 5 7 | 0 18 7 | 0 16 4 | 1 2 9 | 2 9 7 | 1 13 6 | 3 7 6 | 2 14 9 | 5 3 8 | 6 11 3 | 8 10 9 |

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | Firewood. | Measure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|-----------|----------|--------|---------|--------|--------|--------|---------|-------|--------|--------|--------|--------|----------|
| 313 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 3 | 8 12 6 | C.R. 313 |
| 314 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 314 |
| 315 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 315 |
| 316 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 316 |
| 317 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 317 |
| 318 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 318 |
| 319 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 319 |
| 320 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 320 |
| 321 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 321 |
| 322 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 322 |
| 323 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 323 |
| 324 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 324 |
| 325 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 325 |
| 326 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 326 |
| 327 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 327 |
| 328 | 0.15 11 | 0.11 2 | 1 4 8 | 0.17 10 | 0.16 1 | 1 1 11 | 2 7 2 | 1 12 3 | 3 5 1 | 2 12 3 | 4 19 6 | 6 12 3 | 8 12 9 | O.R. 328 |
| 329 | 0.16 9 | 0.11 9 | 1 5 11 | 0.18 9 | 0.16 6 | 1 3 0 | 2 10 2 | 1 13 10 | 3 8 4 | 2 15 5 | 5 4 6 | 6 12 6 | 8 12 9 | O.R. 329 |

The charges at Commission's Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | | | Miles. |
|--------|-----------|---------|--------|---------|--------|--------|---------|---------|--------|---------|--------|--------|--------|--------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | 2. | |
| 330 | 0.16 11 | 0.12 0 | 1 6 5 | 0.18 11 | 0.16 7 | 1 3 4 | 2 11 10 | 1 15 1 | 3 10 9 | 2 17 5 | 5 6 10 | 6 17 0 | 8 19 0 | C.R. |
| 331 | 0.16 1 | 0.12 0 | 1 6 5 | 0.18 0 | 0.16 7 | 1 3 4 | 2 9 4 | 1 13 5 | 3 10 9 | 2 14 8 | 5 5 1 | 6 17 0 | 8 19 6 | C.R. |
| 332 | 0.16 3 | 0.12 0 | 1 6 5 | 0.18 2 | 0.16 9 | 1 3 6 | 2 12 2 | 1 15 2 | 3 11 0 | 2 17 6 | 5 7 4 | 6 17 3 | 8 19 6 | C.R. |
| 333 | 0.16 3 | 0.12 0 | 1 6 8 | 0.19 1 | 0.16 9 | 1 3 6 | 2 9 8 | 1 13 6 | 3 11 2 | 2 14 8 | 5 7 4 | 6 17 3 | 8 19 9 | C.R. |
| 334 | 0.16 3 | 0.12 0 | 1 6 8 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 7 | 1 15 6 | 3 11 2 | 2 17 8 | 5 7 8 | 6 17 9 | 9 0 0 | C.R. |
| 335 | 0.16 3 | 0.12 0 | 1 6 8 | 0.19 1 | 0.16 9 | 1 3 6 | 2 10 1 | 1 13 10 | 3 11 4 | 2 14 11 | 5 7 8 | 6 17 9 | 9 0 3 | C.R. |
| 336 | 0.16 3 | 0.12 0 | 1 6 8 | 0.19 1 | 0.16 9 | 1 3 6 | 2 10 3 | 1 14 0 | 3 11 6 | 2 17 11 | 5 8 2 | 6 18 0 | 9 0 9 | C.R. |
| 337 | 0.16 3 | 0.12 0 | 1 6 8 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 9 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 2 | 6 18 0 | 9 0 9 | C.R. |
| 338 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 9 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 0 | C.R. |
| 339 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 9 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 340 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 341 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 342 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 343 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 344 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 345 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |
| 346 | 0.16 3 | 0.12 0 | 1 6 10 | 0.19 1 | 0.16 9 | 1 3 6 | 2 12 11 | 1 15 8 | 3 11 6 | 2 17 11 | 5 8 5 | 6 18 6 | 9 1 3 | C.R. |

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | | | | Miles. | |
|---------|---------|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | 2. | | | |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 347 | C.R. | 0 17 6 | 0 12 2 | 1 7 5 | 0 19 6 | 0 17 2 | 1 3 9 | 2 14 0 | 1 16 7 | 3 13 2 | 2 19 2 | 5 9 6 | 7 1 3 | 9 5 6 | C.R. | 347 | |
| 348 | O.R. | 0 16 8 | 0 11 7 | 1 6 1 | 0 18 7 | 0 16 9 | 1 3 9 | 2 11 5 | 1 14 10 | 3 9 8 | 2 16 4 | 5 4 3 | 7 1 3 | 9 5 6 | O.R. | 348 | |
| 349 | C.R. | 0 17 6 | 0 12 2 | 1 7 5 | 0 18 7 | 0 17 0 | 1 3 9 | 2 14 3 | 1 16 9 | 3 13 4 | 2 16 6 | 5 9 9 | 7 1 3 | 9 5 9 | C.R. | 349 | |
| 350 | O.R. | 0 16 8 | 0 11 7 | 1 6 1 | 0 18 7 | 0 16 9 | 1 3 9 | 2 11 8 | 1 15 0 | 3 10 10 | 2 16 6 | 5 9 9 | 7 1 3 | 9 5 9 | O.R. | 350 | |
| 351 | C.R. | 0 17 8 | 0 12 2 | 1 7 9 | 0 19 10 | 0 17 5 | 1 4 1 | 2 14 5 | 1 16 9 | 3 13 10 | 2 19 11 | 5 10 0 | 7 2 6 | 9 7 0 | C.R. | 351 | |
| 352 | O.R. | 0 16 10 | 0 11 7 | 1 6 5 | 0 18 11 | 0 17 0 | 1 4 1 | 2 11 10 | 1 15 0 | 3 10 4 | 2 17 1 | 5 4 0 | 7 2 6 | 9 7 0 | O.R. | 352 | |
| 353 | C.R. | 0 17 8 | 0 12 2 | 1 7 9 | 0 19 10 | 0 17 5 | 1 4 1 | 2 14 5 | 1 16 9 | 3 14 2 | 2 17 4 | 5 10 9 | 7 2 6 | 9 7 9 | C.R. | 353 | |
| 354 | O.R. | 0 16 10 | 0 11 7 | 1 6 5 | 0 18 11 | 0 17 0 | 1 4 1 | 2 11 10 | 1 15 0 | 3 10 8 | 2 17 4 | 5 6 7 | 7 2 6 | 9 7 9 | O.R. | 354 | |
| 355 | C.R. | 0 17 8 | 0 12 2 | 1 7 9 | 0 19 10 | 0 17 5 | 1 4 1 | 2 14 7 | 1 16 10 | 3 14 6 | 2 17 4 | 5 10 9 | 7 3 0 | 9 8 3 | C.R. | 355 | |
| 356 | O.R. | 0 16 10 | 0 11 7 | 1 6 5 | 0 18 11 | 0 17 0 | 1 4 1 | 2 11 10 | 1 15 0 | 3 10 11 | 2 17 6 | 5 5 6 | 7 3 0 | 9 8 3 | O.R. | 356 | |
| 357 | C.R. | 0 17 8 | 0 12 2 | 1 7 9 | 0 19 10 | 0 17 5 | 1 4 1 | 2 14 11 | 1 17 2 | 3 14 8 | 2 17 6 | 5 11 0 | 7 3 6 | 9 9 0 | C.R. | 357 | |
| 358 | O.R. | 0 16 10 | 0 11 7 | 1 6 5 | 0 18 11 | 0 17 0 | 1 4 1 | 2 12 4 | 1 15 5 | 3 11 1 | 2 17 8 | 5 5 9 | 7 3 9 | 9 9 3 | O.R. | 358 | |
| 359 | C.R. | 0 17 8 | 0 12 2 | 1 7 9 | 0 19 10 | 0 17 5 | 1 4 1 | 2 15 2 | 1 17 2 | 3 14 10 | 2 17 10 | 5 11 7 | 7 4 0 | 9 9 9 | C.R. | 359 | |
| 360 | O.R. | 0 16 10 | 0 11 7 | 1 6 5 | 0 18 11 | 0 17 0 | 1 4 1 | 2 12 6 | 1 15 5 | 3 11 3 | 2 17 10 | 5 6 3 | 7 4 6 | 9 10 0 | O.R. | 360 | |
| 361 | C.R. | 0 17 10 | 0 12 6 | 1 7 11 | 1 0 0 | 0 17 7 | 1 4 3 | 2 15 6 | 1 17 6 | 3 15 6 | 2 17 10 | 5 12 1 | 7 4 6 | 9 10 3 | C.R. | 361 | |
| 362 | O.R. | 0 17 0 | 0 11 11 | 1 6 7 | 0 19 1 | 0 17 2 | 1 3 1 | 2 12 10 | 1 15 9 | 3 11 11 | 2 18 3 | 5 6 9 | 7 4 6 | 9 10 3 | O.R. | 362 | |
| 363 | C.R. | 0 17 10 | 0 12 6 | 1 7 11 | 1 0 0 | 0 17 7 | 1 4 3 | 2 15 8 | 1 17 9 | 3 15 8 | 2 18 3 | 5 12 1 | 7 5 0 | 9 11 0 | C.R. | 363 | |
| | O.R. | 0 17 0 | 0 11 11 | 1 6 7 | 0 19 1 | 0 17 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 6 9 | 7 5 6 | 9 11 3 | O.R. | | |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles | CLASSES. | | | | | | | | | | | | | Miles. |
|-------|-------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|------------|
| | Firewood. | Manure. | M. | A.P. | Grath. | S.A.P. | A. | AA. | B. | BB | C. | 1. | 2. | |
| 364 | C.R. 017 10 | f s. d. 012 6 | f s. d. 1 7 11 | f s. d. 1 0 0 | f s. d. 017 7 | f s. d. 1 4 3 | f s. d. 2 15 8 | f s. d. 1 17 9 | f s. d. 3 15 8 | f s. d. 3 1 4 | f s. d. 5 12 7 | f s. d. 7 5 6 | f s. d. 9 11 9 | C.R. 017 9 |
| 365 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 366 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 367 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 368 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 369 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 370 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 371 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 372 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 373 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 374 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 375 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 376 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 377 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 378 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 379 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |
| 380 | O.R. 017 0 | 012 6 | 1 6 7 | 019 0 | 017 2 | 1 3 1 | 2 13 0 | 1 15 11 | 3 12 1 | 2 18 5 | 5 7 3 | 7 5 9 | 9 12 3 | O.R. 012 3 |

HAZARD RATES PER TON FOR GOODS—continued.

| Miles. | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BR. | C. | 1. | 2. | Miles. |
|--------|-------------|---------|--------|--------|---------|--------|---------|---------|--------|--------|--------|--------|--------|----------|
| 381 | C.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 18 10 | 3 18 2 | 3 3 3 | 5 14 9 | 7 10 3 | 9 18 3 | C.R. 381 |
| 382 | O.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 17 0 | 3 14 5 | 3 0 3 | 5 14 9 | 7 10 3 | 9 18 3 | O.R. 382 |
| 383 | C.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 19 0 | 3 14 7 | 3 0 6 | 5 15 0 | 7 10 6 | 9 18 9 | O.R. 383 |
| 384 | O.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 19 0 | 3 14 7 | 3 0 6 | 5 15 0 | 7 10 6 | 9 19 3 | C.R. 384 |
| 385 | C.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 19 2 | 3 15 1 | 3 0 10 | 5 15 0 | 7 10 9 | 9 19 9 | O.R. 385 |
| 386 | O.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 17 6 | 1 19 2 | 3 15 1 | 3 0 10 | 5 15 0 | 7 10 9 | 9 19 9 | O.R. 386 |
| 387 | C.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 18 1 | 1 19 2 | 3 15 3 | 3 4 1 | 5 15 6 | 7 11 0 | 10 0 9 | O.R. 387 |
| 388 | O.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 18 1 | 1 19 2 | 3 15 3 | 3 4 1 | 5 15 6 | 7 11 0 | 10 0 9 | O.R. 388 |
| 389 | C.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 18 3 | 1 19 3 | 3 15 5 | 3 4 2 | 5 15 9 | 7 12 0 | 10 1 3 | C.R. 389 |
| 390 | O.R. 0 18 2 | 0 12 8 | 1 8 11 | 1 0 5 | 0 17 11 | 1 5 0 | 2 18 3 | 1 19 3 | 3 15 5 | 3 4 2 | 5 15 9 | 7 12 0 | 10 1 3 | O.R. 390 |
| 391 | C.R. 0 18 2 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 18 10 | 1 19 9 | 3 15 7 | 3 4 3 | 5 16 7 | 7 12 3 | 10 2 0 | O.R. 391 |
| 392 | O.R. 0 18 2 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 18 10 | 1 19 9 | 3 15 7 | 3 4 3 | 5 16 7 | 7 12 3 | 10 2 0 | O.R. 392 |
| 393 | C.R. 0 18 7 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 12 10 | 1 19 9 | 4 0 0 | 3 4 10 | 5 16 7 | 7 12 9 | 10 3 0 | O.R. 393 |
| 394 | O.R. 0 18 7 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 19 0 | 1 19 11 | 4 0 2 | 3 4 11 | 5 17 1 | 7 12 9 | 10 3 3 | O.R. 394 |
| 395 | C.R. 0 18 7 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 19 2 | 2 0 1 | 4 0 2 | 3 4 11 | 5 17 1 | 7 13 0 | 10 3 9 | O.R. 395 |
| 396 | O.R. 0 18 7 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 19 2 | 2 0 1 | 4 0 2 | 3 4 11 | 5 17 1 | 7 13 0 | 10 3 9 | O.R. 396 |
| 397 | C.R. 0 18 7 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 19 2 | 2 0 1 | 4 0 2 | 3 4 11 | 5 17 1 | 7 13 0 | 10 4 3 | O.R. 397 |
| | O.R. 0 17 8 | 0 12 3 | 1 7 8 | 0 19 7 | 0 17 8 | 1 4 0 | 2 10 4 | 1 18 2 | 3 16 8 | 3 2 0 | 5 11 9 | 7 14 0 | 10 4 3 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | | | | Miles. |
|--------|--------------|----------|-------|---------|---------|--------|---------|---------|---------|--------|---------|--------|---------|--------------|
| | Firewood. | Manuact. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C | 1. | 2. | |
| 398 | C.R. 0 17 8 | 0 12 10 | 1 9 1 | 1 0 7 | 0 18 1 | 1 5 2 | 2 19 4 | 2 0 2 | 4 0 8 | 3 5 4 | 5 17 4 | 7 14 3 | 10 4 9 | C.R. 0 17 8 |
| 399 | O.R. 0 17 8 | 0 12 10 | 1 9 1 | 0 19 7 | 0 17 8 | 1 5 2 | 2 19 9 | 1 18 3 | 3 16 10 | 3 5 4 | 5 17 4 | 7 14 6 | 10 5 3 | O.R. 0 17 8 |
| 400 | O.R. 0 17 8 | 0 12 10 | 1 9 1 | 0 19 7 | 0 17 8 | 1 5 2 | 2 19 9 | 1 18 5 | 3 16 10 | 3 5 9 | 5 17 7 | 7 14 6 | 10 5 6 | O.R. 0 17 8 |
| 401 | O.R. 0 17 8 | 0 12 10 | 1 9 3 | 0 19 7 | 0 18 1 | 1 5 2 | 2 19 9 | 1 18 5 | 3 17 2 | 3 5 10 | 5 17 7 | 7 15 3 | 10 5 9 | O.R. 0 17 8 |
| 402 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 5 | 3 17 4 | 3 5 10 | 5 18 5 | 7 15 9 | 10 6 3 | O.R. 0 17 10 |
| 403 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 17 11 | 1 5 5 | 2 19 11 | 1 18 7 | 3 17 4 | 3 6 0 | 5 18 5 | 7 15 9 | 10 6 6 | O.R. 0 17 10 |
| 404 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 7 | 3 17 6 | 3 6 0 | 5 18 5 | 7 16 3 | 10 7 6 | O.R. 0 17 10 |
| 405 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 9 | 3 17 6 | 3 6 2 | 5 18 8 | 7 16 6 | 10 7 9 | O.R. 0 17 10 |
| 406 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 9 | 3 17 8 | 3 6 2 | 5 18 8 | 7 16 6 | 10 8 3 | O.R. 0 17 10 |
| 407 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 9 | 3 17 8 | 3 6 4 | 5 18 8 | 7 17 0 | 10 8 6 | O.R. 0 17 10 |
| 408 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 11 | 3 17 11 | 3 6 4 | 5 18 11 | 7 17 3 | 10 9 0 | O.R. 0 17 10 |
| 409 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 18 11 | 3 17 11 | 3 6 7 | 5 18 11 | 7 17 3 | 10 9 3 | O.R. 0 17 10 |
| 410 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 19 0 | 3 18 5 | 3 6 7 | 5 18 11 | 7 17 6 | 10 9 9 | O.R. 0 17 10 |
| 411 | O.R. 0 17 10 | 0 12 10 | 1 9 3 | 0 19 11 | 0 18 4 | 1 5 5 | 2 19 11 | 1 19 0 | 3 18 5 | 3 6 7 | 5 18 11 | 7 17 9 | 10 10 0 | O.R. 0 17 10 |
| 412 | O.R. 0 18 0 | 0 12 10 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 2 19 9 | 1 19 0 | 3 18 7 | 3 6 9 | 5 19 2 | 7 17 9 | 10 10 6 | O.R. 0 18 0 |
| 413 | O.R. 0 18 0 | 0 12 10 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 2 19 9 | 1 19 2 | 3 18 9 | 3 7 2 | 5 19 2 | 7 17 9 | 10 10 6 | O.R. 0 18 0 |
| 414 | O.R. 0 18 1 | 0 12 10 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 2 19 9 | 1 19 2 | 3 18 10 | 3 7 2 | 5 19 2 | 7 18 0 | 10 10 9 | O.R. 0 18 1 |
| 415 | O.R. 0 18 1 | 0 12 10 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 2 19 9 | 1 19 2 | 3 18 10 | 3 7 2 | 5 19 2 | 7 18 0 | 10 10 9 | O.R. 0 18 1 |
| 416 | O.R. 0 18 1 | 0 12 10 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 2 19 9 | 1 19 2 | 3 18 10 | 3 7 2 | 5 19 2 | 7 18 0 | 10 10 9 | O.R. 0 18 1 |

MILEAGE RATES PER TON FOR GOODS—continued

| Miles. | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|-----------|---------|--------|-------|---------|--------|---------|--------|---------|-------|--------|--------|---------|--------|
| 415 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 2 | 2 1 5 | 4 3 0 | 3 7 5 | 6 0 0 | 7 18 9 | 10 11 3 | 415 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 3 | 1 19 5 | 3 19 1 | 3 4 2 | 5 14 3 | 7 18 9 | 10 11 3 | O.R. |
| 416 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 2 | 2 1 5 | 4 3 0 | 3 7 5 | 6 0 0 | 7 19 0 | 10 11 9 | 416 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 3 | 1 19 5 | 3 19 1 | 3 4 2 | 5 14 6 | 7 19 0 | 10 11 9 | O.R. |
| 417 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 4 | 2 1 7 | 4 3 5 | 3 7 8 | 6 0 3 | 7 19 3 | 10 12 3 | 417 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 5 | 1 19 7 | 3 19 5 | 3 4 5 | 5 14 6 | 7 19 3 | 10 12 3 | O.R. |
| 418 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 4 | 2 1 7 | 4 3 10 | 3 8 0 | 6 0 3 | 7 19 3 | 10 12 6 | 418 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 5 | 1 19 7 | 3 19 10 | 3 4 9 | 5 14 6 | 7 19 3 | 10 12 6 | O.R. |
| 419 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 7 | 2 1 9 | 4 3 10 | 3 8 0 | 6 0 9 | 7 19 6 | 10 12 9 | 419 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 8 | 1 19 9 | 3 19 10 | 3 4 9 | 5 15 0 | 7 19 6 | 10 12 9 | O.R. |
| 420 | 0 18 11 | 0 13 0 | 1 9 7 | 1 1 2 | 0 18 6 | 1 5 7 | 3 1 7 | 2 1 9 | 4 4 0 | 3 8 2 | 6 0 9 | 7 19 9 | 10 13 0 | 420 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 2 | 1 0 2 | 0 18 3 | 1 4 4 | 2 18 8 | 1 19 9 | 4 4 0 | 3 8 2 | 6 0 9 | 7 19 9 | 10 13 0 | O.R. |
| 421 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 1 9 | 2 1 9 | 4 4 2 | 3 8 2 | 6 1 0 | 7 19 9 | 10 13 9 | 421 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 18 10 | 1 19 9 | 4 4 2 | 3 8 2 | 6 1 0 | 7 19 9 | 10 13 9 | O.R. |
| 422 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 1 9 | 2 1 9 | 4 4 2 | 3 8 2 | 6 1 0 | 8 0 0 | 10 14 3 | 422 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 18 10 | 1 19 9 | 4 4 2 | 3 8 2 | 6 1 0 | 8 0 0 | 10 14 3 | O.R. |
| 423 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 4 | 2 2 2 | 4 4 4 | 3 8 3 | 6 1 0 | 8 0 6 | 10 14 6 | 423 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 4 | 2 2 2 | 4 4 4 | 3 8 3 | 6 1 0 | 8 0 6 | 10 14 6 | O.R. |
| 424 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 4 | 2 2 2 | 4 4 4 | 3 8 3 | 6 1 6 | 8 0 6 | 10 14 9 | 424 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 4 | 2 2 2 | 4 4 4 | 3 8 3 | 6 1 6 | 8 0 6 | 10 14 9 | O.R. |
| 425 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 4 | 2 2 2 | 4 4 4 | 3 8 7 | 6 1 6 | 8 1 0 | 10 15 0 | 425 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 4 | 2 2 2 | 4 4 4 | 3 8 7 | 6 1 6 | 8 1 0 | 10 15 0 | O.R. |
| 426 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 6 | 2 2 2 | 4 4 8 | 3 8 7 | 6 1 6 | 8 1 3 | 10 15 9 | 426 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 6 | 2 2 2 | 4 4 8 | 3 8 7 | 6 1 6 | 8 1 3 | 10 15 9 | O.R. |
| 427 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 6 | 2 2 2 | 4 4 11 | 3 8 9 | 6 1 10 | 8 1 6 | 10 16 0 | 427 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 6 | 2 2 2 | 4 4 11 | 3 8 9 | 6 1 10 | 8 1 6 | 10 16 0 | O.R. |
| 428 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 8 | 2 2 4 | 4 4 11 | 3 8 9 | 6 1 10 | 8 2 0 | 10 16 6 | 428 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 8 | 2 2 4 | 4 4 11 | 3 8 9 | 6 1 10 | 8 2 0 | 10 16 6 | O.R. |
| 429 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 8 | 2 2 4 | 4 4 5 | 3 9 0 | 6 1 10 | 8 2 3 | 10 17 3 | 429 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 8 | 2 2 4 | 4 4 5 | 3 9 0 | 6 1 10 | 8 2 3 | 10 17 3 | O.R. |
| 430 | 0 18 11 | 0 13 0 | 1 9 11 | 1 1 4 | 0 18 8 | 1 6 1 | 3 2 8 | 2 2 4 | 4 4 5 | 3 9 4 | 6 2 1 | 8 2 3 | 10 17 6 | 430 |
| O.R. | 0 18 0 | 0 12 5 | 1 8 6 | 1 0 4 | 0 18 3 | 1 4 10 | 2 19 8 | 2 2 4 | 4 4 5 | 3 9 4 | 6 2 1 | 8 2 3 | 10 17 6 | O.R. |
| 431 | 0 18 11 | 0 13 3 | 1 10 1 | 1 1 6 | 0 18 11 | 1 6 3 | 2 10 | 2 2 6 | 4 4 5 | 3 9 8 | 6 2 1 | 8 3 0 | 10 17 9 | 431 |
| O.R. | 0 18 7 | 0 12 7 | 1 8 8 | 1 0 6 | 0 18 6 | 1 5 0 | 2 19 10 | 2 0 6 | 4 4 5 | 3 9 8 | 6 2 1 | 8 3 0 | 10 17 9 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | Miles. | | | |
|--------|-----------|---------|--------|-------|---------|--------|---------|-------|--------|--------|--------|-------|---------|------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | | C. | L. | 2. |
| 432 | 0.19 6 | 0.13 3 | 1 10 1 | 1 1 6 | 0.18 11 | 1 6 3 | 3 2 10 | 2 2 6 | 4 5 10 | 3 9 8 | 6 2 7 | 8 3 3 | 10 18 0 | C.R. |
| 433 | 0.18 7 | 0.12 7 | 1 8 8 | 1 1 6 | 0.18 6 | 1 5 0 | 2 19 10 | 2 0 6 | 4 1 9 | 3 6 4 | 5 16 9 | 8 3 3 | 10 18 0 | O.R. |
| 434 | 0.19 6 | 0.13 3 | 1 10 1 | 1 1 6 | 0.18 11 | 1 6 3 | 3 3 0 | 2 2 7 | 4 6 0 | 3 9 10 | 6 2 7 | 8 3 3 | 10 18 3 | C.R. |
| 435 | 0.18 7 | 0.12 7 | 1 8 8 | 1 1 6 | 0.18 6 | 1 5 0 | 3 0 0 | 2 0 7 | 4 1 1 | 3 6 6 | 5 16 9 | 8 3 3 | 10 19 0 | O.R. |
| 436 | 0.19 6 | 0.13 3 | 1 10 1 | 1 1 6 | 0.18 11 | 1 6 3 | 3 0 0 | 2 0 7 | 4 6 2 | 3 9 10 | 6 3 1 | 8 4 0 | 10 19 3 | C.R. |
| 437 | 0.18 7 | 0.12 7 | 1 8 8 | 1 1 6 | 0.18 6 | 1 5 0 | 3 3 5 | 2 2 9 | 4 2 1 | 3 9 10 | 5 17 3 | 8 4 0 | 10 19 6 | C.R. |
| 438 | 0.19 6 | 0.13 3 | 1 10 1 | 1 1 6 | 0.18 11 | 1 6 3 | 3 0 5 | 2 0 9 | 4 6 4 | 3 9 11 | 6 3 1 | 8 4 3 | 10 19 9 | C.R. |
| 439 | 0.18 7 | 0.12 7 | 1 8 8 | 1 1 6 | 0.18 6 | 1 5 0 | 3 3 9 | 2 3 3 | 4 2 3 | 3 6 7 | 5 17 3 | 8 4 3 | 10 19 9 | O.R. |
| 440 | 0.19 6 | 0.13 3 | 1 10 1 | 1 1 6 | 0.18 11 | 1 6 3 | 3 0 9 | 2 1 2 | 4 2 5 | 3 10 1 | 6 3 8 | 8 4 6 | 11 0 0 | C.R. |
| 441 | 0.18 7 | 0.12 7 | 1 8 8 | 1 1 6 | 0.18 6 | 1 5 0 | 3 0 9 | 2 1 2 | 4 2 5 | 3 10 1 | 5 17 3 | 8 4 6 | 11 0 0 | O.R. |
| 442 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 0 | 2 3 2 | 4 6 9 | 3 10 3 | 6 3 11 | 8 5 6 | 11 1 6 | C.R. |
| 443 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 0 11 | 2 1 2 | 4 2 7 | 3 6 11 | 5 18 0 | 8 5 6 | 11 1 6 | O.R. |
| 444 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 0 | 2 3 2 | 4 7 4 | 3 10 9 | 6 3 11 | 8 5 6 | 11 1 9 | C.R. |
| 445 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 0 11 | 2 1 2 | 4 3 2 | 3 7 5 | 5 18 0 | 8 5 6 | 11 1 9 | O.R. |
| 446 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 2 | 2 3 5 | 4 7 4 | 3 10 9 | 6 4 2 | 8 5 9 | 11 2 3 | C.R. |
| 447 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 1 1 | 2 1 4 | 4 3 2 | 3 7 5 | 5 18 3 | 8 5 9 | 11 2 3 | O.R. |
| 448 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 6 | C.R. |
| 449 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 6 | O.R. |
| 450 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 451 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 452 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 453 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 454 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 455 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 456 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 457 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 458 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 459 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 460 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 461 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 462 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 463 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 464 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 465 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 466 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |
| 467 | 0.18 11 | 0.12 7 | 1 9 3 | 1 1 8 | 0.19 0 | 1 5 2 | 3 4 6 | 2 1 7 | 4 3 4 | 3 7 7 | 5 18 3 | 8 6 3 | 11 2 9 | O.R. |
| 468 | 0.19 10 | 0.13 3 | 1 10 9 | 1 1 8 | 0.19 0 | 1 6 5 | 3 4 6 | 2 3 8 | 4 7 6 | 3 11 0 | 6 4 2 | 8 6 3 | 11 2 9 | C.R. |

| Miles. | CLASSES. | | | | | | | | | | | | Miles. | |
|--------|--------------|---------|--------|--------|--------|--------|--------|--------|-------|--------|--------|-------|--------|----------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | | 2. |
| 449 | C.R. 0 19 10 | 0 13 3 | 1 10 9 | 1 1 8 | 0 19 0 | 1 6 5 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 6 | 6 5 3 | 8 7 3 | 11 4 6 | C.R. 449 |
| 450 | O.R. 0 18 11 | 0 12 7 | 1 10 9 | 1 1 8 | 0 18 7 | 1 5 2 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 6 | 5 19 3 | 8 7 6 | 11 4 9 | O.R. 450 |
| 451 | O.R. 0 18 11 | 0 12 7 | 1 10 9 | 1 1 8 | 0 18 7 | 1 5 2 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 6 | 5 19 3 | 8 7 6 | 11 4 9 | O.R. 451 |
| 452 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 452 |
| 453 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 453 |
| 454 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 454 |
| 455 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 455 |
| 456 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 456 |
| 457 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 457 |
| 458 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 458 |
| 459 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 459 |
| 460 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 460 |
| 461 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 461 |
| 462 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 462 |
| 463 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 463 |
| 464 | C.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | C.R. 464 |
| 465 | O.R. 0 19 0 | 0 13 5 | 1 11 1 | 1 1 11 | 0 19 2 | 1 6 10 | 3 4 10 | 2 3 10 | 4 4 2 | 3 11 7 | 6 5 9 | 8 7 6 | 11 5 0 | O.R. 465 |

The charges at Commission's Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | | CLASSES. | | | | | | | | | | | Miles. | | | | |
|--------|------|-----------|---------|--------|-------|--------|--------|-------|--------|--------|--------|-------|--------|---------|-----|------|-----|
| | | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | | | |
| f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. | f. | s. |
| 466 | C.R. | 1 0 3 | 0 13 5 | 1 11 3 | 1 2 3 | 0 19 6 | 1 7 3 | 3 6 4 | 2 4 10 | 4 10 9 | 3 13 7 | 6 7 7 | 8 11 6 | 8 11 11 | 3 3 | C.R. | 466 |
| 467 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 6 6 | O.R. | 467 |
| 468 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 9 9 | C.R. | 468 |
| 469 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 9 9 | O.R. | 469 |
| 470 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 470 |
| 471 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 471 |
| 472 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 472 |
| 473 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 473 |
| 474 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 474 |
| 475 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 475 |
| 476 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 476 |
| 477 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 477 |
| 478 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 478 |
| 479 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 479 |
| 480 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 480 |
| 481 | O.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | O.R. | 481 |
| 482 | C.R. | 0 19 3 | 0 12 9 | 1 11 3 | 1 1 2 | 0 19 1 | 1 5 11 | 3 3 2 | 2 5 1 | 4 6 5 | 3 10 1 | 6 7 7 | 8 11 9 | 8 11 11 | 0 0 | C.R. | 482 |

| Miles. | CLASSES | | | | | | | | | | | Miles. | | |
|--------|-----------|---------|--------|--------|--------|--------|-------|-------|-------|---------|--------|--------|---------|------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | | I. | Z. |
| 483 | C.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | C.R. |
| 484 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 485 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 486 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 487 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 488 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 489 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 490 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 491 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 492 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 493 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 494 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 495 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 496 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 497 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 498 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |
| 499 | O.R. | 0 13 10 | 1 11 7 | 1 11 7 | 1 2 7 | 0 19 9 | 1 7 7 | 3 8 4 | 2 6 1 | 4 12 10 | 3 15 3 | 8 15 9 | 11 17 9 | O.R. |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued

| Miles. | CLASSES. | | | | | | | | | | | | | Miles. |
|--------|-------------|----------------|-----------------|---------------|-----------------|---------------|----------------|---------------|----------------|----------------|----------------|---------------|----------------|----------|
| | Firewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1. | 2. | |
| 500 | C.R. 1 0 11 | £ s. d. 0 14 0 | £ s. d. 1 11 11 | £ s. d. 1 2 9 | £ s. d. 0 19 11 | £ s. d. 1 7 9 | £ s. d. 3 10 0 | £ s. d. 2 7 4 | £ s. d. 4 15 7 | £ s. d. 3 17 4 | £ s. d. 6 12 7 | £ s. d. 9 0 3 | £ s. d. 12 4 3 | C.R. 500 |
| 501 | O.R. 1 1 2 | 0 13 4 | 1 10 5 | 1 1 8 | 0 19 6 | 1 6 5 | 3 6 8 | 2 5 1 | 4 11 9 | 3 13 8 | 6 6 3 | 9 0 3 | 12 4 3 | O.R. 501 |
| 502 | O.R. 1 1 2 | 0 13 4 | 1 11 0 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 8 | 2 5 1 | 4 11 2 | 3 13 10 | 6 6 9 | 9 0 9 | 12 4 6 | O.R. 502 |
| 503 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 6 | 2 5 4 | 4 11 4 | 3 17 8 | 6 6 9 | 9 0 9 | 12 4 9 | O.R. 503 |
| 504 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 6 | 2 5 4 | 4 11 4 | 3 17 8 | 6 6 9 | 9 0 9 | 12 4 9 | O.R. 504 |
| 505 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 9 | 2 5 4 | 4 11 4 | 3 17 11 | 6 6 9 | 9 0 9 | 12 5 0 | O.R. 505 |
| 506 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 9 | 2 5 6 | 4 11 8 | 3 18 2 | 6 6 9 | 9 0 9 | 12 5 3 | O.R. 506 |
| 507 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 10 9 | 2 5 6 | 4 11 8 | 3 18 2 | 6 6 9 | 9 0 9 | 12 5 3 | O.R. 507 |
| 508 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 11 0 | 2 5 8 | 4 11 8 | 3 18 5 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 508 |
| 509 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 11 0 | 2 5 8 | 4 11 8 | 3 18 5 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 509 |
| 510 | O.R. 1 1 2 | 0 13 4 | 1 12 7 | 1 1 3 | 0 19 8 | 1 8 3 | 3 11 2 | 2 5 8 | 4 11 8 | 3 18 5 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 510 |
| 511 | O.R. 1 1 2 | 0 13 4 | 1 12 9 | 1 1 3 | 0 19 8 | 1 8 6 | 3 11 2 | 2 5 10 | 4 12 3 | 3 18 10 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 511 |
| 512 | O.R. 1 1 4 | 0 13 6 | 1 12 9 | 1 1 3 | 0 19 8 | 1 8 6 | 3 11 2 | 2 5 10 | 4 12 3 | 3 18 10 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 512 |
| 513 | O.R. 1 1 4 | 0 13 6 | 1 12 9 | 1 1 3 | 0 19 8 | 1 8 6 | 3 11 4 | 2 5 10 | 4 12 7 | 3 18 9 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 513 |
| 514 | O.R. 1 1 4 | 0 13 6 | 1 12 9 | 1 1 3 | 0 19 8 | 1 8 6 | 3 11 4 | 2 5 10 | 4 12 7 | 3 18 9 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 514 |
| 515 | O.R. 1 1 4 | 0 13 6 | 1 12 9 | 1 1 3 | 0 19 8 | 1 8 6 | 3 11 6 | 2 5 10 | 4 12 7 | 3 18 9 | 6 6 9 | 9 0 9 | 12 5 6 | O.R. 515 |

| Miles. | Firewood. | Measure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|------------|----------|--------|-------|--------|--------|---------|--------|---------|--------|--------|-------|---------|----------|
| 517 | C.R. 1 1 4 | 0 14 2 | 1 12 9 | 1 3 4 | 1 0 5 | 1 8 6 | 3 11 10 | 2 8 7 | 4 17 11 | 3 19 4 | 6 15 9 | 9 4 9 | 12 10 6 | C.R. 517 |
| 518 | O.R. 1 1 4 | 0 13 6 | 1 11 2 | 1 3 4 | 1 0 5 | 1 8 6 | 3 11 10 | 2 8 7 | 4 17 11 | 3 19 4 | 6 15 9 | 9 4 9 | 12 10 6 | O.R. 518 |
| 519 | O.R. 1 1 4 | 0 13 6 | 1 11 2 | 1 3 4 | 1 0 5 | 1 8 6 | 3 12 2 | 2 8 10 | 4 18 1 | 3 19 6 | 6 15 9 | 9 5 6 | 12 11 6 | O.R. 519 |
| 520 | O.R. 1 1 4 | 0 13 6 | 1 11 2 | 1 3 4 | 1 0 5 | 1 8 6 | 3 12 2 | 2 8 10 | 4 18 1 | 3 19 6 | 6 15 9 | 9 5 6 | 12 11 9 | O.R. 520 |
| 521 | O.R. 1 1 4 | 0 14 2 | 1 12 9 | 1 3 6 | 1 0 7 | 1 8 11 | 3 12 4 | 2 9 0 | 4 18 8 | 4 0 1 | 6 16 3 | 9 5 9 | 12 12 0 | O.R. 521 |
| 522 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 12 4 | 2 9 0 | 4 18 8 | 4 0 1 | 6 16 3 | 9 5 9 | 12 12 3 | O.R. 522 |
| 523 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 12 8 | 2 9 2 | 4 19 1 | 4 0 3 | 6 16 6 | 9 6 6 | 12 12 9 | O.R. 523 |
| 524 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 12 8 | 2 9 2 | 4 19 1 | 4 0 3 | 6 16 6 | 9 6 9 | 12 13 0 | O.R. 524 |
| 525 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 12 8 | 2 9 2 | 4 19 3 | 4 0 5 | 6 16 9 | 9 7 0 | 12 13 6 | O.R. 525 |
| 526 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 13 0 | 2 9 3 | 4 19 3 | 4 0 5 | 6 16 9 | 9 7 0 | 12 14 3 | O.R. 526 |
| 527 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 13 0 | 2 9 3 | 4 19 5 | 4 0 7 | 6 16 9 | 9 7 6 | 12 14 6 | O.R. 527 |
| 528 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 13 2 | 2 9 5 | 4 19 5 | 4 0 7 | 6 17 0 | 9 7 6 | 12 14 9 | O.R. 528 |
| 529 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 13 2 | 2 9 5 | 4 19 7 | 4 0 8 | 6 17 0 | 9 7 9 | 12 15 0 | O.R. 529 |
| 530 | O.R. 1 1 6 | 0 14 2 | 1 13 3 | 1 3 6 | 1 0 7 | 1 8 11 | 3 13 2 | 2 9 5 | 4 19 7 | 4 0 8 | 6 17 0 | 9 7 9 | 12 15 3 | O.R. 530 |
| 531 | O.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 13 4 | 2 9 7 | 4 19 9 | 4 0 10 | 6 17 3 | 9 8 3 | 12 16 0 | O.R. 531 |
| 532 | O.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 13 4 | 2 9 7 | 4 19 11 | 4 1 0 | 6 17 3 | 9 8 3 | 12 16 3 | O.R. 532 |
| 533 | O.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 13 8 | 2 9 9 | 4 19 11 | 4 1 0 | 6 18 1 | 9 9 0 | 12 16 6 | O.R. 533 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSER. | | | | | | | | | | | | Miles. | |
|--------|-------------|---------|---------|-------|-------|--------|---------|--------|---------|---------|---------|--------|---------|----------|
| | Firewood. | Manure. | M. | A.P. | Gain. | S.A.P. | A. | A.L. | B. | BR. | C. | 1 | | 2. |
| 534 | C.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 13 8 | 2 9 9 | 5 0 6 | 4 1 6 | 6 18 1 | 9 9 3 | 12 16 9 | C.R. 534 |
| 535 | O.R. 1 1 8 | 0 13 8 | 1 11 10 | 1 2 7 | 1 0 4 | 1 7 8 | 3 10 2 | 2 7 5 | 4 15 9 | 3 17 7 | 6 18 1 | 9 9 3 | 12 17 6 | O.R. 535 |
| 536 | C.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 13 10 | 2 7 5 | 4 15 9 | 4 1 6 | 6 18 4 | 9 9 3 | 12 17 9 | O.R. 536 |
| 537 | O.R. 1 1 8 | 0 13 8 | 1 11 10 | 1 2 7 | 1 0 4 | 1 7 8 | 3 10 4 | 2 7 7 | 4 15 11 | 3 17 7 | 6 18 4 | 9 9 9 | 12 17 9 | O.R. 537 |
| 538 | C.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 14 2 | 2 10 1 | 4 15 11 | 4 1 8 | 6 18 4 | 9 9 9 | 12 18 6 | O.R. 538 |
| 539 | O.R. 1 1 8 | 0 13 8 | 1 11 10 | 1 2 7 | 1 0 4 | 1 7 8 | 3 14 2 | 2 10 1 | 4 15 11 | 4 1 8 | 6 18 4 | 9 9 9 | 12 18 6 | O.R. 539 |
| 540 | C.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 14 2 | 2 10 1 | 4 15 11 | 4 1 8 | 6 18 4 | 9 10 0 | 12 19 0 | O.R. 540 |
| 541 | O.R. 1 1 8 | 0 13 8 | 1 11 10 | 1 2 7 | 1 0 4 | 1 7 8 | 3 14 2 | 2 10 1 | 4 15 11 | 4 1 8 | 6 18 4 | 9 10 0 | 12 19 0 | O.R. 541 |
| 542 | C.R. 1 1 8 | 0 14 4 | 1 13 5 | 1 3 9 | 1 0 9 | 1 9 1 | 3 14 6 | 2 10 3 | 4 16 3 | 3 18 0 | 6 19 2 | 9 10 3 | 12 19 9 | O.R. 542 |
| 543 | O.R. 1 1 8 | 0 13 8 | 1 11 10 | 1 2 7 | 1 0 4 | 1 7 8 | 3 14 6 | 2 10 3 | 4 16 3 | 3 18 0 | 6 19 2 | 9 10 3 | 12 19 9 | O.R. 543 |
| 544 | C.R. 1 1 11 | 0 14 4 | 1 13 9 | 1 4 1 | 1 1 1 | 1 9 3 | 3 14 8 | 2 10 5 | 4 16 9 | 4 2 4 | 6 19 2 | 9 11 3 | 13 0 6 | O.R. 544 |
| 545 | O.R. 1 1 11 | 0 13 8 | 1 12 2 | 1 4 1 | 1 1 1 | 1 9 3 | 3 14 8 | 2 10 5 | 4 16 9 | 4 2 4 | 6 19 2 | 9 11 3 | 13 0 6 | O.R. 545 |
| 546 | C.R. 1 1 11 | 0 14 4 | 1 13 9 | 1 4 1 | 1 1 1 | 1 9 3 | 3 14 10 | 2 10 8 | 4 16 9 | 4 2 6 | 6 19 5 | 9 11 9 | 13 1 3 | O.R. 546 |
| 547 | O.R. 1 1 11 | 0 13 8 | 1 12 2 | 1 4 1 | 1 1 1 | 1 9 3 | 3 14 10 | 2 10 8 | 4 16 9 | 4 2 6 | 6 19 5 | 9 11 9 | 13 1 3 | O.R. 547 |
| 548 | C.R. 1 1 11 | 0 14 4 | 1 13 9 | 1 4 1 | 1 1 1 | 1 9 3 | 3 15 0 | 2 10 8 | 4 17 4 | 3 18 11 | 6 19 11 | 9 12 6 | 13 2 0 | O.R. 548 |
| 549 | O.R. 1 1 11 | 0 13 8 | 1 12 2 | 1 4 1 | 1 1 1 | 1 9 3 | 3 15 0 | 2 10 8 | 4 17 4 | 3 18 11 | 6 19 11 | 9 12 6 | 13 2 0 | O.R. 549 |
| 550 | C.R. 1 1 11 | 0 14 4 | 1 13 9 | 1 4 1 | 1 1 1 | 1 9 3 | 3 15 6 | 2 10 8 | 4 17 4 | 3 18 11 | 6 19 11 | 9 12 6 | 13 2 0 | O.R. 550 |

| Miles. | Firewood. | Manure. | St. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|------------|---------|--------|-------|--------|--------|---------|---------|--------|-------|-------|--------|---------|------------|
| 551 | C.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 6 | 2 11 1 | 5 2 11 | 4 3 4 | 7 0 2 | 9 13 9 | 13 3 6 | C.R. 1 2 3 |
| 552 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 8 | 2 11 1 | 5 2 11 | 4 3 4 | 7 0 8 | 9 13 9 | 13 3 9 | O.R. 1 2 3 |
| 553 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 8 | 2 11 1 | 5 2 11 | 4 3 4 | 7 0 8 | 9 14 0 | 13 3 9 | O.R. 1 2 3 |
| 554 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 10 | 2 11 1 | 5 2 11 | 4 3 6 | 7 0 8 | 9 14 0 | 13 4 0 | O.R. 1 2 3 |
| 555 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 10 | 2 11 1 | 5 2 11 | 4 3 6 | 7 0 8 | 9 14 3 | 13 4 9 | O.R. 1 2 3 |
| 556 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 10 | 2 11 1 | 5 2 11 | 4 3 6 | 7 0 8 | 9 14 6 | 13 5 3 | O.R. 1 2 3 |
| 557 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 15 10 | 2 11 1 | 5 2 11 | 4 3 6 | 7 0 8 | 9 14 6 | 13 5 6 | O.R. 1 2 3 |
| 558 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 16 0 | 2 11 5 | 5 3 7 | 4 4 0 | 7 1 3 | 9 14 6 | 13 6 0 | O.R. 1 2 3 |
| 559 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 16 0 | 2 11 5 | 5 3 7 | 4 4 0 | 7 1 3 | 9 14 9 | 13 6 6 | O.R. 1 2 3 |
| 560 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 16 4 | 2 11 8 | 5 4 4 | 4 4 6 | 7 1 9 | 9 15 9 | 13 6 9 | O.R. 1 2 3 |
| 561 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 16 4 | 2 11 8 | 5 4 4 | 4 4 6 | 7 2 0 | 9 15 9 | 13 6 9 | O.R. 1 2 3 |
| 562 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 7 | 3 16 8 | 2 11 9 | 5 4 5 | 4 4 6 | 7 2 0 | 9 16 0 | 13 7 3 | O.R. 1 2 3 |
| 563 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 8 | 2 11 9 | 5 4 5 | 4 4 6 | 7 2 0 | 9 16 0 | 13 7 9 | O.R. 1 2 3 |
| 564 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 8 | 2 11 9 | 5 4 5 | 4 4 6 | 7 2 0 | 9 16 3 | 13 7 9 | O.R. 1 2 3 |
| 565 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 8 0 | O.R. 1 2 3 |
| 566 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 8 6 | O.R. 1 2 3 |
| 567 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 8 6 | O.R. 1 2 3 |
| 568 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 8 9 | O.R. 1 2 3 |
| 569 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 9 6 | O.R. 1 2 3 |
| 570 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 9 6 | O.R. 1 2 3 |
| 571 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 572 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 573 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 574 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 575 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 576 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |
| 577 | O.R. 1 2 3 | 0 13 10 | 1 14 0 | 1 4 3 | 1 1 3 | 1 9 9 | 3 16 10 | 2 11 11 | 5 4 7 | 4 4 8 | 7 2 3 | 9 16 9 | 13 10 0 | O.R. 1 2 3 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

| Miles. | CLASSES. | | | | | | | | | | Miles. | | | |
|--------|---------------|-----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|-----------------|----------|
| | Flrewood. | Manure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | | C. | 1. | 2. |
| 568 | £ s. d. 1 2 5 | £ s. d. 0 14 6 | £ s. d. 1 14 5 | £ s. d. 1 4 7 | £ s. d. 1 1 6 | £ s. d. 1 9 9 | £ s. d. 3 17 2 | £ s. d. 2 12 1 | £ s. d. 5 4 11 | £ s. d. 4 5 0 | £ s. d. 7 2 6 | £ s. d. 9 17 6 | £ s. d. 13 10 3 | C.R. 568 |
| 569 | £ s. d. 1 1 4 | £ s. d. 0 13 10 | £ s. d. 1 14 5 | £ s. d. 1 4 7 | £ s. d. 1 1 6 | £ s. d. 1 9 9 | £ s. d. 3 17 6 | £ s. d. 2 12 3 | £ s. d. 4 5 5 | £ s. d. 4 5 7 | £ s. d. 7 3 7 | £ s. d. 9 17 6 | £ s. d. 13 10 6 | C.R. 569 |
| 570 | £ s. d. 1 2 5 | £ s. d. 0 13 10 | £ s. d. 1 14 5 | £ s. d. 1 4 7 | £ s. d. 1 1 6 | £ s. d. 1 9 9 | £ s. d. 3 17 8 | £ s. d. 2 12 3 | £ s. d. 4 5 5 | £ s. d. 4 5 7 | £ s. d. 7 3 7 | £ s. d. 9 18 0 | £ s. d. 13 10 6 | C.R. 570 |
| 571 | £ s. d. 1 1 4 | £ s. d. 0 13 10 | £ s. d. 1 14 5 | £ s. d. 1 4 7 | £ s. d. 1 1 6 | £ s. d. 1 9 9 | £ s. d. 3 17 8 | £ s. d. 2 12 3 | £ s. d. 4 5 5 | £ s. d. 4 5 8 | £ s. d. 7 3 10 | £ s. d. 9 18 3 | £ s. d. 13 11 3 | C.R. 571 |
| 572 | £ s. d. 1 2 7 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 17 6 | £ s. d. 2 12 6 | £ s. d. 5 0 8 | £ s. d. 4 5 10 | £ s. d. 7 3 10 | £ s. d. 9 18 3 | £ s. d. 13 11 3 | C.R. 572 |
| 573 | £ s. d. 1 1 6 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 17 11 | £ s. d. 2 12 7 | £ s. d. 5 0 10 | £ s. d. 4 5 10 | £ s. d. 7 3 10 | £ s. d. 9 19 3 | £ s. d. 13 12 3 | C.R. 573 |
| 574 | £ s. d. 1 2 7 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 17 11 | £ s. d. 2 12 7 | £ s. d. 5 0 10 | £ s. d. 4 5 10 | £ s. d. 7 3 10 | £ s. d. 9 19 3 | £ s. d. 13 12 3 | C.R. 574 |
| 575 | £ s. d. 1 1 6 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 17 11 | £ s. d. 2 12 7 | £ s. d. 5 0 10 | £ s. d. 4 5 10 | £ s. d. 7 3 10 | £ s. d. 9 19 3 | £ s. d. 13 12 3 | C.R. 575 |
| 576 | £ s. d. 1 2 7 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 2 | £ s. d. 2 12 9 | £ s. d. 5 0 11 | £ s. d. 4 5 11 | £ s. d. 7 4 1 | £ s. d. 9 19 3 | £ s. d. 13 13 0 | C.R. 576 |
| 577 | £ s. d. 1 1 6 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 2 | £ s. d. 2 12 9 | £ s. d. 5 0 11 | £ s. d. 4 5 11 | £ s. d. 7 4 1 | £ s. d. 9 19 3 | £ s. d. 13 13 0 | C.R. 577 |
| 578 | £ s. d. 1 2 7 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 2 | £ s. d. 2 12 9 | £ s. d. 5 0 11 | £ s. d. 4 5 11 | £ s. d. 7 4 1 | £ s. d. 9 19 3 | £ s. d. 13 13 0 | C.R. 578 |
| 579 | £ s. d. 1 1 6 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 4 | £ s. d. 2 12 11 | £ s. d. 5 0 12 | £ s. d. 4 5 12 | £ s. d. 7 4 2 | £ s. d. 9 19 6 | £ s. d. 13 13 6 | C.R. 579 |
| 580 | £ s. d. 1 2 7 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 4 | £ s. d. 2 12 11 | £ s. d. 5 0 12 | £ s. d. 4 5 12 | £ s. d. 7 4 2 | £ s. d. 9 19 6 | £ s. d. 13 13 6 | C.R. 580 |
| 581 | £ s. d. 1 1 6 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 4 | £ s. d. 2 12 11 | £ s. d. 5 0 12 | £ s. d. 4 5 12 | £ s. d. 7 4 2 | £ s. d. 9 19 6 | £ s. d. 13 13 6 | C.R. 581 |
| 582 | £ s. d. 1 2 9 | £ s. d. 0 15 1 | £ s. d. 1 15 3 | £ s. d. 1 5 0 | £ s. d. 1 1 10 | £ s. d. 1 10 4 | £ s. d. 3 18 10 | £ s. d. 2 13 3 | £ s. d. 5 1 1 | £ s. d. 4 6 10 | £ s. d. 7 4 11 | £ s. d. 10 1 3 | £ s. d. 13 15 0 | C.R. 582 |
| 583 | £ s. d. 1 1 8 | £ s. d. 0 14 8 | £ s. d. 1 14 9 | £ s. d. 1 4 10 | £ s. d. 1 1 8 | £ s. d. 1 10 1 | £ s. d. 3 18 10 | £ s. d. 2 13 3 | £ s. d. 5 1 1 | £ s. d. 4 6 10 | £ s. d. 7 4 11 | £ s. d. 10 1 3 | £ s. d. 13 15 0 | C.R. 583 |

| Miles. | Firewood. | Mannure. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1. | 2. | Miles. |
|--------|------------|----------|---------|-------|--------|--------|---------|---------|--------|---------|--------|--------|---------|----------|
| 585 | C.R. 1 2 9 | 0 15 1 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 4 | 3 19 0 | 2 13 5 | 5 7 9 | 2 4 7 4 | 2 5 11 | 10 2 3 | 13 16 3 | C.R. 585 |
| 586 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 8 14 | 3 15 3 | 2 10 10 | 5 2 7 | 4 3 2 | 6 19 0 | 10 2 3 | 13 16 3 | O.R. 586 |
| 587 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 4 | 3 19 2 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 17 0 | C.R. 587 |
| 588 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 8 14 | 3 15 5 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 17 3 | C.R. 588 |
| 589 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 4 | 3 19 4 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 17 9 | C.R. 589 |
| 590 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 8 14 | 3 15 7 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 17 9 | C.R. 590 |
| 591 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 4 | 3 19 4 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 18 3 | C.R. 591 |
| 592 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 8 14 | 3 15 7 | 2 13 7 | 5 7 11 | 4 3 6 | 7 5 11 | 10 2 3 | 13 18 3 | O.R. 592 |
| 593 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 4 | 3 19 9 | 2 13 11 | 5 8 9 | 4 3 8 | 7 6 6 | 10 3 9 | 13 18 9 | O.R. 593 |
| 594 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 9 3 | 3 15 11 | 2 13 11 | 5 8 9 | 4 3 8 | 7 6 6 | 10 3 9 | 13 18 9 | O.R. 594 |
| 595 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 9 3 | 3 16 2 | 2 14 1 | 5 8 11 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 0 | O.R. 595 |
| 596 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 9 | 4 0 0 | 2 14 1 | 5 8 11 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 3 | O.R. 596 |
| 597 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 9 3 | 3 16 4 | 2 14 1 | 5 8 11 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 6 | O.R. 597 |
| 598 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 9 | 4 0 2 | 2 14 1 | 5 8 11 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 9 | O.R. 598 |
| 599 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 9 3 | 3 16 8 | 2 14 5 | 5 9 7 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 9 | O.R. 599 |
| 600 | O.R. 1 1 8 | 0 14 4 | 1 14 11 | 1 5 0 | 1 1 10 | 1 10 9 | 4 0 8 | 2 14 7 | 5 9 7 | 4 3 8 | 7 7 0 | 10 4 0 | 14 0 9 | O.R. 600 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

TARIFF FOR "SMALLS."

C.R. indicates the ordinary (Commissioners' Risk) rate when the Commissioners ordinary liability of a common carrier.
 O.R. indicates the reduced rate for carriage at Owner's Risk.
 (See General Condition 4, page 8).

| Freight Rate. Not exceeding— | | Weight not exceeding— | | | | | | | | | | | |
|--|------|-----------------------|--------|--------|--------|------------|-------------|-------------|--------|------------|-------------|-------------|-------|
| | | 1 qr. | 2 qrs. | 3 qrs. | 1 cwt. | 1 c. 1 qr. | 1 c. 2 qrs. | 1 c. 3 qrs. | 2 cwt. | 2 c. 1 qr. | 2 c. 2 qrs. | 2 c. 3 qrs. | |
| per ton: | | | | | | | | | | | | | |
| 5/- | C.R. | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 |
| 7/6 | C.R. | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/7 | 2/8 | 2/9 | 2/10 | 2/11 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/4 | 1/5 | 1/6 | 1/7 | 1/8 |
| 10/- | C.R. | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/6 | 2/7 | 2/8 | 2/9 | 2/10 | 2/11 | 2/12 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/3 | 1/4 | 1/5 | 1/6 | 1/7 | 1/8 | 1/9 |
| 12/6 | C.R. | 2/6 | 2/6 | 2/6 | 2/6 | 2/7 | 2/8 | 2/9 | 2/11 | 3/0 | 3/1 | 3/2 | 3/3 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/3 | 1/4 | 1/5 | 1/6 | 1/8 | 1/9 | 1/11 | 1/12 | 1/13 |
| 15/- | C.R. | 2/6 | 2/6 | 2/6 | 2/7 | 2/9 | 2/10 | 3/0 | 3/2 | 3/4 | 3/6 | 3/8 | 3/10 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/4 | 1/6 | 1/7 | 1/9 | 1/11 | 2/1 | 2/3 | 2/5 | 2/7 |
| 17/6 | C.R. | 2/6 | 2/6 | 2/6 | 2/8 | 2/10 | 3/0 | 3/2 | 3/5 | 3/7 | 3/11 | 4/0 | 4/1 |
| | O.R. | 1/3 | 1/3 | 1/3 | 1/5 | 1/7 | 1/9 | 1/11 | 2/2 | 2/4 | 2/8 | 2/10 | 2/12 |
| 20/- | C.R. | 2/6 | 2/6 | 2/7 | 2/10 | 3/0 | 3/2 | 3/5 | 3/8 | 4/0 | 4/2 | 4/5 | 4/8 |
| | O.R. | 1/3 | 1/3 | 1/4 | 1/7 | 1/9 | 1/11 | 2/2 | 2/5 | 2/9 | 2/11 | 3/2 | 3/5 |
| 25/- | C.R. | 2/6 | 2/6 | 2/8 | 3/0 | 3/3 | 3/7 | 3/11 | 4/3 | 4/6 | 4/10 | 4/14 | 4/18 |
| | O.R. | 1/3 | 1/3 | 1/5 | 1/9 | 2/0 | 2/4 | 2/8 | 3/0 | 3/3 | 3/7 | 4/0 | 4/4 |
| 30/- | C.R. | 2/6 | 2/7 | 2/11 | 3/3 | 3/7 | 4/0 | 4/5 | 4/9 | 5/1 | 5/5 | 5/10 | 5/14 |
| | O.R. | 1/3 | 1/4 | 1/8 | 2/0 | 2/4 | 2/9 | 3/2 | 3/6 | 3/10 | 4/2 | 4/8 | 5/12 |
| 35/- | C.R. | 2/6 | 2/8 | 3/1 | 3/6 | 4/- | 4/5 | 4/10 | 5/3 | 5/9 | 6/2 | 6/7 | 6/11 |
| | O.R. | 1/3 | 1/5 | 1/10 | 2/3 | 2/9 | 3/2 | 3/7 | 4/- | 4/6 | 4/11 | 5/4 | 5/8 |
| 40/- | C.R. | 2/6 | 2/9 | 3/3 | 3/9 | 4/4 | 4/9 | 5/3 | 5/10 | 6/4 | 6/9 | 7/3 | 7/8 |
| | O.R. | 1/3 | 1/6 | 2/- | 2/6 | 3/1 | 3/6 | 4/- | 4/7 | 5/1 | 5/6 | 6/- | 6/6 |
| 50/- | C.R. | 2/6 | 3/- | 3/8 | 4/4 | 4/11 | 5/6 | 6/3 | 6/10 | 7/6 | 8/1 | 8/8 | 8/15 |
| | O.R. | 1/3 | 1/9 | 2/5 | 3/1 | 3/8 | 4/3 | 5/- | 5/7 | 6/3 | 6/10 | 7/6 | 7/12 |
| 60/- | C.R. | 2/7 | 3/3 | 4/1 | 4/10 | 5/8 | 6/4 | 7/1 | 7/11 | 8/8 | 9/5 | 10/2 | 10/10 |
| | O.R. | 1/4 | 2/- | 2/10 | 3/7 | 4/5 | 5/1 | 5/10 | 6/8 | 7/5 | 8/2 | 8/10 | 9/8 |
| 70/- | C.R. | 2/8 | 3/6 | 4/6 | 5/4 | 6/3 | 7/1 | 8/1 | 8/11 | 9/10 | 10/8 | 11/6 | 11/14 |
| | O.R. | 1/5 | 2/3 | 3/3 | 4/1 | 5/- | 5/10 | 6/10 | 7/8 | 8/7 | 9/5 | 10/5 | 11/4 |
| 80/- | C.R. | 2/10 | 3/9 | 4/10 | 5/11 | 6/11 | 7/11 | 8/11 | 10/- | 11/1 | 12/- | 13/1 | 14/1 |
| | O.R. | 1/7 | 2/6 | 3/7 | 4/8 | 5/8 | 6/8 | 7/8 | 8/9 | 9/10 | 10/9 | 11/10 | 12/11 |
| 90/- | C.R. | 2/11 | 4/1 | 5/3 | 6/5 | 7/7 | 8/8 | 9/11 | 11/1 | 12/2 | 13/4 | 14/7 | 15/10 |
| | O.R. | 1/8 | 2/10 | 4/- | 5/2 | 6/4 | 7/5 | 8/8 | 9/10 | 10/11 | 12/1 | 13/4 | 14/7 |
| 100/- | C.R. | 3/1 | 4/4 | 5/8 | 6/11 | 8/3 | 9/6 | 10/9 | 12/1 | 13/5 | 14/8 | 15/11 | 16/14 |
| | O.R. | 1/10 | 3/1 | 4/5 | 5/8 | 7/0 | 8/3 | 9/6 | 10/10 | 12/2 | 13/5 | 14/8 | 15/11 |
| 110/- | C.R. | 3/3 | 4/7 | 6/1 | 7/6 | 8/11 | 10/3 | 11/9 | 13/2 | 14/8 | 15/11 | 17/3 | 18/11 |
| | O.R. | 2/- | 3/4 | 4/10 | 6/3 | 7/8 | 9/- | 10/6 | 11/11 | 13/5 | 14/8 | 16/6 | 17/11 |
| 120/- | C.R. | 3/5 | 4/10 | 6/6 | 8/- | 9/8 | 11/1 | 12/9 | 14/2 | 15/10 | 17/3 | 18/11 | 19/11 |
| | O.R. | 2/2 | 3/7 | 5/3 | 6/9 | 8/5 | 9/10 | 11/6 | 12/11 | 14/7 | 16/- | 17/8 | 18/11 |
| 130/- | C.R. | 3/7 | 5/1 | 6/11 | 8/6 | 10/4 | 11/10 | 13/8 | 15/3 | 17/1 | 18/7 | 20/5 | 21/11 |
| | O.R. | 2/4 | 3/10 | 5/8 | 7/3 | 9/1 | 10/7 | 12/5 | 14/- | 15/10 | 17/4 | 19/3 | 21/11 |
| 140/- | C.R. | 3/9 | 5/4 | 7/5 | 9/- | 11/1 | 12/8 | 14/8 | 16/4 | 18/4 | 19/11 | 21/11 | 22/11 |
| | O.R. | 2/6 | 4/1 | 6/2 | 7/9 | 9/10 | 11/5 | 13/5 | 15/1 | 17/1 | 18/8 | 20/8 | 21/11 |
| 150/- | C.R. | 4/- | 5/8 | 7/10 | 9/7 | 11/9 | 13/5 | 15/7 | 17/4 | 19/6 | 21/2 | 23/3 | 24/11 |
| | O.R. | 2/9 | 4/5 | 6/7 | 8/4 | 10/6 | 12/2 | 14/4 | 16/1 | 18/3 | 19/11 | 21/11 | 22/11 |
| 160/- | C.R. | 4/2 | 5/11 | 8/3 | 10/1 | 12/5 | 14/2 | 16/7 | 18/5 | 20/9 | 22/8 | 24/11 | 25/11 |
| | O.R. | 2/11 | 4/8 | 7/- | 8/10 | 11/2 | 12/11 | 15/4 | 17/2 | 19/6 | 21/3 | 23/3 | 24/11 |
| 170/- | C.R. | 4/4 | 6/2 | 8/8 | 10/7 | 13/2 | 15/- | 17/6 | 19/5 | 22/- | 23/10 | 25/11 | 26/11 |
| | O.R. | 3/1 | 4/11 | 7/5 | 9/4 | 11/11 | 13/9 | 16/3 | 18/2 | 20/9 | 22/7 | 24/11 | 25/11 |
| 180/- | C.R. | 4/6 | 6/5 | 9/2 | 11/2 | 13/10 | 15/9 | 18/6 | 20/6 | 23/3 | 25/2 | 27/11 | 28/11 |
| | O.R. | 3/3 | 5/2 | 7/11 | 9/11 | 12/7 | 14/6 | 17/3 | 19/3 | 22/- | 23/11 | 25/11 | 26/11 |
| 190/- | C.R. | 4/8 | 6/8 | 9/7 | 11/8 | 14/7 | 16/7 | 19/5 | 21/7 | 24/5 | 26/5 | 28/11 | 29/11 |
| | O.R. | 3/5 | 5/5 | 8/4 | 10/5 | 13/4 | 15/4 | 18/2 | 20/4 | 23/2 | 25/2 | 28/11 | 29/11 |
| 200/- | C.R. | 4/10 | 6/11 | 10/- | 12/2 | 15/3 | 17/4 | 20/5 | 22/7 | 25/8 | 27/10 | 30/11 | 31/11 |
| | O.R. | 3/7 | 5/8 | 8/9 | 10/11 | 14/- | 16/1 | 19/2 | 21/4 | 24/5 | 26/6 | 29/11 | 30/11 |
| For each 10/- or part thereof above 200/- add— | | | | | | | | | | | | | |
| C.R. | | -3 | -4 | -6 | -7 | -9 | -11 | 1/1 | 1/2 | 1/4 | 1/5 | 1/7 | 1/8 |
| O.R. | | -2 | -3 | -5 | -6 | -8 | -10 | 1/- | 1/1 | 1/3 | 1/4 | 1/6 | 1/7 |

For conditions see next page.

(a) All goods shall, unless otherwise provided, be charged under the rates and conditions governing the carriage of goods for their respective classes, subject to a minimum charge for each class in accordance with the Tariff for "Smalls" as specified on the preceding page.

The Tariff for "Smalls" is computed only up to 3 cwt., and above that weight the tonnage rates shall be charged, subject to a minimum charge as for 3 cwt. at the Tariff for "Smalls," provided that such minimum charge shall not be less than 4s. 5d. C.R. or 3s. 2d. O.R.

(b) The Tariff for "Smalls" for consignments classified at Class 1 plus 10 per cent., or Class 2 plus 10 per cent., shall be computed at the tonnage rate for Class 1 or Class 2 respectively at the O.R. "Smalls" Minimums shown on page 106 plus 10 per cent., provided that the charges so ascertained shall not be less than 1s. 3d. per consignment in excess of the "Smalls" Minimums at such O.R. rates for Classes 1 and 2.

(c) When goods in Classes 1 and 2, whether carried at Commissioners' or Owner's risk, are subject to "Smalls" minimum, or to the minimum charge per consignment specified in clause (a), the freight charges shall be computed at the minimum charges specified for Owner's risk.

(d) The Commissioners' Risk rate under the Tariff for "Smalls" in respect of goods classified below Class "1" shall not exceed the Owner's Risk Rate prescribed in Tariff for "Smalls" for Class "1."

(e) When, however, goods classified in two or more classes are forwarded by one or more *bond fide* consignors from the same forwarding station on the same day to one *bond fide* consignee at the same station of destination, such goods, if it be cheaper than to charge each class separately at the Tariff for "Smalls," may be placed in one or more groups, and the total weight of each such group charged under the rates and conditions for the goods of the highest class in each such group, subject to a minimum charge for each group, in accordance with the Tariff for "Smalls."

(f) When the total weight of a consignment consisting of goods, a portion of which is chargeable under Class "2," and the remainder under class "2," plus 50 per cent., or double class "2" exceeds 3 cwt., neither portion of the consignment shall be subject to "Smalls" minimum, but each portion shall be charged *pro rata* at the tonnage rate.

When the total weight of a similar consignment does not reach 3 cwt., each portion of the consignment shall be charged at its tonnage rate, but subject to the total charge not being less than the "Smalls" minimum charge for the total weight under Class "2."

(g) Goods chargeable at double rate or rate and a half, accompanying other goods in Class 2, shall not be charged separate "Smalls" minimums.

(h) The charges for small consignments forwarded by goods train at Owner's Risk must not exceed the charges under the Parcels Rates.

(i) The charges for small consignments forwarded at Commissioners' risk by Goods Train shall be computed at Goods Rates and conditions.

RATES FOR THE CARRIAGE OF EMPTIES.

(a) **Empties sent on forward journey by Boat or Road.**—The rates for the carriage of empty returns only apply to packages which have on the outward journey been carried over the railways full, and are being consigned by the original consignee at the original receiving station to the original consignor at the sending station. They must be certified by the consignors to have passed over the line full.

The rates for empties which have been originally sent on forward journey by boat, road, or any method of transportation other than by rail, shall, if forwarded on the backward journey by rail, be charged at the following rates and conditions, viz. :—

| Empties specified on pages 108 to 112, as chargeable. | Rate to be Charged. |
|---|--|
| 1. Under Classes "A" or "B," subject to the minimums provided therein, or at a rate per package | Minimum 1 ton, Class "B"; Smaller Lots—Smalls Minimum, Class "C." |
| 2. Under Class "C," subject to the minimum provided therein, or at a rate per package | Minimum 1 ton, Class "C"; Smaller Lots—Smalls Minimum, Class "I." |
| 3. Cans, milk and cream, at a rate per can | Minimum 1 ton, Class "B"; Smaller Lots—Smalls Minimum, Class "C." |

(b) **Empties to or from stations open for goods in truck loads only.**—Empty containers such as tins, cases, cases containing tins, crates, coops, casks, &c., forwarded to or from stations marked (a) (see pages 260 to 318) which are ordinarily only open for goods in truck loads minimum 3 tons, shall be charged at the actual weight provided that, in the opinion of the staff, the truck used is loaded to its full capacity for the particular kind of empty forwarded.

When trucks are not so fully loaded the freight shall be subject to a minimum of 2 tons per 4-wheeled truck.

RATES FOR CARRIAGE OF EMPTIES—*continued.*

Those marked* to be prepaid in cash or freight stamps, at the option of the Commission

| Commodity. | Class. | Minim. †† | |
|---|--------|--------------|---|
| Bags— | | | |
| Calico, secondhand | A. | 8d. | |
| Mail, R.E. | .. | .. | †Free, at Owner's Risk |
| Secondhand | .. | .. | See Bags, page 35. |
| Sugar, flat | A. | 8d. | |
| Barrels (see page 112)— | | | |
| Butter, new or R.E. | .. | .. | §Double butter box rates or Class "B," Minimum 8d., when cheaper |
| *Fruit Pulp | B. | 8d. | |
| Baskets— | | | |
| *Fish, new or R.E., in packages, for each 23 lbs. or part thereof | .. | .. | §Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional or if cheaper, Class "B." Minimum 8d. |
| Mail, R.E. | .. | .. | †Free, at Owner's Risk |
| Strawberry | C. | 8d. | |
| Sugar, cut | C. | 8d. | |
| *Sugar, round, R.E. | .. | .. | Same as Coops. |
| Vegetable | C. | 8d. | |
| Boxes or Cases— | | | |
| *Ammunition, with or without spent cartridge cases | .. | .. | §Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional |
| Bacon, new or R.E. | A. | 8d. | |
| *Butter, new or R.E. (including wrapping paper up to 1 lb.)— | .. | .. | §Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. additional. Class "B." Minimum 8d., when cheaper |
| Not exceeding 23 lbs. each | .. | .. | |
| Exceeding 23 lbs. each | .. | .. | §Double above package rates or Class "B." Minimum 8d., when cheaper. |
| Cheese, new | A. | 8d. | |
| " *R.E. | A. | 8d. | |
| Collapsible— | | | |
| Angle Brace, when collapsed, new or R.E. | A. | 8d. | |
| Rainsford, when collapsed, new or R.E. | A. | 8d. | |
| *Egg, new or R.E. (including Fillers).. | .. | .. | Same as Boxes, butter |
| *Fish, new or R.E., irrespective of weight, each box | .. | .. | §Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional if cheaper, Class "B." Minimum 8d. |
| Fruit— | | | |
| New | A. | 8d. | |
| *R.E. | A. | 8d. | |
| Cardboard Boxes, in crates | C. | 8d. | |
| *Kerosene, R.E. | A. | 8d. | |
| Luggage | .. | .. | See Boxes, page 50. |
| Milk, concentrated, new or R.E. | A. | 8d. | |
| Motor Body | C.R. | 2 | |
| New, N.O.S. | A. | 8d. | |
| Piano | C. | S.M. | |
| Raisin— | | | |
| New | A. | 8d. | |
| *R.E. | A. | 8d. | |
| *R.E., N.O.S. | A. | 8d. | |
| Soap— | | | |
| New | A. | S.M. | |
| In shooks | A. | S.M. | |

†† Where no entry appears in this column the ordinary class weight minimum shall apply (see General Conditions Page 12). "S.M." indicates Smalls Minimum. R.E. indicates Returned Empty, see Clause (a), page 107.
 † If consigned at Commissioners' Risk, full Commissioners' Risk rate shall be charged.
 ‡ For Commissioners' Risk the package rates specified shall be subject to an additional charge of 5 per cent. Minimum, 1s. 3d. per consignment.

EMPTIES—continued.

| Commodity. | Class. | Minimum. †† | | | | | | | | | | |
|--|------------------------|----------------------|--|--------------------------|------------------------|----------------------|--------|-----|-----|-----|-----|--------|
| <i>Boxes or Cases—continued.</i> | | | | | | | | | | | | |
| Sweat— | | | | | | | | | | | | |
| New | A. | 8d. | | | | | | | | | | |
| *R.E. | A. | 8d. | | | | | | | | | | |
| Test for Milk or Cream (see pages 113 and 114). | | | | | | | | | | | | |
| Buckets, in nests or crated. C.R.† — | B. | 8d. | | | | | | | | | | |
| *Fruit | .. | .. | \$1d. each per 100 miles; or if cheaper 6d. per dozen per 100 miles or Class "B." Minimum 8d. | | | | | | | | | |
| *Raspberry, R.E. | .. | .. | | | | | | | | | | |
| Canisters, galvanized iron, R.E., for packing bath heaters, in cases or crates C.R.† | 1 | .. | | | | | | | | | | |
| <i>Cans—</i> | | | | | | | | | | | | |
| *Milk and Cream, new or returned empty (cans exceeding 50 quarts to be charged at the 28-lbs. package rate) (see pages 113 & 114). | .. | .. | Same as butter boxes | | | | | | | | | |
| *Mineral Water, small, R.E. | .. | .. | Same as butter boxes | | | | | | | | | |
| Carboys, protected by bagging or wicker-work in cases or crates †— | | | | | | | | | | | | |
| Acid, R.E. | B. | .. | | | | | | | | | | |
| New or not returned | C. | .. | | | | | | | | | | |
| Cartons, cardboard, collapsed, R.E., in bags, crates or cases | A | S.M. | | | | | | | | | | |
| <i>Cases. See Boxes.</i> | | | | | | | | | | | | |
| Caskets, skeleton, wooden, for protecting coffins, R.E. | C. | S.M. | | | | | | | | | | |
| <i>Casks (see page 112)—</i> | | | | | | | | | | | | |
| *Bottled Beer | C. | 8d. | | | | | | | | | | |
| Chests—Ammunition, account Defence Dept. C.R. | 1 | .. | | | | | | | | | | |
| Coffins—Metal Containers for, on return journey (see Caskets). | C. | S.M. | | | | | | | | | | |
| <i>Coops—</i> | | | | | | | | | | | | |
| Collapsible, wooden and wire— | | | | | | | | | | | | |
| In packages, N.O.S. | C. | 8d. | | | | | | | | | | |
| " " Used at agricultural shows | .. | .. | †Free return at Owner's Risk to sending station on production of usual certificate from the Secretary of the show | | | | | | | | | |
| | | | <table border="1"> <tr> <td>Not over 101 miles each.</td> <td>102 to 150 miles each.</td> <td>Over 150 miles each.</td> </tr> <tr> <td>\$4½d.</td> <td>8d.</td> <td>1s.</td> </tr> <tr> <td>8d.</td> <td>1s.</td> <td>1s.3d.</td> </tr> </table> | Not over 101 miles each. | 102 to 150 miles each. | Over 150 miles each. | \$4½d. | 8d. | 1s. | 8d. | 1s. | 1s.3d. |
| Not over 101 miles each. | 102 to 150 miles each. | Over 150 miles each. | | | | | | | | | | |
| \$4½d. | 8d. | 1s. | | | | | | | | | | |
| 8d. | 1s. | 1s.3d. | | | | | | | | | | |
| *Poultry, R.E.— | | | } Or Class "B." Minimum 8d. if cheaper | | | | | | | | | |
| Not exceeding 17 cubic feet | .. | .. | | | | | | | | | | |
| Exceeding 17 cubic feet | .. | .. | | | | | | | | | | |
| *New, sent to the country to be filled for return journey | .. | .. | Same as Coops, R.E. | | | | | | | | | |
| New, N.O.S. C.R. | 2 | .. | | | | | | | | | | |
| <i>Crates—</i> | | | | | | | | | | | | |
| Beer, new or R.E. | B. | 8d. | | | | | | | | | | |
| Cheese, new or R.E. | A. | 8d. | | | | | | | | | | |
| Collapsible— | | | | | | | | | | | | |
| Wooden and Wire— | | | | | | | | | | | | |
| In packages, N.O.S. | C. | 8d. | | | | | | | | | | |

† If not properly protected by packing, to be only accepted at Owner's Risk on a Damageable Goods Consignment No's.
 †† Where no entry appears in this column the ordinary class weight minimum shall apply (see General Condition 13, page 12). "S.M." Indicates Smalls Minimum. R.E. indicates Returned Empty, see clause (a), page 107.
 ‡ If consigned at Commissioners' Risk, full Commissioners' Risk rate shall be charged.
 § For Commissioners' Risk the package rates specified shall be subject to an additional charge of 5 per cent. minimum, 1s. 3d. per consignment.

EMPTIES—continued.

| Commodity. | Class. | Minim. †† | |
|---|-------------|--------------|---|
| <i>Crates—continued.</i> | | | |
| <i>Collapsible—continued.</i> | | | |
| Used at agricultural shows | .. | .. | ‡Free return at Owner's Risk to the station on production of the usual certificate from the Secretary of the show |
| For packing concrete pipes on return to original forwarding station | A. | 8d. | |
| Rainsford, new or R.E., when collapsed | A. | 8d. | |
| Angle Brace, new or returned when collapsed | A. | 8d. | |
| Cordial, new or R.E. | B. | 8d. | |
| *Fruit, new or R.E. | A. | 8d. | |
| *Honey, new or R.E. | A. | 8d. | |
| *New, sent to the country to be filled for return journey | .. | .. | Same as Coops, R.E. |
| N.O.S.— | | | |
| new | C.R. | 2 | |
| R.E. | C. | 8d. | |
| Onion, new or R.E. | A. | 8d. | |
| *Pig, R.E. | .. | .. | §Not over 50 miles each §51 to 101 miles 1s. 3d. §102 to 150 miles 1s. 6d. §Over 150 miles 2s. 6d. |
| Pottery, new or R.E. | C. | 8d. | |
| *Poultry, R.E. | .. | .. | Same as Coops |
| Rabbit— | | | |
| *N.O.S. New or returned, not exceeding 8 cubic feet, irrespective of weight | .. | .. | §Up to 101 miles 1½d. §Each succeeding 100 miles or part thereof 1½d. when cheaper than charging actual weight at Class B," minimum 8d. |
| Export, new or R.E., or in shooks | A. | 8d. | |
| *Sheep, R.E. | .. | .. | Same as Crates, pig |
| Tinware, for, new or R.E. | C. | 8d. | |
| *Vegetable, R.E. | .. | .. | Same as Crates, pig |
| <i>Cylinders—</i> | | | |
| Ammonia, new or R.E. | C. | 8d. | |
| Carbonic Gas | C. | 8d. | |
| Mineral Water, R.E. | A. | 8d. | |
| <i>Drums—</i> | | | |
| See page 112. | | | |
| N.O.S. | C. | S.M. | |
| Oil, account Anglo-Persian Oil Company (see page 181). | | | |
| <i>Hampers—</i> | | | |
| Boot, not returned | C.R. | 2 | |
| Boot, R.E. | C.R. | 1 | |
| Mail, R. E. | .. | .. | ‡Free, at Owner's Risk |
| Vegetable | C. | 8d. | |
| <i>Jars, in cases or crates—</i> | | | |
| †Acid, R.E. (see page 112). | B. | | |
| †Confectionery, R.E. | C. | S.M. | |
| †Mineral Water, R.E. | A. | 8d. | |
| †Weed Eradicator, R.E. | A. | | |

† If not properly protected by packing, to be only accepted at Owner's Risk on a Damageable Goods Consignment Note.

†† Where no entry appears in this column the ordinary class weight minimum shall apply (see Condition 18, page 12). "S.M." indicates Smalls Minimum. R.E. indicates Returned Empty, see clause (d) page 112.

‡ If consigned at Commissioners' Risk, full Commissioners' Risk rate shall be charged.

§ For Commissioners' Risk the package rates specified shall be subject to an additional charge of 5p per Minimum, 1s. 3d. per consignment.

EMPTIES—continued.

| Commodity. | Class. | †† Mini- mum. | |
|---|--------|---------------------|--|
| Kegs— | | | |
| *Butter, new or R.E. | .. | .. | Same as Boxes, butter |
| Steel, new or R.E. | C. | 8d. | |
| Magazines—Portable, explosives, R.E. | .. | .. | ‡Free, at Owner's Risk |
| Mats—Sugar, flat | A. | 8d. | |
| *Tins, new or R.E., as under— may be accepted at Commissioners' Risk when in cases or crates† | | | |
| Biscuit | | | |
| Kerosene | | | |
| Lino Polish | | | |
| Motor Spirit | | | |
| Preserves | | | |
| Tea | | | |
| Honey | | | |
| In cases or bags | A. | 8d. | |
| In bundles | B. | 8d. | |
| Loose— | | | |
| In truck loads | B. | .. | |
| Smaller lots | C.R. | 1 Plus | S.M. |
| " | O.R. | 10 p.c. | S.M. |
| " | O.R. | 1 | S.M. |
| Biscuit Tins, R.E., packed in Transport Vans, fully loaded | A. | 8d. | For the total weight of the transport and contents |
| Milk, condensed or concentrated, in cases, crates, or bags | A. | 8d. | |
| Fruit, in cases, crates, or bags | A. | 8d. | |
| N.O.S., in cases, crates, or bags | C. | 8d. | |
| N.O.S., loose | { C.R. | 1 plus | |
| | { O.R. | 10% | |
| | | 1 | |
| Transports, cake (boxes on wheels used as containers for cake), R.E. | B. | S.M. | |
| Trays, drying, new | A. | 8d. | |
| Trunks—Boot | .. | .. | Same as Hampers, boot |
| Tubs— | | | |
| *Butter | .. | .. | Same as Boxes, butter |
| Woolpacks, R.E. | .. | .. | See page 69 |
| Wrappers— | | | |
| *Bacon and Meat | A. | 8d. | |
| *Meat and Pork, R.E. | A. | 8d. | ‡If cheaper, 1d. each for any distance |

†† Where no entry appears in this column the ordinary class weight minimum shall apply (see General Condition 18, page 12). S.M. indicates Smalls Minimum. R.E. indicates Returned Empty, see Clause (d), page 107.
 ‡ If consigned at Commissioners' Risk, full Commissioners' Risk rate shall be charged.
 † For Commissioners' Risk the package rates specified shall be subject to an additional charge of 5 per cent. Minimum, 1s. 3d. per consignment.
 † If not properly protected by packing to be only accepted at Owner's Risk on Damageable Goods Consignment Note.

EMPTIES—continued.

| | New or not returned empty "Smalls" Minimum. | Returned Empty. Not exceeding— | | | | | | Or Class "Smalls" Minimum if charge |
|--|---|--------------------------------|-------------|-------------|-------------|-------------|-------------|-------------------------------------|
| | | Miles 101. | Miles 200. | Miles 300. | Miles 400. | Miles 500. | Miles 600. | |
| | Class. | each. s. d. | each. s. d. | each. s. d. | each. s. d. | each. s. d. | each. s. d. | |
| †Demijohns, in wickerwork or in cases or crates C.R.††.. | 2 | 0 5 | 0 5 | 0 9 | 1 1 | 1 6 | 1 11 | } |
| Jars, acid, loose (see page 110) | ** | | | | | | | |
| †Kegs, not over 10 gallons .. | C. | | | | | | | |
| †Barrels .. | C. | | | | | | | |
| †Quarter Casks .. | C. | | | | | | | |
| †Kilderkins .. | C. | 0 9 | 1 1 | 1 6 | 1 9 | 2 2 | 2 8 | |
| †Octaves .. | C. | | | | | | | |
| †Casks, egg, small .. | C. | | | | | | | |
| †Hogsheads .. | †C. | 1 1 | 1 6 | 2 2 | 2 11 | 3 7 | 4 3 | |
| †Pipes, tallow .. | Same as | | | | | | | |
| *** " wine. .. | Butts | 1 6 | 2 2 | 2 11 | 3 7 | 4 2 | 4 10 | |
| *Casks, large, for crockery, &c. | C. | | | | | | | |
| ***Puncheons, wine .. | C. | | | | | | | |
| † " tallow .. | C. | | | | | | | |
| †Drums, not exceeding 70 gallons capacity .. | C. | 1 6 | 2 2 | 2 11 | 3 7 | 4 2 | 4 10 | |
| †Drums, not exceeding 45 gallons capacity .. | C. | 0 9 | 1 1 | 1 6 | 1 9 | 2 2 | 2 8 | |

* Freight to be prepaid.
 † New or not returned empty when consigned to the country to be filled for return full by rail, shall be charged same rate as empty returns.
 ‡ Maximum charge for wine hogsheads, 4s. 2d. each.
 ** See Potteryware, page 220.
 *** Pipes and Puncheons (wine).—The returned empty rate only applies when not exceeding 11½ gallons—over 11½ gallons as Butts.
 § For Commissioners' Risk the package rates specified shall be subject to an additional charge of 5 per cent. minimum 1s. 3d. per consignment.
 †† If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods Consignment.
Note.
 Butts, vats (wooden), pipes, N.O.S. set up, new or returned empty—

| | | | |
|--|----|----|--------------------------|
| | | | Class. |
| Not over 100 gallons capacity .. | .. | .. | C. Smalls Minimum. |
| 101-400 gallons capacity .. | .. | .. | C.R. 2 |
| Over 400 gallons capacity .. | .. | .. | C.R. 2 plus 50 per cent. |
| .. " " and casks, dismantled, in packages .. | .. | .. | C. and conditions. |

RATES FOR THE CARRIAGE OF FISH, FRESH, SMOKE SALTED OR DRIED (PRODUCE OF COMMONWEALTH ALSO OYSTERS AND OTHER SHELL FISH, FRESH.

| | | | |
|------------------------|----|--------------------|--------------------------|
| | | Per ton per mille. | Commissioners' Risk. |
| | | Owner's Risk. | |
| From 1 to 100 miles .. | .. | 4d. | Owner's Risk Rates |
| .. 101 ,, 200 ,, .. | .. | 2½d. additional | plus 5 per cent. minimum |
| Over 200 miles .. | .. | 1½d. | 1s. 3d. per consignment |

1s. 1d. per ton terminal (which includes loading and unloading) shall be added and the charge to be subject to the tariff for "Smalls."

When sent in consignments of 3 tons or over a reduction of 20 per cent. may be allowed of the foregoing rates provided the fish be loaded in the least possible number of trucks.

Fish forwarded from Geelong to Ballarat by the 5.25 p.m. Down passenger train shall be charged goods rates.

Fish forwarded from Geelong to Melbourne by passenger train shall be charged Goods Rates.

Fish from Queenscliff, Drysdale, Marcus and Leopold to Melbourne shall be charged -

| | |
|----------------------|---------------|
| Commissioners' Risk. | Owner's Risk. |
| Per ton. | Per ton. |
| *18s. 2d. | 17s. 4d. |

Fish from Sale, Bairnsdale, and Mildura forwarded by passenger trains to Melbourne shall be charged goods rates.

Fish consigned from one consignor at one station (who prepays the freight charges) to various consignees at the same destination station shall be treated and charged as one consignment.

Consignments must be delivered at the station 30 minutes prior to the starting time of the train by which they are to be forwarded, and shall be consigned on the appropriate Goods consignment note.

Note.—Fish carried portion of the journey by mixed train and the balance of the journey by passenger train shall be charged goods rates.

* The charges at Commissioners' Risk rates shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk rates.

RATES FOR THE CARRIAGE OF CREAM.

Cream, in Cans, by Goods and Mixed trains shall be charged under Class "Bb," and conditions subject to the following charges for distances not exceeding 90 miles being applied if cheaper, viz.:-

| Miles. | Per Can, not exceeding 120 lbs. | |
|-----------------|---------------------------------|--------------------------|
| | Commissioners' Risk. | Owner's Risk. |
| | s. d. | s. d. |
| 1 to 30 | 0 10 | 0 9 |
| 31 ,, 50 | 1 3 | 1 2 |
| 51 ,, 70 | 1 6 | 1 5 |
| 71 ,, 90 | 2 0 | 1 11 |
| Over 90 | ... | Class Bb and conditions. |

* The charges at Commissioners' Risk rates shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk rates.

Transfer Charges for Cream at Break of Gauge Stations.

When waybilling cream from stations on narrow gauge lines to stations on broad gauge lines, debit for the transfer charges at the break of gauge station, both for the forward and return journeys, shall be raised by the outwards narrow gauge station when waybilling the full cans on the forward journey.

The transfer charges for the both journeys shall be entered on a separate line of the waybill.

Empty Return Cream Cans.—When way-billing cans of Cream on the forward journey the charge for the return of the empty can shall be added to the freight for the carriage of the full can and included in the debit on the outwards way-bill. The empty can shall be returned free to the original forwarding station, and so waybilled on the ordinary Goods Way-bill. The way-bills shall be numbered, but when no charged entries appear thereon record is unnecessary on the abstracts.

Sample Cream, or Cream and Milk Test Boxes, shall be charged Cream rates when full, and returned Empty Can rates on the return journey.

Sample Milk Test Boxes, when sent with cream, shall be charged under Class "C," less 10 per cent., subject to minimum weight of 1 qr.

RATES FOR THE CARRIAGE OF MILK.

BY GOODS AND MIXED TRAINS, (see clauses 3 and 4).

| Miles | Per 30-gt. Can (100 lbs.) | | Per 40-gt. Can (126 lbs.) | | Per 50-gt. Can | |
|-----------|------------------------------|------------------|------------------------------|------------------|------------------------------|--|
| | Commis- sioners' Risk. | Owner's Risk. | Commis- sioners' Risk. | Owner's Risk. | Commis- sioners' Risk. | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 1 to 15 | 0 7 | 0 6 | 0 7 | 0 6 | 0 9 | |
| 16 " 30 | 0 9 | 0 8 | 0 10 | 0 9 | 1 1 | |
| 31 " 50 | 1 0 | 0 11 | 1 1 | 1 0 | 1 4 | |
| 51 " 70 | 1 4 | 1 3 | 1 5 | 1 4 | 1 8 | |
| 71 " 100 | 1 7 | 1 6 | 1 8 | 1 7 | 2 2 | |
| 101 " 150 | 2 0 | 1 11 | 2 1 | 2 0 | 2 5 | |
| 151 " 200 | 2 1 | 2 0 | 2 2 | 2 1 | 2 10 | |

The charges at the Commissioners' Risk rates shall not be less than 1s. 3d. per can in excess of the charges at the Owner's Risk rates.

1. Milk forwarded from Glen Forbes to Dandenong shall be charged the 50 mile rate. At Clyde and Officer to Melbourne and Balaclava shall be charged the 30-mile rate.

2. When milk is sent in larger packages, or if it be cheaper, the rates to be charged for by Mixed and Goods trains shall be as under :-

| | | | | |
|------------------------------------|----|-----|-------------------|--|
| Minimum 4 tons per 4-wheeled truck | .. | ... | Class rate. | |
| " 6 " " 6 " " | .. | ... | A-10% | |
| " 1 ton | .. | ... | A-10% | |
| Smaller quantities | .. | ... | Bb. | |
| | | | C-10% Smalls Milk | |

3. Milk sent by Mixed trains on branch lines, thence by Passenger or fast Mixed on main lines, shall be charged Passenger train rates (see Passenger Fares Book) for the distance.

4. Milk forwarded by Passenger trains as under shall be charged Goods train rates, viz.:-

- (a) From Deer Park, Rockbank, Parwan, Bacchus Marsh and Gordon, to Melbourne suburban stations by the 6.15 p.m. Up train.
- (b) From Deer Park, Rockbank, Melton, Gordon and Bungaree, to Melbourne and suburban stations or from Gordon to Bacchus Marsh by the 6.45 a.m. Up (Monday) express.
- (c) From Werribee to Melbourne and suburban stations.
- (d) From Marshall and stations beyond to Melbourne and suburban stations.
- (e) From Tynong and all stations to Traralgon inclusive to Melbourne and suburban stations by the 9.5 a.m. Up train.
- (f) From stations on the South-Eastern line to Melbourne and suburban stations.
- (g) From stations on the Healesville, Warburton, and Fern Tree Gully lines to Melbourne and suburban stations on week days.
- (h) From Mordialloc, Aspendale, Chelsea, Carrum, Seaford, and Frankston to Melbourne and suburban stations.
- (i) From stations on the Whittlesea line to Melbourne and suburban stations.
- (j) From Sunbury to Melbourne.
- (k) From Morwell to Melbourne and Suburban stations by the 2.20 p.m. Up train.

5. Milk carried on Sundays by passenger or goods trains shall be charged the ordinary rates with the exception that milk from stations outside a radius of 10 miles from Melbourne shall be charged goods rates, plus 50 per cent.

6 Milk from Berwick, Narre Warren, and Hallam, for stations on the direct line forwarded by the 3.15 p.m. goods train ex Moe, and charged goods rates.

7. Transfer Charges for Milk at Break of Gauge Stations.

When way-billing milk from stations on narrow gauge lines to stations on broad gauge lines for the transfer charges at the break of gauge station, both for the forward and return journeys raised by the outwards narrow gauge station when way-billing the full cans on the forward journey. The transfer charges for the both journeys shall be entered on a separate line of the way-bill.

8. Empty Return Milk Cans. - When way-billing cans of Milk on the forward journey for the return of the empty can shall be added to the freight for the carriage of the milk included in the debit on the outwards way-bill. The empty can shall be returned free of charge to the forwarding station, and so way-billed on the ordinary Goods Way-bill. The way-bill shall be numbered, but when no charged entries appear thereon record is unnecessary on the return.

9. When Milk sent to Melbourne or suburban passenger stations is charged Goods train rate on the forward journey, the empty cans shall be charged the Empty Return Goods rates whether sent by passenger or goods train.

10. Butter Milk for pigs' feed, sour milk, and skimmed milk, previously carried by rail, shall be charged half rates if returned from factories to the original consignors.

11. Sample Milk Test Boxes shall be charged Milk rates when full, and Returned Empty Can rates on the return journey.

SPECIAL RATES FOR SINGLE PACKAGES OF COUNTRY PRODUCE.

Consignments may be forwarded to any station which is open for goods traffic in less than truck loads at the rates shown hereunder:—

| Mileage | Schedule 1. | | | | Schedule 2. | | | |
|--------------------|--|------------------|--|------------------|---|------------------|--|------------------|
| | Dried Fruit, Vegetables, Cider, Honey, Perry, and Wine, produce of the Commonwealth. | | | | Butter, Eggs, Cream, Cheese, Ham and Bacon. | | | |
| | Per package not exceeding 30 lbs. (Honey 33 lbs.) (Dried fruit, 36 lbs.) | | Per package exceeding 30 lbs., but not exceeding 60 lbs. (Honey, 67 lbs.) (Dried Fruit, 64 lbs.) | | Per package not exceeding 30 lbs. | | Per package exceeding 30 lbs., but not exceeding 60 lbs. | |
| | *Com- mission- ers' Risk. | Owner's Risk. | *Comms- sioners' Risk. | Owner's Risk. | *Com- mission- ers' Risk. | Owner's Risk. | *Comms- sioners' Risk. | Owner's Risk. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Up to 25 miles ... | 1 9 | 0 6 | 2 0 | 0 9 | 1 9 | 0 6 | 2 0 | 0 9 |
| 26 " 50 " ... | 1 11 | 0 8 | 2 3 | 1 0 | 1 11 | 0 8 | 2 3 | 1 0 |
| 51 " 101 " ... | 2 0 | 0 9 | 2 3 | 1 0 | 2 1 | 0 10 | 2 5 | 1 2 |
| 102 " 150 " ... | 2 1 | 0 10 | 2 5 | 1 2 | 2 3 | 1 0 | 2 7 | 1 4 |
| 151 " 200 " ... | 2 1 | 0 10 | 2 5 | 1 2 | 2 5 | 1 2 | 2 9 | 1 6 |
| 201 " 250 " ... | 2 3 | 1 0 | 2 7 | 1 4 | 2 6 | 1 3 | 2 11 | 1 8 |
| 251 " 300 " ... | 2 3 | 1 0 | 2 8 | 1 5 | 2 7 | 1 4 | 3 1 | 1 10 |
| 301 " 400 " ... | 2 5 | 1 2 | 2 11 | 1 8 | 2 8 | 1 5 | 3 3 | 2 0 |
| 401 " 500 " ... | 2 6 | 1 3 | 3 0 | 1 9 | 2 10 | 1 7 | 3 9 | 2 6 |
| 501 " 600 " ... | 2 7 | 1 4 | 3 3 | 2 0 | 2 11 | 1 8 | 4 1 | 2 10 |

Should there be more than one package in a consignment each package may be charged as above if cheaper than the Tariff rate.

SPECIAL RATES FOR SINGLE PACKAGES OF FRESH FRUIT AND TOMATOES.

Single packages of FRESH FRUIT AND TOMATOES may be forwarded between all stations which are open for either GOODS OR PASSENGER BUSINESS at the rates shown below:—

| Mileage. | Per Package not exceeding 30 lbs. | | Per Package exceeding 30-lbs., but not exceeding 60-lbs. | |
|-------------------|-----------------------------------|---------------|--|---------------|
| | Commissioners' Risk. | Owner's Risk. | Commissioners' Risk. | Owner's Risk. |
| | s. d. | s. d. | s. d. | s. d. |
| Up to 25 miles .. | 1 9 | 0 6 | 2 0 | 0 9 |
| 26 " 50 " .. | 1 11 | 0 8 | 2 3 | 1 0 |
| 51 " 200 " .. | 2 0 | 0 9 | 2 3 | 1 0 |
| 201 " 300 " .. | 2 1 | 0 10 | 2 5 | 1 2 |
| 301 " 400 " .. | 2 3 | 1 0 | 2 7 | 1 4 |
| 401 " 500 " .. | 2 3 | 1 0 | 2 9 | 1 6 |
| 501 " 600 " .. | 2 5 | 1 2 | 2 11 | 1 8 |

When more than one package is consigned at the same time, each package shall be charged at the rate per package, with the exception that ordinary goods rates and conditions shall apply, when cheaper, to consignments forwarded to stations open for the receipt of light goods.

* To be accepted at Commissioners' Risk only when properly packed (see Classification).

DELIVERY IN MELBOURNE BY CARTAGE CONTRACTOR OF SINGLE PACKAGES OF COUNTRY PRODUCE AND FRESH FRUIT AND TOMATOES, AND OTHER SMALL CONSIGNMENT GOODS.

(1) Single packages of Country Produce and Fresh Fruit and Tomatoes, fully addressed and marked "To be called for," when consigned in packages not exceeding the weights specified below will be delivered from the Melbourne Goods Sheds by the Departmental cartage contractor to the address in the districts shown in clause (2) at the following rates :—

| | |
|--|--|
| Per Package not exceeding 30 lb. (Dried Fruit, 36 lb.) | Per Package not exceeding 60 lb. (Dried Fruit, 64 lb. and Honey, 67 lb.) |
| 9d. | 1s. |

(2) Consignments of goods other than mentioned in clause (1), fully addressed, and marked for per carrier, will be delivered from the Melbourne Goods Sheds by the cartage contractor at the mentioned scale of charges :—

| | DISTRICT "A." | DISTRICT "B." | DISTRICT "C." | DISTRICT "D." |
|--|---|--|--|--|
| | Within the City area bounded by Flinders, Spring, Victoria, Peel, William, La Trobe, and Spencer streets. | Abbotsford, Albert Park, Armadale, Auburn, Ascot Vale, Balaclava, Brunswick, Burnley, Camberwell, Carleton, Carlton North, Clifton Hill, Collingwood, Coburg to Bell-street, Elsternwick to Glenhuntly and Kooyong roads, Essendon, Essendon North to Kelloroad, Footscray West to Kingsville-road, Fitzroy, Fitzroy North, Flemington, Footscray, Glenferrie, Hawthorn, Hawksburn, Jolimont, Kensington, Kew to Burke and Cotham roads, Kooyong to Glenferrie-road, Malvern to Tooronga-road, Melbourne North, South, East, West, and Port, Middle Park, Moreland, Monee Ponds, Newmarket, Northcote, Prahran, Parkville, Richmond, St. Kilda, South Yarra, Spotswood to Stony Creek and Melbourne-road, Toorak, Windsor, Yarraville. | Alphington, Brighton, Box Hill, Balwyn, Camberwell East, Canterbury, Caulfield, Carnegie, Coburg (beyond Bell-street), Croxton, Deepdene, Elsternwick (beyond Glenhuntly and Kooyong roads), Essendon North (beyond Kelloroad), Elwood, Fairfield, Footscray West (beyond Kingsville-road), Glenhuntly, Gardenvale, Gardner, Heidelberg, Ivanhoe, Kew (beyond Burke and Cotham roads), Kooyong (beyond Glenferrie-road), Malvern (beyond Tooronga-road), Malvern East, Murrunbeena, Mont Albert, Newport, Oakleigh, Preston, Surrey Hills, Spotswood (beyond Stony Creek and Melbourne-road), Thornbury, Williamstown. | Aspendale, Br. Black Rock, Brooklyn, B. Cheltenham, Glen Iris, Hazelton, Maribyrnong, Moorabbin, Ormond, South Yarra, Sunshine, Traralgon, Wyndham, B. Show Grounds, Kew Asylum, Yarra Bend, Mental Asylum, Park, Williamstown, Eldon Park, Preston, Port Melbourne, Pier, Horticulm, Burnley, Port Melbourne, Link, Oakleigh, Camberwell. |
| | | s. d. | s. d. | s. d. |
| For each consignment, whether consisting of one or more packages | 56 lbs. 1 0 1 cwt. 2 0 2 " 3 0 3 " 4 0 4 " 5 0 5 " 6 0 10 " 7 0 15 " 7 6 20 " 7 6 | 1 0 2 0 3 0 4 0 5 0 6 0 12 0 12 6 12 6 | 1 0 2 0 3 0 4 0 5 0 6 0 20 0 20 0 25 0 | 2 0 2 0 3 0 4 0 5 0 6 0 25 0 27 6 30 0 2 0 |
| Potatoes per bag | 2 0 | 2 0 | 2 0 | 2 0 |

These consignments must be way-billed to the Melbourne Goods Sheds, and the full address of the way-bill.

NOTE. (a) The Delivery Paid Label (G.F. 42—white, printed in red) must be attached to consignments and freight and delivery charges have been prepaid.
 (b) The delivery charge must not be accepted on consignments which are addressed care of any carrier than Mayne Nickless Pty. Ltd., the Departmental Cartage Contractors, but the name of such other carrier must be struck off addresses in such instances.

MOTOR VEHICLES.

No person shall, without the written authority of the Commissioners, send by railway any motor vehicle—

- (a) carrying or accompanied by any petrol or volatile oil or other volatile inflammable substance; nor
- (b) unless all petrol, volatile oil, and other volatile inflammable substance aforesaid be removed from any tanks, piping, carburettors, or other receptacles on the vehicle; nor
- (c) unless the connecting cables and wires of all batteries have been disconnected from the battery terminals and the said terminals have themselves been so protected that they cannot be connected inadvertently whilst the vehicle is in the care of the Commissioners.

Declaration to this effect (as per sample on page 256) to be lodged by the sender with the consignment note in every instance, and filed therewith at the sending station.

Any person guilty of a breach of this By-law shall be liable to a penalty not exceeding Twenty pounds.

Rates—††

(a) Motor Cars or Motor Lorries complete (not requiring more than one 4-wheeled truck):—

New and Second-hand, in cases, or set up, protected by cover of calico or hessian, all moveable lamps and tools to be enclosed in case, and all accessories secured to car and declared on consignment note.

Second-hand Vehicles, set up, are subject to inspection by the Stationmaster, and to the proviso that they are driven to the railway station under their own power.

| | | |
|-------|---------------------------------|-----------------------------|
| | Each Motor Vehicle Per Mile. | Minimum Charge per Vehicle. |
| C.R.† | Os. 10d. | £1 8s. 9d. |

Steam wagons—see page 67.

(b) Motor Cars and Vehicles between Melbourne and Sydney—

The rates for motor cars and vehicles conveyed by Goods train between Melbourne and Sydney shall be as under:—

| | Miles. | One Vehicle loaded in one 4-wheeled truck. | * Two Vehicles loaded in N.S.W. BKO truck and two Victorian 4-wheeled trucks. | * Three Vehicles loaded in N.S.W. BKO truck and three Victorian 4-wheeled trucks. |
|--------------------------|--------|--|---|---|
| | | £ s. d. | £ s. d. | £ s. d. |
| Total Rate | .. | 16 15 0 | 27 16 1 | 38 17 2 |
| Proportions— | | | | |
| Victoria | 180 | 5 7 4 | 8 18 2 | 12 8 11 |
| New South Wales† | 401 | 11 7 8 | 18 17 11 | 26 8 3 |
| | 580 | | | |

The above rates do not include transfer charge at Albury.

* These rates are for such vehicles which are the property of one owner.

† The conditions of carriage at Commissioners' Risk for the Victorian portion of the journey are as shown in clause (a) above; when these conditions are not complied with the same rates shall apply for the Victorian portion of the journey, but the consignment shall be accepted for carriage at Owner's Risk only on a Damageable Goods consignment note.

† The rates published for the New South Wales portion are the Owner's Risk rates in New South Wales, unless otherwise provided in the Goods Rates Book of that State, and to which reference should be made for the Commissioners' Risk rates and conditions.

†† For concessions to Country industries, see pages 107 to 113.

RATES FOR THE CARRIAGE OF VEHICLES IN GOODS TRUCKS BY GOODS TRAIN

New or Second-hand Vehicles may be accepted at these rates at Commissioners' Risk when packed by calico or hessian cover. All accessories to be secured to vehicle and declared on consignment note. Second-hand vehicles to be subject to inspection by Stationmaster. When these conditions are not complied with the same rates shall apply, but vehicles shall be accepted for carriage at Owner's Risk only on a Damageable Goods Consignment Note.

| Class of Vehicle. | Rate. | | |
|--|---------------------------|---|---|
| | 1-150 Miles. Per mile. | 151-200 Miles. Per mile additional. | Over 200 Miles Per mile additional. |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 1. Vehicles as under, weighing not more than 16 cwt., on wheels or in pieces— | | | |
| (a) Carriages, Buggies, Gigs, Drays, Lorries, and two-wheeled Street Scrapers, Street Sweepers, Sanitary Carts and Waggons, also similar vehicles ... | 0 8 | 0 7 | 0 4½ |
| (b) Any two of above-named vehicles for one owner, on one four-wheeled truck | 1 0 | 0 9 | 0 6½ |
| (c) Any three of above-named vehicles for one owner, on one four-wheeled truck | 1 3 | 0 10 | 0 8 |
| 2. (a) Any of above vehicles weighing over 16 cwt., also four-wheeled street Watering Carts, Bullock Drays, Dobbins, Heavy Waggons, Lorries, and Tram Cars, loaded on one four-wheeled truck ... | 0 10 | 0 9 | 0 8 |
| (b) Two or three vehicles, set up or in pieces, each weighing over 16 cwt., loaded in one four-wheeled truck for one owner | | | |
| Two Vehicles ... | 1 3 | 1 0 | 0 9 |
| Three Vehicles ... | 1 7 | 1 3 | 1 0 |
| 3. (a) Two-wheeled vehicles (including Trotting Sulkies†) weighing up to 4 cwt., on wheels or in pieces, if loaded with other goods for the same destination station or a station beyond on the same line and not requiring a separate truck | 0 3 | 0 2½ | 0 2½ |
| (b) Four-wheeled vehicles weighing not more than 7 cwt., and two-wheeled weighing over 4 cwt. and not more than 7 cwt., on wheels or in pieces, if loaded with other goods for the same destination station or a station beyond on the same line and not requiring a separate truck... | 0 4½ | 0 4 | 0 3½ |
| 4. Vans, Furniture, on wheels, returned empty, after having been previously sent full by rail | 0 7 | 0 7 | 0 7 |
| 5. Contractors' Trucks, loaded on railway trucks | 0 10 | 0 10 | 0 10 |

Carriages, Buggies, Gigs, Drays, Waggons, and similar vehicles, when unpainted and rough, if in pieces loose or in cases, shall be charged C.R. Class 2.*

Small vehicles weighing not more than 7 cwt., when in pieces packed in cases, shall be charged C.R. Class 2.

Furniture Vans and sling vans *without wheels*, whether returned empty or not, shall be charged C.R. Class 1.

* For concessions to country industries, see page 207 to 213.

† When two or more of these light vehicles comprising one consignment are loaded on the same truck, the freight shall be subject to a minimum charge per truck of £1 4s. 3d.

‡ Trotting sulkies which have accompanied trotting horses in connexion with Race Meetings shall be free of charge, and wherever practicable, afforded similar transport on the return journey as was given on the journey, in order that as far as possible, the sulkies may accompany the horses.

RATES FOR THE CARRIAGE OF BOATS.

(1) ROWING, RACING, IN CASES OR CRATES, C.R.† (a), (b)—

| Truck. | Per Mile. | | Min. Charge. | |
|-----------------------------------|--------------|----------------|--------------|----------------|
| | <i>s. d.</i> | <i>£ s. d.</i> | <i>s. d.</i> | <i>£ s. d.</i> |
| Per 4-wheeled | 0 9 | | 1 8 9 | |
| Per bogie | 1 1½ | | 2 3 3 | |
| Per 50-ft. Q. | 2 3 | | 4 6 6 | |
| Each additional 4-wheeled | 0 4½ | | 0 14 0 | |

(2) ROWING AND SAILING, N.O.S. (a), (b)—

| Truck. | Commissioners' Risk. | | Owner's Risk. | |
|-----------------------------------|----------------------|----------------|---------------|----------------|
| | Per Mile. | Min. Charge. | Per Mile. | Min. Charge. |
| | <i>s. d.</i> | <i>£ s. d.</i> | <i>s. d.</i> | <i>£ s. d.</i> |
| Per 4-wheeled | 0 10 | 1 12 7 | 0 9 | 1 8 9 |
| Per bogie | 1 2½ | 2 7 7 | 1 1½ | 2 3 3 |
| Per 50-ft. Q. | 2 6 | 4 15 2 | 2 3 | 4 6 6 |
| Each additional 4-wheeled | 0 5 | 0 15 11 | 0 4½ | 0 14 6 |

(3) MOTOR* (see page 256)—

| Truck. | Commissioners' Risk. (Propeller, Rudder, and Shafting to be Removed and Engine wholly Encased, otherwise to be Accepted at Owner's Risk only on Damageable Goods Consignment Note.) | | Owners' Risk. | |
|-----------------------|--|----------------|---------------|----------------|
| | Per Mile. | Min. Charge. | Per Mile. | Min. Charge. |
| | <i>s. d.</i> | <i>£ s. d.</i> | <i>s. d.</i> | <i>£ s. d.</i> |
| Per 4-wheeled | 1 7 | 3 6 0 | 1 5 | 2 17 3 |
| Per bogie | 2 4½ | 4 19 0 | 2 1½ | 4 7 0 |
| Per 50-ft. Q. | 4 0 | 7 16 9 | 3 8 | 7 2 6 |

*Accessories and removable parts, such as batteries and magnetos, to be consigned and each item shown on the Consignment Note.

†If not properly protected by packing to be only accepted at Owners' Risk at the rates shown in clause 1 on a Damageable Goods Consignment Note.

BOATS—ROWING AND SAILING.

(a) Conveyed in trucks fully loaded with other goods, half the rates shown.

(b) For regattas, at the convenience of the Commissioners, the rates shown in clauses 1 and 2 shall be charged on forward journey, subject to rebate to half such rates on proof that the full crew travelled by rail.

On the backward journey, when consigned at Commissioners' Risk, the full Commissioners' Risk rate and conditions shall apply; but if such boats be consigned at Owners' Risk, they may be carried free on production of certificate from the Secretary of the Regatta Committee that they have competed in at least one race.

COMPUTATION OF WEIGHTS OF GOODS.

See General Conditions, Numbers 13 and 33, pages 11 and 18.

1. Except otherwise provided, all goods shall be carefully weighed on shed or platform scales, or on cart or truck weighbridges, in order to determine the correct weight on which to base the freight charges.

2. The weight of the descriptions of goods enumerated hereunder shall, where possible, be obtained by weighing, either on cart or truck weighbridges at the forwarding or destination station, or on truck weighbridges en route, viz.:-

| | | | |
|--------------------|-----------------------|------------------|----------------------|
| Asphalt | Coring | Maize | Rye |
| Bark | Diamond Drills | Melons | Salt, Lake |
| Barley | Felloes | Naves | Skins |
| Beans | Flagging | Oats | Spokes |
| Bones | Furniture and Effects | Old Machinery | Stone Slabs |
| Boilers | Flax Straw | Old Metals | Straw, Pressed |
| Bottles | Gravel | Onions | Street Sweeping |
| Bricks, Fire | Gypsum | Ores | Tar |
| " of special make | Hay, Pressed | Paving Blocks | Timber, Softwood |
| Chaff | Hides | Peas | Timber, Hardwood |
| Charcoal | Hoofs | Pumpkins | (Seasoned) |
| Chicory | Horns | Potatoes | Wheat (see clause 1) |
| Clay and Soil | Kaolin | Piles and Logs | Wheat Screening |
| Coal | Limestone | Pyrites | Wire Netting |
| Coke | Lime, n.o.s. | Refuse from Live | Wool. |
| Contractors' Plant | Malt | Stock Trucks | |

3. When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, the weight thereof may be computed on the basis specified hereunder in each case:-

Ashes, 44 cubic feet to the ton.

Bricks, ordinary building, 9 x 4½ x 3:-

| Name of Brick Company. | Weight per 1,000 Bricks to be Charged. | T. C. Q. L. |
|--------------------------------|--|-------------|
| Clifton Brick Coy. | .. 3 14 0 0 | |
| Northcote Brick Coy. | .. 3 16 0 0 | |
| Hoffman Brick Coy. | .. 3 16 0 0 | |
| Co-op. Brick Coy. | .. 3 16 0 0 | |
| Glen Iris Brick Coy. | .. 3 18 0 0 | |
| Selkirk | .. 3 13 0 0 | |
| Gamble | .. 3 19 0 0 | |
| Northern and Bendigo Brick Co. | .. 3 13 0 0 | |
| Johnson Bros. & Andrew | .. 3 14 0 0 | |
| Bellarat East Brick Coy. | .. 3 12 0 0 | |
| Standard Brick Coy., Box Hill | 3 15 0 0 | |
| Sawyer Bros., Horsham | .. 3 2 2 0 | |
| Barnes G., Stawell | .. 3 5 0 0 | |
| Thompson, Glenthompson | .. 3 6 0 0 | |

In all other instances the standard weight for ordinary building bricks, 9 x 4½ x 3, is 3½ tons per 1,000.

| | C. Q. L. |
|---------------|--------------------|
| Cement | .. 3 2 7 per cask |
| " Ex Burnley | .. 125 lb. per bag |
| " " Fyansford | .. 126 lb. per bag |

Pavers (large bricks), 7 tons per 1,000.

Export Butter Boxes-

| | Full. Per box. lb. | Empty. Per 100. |
|----------------|--------------------|------------------|
| Ordinary heavy | .. 67 | .. 9 cwt. |
| " light | .. 64 | .. 6 cwt. 3 qrs. |
| Wire bound | .. 62 | .. 5 cwt. |

| | |
|---|--------|
| Fish, Large Boxes .. | .. 0 2 |
| " Medium Boxes .. | .. 0 2 |
| " Small Boxes .. | .. 0 1 |
| " Large Baskets Murray Cod and Perch .. | 1 0 |
| " Barracouta in pineapple cases or large boxes .. | 0 2 |
| " Medium Scoops Barracouta .. | 0 2 |
| " Medium Baskets other Fish .. | 0 2 |
| " Small Baskets all kinds Fish .. | 0 0 |

Fruit, Fresh—Local and Interstate.

1. Packed in standard bushel cases, the side dimensions of which are:-Dump cases, 14½ in. x 9½ in.; Flat cases, 28 in. x 14 in. x 6½ in., either hardwood or softwood, signed between stations in Victoria or between stations in Victoria to stations in New South Wales, Queensland, or South Australia:-

(i) For carriage in Victoria, Queensland, or South Australia as under:-

| | Cases |
|---|-------|
| Grapes and plums | .. 2 |
| Apricots | .. 2 |
| Peaches, pears, lemons, oranges, figs, nectarines, and tomatoes | .. 4 |
| Apples and cherries | .. 4 |
| Quinces | .. 6 |
| Passion fruit | .. 4 |

(ii) For carriage in New South Wales All descriptions of fruit above mentioned .. 4

COMPUTATION OF WEIGHTS OF GOODS—continued.

Fruit, Fresh—Local and Interstate—continued.

Fruit, in cases, without lids, consigned to Melbourne in full truckloads, for one consignee, shall be weighed over the departmental truck weighbridge at Melbourne, and freight charges adjusted on the actual weight.

In respect to consignments of fruit from stations in Victoria to stations in New South Wales or Queensland the weight for freight purposes shall be computed for the New South Wales portion of the journey on the basis of 40 cases to the ton, and in respect to the Victorian and Queensland portions on the basis shown in clause (i) above.

2. Fruit forwarded from Queensland stations to Melbourne.

For the under-mentioned classes of fruit forwarded from Queensland stations to Mel-

Fruit, Fresh—Local and Interstate—continued. Melbourne the weight for freight purposes shall be computed on the following basis:—

| Class of Fruit. | From North Coast Line. | From South Coast Line. |
|---|------------------------|------------------------|
| Oranges, Lemons and other Citrus Fruits | 38 cases to ton | 40 cases to ton |
| Bananas | 23 " " " | 23 " " " |
| Pineapples | 31 " " " | 31 " " " |

Fruit, Berry, in wooden buckets or $\frac{1}{4}$ petrol tins—14 lb. each.

Fruit, Dried—Sultanas, Raisins, Currants in cases containing 56 lb. net—64 lb. per case.

Fruit, Canned, in new export cases—62 lb. per case.

Honey, 63 lbs. per kerosene tin.

| | Number of Bags to ton. | |
|--|--------------------------|---------------|
| | Building. | Agricultural. |
| Lime— | | |
| Ex Bacchus Marsh | 16 (large) 27 (small) | |
| Ex Curdie, Heywood, and Timboon | 16 | 20 |
| Ex Cave Hill (Lilydale) | 16 | |
| Ex Kewarren | 18 | 23 |
| Ex Lara | 17 | 12 |
| Ex Evans Bros., Siding (Walhalla Line) | 16 $\frac{1}{2}$ | |

Limit—44 small bags to the ton.

Rabbits (22 pairs per crate)—

| | Per Crate. | | |
|---|------------|----|----|
| | C. | Q. | L. |
| Softwood crates | 1 | 1 | 0 |
| Hardwood crates | 1 | 1 | 21 |
| Combined softwood and hardwood crates | 1 | 1 | 7 |

Sand, 25 cubic feet to the ton.
Shale, 13 $\frac{1}{2}$ cubic feet to the ton.
Woolpacks, 5 cwt. 1 qr. 7 lb. per bale.

4. When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, or on truck weighbridges en route, the weight thereof may be computed on the basis specified hereunder in each case:—

| | cubic ft. to the ton. | | cubic ft. to the ton. |
|---|-----------------------|---|-----------------------|
| Piles, Poles, Logs, and Telegraph Poles (without arms), rough | 25 | Freestone (Barrabool) (longest measurement) | 16 |
| Piles, Beams, Logs, and Poles (sawn, hewn, or squared) | 30 | Freestone (Stawell) (longest measurement) | 15 |
| Logs, Pinus Insignis | 40 | Granite, rough (longest measurement) | 14 |
| 9-folding poles | 30 | Granite, dressed (longest measurement) | 13 |
| Blackwood Logs (rough or squared) | 30 | Gravel | 22 |
| | | Pitchers | 19 |
| STONE— | cubic ft. to the ton. | Road Metal | 25 |
| Bluestone, rough (longest measurement) | 14 | Rubble | 22 |
| Bluestone, dressed (longest measurement) | 13 | Scorie | 30 |
| Freestone (Waurin Ponds) (longest measurement) | 18 | Screenings | 25 |
| | | Slate, Flagging and Slabs | 14 |
| | | Spalls (Lilydale) | 22 |
| | | Spalls (Basalt) | 25 $\frac{1}{2}$ |
| | | Toppings | 25 |

COMPUTATION OF WEIGHTS OF GOODS—continued.

5. Firewood and Victorian timber of all descriptions, unless otherwise provided, shall not be weighed, but shall be carried at the weights specified in the loading scale, page 124, or the classification.

6. The following descriptions of goods shall not be weighed and the weight for freight purposes shall be determined on the bases shown, viz. :—

Ale and Stout in cases—

(a) from Melbourne Breweries—

| | |
|------------------|---|
| Melbourne Bitter | } in cases containing 4 dozen champagne shaped bottles 1 c. 2 q. 14 lb. per case |
| Victoria „ | |
| Carlton „ | |
| Abbotsford „ | |
| Colonial „ | |
| „ Stout | |

(b) Imported, 1 c. 3 q. 14 lb. per case

Beer in bulk—

| Gallons. | Forwarded by | |
|----------|----------------------|--------------------|
| | Melbourne Breweries. | Country Breweries. |
| | c. q. lb. | c. q. lb. |
| 54 | 6 0 0 | 5 3 14 |
| 36 | 4 0 14 | 3 3 21 |
| 27 | 3 0 21 | 3 0 0 |
| 18 | 2 0 21 | 2 0 7 |
| 9 | 1 0 21 | 1 0 14 |

Beer Bottled, in crates containing two dozen bottles per crate .. 1 0 0 .. 1 0 0

Beer, in Cases from Melbourne Companies—

Abbotsford Lager { in cases containing 6 dozen
Foster's Lager { pint bottles—1 c. 1 q.
14 lb. per case

Abbotsford Lager { in cases containing 4 dozen
Foster's Lager { wine shaped bottles—1 c.
2 q. 14 lb. per case

Beer Casks, Crates and Baskets—

| Capacity. | Owned by— | |
|-----------|----------------------|--------------------|
| | Melbourne Breweries. | Country Breweries. |
| Gallons. | c. q. lb. | c. q. lb. |
| 9 | 0 1 18 | 0 1 9 |
| 18 | 0 2 17 | 0 2 6 |
| 27 | 0 3 13 | 0 3 7 |
| 36 | 1 0 14 | 0 3 19 |
| 54 | 1 1 9 | 1 0 12 |

Owned by Melbourne and Country Breweries.—

| | | |
|---------------------------------------|---------------|------|
| Beer Crates containing empty bottles | q. lb. | 2 16 |
| Beer Crates without bottles | .. | 1 4 |
| Beer Baskets containing empty bottles | .. | 2 10 |
| Beer Baskets without bottles | .. | 0 26 |
| | lb. per case. | |

Empty secondhand cases—

| | | |
|---------------------------|----|----|
| Dump fruit cases | .. | 10 |
| Flat bushel fruit cases | .. | .. |
| Petrol and kerosene cases | .. | 11 |

Canned Fruits, Jam and Fruit Pulp, forwarded from the Shepparton Preserving Co.'s Works at Shepparton—

| | |
|---|----------|
| Canned Fruit— | lbs. per |
| For export, 2 dozen tins per case .. | 61 |
| Local market, 2½ dozen tins per case .. | 78 |
| Jam, 3½ dozen tins per case .. | 86 |
| Jam, 1 dozen 5 lb. tins per case .. | 80 |
| Fruit Pulp, 2 tins per case .. | 102 |

Oil, &c., packed by the under-mentioned firms :—

| Company. | Description. |
|-----------------------------|--|
| Vacuum Oil Co. | Kerosene, Laurel " Voco Power Motor Spirit, Plume " " Aviation " " Voco Benzoline, Plume Nuturpo Mobiloil, in cases of six tins of 1 gal. each Mobiloil, in cases of twelve tins of 1 qt. each Gargoyle, in cases of two tins of 4 gals. each |
| British Imperial Oil Co. | Kerosene, Pennant " Cross Motor Spirit, Shell " " Imperial " " Transport |
| Texas Oil Co. | Benzoline, Shell Turps, Shell Mineral Kerosene, Light of the Ago Kerosene, Texaco Benzine, Texaco Motor Spirit, Texaco |
| Ramsay and Troganowan | Atlantic Motor Spirit " Gasolene " Kerosene |
| H. C. Pannifex and Co. | Motor Spirit, Sequia |
| A. H. Hassell and Co. | Kerosene, Meteor Benzine |
| Neptune Oil Coy. | Motor Spirit, Warsaw Benzine, Trident |
| H. C. Sleigh .. | Motor Spirit, Golden Fleece |
| Commonwealth Oil Refineries | Motor Spirit, White and Yellow Label Benzine Kerosene, Power " Lighting " Snow Flake " Power |
| Tide-Water Oil Co. | Motor Spirit, Tydol Petrol, Chester |

Oil, Kerosene n.o.s., 3 qts. per case.

COMPUTATION OF WEIGHTS OF GOODS—*continued.*Oil—*continued.*

Oil in Owner's Tank Wagons—

| Name of Firm. | Number of Tank Truck. | Class of Oil Loaded. | Full carrying capacity. Weight. |
|---------------------------------|------------------------------------|---|--|
| British Imperial Oil Co. .. | 1 | Pennant Kerosene | t. c. q. lb. 11 13 2 0 |
| " " " .. | 3 | Crude Residual Oil (Used as fuel for motive power in internal combustion engines) | 13 10 0 0 |
| " " " .. | 4 | " " " " " " " " " " " " | 13 17 2 0 |
| Commonwealth Oil Refineries Co. | 2, 9, 20, 21, 22, 23, 24, 25 | Shell Motor Spirit | 10 9 0 0 |
| | 15, 16, 19, 26, 28 |  |  | Benzine and Motor Spirit .. .. | 10 6 0 0 |
| | 17, 18, 27 | Crude Residual Oil (Used as fuel for motive power in internal combustion engines) | 12 13 0 0 |
| | Vacuum Oil Co. | 56 to 61 inclusive | Plume Motor Spirit Voco Plume and Voco Motor Spirit (in compartment wagons) | 14 12 0 0 14 14 0 0 14 13 0 0 |

Sugar, in bags—70 lb. per bag : 32 bags = 1 ton 0 cwt. 1 qr. 0 lb.

Wire, galvanized or black—in coils : 1 cwt. per coil.

in bundles : 2 cwt. per bundle.

Wire, barbed—in spools : 1 cwt. 4 lb. per spool.

7. The weights of grain, chaff, potatoes, onions, carrots, turnips, and other agricultural produce in truck loads, as ascertained over the truck weighbridges at Melbourne, shall be the basis for determining the freight charges thereon.

8. In the case of wheat consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, or the Victoria Dock at Melbourne, the freight charges shall be computed on the actual weight of the wheat, and of the bags containing the same as ascertained by the Sworn Weighers at those places. In cases where the actual weight of other wheat cannot be obtained at the forwarding or destination station or over a truck weighbridge *en route* without undue inconvenience or detention, nor ascertained under declaration from specified consignees, the tonnage may be computed on the basis of a specified number of bags to the ton of the new standard size, viz., 41 inches in length x 23 inches in width, which will be notified each year immediately subsequent to the determination of the Melbourne Chamber of Commerce as to the fair average quality of wheat for the season. The number of new standard bags to be so used until further notice is 12 bags to the ton.

9. In respect of all other grain (that is—oats, barley, rye, and maize), when the actual weight of the grain, and of the bags containing the same, is not obtainable at the forwarding station, approximated weights shall be used, and the freight charges computed accordingly, subject to adjustment based on the actual weight as may be subsequently ascertained on the departmental weighbridges. When consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, the weight of such other grain, and of the bags containing the same, as ascertained by the sworn weighers, shall be the basis for determining the freight charges thereon, irrespective of the weight which may have been previously arrived at by any other means.

10. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3, 5, 6, and 8 of this division), the weight must be approximated in the best manner possible; but, in respect of goods shown in the classification or conditions of carriage, as being carried at a minimum weight per truck, not less than such minimum weight must be entered on the way-bill. In every case the way-bill must be indorsed as follows:—

"Weight obtained on scales," or "weight obtained on cart or truck weighbridge," or
"estimated weight," or "approximated weight,"—as the case may be.

LOADING SCALE FOR FIREWOOD AND ROUGH AND SPLIT TIMBER, N.O.S.

| Class and Description of Truck. | SHORT FIREWOOD. | | MALLEE ROOFS | | LONG FIREWOOD AND VINE STAKES.* | | | | | | Height of Loading. ft. in. | Ton-nage to be charged. | Tons. cwt. to be Charged | | |
|---------------------------------|-----------------|---------|--------------|------------|---------------------------------|---------|-----------------------------|---------|-------------|---------|-------------------------------|-------------------------|--------------------------|-------------|---------|
| | Tons. 3 & 1/2 | Tons. 8 | Tons. cwt. | Tons. cwt. | 3 ft. and 3 ft. 6 in. long. | | 4 ft. and 4 ft. 6 in. long. | | 5 ft. long. | | | | | 6 ft. long. | |
| | | | | | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. | ft. in. | | | | ft. in. | ft. in. |
| H. and M. Medium | 10 | 11 | 7 0 | 6 0 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| I. Medium | 11 | 12 | 7 0 | 6 0 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| I. High-sided | 16 | 17 | 7 0 | 6 0 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| I. Swing-door | 16 | 17 | 12 0 | 10 5 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| I. Drop-door | 16 | 17 | 12 0 | 10 5 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| R. Boxcies | 16 | 17 | 11 10 | 10 5 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| Q.R. Bogies | 20 | 21 | 14 5 | 13 5 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| Q.R. Bogies | 20 | 21 | 14 5 | 13 5 | 4 6 | 4 6 | 4 6 | 4 6 | 5 8 | 7 10 | 7 10 | 7 10 | 8 0 | | |
| N.Q.R. (narrow gauge) | 11 | 12 | 7 0 | 6 0 | 3 11 | 3 11 | 3 11 | 3 11 | 4 8 | 5 10 | 5 10 | 5 10 | 6 0 | | |

* The loading of trucks containing long firewood and split stakes for cask making must be secured by a fence consisting of pieces of timber placed upright along the ends and sides of trucks. Then the timber is cut long enough to obtain the requisite height; otherwise, as a precaution against fire, the timber may be made by placing sufficient wood along the floor of the truck to hold the stakes in position. The length of the stakes should be 12, 14, 16, 18, or 20 ft. in length, and the diameter should be 4, 6, 8, or 10 inches. The stakes should be cut to the length specified at the expense of the owner. Narrow gauge "Q.R." trucks numbered 61, 72, and 80, which are fitted with grated floors, may be loaded 4 inches higher than the height specified in the above loading scale. (For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

(For pipe mounting, see page 10.)

LOGS, Hardwood for case-making and ROUGH and SPLIT TIMBER, Specified. (See Note f)

LOADING SCALE FOR FIREWOOD AND TIMBER—continued.

The weight for freight purposes of posts and rails shall be computed as under:—

| | Cubic feet per ton |
|-----------------------------|--------------------|
| Posts, hewn or split | 36 |
| " sawn... .. | 30 |
| Rails, hewn or split | 33 |

The following scale shows the number to the ton of split posts or rails of the dimensions shown:—

POSTS AND RAILS (SPLIT).

| Posts | | | No. of Posts to ton. | Posts. | | | No. of Posts to ton. |
|---------|---------|---------|----------------------|---------|---------|----------|----------------------|
| Length. | Depth. | Width. | | Length. | Depth. | Width. | |
| ft in. | inches. | inches. | | ft. in. | inches. | inches. | |
| 5 6 | 6 | 3 | 52 | 6 6 | 6 | 3 | 44 |
| 5 6 | 5 | 4 | 47 | 6 6 | 5 | 4 | 40 |
| 5 6 | 6 | 4 | 39 | 6 6 | 6 | 4 | 33 |
| 5 6 | 7 | 4 | 34 | 6 6 | 7 | 3 | 38 |
| 5 9 | 6 | 3 | 50 | 6 6 | 7 | 4 | 28 |
| 5 9 | 5 | 4 | 45 | 6 6 | 7½ | 3½ | 30 |
| 5 9 | 6 | 4 | 38 | 6 6 | 8 | 4 | 25 |
| 5 9 | 7 | 4 | 32 | 7 0 | 8 | 4 | 23 |
| 6 0 | 6 | 3 | 48 | | | | |
| 6 0 | 5 | 4 | 43 | | | | |
| 6 0 | 6 | 4 | 36 | | | | |
| 6 0 | 7 | 4 | 31 | | | | |
| 6 0 | 8 | 4 | 27 | | | | |
| | | | | RAILS | | | No. of Rails to Ton. |
| | | | | 9 0 | 7 | 2½ to 1½ | 40 |
| | | | | 9 0 | 9 | 3 to 1½ | 26 |

This traffic is subject to a minimum of 8½ tons per 10, 11 or 12 ton truck, and 14½ tons per 16 or 20 ton truck, and if posts and rails of greater or less measurement be carried, a proportionate decrease or increase in the number per ton shall be allowed.

Posts, Round, not exceeding 10 feet in length, shall be charged under Class "M," subject to a minimum of 8½ tons per 10, 11 or 12 ton truck, and 14½ tons per 16 or 20 ton truck, and the weight calculated by measurement on the basis of 25 cubic feet to the ton. If exceeding 10 feet in length "Class M" rate subject to a minimum of 8½ tons per 10, 11 or 12 ton truck, and 14½ tons per 16 or 20 ton truck, shall be charged on the actual weight if ascertainable, otherwise 25 cubic feet per ton.

CHARGES FOR TRANSFER OF GOODS TO AND FROM NARROW GAUGE LINES.

| | Colac. | Upper Ferntree Gully. | Wangaratta. | Moe. |
|--|-------------------------|-------------------------|--|-------------------------|
| | Per ton. | Per ton. | Per ton. | Per ton. |
| Firewood | 9d. | 1s. 1d. | 1s. | 1s. |
| Sawn and other hardwood timber | 9d. | 1s. 1d. | 1s. | 1s. |
| Grain and other produce, in bags | 9d. | 1s. 1d. | 1s. | 9d. |
| Goods not otherwise specified | 9d. | 1s. 1d. | Not over 10 cwt per package, 1s. per ton. Over 10 cwt. per package, 1s. 6d. per ton. | 9d. |
| Iron Ore | 9d. | ... | ... | ... |
| Material account, Way and Works and Construction Branches (Piles excepted) | 9d. | 1s. 1d. | 1s. | 9d. |
| Piles (including Scaffolding Poles) | 9d. | 1s. 1d. | ... | 1s. |
| | Per Narrow Gauge Truck. | Per Narrow Gauge Truck. | Per Narrow Gauge Truck. | Per Narrow Gauge Truck. |
| Live stock | 1s. 6d. | 2s. 1d. | 2s. 3d. | 1s. 6d. |

Minimum Transfer Charges: Small Vehicles, 1s. 1d. each; other small consignments, 1d. each. The Commissioners reserve to themselves the right to make a special charge for the transshipment of traffic when the cost of such transshipping exceeds the rates quoted above, such charge to be not less than the actual cost of transshipment. Bulky or heavy articles shall not be received for transfer to or from narrow gauge lines except under special agreement.

DETENTION TO GOODS TRAINS ON BROAD AND NARROW-GAUGE LINES

When ordinary Goods Trains are stopped *en route* for the purpose of loading or discharging between stations on Narrow or Broad Gauge lines, the following charges shall be made for the detention of the train:—

On Narrow Gauge lines . . . 6s. 4d. for the first 15 minutes detention or part thereof.
2s. 1d. for each 5 minutes detention or part thereof beyond the 15 minutes.

On Broad Gauge lines . . . 9s. 6d. for every 15 minutes detention or portion thereof, and subject to freight charges being computed as to or from the adjacent station farthest from the loading or discharging point. These instructions shall also apply when (under special arrangements) ordinary goods trains are detained for the purpose of loading or unloading consignments exceeding 10 car stations marked (b) on pages 260 to 318 which have no siding accommodation. The consignments shall be responsible for any damage to rolling stock resulting from the loading of heavy consignments to lack of proper loading or discharging facilities.

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 37, page 17.

1. MELBOURNE—

(A) Full truck loads, for one consignee, of ashes, asphalt, bark, bones, bone shavings, bottles, bricks, clay, coal (loose or in bags), coke, empty returned cases, cans, and jars, felloes, fuller's earth, gravel, gypsum, hay, hides, horns, horse manure, potteryware, old metal, old rope, road metal, pitchers, sand, shingles, iron, screenings, shell grit, skins, straw, slates, tallow, vegetables (loose), which shall be loaded and unloaded by the owners; if done by the Commissioners, a charge of 1s. 3d. per ton for each service shall be made.

(B) No charge shall be made for loading or unloading kerosene, other than in 5-gallon ton truck loads, sugar, rice, beer in bulk, galvanized iron, wool, milk and cream, at package rates, single packages at special cheap rates, consignments subject to the Tariff for "Smalls" and empties at a fixed rate per package.

(C) All goods, other than those specified in Clauses (A) and (B), will be loaded and unloaded by the Commissioners, and a charge of 1s. 3d. per ton for each service shall be made in respect of goods carried at rates less than Class 1, with the exception that the charge for each service shall be 1s. per ton for the following commodities:—

| | | |
|-----------------------------------|--|---|
| Barley | Maize | Pigs' feed |
| Barley meal | Malt | Pollard |
| Beans | Malt combings | Potatoes |
| Beetroot | Mangel-wursel | Pumpkins |
| Bran | Meal, wheaten for bread-making | Roots and seeds, agricultural, grass, and table |
| Carrots | Millet | Rye |
| Chaff | Molascuit (cattle food) | Salt, unrefined |
| Ensilage | Molasses and treacle for cattle food, on declaration | Seaweed |
| Flour, white and brown | Oats | Sharps |
| Fodder, compressed | Oil cake, for cattle food | Turnips |
| Fruit, fresh, | Onions | Wheat |
| Grain not otherwise specified | Peas | Wheat, poisoned, for bit killing |
| Hay and straw in bundles or bales | | |
| Linseed | | |

2. GEELONG, BALLARAT, BALLARAT EAST, BENDIGO, AND ECHUCA—

The Commissioners reserve the right to load and unload all goods at these stations and when the work is performed by the Commissioners a charge of 1s. 3d. per ton for each service will be made in respect of all goods which should be loaded or unloaded by or at the cost of the owners.

Goods in Class C received at Ballarat from or forwarded from Ballarat to Melbourne or Geelong will be unloaded or loaded, as the case may be, at Ballarat by the Commissioners without charge.

LOADING AND UNLOADING CHARGES—*continued.*

UNLOADING CHARGES AT ARDEN-STREET, TOORAK, AND MALVERN—

At Arden-street consignees are permitted to unload firewood up to 3 p.m. daily. Trucks which are not cleared by 3 p.m. daily at Arden-street, and all firewood and timber arriving at Toorak and Malvern will be unloaded by the Department at the following scale of charges:—

| | Arden-st. | Toorak. | Malvern. |
|--|-----------|---------|----------|
| | s. d. | s. d. | s. d. |
| Firewood— | | | |
| Each 8, 10, 11, or 12 ton truck | 1 10 | 3 0 | 2 3 |
| " 16 or 20-ton truck | 3 2 | 5 0 | 4 0 |
| " bogie truck | 3 8 | 6 6 | 5 6 |
| Mallee Roots— | | | |
| Each 8, 10, 11, or 12 ton truck .. .. . | .. .. . | † | 3 6 |
| " 16 or 20-ton truck .. .. . | .. .. . | † | 5 6 |
| Palinga— | | | |
| Each 8, 10, 11, or 12 ton truck | 4 6 | 5 3 | 4 3 |
| " 16 or 20-ton truck | 6 4 | 7 9 | 6 9 |
| " bogie truck | 8 2 | 10 0 | 9 0 |
| Piles, Logs, Sawn and other Timber— | | | |
| Each 8, 10, 11, or 12 ton truck | 3 8 | 5 3 | 4 2 |
| " 16 or 20-ton truck | 5 9 | 7 9 | 6 9 |
| " bogie truck | 7 4 | 10 0 | 9 0 |

† At Toorak the unloading of Mallee roots requires to be arranged locally by the consignee, and no debit is therefore to be raised on the way-bill for this service.

STORAGE CHARGES.

Supplementary to General Condition 34, page 19.

1. Any goods (including wool) unloaded at—

| | | |
|----------------|--------------|----------------|
| Ararat, | Colac, | Shepparton, |
| Ballarat, | Echuca, | Stawell, |
| Ballarat East, | Geelong, | Wahgunyah, |
| Benalla, | Hamilton, | Wangaratta, |
| Bendigo, | Horsham, | Warracknabeal, |
| Camperdown, | Maryborough, | Wodonga, |
| Castlemaine, | Melbourne, | |

shall be allowed free storage on the day of unloading, and, at the convenience of the Commissioners, for one working day thereafter, and if not removed within such time, storage charges as prescribed hereunder shall thereafter be imposed in respect of such goods:—

| | | | | | | | | | | | | | | | | |
|---|--|--------------|------|---------|------|---------|---------------|------|------|------|------|--------------------------|------|------|------|------|
| For consignments of 1 ton or upwards .. | 1s. 3d. per ton or part of a ton exceeding 1 ton per day or part thereof. | | | | | | | | | | | | | | | |
| | Not exceed- Over 2 cwt., Over 5 cwt., Over 10 cwt. ing 2 cwt. and not ex- and not ex- per ton or ceeding 5 cwt. ceeding 10 cwt. part thereof. | | | | | | | | | | | | | | | |
| For consignments of less than 1 ton | <table border="0"> <tr> <td>First day ..</td> <td>4½d.</td> <td>5½d.</td> <td>7½d.</td> <td>1s. 3d.</td> </tr> <tr> <td>Second day ..</td> <td>2½d.</td> <td>4½d.</td> <td>5½d.</td> <td>10d.</td> </tr> <tr> <td>Each succeed- ing day ..</td> <td>1½d.</td> <td>2½d.</td> <td>4½d.</td> <td>7½d.</td> </tr> </table> | First day .. | 4½d. | 5½d. | 7½d. | 1s. 3d. | Second day .. | 2½d. | 4½d. | 5½d. | 10d. | Each succeed- ing day .. | 1½d. | 2½d. | 4½d. | 7½d. |
| First day .. | 4½d. | 5½d. | 7½d. | 1s. 3d. | | | | | | | | | | | | |
| Second day .. | 2½d. | 4½d. | 5½d. | 10d. | | | | | | | | | | | | |
| Each succeed- ing day .. | 1½d. | 2½d. | 4½d. | 7½d. | | | | | | | | | | | | |

Any portion of a day shall be charged for as one day. Minimum charge, 5d.

2. Notwithstanding anything hereinbefore contained, if it be inconvenient to store any goods upon the premises of the Commissioners, at Melbourne, after the expiration of the period of free storage, the consignee or owner may be required to remove the goods from the railway premises or the goods may be removed by the Commissioners for storage in a warehouse to be nominated by the consignee or owner, and, when so required by the Melbourne Goods Superintendent or other authorized officer of the Commissioners, the consignee or owner shall remove the goods from the premises of the Commissioners, or shall nominate in writing to such officer a store or stores to which the overtime goods may be carted, which store or stores shall not be situated at a greater distance than 9 miles from the Melbourne General Post Office, and the consignee shall pay such charges as may be in force in connexion with, or incidental to, the removal of the goods to the nominated store or stores, as the case may be, and in connexion with, or incidental to, the storage of the goods thereat; provided that if the consignee or owner, when so required by the Melbourne Goods Superintendent, or other authorized officer of the Commissioners, fail to remove the goods, or to nominate a store or stores to which the goods may be removed, he shall pay to the Commissioners a storage charge in respect of the goods at the rate of 1s. 3d. per ton, or part thereof, per day, or part thereof, during such time as his failure to remove the goods, or to nominate a store or stores, to which the goods may be removed, shall continue.

3. For storage on wool and imports, see also pages 231 and 250.

4. Williamstown Pier.—See page 250.

5. Contractors' Plant.—The charges for the storage of contractors' engines and trucks shall be 1s. 3d., and 8d. respectively, each, per month.

DELIVERY OF CHAFF AT MELBOURNE.

1. A terminal charge of 1s. 7d. per truck shall be imposed in respect of all chaff consigned to Melbourne in addition to the unloading charge and shall be shown separately on waybills by way of stations.

2. Chaff consigned to Melbourne (Cowper-street) from any outside place shall be deemed to be accepted for delivery at such one of the sidings at Spencer-street as the proper officer may determine on the arrival of the truck or trucks containing the same.

3. Chaff consigned to Melbourne shall, except as hereinafter provided, be taken delivery of from the truck into road vehicle, whether such truck be placed for delivery at a siding along a platform or at a siding unprovided with a platform, but provided with an approach road. In the case of a truck placed for delivery at a siding inside the shed known as the chaff shed at Cowper-street, the chaff shall be unloaded and discharged from such truck on to the floor of the said shed, and the unloading and discharging shall be performed by the Commissioners and paid for by the consignee at the rates prescribed on page 126, clause 1, sub-clause (c), but in any such case the chaff so unloaded and discharged must be removed from the railway premises not later than 5 p.m. on the working day following the day upon which the same was unloaded or discharged, and failing removal of such chaff as aforesaid a storage charge of 1s. 3d. per ton or part of a ton per day—or part of a day—shall be levied and levied in respect of so much of the said chaff as remains on railway premises after the time specified herein for removal.

4. Except as hereinbefore provided, the unloading and discharge of chaff from any truck at any siding for the purposes of delivery shall be performed by and at the expense and risk of the consignee within eight (8) working hours from the time when such truck is so placed for such purpose.

5. A demurrage charge of 12s. 6d. per four (4) wheeled truck, and of 25s. per bogie truck, shall be imposed and levied in respect of each day or part of a day of twenty-four (24) consecutive hours in every case in which any truck containing chaff is detained at Spencer-street for unloading or discharge purposes beyond the time hereinbefore specified. This provision shall not apply in any case in which any truck containing chaff is placed for delivery at a siding inside the Cowper-street chaff shed and unloaded and discharged on to the floor of such shed.

6. The Commissioners will not, except as prescribed in clause 2 hereof, provide room or space on the railway premises for the storage of chaff. The consignee shall, except as hereinbefore provided, be responsible with upon unloading or discharging chaff from any truck placed in any siding for delivery on to the railway premises the chaff so unloaded or discharged.

7. The foregoing conditions shall be and be deemed to be incorporated in any contract entered into for the carriage by the Commissioners of any chaff, and all consignments of chaff shall be received *inter alia* under and subject to such conditions.

8. The words "proper officer" shall mean and include the Metropolitan Goods Superintendent or any other officer appointed by the Commissioners for the time being, or such other officer or class of officer as the Commissioners may from time to time appoint in that behalf, and any officer of the Commissioners duly authorized in writing to receive trucks for unloading or discharge.

DISTRICT RATES.

GENERAL INSTRUCTION GOVERNING THE APPLICATION OF DISTRICT RATES.

1. When District rates are charged between any station (hereafter referred to as the "District Rate Station") and Melbourne, the application of such rates, in respect of suburban stations within five miles of Melbourne (either Flinders-street or Spencer-street, as the case may be) shall, except otherwise specified, be as follows:—

- (A) If the suburban station be of equal or less distance than Melbourne (Spencer-street) from the District Rate Station, the same rates shall be charged as between the District Rate Station and Melbourne if less than the mileage rates.
- (B) If the suburban station be of greater distance than Melbourne (Spencer-street) and is not beyond and via Melbourne.—The rates as between the District Rate Station and Melbourne shall be charged plus the difference between the mileage rates between the District Rate Station to Melbourne and from the District Rate Station to the suburban station.
 - (i) *beyond and via Melbourne.*—The rates as between the District Rate Station and Melbourne shall be charged plus the difference between the mileage rates from the District Rate Station to the junction station and the mileage rates from the District Rate Station to the suburban station *via* such junction station provided that such combined rates be less than the mileage rates for the distance.
 - (ii) *not beyond or via Melbourne.*—The rates as between the District Rate Station and Melbourne shall be charged plus the difference between the mileage rates from the District Rate Station to the junction station and the mileage rates from the District Rate Station to the suburban station *via* such junction station provided that such combined rates be less than the mileage rates for the distance.

2. Unless otherwise expressly provided, the mileage rates shall apply.

DISTRICT RATES BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS.

1. The rates per ton between Melbourne and the stations named hereunder shall, in respect of the classes of goods and commodities specified, be as follow :—

| Between Melbourne and— | Class B.* | Class Bb.** | Class C.** | Class 1. | Class 2. | Beer, bottled, Cordials in bulk and bottled, Groceries in bulk and bottled, Groceries. ††† | Sugar— | | Kerosene Minimum 2 tons. Owner's Risk only. | Fencing Wire*— Minimum, 2 tons. |
|------------------------|-------------|-------------|------------|----------|----------|--|------------------|-----------------|---|---------------------------------|
| | | | | | | | Minimum 20 tons. | Minimum 5 tons. | | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| North Geelong | C.R.* 12 10 | 10 5 | 14 5 | 15 0 | 18 6 | .. | .. | .. | .. | .. |
| | O.R. 12 3 | 9 11 | 13 9 | 15 0 | 18 6 | .. | .. | .. | .. | .. |
| Geelong .. | C.R.* 12 10 | 10 5 | 14 5 | 15 0 | 18 6 | .. | 13 2 | .. | .. | .. |
| | O.R. 12 3 | 9 11 | 13 9 | 15 0 | 18 6 | .. | 12 6 | .. | .. | .. |
| South Geelong | C.R.* 14 2 | 11 6 | 15 9 | 16 3 | 19 9 | .. | .. | .. | .. | .. |
| | O.R. 13 6 | 10 11 | 15 0 | 16 3 | 19 9 | .. | .. | .. | .. | .. |
| Colac .. | C.R.* .. | .. | .. | 43 3 | 50 0 | 43 3 | .. | .. | .. | .. |
| | O.R. .. | .. | .. | 43 3 | 50 0 | 43 3 | .. | .. | .. | .. |
| Ballarat .. | C.R.* .. | .. | 28 11† | 31 3 | 38 9 | 35 3 | 24 8 | .. | .. | .. |
| Ballarat East | O.R. .. | .. | 27 6† | 31 3 | 38 9 | 35 3 | 23 6 | .. | .. | .. |
| Golden Square | C.R.* .. | .. | .. | .. | .. | 55 9 | .. | .. | .. | .. |
| | O.R. .. | .. | .. | .. | .. | 55 9 | .. | .. | .. | .. |
| Bendigo .. | C.R.* .. | .. | .. | .. | .. | 55 9 | 33 7 | .. | .. | .. |
| | O.R. .. | .. | .. | .. | .. | 55 9 | 32 0 | .. | .. | .. |
| Alfornia Gully | C.R.* .. | .. | .. | .. | .. | 58 9 | .. | .. | .. | .. |
| | O.R. .. | .. | .. | .. | .. | 58 9 | .. | .. | .. | .. |
| Eaglehawk | C.R.* .. | .. | .. | .. | .. | 58 9 | .. | .. | .. | .. |
| | O.R. .. | .. | .. | .. | .. | 58 9 | .. | .. | .. | .. |
| Munga .. | C.R.* .. | .. | .. | 122 0 | 144 0 | .. | .. | .. | .. | .. |
| | O.R. .. | .. | .. | 122 0 | 144 0 | .. | .. | .. | .. | .. |
| Myren .. | C.R.* .. | .. | .. | 119 6 | 140 9 | .. | .. | .. | .. | 98 8 |
| | O.R. .. | .. | .. | 119 6 | 140 9 | .. | .. | .. | .. | 94 0 |
| Mamal .. | C.R.* .. | .. | .. | 117 0 | 137 6 | .. | .. | 82 1 | 94 0 | 96 7 |
| | O.R. .. | .. | .. | 117 0 | 137 6 | .. | .. | 78 2 | 92 0 | 92 0 |
| Minta .. | C.R.* .. | .. | .. | 112 9 | 133 0 | .. | .. | 80 0 | .. | 92 8 |
| | O.R. .. | .. | .. | 112 9 | 133 0 | .. | .. | 76 2 | 88 3 | 88 3 |
| Mattah .. | C.R.* .. | .. | 103 5 | 107 9 | 127 0 | .. | .. | 77 1 | .. | 89 6 |
| | O.R. .. | .. | 98 6 | 107 9 | 127 0 | .. | .. | 73 5 | 85 3 | 85 3 |
| Nowingi .. | C.R.* .. | .. | 98 2 | 102 3 | 119 3 | .. | .. | 72 9 | .. | 84 3 |
| | O.R. .. | .. | 93 6 | 102 3 | 119 3 | .. | .. | 69 3 | 80 3 | 80 3 |
| Doonoonar | C.R.* .. | .. | 96 7 | 100 0 | 117 0 | .. | .. | 70 7 | .. | 82 8 |
| | O.R. .. | .. | 92 0 | 100 0 | 117 0 | .. | .. | 67 3 | 78 9 | 78 9 |
| Carwarp .. | C.R.* .. | .. | 94 9 | 97 3 | 113 3 | .. | .. | 69 5 | .. | 80 10 |
| | O.R. .. | .. | 90 3 | 97 3 | 113 3 | .. | .. | 66 1 | 77 0 | 77 0 |
| Tatpool .. | C.R.* .. | .. | 91 4 | 93 9 | 109 0 | .. | .. | 66 0 | .. | 77 5 |
| | O.R. .. | .. | 87 0 | 93 9 | 109 0 | .. | .. | 62 10 | 73 9 | 73 9 |
| Bedcliffs .. | C.R.* .. | .. | 90 0 | 92 3 | 106 6 | .. | .. | 66 0 | .. | 76 2 |
| | O.R. .. | .. | 85 9 | 92 3 | 106 6 | .. | .. | 62 10 | 72 6 | 72 6 |
| Trumple .. | C.R.* 68 4 | 55 5 | 82 8 | 84 9 | 98 6 | .. | .. | 58 3 | .. | 68 9 |
| Mildura .. | O.R. 65 1 | 52 9 | 78 9 | 84 9 | 98 6 | .. | .. | 55 6 | 65 6 | 65 6 |
| Merbein .. | C.R.* 74 9 | 60 9 | 90 0 | 92 3 | 106 6 | .. | .. | 66 0 | .. | 76 2 |
| Merbein West | O.R. 71 2 | 57 10 | 85 9 | 92 3 | 106 6 | .. | .. | 62 10 | 72 6 | 72 6 |
| Yeta .. | C.R.* .. | .. | 92 5 | 95 0 | 110 3 | .. | .. | 67 1 | .. | 78 6 |
| | O.R. .. | .. | 88 0 | 95 0 | 110 3 | .. | .. | 63 11 | 74 9 | 74 9 |
| Penetook .. | C.R.* .. | .. | 95 7 | 98 9 | 114 6 | .. | .. | 69 5 | .. | 81 8 |
| | O.R. .. | .. | 91 0 | 98 9 | 114 6 | .. | .. | 66 1 | 77 9 | 77 9 |

For footnotes see next page.

DISTRICT RATES BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS
continued.

| Between Melbourne and— | Class D.** | Class BB.** | Class C.** | Class 1. | Class 2. | Beer, bottled, Cordials bottled, and other articles in bottles and tins, and Groceries.†† | Sugar— | | Per ton. |
|---------------------------|---------------|----------------|---------------|-------------|-------------|--|---------------------|--------------------|-------------|
| | | | | | | | Minimum 20 tons. | Minimum 5 tons. | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Pirita .. | C.R.* | .. .. | 97 8 | 100 9 | 117 9 | .. .. | .. .. | 71 6 | 68 1 |
| | O.R. | .. .. | 93 0 | 100 9 | 117 9 | .. .. | .. .. | 68 1 | 79 1 |
| Merrinee .. | C.R.* | .. .. | 99 9 | 104 0 | 121 3 | .. .. | .. .. | 73 7 | 79 1 |
| | O.R. | .. .. | 95 0 | 104 0 | 121 3 | .. .. | .. .. | 70 1 | 81 1 |
| Karrawinna | C.R.* | .. .. | 102 11 | 106 9 | 125 6 | .. .. | .. .. | 75 7 | 84 1 |
| | O.R. | .. .. | 98 0 | 106 9 | 125 6 | .. .. | .. .. | 72 0 | 84 1 |
| Werrimull .. | C.R.* | .. .. | 105 0 | 110 6 | 129 0 | .. .. | .. .. | 78 2 | 85 1 |
| | O.R. | .. .. | 100 0 | 110 6 | 129 0 | .. .. | .. .. | 74 5 | 85 1 |
| Bambill .. | C.R.* | .. .. | 106 7 | 112 9 | 133 0 | .. .. | .. .. | 80 0 | 88 1 |
| | O.R. | .. .. | 101 6 | 112 9 | 133 0 | .. .. | .. .. | 76 2 | 88 1 |
| Yarrara .. | C.R.* | .. .. | 108 8 | 115 3 | 135 9 | .. .. | .. .. | 81 6 | 90 1 |
| | O.R. | .. .. | 103 6 | 115 3 | 135 9 | .. .. | .. .. | 77 7 | 90 1 |
| Meringur .. | C.R.* | .. .. | 111 0 | 117 9 | 139 0 | .. .. | .. .. | 83 6 | 92 1 |
| | O.R. | .. .. | 105 9 | 117 9 | 139 0 | .. .. | .. .. | 79 6 | 92 1 |

* The charges at the Commissioners' Risk rate shall not be less than 1s. 3d. per consignment in excess charges at the Owner's Risk rate.—** Not including loading and unloading.—† Including loading and unloading. †† For concessions to country industries see pages 207 to 213.—‡ To be accepted at Commissioners' Risk when packed as prescribed in the classification, pages 33 to 70.—†† The term "Groceries" shall, for these rates, comprise the following only, viz.:—Almonds, Apples (dried), Arrowroot, Baking Powder, Blue Lead, Blue, Camp Pie, Chicory, Chocolate, Chocolate and Milk, Cinnamon, Citrus Health-Saline Powder, Seltz, Cocoa, Cocoa and Milk, Coffee, Coffee and Milk, Cream of Tartar, Currants, Dates, Essence (Coffee), (Culinary), Figs, Fish (Ling), Fish (Tinned), Fruits (Dried), Ginger, Ginger (Preserved), Grains, Jams and Jellies, Crystals, Liquorice, Magnesia (Fluid), Malt Extract, Safety Matches, Meat (Preserved), Mustard, Nuts, Oil (for Salad, bottled), Paste (Meat), Peanuts, Peel (Candied), Pepper, Pickles, Powder (Custard), Preserves, Prunes, Salts (Epsom, in packets), Sauces, Seidlitz Powders, Soap (tancy), Soap (Hudson's extract of), Starch, Tea, Tobacco, and Vinegar.

2. The rates prescribed in Clause 1 hereof shall also have application under the provisions of Clause 1 of the General Instruction governing the application of District Rates in respect of similar traffic between suburban stations and the stations specified, but shall not otherwise have any application whatsoever, except as provided in Clause 3 hereof.

3. (A) The special rates prescribed in Clause 1, in respect of traffic between Melbourne and Ouyen, and all stations thence to Yelta and Meringur, shall be the rates between Melbourne and stations on the direct line from Melbourne on either the Ballarat, Castlemaine or Geelong route, if less than the mileage rates.

(B) The rates for all classes of traffic between Bendigo and the following stations, viz. Yea, Merbein, Irymple, and Redcliffs shall be the same as between such stations and Melbourne when cheaper than the mileage rates.

(C) Goods between Kangaroo Flat, Golden Square, or Epsom, and Mildura, Merbein, Irymple, Redcliffs shall be charged mileage rates between Kangaroo Flat, Golden Square, or Epsom and Bendigo, plus the special district rates between Bendigo and Mildura, Merbein, Irymple or Redcliffs when cheaper than charging mileage rates for the through journey.

(D) The special rates prescribed in clause 1 in respect of traffic between Melbourne and Geelong shall also apply between Melbourne and the Ford Co.'s Siding, North Shore, and Phosphate Co.'s Siding, Corio.

DISTRICT RATES—continued.

THROUGH TRAFFIC BETWEEN MELBOURNE AND PHILLIP ISLAND, SAN REMO AND ADJACENT DISTRICTS, CARRIED BY RAIL BETWEEN MELBOURNE AND STONY POINT, THENCE BY THE STEAMERS "GENISTA" OR "ALVINA."

(a) BETWEEN MELBOURNE AND COWES, TANKERTON, AND RHYLL.
(b) " " " " NEWHAVEN AND SAN REMO.

1. RATES PER TON AND STEAMER CHARGES FOR CONSIGNMENTS WEIGHING NOT LESS THAN ONE TON:—

| | Chicory Rail Min- imum 10 cwt. ** | **Rice, Salt, Sugar, Gal. Iron, Kerosene (at owner's risk only), Softwood or Mixed Consignments thereof. Rail Min., 1 ton. | *Butter. Rail Min- imum, 1 ton. | Class M. Rail Min- imum, 2 tons. | Class A P. Rail Min- imum, 2 tons. | Class Grain. Rail Min* imum, 2 tons. | Class A. Rail Min- imum, 1 ton. | Class B. Rail Min- imum, 1 ton. | Class C. Rail Min- imum, 1 ton. | Class 1. | Class 2. |
|--|--|---|---|---|---|---|--|--|--|-------------|-------------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Rail proportion | 9 1 | 9 1 | 8 2 | 6 11 | 7 2 | 6 6 | 9 1 | 9 1 | 15 9 | 15 9 | 19 6 |
| ††C.R. O.E. | 8 8 | 8 8 | 7 9 | 6 7 | 6 10 | 6 2 | 8 8 | 8 8 | 15 9 | 15 9 | 19 6 |
| Steamer propor- tion (minimum 1 ton) | (a) 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 |
| | (b) 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 |

* Butter in smaller quantities than 1 ton shall be charged 15s. 9d. per ton "Smalls" minimum, for the rail proportion.

†† Otherwise Class 1 rates.
†† The conveyance of goods at Commissioners' Risk at the rates shown above only applies to the rail portion of the journey. The charges at the Commissioners' Risk rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk rate.

For wharfage and transfer charges see clauses 3 and 4, page 132.

2. STEAMER CHARGES.

(i) FOR CONSIGNMENTS (WITH THE EXCEPTION OF CHICORY AND SPECIAL CONSIGNMENTS SHOWN IN CLAUSE (ii)) WEIGHING LESS THAN ONE TON.

The following steamer charges shall be added to the rail proportion shown in Clause 1 instead of the steamer proportion shown in that clause:—

| Weight not over— | (a) s. d. | (b) s. d. | (a) s. d. | (b) s. d. |
|--|--------------|--------------|--------------|--------------|
| 3 lb. ... | 0 6 | 0 9 | 1 3 | 1 3 |
| 28 lb. ... | 0 9 | 1 0 | 1 0 | 1 0 |
| 1 cwt. ... | 1 0 | 1 3 | 1 0 | 1 3 |
| 1½ cwt. ... | 1 6 | 2 0 | 1 6 | 2 0 |
| 2 cwt. ... | 2 0 | 2 6 | 2 0 | 2 6 |
| 3 cwt. ... | 2 6 | 3 3 | 2 6 | 3 3 |
| 5 cwt. ... | 3 6 | 4 6 | 3 6 | 4 6 |
| 10 cwt. ... | 5 6 | 7 0 | 5 6 | 7 0 |
| 20 cwt. ... | 8 0 | 10 0 | 8 0 | 10 0 |
| Cream, large cans, each ... | 1 3 | 1 3 | 1 3 | 1 3 |
| Cream, small cans, ,, ... | 1 0 | 1 0 | 1 0 | 1 0 |
| Box Butter (single) ... | 1 0 | 1 3 | 1 0 | 1 3 |
| Porkers and Vealers per carcase ... | 1 6 | 2 0 | 1 6 | 2 0 |
| Mutton per carcase ... | 1 0 | 1 3 | 1 0 | 1 3 |
| Beef per side ... | 2 6 | 3 3 | 2 6 | 3 3 |

(ii) FOR SPECIAL CONSIGNMENTS AS UNDER:—

The following steamer charges shall be added to the rail proportion shown in Clause 1 instead of steamer proportion as shown in that clause:—

| | (a) s. d. | (b) s. d. |
|--|--------------|--------------|
| Single packages not exceeding 10 cwt. ... | 10 0 | 12 6 |
| " " " " 15 cwt. ... | 15 0 | 18 9 |
| " " " " 1 ton ... | 20 0 | 25 0 |
| " " " " exceeding 1 ton, special arrangement | | |
| Horses (light) and Cows ... each | 10 0 | 10 0 |
| Cart Horses and Brood Mares ... | 12 6 | 12 6 |
| Draught Horses ... | 15 0 | 15 0 |
| Stallions ... | 20 0 | 20 0 |
| Jinkers and Light Buggies ... | 7 6 | 7 6 |
| Buggies, heavy ... | 10 0 | 10 0 |
| Waggonettes ... | 15 0 | 15 0 |
| Wagons ... | 20 0 | 20 0 |
| Motor Bicycles ... | 5 0 | 5 0 |
| Motor Bicycles with side cars ... | 7 6 | 7 6 |
| Bicycles and Perambulators ... | 1 0 | 1 0 |

DISTRICT RATES—continued.

| | | (a) | | (b) |
|--|----------------|------|----|-----|
| | | s. | d. | |
| Dogs | ... each | 1 | 0 | 1 |
| Oysters | ... per bag | 1 | 3 | 1 |
| Fish | ... per basket | 0 | 4 | 1 |
| Furniture | ... per ton | 16 | 0 | 6 |
| Tanks (not exceeding 200 gals. each) | ... | 5 | 0 | 16 |
| (each additional 100 gals.) | ... | 1 | 3 | 5 |
| Seaweed per bale | ... | 1 | 0 | 1 |
| Cattle up to 20 head | ... | 100 | 0 | 1 |
| Ponies, each | ... | 7 | 6 | 100 |
| Sheep, up to 50 | ... | 17 | 6 | 7 |
| „ per hundred | ... | 30 | 0 | 17 |
| Empty returns which contained Island Produce | ... | free | | 30 |

3. WHARFAGE CHARGES.

A wharfrage charge of 1s. per ton, minimum 1d. per consignment, shall be imposed on all with the following exceptions, consigned to Cowes, Nowhaven, San Remo, Tankerton, Rivers adjacent districts, to be forwarded via Stony Point and the steamers *Genista* or *Alvina*.

Exceptions—

Artificial manures, boats, second-hand and new fishing boats, fish (fresh), Government consignments, ice for preservation of fish being sent to market and live stock.

4. TRANSFER CHARGES.

A transfer charge of 7d. per ton, minimum 1d. per consignment, shall be imposed on all to or from Phillip Island, San Remo, adjacent districts, or French Island per s.s. *Genista* or *Alvina* forwarded by rail to or from Stony Point.

5. PREPAYMENT OF CHARGES.

Consignments intended for despatch from Stony Point by the steamers *Genista* or *Alvina* must be so consigned and all charges prepaid.

6. WAYBILLING.

Goods consigned to or from Phillip Island, San Remo, and adjacent districts per s.s. *Genista* or *Alvina* shall be way-billed through on New and Old lines way-bills showing the transfer charges and steamer and wharfrage charges separately.

THROUGH TRAFFIC BETWEEN MELBOURNE AND FRENCH ISLAND.

Through consignments between Melbourne and French Island, conveyed by boats other than s.s. *Genista* and s.s. *Alvina*, shall also be charged the rail proportion of the rates shown in this schedule applicable to traffic between Melbourne and Phillip Island (see Clause 4).

DARLING RIVER DISTRICT.

During the periods of the year in which the River Murray is open for navigation between Morgan and the junction of the Rivers Murray and Darling, the net rates per ton for the goods between Melbourne and Echuca, Kerang, Swan Hill, Mildura, or Merbein, or between Geelong, Mildura or Merbein of goods forwarded to or from any place in the Darling River District shall be prescribed in the schedule hereunder. The full Tariff rates shall be charged in the first instance and rebates to the net rates as specified hereunder will subsequently be allowed on properly certified bills of lading or a certificate or such other proof as the Commissioners may require in conclusive evidence:—

(a) that such goods are absolutely for use in the Darling River District, and have been duly delivered at the destination specified in the Consignment Note.

(b) or were duly forwarded from the Darling River District.

No claims for rebates will be recognised unless they are lodged with the proper authorities the Commissioners within one month of the date of the consignment of the goods.

NET RATES.

| Description of Goods. | Melbourne and Darling River District. | | | |
|-----------------------|---------------------------------------|-------------|----------------|-------------|
| | Via Echuca. | Via Kerang. | Via Swan Hill. | Via I or M. |
| Class B* C.R. | s. d. | s. d. | s. d. | 1 |
|  | .. .. . | .. .. . | .. .. . | 6 |
| Class C* C.R. | 40 0 | 59 0 | 59 0 | 6 |
| | 40 0 | 59 0 | 59 0 | 6 |
| Class I C.R. | 40 0 | 59 0 | 59 0 | 6 |
| | 40 0 | 59 0 | 59 0 | 6 |

** These rates also apply between Geelong and Mildura or Merbein.

NET RATES—continued.

| Description of Goods. | Melbourne and Darling River District. | | | |
|-----------------------|---------------------------------------|-------------|----------------|----------------------------|
| | Via Echuca. | Via Kerang. | Via Swan Hill. | Via Mildura or Merbein. ** |
| s 2 | C.R. 46 3 | 66 3 | 66 3 | 69 3 |
| | O.R. 46 3 | 66 3 | 66 3 | 69 3 |
| twood*† | C.R. 35 3 | 54 0 | 54 0 | .. |
| | O.R. 33 7 | 51 5 | 51 5 | .. |
| par† | C.R. 24 10 | 46 3 | 46 3 | .. |
| | O.R. 23 8 | 44 1 | 44 1 | .. |
| resene† | O.R. only .. | .. | .. | 62 0 |
| | C.R. 38 7 | 59 0 | 59 0 | 62 0 |
| meing wire*†† | O.R. 36 9 | 57 3 | 57 3 | 62 0 |
| | C.R. 31 11 | 37 5 | 42 5 | .. |
| ire netting*† | O.R. 30 5 | 35 8 | 40 5 | .. |
| | C.R. 24 10 | 46 3 | 46 3 | .. |
| ool packs* | O.R. 23 8 | 44 1 | 44 1 | .. |

* Not including loading and unloading.

† If cheaper than the Tariff Rate.

‡ Minimum, 2 tons.

** These rates also apply between Geelong and Mildura or Merbein.

The charges at Commissioners' Risk rates shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk rate.

Hides and skins from the Darling River District to Melbourne via Mildura or Merbein shall be charged O.R. 44s. 1d. per ton, C.R. 46s. 3d. per ton plus the specified tallying charges shown on page 48.

INTERSTATE TRAFFIC BETWEEN VICTORIA, NEW SOUTH WALES, AND QUEENSLAND.

1. JUNCTION CHARGES.—

The following charges for carriage between Wodonga and Albury shall operate in each State except where through rates are quoted:—

| | Per ton. | Victoria. | Proportions. |
|---|----------|-----------|--------------|
| (a) All goods in Classes 1 and 2 | 2s. 11d. | 7d. | 3/2 |
| Empty returns, wool, vehicles, and live stock, see below. | | | |
| All other goods | 1s. 9d. | 7d. | 1/2 |
| Minimum charge for each consignment, 1s. 9d. | | | |
| (b) Empty returns | 1s. 2d. | 5d. | 1/2 |
| Minimum charge, 5d. | | 2d. | 1/2 |

(c) No junction charge is made on wool, and the charge for haulage of wool from Albury to Victorian stations shall be the Victorian mileage rate, the whole of which shall be payable to the Victorian Railways Commissioners.

(d) The junction charge for vehicles between Wodonga and Albury, for which the rate per vehicle operates, shall be 1s. 10d. per vehicle; proportion, 11d. to each State.

(e) Goods traffic hauled locally between Wodonga and Albury shall be charged the Victorian mileage rates (1-10 miles) to the border as Victorian proportion, plus New South Wales proportion of the junction charge; the Victorian proportion of the junction charge not being imposed.

(f) LIVE STOCK—

| | Total per Truck. | *Proportions per Truck— | |
|---|---------------------|-------------------------|------------|
| | s. d. | Two-thirds. | One-third. |
| In live stock trucks | 3 6 | 2 4 | 1 2 |
| In New South Wales bogie trucks | 7 0 | 4 8 | 2 4 |
| In New South Wales "D" trucks | 2 4 | 1 7 | 0 9 |

* The State which performs the haulage shall be allotted two-thirds and the other State one-third of the foregoing charges.

Live Stock hauled locally between Wodonga and Albury shall be charged:—

- 32s. per Victorian 4-wheeled truck used (all Victorian proportion), and
- 26s. 3d. per New South Wales 4-wheeled truck used (all New South Wales proportion).

2. TRANSHIPPING AT ALBURY, TOCUMWAL, AND WALLANGARRA.—

(a) **Albury.**—All goods transhipped by the New South Wales Railway Department, or consigned direct or to the care of an agent shall be charged for as under:—

| | Per ton. | Ministry per cent. |
|----------------------------------|----------|-----------------------|
| Goods in Classes 1 and 2 | 1s 10d | .. |
| Loose vegetables | 2s. 11d. | .. |
| Wool | 1s. 9d. | .. |
| Timber | 1s. 9d. | .. |
| Other traffic | 1s. 2d. | .. |

(All New South Wales proportion.)

(b) **Tocumwal.** (See page 192)—All goods railed between Victorian and New South Wales at Tocumwal are transhipped by the Victorian Railway Department at the charges shown hereunder:—

| | Per Ton. | Proportions | |
|--|--------------|--------------|--------|
| | | Victoria. | N.S.W. |
| Goods in classes 1 and 2 | s. d. 2 3 | s. d. 1 3 | 1 3 |
| Wool | 2 1 | 1 2 | 1 2 |
| Artificial Manure | 1 5 | 0 10 | 0 10 |
| Gypsum, loose | 2 0 | 1 2 | 1 2 |
| Machinery, n.o.s. | 2 3 | 1 3 | 1 3 |
| Timber | 2 0 | 1 2 | 1 2 |
| Bricks | 2 0 | 1 2 | 1 2 |
| Empty Returns | 2 0 | 1 2 | 1 2 |
| Other Traffic | 1 9 | 1 0 | 1 0 |
| Minimum Charges { per single package, 8d. | .. | 0 5 | 0 5 |
| { per consignment of two or more packages, 1s. 2d. | .. | 0 8 | 0 8 |

INTERSTATE TRAFFIC BETWEEN VICTORIA, NEW SOUTH WALES AND QUEENSLAND—*continued.*

(b) *Tocumwal—continued.*

| | Per ton. | Proportions. | |
|---|--------------|--------------|--------------|
| | | Victoria. | N.S.W. |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Loose Vegetables | 3 6 | 2 0 | 1 6 |
| Minimum Charge for consignment, 1s. 2d. .. .. . | .. .. . | 0 8 | 0 6 |
| Vehicles and Agricultural Machinery— | Each | | |
| Not exceeding 7 cwt. | 2 6 | 1 5 | 1 1 |
| “ “ 16 “ | 3 6 | 2 0 | 1 6 |
| “ “ 16 “ | 5 0 | 2 10 | 2 2 |

(c) *Wallangarra.—*

The charges for transhipping shall be as under:—

| | Per ton. | Minimum charge. |
|--|-------------|-----------------|
| Theatrical scenery | actual cost | 1s. 5d. |
| Motor bodies .. .. . | .. .. . | 10d. |
| Timber, booked direct or re-booked | 3s. 4d. | 10d. |
| Meat, booked direct or re-booked | 3s. 6d. | 10d. |
| Empty tins, booked direct or re-booked | 3s. | 10d. |
| All other consignments | 2s. 3d. | 10d. |

Other traffic booked on through invoices between Roma Street, Toowoomba, Warwick, Maryborough, Bundaberg, Rockhampton (Queensland), and Darling Harbour, Albury, Newcastle, West Maitland, Tamworth, Armidale, Glen Innes, and Tenterfield (New South Wales), also Melbourne and Adelaide, 1s. 5d. per ton.
(Divided equally between New South Wales and Queensland.)

The Commissioners reserve to themselves the right to make a special charge for the transhipment of traffic when the cost of such transhipping exceeds the rates quoted above, such charge to be not less than the actual cost of transhipment.

COUNTING CHARGES AT ALBURY AND WALLANGARRA.—

(a) *Albury.*—A charge of 7d. per ton (minimum 7d. per consignment) will be made at Albury by the New South Wales Railway Department for counting goods charged at rates less than Class “1” of the New South Wales classification, in transit between Interstate stations.

Exception.—Chaff will only be counted at Albury when consigned at Commissioners’ Risk.

(b) *Wallangarra.*—A charge of 10d. per ton (minimum, 10d. per consignment) shall be made for counting at Wallangarra all goods specified in the Queensland tariff at a rate less than Class 1. This charge shall be entered separately on waybills and apportioned equally between New South Wales and Queensland.

4. QUEENSLAND TERMINAL CHARGES.—Terminal charges, as set out hereunder, shall be made on all goods despatched from, to, or through Wallangarra. viz. :—

- 2d. per cwt. (maximum 1s. 2d. per ton, minimum 4d. per consignment) on Classes C (or Class C with a percentage reduction) and higher, wool and goods in Schedule V. of an equal or higher rate than Class C.
- 7d. per ton (minimum 4d. per consignment) on Classes AA and higher, but lower than C Class, including added percentages; also goods in Schedule V., except as hereinafter provided. Where a class is not specified in Schedule V. the terminal charge shall be as for the class to which the rate charged is equal.
- 4d. per ton (truck load minima to be charged if more than actual weight) on Class M and M Class with a percentage added (except agricultural produce chargeable at M plus 20 per cent., which shall be charged 7d. per ton, minimum 4d.), also firewood, landsale coal, raw sugar, manures, and log timber.

The charge for the second or subsequent ton shall be pro rata.
Theatrical scenery, 6s. 6d. per 4-wheeled wagon (including F.G. trucks), and 11s. per 8-wheeled wagon.

These charges will require to be added to the Queensland proportion by Victorian stations booking through to any Queensland station.

The terminal charges for 6-ton truck loads of fruit will be as per clause (c), and for smaller lots as per clause (b) above.

INTERSTATE THROUGH GOODS RATES.

The following shall be the through rates per ton for General Goods Traffic between the mentioned stations, provided that the through rates for specified commodities as quoted on pages 141 shall be maintained:—

GOODS RATES. (See notes (A) to (C), pages 137 and 138.)

(I.) BETWEEN MELBOURNE AND GEELONG AND ADELAIDE.

| | | A. | B. | C. | 1. | 2. | 3. | Miles |
|-----------------|------------|--------------|---------|---------|---------|---------|---------|-------|
| | | Proportions. | | | | | | |
| Miles. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| Victoria .. | 287 | C.R. 1 18 6 | 2 10 4 | 3 11 7 | 4 0 5 | 5 2 9 | 5 2 9 | 287 |
| | | O.R. 1 16 8 | 2 7 11 | 3 8 2 | 4 0 5 | 5 2 9 | 5 2 9 | |
| South Australia | 194 | * 1 4 10 | 1 12 4 | 2 6 1 | 2 14 4 | 3 9 6 | 4 3 6 | 194 |
| | <u>481</u> | | | | | | | |

(II.) BETWEEN MELBOURNE AND SYDNEY.

| | | A. | B. | C. | 1. | 2. | 3. | Miles |
|--------------------|------------|--------------|---------|---------|---------|---------|---------|-------|
| | | Proportions. | | | | | | |
| Miles. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| Victoria .. | 191 | C.R. 1 8 2 | 1 16 3 | 2 8 3 | 2 11 10 | 3 1 4 | .. | 191 |
| | | O.R. 1 6 10 | 1 14 6 | 2 5 11 | 2 11 10 | 3 1 4 | .. | |
| New South Wales .. | 403 | * 2 16 8 | 3 12 9 | 4 16 10 | 5 9 5 | 6 9 5 | .. | 403 |
| | <u>594</u> | | | | | | | |

(III.) BETWEEN MELBOURNE AND NEWCASTLE.

| | | A. | B. | C. | 1. | 2. | 3. | Miles |
|--------------------|------------|--------------|---------|---------|---------|---------|---------|-------|
| | | Proportions. | | | | | | |
| Miles. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| Victoria .. | 191 | C.R. 1 12 8 | 1 16 1 | 2 7 11 | 2 11 7 | 3 1 1 | .. | 191 |
| | | O.R. 1 11 1 | 1 14 4 | 2 5 8 | 2 11 7 | 3 1 1 | .. | |
| New South Wales .. | 492 | * 3 2 11 | 4 8 5 | 5 17 7 | 6 12 11 | 7 17 5 | .. | 492 |
| | <u>683</u> | | | | | | | |

(IV.) BETWEEN MELBOURNE AND BRISBANE.

| | | A. | B. | C. | 1. | 2. | 3. | Miles |
|--------------------|--------------|--------------|---------|---------|---------|---------|---------|-------|
| | | Proportions. | | | | | | |
| Miles. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| Victoria .. | 191 | C.R. 1 16 9 | 2 10 2 | 2 17 1 | 2 17 1 | 3 4 3 | 3 4 3 | 191 |
| | | O.R. 1 15 0 | 2 7 9 | 2 17 1 | 2 17 1 | 3 4 3 | 3 4 3 | |
| New South Wales .. | 768 | * 3 14 11 | 5 7 1 | 7 9 10 | 9 14 7 | 11 13 6 | 11 13 6 | 768 |
| Queensland | 223 | * 1 12 3 | 3 0 5 | 3 6 7 | 3 6 7 | 3 15 0 | 3 15 0 | 223 |
| | <u>1,182</u> | | | | | | | |

* The rates published for the South Australian, New South Wales, or Queensland proportion, as they be, are the OWNER'S RISK rates in such States unless otherwise provided for in the Goods Rates Book of the concerned, and to which reference should be made for the COMMISSIONER'S RISK rates and conditions.

INTERSTATE THROUGH GOODS RATES—*continued.*

(V.) BETWEEN BRISBANE AND ADELAIDE.

| | Miles. | Proportions. | | | | | | | | | Minimum Charge per Consignment. | | | | | | | | | | | | | | |
|-----------------|--------|--------------|------|----|----|----|----|----|----|----|---------------------------------|----|----|----|----|----|---|----|----|---|----|----|---|---|---|
| | | A. | | | B. | | | C. | | | | 1. | 2. | 3. | | | | | | | | | | | |
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | | |
| Queensland | 223 | * | 1 | 12 | 3 | 2 | 6 | 10 | 2 | 12 | 10 | 2 | 16 | 11 | 3 | 7 | 3 | 3 | 7 | 3 | 0 | 3 | 1 | | |
| New South Wales | 768 | * | 3 | 14 | 11 | 5 | 7 | 1 | 7 | 9 | 10 | 9 | 14 | 7 | 11 | 11 | 8 | 11 | 11 | 8 | 0 | 10 | 6 | | |
| Victoria | 476 | | C.R. | | 3 | 7 | 8 | 4 | 11 | 11 | 5 | 18 | 6 | 6 | 1 | 6 | 7 | 3 | 7 | 7 | 3 | 7 | 0 | 7 | 9 |
| | | | O.R. | | 3 | 4 | 5 | 4 | 7 | 6 | 5 | 12 | 10 | 6 | 1 | 6 | 7 | 3 | 7 | 7 | 3 | 7 | 0 | 6 | 6 |
| Both Australia | 194 | * | 1 | 5 | 9 | 1 | 14 | 10 | 2 | 6 | 0 | 2 | 9 | 6 | 2 | 18 | 6 | 2 | 18 | 6 | 0 | 2 | 8 | | |
| | 1,661 | | | | | | | | | | | | | | | | | | | | | | | | |

(VI.) BETWEEN SYDNEY AND ADELAIDE.

| | Miles. | Proportions. | | | | | | | | | Minimum Charge per Consignment. | | | | | | | | | | | | | | |
|-----------------|--------|--------------|------|----|----|----|----|----|----|----|---------------------------------|----|----|----|----|----|---|----|----|---|----|----|---|---|----|
| | | A. | | | B. | | | C. | | | | 1. | 2. | 3. | | | | | | | | | | | |
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | | |
| New South Wales | 403 | * | 2 | 13 | 2 | 3 | 6 | 7 | 4 | 5 | 0 | 5 | 1 | 7 | 5 | 19 | 0 | 5 | 19 | 0 | 0 | 5 | 6 | | |
| Victoria | 476 | | C.R. | | 3 | 5 | 11 | 4 | 2 | 7 | 5 | 5 | 4 | 6 | 0 | 0 | 7 | 0 | 6 | 7 | 0 | 6 | 0 | 7 | 10 |
| | | | O.R. | | 3 | 2 | 9 | 3 | 18 | 8 | 5 | 0 | 4 | 6 | 0 | 0 | 7 | 0 | 6 | 7 | 0 | 6 | 0 | 6 | 7 |
| Both Australia | 194 | * | 1 | 5 | 7 | 1 | 12 | 0 | 2 | 0 | 11 | 2 | 8 | 11 | 2 | 17 | 3 | 2 | 17 | 3 | 0 | 2 | 8 | | |
| | 1,073 | | | | | | | | | | | | | | | | | | | | | | | | |

NOTES.

CONDITIONS OF CARRIAGE AND CLASSIFICATION OF GOODS—
 The conditions of carriage and classification of goods existing in each State shall apply in respect of the portions of the through journey within the respective States.

Exceptions.—

(i) Goods specified in the **Victorian Classification** under Class Bb shall be charged under Class B less 10 per cent., minimum 1 ton; smaller quantities, Class C, subject to the minimum charge per consignment specified above.

(ii) Wherever in the **Victorian Classification** a rate is provided less a percentage, such percentage with the exception of the commodities mentioned below, shall **not** be deducted from the Interstate proportion—

| | Class. |
|---|----------------|
| Agricultural Implements and Machines, parts of, in the rough and not machined or polished | C—20 per cent. |
| Bacon, Hams, and Lard | B—10 " |
| Dripping | B—10 " |
| Fabric, B.R.C. | C—20 " |
| Castings and Forgings, in truck loads specified | C—20 " |
| Reinforcements, Fabricated, in truck loads specified | C—20 " |
| Wire, Fencing, &c., in truck loads specified | C—20 " |
| Pig's Feet | B—10 " |

(iii) Goods specified in the **South Australian Classification** under the classes mentioned below shall be charged as follow :—

| Classification. | S.A. proportion to be charged. |
|-----------------|--------------------------------|
| AA | Class A, plus 2s. 3d. per ton |
| Bb | " B, plus 2s. 3d. " |
| Cc | " C, plus 2s. 3d. " |

* The rates published for the South Australian, New South Wales, or Queensland proportion, as the case may be, are the **OWNERS' RISK** rates in such States unless otherwise provided in the Goods Rates Book of the State concerned, and to which reference should be made for the **COMMISSIONERS' RISK** rates and conditions.

INTERSTATE THROUGH GOODS RATES—*continued.*

(*) Attention is directed to the instructions on pages 134 and 135 relative to the following charges:—

At Albury—Transshipping.

Counting.

At Wallangarra—Transshipping.

Counting.

Terminal.

(c) Goods forwarded from any station other than the Capital shall be charged as under—

(i) If consigned to an immediately adjoining State, ordinary tariff rate to the Capital plus the Special Interstate Through Goods Rate between the Capitals when such rate be cheaper than the combined ordinary tariff rate from the forwarding station to the border plus the ordinary tariff rate to destination.

(ii) If consigned through a neighbouring State to a further adjoining State—

The local rate from the forwarding station to the Capital City plus the through rate from the forwarding station to the Capital City in the adjoining State plus the through rate thence to the destination station.

The local rate in each State shall apply where it is cheaper than either of the methods in clause (ii) above.

INTERSTATE FRESH FRUIT RATES.

(1) Between (i) Melbourne, Toolamba, Tatura, Merrigum, Kyabram, Tongala, Moorooopna, Shepparton, and Darling Harbour.

(ii) Melbourne and the following New South Wales Stations, viz., Darling Downs, Richmond, Emu Plains, Liverpool, Hawkesbury River, Nth. Sydney Goods Station, Hill, and Intermediate Stations.

| | Proportions per ton. | | | |
|--|----------------------|-------|-----------|-------|
| | Victoria. | | *New S.W. | |
| | C.R. | | O.R. | |
| | £ | s. d. | £ | s. d. |
| In full truck loads, subject to minimums in Note (i) (p.141) | 0 | 15 5 | 0 | 14 8 |
| Minimum 6 tons per 4-wheeled truck | 0 | 15 5 | 0 | 14 8 |

(2) From Murwillumbah, New South Wales, to Melbourne.

| | Proportions per ton. | | | |
|--|----------------------|-------|-----------|-------|
| | Victoria. | | *New S.W. | |
| | C.R. | | O.R. | |
| | £ | s. d. | £ | s. d. |
| In full truck loads, subject to minimums in Note (i) (p.141) | 0 | 15 5 | 0 | 14 8 |
| Minimum 6 tons per 4-wheeled truck | 0 | 15 5 | 0 | 14 8 |
| †Smaller quantities Smalls Minimum | 1 | 4 11 | 1 | 3 9 |

* The rates published for the New South Wales proportion are the OWNER'S RISK rates in such cases as otherwise provided in the Goods Rates Book of the State concerned and to which reference should be made to the COMMISSIONERS' RISK rates and conditions.

†The charges at COMMISSIONERS' RISK rates for the Victorian proportion shall not be less than 1s. 3d. per consignment in excess of the charges at the OWNER'S RISK rates.

INTERSTATE THROUGH GOODS RATES—*continued.*

(3.) Between Melbourne and Brisbane—

| | Proportions per ton. | | | | |
|--|----------------------|-----------------|------------------------------------|--------------------------------------|--------------|
| | Victoria. | | *New South Wales. | | *Queensland. |
| | C.R. £ s. d. | O.R. £ s. d. | (a) †Via Enfield. £ s. d. | (b) †Via Werris Ck. £ s. d. | £ s. d. |
| In full truck loads subject to the minimum in Note (i) page 141 .. | 0 15 5 | 0 14 8 | 2 6 8 | 2 4 0 | 1 1 6 |
| Minimum, 6 tons per 4-wheeled truck .. | 0 15 5 | 0 14 8 | 2 18 1 | 2 14 9 | 1 1 6 |
| †In smaller quantities Smalls Minimum | 1 4 11 | 1 3 9 | 4 0 9 | 3 16 1 | 1 12 3 |

* The rates published for the New South Wales or Queensland proportion, as the case may be, are the Owner's Risk rates in such States, unless otherwise provided in the Goods Rates Book of the State concerned, and to which reference should be made for the Commissioners' Risk rates and conditions.

† Fruit is routed and charged (a) from Victoria via Enfield and (b) from Queensland via Werris Creek.

‡ The charges at Commissioners' Risk rates for the Victorian proportion shall not be less than 1s. 3d. per wagonment in excess of the charges at the Owner's Risk rates.

(a) The rates shown in clauses 1, 2 and 3, include junction charges (see page 134) between Wodonga and Albury, where applicable, but do not include the following incidental charges:—

At Albury—Transshipping (see page 134).
Counting (see clause (b), below).

At Wallangarra—Transshipping (see page 135).
Counting (see clause (b), below).
Terminal (see page 135).
Inspection (see clause (c) below).

(b) The following charges for counting shall be imposed on fruit railed between Queensland, New South Wales, Victoria, and South Australia:—

| From— | To— | At Albury. | | At Wallangarra. | |
|--------------------|--------------------|---------------|----------|-----------------|----------|
| | | Rate per ton. | Minimum. | Rate per ton. | Minimum. |
| Victoria | New South Wales .. | Nil | .. | Nil | .. |
| " | Queensland | 7d. | 7d. | 10d. | 10d. |
| South Australia .. | New South Wales .. | Nil | .. | Nil | .. |
| " | Queensland | 7d. | 7d. | 10d. | 10d. |
| Queensland | Victoria | 7d. | 7d. | 10d. | 10d. |
| " | South Australia .. | 7d. | 7d. | 10d. | 10d. |
| New South Wales .. | Victoria | 7d. | 7d. | Nil | Nil |
| " | South Australia .. | 7d. | 7d. | Nil | Nil |

(c) INSPECTION FEES AT WALLANGARRA.—Fees, as per scale hereunder, are charged by the Queensland Agricultural Department for the inspection at Wallangarra of any trees, plants, fruit, or vegetables imported into the State of Queensland by rail. These fees are to be shown separately on Queensland proportion on way-bills where such consignments are way-billed direct by the Victorian forwarding station to Brisbane.

| | s. | d. |
|---|----|----|
| Bananas, per bunch | 0 | 0½ |
| Bananas and Pineapples, in cases or crates, per bushel or portion thereof .. | 0 | 0½ |
| Cauliflowers and Cabbages, in crates or in bulk, for every 5 cwt. or portion thereof .. | 0 | 2 |
| Cereals, Pulse, Grass, and other similar Seeds— | | |
| Up to 100 sacks, per sack | 0 | 0½ |
| From 100 to 400 sacks, per 20 sacks or portion thereof | 0 | 3 |
| From 400 sacks upwards, per 20 sacks or portion thereof | 0 | 2 |
| Cucumbers, Tomatoes, and Chilies, per bushel or portion thereof | 0 | 0½ |
| Fruit, other than Pineapples or Bananas, per ½ bushel, not exceeding 1 bushel .. | 0 | 0½ |

| | | | | |
|---|----|----|----|----|
| Melons, any variety, per dozen or portion thereof | .. | .. | .. | .. |
| Potatoes, per ton of 15 bags or portions thereof | .. | .. | .. | .. |
| Plants, Tubers, Bulbs, Corms, and Rhizomes, other than onions or potatoes, $\frac{1}{2}$ cwt. or under .. | .. | .. | .. | .. |
| Over $\frac{1}{2}$ cwt., but not exceeding 1 cwt. | .. | .. | .. | .. |
| For every additional 1 cwt. or part thereof | .. | .. | .. | .. |
| Vegetables, other than specified, for every 10 bags or cases or portion thereof, the total weight of the 10 bags or cases not to exceed 1 ton | .. | .. | .. | .. |

(d) Consignments between Victorian stations beyond Melbourne and the above-named South Wales stations and Brisbane shall be charged the above rates, plus the tariff rates to Melbourne and Victorian stations beyond, unless it is cheaper to charge the Victorian mileage from the sending station to Wodonga, plus junction charges thence to Albury (see page 134) to the New South Wales and Queensland mileage rates respectively. The New South Wales Queensland mileage rates are as follow :—

| | | In trucks loaded to their full weight carrying capacity, excepting N.S.W. bogie covered vans of 24 or 40 tons capacity, for which the minimum shall be 21 tons. | Minimum 6 tons per 4-wheeled truck. |
|--------------------------------------|-----|---|-------------------------------------|
| | | *Per ton. | *Per ton. |
| Miles. | | £ s. d. | £ s. d. |
| Albury to Sydney .. | 403 | 1 13 1 | 2 1 4 |
| Albury to Wallangarra via Enfield .. | 885 | 2 5 6 | 2 16 11 |
| Wallangarra to Brisbane .. | 223 | 1 1 6 | 1 1 6 |

and to these rates must be added the incidental charges shown in clause (a).

(e) When more than 6 tons of fruit are forwarded in one truck, the excess weight is charged *pro rata* at the above rates.

(f) The charges at COMMISSIONERS' RISK rates for the Victorian proportion shall not be less than 3d. per consignment in excess of the charges at the OWNER'S RISK rates.

(g) Consignments in truck loads from different consignors to one consignee on the day, and bearing one distinctive overriding brand, shall be treated as one consignment.

(h) Fruit forwarded from Box Hill to Melbourne, for despatch thence to Sydney, is subject to the following minimum charges of C.R. 17s. 8d., O.R. 16s. 10d. per truck between Melbourne and Sydney.

(4.) From Murwillumbah, New South Wales, to Mile End.

| | Proportions per ton. | | | |
|--|----------------------|--------------|--------------|--|
| | *N.S.W. | Victoria. | | |
| | £ s. d. | C.R. £ s. d. | O.R. £ s. d. | |
| In truck loads, subject to the minimums in Note (i), page 141. | 2 10 7 | 2 2 11 | 2 0 10 | |
| Minimum, 6 tons per 4-wheeled truck | 3 2 5 | 2 2 11 | 2 0 10 | |

(5.) Between Mile End and Darling Harbour.

| | Proportions per ton. | | | |
|---|----------------------|--------------|--------------|--|
| | *S.A. | Victoria. | | |
| | £ s. d. | C.R. £ s. d. | O.R. £ s. d. | |
| In full truck loads, subject to the minimums in Note (i), page 141. | 1 0 6 | 2 2 11 | 2 0 10 | |
| Minimum, 6 tons per 4-wheeled truck | 1 0 6 | 2 2 11 | 2 0 10 | |

These rates include junction charges between Wodonga and Albury (see page 134), but include the incidental charges at Albury shown in clause 3, sub-clause (a), which must be added.

* The rates published for the South Australian, New South Wales, or Queensland proportion, as the case may be, are the OWNER'S RISK Rates in such States unless otherwise provided in the Goods Rates Book of the State and to which reference should be made for the COMMISSIONERS' RISK rates and conditions.

INTERSTATE THROUGH GOODS RATES—*continues*.

(6) Between Mile End and Brisbane.

| | Proportions per ton. | | | | | |
|--|----------------------|-----------------|-----------------|----------------|---------------------|--------------|
| | *S.A. | Victoria. | | *N.S.W. | | *Queensland. |
| | £ s. d. | C.R. £ s. d. | O.R. £ s. d. | £ s. d. (a) | £ s. d. (b) | £ s. d. |
| In full truck loads, subject to the minimums in note (i) | 1 0 6 | 2 2 11 | 2 0 10 | † via Enfield. | † via Werris Creek. | 1 1 6 |
| Minimum, 6 tons per 4-wheeled truck | 1 0 6 | 2 2 11 | 2 0 10 | 2 6 8 | 2 4 0 | 1 1 6 |

† Fruit is routed and charged—(a) From Mile End via Enfield and (b) From Queensland via Werris Creek.

These rates include junction charges between Wodonga and Albury (see page 134), but do not include the incidental charges at Albury and Wallangarra, shown in clause 3, sub-clause (a), which must be added.

Note (i).—Subject to the following minimums:—

New South Wales—In trucks loaded to their full weight carrying capacity, excepting bogie louvered vans of 24 or 40 tons capacity, the minimum for which shall be 21 tons.

Other States—6 tons per 4-wheeled truck.

(7) Between Melbourne, Ballarat, Geelong, Werribee, and Mile End (Adelaide), Aldgate, Ambleside, Blackwood, Belair, Birdwood, Bahannah, Bugle Ranges, Charleston, Littlehampton, Mount Lofty, Mount Pleasant, Mount Torrens, Murray Bridge, Nairns, Oakbank, Phileox Hill, Strathalbyn, Tailem Bend, and Woodside.

| | Proportions per ton. | | | |
|---------------------------------|----------------------|-----------------|-------------------|--|
| | Victoria. | | *South Australia. | |
| | C.R. £ s. d. | O.R. £ s. d. | £ s. d. | |
| In 8-ton consignments | 1 7 6 | 1 6 2 | 1 0 6 | |
| In 10-cwt. consignments | 1 12 3 | 1 10 9 | 1 11 0 | |

Consignments from different consignors at the one station to one consignee at the one station on the same day shall be treated as one consignment.

The rates include loading or unloading, as the case may be, in South Australia, but are exclusive of loading or unloading in Victoria.

Ordinary mileage rates and conditions shall apply where cheaper than above rates.

The charges at COMMISSIONERS' RISK Rates for the Victorian proportion shall not be less than 1s. 3d. per consignment in excess of the charges at the OWNER'S RISK rates.

* The rates published for the South Australian, New South Wales, or Queensland proportion, as the case may be, are the OWNER'S RISK Rates in such States unless otherwise provided in the Goods Rates Book of the State concerned, and to which reference should be made for the COMMISSIONERS' RISK Rates and Conditions.

TRANS-AUSTRALIAN AND WESTERN AUSTRALIAN RATES.

1. The following rates and conditions shall apply in respect of goods way-billed through both the undermentioned stations:—

(a) BETWEEN MELBOURNE AND KALGOORLIE.

| | Miles. | Proportions. | | | | | | | | | |
|---------------------------------|--------|--------------|----------|---------|-----------|----------|----------|----------|----------|----------|----------|
| | | A.P. | M. | A. | | B. | | C. | | 1. | 2. |
| Victoria | 287 | £ 0 14 5 | £ 0 17 1 | £ 1 5 2 | £ 1 11 11 | £ 1 18 8 | £ 2 4 10 | £ 2 14 8 | £ 2 14 8 | £ 2 14 8 | £ 2 14 8 |
| South Australia | 429 | 0 13 0 | 0 16 8 | 1 4 0 | 1 10 5 | 1 16 10 | 2 4 10 | 2 14 8 | 2 14 8 | 2 14 8 | 2 14 8 |
| C.W. Quorn to Port Augusta | 25 | 0 16 4 | 1 6 6 | 1 15 11 | 2 5 6 | 2 15 1 | 3 7 1 | 4 1 5 | 4 1 5 | 4 1 5 | 4 1 5 |
| C.W. Port Augusta to Kalgoorlie | 1,050 | 2 15 0 | 2 15 9 | 4 8 0 | 5 11 5 | 6 14 10 | 8 4 2 | 9 19 4 | 9 19 4 | 9 19 4 | 9 19 4 |

(b) BETWEEN MELBOURNE AND PERTH.

| | Miles. | Proportions. | | | | | | | | | |
|---------------------------------|--------|--------------|----------|---------|----------|----------|---------|----------|----------|----------|----------|
| | | A.P. | M. | A. | | B. | | C. | | 1. | 2. |
| Victoria | 287 | £ 0 14 5 | £ 0 17 0 | £ 1 5 0 | £ 1 11 5 | £ 1 17 6 | £ 2 5 0 | £ 2 14 3 | £ 2 14 3 | £ 2 14 3 | £ 2 14 3 |
| South Australia | 429 | 0 13 10 | 0 16 2 | 1 3 10 | 1 9 11 | 1 15 9 | 2 5 0 | 2 14 3 | 2 14 3 | 2 14 3 | 2 14 3 |
| C.W. Quorn to Port Augusta | 25 | 0 16 5 | 1 6 5 | 1 15 7 | 2 4 9 | 2 13 6 | 3 7 3 | 4 1 1 | 4 1 1 | 4 1 1 | 4 1 1 |
| C.W. Port Augusta to Kalgoorlie | 1,049 | 2 12 6 | 2 15 0 | 4 7 1 | 5 9 4 | 6 10 8 | 8 4 6 | 9 18 5 | 9 18 5 | 9 18 5 | 9 18 5 |
| Western Australia | 378 | 1 4 10 | 1 2 5 | 1 11 5 | 1 19 5 | 2 7 0 | 2 19 4 | 3 11 6 | 3 11 6 | 3 11 6 | 3 11 6 |

(c) BETWEEN GEELONG AND KALGOORLIE.

| | Miles. | Proportions. | | | | | | | | | |
|---------------------------------|--------|--------------|----------|---------|-----------|----------|----------|----------|----------|----------|----------|
| | | A.P. | M. | A. | | B. | | C. | | 1. | 2. |
| Victoria | 287 | £ 0 14 5 | £ 0 17 1 | £ 1 5 2 | £ 1 11 11 | £ 1 18 8 | £ 2 4 10 | £ 2 14 8 | £ 2 14 8 | £ 2 14 8 | £ 2 14 8 |
| South Australia | 429 | 0 13 0 | 0 16 8 | 1 4 0 | 1 10 5 | 1 16 10 | 2 4 10 | 2 14 8 | 2 14 8 | 2 14 8 | 2 14 8 |
| C.W. Quorn to Port Augusta | 25 | 0 16 4 | 1 6 6 | 1 15 11 | 2 5 6 | 2 15 1 | 3 7 1 | 4 1 5 | 4 1 5 | 4 1 5 | 4 1 5 |
| C.W. Port Augusta to Kalgoorlie | 1,050 | 2 15 0 | 2 15 9 | 4 8 0 | 5 11 5 | 6 14 10 | 8 4 2 | 9 19 4 | 9 19 4 | 9 19 4 | 9 19 4 |

(d) BETWEEN GEELONG AND PERTH.

| | Miles. | Proportions. | | | | | | | | | |
|---------------------------------|--------|--------------|----------|---------|----------|----------|---------|----------|----------|----------|----------|
| | | A.P. | M. | A. | | B. | | C. | | 1. | 2. |
| Victoria | 287 | £ 0 14 5 | £ 0 17 0 | £ 1 5 0 | £ 1 11 5 | £ 1 17 6 | £ 2 5 0 | £ 2 14 3 | £ 2 14 3 | £ 2 14 3 | £ 2 14 3 |
| South Australia | 429 | 0 13 10 | 0 16 2 | 1 3 10 | 1 9 11 | 1 15 9 | 2 5 0 | 2 14 3 | 2 14 3 | 2 14 3 | 2 14 3 |
| C.W. Quorn to Port Augusta | 25 | 0 16 5 | 1 6 5 | 1 15 7 | 2 4 9 | 2 13 6 | 3 7 3 | 4 1 1 | 4 1 1 | 4 1 1 | 4 1 1 |
| C.W. Port Augusta to Kalgoorlie | 1,049 | 2 12 6 | 2 15 0 | 4 7 1 | 5 9 4 | 6 10 8 | 8 4 6 | 9 18 5 | 9 18 5 | 9 18 5 | 9 18 5 |
| Western Australia | 378 | 1 4 10 | 1 2 5 | 1 11 5 | 1 19 5 | 2 7 0 | 2 19 4 | 3 11 6 | 3 11 6 | 3 11 6 | 3 11 6 |

These rates include transfer charges at stations where breaks of gauge occur.

* The rates published for the South Australian, Commonwealth, or Western Australian proportion, as they may be, are the OWNER'S RISK rates on such systems unless otherwise provided in the Goods Rate Book of the system concerned, and to which reference should be made for the COMMISSIONERS' RISK rates and conditions.

2. Class Weight Minimums.—(a) The minimum weights which shall, except where otherwise specified, be charged for the carriage of goods are as follow:—

- Class "AP" is applicable to truck loads of 10 tons and upwards.
- Class "M" is applicable to truck loads of 10 tons and upwards.
- Class "A" is applicable to consignments of 4 tons and upwards.
- Class "B" is applicable to consignments of 4 tons and upwards.
- Class "C" is applicable to consignments of 1 ton and upwards.

(b) When goods specified in Classes AP, M, A, B, or C are consigned in less quantities than those above, the conditions applicable under such circumstances to goods carried on the Victorian Railways as prescribed in General Condition 18, page 12 of the Victorian Goods Rates Book, shall have effect.

TRANS-AUSTRALIAN AND WESTERN AUSTRALIAN RATES—*continued.*

(c) Classes 1, 2, and 3.—The minimum charges per consignment which shall be imposed are as follow:—

| | Vict. | | Proportions. | | | |
|--------------------------------------|-------|-------|--------------|-----------------------|----------------------------|-------|
| | C.R. | O.R. | *S.A. | *C'with. | | *W.A. |
| | s. d. | s. d. | s. d. | Quorn to Port Augusta | Port Augusta to Kalgoorlie | s. d. |
| Melbourne, or Geelong and Kalgoorlie | 4 5 | 3 2 | 4 10 | 0 3 | 11 9 | .. |
| Melbourne, or Geelong and Perth | 3 11 | 2 8 | 3 11 | 0 3 | 9 8 | 3 6 |

* The rates published for the South Australian, Commonwealth, or Western Australian proportion, as the case may be, are the OWNER'S RISK rates on such systems unless otherwise provided in the Goods Rates Book of the system concerned and to which reference should be made for the COMMISSIONERS' RISK rates and conditions.

3. General Conditions for Carriage.—Except as modified in Clause 2 hereof, the general conditions for the carriage of goods shall be as prescribed in the Victorian Goods Rates Book.

4. Classification of Goods.—The classification of goods as prescribed in the Victorian Goods Rates Book shall have effect in both directions between the points specified.

Exceptions.—
For articles specified in the Victorian classification under the classes shown below, the charges shall be computed as follows:—

| Victorian Classification. Class. | Trans-Australian Class Rate and conditions to be charged. Class. |
|-------------------------------------|--|
| Grain | 'A.P.' |
| A less 25 per cent. .. | A |
| AA | A |
| B less 10 per cent. .. | B |
| BB | B |
| B plus 25 per cent. .. | B plus 25 per cent. |
| C less 20 per cent. .. | C |

5. Goods forwarded from any station other than the Capitals shall be charged as under:—
If consigned *through* a neighbouring State to a further adjoining State—
The local rate from the forwarding station to its Capital City plus the through rate therefrom, or
The sum of the local rates from the forwarding station to the Capital City in the adjoining State, plus the through rate thence to the destination station.
The local rate in each State shall apply where cheaper than either of these methods.

6. The rates and conditions for goods between Adelaide and Kalgoorlie and Perth shall be as prescribed in the South Australian Goods Rates Book.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDER-MENTIONED STATIONS AND SIDINGS.

I N D E X .

| Name of Siding. | Page. | Name of Siding. | Page. |
|---|-------|---|-------|
| A. | | British Imperial Oil Co. (Ballarat) .. 152 | |
| Adams and Co. (Alphington) .. | 150 | " " " (Bendigo) .. | 152 |
| Albion Quarry .. | 190 | " " " (Colac) .. | 152 |
| Altona Beach .. | 176 | " " " (Dennington) .. | 152 |
| Anderson a/o Pearce (Bacchus Marsh) | 151 | " " " (Fitzroy) .. | 152 |
| Angliss (Bell) .. | 153 | " " " (Golden Square) .. | 152 |
| " (Footscray) .. | 163 | " " " (Hamilton) .. | 152 |
| " (Ouyen) .. | 181 | " " " (Horsham) .. | 152 |
| Anglo-Persian Oil Co. Ltd. .. | 181 | " " " (Mildura) .. | 152 |
| Ardmona Products Co-operative Co. .. | 175 | " " " (Maryborough) .. | 152 |
| Atkinson and Gleeson (Outtrim North) | 181 | " " " (North Geelong) .. | 152 |
| Aurora Packing Co. Pty. Ltd. .. | 174 | " " " (Sale) .. | 152 |
| Austral Coal Co. .. | 170 | " " " (Shepparton) .. | 152 |
| Australian Brick and Tesselated Tile Co. | 175 | " " " (Spotswood) .. | 152 |
| Australian Cement Ltd. (Fyansford) .. | 179 | " " " (St. Arnaud) .. | 152 |
| Australian Diatomeel Co. Ltd. .. | 191 | " " " (Warracknabeal) .. | 152 |
| Australian Mercantile Land and Finance Co. .. | 185 | " " " (Warragul) .. | 152 |
| Australian Paper and Pulp Mills Co. Pty. Ltd. (Fairfield Park) .. | 162 | Broadbent Bros.' Store (Hamilton) .. | 152 |
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(a) The Sidings shown are open for consignments in truck loads, In and Out, s/c Siding Holder, except where otherwise provided.
 (b) Debit for Shunting Charges shall be raised by Supervising Station in his Miscellaneous Debit Book, and particulars included on Form T.R. 95.

(c) For conditions under which goods may be forwarded to or from private sidings at Commissioners' or Owner's Risk see General Conditions 4 and 5, page 8.

The rates shown hereunder are the Owner's Risk rates.

| Station and Siding | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| ALEXANDRA— Rubicon Tramway Co. | 102 | s. d. | s. d. | |
| ALLENDALE— Tyner's Sdg. | 90½ | | | |
| ALMURTA— Clark's Loading Site | 68 | 1 10 | 3 8 | Minimum charge 3s. 8d., Maximum 7s. 4d., for each placing |
| ALPHINGTON— Adams and Co.'s Sdg. | 6½ | | | |
| ANDERSON— Kicunda Coal Mining Co.'s Sdg. A/c Sdg. Gippstead Coal Mining Co. | 78½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum 14s. 8d., per trip. The minimum and maximum charges shall be apportioned pro rata between the companies. |
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ARDEN STREET—
 (c) *Brunton, T., and Co.'s Sdg.*
 (d) *Frederick City Council Sdg.*
 (e) *Trench & Company's Siding* ..

AXEDALE—
 (a) *Federal Milk Pty. Ltd.*
 (b) *Darley Firebrick Co.'s*
 (c) *Anderson's Sdg. (F. C. Pearce)*
 (d) *F. C. Pearce's Sdg.*

BACHUS MARSH—
 (a) *Federal Milk Pty. Ltd.*
 (b) *Darley Firebrick Co.'s*
 (c) *Anderson's Sdg. (F. C. Pearce)*
 (d) *F. C. Pearce's Sdg.*

BAIRNSDALE—
 (a) *Between Station and Wharf*

(b) *Bairnsdale Farmers' Co-op. Ltd. Cool Storage Shed near Wharf*
 (c) *Butler Factory at Wharf* ..
 (d) *G. J. Goodman's Sdg.* ..

(e) *Palmer and Co.'s Sdg.* ..
 (f) *British Imperial Oil Co. and Vacuum Oil Co.'s Siding*

(g) *Froud's Firewood Storage Site*
 (h) *Postal Department's Storage Site*

1
1

86½
86½

31½
31½
31½
32

..

172½
172½
172½

172½
170½

171½
171½

1 10
1 10

1 10
1 10

3 2
1 10
1 10
1 10

..

6 4
6 4
1 10

1 10
1 10

1 10
1 10

3 8
3 8

3 8
3 8

6 4
3 8
3 8
3 8

..

..
..
3 8

3 8
3 8

3 8
3 8

The shunting charge, minimum 3s. 8d., shall only apply when trucks are at firm's request specially sorted and placed opposite the portion of shed leased by J. F. Goulding or A.M.L. and F. Co.

Open for consignments s/c Dean only. Minimum 7s. 4d., maximum 14s. 8d., per trip. Minimum 7s. 4d., maximum charge 14s. 8d., for each placing.

This charge shall be made for placing all trucks, either for loading or unloading, opposite the Company's siding frontage. Minimum charge 3s. 8d., maximum charge 7s. 4d. Minimum charge 3s. 8d., maximum charge 7s. 4d.

Goods between Bairnsdale station and the Wharf shall be charged the mileage rates (1 mile) Goods between other stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Bairnsdale. Leather, tallow, and skins received at the Wharf for despatch by rail at the convenience of the Department shall be charged 1s. 3d. per ton, minimum 6s. 4d. per 4-wheeled truck, in addition to the tariff rates from Bairnsdale.

When it is necessary to remove loaded trucks at times other than when the engine is ordinarily required to clear loading from Wharf line

Where it is necessary to place or remove trucks at times other than when the engine is required to clear loading from the Wharf line, a minimum shunting charge as for three (3) trucks shall be imposed.

Trucks shall be placed or removed from the Siding only at such times as the engine is required to work at the Bairnsdale Wharf. Minimum charge 3s. 8d., maximum 7s. 4d., for each placing. If a special trip be necessary between Bairnsdale and the siding for the purpose of placing or removing trucks, a charge of 9s. 6d. for each 15 minutes or part thereof shall be imposed; time shall be computed from when engine leaves Bairnsdale until its return thereto.

When trucks for both companies are placed at the one time the charges shall be debited to each company proportionately.

Minimum 3s. 8d., maximum charge 7s. 4d., for each placing

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, bogie, or empty, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled trucks. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| BALLARAT— | | | | |
| (a) Ballarat and District Co.-op. Freezing Co.'s Sdg. | 79½ | .. | .. | The Company shall pay, in addition to the ordinary freight, the following haulage charges:— (a) When a special service is provided between Ballarat and the siding, a charge of 38s. per trip shall be made. (b) When traffic is worked in conjunction with the traffic to the cattle-yards a charge of 19s. shall be made for placing trucks in the Company's private siding. (c) The freight charges on goods and live stock shall be computed on the mileage to or from Ballarat, plus 6 miles additional between the siding and Ballarat. (d) The siding shall be operated at a time suitable to the Department. (e) INWARDS.—Traffic to the siding from stations on the Up side shall be charged actual mileage to the siding, and traffic from stations on the Down side of the siding, mileage to Ballarat plus the mileage from Ballarat to the siding. (f) OUTWARDS.—Traffic from the siding to stations on the Up side of the siding shall be charged actual mileage from the siding, and traffic to stations on the Down side of the siding, mileage to Ballarat plus the mileage from Ballarat to destination. (g) That in addition to freight charges shunting charges shall be imposed as follow:— (1) When a siding is worked by the regular Dove-ton-street Wood Pilot a charge of 1s. 10d. for each four (4) or six (6) wheeled and 3s. 8d. for each bogie truck placed on the siding, minimum charge 7s. 4d., maximum 14s. 8d. (2) When a special trip is run at the request of siding holders to place or clear trucks, a charge of 9s. 6d. for each 15 minutes or portion thereof that the engine is engaged, time to be computed from the time engine leaves the Ballarat Yard until its return thereto. Minimum charge 3s. 8d. for each placing. |
| (b) Ballarat Flour Mill Ltd.'s Siding | 71½ | .. | .. | |
| (c) British Imperial Oil Co.'s Site | 73½ | 1 10 | 3 8 | |
| (d) Saltirk's Sdg. | 75 | .. | .. | An additional charge shall be made of 6s. 4d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding. Minimum charge 7s. 4d., maximum 14s. 8d., for each placing. |
| (e) Saltirk's Sdg., a/c Ronaldson Bros. and Tippett and Binyarre Share Council | 75 | 1 10 | 3 8 | |
| (f) Snowy Mountains Railway Co. Siding | 71½ | .. | .. | An additional charge shall be made of 6s. 4d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding. Minimum charge 7s. 4d., maximum 14s. 8d., for each placing. |

In the event of it not being practicable to place trucks at the sites, demurrage charges are to be imposed on trucks available for delivery elsewhere, which are not dealt with in the prescribed time
Minimum charge 3s. 8d. for each placing

| | | | | | |
|------|------|------|------|--|--|
| 75½ | 3 8 | 1 10 | 3 8 | | |
| 73½ | 3 8 | 1 10 | 3 8 | | |
| 78½ | 3 8 | 1 10 | 3 8 | | |
| 174 | | | | | |
| 152½ | 3 8 | 1 10 | 3 8 | | |
| 30½ | 3 8 | 1 10 | 3 8 | | |
| 30½ | 3 8 | 1 10 | 3 8 | | |
| 137½ | 3 8 | 1 10 | 3 8 | | |
| 102½ | 3 8 | 1 10 | 3 8 | | |
| 124½ | 1 10 | .. | 1 10 | | |
| 124½ | 1 10 | .. | 1 10 | | |
| 124½ | 1 10 | .. | 1 10 | | |
| 171½ | 3 8 | 1 10 | 3 8 | | |
| 171½ | 3 8 | 1 10 | 3 8 | | |
| 8½ | | | | | |

(g) *Wade and Co. Pty. Ltd. Site*
 (h) *Colterson and Sutherland's Site*
 (i) *Commonwealth Oil Refineries Ltd., Site, Dowlon-st.*
BARNAWARITHA—
Burrows Pty. Ltd. Sdg. ..
BARNES—
H. A. Little and B. Hood's Stacking Site ..
BEACONSFIELD—
Hargreaves' Sdg. ..
 " *a/c Hume Pipe Co. (Australia) Ltd.* ..
BEALIBA—
Bealiba Farmers Co.-op. Scty. Ltd.'s Shed, Ballast Sdg. ..
BEAUFORT—
Carriage Dock
BEECH FOREST—
 (a) *Western District Co-op. P.A.duce and Insurance Co.* ..
 (b) *Shire of Oway*
 (c) *Peters (Colac) Pty. Ltd. Stacking Site*
 (d) *E. Smeadley Pty. Ltd. Storage Site*
BEECHWORTH—
Carriage Dock
Zear Bros. Oil Discharging Site
BELL—
Anglies, W. C., and Co.'s Sdg. ..

The shunting charge shall not be made in respect of—
 (a) Empty vehicles placed for the loading of firewood, or
 (b) Loaded vehicles placed on the siding and which are loaded Outwards with firewood within the prescribed time allowed for loading, viz., 8 working hours
 Where any loaded vehicles are placed on the Siding, and are not loaded Outwards with firewood within the above period, the shunting charges shall in these circumstances operate in regard thereto
 Minimum 3s. 8d. for each placing
 These charges shall only be imposed when trucks are so placed at the request of consignors or consignees and it is convenient for the Department to do so. Shunting charges are not applicable to empty trucks placed at the carriage dock to be loaded with hay, straw, or chaff

Minimum 3s. 8d. for each placing
 These charges shall only be imposed when trucks are so placed at the request of consignors or consignees and it is convenient for the Department to do so
 Minimum charge 3s. 8d. for each placing

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| BENALLA— | Miles. | s. d. | s. d. | |
| (a) <i>Head and Green's Sdg.</i> | 121½ | .. | .. | Freight charges shall be paid on actual mileage to or from the Siding via Benalla. In addition, a charge of 9s. 6d. for each 15 minutes, or part thereof, that the engine is engaged in placing or removing trucks shall be imposed—time to be computed from when the engine leaves Benalla until its return thereto Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| (b) <i>Vacuum Oil Co.'s Siding</i> | 122½ | .. | .. | |
| (c) <i>Electricity Commission's Storage Site</i> | 121½ | 1 10 | 3 8 | |
| BENDIGO— | | | | |
| (a) <i>Dazzel Paint Co.'s loading platform</i> | 100½ | 1 10 | 3 8 | The charge shall be imposed when it is necessary to specially place trucks opposite the site leased; minimum 3s. 8d., maximum 7s. 4d. for each placing Minimum 3s. 8d., maximum 7s. 4d., for each placing. The freight shall be computed on the actual mileage to or from the Siding via Bendigo station. |
| (b) <i>Northern Bendigo Brick Co. Pty. Ltd.</i> | 102½ | 1 10 | 3 8 | |
| (c) <i>British Imperial Oil Co.</i> | 101½ | 1 10 | 3 8 | |
| (d) <i>Bendigo Gas Co.'s Sdg.</i> | 102½ | 1 10 | 3 8 | |
| (e) <i>Bendigo Pottery Co.'s (G. D. Galhrte and Co. Pty. Ltd.) Sdg. (Epsom)</i> | 101½ | 1 10 | 3 8 | |
| (f) <i>Electric Supply Co.'s Sdg.</i> | 100½ | 1 10 | 3 8 | |
| (g) <i>Fruitgrowers' Sdg.</i> | 100½ | 1 10 | 3 8 | |
| (h) <i>Old Cattle Yards Platform, a/c Hume & Iser Sdg.</i> | 101½ | 1 10 | 3 8 | For small consignments sent out to the Siding No shunting charge shall be made for haulage of goods in truck loads from Bendigo to the Siding Minimum, 3s. 8d., maximum, 7s. 4d., for each placing Minimum, 7s. 4d., maximum, 14s. 8d. for each placing. |
| (i) <i>Tomkins, Simmie and Co.'s Sdg.</i> | 101½ | 1 10 | 3 8 | |
| (j) <i>Victorian Co-op. Freezing Co.'s Sdg.</i> | 99½ | 1 10 | 3 8 | Minimum, 3s. 8d. These shunting charges apply to trucks placed on the Siding by a which a special stipulation is necessary between Bendigo and the siding, a fixed charge of 10s. per truck shall be imposed, and any deduction at the order of which the Company is |

Note: In the detaching or coupling the engine, all wheels of the trucks from the siding, to secure the empty wagons for other traffic, the Company will not be debited for any detentions of such nature.

This siding junctions with the main line, Wallan to Bendigo, at a point 99 miles from Melbourne.

The freight shall be computed at the actual mileage as to or from the terminus of the siding 99½ miles from Melbourne.

Minimum charge, 3s. 8d., maximum 7s. 4d., for each placing.
In the event of this special service being required exclusively for Mr. Watson or Mr. Casey the Department will undertake to place the empty trucks on the spur line of the loop and Mr. Watson or Mr. Casey will require to undertake to have the trucks, when loaded, hauled back on to the loop clear of the trailing points, and the abovementioned charges shall also apply.

Minimum 3s. 8d. for each placing at North Bendigo for consignors or consignees not mentioned above.

This Siding is situated 2½ miles from Bet Bet on spur line to Duke and Main Leads lease. The freight on gravel, account the State Rivers and Water Supply Commission, shall be computed at actual mileage from Bet Bet station, plus 7d. per ton haulage on the spur line, which is to be included on way-bills. When the number of trucks ready to be cleared is less than 17 (approximate full train load) at any one time, an additional charge of 19s. for each trip shall be imposed.

Minimum 3s. 8d., maximum 7s. 4d., for each placing.

Subject to a minimum as for three four-wheeled trucks in respect of each placing.

This charge shall be made for placing all trucks (either for loading or unloading) opposite site on the Siding frontage in the goods yard.

Minimum 3s. 8d., maximum charge 7s. 4d., for each placing.

This siding is connected with Standard Brick Co.'s siding, and delivery of trucks consigned to or by the Council will require to be given and taken on the private Siding in the station yard.

(b) Departmental Gravel Siding,
White Hills, used by
Messrs. Watson & Casey

103½

3 8

(1) North Bendigo
BET BET—
State Rivers and Water Supply
Commission's Sdg.

1 10

3 8

BERRYBANK—
Morrish Bros.' Sdg.

94½

3 8

BEULAH—
W. C. Thomas & Sons' Sdg. ..

1 10

3 8

BLACKBURN—
(a) Blackburn Co.-op. Brick
Co.'s Sdg.
(b) F. W. Brain's Firewood
Siding Frontage

11½

3 8

1 10

3 8

BLOWHARD—
Dixon Bros.' Stacking Site ..

85

3 8

BOX HILL—
Standard Brick Co.'s Sdg.
Nunawading Shire Council's Sdg.

10½

3 8

1 10

3 8

RATES FOR GOODS, ETC., APPLICABLE AT THE UNMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| BOYS— M. J. Neal's Saw-mill Tramway Sdg. | 98½ | 1 10 | 3 8 | Minimum, 3s. 8d. for each placing. Open for Outwards timber in truck loads |
| BRIDGEWATER— Sloan's Sdg. Water and Kerang Flour-mills Sdg. | 126½ 126½ | | | |
| BRITANNIA— Cumming Smith & Co.'s Siding } Cumming Smith & Co.'s Siding } a/c Yelland Bros. | 44 | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| BUNGAREE— Brophy, Foley, and Co.'s Sdg... Bungaree and District Co-op. Sdg. | 64 64 | 1 10 1 10 | 3 8 3 8 | Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing |
| BUNG BONG— Midland Quarries' Siding .. | 119½ | .. | .. | |
| BUNYIP— Jefferson's Sdg. ... | 47½ | 1 10 | 3 8 | The shunting charges shall be made for each truck placed on the Siding within the railway boundary, subject to a minimum charge as for two four-wheeled trucks |
| Storage Sites .. | 49½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum 7s. 4d., for each placing |
| BURNLEY— Burnley Flour Mills Pty. Ltd. Sdg. | 3½ | 1 10 | 3 8 | |
| BURRUMBEET— Snooper's Chaff Mill Sdg. .. | 86½ | 1 10 | 3 8 | |
| CAMPBELLTOWN— Campbelltown Oil Co.'s Siding .. | 122½ | .. | .. | The Siding will be worked by an engine from Campbelltown, a charge shall be made of 9s. 6d. for each 10 minutes or more. However, this rate applies only in connection with placing trucks on the siding. |

| Potato Products Ltd. Storage Site | 762 | 1 10 | 3 8 | |
|--|--------------|-------------|------------|--|
| CARLSBROOK— State Rivers and Water Supply Commission's Sidg. | 100½ | 1 10 | 3 8 | The shunting charge shall only apply when the number of trucks placed at any one time is less than 10, and shall be charged for the number short of 10 |
| CARRUM— Forsyth's Sidg. | 22½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| " a/c Australian Glass Manufacturers Co. Ltd. | 22½ | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d., for each placing |
| CASTERTON— Shire of Glenelg Storage Site | 245½ | 1 10 | 3 8 | Minimum, 3s. 8d. for each placing. Live stock is exempt from shunting charges |
| CASTLEMAINE— Thompson and Co.'s Sidg. | 78½ | 1 10 | 3 8 | The freight on gravel forwarded to the Commission's Siding at Ebdon shall be computed at the mileage from Siding to Siding, viz., 34½ miles |
| CHARLTON— Charlton Cattle Sidg. | 173½ | 1 10 | 3 8 | A shunting charge of 19s. shall be made for each trip to the Siding whether to place empty or clear loaded trucks |
| CHILTERN— State Rivers and Water Supply Commission's Siding | 165½ | .. | .. | A special charge of 9s. 6d. for every 15 minutes or part thereof, shall be made for the time that an engine is employed in working the Siding, the time being calculated from when the engine leaves Coburg until it returns thereto |
| COBDEN— Curdies River Lime Co.'s Sidg. | 146½ | .. | .. | Minimum 3s. 8d., maximum 7s. 4d., for each placing at Site "A" between chaff loading platform and cattle race |
| COBURG— Lincoln Knitting Mills Sidg. | 7 | .. | .. | Freight charges shall be computed on the actual mileage to or from the siding via Colac |
| COHUNA— (a) Federal Milk Pty. Ltd. Sidg. (b) Cohuna Shire's Storage Site | 185½ 185½ | 3 2 1 10 | 6 4 3 8 | The charge for placing trucks shall be 9s. 6d. for each 15 minutes or part thereof that the engine is engaged in placing or removing trucks; time shall be calculated from when the engine leaves Colac until its return thereto |
| (c) State Rivers and Water Commission's Storage Site | 185½ | 1 10 | 3 8 | |
| COLAC— British Imperial Oil Co.'s Sidg. | 93½ | .. | .. | |
| Colac Farmers' Co.-op. Shed, a/c Sallau & Sons | 95½ | 3 2 | 6 4 | |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made when trucks, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|---|--------------------|--|
| | | Per 4 or 6 wheeled trucks. | Per bogie truck. | |
| CORIO— Geelong Grammar School Sidg. .. Phosphate Co.'s Sidg. .. | Miles. 39½ 42½ | s. d. 1 10 .. | s. d. 3 8 .. | Inwards traffic only When not less than 20 fully loaded trucks are available at any one time for clearance on either Up or Down journey, a shunting charge of 19s. shall be imposed When a special trip is made for less than 20 trucks, a charge of 9s. 6d. for each 15 minutes or part thereof, from time engine leaves North Geelong until its return thereto, shall be imposed in addition to the freight Delays en route between North Geelong and turn-out to Company's Siding at North Shore to be eliminated from charges The freight on consignments forwarded between Melbourne and the Siding shall be computed at the District Rates applicable between Melbourne and North Geelong plus the shunting charges specified |
| OOWANGIE— Kelly and Wills' Gypsum Storage Site | 345½ | 1 10 | 3 8 | |
| CRANBOURNE— Cranbourne Sand Pty. Ltd. .. | 29½ | .. | .. | On the Down journey the mileage shall be computed via the Junction which is situated on the Main Line at a point 28 miles from Melbourne (Spencer-street) Ordinary mileage rates shall be charged from the terminus of the Siding subject to the following additional charges :— (a) Provided not less than 20 fully loaded trucks for stations on the Up or Down side of Cranbourne are available for clearance by engine placing empties, and that they are all properly marshalled in destination order and coupled up by the Company, ordinary mileage rates only shall be imposed (b) When the number of trucks ready to be cleared is less than 20 (approximately each four wheeled truck less than 20) will be imposed, but such charge rate shall be less than 10d. for each four wheeled truck less than 20 On the Up journey the mileage shall be computed via the Junction which is situated on the Main Line at a point 28 miles from Melbourne (Spencer-street) Ordinary mileage rates shall be charged from the terminus of the Siding subject to the following additional charges :— (a) Provided not less than 20 fully loaded trucks for stations on the Up or Down side of Cranbourne are available for clearance by engine placing empties, and that they are all properly marshalled in destination order and coupled up by the Company, ordinary mileage rates only shall be imposed (b) When the number of trucks ready to be cleared is less than 20 (approximately each four wheeled truck less than 20) will be imposed, but such charge rate shall be less than 10d. for each four wheeled truck less than 20 |

| Station | Distance | Time | Rate | Notes |
|--|----------|------|------|-------|
| Earlstone Pty. Ltd. Sdg., a/c | 304 | 1 10 | 3 8 | |
| G. H. Hope | .. | .. | .. | |
| CRIB POINT— | .. | .. | .. | |
| Naval Base Sdg. | 40½ | .. | .. | |
| CROWES— | | | | |
| Kincaid's Sdg. (G. W. Knott Pty. Ltd.) | 131 | .. | 1 10 | |
| Pile Siding (Pettitt Bros.) | 130½ | .. | .. | |
| Pettitt Bros. Sdg. | 134 | .. | .. | |
| Country Roads Board's Storage Site | 139 | 1 10 | .. | |
| DANDENONG— | | | | |
| (a) State Electricity Commission of Victoria | 19½ | 1 10 | 3 8 | |
| (b) Gippsland Co-op. Bacon Co.'s Works | 19½ | 1 10 | 3 8 | |
| (c) Gippsland Co-op. Bacon Co.'s Works, a/c. | 19½ | 1 10 | 3 8 | |
| Vacuum Oil Co. | | | | |
| DENNINGTON— | | | | |
| Nestlé & Anglo-Swiss Condensed Milk Co.'s Sdg. | 169 | 1 10 | 3 8 | |
| British Imperial Oil Co.'s Siding | 169 | 1 10 | 3 8 | |

Mileage rates shall be charged as to or from Cranbourne, plus 2 miles, subject to the following additional charges:—

(1) Provided that not less than 20 fully loaded trucks are available for clearance by the engine, the charge for the clearing of trucks shall be less than 20, a shunting charge of 1s. 10d. for each 4-wheeled truck less than 20 will be imposed.

(2) When the number of trucks ready to be cleared is less than 20, a shunting charge of 1s. 10d. for each 4-wheeled truck less than 20 will be imposed.

(3) No trip will be run for the purpose of placing trucks unless at least 9 loaded trucks are available for clearance.

Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing. Mileage rates shall be charged as to or from Cranbourne, plus 2 miles.

A special charge of 9s. 6d. for each fifteen minutes, or part thereof, minimum 19s., for each trip shall be imposed. The time to be computed from the departure of the engine from Crib Point until its return thereto. If the work cannot be performed by the ordinary engine and an engine has to be specially obtained for the service, the question of the special charge to be imposed shall be referred to the General Passenger and Freight Agent.

Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing. Open for timber Outwards and goods Inwards on account of G. W. Knott Pty. Ltd. only.

Open for Inwards and Outwards goods in any quantity on account or care of Pettitt Bros.

Minimum charge 3s. 8d., maximum 7s. 4d., for each placing.

Minimum charge 7s. 4d., maximum charge 14s. 8d., for each placing.

Outwards traffic may be sent in less than truck loads.

When an engine is ordered from Warrmamboul for the special purpose of placing or clearing trucks between the station yard and the Co.'s Siding, or to place trucks which may be specially required at the Siding by the Co. after the ordinary daily trips, a charge for the use of the engine at the rate of 25s. per hour, or part thereof, shall be imposed; the time to be computed from when the engine leaves Warrmamboul until its return thereto.

Minimum charge 7s. 4d., shall be imposed for each truck, whether loaded or empty placed in the siding by an ordinary goods train or by an engine performing ordinary daily trip from Warrmamboul.

When a special trip is run at the request of the siding holder to place or clear trucks, a charge of 9s. 6d. shall be imposed for each 15 minutes or part thereof that the engine is engaged; time shall be computed from when the engine leaves Warrmamboul Yard until its return thereto.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|---------------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| DIMBOOLA— Dimboola Flour Mill Co.'s Sdg. Dimboola Shire's Discharging Site for Oil in bulk Vacuum Oil Co.'s Sdg. | Miles. 224½ 224½ 224½ | s. d. 1 10 1 10 1 10 | s. d. 3 8 .. 3 8 | Minimum charge 3s. 8d. for each placing Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| DONALD— Donald Inland Freezing Co. Ltd. Sdg. | 181½ | 1 10 | 3 8 | When it is necessary to make a special trip to the siding from Donald to place trucks, a special charge of 6s. 4d. shall be imposed for each 15 minutes or part thereof that an engine is so engaged, the time to be calculated from when the engine leaves Donald station yard until its return thereto. No charge shall be made for special trips to remove trucks |
| Burniey Flour Mills Pty. Ltd. Sdg. | 182½ | | | |
| DRYSDALE— Carriage Dock Sdg. | 57½ | 1 10 | 3 8 | Minimum charge, 3s. 8d. for each placing. The shunting charge shall only be imposed when trucks are so placed at the request of the consignor or consignee and it is convenient for the Department to do so |
| DUNNSTOWN— Warrenheip Distillery (Brands Pty. Ltd.) Sdg. | 67½ | | | |
| EAST KEW | 9 | 10 6 | 21 0 | General traffic |
| EBDEN— Stora, Fitters and Water Supply Co. Sdg. | 102½ | | | Gravel from the Commission's Siding at Chiltern shall be charged the mileage from Siding to Siding (2s 4 miles) |

| Commodity | Rate per Ton |
|-----------------------|--------------|
| Timber (Murray Pine) | .. 2s. 5d. |
| " (Hardwood) | .. 1s. 3d. |
| Bricks | .. 2s. 5d. |
| Furniture | .. 2s. 5d. |
| Firewood | .. 1s. 3d. |
| Red Gum Paving Blocks | .. 1s. 10d. |
| Telegraph Poles | .. 1s. 3d. |

| Commodity | Rate per Ton |
|---|--------------|
| Grain, from the wharf to the station or to the local mills, shall be charged 8d. per ton, in truck loads, subject to a minimum of full carrying capacity of truck less 5 per cent. | |
| All goods river borne to and from Echuca wharf and despatched by rail between the Wharf and stations other than Echuca and Melbourne shall be charged for 1 mile in addition to the mileage to and from Echuca | |
| No charge shall be made for placing or removing loaded or empty trucks | |
| Applicable to goods in truck loads consigned to Echuca station and after arrival at Echuca reconsigned to the wharf | |
| Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing | |
| Minimum charge, 3s. 8d. for each placing. These charges apply when Echuca Wharf is open for general traffic | |
| When Echuca Wharf is closed for general traffic, and this site is worked in conjunction with local traffic, the shunting charges shown in preceding paragraph shall also apply, except when it is necessary to make a special trip to place empties or clear loaded trucks at this site, when a charge of 9s. 6d. for each 15 minutes or part thereof shall be made, the time to be computed from when the engine leaves Echuca yard until its return thereto | |
| When it is necessary to run a special trip from Echuca to place trucks at the site, a charge of 9s. 6d. shall be imposed for each 15 minutes or part thereof that an engine is engaged; time shall be computed from when engine leaves Echuca until its return thereto | |
| Minimum, 3s. 8d. for each placing. These charges shall only be imposed when trucks are placed at the request of consignors or consignees and it is convenient for the Department to do so | |
| Minimum charge 7s. 4d., maximum 14s. 8d., for each placing | |

Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing
 (1) Except as prescribed in clause (2) hereof, the stevedoring charge at the Wharf shall be 1s. per ton on all classes of traffic
 (2) The undermentioned commodities river borne to or from Echuca Wharf, but not carried by rail, shall be subject to the following charges for stevedoring:—

(3) Grain, from the wharf to the station or to the local mills, shall be charged 8d. per ton, in truck loads, subject to a minimum of full carrying capacity of truck less 5 per cent.
 (4) All goods river borne to and from Echuca wharf and despatched by rail between the Wharf and stations other than Echuca and Melbourne shall be charged for 1 mile in addition to the mileage to and from Echuca
 (5) No charge shall be made for placing or removing loaded or empty trucks
 (6) Applicable to goods in truck loads consigned to Echuca station and after arrival at Echuca reconsigned to the wharf

Minimum charge 3s. 8d., maximum charge 7s. 4d., for each placing
 Minimum charge, 3s. 8d. for each placing. These charges apply when Echuca Wharf is open for general traffic
 When Echuca Wharf is closed for general traffic, and this site is worked in conjunction with local traffic, the shunting charges shown in preceding paragraph shall also apply, except when it is necessary to make a special trip to place empties or clear loaded trucks at this site, when a charge of 9s. 6d. for each 15 minutes or part thereof shall be made, the time to be computed from when the engine leaves Echuca yard until its return thereto

When it is necessary to run a special trip from Echuca to place trucks at the site, a charge of 9s. 6d. shall be imposed for each 15 minutes or part thereof that an engine is engaged; time shall be computed from when engine leaves Echuca until its return thereto

Minimum, 3s. 8d. for each placing. These charges shall only be imposed when trucks are placed at the request of consignors or consignees and it is convenient for the Department to do so

Minimum charge 7s. 4d., maximum 14s. 8d., for each placing

| | | | | |
|---|------|------|-----|----|
| (a) <i>McCallister Carrying Co.'s</i> | 145 | 1 10 | 3 8 | .. |
| (b) <i>Echuca Wharf</i> | .. | .. | .. | .. |
| (c) <i>Shaw's lease of shed</i> | 145 | 3 2 | 6 4 | .. |
| (d) <i>H. J. Dixon's Saw-mill Site</i> | 146 | 1 10 | 3 8 | .. |
| (e) <i>Kickham and Co.'s Siding</i> | 145½ | 1 10 | 3 8 | .. |
| (f) <i>Echuca Motor Garage's Oil Discharging Site</i> | 146 | 1 10 | 3 8 | .. |
| ELMORE— <i>Carriage Dock Sdg.</i> | 128½ | 1 10 | 3 8 | .. |
| ELPHINSTONE— <i>Elphinstone Redgum Saw-milling Co.</i> | 70½ | 1 10 | 3 8 | .. |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|---|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| EMERALD— Nobelius' Sidg. | .. | .. | .. | Any regular train may stop at the siding— (a) To pick up or discharge goods in quantities of 5 cwt. or over without extra charge (b) In lesser quantities, on payment by Mr. Nobelius of an additional charge of 1s. 3d. (c) With (a) and (b), passengers holding tickets for the next station (longer mileage) may join or alight (d) For passengers when there are no goods, as above, on payment by Mr. Nobelius of 1s. 3d. on each occasion Debit for the extra charge shall be raised by S.M., Emerald, on a paid way-bill issued to Upper Fern Tree Gully |
| EVREKA (Ballarat) | 74½ | .. | .. | Actual mileage rates shall be charged One trip daily (if required) (Sundays and holidays excepted) will be run from Ballarat to place and clear trucks Should any consignee or consignor require a special trip to place or clear trucks, in addition to the regular service, the haulage charge for such special service shall be 6s. 4d. per return trip. In the event of the engine of this special trip being required by the hirers to place or clear trucks for more than one consignee or consignor, only one charge of 6s. 4d. shall be imposed (in addition to freight) for such trip, and the amount debited in equal parts to each firm concerned Maximum shunting charge, 7s. 4d. |
| Evreka Terra Colla and Tile Co.'s Sidg. | 74½ | 1 10 | 3 8 | Minimum shunting charge, 18s. 6d. for each special service Minimum 7s. 4d., maximum charge 14s. 6d., for each placing |
| FAIRFIELD PARK— Australia's Paper and Pulp Mills Co. Pty. Ltd. Sidg. | 6½ | 1 10 | 3 8 | |
| FISH CREEK— Continuing Service—Barrack's Sidg. | 100½ | 1 10 | 3 8 | |

This charge shall be made for placing all trucks (either for loading or unloading) for all lessees opposite their sites on the siding frontages in the goods yard

(a) *Inwards Traffic*.—Goods or live stock forwarded to the Siding shall be subject to a special charge of 6s. 4d. per truck—minimum £1 5s. 3d. for each special trip—in addition to the tariff rates from the forwarding station

(b) *Outwards Traffic*.—Meat, see page 219. Tallow forwarded from the Siding to Port Melbourne Pier or Williamstown Pier shall be charged the ordinary rates (for skins see page 222), subject to a minimum of four (4) trucks per special trip between Melbourne and the Siding. If tallow or skins be forwarded by a special trip run for meat, the minimum of four trucks will not be enforced. Blood manure from the Siding to any station by a special trip run for meat, tallow, or skins, and in those conditions only, shall be charged the ordinary rates. Hares and rabbits, same rates as from City Market (see page 205)

Minimum, 3s. 8d. for each trip

All Outward traffic from the siding for the Northern, North-Western, Western, and South-Western lines shall be charged in addition to the freight for the actual mileage from the Siding, a haulage charge of 7d. per ton

All Outwards traffic from the private Siding or forwarded by Messrs. Cuming Smith Pty. Ltd. from the public Sidings for the Northern, North-Western, Western and South-Western lines shall be charged in addition to the freight a haulage charge of 7d. per ton. Minimum 3s. 8d., maximum charge 7s. 4d., for each placing

In addition, a charge of 1s. 4d. per truck shall be made for the use of the chute in connection with the loading of gravel at the gravel pits. Chute and shunting charges to be shown separately in "paid on" column of Outwards way-bill

Permission has been granted the Gippsland Shire to use the Siding for the purpose of loading gravel, &c., outwards

The Department requires portion of this siding for a distance of 18 chains from the points in the station yard for its own use and the Shire will therefore conduct its traffic on the balance.

Delivery of the empty trucks will be given and acceptance of the loaded trucks taken at the 18 chains mark, beyond which point the engine must not be permitted to go, and the Shire will work the trucks by horse traction to and from their loading point.

Freight charges will be computed on the actual mileage rates as from the loading point, and in addition a charge of 1s. 10d. for each four or six wheeled and 3s. 8d. for each hogie truck, minimum 3s. 8d., maximum 7s. 4d., shall be imposed for each placing of trucks on the siding

| | 6 | 10 | 3 | 8 |
|--|----|------|----|----|
| (a) <i>Electricity Commission's Storage Site</i> | .. | 1 10 | 3 | 8 |
| (b) <i>Firewood Siding Frontages</i> | .. | 1 10 | 3 | 8 |
| FOOTSCRAY— | | | | |
| (a) <i>Anglie's Sidg.</i> | 3 | .. | .. | .. |
| (b) <i>State Electricity Commission's Sidg. (Marbyrnong River Loop)</i> | 4 | 1 10 | 3 | 8 |
| (c) <i>Co-operative Box Co. of Victoria Ltd. (Marbyrnong River Loop)</i> | 4 | 3 2 | 6 | 4 |
| (d) <i>Cuming, Smith Pty. Ltd. Sidg. (Marbyrnong River Loop)</i> | 4 | 3 2 | 6 | 4 |
| (e) <i>Colonial Gas Association's Sidg.</i> | 4 | 1 10 | 3 | 8 |
| FOSTER— | | | | |
| <i>Gravel Pits</i> | .. | 1 10 | .. | .. |
| <i>Ballast Siding</i> | .. | .. | .. | .. |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage Melbourne to be charged. | Additional Shunting Charge to be made for each truck, when the truck is empty, placed on the siding. | Remarks. | |
|---------------------------------------|----------------------------------|--|---------------------------|------------------|
| | | | Per 4 or 6 wheeled truck. | Per bogie truck. |
| GEEELONG— Geelong Station and Pier | Miles. .. | .. | .. | .. |

1. The rates for local consignments of general cargo hauled between Geelong Pier and Geelong Station and Brougham-street Crossing (Geelong) shall be as under:—

| | |
|--------------------------------|---|
| Between Geelong Pier and— | Per ton. |
| Geelong Station | 3s. 8d. (not including loading) |
| Brougham-street Crossing | 2s. 11d. } At owner's risk, not including loading or unloading. |

Wool (in full truck loads) 4½d.

The freight shall be computed on the dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners.

The traffic shall be subject to the following minimums:—

(a) Between Geelong Pier and Geelong—

| | | |
|---------------------------------------|-------|---------------------------------|
| Not exceeding 10 cubic feet or 5 cwt. | .. .. | Minimum Charge per consignment. |
| Over 10 cubic feet or 5 cwt. | .. .. | .. 2s. 4d. |
|  | .. .. | .. 2s. 8d. |

(b) Between Geelong Pier and Brougham-street Crossing:—

In truck loads subject to the tonnage minimums provided in the Goods Rates Book for the particular commodity, and, where no truck load minimum is provided, the consignment (wool excepted) shall be subject to a minimum of 6 tons per four-wheeled truck

2. Coal from Pier to Crossing, 1s. 3d. per ton in truck loads. Coal consigned from the Pier to the Crossing for Huddart, Parker and Co.'s Siding, to be bagged and subsequently despatched to country stations, shall be subject to a shunting charge of 3s. 2d. per four-wheeled truck and 4s. 4d. per bogie truck, in addition to the mileage rate from the Pier to the destination station. When, however, the loaded trucks are placed on the Crossing for the convenience of the Department, the shunting charge will not be made.

3. All goods between other stations and Geelong Pier shall be charged ½ of a mile in addition to the mileage between the station and Geelong Pier.

(b) Certain goods as the ship's side and forwarded from the Pier to Geelong or North Geelong, and on the other side at a charge of 101. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.

(c) Grain between any two of the following places, viz., Geelong, North Geelong, Meera, Denny's, Lascelles and Company's Siding, the Crossing, and the Pier, shall be charged 10d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent. Local Haillage—The charges for consignments from the siding to Geelong Pier shall be as follows:—Wool, 4½d. per bale; Grain, 10d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.

The charges are subject to a minimum charge as for 3 trucks, and apply to goods which are manufactured or otherwise dealt with in the sheds on the quay

Export goods placed in the sheds solely for storage purposes awaiting loading into ships, or import goods placed in the sheds solely for storage purposes awaiting despatch by rail

Export butter

Wheat in full truck loads transferred between Corio Quay and Geelong Pier, 101. per ton.

1. Live stock from any stations other than Geelong and North Geelong to the Siding minimum number of fifteen trucks per special trip, and for every truck short of fifteen per trip an additional charge of 81. per truck shall be made

3. Special trips with empties, or to remove empties, engine running light one way, 9a. 6d. per trip

4. Not more than 30 minutes' free time for the engine shall be allowed at the Works, and extra time shall be charged for at 8s. per half-hour or part thereof, and if one trip be required to place the trucks at the Siding, and another trip to remove them, both trips shall be paid for. 20 minutes shall be allowed for discharging each truck of live stock

5. If the empty trucks be required so urgently that the time specified cannot be given, and it is necessary for a special trip to be run to the Freezing Works for empty trucks before sufficient time has been allowed to discharge the full number on hand there, the trip so run shall not be charged for unless all the trucks that were loaded in are removed. This means that, providing the trucks are discharged within the time allowed, only one trip for removing empties shall be charged for. Further, the special charge for removing empties shall not be imposed if within 24 hours after the loaded trucks be placed another trip is run to place more loaded trucks

Minimum 9s. 4d., to be imposed in respect of each trip the engine makes into the Siding, whether to place loaded or clear empty trucks or vice versa

If the engine is required to work in the siding sorting or marshalling trucks to be placed in different positions there, an additional charge of 9s. 6d. for each fifteen minutes or part thereof that the engine is so employed shall be made

The charges specified cover only one terminal service, and in any case where loaded in trucks are consigned to the Company at the Quay, and are subsequently transferred to the Oriental Company's Siding, or vice versa, involving two sets of terminal services, a charge of 2s. 5d. per ton is to be made for the second service; consignments so dealt with to be subject to the usual truck load minimum

| | | | |
|--|-----------|--------------|------------|
| Dalgety & Co.'s Sdg. Denny's, Lascelles Ltd, Sdg. .. | 45½ 46 | 1 10 1 10 | 3 8 3 8 |
| Corio Quay—Geelong Harbour Trust's Sidings | 44½ | 1 10 | 3 8 |
| Corio Quay—Geelong Harbour Trust's Sidings— (Sims, Cooper and Co.'s Freezing Works) | 44½ | 1 10 | 3 8 |
| Oriental Timber Co.'s Sdg. .. | 44½ | 1 10 | 3 8 |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| GEELONG—continued. <i>Geelong Freezing Co.'s Works, North Shore (see page 202)</i> <i>Geelong Gas Co.'s Sdg., North Geelong</i> <i>Huddart, Parker Ltd. Sdg. (see page 164)</i> <i>Cheetham Salt Co.'s Sdg. (see page 221)</i> <i>C. Nash's Loading Site</i> .. | Miles. 43½ 45½ 48½ 45½ | .. | .. | |
| GELIBRAND— <i>G. Henrickson's Sdg.</i> .. | 109 | .. | 1 10 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| GEMBROOK— <i>Russell's Stacking Sites</i> .. | .. | .. | .. | A charge of 6s. 4d. for each 15 minutes or part thereof shall be imposed for the time an engine is employed in removing partly loaded trucks from one site to another at the request of the lessee and at the convenience of the Department |
| GLEN HUNTLY— <i>Caulfield City Council's Sdg.</i> .. | 8½ | 1 10 | 3 8 | |
| GLENROWAN— <i>Benalla Shire Quarry Siding</i> .. | 136½ | 1 10 | 3 8 | |
| GOLDEN SQUARE— <i>British Imperial Oil Co.'s Siding</i> | .. | 1 10 | 3 8 | Minimum charge 3s. 8d. for each placing. Freight shall be computed as follows:— <i>Outwards</i> .—Traffic from the siding shall be charged actual mileage as from Golden Square <i>Inwards</i> .—Traffic from stations on the "Down" side, actual mileage to Golden Square |

**GREAT WESTERN
Shed and Store Sdg.**

| | | | | |
|--|------|------|-----|---|
| GUNBOWER— Cokuna Shire's Storage Site | 141½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| HAMILTON— Broadbent Bros.' Store | 197½ | 3 2 | 6 4 | Minimum charge 6s. 4d. for each placing. Trucks are to be placed opposite the store only when convenient to the Department |
| Gals. Co. | 197½ | 5 3 | 3 8 | Minimum, 10s. 6d. per placing |
| Sidans and Son Pty. Ltd. Sdg. | 197½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| British Imperial Oil Co.'s Siding | 197½ | 1 10 | 3 8 | Minimum, 3s. 8d., maximum charge 7s. 4d., for each placing |
| Commonwealth Oil Refineries Sdg. | 197½ | 1 10 | 3 8 | Minimum, 3s. 8d., maximum charge 7s. 4d., for each placing |
| Vacuum Oil Co.'s Sdg. | 197½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| HEATHCOTE— Tranter Bros.' Loading Site | 73½ | 1 10 | 3 8 | Minimum, 3s. 8d. |
| HARCOURT— Co-operative Cool Stores Oil Discharging Site | 82½ | 1 10 | 3 8 | |
| HEIDELBERG— Heidelberg Council Coal Sdg. . . | 9 | 1 10 | 3 8 | |
| HEYFIELD— Stuckey and Co.'s Loading Site Miller and Donoghue | 121½ | 1 10 | 3 8 | |
| HORSHAM— (a) Horsham Tramway | 203½ | .. | .. | 1. Bogie trucks must not be allowed to run on the tramway under any circumstances 2. Departmental trucks, other than bogies, to be loaded on the tramway, may be allowed to run to the place where tramway junctions with the Noradjuha and Stawell Roads beyond the Wimmera Bridge (the point beyond which the trucks are not allowed to run is indicated by a notice board) and the trucks may be permitted to enter upon the tramway only on the further condition that they will be loaded for some station on the Victorian Railways other than Horsham 3. The charge for the use of the trucks between the point of loading on the tramway and Horsham Station shall be 3s. 2d. per truck, which amount is in each instance to be added to the ordinary freight charge for the goods, and shown on the way-bill specially. The way-bill must also be indorsed "ex Tramway." |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the sliding | | Remarks. |
|---|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| HORSHAM —continued. | | | | |
| (b) Noste Bros.' Sdg. | 203½ | | | |
| (c) Perreman, Wright, and Co.'s Sdg. | 203½ | | | |
| (d) Shire of Wimmera Storage Site | 203½ | 3 2 | 6 4 | |
| (e) British Imperial Oil Co.'s Site | 203½ | 1 10 | 3 8 | |
| IRYMPLE — | | | | |
| Irymple Packing Co.'s Sdg. | 347½ | | | |
| Mildura Co-op. Fruit Co. Ltd. Sdg. | 347½ | | | |
| JEPARIT — | | | | |
| R. W. Searle's Timber Loading Site | 247½ | 1 10 | 3 8 | |
| JUMBUNNA — | | | | |
| Jumbunna Coal Co.'s Sdg. | 75½ | | | |
| JUNG — | | | | |
| State Rivers and Water Supply Commission's Storage Site | 192 | 1 10 | 3 8 | Minimum charge, 3s. 8d. for each place. |
| KENSINGTON — | | | | |
| Kimpton and Son's Sdg. | 2½ | .. | .. | } See page 285. |
| Yeoughusband Ltd. Sdg. | 2½ | .. | .. | |
| KERANG — | | | | |
| J. R. Maxwell's Sdg. | 179½ | 1 10 | 3 8 | |
| Water and Kerang Flour Mill Sdg. | 179½ | | | |

This charge shall be made for placing all trucks (either for loading or unloading) opposite sites on the siding frontages in the goods yard

K.F.W.—
J. McArthur } Firewood Siding
Postal Department's Storage Site

Minimum charge 3s. 8d., maximum 7s. 4d. The following instructions shall be observed:—
 (1) Trucks placed by an engine
 Shunting charges shall be imposed subject to the minimum charge of 3s. 8d. and maximum charge of 7s. 4d. for each placing, but should the siding holder order two trucks and only one is supplied the minimum charge shall not be applied.
 (2) Trucks hand-shunted from the public siding to the private siding by siding holder and subsequently removed by engine
 If trucks are subsequently removed by an engine, shunting charges shall be imposed subject to the minimum charge of 3s. 8d., and maximum charge of 7s. 4d., but if the trucks that are hand-shunted into the siding are removed therefrom with other trucks which were previously placed in the siding by an engine, the charges imposed shall be subject so far as minimum and maximum charges are concerned to the total number of trucks so removed. For example—
 If three trucks are placed by an engine and one hand-shunted by the siding holder into the siding and the four trucks removed at the same time by engine, the minimum charge of 3s. 8d. will not apply in respect of the truck which was hand-shunted into the siding; for this truck the single rate of 1s. 10d. only shall be imposed.
 (3) Trucks hand-shunted from public siding to private siding and subsequently hand-shunted back to public siding shall not be subject to shunting charges

KINGSTON—
W. and R. Tyner's Sdg. 921

KNOWSLEY—
Bywater's Sdg. 83

KOO-WEE-RUP—
Koo-wee-rup Water Washed
Sand Co.'s Siding 46

Minimum charge 7s. 4d.
 (a) When a special trip is run from Koo-wee-rup to the siding for the purpose of placing trucks thereat, and not less than twenty fully loaded trucks for stations on the Koo-wee-rup side of the private siding are available for clearance, no shunting charges shall be made.
 (b) When the number of loaded trucks ready to be cleared is less than twenty (approximate full train load) as set out in clause (c) a shunting charge of 1s. 10d. for each 4-wheeled truck less than twenty shall be imposed, but such charge must not exceed 2s. 3d.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| KOO-WEE-RUP—continued. Koo-wee-rup Water Washed Sand Co.'s Siding—contd. | Miles. | s. d. | s. d. | |
| W. Ploveright's Sidg. | 45 | 1 10 | 3 8 | (c) A special trip will not be made to the siding unless there are available for clearance therefrom, eight fully loaded trucks which shall have to be brought to Koo-wee-rup for forwarding to their destination |
| Cameron Bros.' Sidg. | 42 | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum charge 7s. 4d. for each placing |
| Burhop's Shed Site | 42 | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum charge 7s. 4d. for each placing |
| Mt. Lyell Chemical Works Shed Site | 42 | 1 10 | 3 8 | Minimum charge 3s. 8d. |
| KOOLOONONG— F. N. McKenna's Storage Site | 257½ | 1 10 | 3 8 | Charges shall be imposed on each truck placed at Down end of shed road |
| W. H. Giborne | .. | | | |
| KORONG VALE— Country Roads Board Gravel Sidg. | 155½ | 1 10 | 3 8 | Minimum charge 7s. 4d., maximum 14s. 8d., for each placing |
| A/c Brooklyn Stone Crushing Co. | .. | | | |
| KORUMBURRA— (a) Austral Coal Co.'s Sidg. | 72 | .. | .. | This siding is open for goods traffic account Austral Coal Co., subject to the following conditions:— Truck Loads.—Inwards and Outwards.—Freight charges other than for coal Outwards shall be computed on the mileage to or from the Siding Inwards Traffic.—Inwards traffic shall be way-billed to Korumburra where a receipt and full payment of charges must be obtained before forwarding goods to destination Small Consignments.—Inwards only.—Freight charges shall be computed as to Korumburra with an additional charge for the journey from Korumburra to the siding of 2s. 1d. per ton, minimum 1s. 1d. per consignment, also a transfer charge of 1s. 1d. per ton, minimum 6d. per consignment. Freight charges for coal shall be charged separately on way-bills by forwarding stations. When goods are forwarded to the siding, S.M. Korumburra to siding, by forwarding station. |

| Station Name | 71 | 1 10 | 3 8 | Notes |
|---|------|------|-----|---|
| (d) Wynne's Sidg. .. | 71 | 1 10 | 3 8 | Inwards trucks to trucks loads (coal excepted) shall be subject to an additional haulage charge of 8d. per ton, which shall be entered separately from freight on wayside sidings. Minimum charge 14s. 8d., maximum charge 14s. 8d., for each placing. The shunting charge is not applicable to empty trucks placed in the siding to be loaded outwards with coal. Minimum charge, 3s. 8d., maximum charge 7s. 4d. for each placing |
| (e) T. Bottoms' Sidg. .. | 71½ | 1 10 | 3 8 | |
| KYABRAM— | | | | |
| Braes' Shed .. | 124 | 3 2 | 6 4 | Maximum charge, 7s. 4d. for each placing Minimum charge, 3s. 8d., maximum, 7s. 4d., for each placing |
| Tuckfield's Cannery .. | 124 | 3 2 | 6 4 | |
| Ayaram Co-op. Fruit Preserving Co.'s Sidg. .. | 124 | 1 10 | 3 8 | |
| Kyabram and District Co-operative Dairy Co. Ltd. Discharging Site .. | 124 | 1 10 | 3 8 | |
| State Rivers and Water Supply Commission's Storage Site .. | 124 | 1 10 | 3 8 | |
| KYNETON— | | | | |
| R. M. Watson's Sidg. .. | 57 | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| LAL LAL— | | | | |
| Victorian Central Coal and Iron Mining Co.'s loading point on Lignite Sidg. .. | 78½ | 1 10 | 3 8 | Minimum, 11s. for each trip |
| Race-course Siding .. | 85½ | 1 10 | 3 8 | The charge shall be imposed for each truck placed for firewood loading. Minimum charge for each placing, 11s. |
| LANCEFIELD— | | | | |
| Firewood storages sites in the vicinity of Lancefield on dismantled Lancefield to Kilmore line .. | 46 | 2 8 | 5 4 | Open for outwards firewood traffic only account the leases of firewood and cutting sites |
| LANGI LOGAN— | | | | |
| (a) New Langi Logan G.M. Co.'s Sidg. .. | 137½ | 1 10 | 3 8 | If delivery of Inwards trucks be accepted by the Company at the gate at railway boundary, and Outwards trucks be also placed there by the Company for removal, no shunting charge shall be made; but if it be desired that all haulage of the trucks to or from the siding be performed by the Department's engine, the shunting charge shall be imposed Minimum, 3s. 8d. per trip. |
| (b) Langi Logan South G.M. Co.'s Sidg. .. | 139 | 1 10 | 3 8 | The shunting charge is applicable only to trucks removed from the Siding, and shall apply when the number of loaded trucks available for clearing at any one time is less than ten, when it shall be charged for the number short of ten |
| (c) Country Roads Board's Sidg. .. | 136 | 1 10 | 3 8 | |
| (d) Ripon Ballast Siding— Brooklyn Stone Crushing Co. .. | 135½ | 1 10 | .. | The shunting charge is only applicable to trucks removed from the Siding and shall apply when the number of loaded trucks available for clearing at any one time is less than ten, when it shall be charged for the number short of ten |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether empty or loaded, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| LAVERTON— Defence Department's Aircraft Sdg. | 14½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| LEONGATHA— Knox Sdg. W. A. Ryan and J. Keeble's Storage Sites | 80½ 79 | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| LETHBRIDGE— Nash's Sdg. | 62½ | | | |
| LILYDALE— Black's Sdg. Cave Hill (D. Mutchell) Sdg. | 26 24½ | | | |
| LOCKINGTON— State Rivers and Water Supply Commission's Storage Site | 147½ | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d., for each placing |
| LORQUON— Lowan Shire's Storage Site | 261½ | 1 10 | 3 8 | |
| LYNDHURST— Lindsay and Hall's Tramway Loading Platform | 24 | 1 10 | 3 8 | The charge shall be imposed when it is necessary to specially place trucks at the Down end of the Public Siding |
| MACAULAY— (a) Victorian Producers Co-op. Co.'s Sdg. | 2 | 1 10 | 3 8 | Wool (in any quantity) account this Company is to be way-billed to Macaulay Full truck loads are to be forwarded direct to Macaulay, but consignments of wool in less than full truck loads are to be loaded with other non-perishable goods into trucks, which are to be carded "Melbourne Transfers." Full truck loads are to be forwarded to Macaulay, and, in addition to the freight and additional shunting charges, a special charge of 1s. 10d. per ton, minimum 3s. 8d. |

Under this account this Company, see still to be way-billed to Melbourne. Other than wheat, may be accepted for clearance for the above company.

| | | | | |
|--|------|------|------|--|
| (b) Phosphate Co.-op. Co. of Australia | 2 | 1 10 | 3 8 | |
| (c) Reynolds, c/o Goldsbrough, Mort and Co. | 2 | 1 10 | 3 8 | |
| MACEDON — Jackson and Scott's Storage Site | 43½ | 1 10 | 3 8 | |
| MACKNOIT — Northern Timber Mills | 135½ | .. | 1 10 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| MACLEOD — Mont Park | 12½ | 1 10 | 3 8 | Open for consignments for Public Works Department and Hospital for Insane only. Subject to a minimum of 7s. 4d. for each trip made by engine to place trucks |
| MAFFRA — (a) Nestle and Anglo Swiss Condensed Milk Co. (Australia) Ltd. Sdg. | 132½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| (b) Maffra Co.-op. Milk Producers Co.'s Sdg. | 132½ | 1 10 | 3 8 | |
| (c) Best Sugar Sdg. | 132½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| (d) Little and Co.'s Storage Site | 132½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| (e) Commonwealth Milk Products Pty. Ltd. Oil Discharging Site | 132½ | 1 10 | 3 8 | |
| MANSFIELD — Phosphate Co.-op. Co. of Australia's Sdg. | 129½ | 1 10 | 3 8 | Provided not less than ten loaded trucks are made available for clearing at any one time, a special train will be employed for placing empties and clearing loaded trucks, for which service the shunting charges specified will not be imposed; but in the event of a less number than ten vehicles, the shunting charges specified shall apply |
| MARNOO — Staveil Shire's Storage Site | 200 | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| MARYBOROUGH — (a) Maryborough District Co-op. Stores Society Ltd. Sdg. | 112 | 1 10 | 3 8 | Maximum charge, 7s. 4d. for each placing |
| (b) Maryborough District Co-op. Factory Co. Ltd. Sdg. | 112 | 1 10 | 3 8 | Maximum charge, 7s. 4d. for each placing |
| (c) Gas Works | 112½ | 1 10 | 3 8 | |
| (d) Flour Mills Pty. Ltd. Sdg. | 112 | 1 10 | 3 8 | Minimum, 3s. 8d., maximum charge, 7s. 4d. for each placing |
| (e) British Imperial Oil Co.'s Site | 112 | 1 10 | 3 8 | |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| MATHOURA— Douglas Bros.' Sdg. | Miles. 169½ | s. d. 1 10 | s. d. 3 8 | |
| MELBOURNE (see page 200). | | | | |
| MELTON— H. S. K. Ward Ebbott Kebby Pty. Ltd. | 23½ 23½ | | | |
| MENTONE— Caudwell Bros.' Sdg. | 15½ | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d. The charge shall be enforced whenever it is necessary for trucks to be specially sorted out for the Company |
| MERBEIN— Mildura Co-op. Fruit Co. Ltd. Aurora Packing Co. Pty. Ltd. | 358½ 358½ | | | |
| MILDURA— South Australian Public Works Department's Sdg. State Rivers and Water Supply Commission's Sdg. | 351½ 351½ | 1 10 1 10 | 3 8 3 8 | The freight shall be computed at actual mileage to Siding, which is situated on a spur line half a mile from Mildura Minimum charge, 14s. 8d., for each placing. Trucks of oil a/c the Mildura Urban Water Trust may, subject to the charges shown, be placed at the Trust's Oil Storage Tank Site on the Siding Minimum charge, 3s. 8d. for each placing A special charge of 9s. 6d. shall be imposed for each 15 minutes or part thereof for each trip made by engine to place trucks at the Siding; time shall be computed from when engine departs from Mildura Yard until its return thereto |
| Postal Dept's Sdg. British Imperial Oil Co.'s Sdg. | 351½ 352 | 1 10 .. | 3 8 .. | A special charge of 9s. 6d. shall be imposed for each 15 minutes or part thereof for each trip made by engine to place trucks at the Siding; time shall be computed from when engine departs from Mildura Yard until its return thereto Preference to be given to live stock loading |
| MINYIP— D. A. Mearns Shed Mearns Co-op. Flour-mills Sdg. | 189½ 189½ | 1 10 1 10 | 3 8 3 8 | Minimum charge 3s. 8d. for each placing, placed clear of points leading to Mill Siding |

| | | | | |
|--|------------------|--------------|------------|--|
| MIRROBEE— (a) <i>Sham</i> — <i>Self and Co. (Park Orchard Co.)</i> (b) <i>Builders' Roofing Works Sdg.</i> (c) <i>Australian Brick and Related The Co.'s Sdg.</i> | 14 14½ 14½ | 1 10 | 3 8 | |
| MOORODUC— <i>Frankston and Hastings Shire Council Sdg.</i> <i>Two Bays Nurseries and Orchard Co.'s Sdg.</i> | 36 35½ | .. 1 10 | .. 3 8 | A shunting charge of 19s. for each trip to this Siding for placing and removing trucks shall be imposed Minimum, 3s. 8d., maximum charge, 7s. 4d., for each placing. Charges shall be imposed for each truck placed at "Up" end of the Public Loop Siding |
| MOOROPNA— <i>McLennan and Co.'s Sdg.</i> <i>Ardmona Products Co-operative Co.'s Sdg.</i> | 110 110 | 1 10 | 3 8 | |
| MORELAND— (a) <i>Victor Plaster Mills</i> (b) <i>Moreland Timber Co.</i> (c) <i>Pender</i> (d) <i>Moreland Grain and Free Stores</i> | 5½ 5½ 5½ | 1 10 | 3 8 | For placing trucks at "Up" end of "A" Siding clear of points to Pender's Siding; trucks will be sorted out, when necessary, by Moreland Timber Co. |
| MORWELL— <i>State Electricity Commission's Storage Site</i> | 90 | 1 10 | 3 8 | Minimum, 3s. 8d., maximum charge, 7s. 4d., for each placing |
| MOUNT EVELYN— <i>Mount Evelyn Timber Yards Storage Site</i> <i>C. Hayes' Timber Site</i> | 28½ 28½ | 1 10 1 10 | 3 8 3 8 | |
| MOYHU— <i>Hansen Dairy Co.'s Sdg.</i> | 161½ | | | |
| MURCHISON EAST— <i>Hammond and Son's Sdg.</i> | 96½ | | | |
| MURRAYVILLE— <i>Manure Shed</i> <i>H. L. Yard's Chaff Cutting Site</i> | 356½ 356½ | 1 10 1 10 | 3 8 3 8 | Minimum charge, 3s. 8d. for each placing Minimum, 3s. 8d., maximum charge, 7s. 4d., for each placing |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Mine to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|--|----------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| MURTOA— (a) <i>Wimmera Inland Freezing Co. Ltd. Sidg.</i> (b) <i>Thomas, W. C., and Sons Pty. Ltd. Sidg.</i> | Miles. 185½ 185½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., and in addition a charge of 9s. 6d. for every 15 minutes or portion thereof in excess of 25 minutes that the engine is detained at the works shall be imposed |
| NAGAMBIE— <i>Coetz.</i> | 78½ | | | |
| NATHALIA— <i>Thomas, W. C., and Sons Pty. Ltd. Sidg.</i> <i>Saenger and Barry's Loading Site</i> | 147½ 147½ | 1 10 1 10 | 3 8 3 8 | Minimum, 3s. 8d., maximum charge, 7s. 4d., for each placing Maximum, 3s. 8d. These charges shall be imposed for clearing loaded trucks from the site. Lessees shall take delivery of empty trucks wherever available in the yard, and remove them to their site under supervision of the Stationmaster |
| NATIMUK— <i>Nock's Prop. Sidg.</i> | 219 | | | |
| NEWLYN— <i>Stewart and Co.'s Sidg.</i> | 90½ | | | |
| NEWMARKET— <i>Royal Agricultural Show Grounds Sidg.</i> | 3½ | | | (a) Agricultural Implements and Machinery from suburban stations shall be charged the mileage rates, subject to a minimum freight charge of 18s. 9d. per four-wheeled truck and 37s. 6d. per bogie truck (b) Firewood from Newmarket Station shall be charged 3s. 2d. per four-wheeled truck, and 4s. 4d. per bogie truck |

Trucks loaded towards will be placed, and empty trucks cleared by ordinary mixed trains. The trucks must only be arranged at the request of the Altona Beach Estate Co., a charge of 25s. per return trip from Newport shall be imposed for the special service, in addition to the freight charges.

The trucks are at present placed at and removed from the boundary gate which indicates the termination of that portion of the railway controlled by the Commissioners, from whence they can be hauled by horse or hand power by the consignees to suitable discharging points if so desired.

Open for truck loads "Out" and goods "In" Live stock loading in any quantity will be conveyed to the Siding on ordinary week days without the imposition of any special haulage charge.

Live stock loading, in quantities of not less than 5 trucks, will be conveyed to the Sidings without the imposition of any special haulage charges on Sundays and public holidays, but in the event of it being necessary to provide a special service for a lesser number, a charge of £2 12s. 6d. will be made to cover the cost of providing the service on such days.

For fresh or frozen meat see page 218

The freight shall be computed on the actual mileage to or from the Siding subject to the following conditions:—

(a) *Traffic in less than full train loads Operated by Ordinary Goods Trains.*—A charge shall be imposed of 9s. 6d. for each 15 minutes or part thereof in excess of 10 minutes during which the engine of any such train is detained at the Siding for the purpose of handling such traffic.

(b) *Traffic in less than Full Train Loads Operated by a Special Engine from Newport.*—A charge shall be imposed of 9s. 6d. for each 15 minutes or part thereof occupied by the engine handling such traffic in proceeding to the Siding, working thereat, and returning therefrom; time shall be computed from when the engine leaves Newport until its return thereto.

(c) *Traffic in Full Train Loads.*—A charge shall be imposed of 9s. 6d. for each 15 minutes or part thereof in excess of 20 minutes during which the engine handling such traffic is detained at the Siding.

Live stock loading in any quantity will be conveyed to the Sidings on ordinary week days without the imposition of any special haulage charge.

Live stock loading, in quantities of not less than 5 trucks, will be conveyed to the sidings without the imposition of any special haulage charges on Sundays and public holidays, but in the event of it being necessary to provide a special service for a lesser number, a charge of £2 12s. 6d. will be made to cover the cost of providing the service on such days.

Empty Trucks.—If placed at the siding by the ordinary train, no charge shall be made, but if required to be placed by a special train, a charge of £2 9s. 9d. shall be imposed for the special trip if run from Melbourne, or £1 6s. for the special trip if run from Newport.

(b) *Herbstock Freezing Co.'s Sdg.*

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(c) *Defence Dept.'s Storage Sdg.*
(d) *Forestry Department's Sdg.*
(e) *Commonwealth Oil Refineries Sdg., Kororoit Creek*

74
64
94

3 2

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(f) *Gray Bros.' Sdg.*
(g) *Processor (Weston & Murray Dist. Co.-op. Bacon Co.)*

74
94

1 10

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(h) *Thomas, W. G. and Sons, Pty. Ltd. Sdg.*

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3 8

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RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| NEWPORT—continued. (i) McKenzie and Holland (Aust.) Pty. Ltd. | 7½ | .. | .. | Open for truck loads "Out" and goods "In" |
| NHILL— Noaké's Sdg. | 248½ | 1 10 | 3 8 | Maximum charge as for two trucks per trip |
| NOOJEE— Toorongu River Extension Forestry Commission's Sdg. Goodwood Siding | 90½ 89½ 89½ | 3 2 .. 1 10 | 6 4 .. 3 8 | Minimum charge, 3s. 8d. for each placing. This charge shall be imposed for each truck placed in the siding for consignees other than the lessees of sites, no charge being made for placing trucks account the latter |
| NORTH FITZROY— W. Ferras' lease | 5 | 3 2 | 6 4 | |
| NORTHCOTE— Northcote Brick Co.'s Sdg. | 6 | | | |
| NORTH GEELONG— (a) Corio Case Factory Site (b) Vacuum Oil Co.'s Sdg. | 44½ 43½ | 3 2 1 10 | 6 4 3 8 | Minimum 9s. 6d. for each trip. The freight shall be computed on the mileage to North Geelong plus 1 mile Minimum charge 7s. 4d., maximum charge 14s. 8d., for each trip All trucks are to be placed at and removed from the siding at times suitable to the Department If by reason of an insufficiency of siding accommodation trucks cannot be placed thereat, they shall be placed at such other siding as may be available during such waiting period, and until they are discharged or released The Company will require to properly cover and lash when necessary all Outwards trucks |

These charges shall be computed as follows:—
 (ii) Between Melbourne and Siding .. At the District Rates provided for North Geelong
 Between the Siding and Suburban .. In accordance with clause 1 of the General Instructions governing the District Rates (page 128)
 Between other stations and the Siding .. Tariff rates

(iii) In addition to the freight charges a shunting charge of 1s. 10d. for each 4 or 6-wheeled, and 3s. 8d. for each bogie truck shall be imposed for each truck whether loaded or empty placed in the siding, subject to a minimum charge of 7s. 4d. and a maximum charge of 14s. 8d. for each placing when carried out by passing goods train, and
 (iv) When a special trip is run from North Geelong station, and not less than 20 fully loaded trucks are placed on, or not less than 20 fully loaded trucks are cleared from the above Siding at the one time, a shunting charge of 19s. per trip shall be made; but should a special trip be run from the same station for less than 20 trucks, a charge of 9s. 6d. for each 15 minutes, or part thereof, shall be imposed—the time to be computed from when the engine leaves North Geelong until its return thereto. Delays both ways *en route*, due to the Commissioners' requirements, will be deducted
 1. OUTWARDS TRAFFIC.—Delivery of all outwards trucks shall be given on No. 2 and 3 Roads, the said trucks to be so far as is reasonably practicable properly coupled together, efficiently covered and lashed and marshalled in station order, and all doors of trucks so delivered closed and secured
 2. INWARDS TRAFFIC.—Inwards trucks, whether loaded or empty, shall be accepted for delivery on No. 1 or No. 4 Road, and the Commissioners shall not be under any obligation to specially sort and place inwards trucks. In the event of the company desiring to have trucks placed in special positions on either No. 1 or No. 4 Road, or to have trucks specially placed or removed from one of the said roads to another, or from one of the said roads to the public siding at Fyansford, a shunting charge of 1s. 10d. for each 4 or 6-wheeled, and 3s. 8d. for each bogie truck, with a minimum charge of 3s. 8d., shall be imposed in respect of each occasion upon which such a service is performed
 S.M., North Geelong shall keep a record of all intersiding truck movements
 Minimum charge 7s. 4d., maximum 14s. 8d., for each placing
 Freight charges shall be computed at the Tariff Rates as from or to North Geelong
 Minimum charge 7s. 4d., maximum 14s. 8d., for each placing
 Freight charges shall be computed at the Tariff rates as from or to North Geelong
 Minimum charge 7s. 4d., maximum 14s. 8d., for each placing

Minimum charge when siding is operated by ordinary Goods train shall be 3s. 8d.
 Open for truck loads Outwards and goods Inwards. Consignments are only to be forwarded by "Up" or "Down" Goods trains which require to perform shunting operations at the siding, and any consignments arriving at Nowa Nowa on days when the train is not required to work at the Siding must be taken delivery of at Nowa Nowa

(d) Australian Cement Ltd.,
 Fyansford (see page 318)

(e) Federal Woollen Mills Pty.
 Ltd. Storage Site
 (f) British Imperial Oil Coy.'s
 Siding
 (g) East Siding, Country Roads
 Board's Gravel Site
 NOWA NOWA—
 R. Driver and Co. ..

| | | |
|-----|------|-----|
| 43½ | 1 10 | 3 8 |
| 43½ | 1 10 | 3 8 |
| 43½ | 1 10 | 3 8 |
| 207 | 1 10 | 3 8 |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Miles from Melbourne charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|---|---------------------------------|--|---------------------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| NUMURKAH— A. G. Girdler's Storage Shed .. | 133½ | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d., for each placing |
| NYORA— Shannon and Phillips' Wood Cutting Site | 56½ | 1 10 | 3 8 | |
| OAKLEIGH— Laxford Bros. Sdg. Oakleigh Timber and Builders Supplies Pty. Ltd. Oakleigh Land Co. Pty. Ltd. " " a/c Plaster Board Ltd. | 10½ 10½ 11½ 11½ 10½ | 1 10 1 10 1 10 1 10 1 10 | 3 8 3 8 3 8 3 8 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing Minimum 3s. 8d., maximum charge 7s. 4d., for each placing Minimum 7s. 4d., maximum charge 14s. 8d., for each placing Minimum 7s. 4d., maximum charge 14s. 8d., for each placing Charges are to be imposed on all trucks for the public placed at the crane in the Works-master's Yard for loading or unloading |
| ORBOST— Hughes' Timber Loading Site .. | 231½ | 1 10 | 3 8 | |
| OUTTRIM— (a) Outtrim Extended Coal Co.'s Sdg. (b) Outtrim Coal Mining Syndicate's Coal Chute on Outtrim Line (c) Walls and Burgess Platform | 76½ 76½ 76½ | 1 10 .. 1 10 | 3 8 .. 3 8 | A charge of 9s. 6d. for each 15 minutes or part thereof shall be imposed for the time occupied in placing or removing trucks from the chute, such time to be computed from when the engine leaves Outtrim station until its return thereto Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| (d) Outtrim Howitt Co.'s Sdg. (e) Outtrim Howitt Co.'s Sdg. | 76½ 76½ | .. .. | .. .. | In addition to freight, a charge of 2s. 6d. for each 15 minutes or part thereof shall be imposed for the time occupied in placing or removing trucks from the chute, such time to be computed from when the engine leaves Outtrim station until its return thereto |

| 70 1/2 | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d., for each placing |
|--|--------------------|------------|---|
| QUEENSLAND Rays Extended Coal Siding (son and Gleason) Siding | | | |
| Jumbawa Coal Pty. Ltd. Siding | 75 1/2 | 3 8 | Minimum charge 7s. 4d., maximum 14s. 8d., for each placing |
| OUYEN Angliss and Co.'s Site McGregor and Co.'s Mill Site | 283 1/2 283 1/2 | 3 8 3 8 | Trucks will only be placed when it is convenient for the Department, and if the site is not available owing to live stock traffic, they will require to be dealt with at goods sheds |
| Walpep Shire's Oil Discharging Site | 283 1/2 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| PARWAN G. E. Barrie's Sdg. .. | 291 1/2 | 3 8 | Shunting charge to be imposed for all trucks specially placed at up end of shed road |
| PATCHEWOLLOCK G. Patullo's Manure Shed Site | 281 1/2 | 3 8 | |
| PORT FAIRY (a) Wharf Sdg. .. | .. | .. | All goods, except fish and rabbits, between country stations and the Wharf, shall, unless otherwise provided, be charged 6d. per ton in addition to the rate to or from Port Fairy Station |
| (b) Glazo Manufacturing Co. (Australia) Ltd. | 185 1/2 | .. | In addition to freight a special service charge of 9s. 6d. for each trip shall be imposed for placing trucks in the Siding. Glazo sent by rail from the Company's Siding at Port Fairy to Port Fairy Pier for shipment shall be charged Class "B," less 10 per cent. and conditions, in addition to the above special charge |
| PORTLAND (see page 202). | | | |
| PORT MELBOURNE (a) Anglo-Perian Oil Co.'s (Ltd.) Sdg. | 3 1/2 | 3 8 | When placed on the siding by ordinary trains carrying out operations at the new pier |
| (b) Commonwealth Oil Refineries Ltd. Sdg. | 3 1/2 | 12 8 | Subject to a minimum charge of £1 11s. 6d. and maximum charge of £2 4s. 3d. These charges apply when it is necessary to make special arrangements for the placing of trucks, whether loaded or empty, on the siding. Empty oil drums forwarded to the Siding shall be subject to a minimum of 1 ton for 10, 11 and 12 ton trucks and 2 tons for 16 or 20-ton trucks |
| (c) Swallow and Arroll's Factory | 3 1/2 | 3 8 | When placed on the Siding by ordinary trains carrying out operations at the new pier |
| POWERSCOURT .. | 135 1/2 | 12 8 | Subject to a minimum charge of £1 11s. 6d. and maximum charge of £2 4s. 3d. These charges apply when it is necessary to make special arrangements for the placing of trucks, whether loaded or empty, on the Siding |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| PYALONG— Molison Sand and Gravel Co. Pty Ltd. | Miles. 56½ | s. d. 1 10 | s. d. 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d. |
| QUEENSLIFF— (a) Port Phillip Sea Pilots' Coal Sdg. | 67½ | 1 10 | 3 8 | Open for Inwards coal traffic. Minimum charge, 6s. 4d. per special trip |
| (b) Fishermen's Pier .. | 67½ | 1 10 | .. | Fish traffic only |
| RAINBOW— W. C. Thomas and Sons' Sdg. | 260½ | 1 10 | 3 8 | Minimum charge, 6s. 4d. per special trip for other traffic Maximum charge as for two trucks per trip |
| REDCLIFFS— Mildura Shire Council's Sdg. | 351½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| Mildura Shire Council's a/c. | | | | |
| State Rivers and Water Supply Commission | | | | |
| Mildura Shire Council's a/c. | | | | |
| Countray Roads Board | 342½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| Mildura Shire Council's Storage Site | | | | |
| Redcliffs Co-operative Society Ltd. Sdg. | 342½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| State Rivers and Water Supply Commission's Sdg. | 342½ | 1 10 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |
| State Rivers and Water Supply Commission's Shed | 342½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| Red Sun Packing Co.'s Shed | 342½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |
| Humphrey's and Conran's Shed | 342½ | 1 10 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d., for each placing |

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Minimum 7s. 4d., maximum charge 14s. 8d., for each placing

| 7s. | 1 10 | 3 8 | 3 8 |
|---|--------------|------------|------------|
| ROCHESTER— T. C. Fuller's Grain Shed Site Rochester Shire Storage Site .. | 138½ 138½ | 3 8 3 8 | 3 8 3 8 |
| ROCKBANK— J. Coetbill's Sdg. .. | 19½ | 3 8 | 3 8 |
| Ward, H. S. K., Sdg. .. | 18½ | | |
| ROSEBROOK— Warrambool Shire Quarry .. | 184½ | 3 8 | 3 8 |
| ROSEDALE— Sylvester's Saw-milling Site .. | 112½ | 3 8 | 3 8 |
| RUPANYUP— T. Brunton and Co.'s Flour Mill Sdg. .. | 185 | | |
| RUTHERGLEN— Carriage Dock .. | 169½ | 3 8 | 3 8 |
| SALE— (a) Wharf .. | 129½ | .. | .. |
| (b) Silver Lake Flour Milling Co.'s Sdg. .. | 130½ | 3 8 | 3 8 |
| (c) British Imperial Oil Co.'s Siding .. | 129½ | 3 8 | 3 8 |
| (d) Sale Dist. Co.-op. Butter & Cool Storage Co.'s Sdg. .. | 129½ | 3 8 | 3 8 |

Minimum 7s. 4d., maximum charge 14s. 8d., for each placing
When not less than 20 fully loaded trucks are available for clearance by engine at any one time no shunting charge shall be made

Minimum 7s. 4d., maximum charge 14s. 8d., for each placing
When a special trip is run from Port Fairy to the siding for placing empty or clearing loaded trucks, a charge of 9s. 6d. for each 15 minutes or part thereof shall be imposed; time shall be computed from when engine leaves Port Fairy until its return thereto

Minimum charge, 7s. 4d., maximum 14s. 8d., for each placing

Minimum 3s. 8d. for each placing. These charges shall only be imposed when trucks are placed at the request of consignors or consignees, and it is convenient for the Department to do so.

Goods between Sale Station and the Wharf shall be charged the mileage rates (1 mile) for or after water carriage between other stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Sale
Trucks of coal consigned to the Sale Borough Council may be placed on the Wharf road at such times as the engine is working between the Station and Wharf in connexion with fish traffic. The freight charges shall be computed at the mileage rates from the despatching Station to Sale, and a shunting charge of 1s. 10d. per four-wheeled truck and 3s. 8d. per bogie truck shall be made for the service between Sale Station and the Wharf

Minimum charge 3s. 8d., maximum 7s. 4d. for each placing when performed by an engine engaged in working between the Sale Station and Sale Wharf
When a special trip is necessary between Sale and the Siding a fixed charge of 9s. 6d. for each return trip shall be imposed
Trucks will only be placed and cleared from the Siding at such times as the engine is working between Sale and the Wharf

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Stations and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| <p>SALE—continued.</p> <p>(e) <i>Froud's Loading and Unloading Site</i></p> <p>(f) <i>Vacuum Oil Co.'s Discharging Site</i></p> | <p>Miles.</p> <p>128½</p> <p>128½</p> | <p>s. d.</p> <p>3 8</p> <p>1 10</p> | <p>s. d.</p> <p>7 4</p> <p>3 8</p> | <p>Minimum 3s. 8d., maximum charge 7s. 4d.</p> <p>When a special trip is run by an engine a charge of 9s. 6d. for each 15 minutes or part thereof shall be imposed, time to be computed from when engine leaves Sale until its return thereto</p> |
| <p>SEAFORD—</p> <p><i>Kelvin Sidg. (McCulloch and Co.)</i></p> <p><i>McCulloch and Co.'s Sidg.</i></p> | <p>24½</p> <p>25½</p> | <p>..</p> <p>..</p> | <p>..</p> <p>..</p> | <p>(a) Where less than 20 fully loaded trucks, bogie trucks being counted as equal to 2 four-wheeled or 2 six-wheeled trucks, are available for clearance from the siding at any one time, a charge of 1s. 10d. for each truck less than 20, with a maximum charge of 14s. 8d. for each trip for the purpose of clearing trucks from the Siding, shall be imposed.</p> <p>(b) Where 20 or more fully loaded trucks are available for clearance from the Siding at any one time, no shunting charge will be made in respect of any trip for the purpose of clearing trucks from the Siding</p> <p>Minimum 7s. 4d., maximum charge 14s. 8d.</p> <p>This siding is situated 23½ miles from Melbourne (Spencer-street)</p> <p>Freight charges shall be computed as follows:—Outwards traffic—(a) To stations on the Melbourne side of the Siding, mileage rates as from Seaford; (b) To stations on the Seaford side of the Siding, mileage rates as from Carrum, plus 1 mile</p> <p>Mileage rates to Seaford, plus 1 mile</p> <p>(a) Where less than 20 fully loaded trucks, bogie trucks being counted as equal to two four-wheeled or two six-wheeled trucks, are available for clearance from the Siding at any one time, a shunting charge of 1s. 10d. for each truck less than 20, with a maximum charge of 14s. 8d. for each trip, for the purpose of clearing trucks from the Siding shall be imposed</p> <p>(b) Where 20 or more fully loaded trucks are available for clearance from the Siding at</p> |
| <p><i>Wedge's Sidg.</i></p> <p><i>Crysal Sand (Frankton) Pty. Ltd.</i></p> | <p>26</p> <p>..</p> | <p>..</p> <p>..</p> | <p>..</p> <p>..</p> | <p>(c) Where less than 20 fully loaded trucks, bogie trucks being counted as equal to two four-wheeled or two six-wheeled trucks, are available for clearance from the Siding at any one time, a shunting charge of 1s. 10d. for each truck less than 20, with a maximum charge of 14s. 8d. for each trip, for the purpose of clearing trucks from the Siding shall be imposed</p> <p>(d) Where 20 or more fully loaded trucks are available for clearance from the Siding at</p> |

| Station | Rate | Charge | Notes |
|---|------|--------|-------|
| Colonial Gas Co.'s Lease | 1 10 | 3 8 | |
| SHEPPARTON— (a) Goulburn Valley Industries Co. Ltd. Sdg. | 1 10 | 3 8 | |
| (b) Shepparton Fruit Preserving Co.'s Siding | .. | .. | |
| (c) Shepparton Shire Council's Metal Sdg. | 1 10 | 3 8 | |
| (d) Lamrock (Deane and Range) Sdg. | .. | .. | |
| (e) British Imperial Oil Co. and Vacuum Oil Co.'s Sdg. | .. | .. | |
| SOUTH BRUNSWICK— Cornwall's Sdg. | 4½ | .. | |
| Hoffman and Co.'s Sdg. | 4½ | .. | |
| SOUTH KENSINGTON— City Abattoirs' Sdg. | 2½ | 12 8 | |
| Mitife and Co. | 2½ | .. | |
| New Zealand Loan and Mercantile Co. | 2½ | .. | |
| Australian Mercantile Land and Finance Co. | 2½ | .. | |
| SPOTSWOOD— British Imperial Oil Co.'s Sdgs.— | 6½ | 3 8 | |
| (a) Works Sdg. | 7 | 3 8 | |
| (b) Wharf Sdg... | .. | .. | |

A charge shall be made of 9s. 6d. for every 15 minutes or part thereof that an engine is employed on the Siding (the time to be computed from when the engine leaves Seymour station until it returns thereto)
Minimum 3s. 8d., maximum 7s. 4d., for each placing

Subject to a minimum charge as for two trucks and a maximum charge as for six trucks, whether loaded or empty, placed on the Company's Dead-End Siding
A charge shall be imposed for specially sorting out and placing the loaded or empty trucks at locations desired by the Company, viz., 9s. 6d. for each 15 minutes or part thereof.
The time shall be computed from the time the engine leaves the Shepparton Station Yard until its return thereto

Trucks shall not be specially sorted in the Shepparton Yard before placing them on the siding, but if special circumstances should at any time render it necessary for this work to be carried out in the station yard, the time the engine is so occupied should be added to the time the engine is away at the siding
Minimum 7s. 4d., maximum charge 14s. 8d., for each placing

A charge shall be made of 9s. 6d. for each 15 minutes or part thereof that an engine is employed on the siding; time shall be computed from when the engine leaves Shepparton Yard until its return thereto. In cases where trucks are placed by an engine for both companies the charges shall be debited to each company proportionately

Minimum, £1 5s. 3d. per special trip for Inwards traffic. (See page 218)

See page 305.

(a) Minimum shunting charge as for 4 trucks
(b) Haulage Charges.—A haulage charge of 12s. 6d. per four-wheeled truck and 25s. per bogie truck shall be imposed for all loaded trucks hauled between Spotswood Wharf and the British Imperial Oil Company's Works Siding. No shunting charge shall be imposed in respect of this traffic

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| SPOTSWOOD—continued. British Imperial Oil Co.'s Sidgs.—continued. | Miles. | s. d. | s. d. | Works Siding is open for truck loads in and out and the Wharf Siding for truck load Outwards only (c) Special Train Services.—When special train services are arranged at the request of the British Imperial Oil Company to place or remove trucks loaded or empty, the following conditions for the special service shall apply:— (1) A charge of £2 9s. 9d. shall be made for each special trip run to or from the Company's Works Siding, or to and from the Wharf Siding for the Company, provided that such special trip does not occupy more than two (2) hours from the starting to the returning point (2) The provisions and charges in respect of all special trips that are estimated to occupy over two (2) hours shall be subject to special agreement with the General Passenger and Freight Agent and the Superintendent of Goods Train Service (d) Detention to Engine.—If Outwards loading is waited for, a charge of 6s. 4d. for every quarter of an hour or part thereof that the engine is detained over the first quarter of an hour shall be imposed. The time is to be computed from when the engine passes through the boundary gate into the Company's works, or, if the detention occurs at the wharf, from the time the engine arrives at the wharf Consignments to be way-billed to Spotswood for the Power House Open for traffic account John Sharp and Sons and the International Harvester Co. of Australia Pty. Ltd.; consignments account the latter company are exempt from shunting charges |
| (c) Departmental Newport Power House | 7 | .. | .. | |
| (d) Sharp and Taylor's Sidg. | 5½ | 1 10 | 3 8 | |
| (e) Lennon, H., Sidg. | 5½ | | | |
| (f) Melbourns Glass Bottle Works' Sidg. | 5½ | | | |
| (g) Metropolitan Board of Works' Sidg. | 5½ | | | |
| (h) Febbinon and Co.'s Sidg. | 5½ | | | |
| (i) Febbinon and Co.'s Sidg. | 5½ | | | |

| | | | | | | | |
|----|--|---|---|---|----|------|--|
| 17 | Open for Inwards and Outwards Goods in truck loads only under special arrangements with the General Superintendent of Transportation. Minimum charge for the Necropolis in bogie trucks shall be charged for at 6s. 10d. per ton, minimum 10 tons per truck, plus loading charge of 1s. 3d. per ton. A charge of 12s. 6d. in addition to ordinary freight charges shall be made for the special service between Spring Vale and the Necropolis. This special service charge shall not be made when trucks are placed by the mortuary train. Open for traffic, account Messrs. Kelly and Lewis, and Spring Vale Foundry Co. Minimum charge 7s. 4d., maximum 14s. 8d., for each placing. Only one minimum or maximum charge shall be imposed for each placing. Minimum 7s. 4d., maximum charge 14s. 8d., for each placing. The freight shall be computed on the actual mileage to or from Spring Vale, plus a quarter of a mile. | 3 | 8 | 1 | 10 | 15½ | (b) Kelly and Lewis Pty. Ltd. Sdg. |
| | Minimum charge 7s. 4d., for each placing | 3 | 8 | 1 | 10 | 15½ | (c) Concrete Specialties Coy. Pty. Ltd. |
| | Minimum charge 7s. 4d., for each placing | 3 | 8 | 1 | 10 | 11½ | ST. ALBANS— St. Albans Quarry Co. Pty. Ltd. Sdg. |
| | Charge shall be imposed for each truck transferred from one siding to another. Charge shall be imposed for each truck placed in the Sidings mentioned. Minimum charge, 3s. 8d. for each placing. A charge of 9s. 6d. shall be made for each placing. | 3 | 8 | 1 | 10 | 158½ | ST. ARNAUD— Malcolm and Co., Sdg. Postal Department's Storage Site British Imperial Oil Co. Ltd. Sdg. |
| | 1. Traffic to or from any loading place between a point 8 miles from Stawell and the termination of the Grampians line:— (a) Subject to Departmental convenience, and not less than three (3) days' notice, a special Goods train may be arranged by S.M., Stawell. (b) The traffic offering shall consist of not less than seven (7) trucks loaded to the minimum weights prescribed in the Goods Rates Book for the description of traffic specified. (c) The amount of £4 4s., representing the charge for the special service, shall be collected by the applicant and must be paid to the Stationmaster, Stawell, before the special train is arranged. This charge is to be taken to debit in the Miscellaneous Debit Book and reported on Form T.R.95 | 3 | 8 | 1 | 10 | 87½ | STATE MINE— Siding to Siding Dudley, Eastern, or Station Area Sidings B. Dawson's Coal Loading Site Phillip Island and Woolmat Shire Council's Unloading Site STAWELL— (a) Grampians Tramway |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be paid for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| STAWELL—continued. (c) <i>Gramplans Tramway</i> —continued. | | | | <p>(d) The ordinary through tariff rates for the mileage to or from the loading place on the Gramplans line and the final destination station shall be imposed in addition to the special charge</p> <p>(e) A charge of 9s. 6d. for each 15 minutes or part thereof shall be imposed for any detention arising owing to Outwards trucks not being loaded within 4 hours after being placed in position for loading. This charge shall be imposed notwithstanding any delay that may take place in unloading Inwards traffic</p> <p>(f) Inwards traffic must be unloaded immediately the trucks are placed</p> <p>(g) Small consignments from Stawell for places where trucks are arranged to be loaded or unloaded may be accepted at owner's risk and subject to immediate delivery on payment of a surcharge of 1s. 1d. per ton, minimum 1s. 1d. per consignment, in addition to the ordinary tariff rates for the distance carried. The surcharge of 1s. 1d. per ton, minimum 1s. 1d. per consignment, is to be entered separately on Goods way-bills</p> <p>(h) Freight charges on small consignments and truck loads of Inwards goods to be prepaid and on Outwards goods "to pay."</p> <p>(i) A charge of 1s. 3d. per ton shall be collected, and debit raised by Stawell on way-bill and subsequently refunded to the person by whom the goods are unloaded. (In order that disputes may be avoided the way-bill must be signed by the person by whom the goods are unloaded and his signature certified to by the Guard of the train.)</p> <p>(j) All traffic shall be carried at "Owners' Risk."</p> <p>(k) Disputes arising from shunting operations shall be referred to the Railway Commissioner for settlement. (The Railway Commissioner's decision shall be final.)</p> |

2. Traffic to all sidings is to be treated as if it were traffic to the Gramplains line (Stowell Brick Co.'s Siding excepted) less than 8 miles from Stowell.—
 (a) Subject to Departmental convenience, a special train may be arranged by the Stationmaster, Stowell, to place and clear trucks on payment of 7s. 4d. per mile or part thereof for each placing in addition to through tariff rates between the loading place and destination station.
 (b) Trucks must be loaded immediately after being placed in position.
 (c) All traffic shall be carried at Owners' Risk.
 (d) Duplicate Guards' Truck Sheets showing times of arrival and departure, the mileage of each stopping place, and other particulars numbered consecutively to be filed by S.M., Stowell, for reference.
 (e) Particulars of special charges to be reported on Form T.R.9b.

Minimum 7s. 4d., maximum charge 14s. 8d., for each placing. Subject to the shunting charges specified the Company has been granted permission to unload coal in truck loads only opposite the mill which is situated on the Gramplains line
 Open for Outwards traffic in truck loads

Minimum charge, 3s. 8d. for each placing. Open for Inwards and Outwards goods account Siding holder (Mr. H. Nepper), also for Outwards firewood traffic account Messrs. Gibson and Lee

Minimum charge, 3s. 8d. for each placing. Freight charges shall be computed as follows:—
 Inwards.—Traffic to the Siding from stations on Melbourne side of the Siding shall be charged actual mileage to the Siding.
 Traffic from stations on Bendigo side of the siding shall be charged mileage to Sunbury plus the mileage from Sunbury to the Siding.
 Outwards.—Traffic from the siding to stations on the Melbourne side of the Siding shall be charged mileage from the Siding to Lancefield Junction plus the mileage from that station to destination.
 Traffic from the Siding to stations on the Bendigo side of the Siding will be charged actual mileage from the Siding

When it is necessary for the engine of the ordinary Goods train to place trucks on the Siding outside railway boundary
 For each special trip run at the request of the Company between Sunshine and the Siding for explosives, a charge of 25s. shall be made, and for each special trip for other goods the charge shall be 12s. 6d., and a further charge of 6s. 4d. shall be imposed for each period of fifteen minutes (or part thereof) engine is detained at the Siding after the first such period

| | | | |
|--|------|------|-----|
| (b) Stowell Woollen Mills .. | 150½ | 1 10 | 3 8 |
| (c) Stowell Pressed Brick Co.'s Sida. | 150 | 1 10 | 3 8 |
| (d) Wimmera Flour Milling Co. | 150½ | | |
| STONY POINT— A. K. T. Sambell's Coal Bin Site | 46½ | 1 10 | 3 8 |
| STRATFORD— Fletcher's Sdg. | 149½ | 1 10 | 3 8 |
| Hopkins' Storage Site .. | 138½ | 1 10 | 3 8 |
| SUNBURY— H. V. McKay's Sdg. | 27½ | 1 10 | 3 8 |
| SUNSHINE— (a) Nobel (Australasia) Ltd. ... | 10 | 1 10 | 3 8 |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|---|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| SUNSHINE—continued. | | | | |
| (b) <i>Australian Reinforced Concrete Engineering Co. Pty. Ltd.</i> | 8½ | s. d. 1 10 | s. d. 3 8 | Minimum charge, 3s. 8d. for each placing |
| (c) <i>Victorian Iron Rolling Co. Pty. Ltd.</i> | 9 | 1 10 | 3 8 | Minimum charge 3s. 8d., maximum 7s. 4d., for each placing When trucks are sorted out and placed at particular locations at the request of the Company an additional charge of 9s. 6d. for each 15 minutes or portion thereof that the engine is so employed shall be imposed. |
| (d) <i>Darling and Sons</i> | 7½ | 1 10 | 3 8 | |
| (e) <i>McKay & H. V. Pty. Ltd.</i> | 7½ | | | |
| (f) <i>Albion Quarry</i> | 8½ | 1 10 | 3 8 | Truck loads out, and goods in—Minimum charge 3s. 8d., maximum 7s. 4d., for each placing. Truck loads out, and goods in |
| (g) <i>Jas. Hardie & Co.</i> | 8½ | | | |
| (h) <i>Commonwealth Quarry</i> | 10½ | .. | .. | |
| (i) <i>Heys—F. Watkins Pty. Ltd. Furniss and Moran</i> | 10½ | .. | .. | |
| (j) <i>Highfield's Quarry</i> | 9½ | .. | .. | Truck loads out, and goods in |
| (k) <i>Murro (S. J. Willis Pty. Ltd.)</i> | 9½ | .. | .. | Truck loads out, and goods in |
| (l) <i>Prahran City Council</i> | 9½ | .. | .. | Truck loads out, and goods in |
| (m) <i>Melbourne Quarries Pty. Ltd.</i> | 8 | .. | .. | |
| (n) <i>Russell's (Brooklyn Quarries Pty. Ltd.)</i> | 8 | .. | .. | |
| (o) <i>Braybrook Quarries Pty. Ltd.</i> | 9½ | 1 10 | 3 8 | Minimum charge 7s. 4d., maximum 14s. 8d. for each placing When the output of the quarry approximates twenty trucks per day, the following charges shall apply:— |
| (p) <i>Stanley Quarries Pty. Ltd.</i> | 10½ | | | (a) Provided not less than twenty fully loaded trucks are available for clearance by |
| (q) <i>Sondringham Quarry Trust Siding</i> | 11½ | | | (b) When the number of trucks to be cleared exceeds 20, a shunting charge of 1s. 10d. shall be added to the above rates. |

The freight on goods forwarded from Quarry Sidings on the Newport-Sunshine Loop Line shall be computed for the shortest mileage either via Sunshine or via Newport respectively.

When inward goods which arrive too late for a boat are unloaded into Goods Shed and subsequently reloaded into a truck and placed at the Wharf a charge of 1s. 3d. per ton minimum 2s. 6d. per truck shall be imposed, not including loading or unloading. No additional charge shall be made in respect of consignments in truck loads carried direct to the Wharf.

For placing trucks at the Wharf siding account Ross Bros., Permewan, Wright and Coy., and State Rivers and Water Supply Commission, minimum charge 3s. 8d. Minimum 3s. 8d. Charge shall be imposed for placing trucks at the discharging point

When trucks are placed or removed by engine

Ordinary mileage rates shall be charged as to or from Talbot subject to the following additional charges:—

- (a) Provided that not less than 13 fully loaded trucks are available for clearance no shunting charge shall be made
- (b) When the number of trucks ready to be cleared is less than thirteen a shunting charge of 1s. 10d. for each 4-wheeled truck, less than 13 shall be imposed with a maximum charge of 14s. 8d.

Minimum 3s. 8d., maximum charge 7s. 4d., for each placing

(2) Sunshine Loop Quarry Sidings

| | | | |
|---|------------------------------|------------------------------|--------------------------|
| SWAN HILL— Wharf .. .. . | .. .. . | .. .. . | .. .. . |
| Swan Hill Shire's Oil Discharging Site Postal Department's Fote Depot | 214½ | 1 10 | 3 8 |
| SYDENHAM— J. Sloan and Son's Sdg. | 15 | 1 10 | 3 8 |
| TALBOT— (a) Australian Diatomel Co. Ltd. Sdg. (b) Talbot Quarries Pty. Ltd. Sdg. (c) The Blue Metal Quarries (Talbot) Pty. Ltd. Sdg. | 107½ 107½ 107½ | 1 10 | 3 8 |
| TARRANGINNIE— Shire of Louisa Storage Site | 255½ | 1 10 | 3 8 |
| TERANG— Terang and District Co-operative Society Ltd. Site Glennarmiston Butter and Cheese Factory's Site Truford of Australia Ltd. Site Montgomery and Bradshaw .. Hampden Shire's Storage Site | 137½ 137½ 137½ 137½ | 1 10 1 10 1 10 1 10 | 3 8 3 8 3 8 3 8 |
| THORNHURST— Glen Iris Brick and Tile Co. Sdg. | 7½ | | |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--------------------------------------|---------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| TOCUMWAL— | Miles. | e. d. | e. d. | |
| (a) Wise Bros.' Sdg. .. | 156½ | 1 10 | 3 8 | For consignments a/c Wise Bros. or T. Boyle The freight charges on consignments for stations on the Up side shall be computed on the actual mileage from Tocumwal (156½ miles), but goods forwarded to stations in Down direction shall be charged actual mileage from the Siding (164½ miles) |
| (b) W. H. Martin's Sdg. .. | .. | 1 10 | 3 8 | |
| (c) Brown's Firewood Storage Sdg. .. | 156½ | 1 10 | 3 8 | |

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Goods consigned from Victorian stations to Tocumwal, placed on the goods shed road at that station for local delivery, and subsequently consigned to New South Wales stations and hauled by the Department from the Tocumwal goods shed platform to the transhipping roads for transhipment into New South Wales trucks, shall be subject to a haulage charge of 1s. 3d. per ton, minimum 6s. 4d. per consignment. This charge shall also apply to trucks of gypsum consigned to Tocumwal and there re-consigned to New South Wales stations. S.M., Tocumwal, shall raise debit in Miscellaneous Debit Book, include on T.R. 95 return, and clear debit by Paid-on charge to the New South Wales destination station. Goods carried at rates less than Class 1, consigned from New South Wales stations to Tocumwal, and consigned after arrival to Victorian stations, shall be charged 1s. 3d. per ton for unloading and 1s. 3d. per ton for loading instead of the transhipping charges specified on page 134. A signature for the contents of the New South Wales truck must be obtained and a consignment note lodged for the journey from Tocumwal to the Victorian station. If such consignments ex New South Wales be divided at Tocumwal and consigned in different quantities to Victorian destination stations thereby involving extra shunting by engine at Tocumwal, an additional charge of 1s. 3d. per ton, minimum 6s. 4d. per consignment shall be imposed.

Trucks used on the Company's premises shall be charged for at the rate of 2s. 1d. per week.

Goods in any quantity may be accepted for despatch to McIvor Siding, subject to the following conditions—

1. Truck Loads.—Goods in truck loads (minimum 3 tons), are to be consigned and invoiced to McIvor, freight to be charged on the mileage to McIvor Siding, and freight must be prepaid

The Department shall not be liable for any loss or damage to goods in truck loads after the trucks are placed on the Siding.

2. Lesser Quantities than Truck Loads.—(a) Goods in lesser quantities than truck loads are to be consigned and invoiced to Tooborac, where they are to be signed for, and arrangements made with the local Stationmaster for the subsequent pre-shipment and despatch of any consignments, which it may be desired to forward to the McIvor Siding for transportation on the McIvor Timber Co's. tramway, and trucks used in this connexion are to be regarded as portion of the supply for the McIvor Timber Co.

(b) Consignees shall arrange with the McIvor Timber Company in regard to the acceptance and delivery of their goods at Tooborac

(c) The Department shall not be liable for any loss or damage to goods after being signed for at Tooborac

(d) Consignees shall make their own arrangements in respect of consignments which may be forwarded to Tooborac for them during any period that the McIvor Timber Company is not operating its line

(e) Freight, haulage and transfer charges—Small quantities inwards only shall be way-billed by the original sending station at mileage rates to Tooborac, with an additional charge for haulage to McIvor Siding of 2s. 1d. per ton, minimum 1s. 1d. per consignment, and a transfer charge of 1s. 1d. per ton, minimum 7d.

Haulage and transfer charges are to be entered separately on the way-bills. When no transfer cost is incurred, Stationmaster, Tooborac, to adjust the debit therefor by overcharge sheet

(f) Tarpaulins.—If tarpaulins are required, a charge of 3s. 3d. per day shall be made for each tarpaulin used

This charge shall be made for placing all trucks (either for loading or unloading) for all lessees opposite their sites on the siding frontages in the Goods yard

Charge is to be imposed on "loaded in" trucks placed in the Company's Siding which afterwards require to be placed in the Butter Company's Siding. If, as a result of the second placing, trucks become over time, demurrage charges are to be imposed Minimum 7s. 4d., maximum 14s. 8d. for each placing; no shunting charge shall be imposed when traffic for a full special train load is available

Freight charges shall be computed as under:—
(a) Between the Siding and stations on Up side of the Siding as for the mileage to or from Mitcham

| | | |
|--|------|-----|
| TOORAK— Freewood Siding Frontages .. | 1 10 | 3 8 |
| TRAFALGAR— Trafalgar Butter Co.'s Sidg. .. | 75 | .. |
| Gippsland and Northern Co. .. | .. | .. |
| Gippsland Blue Metal and Fuel Lid. Sidg. .. | 77½ | 3 8 |
| TUNSTALL— Kemp Bros. and McGregor .. | .. | .. |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Milos. | s. d. | s. d. | |
| TUNSTALL—continued. Kemp Bros. and McGregor— continued. | 258½ | 1 10 | 3 8 | (b) Between the Siding and stations on Down side of the Siding for the mileage as to or from Tunstall and an additional charge of 25s. 3d. per hour, minimum charge 12s. 9d., shall be imposed for each trip undertaken by an engine to place or clear trucks, the time being calculated from when the engine leaves Mitcham until its return thereto |
| TURRIFF— J. K. Torpey's Sidg. | .. | .. | .. | Minimum charge, 3s. 8d. for each placing |
| TYABB— Tyabb and District Co-op. Cool Stores Manure Shed | 37½ | 1 10 | 3 8 | Traffic in full truck loads only shall be placed at or received from the shed site |
| UNDERBOOL— W. J. West's Shed Site | 319½ | 1 10 | 3 8 | Minimum charge 3s. 8d. for each placing |
| UPPER FERN TREE GULLY— (a) Dandenong Shire Council Quarry Sidg. | 23½ | 1 10 | 3 8 | Open for Outwards consignments only The shunting charge shall apply only when the number of trucks placed at any one time is less than 5, and shall be charged for the number short of 5 |
| (b) Malvern Council Quarry Sidg. | 23½ | 1 10 | 3 8 | Open for Outwards traffic only |
| (c) Fern Gully Shire Council's Sidg. (Narrow-gauge line.) | 23½ | 1 10 | .. | Minimum 3s. 8d., maximum charge 7s. 4d., for each placing |

Minimum charge, 3s. 8d. for each placing. The shunting charge shall only be imposed at the request of consignors or consignees and to the convenience of the Department to do so.
Minimum charge, 3s. 8d. for each placing

| | | | | | |
|--|------|------|-----|-----|---|
| (a) <i>Garage Dock Sdg.</i> | 174 | 1 10 | 3 8 | 3 8 | Minimum charge, 3s. 8d. |
| (b) <i>Federal Manure Co. Cumulating Smith, Ply. Ldg. and Mount Light Co.'s Manure Sheds</i> | 174 | 1 10 | 3 8 | 3 8 | Minimum charge, 3s. 8d. |
| WAHRING— <i>Noortium Sdg. a/c N. Falkner</i> | 87½ | 1 10 | 3 8 | 3 8 | Minimum charge, 3s. 8d. |
| WALHALLA— (a) <i>Evans Bros.' Sdg.</i> | 103½ | .. | .. | .. | Freight charges on consignments shall be calculated on the actual mileage to or from the siding, subject to the exceptions shown on page 218 Trucks will be placed and cleared by ordinary goods trains, and in the absence of regular goods trains arrangements will be made to clear the loaded trucks by special engine for a minimum of six trucks, and no charge beyond the ordinary freight charges will be made for the service If a special service be required to clear less than six loaded trucks an extra charge of 6s. 4d. for the first 15 minutes detention or part thereof, and 2s. 1d. for each 5 minutes detention or part thereof beyond the first 15 minutes shall be added to the freight (time to be computed from when engine leaves and returns to the depot) |
| (b) <i>White Rock Lime Co.'s Sdg.</i> | 101½ | .. | .. | .. | |
| (c) <i>E. Fullwood's Sdg.</i> | 101 | .. | .. | .. | |
| (d) <i>O'Shea and Bennett's Sdg.</i> | 101½ | .. | .. | .. | |
| (e) <i>C. Ingram's Sdg.</i> | 98½ | .. | .. | .. | |
| WALLACE— <i>Holden's Sdg.</i> | 61 | | | | |
| WANGARATTA— <i>Cool Storage Shed (J. Hickey, Lessee)</i> | 145½ | 1 10 | 3 8 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d. for each placing |
| <i>Vacuum Oil Co. Pty. Ltd.'s Oil Discharging Site</i> | 145½ | 1 10 | 3 8 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d. for each placing |
| WARBURTON— <i>Melbourne and Metropolitan Board of Works Shed Site</i> | 48½ | 1 10 | 3 8 | 3 8 | Minimum 3s. 8d., maximum charge 7s. 4d. for each placing |
| WARRACKNABEAL— <i>Thomas, W. C. and Sons, Ply. Ldg.</i> | 216½ | 1 10 | 3 8 | 3 8 | Charges are only to be imposed when the trucks that are placed in the Siding are not fully loaded |
| <i>A. Taylor and Sons' Storage Site</i> | 216½ | 1 10 | 3 8 | 3 8 | Minimum 7s. 4d., maximum charge 14s. 8d. for each placing |
| <i>British Imperial Oil Co.'s Site</i> | 216½ | 1 10 | 3 8 | 3 8 | |
| WARRAGUL— <i>Holdenson and Neilson Sdg.</i> | 62½ | 1 10 | 3 8 | 3 8 | |
| <i>Do. a/c British Imperial Oil Co.</i> | 62½ | 1 10 | 3 8 | 3 8 | |

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Mileage from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the Siding. | | Remarks. |
|--|---------------------------------------|--|------------------|---|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| | Miles. | s. d. | s. d. | |
| WARRNAMBOOL— (see page 199)— | | | | |
| (a) P. J. McGinnan's Sdg. .. | 163 | 0 8 | 1 4 | Minimum 7s. 4d., maximum charge 14s. 8d. for each placing Traffic between the Siding and the Pier, or Warnambool, shall be charged the rates applicable to traffic between the Pier and Warnambool (see page 199), plus shunting charges Traffic between the siding and the Pier, or Warnambool, shall be charged 2s. 11d. per ton. Coal, loose, from the Pier to the Siding shall be charged 2s. 1d. per ton (owners to load and unload) subject to prescribed minimums for coal, plus shunting charges Minimum 3s. 8d., maximum charge 7s. 4d. for each placing A charge of 3s. 8d. shall be imposed for placing trucks at the site |
| (b) P. J. McGinnan's Sdg. a/c Vacuum Oil Co. | 166 | 1 10 | 3 8 | |
| (c) Co-operative Box Co. of Victoria, Ltd. | 166½ | 1 10 | 3 8 | |
| (d) Woollen Mills Sdg. .. | 166½ | 1 10 | 3 8 | |
| (e) Salkau and Sons' Platform Site | 166 | 1 10 | 3 8 | |
| WAUBRA— R. Torrey's Mill Site .. | 95½ | .. | .. | (a) When trucks are ordered and a train run in conjunction with other loaders on this line a charge of 1s. 10d. for each 4 or 6 wheeled, and 3s. 8d. for each bogie truck shall be imposed for each truck, whether loaded or empty, placed on the siding, subject to a minimum charge of 7s. 4d., and a maximum charge of 14s. 8d. for each placing (b) When not less than 20 trucks are ordered from Geelong and are to be loaded the same day, a shunting charge of 14s. 8d. shall be imposed. Train may be detained up to four hours for trucks to be loaded, any time excess of four hours to be charged for at the rate of 9s. 6d. for each 15 minutes or portion thereof that the train is detained above four hours waiting for trucks to be loaded, in addition to the shunting charges (c) When a trip is made with less than 20 vehicles (empties) a charge of 9s. 6d. for each 15 minutes or portion thereof that the train is detained at the siding beyond 20 minutes shall be imposed in addition to the shunting charges |
| WENSLEYDALE— Otey Coal Co.'s Ltd. Sdg. .. | 71½ | .. | .. | |
| | 102 | 1 10 | 3 8 | |

WEST FOOTSCRAY—
 (a) Good (Castlemaine) Sidg. ...
 (b) ...
 (c) Footscray Council Storage Site

Minimum 3s. 8d., maximum charge 7s. 4d., for each placing
 Minimum charge, 3s. 8d. for each placing

WHITTLESEA—
 Flowerdale Timber Co. Pty.'s
 Sidg.

WILLAURA—
 Salkau and Sons Pty. and
 Walters' Bros. Shed Sites

WILLIAMSTOWN PIER—
 Thompson and Co. (Castlemaine)
 Pty. Ltd.'s Sidg. (Castlemaine)
 Thompson and Co. (Castlemaine)
 Pty. Ltd.'s New Extension
 Sidg.
 Ship Building Yard's Sidg. ...
 Messrs. Cone, Hicks, and Bur-
 roughs Dunnage Sites

WINGHEISEA—
 Otway Coal Co.'s Ltd. Loading
 Site

WOORI YALLOCK—
 Pearce, W., Sidg. ...

WYCHEPROOF—
 N. C. Field's Timber Site

YAAPPEET—
 Dark's and W. A. Frew's
 Manure Sheds
 S. Douglas' Firewood Storage
 Site

Charges shall be imposed for all trucks placed on the principal Siding at the entrance to
 new Siding

Minimum charge, 3s. 8d. for each placing

For placing trucks, whether loaded or empty, opposite the site
 Minimum 3s. 8d., maximum charge 7s. 4d.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

| Station and Siding. | Miles from Melbourne to be charged. | Additional Shunting Charge to be made for each truck, whether loaded or empty, placed on the siding. | | Remarks. |
|--|-------------------------------------|--|------------------|--|
| | | Per 4 or 6 wheeled truck. | Per bogie truck. | |
| YALLOURN— State Electricity Commission of Victoria— (a) Goods Sdgs. | Miles. 89½ | s. d. .. | s. d. .. | Traffic, including brown coal will be delivered and accepted at two sidings designated "A" and "B", sidings respectively, which are located in the vicinity of the Commission's screens No shunting charge shall be imposed if 13 or more trucks are cleared from the Briquetting Siding by one engine operation When less than 13 loaded trucks are ready for clearance, in addition to the freight charge, a shunting charge of 1s. 10d. for each 4 or 6-wheeled, and 3s. 8d. for each bogie truck shall be imposed, subject to a minimum charge of 7s. 4d. and a maximum charge of 14s. 8d. for each engine operation Minimum charge 3s. 8d. for each placing Leased Rolling-stock.—The Commission has leased from the Department a DD Engine and 70 Goods Trucks for local use on the Commission's sidings. These trucks, which are specially marked, must be confined to the Commission's sidings, and must not, in any circumstances, be put into general service. |
| (b) Briquetting Sdg. | 89 | .. | .. | |
| (c) Store Sdg. | 88½ | 1 10 | 3 8 | |
| YANAC— Shire of Lowan Storage Sites | 279½ | 1 10 | 3 8 | |
| YARRA JUNCTION— Victorian Hardwood Milling Co. Pty. Ltd.'s Sdg., W. J. Fitzpatrick's Platform Site | 43½ 43½ | 1 10 | 3 8 | |

RATES FOR GOODS ETC.—*continued.*

WARRNAMBOOL PIER.

(a) Warrnambool Station and Pier—Haulage Charges.

| | | <i>s. d.</i> | | | | <i>s. d.</i> | |
|--|--|--------------|------|--|--|--------------|------|
| Agricultural machinery— | | | | Goods, N.O.S. per ton | | .. | 2 11 |
| N.O.S. per ton, measurement | | .. | 2 11 | Hides, loose, each | | .. | 0 1½ |
| Cultivators and seed drills, each | | .. | 3 8 | Lye in drums, each | | .. | 1 3 |
| Reapers and binders, each | | .. | 4 9 | Manures, per ton | | .. | 2 11 |
| Beer in casks and cases, per package | | .. | 0 5½ | Motor cars set up or in cases, each | | .. | 4 9 |
| Beer in hogsheads, each | | .. | 0 9½ | Skins, in bales, not over 4 cwt. per bale | | .. | 0 9½ |
| Butter boxes and cheese cases, each | | .. | 0 0½ | Skins in bundles, per bundle | | .. | 1 3 |
| Coal, loose, owners to load and unload, subject to class weight minimums per ton | | 2 | 1 | Tallow, in casks, each | | .. | 0 5½ |
| Empty hogsheads and casks, each | | .. | 0 2½ | Tallow, in hogsheads, each | | .. | 0 9½ |
| Empty tallow pipes and lye drums, each | | 0 | 5½ | Tallow, in pipes, each | | .. | 1 3 |
| Fish in baskets (subject to minimum of 3s. 8d. per truck), per basket | | .. | 0 1½ | Timber, owners to load and unload, per ton | | .. | 2 1 |
| Fish in boxes, per box | | .. | 0 2½ | Vehicles, each | | .. | 4 9 |
| Fish in baskets and boxes, if a special trip be required the minimum charge per truck shall be | | .. | 11 0 | Wool in bags, each | | .. | 0 1½ |
| | | | | Wool and cotton, in bales and fadges, each | | 0 | 9½ |

(b) Warrnambool Pier and Dennington.—Goods carried between Warrnambool Pier and Dennington shall be charged the mileage rates between Warrnambool Station and Dennington with the following additional charges for carriage between Warrnambool Station and the Pier, viz. :—

| | <i>s. d.</i> | Per ton. |
|---|--------------|----------|
| General cargo | | 1 4 |
| Coal (subject to the prescribed minimums) | | 1 1 |
| Sugar | | 1 4 |
| Milk | | 1 4 |
| Owners to load and unload. | | |

(c) Warrnambool Pier and all Stations other than Warrnambool and Dennington.—Goods carried between Warrnambool Pier and all stations other than Warrnambool and Dennington shall be charged the mileage rate between Warrnambool Station and such stations, with the following additional charges for carriage between Warrnambool Station and the Pier.

| | <i>s. d.</i> | Per ton. |
|--|--------------|----------|
| Agricultural produce | | 1 4 |
| General cargo | | 2 11 |
| Coal (subject to the prescribed minimums, owners to load and unload) | | 1 1 |

(d) Except where otherwise provided, the weight of goods for the journey between Warrnambool Station and Pier shall be computed at actual weight of 2,240 lbs., or measurement of 40 cubic feet to the ton, at the option of the Commissioners. These charges shall, except where otherwise provided, be subject to the following minimums :—

| | <i>s. d.</i> |
|--|--------------------|
| Up to 5 cwt., or 10 cubic feet | 0 10 |
| Over 5 cwt., or 10 cubic feet, and up to 10 cwt., or 20 cubic feet | 1 6 |
| Over 10 cwt., or 20 cubic feet | as one ton |

WELSHPOOL STATION AND JETTY—

General Goods, Fish, and Parcels will be carried under the usual conditions, except that all traffic shall be at **owner's risk** only, and only such packages as can be conveniently carried on the trolleys will be received.

The following are the rates which shall be charged :—

| | | |
|--|---------|------------------|
| Fish, from Jetty to Welshpool (large boxes) | .. .. . | 6½d. each |
| " " " (medium boxes) | .. .. . | 4½d. " |
| " " " (small boxes) | .. .. . | 3½d. " |
| Crayfish in Bags | .. .. . | 7½d. per bag |
| Empty Butter Boxes | .. .. . | 1d. each |
| Empty Fish Boxes and Bags, from Welshpool to Jetty | .. .. . | Free. |
| Ice and Coal, from Welshpool to Jetty | .. .. . | 3s. 2d. per ton |
| Goods in Classes 1 and 2 in either direction | .. .. . | 6s. 2d. " |
| All other goods (including timber) in either direction | .. .. . | 5s. 3d. " |
| Firewood to Jetty, per tram load | .. .. . | 4s. 2d. per load |

MINIMUM CHARGES—Any package not exceeding 28 lbs., 4d.; any package not exceeding 56 lbs., 7d.; any consignment over 56 lbs., 10d.

The above charges will include transfer at Welshpool if required.

Way-bills and Abstract Forms must be used, showing the Welshpool and Jetty Line proportion of charges separately from the charges for the other portion of the journey.

The freight on goods and parcels consigned to Welshpool Jetty must be prepaid.

RATES FOR GOODS, ETC.—continued.

HAULAGE CHARGES AT MELBOURNE (OWNER'S RISK RATES).

(For conditions under which goods may be forwarded from or to unattended stations or sidings at Commissioners' or Owner's Risk rates, see General Conditions 4 and 5, page 8.)
(See also page 205.)

| Siding. | Haulage charge (In addition to the tariff rate to or from Mel- bourne except where marked †) | For traffic. |
|---|---|---|
| | Per ton. s. d. | |
| (1) Piggott-street— Piggott-street shall be open for inwards and out- wards consignments in truck loads, minimum 3 tons, for the following companies only:— | | |
| (a) Haughton & Co. (for traffic to store only) .. | 1 0 | Inwards |
| Melbourne Harbour Trust | 0 6 | „ Coal from Victorian Coal Mines |
| Melbourne Hydraulic Power Co. .. | 1 3 | Outwards |
| (b) Vacuum Oil Co.'s Store .. | 0 10 | (a) Subject to a minimum of four truck loads each clearance |
| | 1 3 | Lesser quantities actual weight |
| | | (b) The Company shall perform the loading |
| | | (c) If the Company desire consignments sent Piggott-street, they shall pay the actual of the work calculated from the time Tally Clerk leaves the Melbourne St. other place where he is engaged and return thereto |
| | | (d) These conditions are applicable to Out- wards truck loads of Oil only |
| (c) Victorian Stevedoring and General Contracting Co. Pty. Ltd. | 1 10 | Inwards and Outwards in truck loads as siding holder only |
| (d) Metropolitan Gas Co. .. | 0 8 | Inwards and Outwards a/c Metrop. Gas Co. |
| (e) Victorian Butter Factories Co. (see page 205) .. | 1 10 | Inwards timber and straw |
| | 0 6 | „ coal in truck loads from Victoria |
| | † 1 10 | „ „ from Victorian coal-fields |
| | minimum, 12 6 | } Outwards new empty boxes in truck loads Victoria Dock |
| | per special trip 1 10 | |
| (2) Straw Siding | ... | „ all other consignments |
| | | The description of goods to be waybilled Straw Siding, Melbourne are defined Transportation of Goods Book, and no classes of traffic (with the exception of pressed fodder) are to be accepted at Siding without the special authority Superintendent of Goods Train Service being obtained. |
| | | In any instance where such authority granted an additional charge equal to the unloading charge specified on page Goods Rates Book, shall be imposed special placing of such consignments Siding: |
| (3) Victoria Dock— In truck loads to and from vessels lying at berths acces- sible by rail | 0 2 | Inwards grain, hay, straw, flour, bran, compressed fodder, and chaff |
| | 0 8 | „ wool (see page 230) and all other unless otherwise specified |
| | 0 6 | „ frozen meat (see page 219) |
| | | „ coal from Victorian coal mines |

RATES FOR GOODS, ETC.—*continued.*HAULAGE CHARGES AT MELBOURNE—*continued.*

| Siding. | Haulage charge (in addition to the tariff rate to or from Mel- bourne except where marked † | For traffic. |
|---|--|--|
| (3) Victoria Dock— <i>continued.</i> In truck loads to and from vessels lying at berth ac- cessible by rail— <i>continued.</i> | Per ton. <i>s. d.</i> †1 3 minimum, 12 6 if special trip is required †1 10 Nil 0 6 0 6 0 8 1 3 | Goods in classes 1 and 2 despatched from stations other than Melbourne to the Victoria Dock— When way-billing goods consigned to the Vic- toria Dock for direct shipment which are charged for under class 1 or class 2 a de- duction of 6d. per ton from the tariff rate (which will not include unloading) shall be made and consignments way-billed accord- ingly Inwards wool or grain from Grain Shed (not including loading or unloading) Outwards coke, coal, and grain in truck loads to Spencer-street „ coal to stations under 10 miles from Spencer-street or Flinders-street „ coal to stations over 10 miles from Spencer-street or Flinders-street „ manures „ scrap iron „ all other goods |
| (4) Melbourne Harbor Trust Crane Siding, situated on the Wharf-road-Piggott-street extension, between the Victoria Dock and the River Wharf. | .. | The placing of loaded trucks and removal of empties from the crane necessitates the service of a special engine and the following charges shall be imposed in respect of traffic in truck loads to and from the Melbourne Harbor Trust Crane Siding:— Freight charges shall be computed at Classi- fication rates to or from Melbourne plus the following additional charges between Melbourne and the crane siding, viz. — Haulage .. 2s. 8d. per ton. Special Train .. £1 8s. 6d. for each trip Service either to place or re- move trucks. Supervision .. 15s. 9d. for each trip when delivery or acceptance of traffic is involved. Detention .. 9s. 6d. for each 15 minutes or part thereof shall be imposed for detention to engine when utilized for such work as the movement of trucks at the Crane Siding in con- nexion with the dis- charging of heavy con- signments of machinery The haulage charge of 2s. 8d. per ton must be added to the freight charges on the way-bills to and from Melbourne (Spencer-street). Goods Superintendent, Melbourne, shall raise debit in Miscellaneous Book for the special train service and supervision when a delivery or acceptance of traffic is involved. |

RATES FOR GOODS, ETC.—*continued.*

Geelong Freezing Company's Works (Owner's Risk Rates)—For conditions under which may be forwarded from or to private sidings at Commissioners' or Owner's Risk, see General Conditions 4 and 5, page 8.

- (a) Fresh meat carried between the Works and Geelong, or between the Works and Geelong, shall be charged 20s. per truck; minimum, £4 per special trip.
- (b) Frozen meat carried between the Works and Geelong, or between the Works and Geelong, shall be charged £1 10s. per T truck; minimum, £6 per special trip.
- (c) Ordinary traffic between Geelong and the Works, or between North Geelong and the Works, shall be charged the Tariff rates, subject to a minimum charge of 6s. per truck; minimum per special trip, £1 11s. 3d.
- (d) All traffic (except live stock) from any other station to the Works, and vice versa, shall be charged the Tariff rates to or from North Geelong, with an additional charge of 3s. 8d. per truck. This additional charge shall be subject to a minimum of 1s. for special trips arranged by Geelong.
- Live stock from any station other than Geelong and North Geelong to the Works shall be charged the Tariff rates to the Siding with an additional charge of 1s. 10d. per truck, subject to a minimum charge of 9s. 3d. per trip between North Geelong and the Works.
- (e) T trucks specially sent from Melbourne or Suburban stations to carry frozen meat between the Works and Geelong, or between the Works and North Geelong, shall be charged 20s. 3d. each for the empty running from Melbourne.
- (f) Special trips (except for live stock) with empties, or to remove empties, engine running one way, shall be charged 18s. 9d. Special trips with mixed lot of trucks shall be subject to the minimum of the highest class consignment carried on the trip. Special trips with live-stock empties or to remove live-stock empties, engine running one way, shall be charged for at 9s. 3d. per trip.
- (g) Not more than thirty minutes' time is allowed the engine at the Works free; extra time shall be charged 8s. per half-hour or part of half-hour, and if one trip is required to place the trucks at the Works and another trip to remove them, both trips shall be paid for. Eight working hours are allowed for discharging trucks of general goods and twenty minutes for each truck of live stock.
- (h) Consignments for W. and R. Fletcher Ltd., Geelong Freezing Works, shall be worked by the Geelong Freezing Works siding, and charged rates as per clause (d). S.M.C. supervises.

If the empty trucks be required so urgently that the time specified cannot be given, it is necessary for a special trip to be run to the Freezing Works for empty trucks before the time has been allowed to discharge the full number on hand there, the trip so run shall be charged for unless all the trucks that were loaded in are removed. This means that, if the trucks are discharged within the time allowed, only one trip for removing empties shall be charged for. Further, the special charge for removing empties shall not be imposed if, within the hours after the loaded trucks be placed another trip is run to place more loaded trucks.

The Geelong Freezing Works Siding is situated half-a-mile from the main line, and the distance from Melbourne to the junction point on the main line is 42½ miles.

PORTLAND STATION AND PIER (OWNER'S RISK RATES).—For conditions under which may be forwarded to or from unattended stations or private sidings at Commissioners' or Owner's Risk, see General Conditions 4 and 5, page 8.

1. Goods for stations inland despatched by rail from the OLD PIER to Portland Siding, not sent thence by rail, shall be charged 1s. 3d. per ton; minimum 6 tons per truck.
2. Wheat previously railed to stacking sites in the vicinity of Portland, and subsequently hauled from such locations to Portland pier shall be charged for such haulage at the rate of 1s. per ton in full truck loads.
3. Wheat and other grain consigned from country stations to Portland Pier shall be charged for at the rate of 1s. per ton in addition to the mileage to Portland.
4. Ship stores railed from Portland station to the new Portland Pier shall be charged for at the rate of 1s. per ton minimum 3 tons per 4-wheeled truck. Small lots loaded in trucks containing other goods shall be subject to the following minimums:—

| | |
|---------------------------------------|----------------------|
| | Minimum per truck |
| Not exceeding 10 cubic feet or 5 cwt. | 1s. 0d. |
| Over 10 cubic feet or 5 cwt. | 1s. 6d. |

RATES FOR GOODS, ETC.—*continued.*

5. Portland Freezing Works Siding—

- (a) Goods between the Siding and Stations other than Portland shall be charged 3s. 2d. per four-wheeled truck, and 6s. 4d. per bogie truck, with a minimum charge of 6s. 4d. per trip, in addition to the Portland mileage rate.
- (b) Frozen Meat and Produce and Preserved Meats between the Siding and Portland Station or Pier shall be charged—

| | |
|--|--|
| Per T II Truck of 8 tons, 23s. 9d. | } Excess tonnage to be charged <i>pro ratâ</i> . |
| Per T Truck of 8 tons, 30s. | |
| Per 6-wheeled T Truck of 12 tons, 43s. 3d. | |

Minimum per trip, six (6) trucks, which may be made up of frozen produce and general goods. To be consigned at owner's risk, and loaded and unloaded by owners.

- (c) Goods between Portland Station or Pier and the Siding shall be charged at the rate of 23s. 9d. per four-wheeled truck, irrespective of weight or class of goods.
- (d) Live stock consigned to the Siding shall be charged mileage rates as to Portland.
- (e) T Trucks sent from Melbourne to Portland for the purpose of making special trips with Frozen Produce shall be charged 5½d. each per mile, one way only.
- (f) When the services of the local engine are required by the company between the hours of 10 p.m. and 7.25 a.m. for the purpose of hauling trucks from the siding to pier, or *vice versa*, the charge for such service shall be at the rate of 18s. 9d. per hour, in addition to the haulage charges as per clause (b).
- (g) When a special engine has to be brought from Ararat in connexion with the Company's traffic, a charge of £18 11s. 9d. shall be imposed to cover the journey between Ararat and Portland. No charge shall be made while the engine is at Portland, unless it be occupied for more than twelve hours, after which time the rate for each working hour or part thereof shall be 1½s. 9d., in addition to the haulage charges as per clause (b).
- (h) Cargo Shut out of Vessels at Pier.—Half-rate shall be charged from the ship to the siding, and also from the siding to the ship when the produce is re-shipped.
- (i) Wool consigned from country stations to the Portland Freezing Works Siding shall be way-billed to the Siding, but charged for at actual mileage to Portland. In addition, a shunting charge of 3s. 2d. per 4-wheeled truck and 6s. 4d. per bogie truck, with a minimum charge of 6s. 4d. per each trip, shall be imposed.
- (j) Wool forwarded from Portland Freezing Works Siding to Portland Pier shall be charged 1s. per single bale. Double dumped bales shall be charged double the single bale rate.
- (k) Export fruit previously carried by rail to Portland Freezing Works for storage and subsequently railed to Portland Pier for shipment shall be charged 3s. 2d. per ton for the latter journey, minimum 23s. 9d. per 4-wheeled truck.

COMMODITY RATES.

RAILWAY ADVERTISING MATERIALS (INTERSTATE).

Paper and card advertisements to be used in advertising on railway stations shall be carried "Free" on each system's lines. All other advertising matter such as show cases, enamel plates &c., shall be charged at ordinary tariff rates.

GRAIN CONSIGNED FOR EXPORT AT PORTS OUTSIDE OF MELBOURNE.

In respect of any goods in the Grain Class carried for export to any port outside of Melbourne which is situated nearer to the forwarding station than Williamstown Pier, a rebate shall be granted in such cases as it may be necessary, and subject to the production of satisfactory proof of export, to be granted of sufficient extent to cause the net rate from the forwarding station to such port to be 1s. 3d. per ton less than the rate under the mileage scale from the forwarding station to Williamstown Pier.

Provided that in respect of any goods in the Grain Class carried FROM HORSHAM STATIONS NORTH AND WEST OF HORSHAM TO PORTLAND for export therefrom, a rebate shall be granted in such cases as it may be necessary, and subject to the production of satisfactory proof of export, to be granted of sufficient extent to cause the net rate from the forwarding station to Portland to be 1s. 3d. per ton less than the mileage rate from the forwarding station to Geelong, or 2s. 6d. per ton less than the mileage rate from the forwarding station to Williamstown Pier, as the case may be.

ARSENIC (for Conditions of Carriage see page 28).

Arsenic in kegs and drums from the undermentioned stations shall be charged as follows:—

From Spotswood and Yarraville to Port Melbourne or Williamstown Pier, Class B.
From Ballarat, Bendigo, and California Gully to Melbourne, Port Melbourne, or Williamstown Pier, Class B, less 17 per cent.

Minimums—Full carrying capacity, less 5 per cent., per 10, 11, 12, or 16 ton trucks.
15 tons 4 cwt. per 20-ton truck.

ARSENIC AND ARSENICAL COMPOUNDS FOR ERADICATION OF NOXIOUS WEEDS (For Conditions of Carriage see page 28).

Arsenic and Arsenical Compounds consigned to any Municipal Council for the eradication of noxious weeds shall be carried free of charge, subject to the following conditions:—

Application for the concession to be made by the Municipal Council to the General Passenger and Freight Agent at least fourteen (14) days prior to the date when the consignment is to be forwarded, specifying the name of the consignee, and the station from and to which the Arsenic or Arsenical Compounds will be consigned, together with a statutory declaration from the Municipal Council that the consignment will be used solely for the eradication of noxious weeds.

This concession will only be granted on the authority of the General Passenger and Freight Agent, and in such cases the freight at "Manure" rate and conditions is to be waybilled "paid," and debited to the Hon. the Treasurer, the authority from the General Passenger and Freight Agent being attached to the account as a voucher.

(See also salt for eradication of noxious weeds, page 60).

BEEF-ROOT, BEEF-ROOT PULP, AND BEEF-ROOT SLICES.

Beef-root, Beef-root Pulp, and Beef-root Slices forwarded to and from Maffra Beef-root Factory, shall be charged the following rates, subject to a minimum of 6 tons per 10, 11, or 12 ton truck and 12 tons per 16 or 20 ton truck, viz:—

| | | | |
|---------------|-------|----------------------------------|---|
| 1 to 10 miles | | 1s. per ton. | } plus 1d. per ton per mile additional. |
| 11 to 22 " | .. .. | 1d. per ton per mile additional. | |
| Over 22 " | .. .. | 3d. " " " | |

The above rates shall be subject to Grain rate as a maximum.

The freight charges on beet forwarded to Maffra from stations situated at a greater distance than 22 miles therefrom are to be computed as shown above and dealt with as under, viz:—

2s. per ton shall be paid by the consignor or consignee, and the balance of the freight to be way-billed "paid," and debited to the Honorable the Treasurer by voucher showing full particulars as to weight, rate, and charges.

COMMODITY RATES—continued.

BACON, BUTTER, CHEESE, EGGS, HONEY, MEAT, FRUIT, POULTRY, RABBITS, AND HARES FOR EXPORT.
All at Owners' Risk. Loading or unloading to be done by or at the expense of owners.

| Commodity. | From— | To— | Charge. |
|--|---|--|---|
| (a) Rabbits and Hares in truck loads, Bacon, Butter, Cheese, Eggs, Honey, Meat, and Fruit for export | Country Stations | City Market Vic. Butter Factories Co.'s Sdg. Govt. Cool Stores at Victoria Dock .. | per ton s. d. 2 2 2 2 1 0 in addition to tariff rate per package to Melbourne 1 0 1 0 |
| (b) Rabbits, Hares, Poultry, Eggs, and Honey, small lots | " | City Market Govt. Cool Stores at Victoria Dock .. | per ton 5 0 Minimum charge, 14s. 6d per four-wheeled truck |
| (c) Bacon, Butter, Cheese, Honey, and Fruit | City Market Govt. Cool Stores at Victoria Dock .. Vic. Butter Factories' Sdg. .. Between Melbourne Goods Sheds (in insulated trucks) and | Port Melbourne or Williamstown Piers | Per crate Hares and Rabbits not exceeding cubic feet. Poultry. 3½ 7d. 3d. 7 7d. 5½d. 9 8d. 7d. Minimum charge per truck, 14s. 6d. Maximum charge— per four-wheeled truck, £1 19s 6d. per six-wheeled truck, £2 10s. |
| (d) Hares, Poultry, and Rabbits | City Market Govt. Cool Stores at Victoria Dock .. Vic. Butter Factories Siding .. Melbourne Goods Sheds .. Angliss' Siding, Footscray .. Newport Freezing Works .. | Port Melbourne or Williamstown Piers | |
| (e) Mixed consignments of Bacon, Butter, Rabbits, Hares, Fish (frozen), Poultry, and Meat | City Market Govt. Cool Stores at Victoria Dock .. Vic. Butter Factories Sdg. .. Melbourne Goods Sheds .. | Port Melbourne or Williamstown Piers | Bacon, Butter, Fish, and Meat at rates and minimum shown in clause (c) Hares, Rabbits, and Poultry at rates and minimum shown in clause (d) |
| (f) Rabbits | Port Melbourne Siding .. | Port Melbourne Pier .. | 18s. 3d. maximum charge per four wheeled truck |

COMMODITY RATES—continued.
 BACON, BUTTER, CHEESE, EGGS, HONEY, MEAT, FRUIT, FOULTRY, RABBITS, AND HARES FOR EXPORT—continued.

| Commodity. | From— | To— | Charge. |
|---------------------------------|---------------------------------------|------------------------|---|
| (g) Rabbits (frozen) | Between City Market and .. | Borthwick's Siding .. | £2 3s. per four-wheeled truck £2 15s. per six-wheeled truck when forwarded by ordinary goods train |
| (h) Rabbits (frozen) | Mitcham .. | Port Melbourne Pier .. | £2 3s. per four-wheeled truck £2 15s. per six-wheeled truck per ton |
| | Borthwick's Siding .. | Williamstown Pier .. | |
| | | Victoria Dock .. | |
| (i) Butter, Cheese, and Rabbits | City Market .. | Victoria Dock .. | 5 0 Minimum charge, 14s. 6d. per four-wheeled truck |
| | Govt. Cool Stores at Victoria Dock .. | " .. | 3 2 " |

(j) Produce shut out of vessels at the Piers—

Hares and rabbits will be carried back to Melbourne at half of the above rates.

Butter, fruit and frozen produce other than rabbits and meat will be carried back to Melbourne at the rate of 3s. 8d. per ton

In each case the consignments will be forwarded back to the Pier for export, free.

(k) The freight must be prepaid in every instance, except on consignments to the Victorian Butter Factories Company's Siding, which may be way-billed to pay.

(l) Consignments of butter, cheese, honey, poultry, and game for export will not be accepted at country stations for carriages direct to any vessels at the Pier except by special arrangement with the General Superintendent of Transportation.

(m) For charges in respect of frozen meat, also special trains, see page 219.

COMMODITY RATES—continued.

CATERING MATERIAL—

Returned catering material, such as cutlery, crockery, glassware, trestles and timber for temporary tables, shall be charged half rates on the return journey if returned within one week to the station from which it was originally consigned.

CHICORY—

Chicory grown on French Island and conveyed by boat to Hastings or Stony Point, and thence by rail to Melbourne, shall be charged *C.R., 9s. 1d. per ton; O.R., 8s. 8d. per ton; minimum 10 cwt. per consignment.

CIRCUSES—

Circuses which can be conveyed by ordinary goods trains when times are suitable, will be provided with special trains as may be approved, in consequence of no suitable goods trains running, at the following rates—

Twelve shillings and sevenpence (12s. 7d.) per mile, subject to a minimum charge of £13 2s. 6d., and in addition a charge of three shillings and twopence (3s. 2d.) per mile for any mileage incurred in running light engines in order to provide for such special trains, and for the hire of carriage stock required for the sole use of the circus, 26s. 3d. per car per day, the Department reserving the right to use such special trains as they may require.

COAL—

(A) The ordinary rate for the carriage of coal shall be Class "M" less 5 per cent., provided that the minimum charge shall be *C.R. 4s. 0d. per ton and O.R. 3s. 8d. per ton for distances up to and inclusive of 10 miles.

(B) In respect of coal forwarded by rail on the "Up" journey from any coal-field in Victoria direct to any station, the rate for the carriage of such coal over the whole or any part of the line from the coal-field to Melbourne shall be four-fifths of a penny per ton per mile plus 5 per cent. and the rate for the carriage of such coal on any other line shall be the difference between Class "M" rate, less 5 per cent., for the mileage journey from the coal-field to Melbourne, of any portion of such journey over which the coal has been hauled, and Class "M" rate, less 5 per cent., for the total mileage from the coal-field to the station of destination, provided that the minimum charge to be paid by the consignor or consignee shall be 3s. 8d. per ton for distances up to and inclusive of 10 miles; and that the freight charge to be paid by the consignor or consignee for the carriage of coal from the coal-field to any station on any other line shall not be less than the mileage rate from Melbourne to such station. Class "M" rate, less 5 per cent., may be charged if in any instance it is cheaper than to compute the freight charges as prescribed in the preceding parts of this clause.

The above are the Owner's Risk rates. The Commissioners' Risk rates shall be computed at 5 per cent. additional on the Owner's Risk rates.

CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES.

(Applicable to such industries situated outside a radius of 20 miles from Melbourne (Spencer Street).)

1. RAW MATERIALS TO BE USED IN THE MANUFACTURED PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES.

(a) The following Raw Materials, consigned to Victorian Country Industries, as indicated hereunder, shall be charged at Tariff Rates, less 28½ per cent. for Classes "M" to "C" and 26½ per cent. for Classes "1" and "2".

| Country Industry Consigned to. | Commodity. | |
|---|--|-------------------|
| Agricultural Implement Works (see clause (c)) | Iron and Steel, viz.— | } On Down journey |
| | Bar, rod, plate, angle, hoop, | |
| | pig, polished, sheet, and | |
| | galvanized | |
| | Mouldboards | |
| | Piping, black | |
| | Discs | |
| Bacon Factories | Bolts, nuts and rivets .. | } On Down journey |
| | Rims, wooden, for harvester wheels | |
| Bark Mills | Salt (refined) in bags or butter boxes | On Down journey |
| Biscuit and Confectionery Factories (see clause (b)) | Bark, bundled. | } On Down journey |
| Boot Manufacturers | Confectionery starch, in bags .. | |
| | Leather | On Down journey |

* The charges at COMMISSIONERS' RISK rate shall not be less than 1s. 3d. per consignment in excess of the charges at the OWNER'S RISK rate.

COMMODITY RATES—continued.

CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—continued.

| Country Industry Consigned to. | Commodity. | |
|---|--|---|
| Cement Pipe Manufacturers .. | Cement | } On Down journey |
| | Iron and steel rod | |
| Coachbuilders (see clause (b)) | Wire, iron | } On Down journey |
| | Axle arms and boxes | |
| | Felloes | |
| | Iron and steel—bar, rod, plate, angle, hoop, sheet, and gal- vanized | |
| | Naves, rough, turned, and mor- tised | |
| | Poles | |
| | Rims, buggy, finished and un- finished | |
| | Shafts | |
| | Spokes | |
| | " rough | |
| | Springs | |
| | Tyres, iron | |
| | Vehicles, unpainted, and in the rough | |
| Wheels, cart, dray, waggon, rough and unfinished | | |
| Concrete Building Block | Cement | } On Down journey |
| | Iron and Steel Rod | |
| Country Factories | Tin plates | } On Down journey |
| | Silicate of soda | |
| Disinfectant Manufacturers | Tar oil | } On Down journey |
| | Resin | |
| | Caustic soda | |
| Distilleries | Dried Fruit | } When consigned direct to stillers and accompanied by declaration that it is to be for distilling purposes Returned to the original firm ing station for distillation poses on production of claration 1, 2 |
| | " | |
| Fibrous Plaster | Wine off, for distillation | } On Down journey |
| | Hemp | |
| Foundries (see clause (c)) | Plaster of Paris | } On Down journey |
| | Tow | |
| | Boiler tubes | |
| | Castings and forgings, rough and finished | |
| | Piping, black and wrought iron | |
| | Channels and rolled joists | |
| | Iron and Steel— | |
| | Bar, rod, plate, angle, pig, hoop, scrap, polished, sheet and galvanized | |
| | Bolts and nuts | |
| | Blooms, ingots, ingot metal | |
| Fruit Dip Buckets | Metal scrap | } On Down journey |
| | Gunmetal scrap | |
| | Galvanized and hoop iron, wire, washers and steel rods | |
| | Resin | |
| | Caustic soda | |
| Grocers' Sundries Manufacturers | Soda ash | } On Down journey |
| | Mineral oils (petroleum) | |
| Knitting Mills and Cotton Fac- tories | Cotton, raw | } On Down journey |
| | Cotton and worsted yarn | |
| | Fibre Silk | |
| | Laces and braids | |
| | Wool Tops | |

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—*continued.*

| Country Industry Consigned to. | Commodity. | |
|--|---|-------------------|
| Mattress Manufacturers (see clause (b)) | Bolts, iron | } On Down journey |
| | Wire, woven, for wire mattresses | |
| | Wire in coils, packed in casks, for mattress making on declaration | |
| Motor Bodies, Motor Vehicles, and Chassis—Manufacturers and Assemblers | Tow in bags | } On Down journey |
| | Tin plates | |
| | Bolts and Washers | |
| | Castings | |
| | Wooden parts | |
| | Tyres and Tubes, Rubber | |
| | Iron and Steel Wire | |
| | Iron, sheet | |
| | Tacks, nails, screws, and rivets | |
| | Felt | |
| Paper Mills | Rubber manufactures | } On Down journey |
| | Accumulators and Storage Batteries | |
| Polish Manufacturers | Glass paper | } On Down journey |
| | Methylated spirits | |
| Pottery Works | Resin | } On Down journey |
| | Copal | |
| | Sandrac | |
| | Lead, red | |
| | Oxide, red | |
| Rope and Twine Works | Canes | } On Down journey |
| | Plaster of Paris | |
| | Whiting | |
| Sheep Dip Manufacturers | Flax, fibre and yarn | } On Down journey |
| | Hemp and hemp yarn | |
| Soap Manufacturers | Acid, sulphuric and muriatic | } On Down journey |
| | Arsenic, refined | |
| Tanneries | Sulphur | } On Down journey |
| | Resin | |
| | Caustic soda | |
| | Soda ash | |
| | Tallow | |
| Vineyards | Cocoanut oil | } On Down journey |
| | Bark extract | |
| | „ ground, chopped, or in sheets | |
| | *Hides, in less than 2-ton lots | |
| | Myrabolams | |
| | Oil, mineral | |
| Vinegar Manufacturers (see clause (b)) | Pelts, pickled | } On Down journey |
| | Tanning compounds.. .. . | |
| Woolwashing Establishments (including Albury) | Spirits for fortifying wine | } On Down journey |
| | Wine or Grape Spirit, produce of Commonwealth | |
| | „ stone | |
| Woolen Mills | Wine off, for vinegar making | } On Down journey |
| | Sheepskins | |
| Woolen Mills | Wool | } On Down journey |
| | Soda ash | |
| Woolen Mills | Wool tops | } On Down journey |
| | | |

* Hides, minimum 2 tons, shall be charged Class AP, less 20 per cent.

COMMODITY RATES—*continued.*

CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—*continued.*

(b) The undermentioned *Raw Materials* on Down journey, consigned to Victorian country industries shall be charged the ordinary Tariff rates in the first instance, and a rebate of 28½ per cent. for Classes "M" to "C" and 26½ per cent. for Classes "1" and "2" shall be granted on production of a statutory declaration that such raw materials have been converted into manufactured products which have been subsequently conveyed by rail from the place of manufacture (except as otherwise specified hereunder).

(All claims for rebate must be lodged with the General Passenger and Freight Agent within six months from the date the consignments are forwarded.)

| Country Industry Consigned to. | Commodity. | |
|--|---|--|
| Biscuit and Confectionery Factories Canned Fruit Manufacturers .. | Glucose Sugar Sugar | The freight may be consigned and waybilled in the first instance at tariff rates, and a percentage above mentioned in the case may be, subject to the authority of the General Passenger and Freight Agent, being obtained by the forwarding station |
| Cement Wash Troughs .. Coachbuilders .. | Cement Lamps, Leather, Motor Tyres, Paints and colours | |
| Dried Fruit Mixture .. | Dried Fruit | Rebate shall be granted in Class A and conditions, less 17 per cent. on consignments of dried fruit forwarded to Melbourne and subsequently returned thereto as Dried Fruit Mixture |
| Furniture Manufacturers .. Grocers' Sundries Manufacturers | Imported oak Sugar Tartaric acid Gelatine Tar oil Turpentine | |
| Jam Manufacturers | Sugar | The freight may be consigned and waybilled in the first instance at tariff rates, and a percentage above mentioned in the case may be, subject to the authority of the General Passenger and Freight Agent, being obtained by the forwarding station |
| Mattress Manufacturers .. Metal Ceiling and Wall Manufacturers | Flock, Kapok, Ticking .. Sheet iron or steel Galvanized sheet iron | |
| Milk Condenseries | Sugar | On production of a Statutory Declaration that condensed milk which has been converted into condensed milk which has subsequently conveyed from the place of manufacture to the seaboard and direct for export to the Commonwealth a rebate shall be granted to 28½ per cent. than the classification provided that the raw sugar shall not be produced below 7s. 4d. per |

COMMODITY RATES—continued.

CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—continued.

| Country Industry Consigned to. | Commodity. | |
|---|--|---|
| Manufacturers of Motor Tractors | Motor engines, transmissions, wheels, and gears | Rebate shall be granted to Class "C" and conditions, less 28½ per cent. |
| Manufacturers of Tanks, Spouting, Ridding, Down Piping, and Baths | Iron, galvanized | The rebate shall be granted irrespective of whether the manufactured products are subsequently railed outwards or not |
| Sewing Machine Manufacturers | Rough castings, bar iron and steel, sheet iron, bolts and nuts | |
| Underclothing Manufacturers | Calico | Rebate shall be granted to Class B and conditions, less 28½ per cent. |
| Vinegar Manufacturers .. | Acid, acetic | |

NOTE.—When materials for a country industry are chargeable under Class 1, less 26½ per cent., loading and unloading charges are not to be imposed on account of the net rate being less than Class 1.

10) RAW MATERIALS TO BE USED IN THE MANUFACTURE OF AGRICULTURAL IMPLEMENTS AND MACHINES AND PRODUCTS OF VICTORIAN COUNTRY FOUNDRIES.

Raw materials, consisting of steel, iron, (bar, rod, plate, angle, and galvanized) mould-boards, discs, bolts, and rivets used in the manufacture of Agricultural Implements and Machines and products of country foundries, and sheet-iron or steel and galvanized sheet-iron used in the manufacture of metal ceilings and walls shall be charged the ordinary tariff rates in the first instance, and a rebate subsequently granted to Class "M" rate, less 28½ per cent., and conditions, on production of a statutory declaration that the raw materials were subsequently converted into implements, machinery, products of country foundries, metal ceilings or walls, conveyed by rail from the place of manufacture direct for export, or to places outside the State, either by water or rail.

(All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded.)

2. PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES.

The following products of Victorian Country Industries, so described on the Consignment Note, shall, with the exception of those for which provision is made in clauses 4 and 5 hereof, be charged on the "Up" journey from the place of manufacture at Tariff Rates, less the percentages shown hereunder:—

| | |
|----------------------------|--------------|
| Classes M to C | 17 per cent. |
| " 1 and 2 and Vehicles | 15 " |
| Motor Vehicles | 20 " |
| Classes A.P. and S.A.P. .. | 4½ " |

| | |
|---|---------------------------------|
| Aid-u. | Boots and Shoes. |
| Aerated Waters. | Brandy. |
| Ale, Beer, and Porter, bottled. | Chalk. |
| Ale, Beer, and Porter, bulk. | Chutney. |
| Bacon and Hams. | *Cider |
| Baking Powder | Citrus Health Saline Powder. |
| Bark, see (a). | Clothes Pegs. |
| Bedding and Bedsteads. | Coffee Essence. |
| Beeswax. | Concrete Building Blocks. |
| Biscuits. | Confectionery. |
| Blankets, Flannels, and Woollens, including | Cordials and Temperance Drinks. |
| Woollen Rugs, Woollen Socks, and Woollen | Cotton Goods. |
| Cloth. | Crucibles, clay. |

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—*continued.*2. Products of Victorian Country Industries—*continued.*

| | |
|---|--|
| Curry Powder. | Oxide of Iron. |
| Disinfectants. | Oxide, Red. |
| *Earthenware. | *Perry. |
| Ezecclean | Pickles. |
| Egg Preservative. | Pipes, earthenware and cement. |
| Emulsion of Turpentine and Beeswax. | Polish, wax, for boots, furniture and lin. |
| Envelopes, straw. | „ marble and stove. |
| Felloes and Spokes. | Potato, dried. |
| Fibrous Plaster Sheets. | „ flour. |
| Fire Bricks, Fire Clay, and Fire Lumps. | *Potteryware. |
| Fly Exterminator. | Pulp, tomato and fruit. |
| Fruit, dried,* canned, bottled, preserved. | Rabbits, canned. |
| Fruit dried mixture. | Retorts, clay. |
| Fuller's Earth. | Rope, hempen. |
| Furniture, new. | Salt, refined. |
| Handles, seasoned. | *Sanitaryware. |
| Honey. | Sauces. |
| Jams and Jellies. | Sewing Machines. |
| Jelly Crystals. | Slates, roofing. |
| Juice, Apple or Grape. | Sheep Dip. |
| Lard. | Spirits. |
| †Leather. | Spirit, Wine or Grape. |
| Legs, Chair and Table, sawn or turned in the rough. | Soap. |
| Lemon Peel, candied. | Soup Tablets and Powders. |
| Mattresses. | Tiles. |
| Meat, extract of and preserved. | Troughs, Cement, Wash. |
| Mineral Waters. | Twine and Lines. |
| Motor-car Bodies. | Twine, reaper and binder and seaming. |
| Motor-cycle side-cars. | Vegetables, preserved. |
| Motor Vehicles or Motor Chassis, on wheels. | Vinegar, in bulk. |
| Ochre. | Vehicles. |
| Oil, eucalyptus. | Whiting. |
| Oil, olive. | *Wine. |
| Ore, antimony smelted. | Wine lees. |
| | Woollen and Knitting Mills, products of |

* The reduced rates shall not apply in respect of earthenware, potteryware, and sanitaryware, for which special rate is provided on page 220, nor in respect of wine, cider, perry and dried fruit consigned direct for export.

† Leather charged under AP or A less 25 per cent. shall be allowed a reduction of 4½ per cent.

Arsenic for export (see page 204).

(a) Bark, ground or chopped, consigned by Victorian Country Bark Mills to Tanneries in Melbourne or within a radius of 20 miles of Melbourne shall be charged under Class "A," less 15 per cent., subject to the following minimums:—Per 10, 11, or 12 ton capacity truck, 8 to 16 or 20 ton capacity truck, 13½ tons.

3. STONE, PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES FOR EXPORT.

Granite and marble, wholly polished or carved, loose or in cases (specified in the class) under Classes 1 and 2), which are the product of Victorian Country Industries consigned by manufacturer for export from the place of manufacture to Melbourne, Geelong or Portland, shall be charged at the tariff rates in the first instance, and a rebate to half rates less 15 per cent. shall be granted a factory proof of export being furnished.

4. PRODUCTS OF VICTORIAN COUNTRY FOUNDRIES.

Products (new) of Victorian country foundries, including Metal Ceilings and Walls and Implements and Machines on the "Up" journey from the place of manufacture, shall be charged at one rate lower than the tariff rate, less 17 per cent. for classes "M" to "C" and 15 per cent. for classes 1 and 2, provided that such reduced rate shall not be applicable in respect of products which are subject to rebate, as prescribed in clause 5 hereof.

When consignments ordinarily scheduled under Class 1, which are entitled to the reduced rate, one class, weigh less than 1 ton, they may be charged at the actual rate of Class "C," less 17 per cent. subject to Tariff for "Smalls" instead of being subject to the weight conditions of Class "C."

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—*continued.*

5. MACHINERY, MACHINES, VEHICLES, ETC., NEW, MANUFACTURED IN THE COMMONWEALTH FOR EXPORT, ETC.

The following new articles, viz., agricultural implements and machines, steel balls for grinding purposes, boilers, castings (rough), crab winches, fly wheels, forgings (rough), machinery, metal ceilings and walls, motor bodies, motor chassis, motor vehicles, picks and pickeys, saw benches, sole plates, shovels and copper frames, plate iron petrol tanks, and vehicles, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of manufacture for immediate export beyond the State, or sent from country stations to any station not less than 50 miles from Melbourne, shall, subject to the conditions specified hereunder, be charged half the tariff rates, less the following percentages:—Classes M to C, 17 per cent.; Classes 1 and 2 and vehicles, 15 per cent.; and motor vehicles, 20 per cent. :—

- (a) In respect of machinery, &c., intended for export, the full tariff rates shall be charged in the first instance, and rebate to half rates, less the percentages shown above, granted on satisfactory proof of immediate export beyond the State being furnished.
All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded.
- (b) In respect of machinery, &c., sent from country stations to stations distant 50 miles or more from Melbourne, the reduced rates from the forwarding station to the destination station shall be computed *via* Melbourne, and shall not be less than the full tariff rates from Melbourne to the destination station.
- (c) In respect of machinery, &c., sent from country stations to stations situated outside a radius of 20 but within 50 miles of Melbourne, the rates shall not be more than the rates computed as per Clause (b) from the forwarding station to a station 50 miles from Melbourne.
- (d) The Tariff for "Smalls," where applicable, shall be applied on the actual tonnage rate charged.
- (e) In computing the charges on any of this traffic which may be consigned for the full journey by rail from a country foundry in Victoria to Sydney, Brisbane, Mile End, Kalgoorlie, or Perth, when such charges are based on the sum of the local rate from the country station to Melbourne, plus the Special Inter-State Through Goods Rate, half the full tariff rate, less the percentages shown above, from the Country station to Melbourne shall be charged plus the full Special Inter-State Through Rate thence to destination.

(This provision does not affect the special rate for Pipes quoted on page 220.)

CONSIGNMENTS FOR EXPORT.

A reduced rate is provided for the following commodities when consigned direct for export, viz. :—
Canned Fruit (canned, bottled and preserved), Fruit (fresh), Jams and Jellies, Oil (Eucalyptus), Pickles, Potteryware, Sauces, Wine.

When these commodities are consigned to *Melbourne* for export they shall be charged the ordinary classification rates in the first place, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided. All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date consignments are forwarded.

CONSTRUCTION MATERIAL FOR VICTORIAN RAILWAYS (that is, material for works charged to capital), as arranged for by the Department, shall be charged as follows :—

| Rate. | Capacity of Truck. | | Minimum tonnage to be charged. |
|------------------------------|---|--|--------------------------------|
| | Tons. | | |
| Per ton per mile. | | | Tons. |
| Truck loads .. ½d. plus 5% | 10, 11, or 12 | | 9 |
| | 16, or 20 | | 14 |
| | Q.R. Bogie | | 18 |
| | 50 ft. Q | | 24 |
| Smaller lots .. 1½d. plus 5% | Actual weight, where cheaper than the truck load rate and conditions. | | |

Minimum rate 2s. 4d. per ton and minimum charge 6s. 4d.; otherwise classification rate, subject to smalls minimum. This traffic shall not be subject to haulage charges.

COMMODITY RATES—*continued.*CONSTRUCTION MATERIAL FOR VICTORIAN RAILWAYS—*continued.*

In computing the charges to be made for gravel, road-metal, or ashes in full ton required for use in connexion with Departmental Works, the cost of which is debited to Capital, the freight shall be calculated on the basis of the rates and conditions charged for materials conveyed for Shire Councils, page 210, if cheaper than the Construction rates and shown on page 213.

LOADING AND UNLOADING.—In cases where construction material is loaded or unloaded by the Transportation Staff a charge of 1s. 3d. per ton shall be imposed for the service.

Debits to be included on the waybill and cleared by voucher account.

All materials and supplies for the construction, maintenance, or working of the Brighton Electric Street Railway and the Sandringham-Black Rock Electric Street Railway shall be charged under the above rates and conditions.

In the event of a special train being run with equipment from Newport to Elsternwick St. Kilda on account of the electric railway, an additional charge of £2 9s. 9d. shall be made for special service.

OLD MATERIAL.—The freight on old material sold by or on behalf of the Victorian Railways Commissioners shall be computed at ordinary tariff rates and conditions.

GRAIN, FLOUR, BRAN, POLLARD, AND COMPRESSED FODDER as under, in consignments not less than 30 tons in full truck loads shall be charged C.R., 2s. 2d. per ton; O.R., 1s. 1d. per ton (not including loading or unloading) for the following journeys:—

| Commodity. | From. | To. | |
|--|-------------------------------------|--|-------------------------------------|
| Grain for export (previously carried by rail) .. | Melbourne | Williamstown Pier Port Melbourne Victoria Dock | |
| | South Kensington | | |
| | Arden-street | | |
| | Burnley | | |
| | Kensington | | |
| | Newmarket | | |
| | Moreland | | |
| | Thomas's Mill (Newport) | | |
| | North Carlton | | |
| | Fitzroy | | |
| | North Fitzroy | | |
| | Victoria Park | | |
| | Sunshine | | |
| | Williamstown Pier | | Port Melbourne Victoria Dock |
| Port Melbourne | Williamstown Pier Victoria Dock | | |
| Victoria Dock | Williamstown Pier Port Melbourne | | |
| Export Flour, Bran, Pollard, and Compressed Fodder manufactured from grain or produce previously carried by rail | Melbourne | Williamstown Pier Port Melbourne Victoria Dock | |
| | Kensington | | |
| | South Kensington | | |
| | Burnley | | |
| | Arden-street | | |
| | Newport | | |
| | Fitzroy | | |
| | Victoria Park | | |
| | Sunshine | | |
| | Williamstown Pier | | Port Melbourne Victoria Dock |
| | Port Melbourne | | Williamstown Pier Victoria Dock |
| | Victoria Dock | | Williamstown Pier Port Melbourne |

COMMODITY RATES—*continued.*
Grain, Flour, Bran, &c.—*continued.*

| Commodity. | From. | To. |
|---|--|---|
| Grain previously carried by rail (only at the close of the export season each year, the date of which shall be determined by the General Passenger and Freight Agent) | Williamstown Pier .. Port Melbourne Pier .. | Melbourne or suburban stations within 10 miles of Melbourne |

NOTES.—The above rates will not be granted in respect of agricultural produce rejected at the shipping ports during the currency of the export grain season.

For conditions under which goods may be forwarded to or from private sidings at Commissioners' or Owner's Risk, see General Conditions 4 and 5, page 8.

FIREBRICKS—

Firebricks forwarded from Dandenong to Adelaide and Sydney in full truck loads shall be charged under Class "M" for the Victorian portion of the journey.

FIREWOOD—

Firewood forwarded to Ballarat East from stations on the down side of Ballarat, shall be charged the same rates as Ballarat.

Firewood from Musk Creek, Lyonville, Bullarto, and Trentham to Ballarat and Ballarat East, shall be charged 2d. per ton less than the Tariff rates to Ballarat.

FLOUR FOR EXPORT—

In respect of flour consigned by rail from Victorian country flour mills direct to the seaboard for immediate export beyond the State, a rebate shall be granted, subject to the production of satisfactory proof of export, of 15 per cent. below the rate applicable to the journey between the flour mill and the port of export.

This rebate shall also apply to flour gristed at Albury and forwarded to Victorian ports direct for export.

FRUIT, DRIED, FOR EXPORT—

Fruit, dried, produce of the Commonwealth, on the "Up" journey, consigned direct to the seaboard for immediate export beyond the Commonwealth, and forwarded on a continuous rail journey from the point of production to the point of shipment, shall be charged at Class "AP," and conditions.

When this commodity is consigned to Melbourne for export it shall be charged the ordinary Tariff rates in the first place, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided. All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date consignments are forwarded.

FRUIT, FRESH, FOR EXPORT—

Fresh fruit forwarded from country stations to Cool Stores at Melbourne for storage or treatment and subsequently exported, shall be charged under Class "AA" Smalls Minimum, in the first instance, and waybilled accordingly; but on production of a statutory declaration that the identical fruit has been exported, supported by proof of shipment, a rebate may be arranged by the Goods Superintendent to the rate provided for fruit consigned direct for export, viz., Grain rate for the journey from the original forwarding station to Melbourne, subject to trucks being loaded to full carrying capacity less 5 per cent., with the exception of 20-ton trucks, the minimum for which shall be 15 tons 4 cwt.

FURNITURE, IMPLEMENTS, ETC., AND LIVE STOCK FOR SETTLERS—

Persons settling permanently on any Crown lands or on any lands acquired under the provisions of the Closer Settlement or Small Holdings Act shall, subject to such regulations and certificates as may be fixed by the Commissioners from time to time, have such furniture, implements, vehicles, &c., as they possessed immediately prior to the date of their application for the land, carried by rail at one-half the tariff rates; and under the same conditions their live stock, provided it be not more than sufficient for the land acquired, shall be carried at "Store" Rates. These concession rates are only to be granted on the authority of the General Passenger and Freight Agent.

COMMODITY RATES—*continued.*GOODS CARRIED IN BOILER TRUCKS (QB) AND PLATE GLASS TRUCKS
(No. 33Q).

Goods of exceptional dimensions, which require to be carried in the boiler (Q.B.) or plate glass trucks, shall be charged the tariff rates subject to a minimum weight as for four boiler trucks plus 18s. 3d. for the use of the special truck.

GRAVEL, METAL, METAL SCREENINGS (DRY), RUBBLE, STONE DUST, TOPPING, SPALLS.

(a) FOR VICTORIAN BOROUGH AND SHIRE COUNCILS, WATER TRUSTS, CITIES, TOWN COUNCILS, ROADS BOARD, STATE ELECTRICITY COMMISSION OF VICTORIA, STATE COAL BOARD AND THE STATE RIVERS AND WATER SUPPLY COMMISSION.

The above-mentioned road-making materials, when consigned to the consignees specified, freight is paid by these consignees, shall be charged the rates specified hereunder.

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|--------|---------------|---------|---------------|---------|---------------|---------|---------------|
| | <i>s. d.</i> | | <i>s. d.</i> | | <i>s. d.</i> | | <i>s. d.</i> |
| 1-9 | 3 0 | 99-100 | 6 2 | 143-144 | 9 1 | 291-300 | 15 10 |
| 10-30 | 3 3 | 101-102 | 6 3 | 145-147 | 9 3 | 301-310 | 15 11 |
| 31-40 | 3 4 | 103-104 | 6 6 | 148-150 | 9 5 | 311-320 | 15 12 |
| 41-50 | 3 7 | 105-107 | 6 7 | 151-153 | 9 8 | 321-330 | 15 13 |
| 51-60 | 3 8 | 108-110 | 6 10 | 154-157 | 10 0 | 331-340 | 15 14 |
| 61-70 | 4 0 | 111-112 | 6 11 | 158-165 | 10 6 | 341-350 | 15 15 |
| 71-72 | 4 1 | 113-114 | 7 1 | 166-173 | 10 9 | 351-360 | 15 16 |
| 73-74 | 4 3 | 115-116 | 7 2 | 174-177 | 10 11 | 361-380 | 15 17 |
| 75-76 | 4 5 | 117-118 | 7 4 | 178-185 | 11 3 | 381-390 | 15 18 |
| 77-78 | 4 7 | 119-120 | 7 7 | 186-193 | 11 6 | 391-410 | 15 19 |
| 79-80 | 4 9 | 121-122 | 7 8 | 194-200 | 11 8 | 411-430 | 15 20 |
| 81-82 | 4 11 | 123-124 | 7 10 | 201-210 | 12 3 | 431-450 | 15 21 |
| 83-84 | 5 0 | 125-127 | 7 11 | 211-220 | 12 8 | 451-470 | 15 22 |
| 85-86 | 5 1 | 128-130 | 8 0 | 221-230 | 13 0 | 471-490 | 15 23 |
| 87-88 | 5 2 | 131-132 | 8 3 | 231-240 | 13 3 | 491-510 | 15 24 |
| 89-90 | 5 6 | 133-134 | 8 5 | 241-250 | 13 9 | 511-530 | 15 25 |
| 91-92 | 5 8 | 135-136 | 8 7 | 251-260 | 14 2 | 531-550 | 15 26 |
| 93-94 | 5 9 | 137-138 | 8 8 | 261-270 | 14 5 | 551-570 | 15 27 |
| 95-96 | 5 10 | 139-140 | 8 9 | 271-280 | 14 11 | 571-580 | 15 28 |
| 97-98 | 6 0 | 141-142 | 9 0 | 281-290 | 15 5 | 581-600 | 15 29 |

Provided that, if on account of the State Electricity Commission of Victoria, or the State Rivers and Water Supply Commission, or any waterworks trust, any of the above materials are consigned for carriage between stations situated within a radius of 20 miles of Melbourne (for example at Brooklyn and Box Hill) the charges and rates for the carriage of the said materials shall be prescribed in Clause (b).

(b) FOR VICTORIAN CITY AND TOWN COUNCILS, AND THE MELBOURNE METROPOLITAN TRAMWAYS BOARD.

The above-mentioned road-making materials for these consignees shall be charged Class "1" 10 per cent., subject to a maximum rate of 14s. 6d. per ton for distances up to 244 miles and distances over 244 miles Firewood rates for the total distance shall apply.

(c) The rates shown in clauses (a) and (b) are the Owner's Risk rates. The Commission's rates shall be computed at 5 per cent. additional on the Owner's Risk rates.

(d) In respect to Clauses (a) and (b) the trucks must be loaded as far as possible to their carrying capacity, and the rates charged shall be subject to a minimum of full carrying capacity of truck less 5 per cent.

COMMODITY RATES—continued.

HAMS AND BACON—

Hams and Bacon (including Lard and Pigs' Feet), produce of the Commonwealth, on the Up journey consigned direct from the point of production to the seaboard for immediate export beyond the State, shall be charged under Class "AP" rate less 4½ per cent., minimum 8 tons per 10, 11, or 12 ton truck, and 12 tons per 16 or 20 ton truck.

Consignment Notes and Waybills must be endorsed "For Export," and the name of vessel shown thereon.

When these commodities are consigned to Melbourne for export they shall be charged the ordinary Tariff rates in the first place, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided. All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date consignments are forwarded.

HONEY—

Honey, produce of the Commonwealth, sent on "Down" journey to Victorian Country depots for treatment shall be charged the ordinary classification rate in the first instance, but on production of satisfactory proof that the honey has been treated and subsequently railed from the Country depot for a similar or greater distance on the "Up" journey, a rebate to "Up" journey rates, shall be granted.

All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded from the dépôt.

ICE—

- (a) Ice, supplied for the purpose of cooling fish carried by rail, shall be charged under Class "A" rate, subject to the tariff for "Smalls," provided that it be supplied for that purpose. The maximum charge for any distance shall be 18s. 1d. per ton Owner's Risk if cheaper than the tariff rate, and provided that the ice is forwarded to destination in empty trucks going down for fish or butter. Stationmasters must see that ice carried at this rate is applied for the sole purpose of Fish Refrigerating.

When sent in VANS of Passenger, Mixed, or Goods Trains the tariff rates shall be charged.

When the ice is supplied by the Commissioners, £1 11s. 6d. per ton shall be charged on the waybill for the ice, in addition to the freight charge as above.

- (b) Ice from Melbourne to Stony Point shall be charged 11s. per ton, Owner's Risk, subject to the tariff for "Smalls."
- (c) Ice, supplied by the Department to the lessees of refreshment rooms, shall, when forwarded on the Down journey in T trucks being used in the butter traffic, be charged the rate of 3s. 2d. per block (about 1 cwt.), including freight, at Owner's Risk.

JAM AND CANNED FRUIT FOR EXPORT—

Jam and Canned Fruit from Alphington, Windsor, Burnley, or Mitcham to Port Melbourne Pier or Williamstown Pier for export shall be charged 5s. per ton. Freight shall be computed at measurement, 40 cubic feet to the ton.

KEROSENE, BENZINE, PETROL, AND MOTOR SPIRIT (for conditions of carriage see page 26).

Kerosene, Benzine, Petrol, and Motor Spirit in truck loads consigned in train loads of not less than 50 tons at any one time from the Commonwealth Oil Refineries Siding, Kororoit Creek (situate 9½ miles from Melbourne, near Laverton) to any one destination station within 10 miles distance thereof, including Spotswood Wharf, also to the Commonwealth Oil Refineries Ltd., and Anglo-Persian Oil Co.'s Sidings at Port Melbourne, shall be charged as follows:—

| | Class. | Truck load minimum. |
|--------------------------------------|--------|-------------------------------------|
| Kerosene | "M" | 8 tons per 10, 11, or 12 ton truck. |
| | | 12 " 16 or 20 ton truck. |
| Benzine, Petrol, and Motor Spirit .. | "B" | 8 " 10, 11, or 12 ton truck. |
| | | 10 " 16 or 20 ton truck. |

This traffic shall be exempt from the special charge provided at Oil Refineries Siding, Kororoit Creek, but the ordinary shunting charges prescribed for Spotswood Wharf, the Anglo-Persian Oil Co.'s Siding, Commonwealth Oil Refineries Ltd. Siding, at Port Melbourne, shall be imposed.

Note.—When this traffic is consigned in less than train loads ordinary tariff rates shall apply.

COMMODITY RATES—*continued.***LACTOGEN—**

Lactogen, produce of the Commonwealth, railed from country districts in Victoria on the journey to Victorian Coastal Ports for carriage by sea to another Victorian Port for immediate shipment there to an interstate or oversea vessel for export beyond the State shall be charged "2" rate in the first instance. On production of a statutory declaration and satisfactory evidence to the effect that the identical goods have been exported beyond the State, a rebate to Class "1" shall be subsequently granted.

LIME AND LIMESTONE, OWNER'S RISK (For conditions of carriage for Lime see page 20)

- (a) Lime and Limestone, forwarded from Stations and Sidings on the Tinterrow line to Melbourne and suburbs within a radius of 20 miles of Melbourne shall be charged one penny per ton per mile. Consignments forwarded from these stations to other than Melbourne and suburbs shall be subject to the ordinary tariff rate but it be cheaper to charge the sum of the rates from the sending Station to Melbourne and from Melbourne to the destination.
- (b) Limestone, to be used in the manufacture of cement, forwarded from Pettavel to Burnley, shall be charged 6s. 11d. and 3s. 11d. per ton respectively.
- (c) Lime forwarded from Kawarren to Melbourne shall be charged 10s. 6d. per ton plus charges (see page 125).
- (d) Lime forwarded from Heywood to Melbourne shall be charged 17s. 9d. per ton.
- (e) Lime and limestone forwarded from Evans Bros.' Siding, Walhalla line, to Melbourne shall be charged 10s. per ton, plus transfer charges (see page 125).
- (f) Lime and limestone forwarded from White Rock Lime Co.'s Siding, Walhalla line, to Melbourne shall be charged 9s. 9d. per ton, plus transfer charges (see page 125).
- (g) Clause 1 of General Instructions governing the District Rates, page 128, shall apply with respect to Lime from Heywood, Lime and Limestone from Evans Bros.' Siding, White Rock Lime Co.'s Siding, Walhalla line, and Lime from Kawarren to suburbs within a radius of 20 miles of Melbourne.
- (h) These rates shall be subject to trucks being loaded to full carrying capacity lawfully.

MALT COMBINGS AND BREWERS' GRAINS FOR MANURE—

Malt Combing and Brewers' Grains shall be charged the ordinary tariff rates, but for manurial purposes, the rate shall be reduced to Manure Rates and conditions (subject to those specified below) on production of a Statutory Declaration by the consignee that the total quantity of Malt Combing or Brewers' Grains, as the case may be, in each particular consignment shall be used for manure. Station-masters must satisfy themselves as far as practicable of the truth of the statement.

The full rate is to be collected in the first instance, and in every case where a manure rate is claimed application is to be made to the General Passenger and Freight Office for authority to apply for credit note.

Minimums—

| | | | |
|-----------------|----|----|-------------------------------------|
| Brewers' Grains | .. | .. | 8 tons per 10, 11, or 12 ton truck |
| | | | 12 tons per 16 or 20 ton truck |
| Malt Combing | .. | .. | 6 tons per 10, 11 or 12 ton truck |
| | | | 8½ tons per high-sided 16-ton truck |
| | | | 9½ tons per other type 16-ton truck |
| | | | 9½ tons per 20-ton truck |

MEAT, FRESH AND FROZEN—

All carried at owner's risk only. Owners to load and unload.

| | | | |
|---|----------------------|--------------|----------|
| (1) MEAT, FRESH (Melbourne and Suburbs)— | Per Louvre Truck. | TT Truck. | £ |
| From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to Port Melbourne Pier | ... | 30s. 0d. | 44s. 6d. |

COMMODITY RATES—*continued.*

(1) MEAT, FRESH (Melbourne and Suburbs)—*continued.*

| | Per Louvre Truck. | TT Truck. | Minimum per Special Trip. |
|---|----------------------|--------------|------------------------------|
| From Newport, Borthwick's Siding, Newmarket, Angliss Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to City Market, Government Cool Stores at the Victoria Dock, Victoria Dock, or Melbourne... | 20s. 0d. | ... | 120s. |
| From Newmarket, Angliss' Siding, the City Abattoirs, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ... | 30s. 0d. | ... | 180s. |
| From Angliss' Siding or the City Abattoirs to Victoria Freezing Company's Works ... | 30s. 0d. | ... | 180s. |
| From Newport and Borthwick's Siding to Williamstown Pier | 20s. 0d. | ... | 120s. |

(2) MEAT, FROZEN (Melbourne and Suburbs)—

| | Per 4-wheeled Truck. | Per 6-wheeled Truck. | Minimum per Special Trip. |
|---|----------------------------|----------------------------|------------------------------|
| Between Melbourne, City Market, Government Cool Stores at the Victoria Dock, Angliss' Siding, the City Abattoirs, or Suburban Freezing Works within 9 miles of Melbourne and the Victoria Dock, Newport, or the Port Melbourne and Williamstown Piers ... | 30s. 0d. | 43s. 3d. | 180s. |
| From Victoria Dock to Port Melbourne or Williamstown Pier | 30s. 0d. | 43s. 3d. | 180s. |
| From Government Cool Stores at the Victoria Dock, or the Victorian Butter Factories Siding to ships berthed at the Victoria Dock ... | 16s. 0d. | 23s. 9d. | ... |
| Between Government Cool Stores, Victoria Dock, and the Victorian Butter Factories Siding ... | 16s. 0d. | 23s. 9d. | ... |
| From Port Melbourne Siding to Port Melbourne Pier ... | 16s. 0d. | 23s. 9d. | ... |

RABBITS (see page 205).

(3) MEAT, FROZEN (from country stations to Melbourne, or piers, by special train)—
The tariff rates shall be charged, subject to a minimum of 15 "T" trucks for each special train.

SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—

(a) Frozen produce loaded at the City Market, Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, or the Melbourne Goods Sheds (No 16 road), shall be conveyed to Port Melbourne Pier or Williamstown Pier by ordinary trains under the ordinary tariff rates, if loaded and ready for despatch, as under (subject to alteration from time to time):—

For Port Melbourne Pier—

At 5 a.m. and 2.30 p.m. daily.

For Williamstown Pier—

At 5.20 a.m., 9.10 a.m., and 8 p.m. daily.

Consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance.

(b) The Commissioners shall not be under obligation to remove trucks loaded with frozen produce from the City Market, the new Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's siding, or Melbourne Goods Shed (No. 16 Road), at hours other than those specified in the preceding clause, or forward such trucks to Port Melbourne Pier or Williamstown Pier (as the case may be), by special train unless there is, at the place requiring clearance, a minimum of six fully-loaded trucks, or the freight charge on the goods is at least £8 19s. 6d.; but if it is desired that frozen produce in any quantity less than the stated minimum be forwarded by a special train already arranged to run, and notice of at least two hours is given to the Superintendent of Melbourne Yards accordingly, such produce may be cleared and forwarded by such train, subject to a charge of 12s. 9d. in each instance to cover the cost of the special clearance.

COMMODITY RATES—continued

(4) SPECIAL TRIPS (NOT OTHERWISE PROVIDED FOR)—continued.

(c) For special trips not otherwise specified a minimum charge shall be as may be arranged by the General Passenger and Freight Agent.

(5) FROZEN MEAT SHUT OUT OR REJECTED AT PORT MELBOURNE WILLAMSTOWN PIERS—

Frozen meat shut out or rejected at the Piers and returned to Melbourne or sidings, to be subsequently railed back to the Piers for shipment, shall be half rate for both journeys, provided full rate has been charged on the journey to the Piers.

MOTOR BODIES—

Motor Bodies, dismantled and nested (including floors and seats without upholstering) between Mile End and the Ford Motor Company's Siding, North Geelong, shall be charged Victorian and South Australian proportions of the special Interstate rate Mile End and Geelong to a minimum of 4 tons per 16 or 20 ton truck.

PAPER, WASTE—

Waste Paper and secondhand bagging or waste jute, loaded with waste paper, forward Mile End or Port Adelaide, to Melbourne, Fairfield Park or McDougall shall be charged under rate for both States, subject to the following truck load minimums:—

- 6 tons per 10, 11, or 12 ton truck,
- 8 tons per 16 or 20 ton truck.

and provided that a guarantee be furnished to the General Passenger and Freight Agent that will amount to at least 1,000 tons per annum.

PIPES—

Wrought-iron or steel pipes exceeding 12 inches in diameter and Black or Galvanised Water consigned to Victorian Country Waterworks Trusts or Municipalities, or by the Government in connection with the erection or maintenance of Victorian Country Water-works, shall be charged the rate specified for the next lower class to that prescribed in the classification for the kind of pipes forwarded.

PLATES, PERFORATED STEEL, FOR FRUIT BUCKETS—

Perforated steel plates consigned to Victorian country factories for the manufacture of buckets are to be charged under Class "A" and conditions.

POTTERYWARE, EARTHENWARE, AND SANITARY WARE—

| | From. | To. | Per ton. | |
|--|-----------------|------------------------|------------------|---------------|
| | | | C.R. s. d. | O.R. s. d. |
| †(a) Potteryware, Earthenware and Sanitary ware | Epsom ... | Melbourne ... | 16 1 | 15 4 |
| †(b) " " " | " ... | Yarraville ... | 16 10 | 16 0 |
| †(c) " " " | " ... | Beer Park ... | 16 10 | 16 0 |
| (d) Potteryware, consigned direct for export** | " ... | Melbourne ... | Class M less 17% | |
| (e) Acid jars, handled jars or bottles (for demijohns) | Epsom or Huntly | Stations on Up journey | M less 17% | |
| (f) Earthenware Pipes | Epsom ... | Any station ... | M less 17% | |
| (g) † Earthenware Bottles | " ... | " ... | M less 17% | |

* May be accepted at Commissioners' Risk—
 (i) when properly packed as prescribed in the classification, and
 (ii) subject to the conditions for the carriage of goods to and from caretaker and unattended.
 See General Conditions 4 and 5, page 8.

† The reduction provided on page 212 for Products of Victorian Country Industries is not applicable to the rates specified in clauses (a), (b), and (c).
 ‡ When Earthenware Bottles form part of a mixed consignment of pottery, the rates for potteryware shall be provided.
 ** When this traffic is consigned to Melbourne for export it shall be charged the ordinary Classification rate at the first place, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export to be provided. All claims for rebate must be lodged with the General Passenger and Freight Agent within 3 months from the date consignments are forwarded.
 (ab) Subject to a minimum of 9½ tons per 10-ton truck, 10 tons 9 cwt. per 11-ton truck, 11 tons 8 cwt. per 12-ton truck, and 15 tons 4 cwt. per 16 or 20 ton truck.

COMMODITY RATES—*continued.***PRINTED MATTER FOR COMMONWEALTH DEPARTMENTS—**

Consignments of printed matter forwarded by the Government Printer, Melbourne, to Commonwealth Departments in Brisbane, Sydney, Adelaide, Perth, Kalgoorlie, and Fremantle shall be charged two-thirds rate on each State's lines (also Trans-Australian line) when consigned for conveyance by Goods train.

RABBITS—

Rabbits sent by trains from which delivery is given at the passenger station at Spencer-street shall, unless otherwise specified, be charged Passenger Train rate.

Rabbits from stations Campbell to Birchip and Avoca inclusive, consigned to Melbourne, and forwarded by Mixed or Goods trains to Castlemaine, thence by Passenger train to Melbourne, shall be charged Goods rates to Castlemaine, and one-half Parcels rates thence to Melbourne.

Rabbits from stations beyond Bendigo, consigned to Melbourne, and forwarded by Mixed or Goods trains to Bendigo, thence by Passenger train to Melbourne, shall be charged Goods rates to Bendigo, and one-half Parcels rates thence to Melbourne.

In any of the above cases where one-half Parcels rate for the full journey is cheaper than the combined Goods and one-half Parcels rates the former rate shall be charged.

Parcels Way-bills are to be used.

Consignments of rabbits in lots of 5 cwt. or more consigned by one consignor to one consignee, irrespective of the marks or brands on crates, may be treated as one consignment and charged accordingly.

RAILS—

Old Iron and Steel Rails which are intended for use in the construction of timber tramways running into railway stations will be carried in full truck loads at Class "M" rate. This reduced rate will, however, be granted only when specially authorized by the General Passenger and Freight Agent.

RAILWAY REFRESHMENT ROOMS—

1. ROOMS MANAGED BY THE DEPARTMENT—Consignments for Railway Refreshment Rooms managed by the Superintendent of Refreshment Services, shall be way-billed free on the ordinary goods way-bill, which must be numbered and abstracted in the usual manner.

The Departmental Free Way-bill must not be used for this purpose.

The number of packages and the weight must be shown on the way-bill, and particular care is to be exercised that proper receipts are obtained on delivery. Any shortage, ullage or damage, must be immediately reported to the Claims Agent.

Urgent consignments not exceeding 3 cwt., whether perishable or otherwise, may be forwarded by any passenger train except the Sydney or Adelaide Express trains.

These regulations also apply to consignments account the Refreshment Services Poultry Farm, Noble Park, and Ouyen Rest House.

2. ROOMS LEASED TO PRIVATE PERSONS.—Freight charges must be imposed in respect of consignments forwarded to Railway Refreshment Rooms, or fruit or other stalls which are leased from the Department.

Urgent consignments of fruit and other perishable goods, not exceeding 3 cwt. per consignment for such lessees of Refreshment Rooms, may be forwarded at goods rates by any passenger train except the Sydney or Adelaide express trains.

SALT ex CHEETHAM SALT COMPANY'S SIDING—

(A) Any consignments of salt in trucks loaded to their full carrying capacity forwarded by the company from the siding to Melbourne shall be charged for at the rate of C.R. 6s. 8d. (see General Conditions 4 and 5, page 8), O.R. 6s. 4d. per ton, such rate to include unloading at Melbourne, but the loading at the siding shall be done by the company. Clause 1 of the General Instruction governing the application of District rates, page 123, shall also be applicable in respect of salt from the siding to suburban stations.

(B) Any consignments of refined salt forwarded to stations other than Melbourne and suburban stations within 20 miles of Melbourne, shall be charged the ordinary tariff rates and conditions as from Geelong, plus an additional charge of 5d. per ton for carriage for the portion of the journey between the siding and Geelong.

COMMODITY RATES—*continued*SALT *ex* CHEETHAM SALT COMPANY'S SIDING—*continued*.

Unrefined salt forwarded to stations other than Melbourne and suburban stations within 20 miles of Melbourne shall be charged the ordinary tariff rates and conditions as from the siding.

(3) The reduction provided on page 212 for Products of Victorian Country Industries shall be applicable in respect to these rates.

SEED WHEAT, OATS AND BARLEY—

(1) Pedigreed seed wheat, oats and barley forwarded from the following Government Agricultural Colleges and Farms, viz :—

Longerenong Agricultural College, Werribee State Farm, Rutherglen State Farm, Agricultural College,

to consignees at Victorian Country stations shall, when forwarded in less than truck loads, be charged under Class "SAP" less 10 per cent., subject to Smalls Minimum in the first instance, provided a certificate is furnished from the Principal of the Agricultural College or the State Farm to the effect that the consignment consists of pedigreed seed wheat, oats or barley, as the case may be, and the consignment note is made out accordingly.

(2) Wheat, Oats and Barley for seed, consigned by senders other than the Agricultural Colleges and State Farms specified in clause (1) to consignees at Victorian country stations, shall be charged the ordinary tariff rates and conditions in the first instance, but on production of a written statement from the consignee that the identical wheat, oats or barley has been duly sown, the charges shall be adjusted under Class "SAP" less 10 per cent. Smalls Minimum.

SKINS AND LEATHER—

Skins and leather in bales from Kensington, South Kensington, Newmarket, and the Victorian Tariff and Co.'s Siding (Footscray) to Williamstown Pier, Port Melbourne Pier, or the Victorian Tariff Siding shall be charged the same rates as to Melbourne.

STRAWBOARD—

Provided that a guarantee be furnished to the General Passenger and Freight Agent that the consignment will amount to at least 750 tons per annum, Strawboard and secondhand Woolpacks loaded in trucks, forwarded from McDougall, Fairfield Park, and Melbourne to Mile End shall be charged the following truck-load minimums :—

8 tons per 10, 11, or 12 ton truck,
12 tons per 16 or 20 ton truck,

and shall be charged at the Intercapital Class A rate less 15 per cent. when forwarded from Melbourne to Mile End, and when forwarded from McDougall or Fairfield Park the Victorian Tariff rate to Mile End plus the Intercapital rate mentioned.

SUGAR—

(A) Sugar in 20-ton lots from Yarraville to Ballarat shall be charged C.R. 24s. 6d., O.R. 31s. 6d. per ton; from Yarraville to Bendigo C.R. 32s. 7d., O.R. 31s. per ton; and from Yarraville to Melbourne C.R. 12s. 11d., O.R. 12s. 4d. per ton.

(B) Sugar from Maffra to Melbourne shall be charged C.R. 28s. 8d., O.R. 27s. 4d. per ton, minimum 1 ton; to other stations on the Eastern and South-Eastern lines, the ordinary rates shall apply, subject to the rate from Maffra to Melbourne as a maximum for intermediate stations.

(C) Consignments sent from Maffra to suburban stations shall be subject to the General Instruction governing the application of District Rates (see page 128).

Consignments from Maffra to stations outside a radius of 20 miles beyond Melbourne (the Melbourne street) shall be charged the special rate and conditions from Maffra to Melbourne, plus the mileage rate from Melbourne to the destination station when cheaper than the mileage rate from Maffra to the destination station.

TAR—

Tar, Mespalt, Asphalt Oil and Bitumen, consigned to Victorian City, Town, Borough or Municipal Councils, Country Roads Board, or the State Coal Mine for the purpose of making roads and for other purposes shall be charged under Class "A" and conditions.

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—

(A) Service of Special train.

6s. 4d. per mile shall be charged for the forward journey, and 3s. 2d. per mile for the return journey, minimum charge, £3 8s. 3d. plus supervision charges (if any).

COMMODITY RATES—*continued.*

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—*continued.*

(b) Freight Charge.

In addition to the special service charge, the ordinary freight charges shall be imposed for the full mileage that each loaded truck is hauled on the forward journey, and if it is impracticable owing to train arrangements to complete the distribution of the poles on the forward journey, and part of the work has to be done on the return journey, no further freight charge shall be made.

TIMBER, SOFTWOOD, FOR MANUFACTURE OF CASES AND BEE FRAMES—

Softwood timber, in original lengths, shall be charged the ordinary tariff rates in the first instance, and, on production of a statutory declaration that the timber in respect of which the rebate is claimed has been manufactured into cases or bee frames in the country in Victoria, a rebate will be subsequently granted to the following rates and conditions:—

In truck loads, minimum 6 tons per 10, 11, or 12 ton truck, and } Class "A," less 25%
 " " " 10 tons per 18 or 20 ton truck
 Lesser quantities, Class "A," Smalls Minimum.

All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded.

THRESHING PLANTS—

Threshing plants consisting of engine, threshing machine, and tank, forwarded by rail to any station, and subsequently returned by rail to the original sending station, shall be charged the Tariff rate in both directions in the first instance, and rebate granted to Class "C" rate on the forward journey, and half Class "C" rate on return on satisfactory proof being furnished of the completion of the journey.

All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded.

TRUFOOD—

Trufood forwarded from Terang to Melbourne in truck loads shall be charged 23s. 8d. per ton.

WATER SUPPLIED TO DRY DISTRICTS—

In cases where water is supplied by train to dry districts, the following rates at Owner's Risk, and which include the cost of the water, shall apply, but this scale of rates will not be put in effect without the authority of the General Passenger and Freight Agent.

| For Distances. | Per Truck not exceeding 1,200 gallons. | Per Truck exceeding 1,200 gallons. |
|------------------------------|--|------------------------------------|
| | s. d. | s. d. |
| Up to 50 miles | 12 6 | 15 6 |
| From 51 to 75 miles | 18 9 | 23 6 |
| From 76 to 100 miles | 21 9 | 27 6 |
| From 101 to 136 miles | 26 0 | 32 9 |

WHITING—

Whiting forwarded from Greenwald, Linton or Stawell on the Up journey shall be charged Class "A," less 25 per cent., subject to a minimum of full carrying capacity of truck less 5 per cent.

WINE, PRODUCE OF COMMONWEALTH—

The Interstate rate between Melbourne and Mile End (Adelaide) for wine, produce of Commonwealth, shall be computed in respect of the Victorian and South Australian proportion under Class "A," less 12½ per cent. subject to the following minimums:—

| | Per 10, 11, or 12 ton truck. | | Per 16 or 20 ton truck. | |
|--------------------------|------------------------------|----|-------------------------|----|
| | Tons. | .. | Tons. | .. |
| In Quarter Casks | 5 | .. | 8 | .. |
| In Hogsheads | 7 | .. | 9½ | .. |

Ordinary tariff rate shall apply for the portion of the journey between other South Australian stations and Mile End.

WHEAT, FLOUR, BRAN, POLLARD, SHARPS, BARLEY, AND MALT—

(1) Special rebates on wheat consigned to country flour-mills and reconsigned thence in the shape of flour, bran, pollard, or sharps will be allowed in accordance with the following provisions:—

(a) Wheat consigned by rail from any country station for any flour-mill at any other country station, including Geelong, and there manufactured and reconsigned

COMMODITY RATES—*continued.*WHEAT, FLOUR, BRAN, POLLARD, SHARPS, BARLEY, AND MALT—*continued.*

- thence by rail in the shape of flour, bran, pollard, or sharps to Melbourne or any station situate within a radius of ten (10) miles thereof, or to Geelong, Geelong, Warrnambool, or Port Fairy, or to any station intermediate between Geelong and Port Fairy, or to any station on the Queenscliff, Beac, Port Crowes, Timboon, Alvie, or Mortlake lines shall, subject to the provisions of sub-clause (f) be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. 3d. per ton.
- (b) Wheat consigned by rail from any country station for any flour-mill at any country station, with the exception of Geelong, which is provided for in clause (c), and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to any station situate outside of a radius of ten (10) miles of Melbourne on the Eastern or South-Eastern line, or on any branch thereof, shall, subject to the provisions of sub-clause (f), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. 3d. per ton.
- (c) Wheat consigned by rail from any country station for any flour-mill at Melbourne or at any station within a radius of ten (10) miles thereof, or at Geelong, and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to any station situate outside of a radius of ten (10) miles of Melbourne on the Eastern or South-Eastern line, or on any branch thereof, shall, subject to the provisions of sub-clause (f), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 3s. 1d. per ton.
- (d) Wheat consigned from Melbourne and Suburban Stations to any flour-mill at any country station, and reconsigned thence in the shape of flour, bran, pollard, or sharps, to any station in Victoria, shall, subject to the provisions of sub-clause (g) hereof, be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 3s. 1d. per ton.
- (e) Wheat consigned to any flour-mill at a country station from any station in Victoria other than Melbourne and suburbs and reconsigned thence in the shape of flour, bran, pollard, or sharps to any station in Victoria other than those specified in sub-clauses (a) and (b), shall be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. 3d. per ton.
- (f) In respect to sub-clauses (a), (b), (c), and (e), the mileage rate for each portion of the journey shall (subject to the provisions of clause 1) be charged in the first instance for the total quantity of flour, bran, pollard, and sharps consigned by rail from each flour-mill, and rebate to the amount of the charges computed as specified in sub-clauses (a), (b), (c), and (e) respectively will be granted on all or so much of the tonnage of the flour, bran, pollard, and sharps consigned by rail from the flour-mill to the stations prescribed in sub-clauses (a), (b), (c), and (e), as does not exceed the tonnage of the flour, bran, pollard, and sharps consigned by rail from any country station or stations for the flour-mill.
- (g) In respect to sub-clause (d), the mileage rates for each portion of the journey shall be charged in the first instance for the total quantity of flour, bran, pollard, and sharps consigned by rail from each flour-mill, and rebate to the amount of the charges computed as specified in sub-clause (d) will be granted on all or so much of the tonnage of the flour, bran, pollard, and sharps consigned by rail from the flour-mill as does not exceed the tonnage of the wheat consigned by rail to the flour-mill from any station on the Up or Down line to the station where the flour-mill is situated.

In determining the amount of the rebate due, the quantity of wheat consigned by rail from the most distant despatching station to the flour-mill and the quantity of flour, bran, pollard, and sharps forwarded from the flour-mill to the most distant destination station shall first be taken into account, and then the quantity of wheat similarly consigned from the succeeding despatching station and the quantity of flour, bran, pollard, and sharps forwarded to each destination station in the order of greatest distance.

(2) The provisions of clause 1 will also apply in every respect to barley and malt consigned to country malt houses, and reconsigned thence in the shape of malt.

Note.—The 10 miles radius of Melbourne will include Stations within 10 miles of Flinders-street or Spencer-street.

ALBURY.—The rebate provisions above proscribed shall apply in respect of wheat railed from Victorian stations to Albany and subsequently forwarded therefrom as flour, bran, pollard, or sharps to Victorian stations. The junction charges between Wodonga and Albany on the wheat and flour consigned to Albany and Wodonga on the flour, bran, pollard, or sharps shall be added to the rebate rate.

All claims for rebate must be lodged with the General Passenger and Freight Agent at Albany six (6) months from the date the consignments are forwarded.

MILEAGE RATES PER TON FOR WOOL.

Subject to the tariff for smalls, page 106.
 Including loading and unloading (except otherwise specified).
 For rates other than mileage rates, see page 230.
 C.R. indicates the ordinary (Commissioners' Risk) rate, when the Commissioners take the ordinary liability of a Common Carrier.
 O.R. indicates the reduced rate for carriage at Owner's Risk.
 (See General Conditions No. 4 and 5, page 8.)

| Miles. | | s. | d. | Miles. | | s. | d. | Miles. | | s. | d. |
|--------|------|----|----|--------|------|----|----|--------|------|----|----|
| 1-10 | C.R. | 6 | 10 | 37 | C.R. | 21 | 0 | 64 | C.R. | 34 | 8 |
| | O.R. | 6 | 6 | | O.R. | 20 | 0 | | O.R. | 33 | 0 |
| 11 | C.R. | 7 | 4 | 38 | C.R. | 21 | 3 | 65 | C.R. | 35 | 2 |
| | O.R. | 7 | 0 | | O.R. | 20 | 3 | | O.R. | 33 | 6 |
| 12 | C.R. | 7 | 7 | 39 | C.R. | 21 | 6 | 66 | C.R. | 35 | 5 |
| | O.R. | 7 | 3 | | O.R. | 20 | 6 | | O.R. | 33 | 9 |
| 13 | C.R. | 8 | 2 | 40 | C.R. | 22 | 4 | 67 | C.R. | 36 | 0 |
| | O.R. | 7 | 9 | | O.R. | 21 | 3 | | O.R. | 34 | 3 |
| 14 | C.R. | 9 | 2 | 41 | C.R. | 22 | 7 | 68 | C.R. | 36 | 6 |
| | O.R. | 8 | 9 | | O.R. | 21 | 6 | | O.R. | 34 | 9 |
| 15 | C.R. | 9 | 9 | 42 | C.R. | 22 | 10 | 69 | C.R. | 37 | 0 |
| | O.R. | 9 | 3 | | O.R. | 21 | 9 | | O.R. | 35 | 3 |
| 16 | C.R. | 10 | 0 | 43 | C.R. | 23 | 8 | 70 | C.R. | 37 | 3 |
| | O.R. | 9 | 6 | | O.R. | 22 | 6 | | O.R. | 35 | 6 |
| 17 | C.R. | 10 | 9 | 44 | C.R. | 24 | 8 | 71 | C.R. | 37 | 10 |
| | O.R. | 10 | 3 | | O.R. | 23 | 6 | | O.R. | 36 | 0 |
| 18 | C.R. | 11 | 0 | 45 | C.R. | 24 | 11 | 72 | C.R. | 38 | 7 |
| | O.R. | 10 | 6 | | O.R. | 23 | 9 | | O.R. | 36 | 9 |
| 19 | C.R. | 11 | 7 | 46 | C.R. | 25 | 2 | 73 | C.R. | 38 | 10 |
| | O.R. | 11 | 0 | | O.R. | 24 | 0 | | O.R. | 37 | 0 |
| 20 | C.R. | 12 | 4 | 47 | C.R. | 26 | 0 | 74 | C.R. | 39 | 5 |
| | O.R. | 11 | 9 | | O.R. | 24 | 9 | | O.R. | 37 | 6 |
| 21 | C.R. | 12 | 7 | 48 | C.R. | 26 | 6 | 75 | C.R. | 40 | 2 |
| | O.R. | 12 | 0 | | O.R. | 25 | 3 | | O.R. | 38 | 3 |
| 22 | C.R. | 12 | 10 | 49 | C.R. | 26 | 9 | 76 | C.R. | 40 | 11 |
| | O.R. | 12 | 3 | | O.R. | 25 | 6 | | O.R. | 39 | 0 |
| 23 | C.R. | 13 | 8 | 50 | C.R. | 27 | 0 | 77 | C.R. | 41 | 6 |
| | O.R. | 13 | 0 | | O.R. | 25 | 9 | | O.R. | 39 | 6 |
| 24 | C.R. | 14 | 2 | 51 | C.R. | 27 | 10 | 78 | C.R. | 41 | 9 |
| | O.R. | 13 | 6 | | O.R. | 26 | 6 | | O.R. | 39 | 9 |
| 25 | C.R. | 14 | 5 | 52 | C.R. | 28 | 4 | 79 | C.R. | 42 | 0 |
| | O.R. | 13 | 9 | | O.R. | 27 | 0 | | O.R. | 40 | 0 |
| 26 | C.R. | 14 | 8 | 53 | C.R. | 28 | 11 | 80 | C.R. | 42 | 9 |
| | O.R. | 14 | 0 | | O.R. | 27 | 6 | | O.R. | 40 | 9 |
| 27 | C.R. | 15 | 3 | 54 | C.R. | 29 | 5 | 81 | C.R. | 43 | 4 |
| | O.R. | 14 | 6 | | O.R. | 28 | 0 | | O.R. | 41 | 3 |
| 28 | C.R. | 16 | 0 | 55 | C.R. | 29 | 11 | 82 | C.R. | 43 | 7 |
| | O.R. | 15 | 3 | | O.R. | 28 | 6 | | O.R. | 41 | 6 |
| 29 | C.R. | 16 | 10 | 56 | C.R. | 30 | 2 | 83 | C.R. | 44 | 1 |
| | O.R. | 16 | 0 | | O.R. | 28 | 9 | | O.R. | 42 | 0 |
| 30 | C.R. | 17 | 1 | 57 | C.R. | 31 | 0 | 84 | C.R. | 44 | 11 |
| | O.R. | 16 | 3 | | O.R. | 29 | 6 | | O.R. | 42 | 9 |
| 31 | C.R. | 17 | 10 | 58 | C.R. | 31 | 6 | 85 | C.R. | 45 | 2 |
| | O.R. | 17 | 0 | | O.R. | 30 | 0 | | O.R. | 43 | 0 |
| 32 | C.R. | 18 | 5 | 59 | C.R. | 31 | 9 | 86 | C.R. | 45 | 5 |
| | O.R. | 17 | 6 | | O.R. | 30 | 3 | | O.R. | 43 | 3 |
| 33 | C.R. | 18 | 11 | 60 | C.R. | 32 | 7 | 87 | C.R. | 46 | 2 |
| | O.R. | 18 | 0 | | O.R. | 31 | 0 | | O.R. | 44 | 0 |
| 34 | C.R. | 19 | 5 | 61 | C.R. | 33 | 4 | 88 | C.R. | 46 | 9 |
| | O.R. | 18 | 6 | | O.R. | 31 | 9 | | O.R. | 44 | 6 |
| 35 | C.R. | 19 | 8 | 62 | C.R. | 33 | 7 | 89 | C.R. | 47 | 0 |
| | O.R. | 18 | 9 | | O.R. | 32 | 0 | | O.R. | 44 | 9 |
| 36 | C.R. | 19 | 11 | 63 | C.R. | 33 | 10 | 90 | C.R. | 47 | 3 |
| | O.R. | 19 | 0 | | O.R. | 32 | 3 | | O.R. | 45 | 0 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 8d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR WOOL—continued.

| Miles. | | | Miles. | | | Miles. | | |
|--------|------|--------------|--------|------|--------------|--------|------|--------------|
| | | <i>s. d.</i> | | | <i>s. d.</i> | | | <i>s. d.</i> |
| 91 | C.R. | 48 7 | 123 | C.R. | 59 10 | 155 | C.R. | 69 0 |
| | O.R. | 46 3 | | O.R. | 57 0 | | O.R. | 65 9 |
| 92 | C.R. | 48 10 | 124 | C.R. | 59 10 | 156 | C.R. | 69 0 |
| | O.R. | 46 6 | | O.R. | 57 0 | | O.R. | 65 9 |
| 93 | C.R. | 49 1 | 125 | C.R. | 60 5 | 157 | C.R. | 69 7 |
| | O.R. | 46 9 | | O.R. | 57 6 | | O.R. | 66 3 |
| 94 | C.R. | 49 11 | 126 | C.R. | 60 11 | 158 | C.R. | 69 7 |
| | O.R. | 47 6 | | O.R. | 58 0 | | O.R. | 66 3 |
| 95 | C.R. | 50 2 | 127 | C.R. | 61 2 | 159 | C.R. | 69 10 |
| | O.R. | 47 9 | | O.R. | 58 3 | | O.R. | 66 6 |
| 96 | C.R. | 50 11 | 128 | C.R. | 61 2 | 160 | C.R. | 69 10 |
| | O.R. | 48 6 | | O.R. | 58 3 | | O.R. | 66 6 |
| 97 | C.R. | 51 9 | 129 | C.R. | 61 5 | 161 | C.R. | 70 1 |
| | O.R. | 49 3 | | O.R. | 58 6 | | O.R. | 66 9 |
| 98 | C.R. | 52 0 | 130 | C.R. | 61 11 | 162 | C.R. | 70 1 |
| | O.R. | 49 6 | | O.R. | 59 0 | | O.R. | 66 9 |
| 99 | C.R. | 52 3 | 131 | C.R. | 62 6 | 163 | C.R. | 70 7 |
| | O.R. | 49 9 | | O.R. | 59 6 | | O.R. | 67 3 |
| 100 | C.R. | 52 9 | 132 | C.R. | 62 9 | 164 | C.R. | 70 7 |
| | O.R. | 50 3 | | O.R. | 59 9 | | O.R. | 67 3 |
| 101 | C.R. | 53 7 | 133 | C.R. | 62 9 | 165 | C.R. | 70 11 |
| | O.R. | 51 0 | | O.R. | 59 9 | | O.R. | 67 6 |
| 102 | C.R. | 53 10 | 134 | C.R. | 63 3 | 166 | C.R. | 70 11 |
| | O.R. | 51 3 | | O.R. | 60 3 | | O.R. | 67 6 |
| 103 | C.R. | 54 1 | 135 | C.R. | 63 9 | 167 | C.R. | 71 8 |
| | O.R. | 51 6 | | O.R. | 60 9 | | O.R. | 68 3 |
| 104 | C.R. | 54 1 | 136 | C.R. | 63 9 | 168 | C.R. | 71 8 |
| | O.R. | 51 6 | | O.R. | 60 9 | | O.R. | 68 3 |
| 105 | C.R. | 54 4 | 137 | C.R. | 64 4 | 169 | C.R. | 71 11 |
| | O.R. | 51 9 | | O.R. | 61 3 | | O.R. | 68 6 |
| 106 | C.R. | 54 7 | 138 | C.R. | 64 7 | 170 | C.R. | 71 11 |
| | O.R. | 52 0 | | O.R. | 61 6 | | O.R. | 68 6 |
| 107 | C.R. | 55 2 | 139 | C.R. | 64 7 | 171 | C.R. | 72 2 |
| | O.R. | 52 6 | | O.R. | 61 6 | | O.R. | 68 9 |
| 108 | C.R. | 55 2 | 140 | C.R. | 64 10 | 172 | C.R. | 72 2 |
| | O.R. | 52 6 | | O.R. | 61 9 | | O.R. | 68 9 |
| 109 | C.R. | 55 11 | 141 | C.R. | 65 1 | 173 | C.R. | 72 5 |
| | O.R. | 53 3 | | O.R. | 62 0 | | O.R. | 69 0 |
| 110 | C.R. | 56 5 | 142 | C.R. | 65 11 | 174 | C.R. | 72 5 |
| | O.R. | 53 9 | | O.R. | 62 9 | | O.R. | 69 0 |
| 111 | C.R. | 57 0 | 143 | C.R. | 66 2 | 175 | C.R. | 73 6 |
| | O.R. | 54 3 | | O.R. | 63 0 | | O.R. | 70 0 |
| 112 | C.R. | 57 3 | 144 | C.R. | 66 2 | 176 | C.R. | 73 6 |
| | O.R. | 54 6 | | O.R. | 63 0 | | O.R. | 70 0 |
| 113 | C.R. | 57 3 | 145 | C.R. | 66 8 | 177 | C.R. | 73 9 |
| | O.R. | 54 6 | | O.R. | 63 6 | | O.R. | 70 3 |
| 114 | C.R. | 57 6 | 146 | C.R. | 66 11 | 178 | C.R. | 73 9 |
| | O.R. | 54 9 | | O.R. | 63 9 | | O.R. | 70 3 |
| 115 | C.R. | 57 9 | 147 | C.R. | 67 2 | 179 | C.R. | 74 0 |
| | O.R. | 55 0 | | O.R. | 64 0 | | O.R. | 70 6 |
| 116 | C.R. | 57 9 | 148 | C.R. | 67 2 | 180 | C.R. | 74 0 |
| | O.R. | 55 0 | | O.R. | 64 0 | | O.R. | 70 6 |
| 117 | C.R. | 58 3 | 149 | C.R. | 67 6 | 181 | C.R. | 74 3 |
| | O.R. | 55 6 | | O.R. | 64 3 | | O.R. | 70 9 |
| 118 | C.R. | 58 10 | 150 | C.R. | 68 0 | 182 | C.R. | 74 3 |
| | O.R. | 56 0 | | O.R. | 64 0 | | O.R. | 70 9 |
| 119 | C.R. | 58 10 | 151 | C.R. | 68 6 | 183 | C.R. | 74 7 |
| | O.R. | 56 0 | | O.R. | 65 3 | | O.R. | 71 0 |
| 120 | C.R. | 59 1 | 152 | C.R. | 68 6 | 184 | C.R. | 74 7 |
| | O.R. | 56 3 | | O.R. | 65 3 | | O.R. | 71 0 |
| 121 | C.R. | 59 4 | 153 | C.R. | 68 9 | 185 | C.R. | 75 1 |
| | O.R. | 56 6 | | O.R. | 65 6 | | O.R. | 71 6 |
| 122 | C.R. | 59 7 | 154 | C.R. | 68 9 | 186 | C.R. | 75 1 |
| | O.R. | 56 9 | | O.R. | 65 6 | | O.R. | 71 6 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of that at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR WOOL—continued.

| Miles. | — | — | Miles. | — | — | Miles. | — | — |
|--------|------|-------|--------|------|-------|--------|------|-------|
| | | s. d. | | | s. d. | | | s. d. |
| 187 | C.R. | 75 4 | 219 | C.R. | 81 11 | 251 | C.R. | 88 2 |
| | O.R. | 71 9 | | O.R. | 78 0 | | O.R. | 84 0 |
| 188 | C.R. | 75 4 | 220 | C.R. | 81 11 | 252 | C.R. | 88 2 |
| | O.R. | 71 9 | | O.R. | 78 0 | | O.R. | 84 0 |
| 189 | C.R. | 75 10 | 221 | C.R. | 82 2 | 253 | C.R. | 88 6 |
| | O.R. | 72 3 | | O.R. | 78 3 | | O.R. | 84 3 |
| 190 | C.R. | 75 10 | 222 | C.R. | 82 2 | 254 | C.R. | 88 6 |
| | O.R. | 72 3 | | O.R. | 78 3 | | O.R. | 84 3 |
| 191 | C.R. | 76 2 | 223 | C.R. | 82 5 | 255 | C.R. | 89 0 |
| | O.R. | 72 6 | | O.R. | 78 6 | | O.R. | 84 9 |
| 192 | C.R. | 76 2 | 224 | C.R. | 82 5 | 256 | C.R. | 89 0 |
| | O.R. | 72 6 | | O.R. | 78 6 | | O.R. | 84 9 |
| 193 | C.R. | 76 8 | 225 | C.R. | 82 8 | 257 | C.R. | 89 6 |
| | O.R. | 73 0 | | O.R. | 78 9 | | O.R. | 85 3 |
| 194 | C.R. | 76 8 | 226 | C.R. | 82 8 | 258 | C.R. | 89 6 |
| | O.R. | 73 0 | | O.R. | 78 9 | | O.R. | 85 3 |
| 195 | C.R. | 76 11 | 227 | C.R. | 83 6 | 259 | C.R. | 89 9 |
| | O.R. | 73 3 | | O.R. | 79 6 | | O.R. | 85 6 |
| 196 | C.R. | 76 11 | 228 | C.R. | 83 6 | 260 | C.R. | 89 9 |
| | O.R. | 73 3 | | O.R. | 79 6 | | O.R. | 85 6 |
| 197 | C.R. | 77 2 | 229 | C.R. | 84 0 | 261 | C.R. | 90 0 |
| | O.R. | 73 6 | | O.R. | 80 0 | | O.R. | 85 9 |
| 198 | C.R. | 77 2 | 230 | C.R. | 84 0 | 262 | C.R. | 90 0 |
| | O.R. | 73 6 | | O.R. | 80 0 | | O.R. | 85 9 |
| 199 | C.R. | 77 5 | 231 | C.R. | 84 3 | 263 | C.R. | 90 4 |
| | O.R. | 73 9 | | O.R. | 80 3 | | O.R. | 86 0 |
| 200 | C.R. | 77 5 | 232 | C.R. | 84 3 | 264 | C.R. | 90 4 |
| | O.R. | 73 9 | | O.R. | 80 3 | | O.R. | 86 0 |
| 201 | C.R. | 78 6 | 233 | C.R. | 84 6 | 265 | C.R. | 91 1 |
| | O.R. | 74 9 | | O.R. | 80 6 | | O.R. | 86 9 |
| 202 | C.R. | 78 6 | 234 | C.R. | 84 6 | 266 | C.R. | 91 1 |
| | O.R. | 74 9 | | O.R. | 80 6 | | O.R. | 86 9 |
| 203 | C.R. | 78 9 | 235 | C.R. | 84 9 | 267 | C.R. | 91 4 |
| | O.R. | 75 0 | | O.R. | 80 9 | | O.R. | 87 0 |
| 204 | C.R. | 78 9 | 236 | C.R. | 84 9 | 268 | C.R. | 91 4 |
| | O.R. | 75 0 | | O.R. | 80 9 | | O.R. | 87 0 |
| 205 | C.R. | 79 0 | 237 | C.R. | 85 1 | 269 | C.R. | 91 7 |
| | O.R. | 75 3 | | O.R. | 81 0 | | O.R. | 87 3 |
| 206 | C.R. | 79 0 | 238 | C.R. | 85 1 | 270 | C.R. | 91 7 |
| | O.R. | 75 3 | | O.R. | 81 0 | | O.R. | 87 3 |
| 207 | C.R. | 79 6 | 239 | C.R. | 85 10 | 271 | C.R. | 91 11 |
| | O.R. | 75 9 | | O.R. | 81 9 | | O.R. | 87 6 |
| 208 | C.R. | 79 6 | 240 | C.R. | 85 10 | 272 | C.R. | 91 11 |
| | O.R. | 75 9 | | O.R. | 81 9 | | O.R. | 87 6 |
| 209 | C.R. | 80 1 | 241 | C.R. | 86 1 | 273 | C.R. | 92 2 |
| | O.R. | 76 3 | | O.R. | 82 0 | | O.R. | 87 9 |
| 210 | C.R. | 80 1 | 242 | C.R. | 86 1 | 274 | C.R. | 92 2 |
| | O.R. | 76 3 | | O.R. | 82 0 | | O.R. | 87 9 |
| 211 | C.R. | 80 4 | 243 | C.R. | 86 4 | 275 | C.R. | 92 8 |
| | O.R. | 76 6 | | O.R. | 82 3 | | O.R. | 88 3 |
| 212 | C.R. | 80 4 | 244 | C.R. | 86 4 | 276 | C.R. | 92 8 |
| | O.R. | 76 6 | | O.R. | 82 3 | | O.R. | 88 3 |
| 213 | C.R. | 80 10 | 245 | C.R. | 86 8 | 277 | C.R. | 93 2 |
| | O.R. | 77 0 | | O.R. | 82 6 | | O.R. | 88 9 |
| 214 | C.R. | 80 10 | 246 | C.R. | 86 8 | 278 | C.R. | 93 2 |
| | O.R. | 77 0 | | O.R. | 82 6 | | O.R. | 88 9 |
| 215 | C.R. | 81 1 | 247 | C.R. | 87 5 | 279 | C.R. | 93 5 |
| | O.R. | 77 3 | | O.R. | 83 3 | | O.R. | 89 0 |
| 216 | C.R. | 81 1 | 248 | C.R. | 87 5 | 280 | C.R. | 93 5 |
| | O.R. | 77 3 | | O.R. | 83 3 | | O.R. | 89 0 |
| 217 | C.R. | 81 5 | 249 | C.R. | 87 8 | 281 | C.R. | 93 9 |
| | O.R. | 77 6 | | O.R. | 83 6 | | O.R. | 89 3 |
| 218 | C.R. | 81 5 | 250 | C.R. | 87 8 | 282 | C.R. | 93 9 |
| | O.R. | 77 6 | | O.R. | 83 6 | | O.R. | 89 3 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR WOOL—continued.

| Miles. | | | Miles. | | | Miles. | | |
|--------|------|-------|--------|------|--------|--------|------|--------|
| | | s. d. | | | s. d. | | | s. d. |
| 283 | C.R. | 94 0 | 315 | C.R. | 100 10 | 347 | C.R. | 106 10 |
| | O.R. | 89 6 | | O.R. | 96 0 | | O.R. | 101 9 |
| 284 | C.R. | 94 0 | 316 | C.R. | 100 10 | 348 | C.R. | 106 10 |
| | O.R. | 89 6 | | O.R. | 96 0 | | O.R. | 101 9 |
| 285 | C.R. | 94 6 | 317 | C.R. | 101 1 | 349 | C.R. | 107 4 |
| | O.R. | 90 0 | | O.R. | 96 3 | | O.R. | 102 3 |
| 286 | C.R. | 94 6 | 318 | C.R. | 101 1 | 350 | C.R. | 107 4 |
| | O.R. | 90 0 | | O.R. | 96 3 | | O.R. | 102 3 |
| 287 | C.R. | 95 3 | 319 | C.R. | 101 4 | 351 | C.R. | 107 8 |
| | O.R. | 90 9 | | O.R. | 96 6 | | O.R. | 102 6 |
| 288 | C.R. | 95 3 | 320 | C.R. | 101 4 | 352 | C.R. | 107 8 |
| | O.R. | 90 9 | | O.R. | 96 6 | | O.R. | 102 6 |
| 289 | C.R. | 95 10 | 321 | C.R. | 101 10 | 353 | C.R. | 108 2 |
| | O.R. | 91 3 | | O.R. | 97 0 | | O.R. | 103 0 |
| 290 | C.R. | 95 10 | 322 | C.R. | 101 10 | 354 | C.R. | 108 2 |
| | O.R. | 91 3 | | O.R. | 97 0 | | O.R. | 103 0 |
| 291 | C.R. | 96 4 | 323 | C.R. | 102 1 | 355 | C.R. | 108 5 |
| | O.R. | 91 9 | | O.R. | 97 3 | | O.R. | 103 3 |
| 292 | C.R. | 96 4 | 324 | C.R. | 102 1 | 356 | C.R. | 108 5 |
| | O.R. | 91 9 | | O.R. | 97 3 | | O.R. | 103 3 |
| 293 | C.R. | 96 7 | 325 | C.R. | 102 5 | 357 | C.R. | 108 11 |
| | O.R. | 92 0 | | O.R. | 97 6 | | O.R. | 103 9 |
| 294 | C.R. | 96 7 | 326 | C.R. | 102 5 | 358 | C.R. | 108 11 |
| | O.R. | 92 0 | | O.R. | 97 6 | | O.R. | 103 9 |
| 295 | C.R. | 96 10 | 327 | C.R. | 103 5 | 359 | C.R. | 109 2 |
| | O.R. | 92 3 | | O.R. | 98 6 | | O.R. | 104 0 |
| 296 | C.R. | 96 10 | 328 | C.R. | 103 5 | 360 | C.R. | 109 2 |
| | O.R. | 92 3 | | O.R. | 98 6 | | O.R. | 104 0 |
| 297 | C.R. | 97 2 | 329 | C.R. | 103 8 | 361 | C.R. | 109 6 |
| | O.R. | 92 6 | | O.R. | 98 9 | | O.R. | 104 3 |
| 298 | C.R. | 97 2 | 330 | C.R. | 103 8 | 362 | C.R. | 109 6 |
| | O.R. | 92 6 | | O.R. | 98 9 | | O.R. | 104 3 |
| 299 | C.R. | 97 5 | 331 | C.R. | 103 11 | 363 | C.R. | 109 9 |
| | O.R. | 92 9 | | O.R. | 99 0 | | O.R. | 104 6 |
| 300 | C.R. | 97 5 | 332 | C.R. | 103 11 | 364 | C.R. | 109 9 |
| | O.R. | 92 9 | | O.R. | 99 0 | | O.R. | 104 6 |
| 301 | C.R. | 97 8 | 333 | C.R. | 104 3 | 365 | C.R. | 110 0 |
| | O.R. | 93 0 | | O.R. | 99 3 | | O.R. | 104 9 |
| 302 | C.R. | 97 8 | 334 | C.R. | 104 3 | 366 | C.R. | 110 0 |
| | O.R. | 93 0 | | O.R. | 99 3 | | O.R. | 104 9 |
| 303 | C.R. | 98 5 | 335 | C.R. | 104 6 | 367 | C.R. | 111 0 |
| | O.R. | 93 9 | | O.R. | 99 6 | | O.R. | 105 9 |
| 304 | C.R. | 98 5 | 336 | C.R. | 104 6 | 368 | C.R. | 111 0 |
| | O.R. | 93 9 | | O.R. | 99 6 | | O.R. | 105 9 |
| 305 | C.R. | 98 8 | 337 | C.R. | 104 9 | 369 | C.R. | 111 7 |
| | O.R. | 94 0 | | O.R. | 99 9 | | O.R. | 106 3 |
| 306 | C.R. | 98 8 | 338 | C.R. | 104 9 | 370 | C.R. | 111 7 |
| | O.R. | 94 0 | | O.R. | 99 9 | | O.R. | 106 3 |
| 307 | C.R. | 99 0 | 339 | C.R. | 105 3 | 371 | C.R. | 111 10 |
| | O.R. | 94 3 | | O.R. | 100 3 | | O.R. | 106 6 |
| 308 | C.R. | 99 0 | 340 | C.R. | 105 3 | 372 | C.R. | 111 10 |
| | O.R. | 94 3 | | O.R. | 100 3 | | O.R. | 106 6 |
| 309 | C.R. | 99 3 | 341 | C.R. | 106 1 | 373 | C.R. | 112 1 |
| | O.R. | 94 6 | | O.R. | 101 0 | | O.R. | 106 9 |
| 310 | C.R. | 99 3 | 342 | C.R. | 106 1 | 374 | C.R. | 112 1 |
| | O.R. | 94 6 | | O.R. | 101 0 | | O.R. | 106 9 |
| 311 | C.R. | 99 9 | 343 | C.R. | 106 4 | 375 | C.R. | 112 7 |
| | O.R. | 95 0 | | O.R. | 101 3 | | O.R. | 107 3 |
| 312 | C.R. | 99 9 | 344 | C.R. | 106 4 | 376 | C.R. | 112 7 |
| | O.R. | 95 0 | | O.R. | 101 3 | | O.R. | 107 3 |
| 313 | C.R. | 100 0 | 345 | C.R. | 106 7 | 377 | C.R. | 112 11 |
| | O.R. | 95 3 | | O.R. | 101 6 | | O.R. | 107 6 |
| 314 | C.R. | 100 0 | 346 | C.R. | 106 7 | 378 | C.R. | 112 11 |
| | O.R. | 95 3 | | O.R. | 101 6 | | O.R. | 107 6 |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the Owner's Risk Rate.

MILEAGE RATES PER TON FOR WOOL—continued.

| Miles. | — | — | Miles. | — | — | Miles. | — | — |
|--------|------|--------------|--------|------|--------------|--------|------|--------------|
| | | <i>s. d.</i> | | | <i>s. d.</i> | | | <i>s. d.</i> |
| 379 | C.R. | 113 5 | 387 | C.R. | 114 9 | 394 | C.R. | 115 9 |
| | O.R. | 108 0 | | O.R. | 109 3 | | O.R. | 110 3 |
| 380 | C.R. | 113 5 | 388 | C.R. | 114 9 | 395 | C.R. | 116 3 |
| | O.R. | 108 0 | | O.R. | 109 3 | | O.R. | 110 9 |
| 381 | C.R. | 113 8 | 389 | C.R. | 115 0 | 396 | C.R. | 116 3 |
| | O.R. | 108 3 | | O.R. | 109 6 | | O.R. | 110 9 |
| 382 | C.R. | 113 8 | 390 | C.R. | 115 0 | 397 | C.R. | 116 7 |
| | O.R. | 108 3 | | O.R. | 109 6 | | O.R. | 111 0 |
| 383 | C.R. | 113 11 | 391 | C.R. | 115 6 | 398 | C.R. | 116 7 |
| | O.R. | 108 6 | | O.R. | 110 0 | | O.R. | 111 0 |
| 384 | C.R. | 113 11 | 392 | C.R. | 115 6 | 399 | C.R. | 117 1 |
| | O.R. | 108 6 | | O.R. | 110 0 | | O.R. | 111 6 |
| 385 | C.R. | 114 5 | 393 | C.R. | 115 9 | 400 | C.R. | 117 1 |
| | O.R. | 109 0 | | O.R. | 110 3 | | O.R. | 111 6 |
| 386 | C.R. | 114 5 | | | | | | |
| | O.R. | 109 0 | | | | | | |

The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

SPECIAL WOOL RATES.

(See page 231, clause 4.)

| Between— | And— | Per ton. | |
|--------------------------|--|------------|------------|
| | | *C.R. | O.R. |
| Goroke or Gymbowen | Melbourne, Kensington, South Kensington or Newmarket ... | s. d. 63 3 | s. d. 60 3 |
| | Geelong ... | 58 10 | 56 0 |
| | Port Melbourne, Williamstown Pier or Victoria Dock ... | 11 7 | 11 0 |
| Geelong or North Geelong | Melbourne or Victoria Park ... | 15 3 | 14 6 |
| South Geelong | Melbourne or Kensington ... | 16 10 | 16 0 |

Wool forwarded to the Victoria Dock from stations other than Melbourne or Geelong charged 8d. per ton in addition to the mileage rates to Melbourne.

Wool consigned to Country Woollen Mills shall be charged under Class "C" rate.

The rate for the carriage of Wool between Albury and Melbourne shall be based on the rate for 190½ miles, the whole of which rate is payable to Victoria. No junction charge shall be charged.

RATES PER TON FOR WOOL FROM THE DARLING RIVER DISTRICT.

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, Mildura, or of wool from the Darling River District, shall be as prescribed hereunder:—

The brands of the bales and the name of the holding from which they are forwarded entered on the consignment notes, and such other information shall be supplied as may be required by the Commissioners as evidence that such wool has been duly forwarded from the Darling River District:—

| Via Echuca. | | Via Kerang. | | Via Swan Hill. | | Via Mildura or Merbein. | |
|--|-------------|--|-------------|--|-------------|--|-------------|
| To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. |
| s. d. 39 5 | s. d. 44 1 | s. d. 47 3 | s. d. 52 0 | s. d. 55 2 | s. d. 59 7 | s. d. 63 3 | s. d. 66 0 |
| O.R. 37 6 | 42 0 | 45 0 | 49 6 | 52 6 | 56 9 | 60 3 | 63 0 |

WILLIAMSTOWN AND PORT MELBOURNE PIERS, VICTORIA DOCK, AND CORIO QUAY.

| | Per ton. |
|--|----------|
| 1. Melbourne, South Kensington, Kensington, and Newmarket to Williamstown Pier or Port Melbourne Pier, and vice versa ... | 1 1 |
| 2. South Kensington, Kensington, and Newmarket to Victoria Dock ... | 1 1 |
| 3. Port Melbourne Pier to Williamstown Pier, or vice versa .. | 1 7 |
| 4. Port Melbourne Pier or Williamstown Pier to Victoria Dock or vice versa... | 1 7 |
| 5. Geelong—Brougham-street Crossing, Dennys, Lascelles' and Dalgety and Co's Sidings (plus shunting charges thereat, see page 164) to Corio Quay ... | 1 1 |

† Double dumped bales are to be charged double the single bale rate.

Wool may be consigned direct from country stations to the Williamstown or Port Melbourne Piers, provided that the name of the vessel it is intended for is stated on the consignment note.

A Special Train may be engaged to carry wool from Melbourne to the Port Melbourne Piers, at a minimum cost of £3 8s. 3d., in addition to the ordinary freight rate.

* The charges at Commissioners' Risk Rate shall not be less than 1s. 3d. per consignment in excess of the Owner's Risk Rate.

SPECIAL WOOL RATES—*continued.*

PORTLAND FREEZING WORKS.

Wool forwarded from country stations to Portland Freezing Works Siding, and thence to Portland (see page 203).

WOOL AND SHEEP SKINS TO WOOL-WASHING ESTABLISHMENTS IN VICTORIA
(INCLUDING ALBURY).

Wool and sheep skins forwarded from Melbourne, Geelong, or any country station to Country Wool-washing Establishments in Victoria to be scoured or treated shall be charged under Class A rate in truck loads, minimum 6 tons per four-wheeled truck. For Concessions to Country Industries (see page 209).

For conditions under which goods may be forwarded at Commissioners' Risk from or to unloading stations, platforms, or sidings, stations in charge of caretakers or private sidings, see General Conditions 4 and 5, page 8.

GENERAL.

1. The minimum charges shall, in all cases, be in accordance with the Tariff for "Smalls."
2. Except where otherwise provided (see page 127) wool placed in the Commissioners' sheds, for storage will be charged for at the rate of 1½d per bale per diem, until the wool is removed by consignee, or sent to store by the Commissioners at the consignee's cost and risk, and if so sent to store by the Commissioners the consignee shall pay such storage and other charges as may be made.
3. If detailed weight lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be 5½d. per bale. Consignors requiring weight lists must pay for same at forwarding station.
4. When rates less than the mileage rates are charged between any other station and Melbourne the application of such rates, in respect of suburban stations within 20 miles of Melbourne, shall be as shown in clause 1 of District Rates, on page 128.
5. Unless otherwise expressly provided, the mileage rates shall apply.

LIVE STOCK.

CONDITIONS FOR THE CARRIAGE OF LIVE STOCK.

SUPPLEMENTARY TO THE GENERAL CONDITIONS OF CARRIAGE. (See page 7.)

1. The Commissioners will not be liable for the loss of or injury to any horses, cattle, or other animals, or birds in excess of the amounts specified hereunder, unless at the time of delivery thereof at the station or siding for the purpose of being carried, the value of such horses, cattle, or other animals, or birds, shall have been declared by the consignor thereof, and the increased charges hereunder set forth (which are in addition to the freight charges), shall have been paid to and accepted by the employee duly authorized to receive the same.

On horses, cattle, or other animals insured at the risk of the Commissioners, power is reserved to them to regulate the number of animals which shall be carried in each truck, and the Commissioners will not be responsible for any loss or injury which may occur to any live stock during the loading or unloading, or during transit, when such loss or injury arises from fear or restiveness, or through such live stock being suffocated or trampled upon, without negligence on the Commissioners' part.

The Commissioners' liability is limited as follows, viz.:—For any horse, £50. For any cattle, per head, £20. For any sheep, pig, dog, or other small animal, or bird, per head, £1.

LIVE STOCK—*continued.*

The increased charges are as under, and must be prepaid upon consignment of stock:—

| Distance in Miles. | Per cent. on the Declared Value in excess of the Commissioners' Liability. | Minimum Additional Charges. | | |
|-------------------------|--|-------------------------------------|------------------|---|
| | | Horses and Cattle, including Bulls. | | Pigs, Sheep (including Dogs, or other animals or Pigs). |
| | £ s. d. | £ s. d. | £ s. d. | |
| From 1 to 150 miles ... | 4 0 0 | 1 0 0 | £ s. d. 0 2 6 | |
| „ 151 to 200 „ ... | 5 0 0 | 1 10 0 | 0 5 6 | |
| „ 201 to 300 „ ... | 6 0 0 | 2 0 0 | 0 10 0 | |
| „ 301 to 400 „ ... | 7 0 0 | 2 0 0 | 0 10 0 | |
| „ 401 to 500 „ ... | 8 0 0 | 2 0 0 | 0 10 0 | |
| „ 501 to 600 „ ... | 9 0 0 | 2 0 0 | 0 10 0 | |

Provided that in all cases any animal or bird exceeding in value £100 shall be consigned under special agreement.

2. The Commissioners may decline to receive live stock for carriage on Sunday, Friday, Christmas Day, or on any proclaimed holiday, or on any day immediately preceding such Sunday or holiday, when through transit cannot be provided.

3. The Commissioners will not be bound to receive any live stock for carriage from any railway station which is not equipped with platforms, yards, and other facilities for loading and unloading live stock, provided that, at the option of the Commissioners, live stock may be received for carriage to or from such places if the owner accept all risk and undertake the loading and unloading, and sign the special requisition prescribed on page 257 hereof.

4. The number of animals must be so limited that the gross weight in any truck shall not exceed its weight-carrying capacity.

5. No live stock shall be brought to any railway station except on the condition that the owner accepts all risk of injury to such live stock on the premises not arising from negligence on the part of the Commissioners, and the Commissioners shall be liable from all risk and responsibility, in respect of loss of or damage to such live stock in connexion with loading or unloading, or from suffocation, or being trampled on, or otherwise injured in transit, or from fire, or where the loss or injury arises from restiveness, or from any other cause whatsoever, not arising from negligence as aforesaid. All fastenings in either horse boxes or trucks must be made secure by the consignee, and the owner shall rest the sole responsibility therefor.

The Commissioners will not be responsible for any particular number of live stock being as being loaded into any truck for carriage by rail.

6. The Commissioners do not guarantee, under any circumstances, the arrival of live stock at any particular time, by any particular train, or for any particular date, neither do they undertake to advise consignees of the arrival of live stock.

7. All live stock must be removed from the railway premises immediately after unloading; or if left will remain at the owner's risk and expense, and may be sold by auction or livery. The cost of such sending and of such agistment or livery shall be paid by the owner, and such cost must be paid on demand as part of the authorisation for such stock, if not removed within seven days, may be sold by auction by the Commissioners, and the proceeds applied in payment of all expenses incurred, the balance thereof handed over to the owner on demand.

8. Rugs, bridles, saddles, or other trappings forwarded with horses, or other animals, shall be carried entirely at the risk of the owner, and the Commissioners accept no responsibility for damage done to these articles, unless forwarded and charged for as goods.

9. When a truck is only partly occupied by a consignment, the Commissioners reserve the right to fill it up to its full carrying capacity with other stock, if full truck has not been paid for.

10. Requisitions for the carriage of live stock by rail shall be made on the form prescribed on page 256 hereof, unless it be necessary to requisition therefor by letter, or through an employee of the Commissioners at any station or siding, in which case the requisition shall be subject to the same conditions as if made on the prescribed form.

LIVE STOCK—*continued.*

The acceptance of any requisition or cash deposit by any employé of the Commissioners at any station or siding shall not be taken to imply that the required trucks will be supplied.

11. Requisitions for the carriage of live stock must be lodged with the Commissioners at least four clear days (Sundays excluded) before the date on which the live stock is to be loaded, and such requisitions must be accompanied by a cash deposit of 25s., for each stock truck, and 12s. 6d. for each 4-wheeled goods truck so requisitioned, or by the actual amount of the freight charge if it be less than the deposit specified, provided that no requisition for the carriage of live stock will be received on any date in excess of 21 days prior to the date on which the live stock is to be loaded.

In respect of recognised agents, a fixed deposit, or a guarantee in the form approved by the Commissioners may be accepted in lieu of the cash deposit for each truck prescribed in the foregoing.

12. Any requisition for the carriage of live stock which has been lodged with and accepted by the Commissioners cannot be withdrawn, neither can the required number of trucks be altered, nor the specified destination station altered, except as follows, viz.:—

- (a) When notice is given of any desired withdrawal, reduction, or alteration, not less than three clear days (excluding Sundays) before the date specified for such live stock to be loaded, the requisition can be cancelled or modified as desired, conditionally on the forfeiture of the cash deposit lodged in respect of each truck so withdrawn, reduced, or altered.
- (b) But if less than three clear days' notice (excluding Sundays) be given, the full amount of the freight charges to the specified destination station in excess of the cash deposit lodged shall be paid in respect of each truck so withdrawn, reduced, or altered.

13. ALTERATION OF ORDERS FOR LIVE STOCK TRUCKS.—When an alteration is made in the loading station, date of loading, or destination of stock after orders for trucks have been accepted in accordance with the instructions issued for the conveyance of stock, a charge of 2s. 3d. per truck shall be made for each alteration.

14. Live stock must be yarded in sufficient time to be loaded for and despatched by the employees specified by the proper employees of the Commissioners. If such live stock be not yarded in accordance with the arrangement, the Commissioners will retain the cash deposit lodged in respect of any truck not so loaded, and, in addition, will charge the person who lodged the requisition the difference (if any) between the amount of the deposit on the trucks not loaded and the freight charges thereon to the destination station specified on the requisition; and the Commissioners also reserve the right to remove or otherwise use the trucks supplied for the purpose.

In respect of requisitions for 14 trucks and upwards, one truck in every 14 shall be exempt from the foregoing provisions.

15. Mixed stock will, at the request of the consignor, be carried together in the same truck, provided the whole consignment belongs to one person, and the Commissioners are not specially relieved of all responsibility occasioned thereby.

16. The Commissioners may refuse to carry any horse, cattle, sheep, swine, bird, or other stock, which they reasonably believe to be diseased. No person shall wilfully or negligently drive or bring, or cause or permit to be driven or brought upon or into any station, shed, or premises of the Commissioners, any horse, cattle, sheep, swine, bird, or other stock, having or suffering from any disease whatsoever. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding £20.

17. Consignors will not, owing to the danger of fire arising through sparks from the engine, be permitted to place straw in sheep trucks.

18. Horse boxes are subject to the same regulations in respect of penalties as are prescribed in Condition No. 12 for live stock trucks.

Requisitions for horse boxes may be lodged with a Stationmaster, but such requisitions must be lodged not less than 48 hours prior to the time at which the loading is required to be done. A cash deposit of 25s. or the actual amount of the freight charge if it be less than the deposit specified, must be lodged when the requisition is made. The consignors must ascertain whether or not the horse boxes can be provided before bringing the animals to the station to be loaded, as the acceptance of the deposit will not be held to imply that the horse boxes requisitioned for can be supplied.

MILEAGE RATES PER TRUCK FOR LIVE STOCK CARRIAGE BY GOODS OR MIXED TRAINS.

"Off day" and "Store" rates must not be charged without special authority from the Passenger and Freight Agent.

When large cattle trucks are specially ordered and supplied an additional charge of 10p will be made.

The Commissioners may at their option supply goods or cattle trucks for the carriage of and in such cases two goods or cattle trucks will be charged the rate for one sheep truck in the goods or cattle truck rate.

When the whole of a consignment of Sheep cannot be loaded in a sheep truck, and a cattle truck is used to complete it, one-half of full sheep truck rate shall be charged for the

| Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | | | Off-day Rate for Sheep in Sheep Trucks. | | | Store Rate, Sheep and Cattle Trucks. | | | Goods and Cattle Truck Rate for Sheep only. | | | Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | | | Off-day Rate for Sheep in Sheep Trucks. | | | Store Rate, Sheep and Cattle Trucks. | | | | | | |
|--------|---|----|----|---|----|----|--------------------------------------|----|----|---|----|----|--------|---|----|----|---|----|----|--------------------------------------|----|----|---|----|----|---|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| 1 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 47 | 2 | 17 | 0 | 2 | 11 | 6 | 2 | 3 | 3 | 2 | 3 | 3 | |
| 2 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 48 | 2 | 18 | 6 | 2 | 12 | 10 | 2 | 4 | 5 | 2 | 4 | 5 | |
| 3 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 49 | 2 | 19 | 0 | 2 | 13 | 4 | 2 | 4 | 9 | 2 | 4 | 9 | |
| 4 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 50 | 3 | 0 | 6 | 2 | 14 | 8 | 2 | 5 | 11 | 2 | 5 | 11 | |
| 5 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 51 | 3 | 1 | 0 | 2 | 15 | 1 | 2 | 6 | 3 | 2 | 6 | 3 | |
| 6 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 52 | 3 | 2 | 6 | 2 | 16 | 5 | 2 | 7 | 5 | 2 | 7 | 5 | |
| 7 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 53 | 3 | 3 | 6 | 2 | 17 | 4 | 2 | 8 | 2 | 2 | 8 | 2 | |
| 8 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 54 | 3 | 4 | 0 | 2 | 17 | 10 | 2 | 8 | 6 | 2 | 8 | 6 | |
| 9 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 55 | 3 | 6 | 6 | 3 | 0 | 1 | 2 | 10 | 5 | 2 | 10 | 5 | |
| 10 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 56 | 3 | 7 | 0 | 3 | 0 | 6 | 2 | 10 | 9 | 2 | 10 | 9 | |
| 11 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 57 | 3 | 8 | 0 | 3 | 1 | 5 | 2 | 11 | 6 | 2 | 11 | 6 | |
| 12 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 58 | 3 | 10 | 0 | 3 | 3 | 2 | 2 | 13 | 0 | 2 | 13 | 0 | |
| 13 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 59 | 3 | 11 | 0 | 3 | 4 | 1 | 2 | 13 | 9 | 2 | 13 | 9 | |
| 14 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 60 | 3 | 12 | 0 | 3 | 5 | 0 | 2 | 14 | 6 | 2 | 14 | 6 | |
| 15 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 61 | 3 | 12 | 6 | 3 | 5 | 5 | 2 | 14 | 11 | 2 | 14 | 11 | |
| 16 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 62 | 3 | 13 | 6 | 3 | 6 | 4 | 2 | 15 | 8 | 2 | 15 | 8 | |
| 17 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 63 | 3 | 14 | 6 | 3 | 7 | 3 | 2 | 16 | 5 | 2 | 16 | 5 | |
| 18 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 0 | 64 | 3 | 16 | 0 | 3 | 8 | 7 | 2 | 17 | 0 | 2 | 17 | 0 | |
| 19 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 6 | 65 | 3 | 17 | 0 | 3 | 9 | 6 | 2 | 18 | 3 | 2 | 18 | 3 | |
| 20 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 17 | 6 | 66 | 3 | 19 | 0 | 3 | 11 | 4 | 2 | 19 | 9 | 2 | 19 | 9 | |
| 21 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 18 | 6 | 67 | 4 | 0 | 0 | 3 | 12 | 2 | 3 | 0 | 4 | 2 | 3 | 0 | 4 |
| 22 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 0 | 19 | 6 | 68 | 4 | 0 | 6 | 3 | 12 | 8 | 3 | 0 | 11 | 3 | 0 | 11 | |
| 23 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 1 | 0 | 0 | 69 | 4 | 2 | 0 | 3 | 14 | 0 | 3 | 2 | 0 | 3 | 2 | 0 | |
| 24 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 1 | 0 | 6 | 70 | 4 | 3 | 0 | 3 | 14 | 11 | 3 | 2 | 9 | 3 | 2 | 9 | |
| 25 | 1 | 12 | 0 | 1 | 9 | 0 | 1 | 4 | 6 | 1 | 1 | 0 | 71 | 4 | 4 | 6 | 3 | 16 | 3 | 3 | 3 | 11 | 3 | 3 | 11 | |
| 26 | 1 | 14 | 0 | 1 | 10 | 10 | 1 | 6 | 0 | 1 | 2 | 6 | 72 | 4 | 5 | 6 | 3 | 17 | 2 | 3 | 4 | 8 | 3 | 4 | 8 | |
| 27 | 1 | 15 | 0 | 1 | 11 | 8 | 1 | 6 | 9 | 1 | 3 | 6 | 73 | 4 | 6 | 0 | 3 | 17 | 7 | 3 | 5 | 0 | 3 | 5 | 0 | |
| 28 | 1 | 15 | 6 | 1 | 12 | 2 | 1 | 7 | 2 | 1 | 4 | 0 | 74 | 4 | 7 | 6 | 3 | 18 | 11 | 3 | 6 | 6 | 3 | 6 | 6 | |
| 29 | 1 | 17 | 0 | 1 | 13 | 6 | 1 | 8 | 3 | 1 | 4 | 6 | 75 | 4 | 8 | 0 | 3 | 19 | 5 | 3 | 6 | 6 | 3 | 6 | 6 | |
| 30 | 1 | 18 | 0 | 1 | 14 | 5 | 1 | 9 | 0 | 1 | 5 | 0 | 76 | 4 | 10 | 0 | 4 | 1 | 2 | 3 | 6 | 0 | 3 | 6 | 0 | |
| 31 | 1 | 19 | 0 | 1 | 15 | 4 | 1 | 9 | 9 | 1 | 6 | 6 | 77 | 4 | 10 | 6 | 4 | 1 | 8 | 3 | 5 | 5 | 3 | 5 | 5 | |
| 32 | 1 | 19 | 6 | 1 | 15 | 9 | 1 | 10 | 2 | 1 | 7 | 0 | 78 | 4 | 11 | 6 | 4 | 2 | 7 | 3 | 9 | 2 | 3 | 9 | 2 | |
| 33 | 2 | 0 | 0 | 1 | 16 | 2 | 1 | 10 | 6 | 1 | 7 | 6 | 79 | 4 | 12 | 6 | 4 | 3 | 5 | 3 | 9 | 11 | 3 | 9 | 11 | |
| 34 | 2 | 2 | 0 | 1 | 18 | 0 | 1 | 12 | 0 | 1 | 8 | 0 | 80 | 4 | 14 | 0 | 4 | 4 | 10 | 3 | 11 | 0 | 3 | 11 | 0 | |
| 35 | 2 | 3 | 0 | 1 | 18 | 11 | 1 | 12 | 9 | 1 | 9 | 0 | 81 | 4 | 15 | 0 | 4 | 5 | 8 | 3 | 11 | 9 | 3 | 11 | 9 | |
| 36 | 2 | 4 | 6 | 2 | 0 | 3 | 1 | 13 | 11 | 1 | 10 | 0 | 82 | 4 | 16 | 6 | 4 | 7 | 1 | 3 | 12 | 11 | 3 | 12 | 11 | |
| 37 | 2 | 5 | 6 | 2 | 1 | 2 | 1 | 14 | 8 | 1 | 11 | 0 | 83 | 4 | 18 | 6 | 4 | 8 | 10 | 3 | 14 | 5 | 3 | 14 | 5 | |
| 38 | 2 | 7 | 0 | 2 | 2 | 6 | 1 | 15 | 9 | 1 | 11 | 6 | 84 | 4 | 19 | 6 | 4 | 9 | 9 | 3 | 15 | 2 | 3 | 15 | 2 | |
| 39 | 2 | 8 | 0 | 2 | 3 | 5 | 1 | 16 | 6 | 1 | 12 | 0 | 85 | 5 | 0 | 6 | 4 | 10 | 8 | 3 | 15 | 11 | 3 | 15 | 11 | |
| 40 | 2 | 9 | 0 | 2 | 4 | 4 | 1 | 17 | 3 | 1 | 12 | 0 | 86 | 5 | 1 | 0 | 4 | 11 | 1 | 3 | 16 | 3 | 3 | 16 | 3 | |
| 41 | 2 | 10 | 0 | 2 | 5 | 2 | 1 | 18 | 0 | 1 | 14 | 0 | 87 | 5 | 1 | 6 | 4 | 11 | 7 | 3 | 16 | 8 | 3 | 16 | 8 | |
| 42 | 2 | 11 | 6 | 2 | 6 | 7 | 1 | 19 | 2 | 1 | 14 | 6 | 88 | 5 | 3 | 6 | 4 | 13 | 4 | 3 | 18 | 4 | 3 | 18 | 4 | |
| 43 | 2 | 12 | 6 | 2 | 7 | 5 | 1 | 19 | 11 | 1 | 15 | 0 | 89 | 5 | 4 | 0 | 4 | 13 | 10 | 3 | 18 | 6 | 3 | 18 | 6 | |
| 44 | 2 | 13 | 0 | 2 | 7 | 11 | 2 | 0 | 3 | 1 | 16 | 0 | 90 | 5 | 5 | 0 | 4 | 14 | 8 | 3 | 19 | 3 | 3 | 19 | 3 | |
| 45 | 2 | 14 | 0 | 2 | 8 | 10 | 2 | 1 | 0 | 1 | 17 | 0 | 91 | 5 | 6 | 0 | 4 | 15 | 7 | 4 | 0 | 0 | 4 | 0 | 0 | |
| 46 | 2 | 16 | 0 | 2 | 10 | 7 | 2 | 2 | 6 | 1 | 17 | 6 | 92 | 5 | 7 | 0 | 4 | 16 | 6 | 4 | 0 | 9 | 4 | 0 | 9 | |

LIVE STOCK—MILEAGE RATES—continued.

| Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|--|--|--|--------|---|--|--|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 93 | 5 9 0 | 4 18 4 | 4 2 3 | 3 12 6 | 152 | 6 17 6 | 6 3 11 | 5 3 8 | 4 19 0 |
| 94 | 5 10 6 | 4 19 8 | 4 3 5 | 3 13 6 | 153 | 6 18 6 | 6 4 10 | 5 4 5 | 4 19 6 |
| 95 | 5 11 6 | 5 0 7 | 4 4 2 | 3 14 6 | 154 | 6 19 0 | 6 5 4 | 5 4 9 | 4 19 6 |
| 96 | 5 12 6 | 5 1 5 | 4 4 11 | 3 15 0 | 155 | 7 0 0 | 6 6 2 | 5 5 6 | 5 0 0 |
| 97 | 5 14 0 | 5 2 10 | 4 6 0 | 3 16 0 | 156 | 7 1 6 | 6 7 7 | 5 6 8 | 5 0 6 |
| 98 | 5 14 6 | 5 3 3 | 4 6 5 | 3 16 6 | 157 | 7 2 0 | 6 8 0 | 5 7 0 | 5 1 0 |
| 99 | 5 15 6 | 5 4 2 | 4 7 2 | 3 17 0 | 158 | 7 3 0 | 6 8 11 | 5 7 9 | 5 2 6 |
| 100 | 5 16 6 | 5 5 1 | 4 7 11 | 3 18 0 | 159 | 7 3 6 | 6 9 4 | 5 8 2 | 5 2 6 |
| 101 | 5 17 6 | 5 5 11 | 4 8 8 | 3 19 0 | 160 | 7 4 6 | 6 10 3 | 5 8 11 | 5 3 0 |
| 102 | 5 18 0 | 5 6 5 | 4 9 0 | 3 19 6 | 161 | 7 5 0 | 6 10 8 | 5 9 3 | 5 3 6 |
| 103 | 5 18 0 | 5 6 5 | 4 9 0 | 3 19 6 | 162 | 7 6 0 | 6 11 7 | 5 10 0 | 5 4 0 |
| 104 | 5 19 0 | 5 7 4 | 4 9 9 | 4 0 0 | 163 | 7 6 6 | 6 12 1 | 5 10 5 | 5 4 0 |
| 105 | 5 19 0 | 5 7 4 | 4 9 9 | 4 0 0 | 164 | 7 7 6 | 6 12 11 | 5 11 2 | 5 5 0 |
| 106 | 5 19 6 | 5 7 9 | 4 10 2 | 4 1 0 | 165 | 7 8 0 | 6 13 5 | 5 11 6 | 5 5 6 |
| 107 | 5 19 6 | 5 7 9 | 4 10 2 | 4 1 0 | 166 | 7 9 0 | 6 14 4 | 5 12 3 | 5 6 0 |
| 108 | 6 0 6 | 5 8 8 | 4 10 11 | 4 1 6 | 167 | 7 11 0 | 6 16 7 | 5 14 2 | 5 7 6 |
| 109 | 6 0 6 | 5 8 8 | 4 10 11 | 4 1 6 | 168 | 7 12 0 | 6 17 0 | 5 14 6 | 5 7 6 |
| 110 | 6 1 0 | 5 9 1 | 4 11 3 | 4 3 0 | 169 | 7 12 6 | 6 17 5 | 5 14 11 | 5 7 6 |
| 111 | 6 1 0 | 5 9 1 | 4 11 3 | 4 3 0 | 170 | 7 13 6 | 6 18 4 | 5 15 8 | 5 10 0 |
| 112 | 6 1 6 | 5 9 7 | 4 11 8 | 4 3 6 | 171 | 7 14 0 | 6 18 10 | 5 16 0 | 5 10 6 |
| 113 | 6 1 6 | 5 9 7 | 4 11 8 | 4 3 6 | 172 | 7 15 6 | 7 0 2 | 5 17 2 | 5 11 6 |
| 114 | 6 4 0 | 5 11 10 | 4 13 6 | 4 4 6 | 173 | 7 16 0 | 7 0 7 | 5 17 6 | 5 11 6 |
| 115 | 6 4 0 | 5 11 10 | 4 13 6 | 4 4 6 | 174 | 7 16 6 | 7 1 1 | 5 17 11 | 5 12 6 |
| 116 | 6 4 6 | 5 12 3 | 4 13 11 | 4 5 0 | 175 | 7 17 0 | 7 1 6 | 5 18 3 | 5 13 0 |
| 117 | 6 4 6 | 5 12 3 | 4 13 11 | 4 5 0 | 176 | 7 18 6 | 7 2 10 | 5 19 5 | 5 13 6 |
| 118 | 6 4 6 | 5 12 3 | 4 13 11 | 4 5 0 | 177 | 7 19 0 | 7 3 4 | 5 19 9 | 5 14 0 |
| 119 | 6 5 0 | 5 12 8 | 4 14 3 | 4 5 6 | 178 | 8 0 0 | 7 4 2 | 6 0 6 | 5 14 0 |
| 120 | 6 5 0 | 5 12 8 | 4 14 3 | 4 5 6 | 179 | 8 1 0 | 7 5 1 | 6 1 3 | 5 14 6 |
| 121 | 6 5 6 | 5 13 2 | 4 14 8 | 4 6 6 | 180 | 8 2 0 | 7 6 0 | 6 2 0 | 5 15 6 |
| 122 | 6 5 6 | 5 13 2 | 4 14 8 | 4 6 6 | 181 | 8 3 0 | 7 6 11 | 6 2 9 | 5 16 6 |
| 123 | 6 7 0 | 5 14 6 | 4 15 9 | 4 7 0 | 182 | 8 3 6 | 7 7 4 | 6 3 2 | 5 17 0 |
| 124 | 6 7 0 | 5 14 6 | 4 15 9 | 4 7 0 | 183 | 8 4 0 | 7 7 10 | 6 3 6 | 5 17 0 |
| 125 | 6 7 6 | 5 14 11 | 4 16 2 | 4 8 6 | 184 | 8 5 6 | 7 9 2 | 6 4 8 | 5 18 0 |
| 126 | 6 7 6 | 5 14 11 | 4 16 2 | 4 8 6 | 185 | 8 6 0 | 7 9 7 | 6 5 0 | 5 18 6 |
| 127 | 6 8 0 | 5 15 5 | 4 16 6 | 4 9 0 | 186 | 8 7 0 | 7 10 6 | 6 5 9 | 5 19 6 |
| 128 | 6 8 0 | 5 15 5 | 4 16 6 | 4 9 0 | 187 | 8 8 6 | 7 11 10 | 6 6 11 | 5 19 6 |
| 129 | 6 8 6 | 5 15 10 | 4 16 11 | 4 9 6 | 188 | 8 9 6 | 7 12 9 | 6 7 8 | 6 0 0 |
| 130 | 6 8 6 | 5 15 10 | 4 16 11 | 4 9 6 | 189 | 8 10 0 | 7 13 2 | 6 8 0 | 6 0 6 |
| 131 | 6 9 6 | 5 16 9 | 4 17 8 | 4 10 0 | 190 | 8 10 6 | 7 13 8 | 6 8 5 | 6 2 6 |
| 132 | 6 9 6 | 5 16 9 | 4 17 8 | 4 10 0 | 191 | 8 12 0 | 7 15 0 | 6 9 6 | 6 3 6 |
| 133 | 6 10 0 | 5 17 2 | 4 18 0 | 4 10 6 | 192 | 8 12 6 | 7 15 5 | 6 9 11 | 6 3 6 |
| 134 | 6 10 0 | 5 17 2 | 4 18 0 | 4 10 6 | 193 | 8 13 0 | 7 15 11 | 6 10 3 | 6 4 0 |
| 135 | 6 11 0 | 5 18 1 | 4 18 9 | 4 11 6 | 194 | 8 14 6 | 7 17 3 | 6 11 5 | 6 4 6 |
| 136 | 6 11 0 | 5 18 1 | 4 18 9 | 4 11 6 | 195 | 8 16 0 | 7 18 7 | 6 12 6 | 6 6 0 |
| 137 | 6 11 0 | 5 18 1 | 4 18 9 | 4 12 0 | 196 | 8 16 6 | 7 19 1 | 6 12 11 | 6 6 6 |
| 138 | 6 12 0 | 5 19 0 | 4 19 6 | 4 12 0 | 197 | 8 17 0 | 7 19 6 | 6 13 3 | 6 6 6 |
| 139 | 6 12 0 | 5 19 0 | 4 19 6 | 4 12 0 | 198 | 8 17 6 | 7 19 11 | 6 13 8 | 6 7 0 |
| 140 | 6 12 6 | 5 19 5 | 4 19 11 | 4 13 6 | 199 | 8 18 0 | 8 0 5 | 6 14 0 | 6 7 6 |
| 141 | 6 12 6 | 5 19 5 | 4 19 11 | 4 13 6 | 200 | 8 19 6 | 8 1 9 | 6 15 2 | 6 8 6 |
| 142 | 6 13 0 | 5 19 11 | 5 0 3 | 4 14 0 | 201 | 9 0 0 | 8 2 2 | 6 15 6 | 6 9 0 |
| 143 | 6 13 0 | 5 19 11 | 5 0 3 | 4 14 0 | 202 | 9 0 6 | 8 2 8 | 6 15 11 | 6 9 0 |
| 144 | 6 14 0 | 6 0 10 | 5 1 0 | 4 15 6 | 203 | 9 1 0 | 8 3 1 | 6 16 3 | 6 10 0 |
| 145 | 6 14 0 | 6 0 10 | 5 1 0 | 4 15 6 | 204 | 9 4 0 | 8 5 10 | 6 18 6 | 6 11 0 |
| 146 | 6 14 6 | 6 1 3 | 5 1 5 | 4 16 0 | 205 | 9 4 6 | 8 6 3 | 6 18 11 | 6 11 6 |
| 147 | 6 14 6 | 6 1 3 | 5 1 5 | 4 16 0 | 206 | 9 5 0 | 8 6 8 | 6 19 3 | 6 12 0 |
| 148 | 6 15 6 | 6 2 2 | 5 2 2 | 4 17 6 | 207 | 9 6 0 | 8 7 7 | 7 0 0 | 6 12 0 |
| 149 | 6 15 6 | 6 2 2 | 5 2 2 | 4 17 6 | 208 | 9 6 6 | 8 8 1 | 7 0 5 | 6 13 0 |
| 150 | 6 16 6 | 6 3 1 | 5 2 11 | 4 18 6 | 209 | 9 7 0 | 8 8 6 | 7 0 9 | 6 13 6 |
| 151 | 6 16 6 | 6 3 1 | 5 2 11 | 4 18 6 | 210 | 9 7 6 | 8 8 11 | 7 1 2 | 6 14 6 |

LIVE STOCK—MILEAGE RATES—continued.

| Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. |
|--------|---|--|--|--|--------|---|--|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| 211 | 9 9 6 | 8 10 9 | 7 2 8 | 6 14 6 | 270 | 12 1 0 | 10 17 1 | £ s. d. |
| 212 | 9 10 0 | 8 11 2 | 7 3 0 | 6 15 6 | 271 | 12 2 0 | 10 18 0 | 9 1 3 |
| 213 | 9 11 0 | 8 12 1 | 7 3 9 | 6 16 6 | 272 | 12 3 0 | 10 18 11 | 9 2 0 |
| 214 | 9 11 6 | 8 12 7 | 7 4 2 | 6 17 0 | 273 | 12 4 0 | 10 19 10 | 9 2 9 |
| 215 | 9 13 0 | 8 13 11 | 7 5 3 | 6 18 0 | 274 | 12 5 0 | 11 0 8 | 9 3 6 |
| 216 | 9 14 0 | 8 14 10 | 7 6 0 | 6 18 0 | 275 | 12 6 0 | 11 1 7 | 9 4 3 |
| 217 | 9 14 6 | 8 15 3 | 7 6 5 | 6 19 0 | 276 | 12 6 6 | 11 2 1 | 9 5 0 |
| 218 | 9 15 0 | 8 15 8 | 7 6 9 | 7 0 6 | 277 | 12 7 6 | 11 2 11 | 9 5 5 |
| 219 | 9 16 0 | 8 16 7 | 7 7 6 | 7 1 0 | 278 | 12 8 6 | 11 3 10 | 9 6 2 |
| 220 | 9 16 6 | 8 17 1 | 7 7 11 | 7 1 6 | 279 | 12 9 0 | 11 4 4 | 9 6 11 |
| 221 | 9 17 0 | 8 17 6 | 7 8 3 | 7 1 6 | 280 | 12 9 6 | 11 4 9 | 9 7 3 |
| 222 | 9 18 6 | 8 18 10 | 7 9 5 | 7 2 0 | 281 | 12 11 0 | 11 6 1 | 9 7 8 |
| 223 | 10 0 0 | 9 0 2 | 7 10 6 | 7 2 6 | 282 | 12 11 6 | 11 6 7 | 9 8 9 |
| 224 | 10 0 6 | 9 0 8 | 7 10 11 | 7 3 6 | 283 | 12 12 0 | 11 7 0 | 9 9 2 |
| 225 | 10 1 0 | 9 1 1 | 7 11 3 | 7 4 0 | 284 | 12 12 6 | 11 7 5 | 9 9 6 |
| 226 | 10 3 6 | 9 3 4 | 7 13 2 | 7 4 0 | 285 | 12 13 9 | 11 7 11 | 9 9 11 |
| 227 | 10 4 0 | 9 3 10 | 7 13 6 | 7 5 0 | 286 | 12 15 6 | 11 10 2 | 9 10 3 |
| 228 | 10 4 6 | 9 4 3 | 7 13 11 | 7 5 6 | 287 | 12 16 6 | 11 11 1 | 9 12 11 |
| 229 | 10 5 0 | 9 4 5 | 7 14 3 | 7 6 6 | 288 | 12 17 0 | 11 11 6 | 9 13 3 |
| 230 | 10 6 0 | 9 5 7 | 7 15 0 | 7 7 0 | 289 | 12 18 6 | 11 12 10 | 9 14 5 |
| 231 | 10 6 6 | 9 6 1 | 7 15 5 | 7 7 0 | 290 | 12 19 0 | 11 13 4 | 9 14 9 |
| 232 | 10 8 0 | 9 7 5 | 7 16 6 | 7 8 0 | 291 | 13 0 0 | 11 14 2 | 9 15 6 |
| 233 | 10 8 6 | 9 7 10 | 7 16 11 | 7 8 6 | 292 | 13 1 0 | 11 15 1 | 9 16 3 |
| 234 | 10 9 6 | 9 8 9 | 7 17 8 | 7 10 6 | 293 | 13 1 6 | 11 15 7 | 9 16 8 |
| 235 | 10 10 0 | 9 9 2 | 7 18 0 | 7 10 6 | 294 | 13 2 0 | 11 16 0 | 9 17 0 |
| 236 | 10 10 6 | 9 9 8 | 7 18 5 | 7 11 0 | 295 | 13 2 6 | 11 16 5 | 9 17 5 |
| 237 | 10 11 0 | 9 10 1 | 7 18 9 | 7 11 6 | 296 | 13 3 6 | 11 17 4 | 9 18 2 |
| 238 | 10 12 6 | 9 11 5 | 7 19 11 | 7 12 0 | 297 | 13 5 0 | 11 18 8 | 9 19 3 |
| 239 | 10 14 0 | 9 12 10 | 8 1 0 | 7 12 6 | 298 | 13 6 0 | 11 19 7 | 10 0 0 |
| 240 | 10 15 0 | 9 13 8 | 8 1 9 | 7 13 0 | 299 | 13 6 6 | 12 0 1 | 10 0 5 |
| 241 | 10 16 6 | 9 15 1 | 8 2 11 | 7 14 6 | 300 | 13 7 0 | 12 0 6 | 10 0 9 |
| 242 | 10 17 0 | 9 15 11 | 8 3 8 | 7 15 0 | 301 | 13 8 6 | 12 1 10 | 10 1 11 |
| 243 | 10 18 0 | 9 16 5 | 8 4 0 | 7 15 6 | 302 | 13 9 6 | 12 2 9 | 10 2 0 |
| 244 | 10 18 6 | 9 16 10 | 8 4 5 | 7 16 0 | 303 | 13 10 0 | 12 3 2 | 10 3 0 |
| 245 | 10 19 0 | 9 17 4 | 8 4 9 | 7 16 0 | 304 | 13 10 6 | 12 3 8 | 10 3 5 |
| 246 | 11 0 0 | 9 18 2 | 8 5 6 | 7 17 0 | 305 | 13 11 6 | 12 4 7 | 10 4 2 |
| 247 | 11 0 6 | 9 18 8 | 8 5 11 | 7 17 6 | 306 | 13 13 0 | 12 5 11 | 10 5 3 |
| 248 | 11 1 0 | 9 19 1 | 8 6 3 | 7 18 0 | 307 | 13 14 0 | 12 6 10 | 10 6 0 |
| 249 | 11 2 0 | 10 0 0 | 8 7 0 | 7 19 0 | 308 | 13 15 0 | 12 7 8 | 10 6 9 |
| 250 | 11 4 0 | 10 1 10 | 8 8 6 | 7 19 0 | 309 | 13 15 6 | 12 8 2 | 10 7 2 |
| 251 | 11 4 6 | 10 2 3 | 8 8 11 | 8 0 0 | 310 | 13 16 6 | 12 9 1 | 10 7 11 |
| 252 | 11 5 0 | 10 2 8 | 8 9 3 | 8 1 0 | 311 | 13 17 0 | 12 9 6 | 10 8 3 |
| 253 | 11 5 6 | 10 3 2 | 8 9 8 | 8 2 0 | 312 | 13 17 6 | 12 9 11 | 10 8 8 |
| 254 | 11 7 0 | 10 4 6 | 8 10 9 | 8 2 6 | 313 | 13 18 0 | 12 10 5 | 10 9 0 |
| 255 | 11 7 6 | 10 4 11 | 8 11 2 | 8 2 6 | 314 | 13 19 6 | 12 11 9 | 10 10 2 |
| 256 | 11 9 0 | 10 6 4 | 8 12 3 | 8 3 0 | 315 | 14 0 6 | 12 12 8 | 10 10 11 |
| 257 | 11 10 0 | 10 7 2 | 8 13 0 | 8 4 6 | 316 | 14 2 0 | 12 14 0 | 10 12 0 |
| 258 | 11 11 0 | 10 8 1 | 8 13 9 | 8 5 0 | 317 | 14 2 6 | 12 14 5 | 10 12 5 |
| 259 | 11 12 0 | 10 9 0 | 8 14 6 | 8 5 0 | 318 | 14 3 6 | 12 15 4 | 10 13 1 |
| 260 | 11 12 6 | 10 0 5 | 8 14 11 | 8 5 6 | 319 | 14 4 0 | 12 15 10 | 10 13 6 |
| 261 | 11 13 6 | 10 10 4 | 8 15 8 | 8 6 0 | 320 | 14 4 6 | 12 16 3 | 10 13 11 |
| 262 | 11 14 6 | 10 11 3 | 8 16 5 | 8 6 6 | 321 | 14 5 6 | 12 17 2 | 10 14 8 |
| 263 | 11 15 0 | 10 11 8 | 8 16 9 | 8 8 6 | 322 | 14 6 0 | 12 17 7 | 10 15 0 |
| 264 | 11 15 6 | 10 12 2 | 8 17 2 | 8 8 6 | 323 | 14 7 0 | 12 18 6 | 10 15 9 |
| 265 | 11 16 6 | 10 13 1 | 8 17 11 | 8 9 0 | 324 | 14 0 6 | 13 0 9 | 10 17 11 |
| 266 | 11 17 6 | 10 13 11 | 8 18 8 | 8 9 6 | 325 | 14 10 0 | 13 1 2 | 10 18 9 |
| 267 | 11 18 0 | 10 14 5 | 8 19 0 | 8 11 0 | 326 | 14 10 6 | 13 1 8 | 10 18 5 |
| 268 | 11 18 6 | 10 14 10 | 8 19 5 | 8 11 6 | 327 | 14 11 0 | 13 2 1 | 10 18 11 |
| 269 | 11 19 6 | 10 15 9 | 9 0 2 | 8 11 6 | 328 | 14 11 6 | 13 2 7 | 10 19 2 |

LIVE STOCK—MILEAGE RATES—continued.

| Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|--|--|--|--------|---|--|--|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 329 | 14 12 6 | 13 3 5 | 10 19 11 | 10 9 0 | 388 | 17 4 0 | 15 9 10 | 12 18 6 | 12 7 0 |
| 330 | 14 13 6 | 13 4 4 | 11 0 8 | 10 9 6 | 389 | 17 5 6 | 15 11 2 | 12 19 8 | 12 7 0 |
| 331 | 14 14 6 | 13 5 3 | 11 1 5 | 10 9 6 | 390 | 17 6 0 | 15 11 7 | 13 0 0 | 12 7 6 |
| 332 | 14 15 6 | 13 6 2 | 11 2 2 | 10 10 0 | 391 | 17 8 0 | 15 13 5 | 13 1 6 | 12 8 0 |
| 333 | 14 16 6 | 13 7 1 | 11 2 11 | 10 11 6 | 392 | 17 8 6 | 15 13 10 | 13 1 11 | 12 8 6 |
| 334 | 14 18 0 | 13 8 5 | 11 4 0 | 10 13 0 | 393 | 17 9 0 | 15 14 4 | 13 2 3 | 12 10 0 |
| 335 | 14 18 6 | 13 8 10 | 11 4 5 | 10 13 6 | 394 | 17 11 0 | 15 16 1 | 13 3 9 | 12 10 0 |
| 336 | 14 19 6 | 13 9 9 | 11 5 2 | 10 13 6 | 395 | 17 11 6 | 15 16 7 | 13 4 2 | 12 10 6 |
| 337 | 15 0 0 | 13 10 2 | 11 5 6 | 10 14 6 | 396 | 17 12 0 | 15 17 0 | 13 4 6 | 12 11 0 |
| 338 | 15 0 6 | 13 10 8 | 11 5 11 | 10 15 6 | 397 | 17 12 6 | 15 17 5 | 13 4 11 | 12 11 6 |
| 339 | 15 1 0 | 13 11 1 | 11 6 3 | 10 16 6 | 398 | 17 14 0 | 15 18 10 | 13 6 0 | 12 11 6 |
| 340 | 15 1 6 | 13 11 7 | 11 6 8 | 10 17 0 | 399 | 17 15 0 | 15 19 8 | 13 6 9 | 12 12 0 |
| 341 | 15 3 6 | 13 13 4 | 11 8 2 | 10 17 0 | 400 | 17 15 6 | 16 0 2 | 13 7 2 | 12 14 6 |
| 342 | 15 4 6 | 13 14 3 | 11 8 11 | 10 17 6 | 401 | 17 16 0 | 16 0 7 | 13 7 6 | 12 15 0 |
| 343 | 15 5 0 | 13 14 8 | 11 9 3 | 10 18 0 | 402 | 17 16 6 | 16 1 1 | 13 7 11 | 12 15 6 |
| 344 | 15 6 0 | 13 15 7 | 11 10 0 | 10 19 0 | 403 | 17 17 6 | 16 1 11 | 13 8 8 | 12 15 6 |
| 345 | 15 6 6 | 13 16 1 | 11 10 5 | 10 19 6 | 404 | 17 18 0 | 16 2 5 | 13 9 0 | 12 16 0 |
| 346 | 15 8 6 | 13 17 10 | 11 11 11 | 10 19 6 | 405 | 17 18 6 | 16 2 10 | 13 9 5 | 12 17 0 |
| 347 | 15 9 0 | 13 18 4 | 11 12 3 | 11 0 0 | 406 | 17 19 6 | 16 3 9 | 13 10 2 | 12 18 0 |
| 348 | 15 10 0 | 13 19 2 | 11 13 0 | 11 1 0 | 407 | 18 1 6 | 16 5 7 | 13 11 8 | 12 19 0 |
| 349 | 15 10 6 | 13 19 8 | 11 13 5 | 11 2 0 | 408 | 18 3 0 | 16 6 11 | 13 12 9 | 12 19 0 |
| 350 | 15 11 0 | 14 0 1 | 11 13 9 | 11 3 0 | 409 | 18 3 6 | 16 7 4 | 13 13 2 | 12 19 6 |
| 351 | 15 12 0 | 14 1 0 | 11 14 6 | 11 3 0 | 410 | 18 5 0 | 16 8 8 | 13 14 3 | 13 0 6 |
| 352 | 15 13 6 | 14 2 4 | 11 15 8 | 11 3 6 | 411 | 18 5 6 | 16 9 2 | 13 14 8 | 13 1 0 |
| 353 | 15 14 0 | 14 2 10 | 11 16 0 | 11 4 0 | 412 | 18 6 0 | 16 9 7 | 13 15 0 | 13 1 6 |
| 354 | 15 14 6 | 14 3 3 | 11 16 5 | 11 4 6 | 413 | 18 6 6 | 16 10 1 | 13 15 5 | 13 1 6 |
| 355 | 15 15 0 | 14 3 8 | 11 16 9 | 11 4 6 | 414 | 18 7 0 | 16 10 6 | 13 15 9 | 13 2 0 |
| 356 | 15 15 6 | 14 4 2 | 11 17 2 | 11 6 0 | 415 | 18 8 0 | 16 11 5 | 13 16 6 | 13 2 6 |
| 357 | 15 17 0 | 14 5 6 | 11 18 3 | 11 6 6 | 416 | 18 9 0 | 16 12 4 | 13 17 3 | 13 4 0 |
| 358 | 15 18 6 | 14 6 10 | 11 19 5 | 11 8 0 | 417 | 18 10 0 | 16 13 2 | 13 18 0 | 13 4 0 |
| 359 | 15 19 0 | 14 7 4 | 11 19 9 | 11 9 0 | 418 | 18 11 6 | 16 14 7 | 13 19 2 | 13 5 0 |
| 360 | 16 0 6 | 14 8 8 | 12 0 11 | 11 9 0 | 419 | 18 12 0 | 16 15 0 | 13 19 6 | 13 5 6 |
| 361 | 16 2 0 | 14 10 0 | 12 2 0 | 11 9 6 | 420 | 18 12 6 | 16 15 5 | 13 19 11 | 13 6 0 |
| 362 | 16 2 6 | 14 10 5 | 12 2 5 | 11 10 6 | 421 | 18 14 0 | 16 16 10 | 14 1 0 | 13 7 6 |
| 363 | 16 3 6 | 14 11 4 | 12 3 2 | 11 11 0 | 422 | 18 15 0 | 16 17 8 | 14 1 9 | 13 7 6 |
| 364 | 16 4 0 | 14 11 10 | 12 3 6 | 11 11 6 | 423 | 18 15 6 | 16 18 2 | 14 2 2 | 13 8 6 |
| 365 | 16 4 6 | 14 12 3 | 12 3 11 | 11 11 6 | 424 | 18 16 0 | 16 18 7 | 14 2 6 | 13 9 0 |
| 366 | 16 5 0 | 14 12 8 | 12 4 3 | 11 12 6 | 425 | 18 16 6 | 16 19 1 | 14 2 11 | 13 9 6 |
| 367 | 16 6 6 | 14 14 1 | 12 5 5 | 11 13 6 | 426 | 18 17 6 | 16 19 11 | 14 3 8 | 13 10 6 |
| 368 | 16 7 0 | 14 14 6 | 12 5 9 | 11 14 0 | 427 | 18 19 6 | 17 1 9 | 14 5 2 | 13 10 6 |
| 369 | 16 7 6 | 14 14 11 | 12 6 2 | 11 14 6 | 428 | 19 0 0 | 17 2 2 | 14 5 6 | 13 11 0 |
| 370 | 16 9 0 | 14 16 4 | 12 7 3 | 11 14 6 | 429 | 19 0 6 | 17 2 8 | 14 5 11 | 13 11 6 |
| 371 | 16 10 0 | 14 17 2 | 12 8 0 | 11 15 6 | 430 | 19 2 0 | 17 4 0 | 14 7 0 | 13 13 0 |
| 372 | 16 10 6 | 14 17 8 | 12 8 5 | 11 16 6 | 431 | 19 2 6 | 17 4 5 | 14 7 5 | 13 14 0 |
| 373 | 16 11 6 | 14 18 7 | 12 9 2 | 11 17 0 | 432 | 19 3 6 | 17 5 4 | 14 8 2 | 13 14 0 |
| 374 | 16 12 0 | 14 19 0 | 12 9 6 | 11 17 6 | 433 | 19 4 0 | 17 5 10 | 14 8 6 | 13 14 6 |
| 375 | 16 13 6 | 15 0 4 | 12 10 8 | 11 17 6 | 434 | 19 4 6 | 17 6 3 | 14 8 11 | 13 15 6 |
| 376 | 16 14 6 | 15 1 3 | 12 11 5 | 11 18 0 | 435 | 19 6 0 | 17 7 7 | 14 10 0 | 13 16 0 |
| 377 | 16 15 0 | 15 1 8 | 12 11 9 | 11 18 6 | 436 | 19 7 0 | 17 8 0 | 14 10 9 | 13 16 6 |
| 378 | 16 16 6 | 15 3 1 | 12 12 11 | 12 0 0 | 437 | 19 8 6 | 17 9 10 | 14 11 11 | 13 16 0 |
| 379 | 16 17 6 | 15 3 11 | 12 13 8 | 12 0 0 | 438 | 19 9 0 | 17 10 4 | 14 12 3 | 13 17 0 |
| 380 | 16 18 0 | 15 4 5 | 12 14 0 | 12 1 0 | 439 | 19 9 6 | 17 10 9 | 14 12 8 | 13 18 6 |
| 381 | 16 18 6 | 15 4 10 | 12 14 5 | 12 1 6 | 440 | 19 10 0 | 17 11 2 | 14 13 0 | 13 19 0 |
| 382 | 16 19 6 | 15 5 9 | 12 15 2 | 12 3 0 | 441 | 19 10 6 | 17 11 8 | 14 13 5 | 13 19 0 |
| 383 | 17 1 0 | 15 7 1 | 12 16 3 | 12 4 0 | 442 | 19 11 0 | 17 12 1 | 14 13 9 | 13 19 6 |
| 384 | 17 1 6 | 15 7 7 | 12 16 8 | 12 4 0 | 443 | 19 13 6 | 17 14 4 | 14 15 8 | 14 1 0 |
| 385 | 17 2 0 | 15 8 0 | 12 17 0 | 12 5 0 | 444 | 19 14 0 | 17 14 10 | 14 16 0 | 14 1 6 |
| 386 | 17 2 6 | 15 8 5 | 12 17 5 | 12 5 6 | 445 | 19 15 6 | 17 16 2 | 14 17 2 | 14 2 6 |
| 387 | 17 3 0 | 15 8 11 | 12 17 9 | 12 6 6 | 446 | 19 16 0 | 17 16 7 | 14 17 6 | 14 2 6 |

LIVE STOCK—MILEAGE RATES—continued.

| Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate, Sheep in Trucks, Cattle and Horses in Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|--|-----------------------------------|--------------------------------------|---|--------|--|-----------------------------------|--------------------------------------|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 447 | 19 16 6 | 17 17 1 | 14 17 11 | 14 3 0 | 506 | 22 8 0 | 20 3 5 | 16 16 6 | 15 16 6 |
| 448 | 19 17 6 | 17 17 11 | 14 18 8 | 14 3 6 | 507 | 22 8 0 | 20 3 10 | 16 16 11 | 15 16 11 |
| 449 | 19 1 0 | 17 18 5 | 14 19 0 | 14 4 6 | 508 | 22 9 0 | 20 4 4 | 16 17 3 | 15 16 10 |
| 450 | 19 19 0 | 17 19 4 | 14 19 9 | 14 5 0 | 509 | 22 10 6 | 20 5 8 | 16 18 5 | 15 16 15 |
| 451 | 19 19 6 | 17 19 9 | 15 0 2 | 14 5 0 | 510 | 22 11 6 | 20 6 7 | 16 19 2 | 15 16 15 |
| 452 | 20 0 6 | 18 0 8 | 15 0 11 | 14 6 0 | 511 | 22 12 6 | 20 7 5 | 16 19 11 | 15 16 15 |
| 453 | 20 1 0 | 18 1 1 | 15 1 3 | 14 6 6 | 512 | 22 13 6 | 20 8 4 | 17 0 8 | 15 16 15 |
| 454 | 20 3 6 | 18 3 4 | 15 3 2 | 14 8 6 | 513 | 22 15 0 | 20 9 8 | 17 1 9 | 15 16 15 |
| 455 | 20 4 0 | 18 3 10 | 15 3 6 | 14 9 0 | 514 | 22 15 6 | 20 10 2 | 17 2 2 | 15 16 15 |
| 456 | 20 4 6 | 18 4 3 | 15 3 11 | 14 9 0 | 515 | 22 16 6 | 20 11 1 | 17 2 11 | 15 16 15 |
| 457 | 20 5 0 | 18 4 8 | 15 4 3 | 14 9 6 | 516 | 22 17 6 | 20 11 11 | 17 3 8 | 15 16 15 |
| 458 | 20 0 0 | 18 5 7 | 15 5 0 | 14 10 0 | 517 | 22 18 0 | 20 12 5 | 17 4 0 | 15 16 15 |
| 459 | 20 6 6 | 18 6 1 | 15 5 5 | 14 10 6 | 518 | 22 18 6 | 20 12 10 | 17 4 5 | 15 16 15 |
| 460 | 20 8 0 | 18 7 5 | 15 6 6 | 14 11 6 | 519 | 22 19 6 | 20 13 9 | 17 5 2 | 15 16 15 |
| 461 | 20 8 6 | 18 7 10 | 15 6 11 | 14 11 6 | 520 | 23 0 6 | 20 14 8 | 17 5 11 | 15 16 15 |
| 462 | 20 9 6 | 18 8 9 | 15 7 8 | 14 12 6 | 521 | 23 1 6 | 20 15 7 | 17 6 8 | 15 16 15 |
| 463 | 20 10 0 | 18 9 2 | 15 8 0 | 14 13 0 | 522 | 23 2 0 | 20 16 0 | 17 7 0 | 15 16 15 |
| 464 | 20 11 6 | 18 10 7 | 15 9 2 | 14 13 6 | 523 | 23 2 6 | 20 16 5 | 17 7 5 | 15 16 15 |
| 465 | 20 13 0 | 18 11 11 | 15 10 3 | 14 14 6 | 524 | 23 3 0 | 20 16 11 | 17 7 9 | 15 16 15 |
| 466 | 20 13 6 | 18 12 4 | 15 10 8 | 14 15 6 | 525 | 23 4 6 | 20 18 3 | 17 8 11 | 15 16 15 |
| 467 | 20 14 0 | 18 12 10 | 15 11 0 | 14 15 6 | 526 | 23 5 6 | 20 19 2 | 17 9 8 | 15 16 15 |
| 468 | 20 14 6 | 18 13 3 | 15 11 5 | 14 16 0 | 527 | 23 6 6 | 21 0 1 | 17 10 5 | 15 16 15 |
| 469 | 20 15 0 | 18 13 8 | 15 11 9 | 14 17 0 | 528 | 23 8 0 | 21 1 5 | 17 11 6 | 15 16 15 |
| 470 | 20 17 0 | 18 15 6 | 15 13 3 | 14 17 6 | 529 | 23 9 0 | 21 2 4 | 17 12 3 | 15 16 15 |
| 471 | 20 17 6 | 18 15 11 | 15 13 8 | 14 18 6 | 530 | 23 9 6 | 21 2 9 | 17 12 8 | 15 16 15 |
| 472 | 20 18 0 | 18 16 5 | 15 14 0 | 14 19 0 | 531 | 23 10 0 | 21 3 2 | 17 13 0 | 15 16 15 |
| 473 | 20 18 6 | 18 16 10 | 15 14 5 | 14 19 0 | 532 | 23 11 6 | 21 4 7 | 17 14 2 | 15 16 15 |
| 474 | 20 19 6 | 18 17 9 | 15 15 2 | 14 19 6 | 533 | 23 12 0 | 21 5 0 | 17 14 6 | 15 16 15 |
| 475 | 21 0 6 | 18 18 8 | 15 15 11 | 15 0 0 | 534 | 23 12 6 | 21 5 5 | 17 14 11 | 15 16 15 |
| 476 | 21 1 6 | 18 19 7 | 15 16 8 | 15 0 6 | 535 | 23 13 6 | 21 6 4 | 17 15 8 | 15 16 15 |
| 477 | 21 3 6 | 19 1 4 | 15 18 2 | 15 2 0 | 536 | 23 14 6 | 21 7 3 | 17 16 5 | 15 16 15 |
| 478 | 21 4 0 | 19 1 10 | 15 18 6 | 15 3 0 | 537 | 23 15 0 | 21 7 8 | 17 16 9 | 15 16 15 |
| 479 | 21 4 6 | 19 2 3 | 15 18 11 | 15 3 0 | 538 | 23 16 0 | 21 8 7 | 17 17 6 | 15 16 15 |
| 480 | 21 5 0 | 19 2 8 | 15 19 3 | 15 3 6 | 539 | 23 17 0 | 21 9 6 | 17 18 3 | 15 16 15 |
| 481 | 21 7 0 | 19 4 6 | 16 0 9 | 15 4 0 | 540 | 23 18 0 | 21 10 5 | 17 19 0 | 15 16 15 |
| 482 | 21 7 6 | 19 4 11 | 16 1 2 | 15 5 0 | 541 | 23 19 0 | 21 11 4 | 17 19 9 | 15 16 15 |
| 483 | 21 8 0 | 19 5 5 | 16 1 6 | 15 5 6 | 542 | 23 19 6 | 21 11 9 | 18 0 2 | 15 16 15 |
| 484 | 21 8 6 | 19 5 10 | 16 1 11 | 15 7 0 | 543 | 24 0 0 | 21 12 2 | 18 0 6 | 15 16 15 |
| 485 | 21 9 0 | 19 6 4 | 16 2 3 | 15 7 6 | 544 | 24 1 6 | 21 13 7 | 18 1 8 | 15 16 15 |
| 486 | 21 10 0 | 19 7 2 | 16 3 0 | 15 7 6 | 545 | 24 3 0 | 21 14 11 | 18 2 9 | 15 16 15 |
| 487 | 21 11 6 | 19 8 7 | 16 4 2 | 15 8 0 | 546 | 24 3 6 | 21 15 4 | 18 3 2 | 15 16 15 |
| 488 | 21 12 0 | 19 9 0 | 16 4 6 | 15 9 0 | 547 | 24 4 0 | 21 15 10 | 18 3 6 | 15 16 15 |
| 489 | 21 12 6 | 19 9 5 | 16 4 11 | 15 9 6 | 548 | 24 5 0 | 21 16 8 | 18 4 3 | 15 16 15 |
| 490 | 21 14 0 | 19 10 10 | 16 6 0 | 15 10 0 | 549 | 24 5 6 | 21 17 2 | 18 4 8 | 15 16 15 |
| 491 | 21 15 0 | 19 11 8 | 16 6 9 | 15 11 0 | 550 | 24 7 0 | 21 18 6 | 18 5 9 | 15 16 15 |
| 492 | 21 16 0 | 19 12 7 | 16 7 6 | 15 11 0 | 551 | 24 8 6 | 21 19 10 | 18 6 11 | 15 16 15 |
| 493 | 21 17 0 | 19 13 6 | 16 8 3 | 15 12 0 | 552 | 24 9 0 | 22 0 4 | 18 7 3 | 15 16 15 |
| 494 | 21 18 0 | 19 14 5 | 16 9 0 | 15 12 6 | 553 | 24 9 6 | 22 0 9 | 18 7 8 | 15 16 15 |
| 495 | 21 18 6 | 19 14 10 | 16 9 5 | 15 13 0 | 554 | 24 10 0 | 22 1 2 | 18 8 0 | 15 16 15 |
| 496 | 21 19 0 | 19 15 4 | 16 9 9 | 15 13 6 | 555 | 24 11 0 | 22 2 1 | 18 8 9 | 15 16 15 |
| 497 | 22 0 6 | 19 16 8 | 16 10 11 | 15 14 0 | 556 | 24 12 0 | 22 3 0 | 18 9 6 | 15 16 15 |
| 498 | 22 1 6 | 19 17 7 | 16 11 8 | 15 14 0 | 557 | 24 13 0 | 22 3 11 | 18 10 1 | 15 16 15 |
| 499 | 22 2 0 | 19 18 0 | 16 12 0 | 15 14 6 | 558 | 24 13 6 | 22 4 4 | 18 10 8 | 15 16 15 |
| 500 | 22 2 6 | 19 18 5 | 16 12 5 | 15 16 6 | 559 | 24 14 0 | 22 4 10 | 18 11 0 | 15 16 15 |
| 501 | 22 3 6 | 19 19 4 | 16 13 2 | 15 17 0 | 560 | 24 15 0 | 22 5 8 | 18 11 9 | 15 16 15 |
| 502 | 22 4 6 | 20 0 3 | 16 13 11 | 15 18 0 | 561 | 24 16 0 | 22 6 7 | 18 12 6 | 15 16 15 |
| 503 | 22 5 6 | 20 1 2 | 16 14 8 | 15 18 0 | 562 | 24 18 0 | 22 8 5 | 18 14 0 | 15 16 15 |
| 504 | 22 6 6 | 20 2 1 | 16 15 5 | 15 18 0 | 563 | 24 19 0 | 22 9 4 | 18 14 9 | 15 16 15 |
| 505 | 22 7 6 | 20 2 11 | 16 16 2 | 15 19 6 | 564 | 24 19 6 | 22 9 9 | 18 15 2 | 15 16 15 |

LIVE STOCK—MILEAGE RATES—continued

| Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only | Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|---|--------------------------------------|--|--------|---|---|--------------------------------------|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 565 | 25 0 0 | 22 10 2 | 18 15 6 | 17 17 0 | 583 | 25 15 0 | 23 3 8 | 19 6 9 | 18 8 0 |
| 566 | 25 0 6 | 22 10 8 | 18 15 11 | 17 17 0 | 584 | 25 17 0 | 23 5 6 | 19 8 3 | 18 9 0 |
| 567 | 25 2 6 | 22 12 5 | 18 17 5 | 17 17 6 | 585 | 25 18 0 | 23 6 5 | 19 9 0 | 18 9 0 |
| 568 | 25 3 0 | 22 12 11 | 18 17 9 | 17 19 0 | 586 | 25 18 6 | 23 6 10 | 19 9 5 | 18 10 6 |
| 569 | 25 3 6 | 22 13 4 | 18 18 2 | 17 19 6 | 587 | 25 19 6 | 23 7 9 | 19 10 2 | 18 11 0 |
| 570 | 25 4 0 | 22 13 10 | 18 18 6 | 18 0 6 | 588 | 25 19 6 | 23 7 9 | 19 10 2 | 18 11 0 |
| 571 | 25 4 6 | 22 14 3 | 18 18 11 | 18 1 0 | 589 | 26 0 6 | 23 8 8 | 19 10 11 | 18 12 0 |
| 572 | 25 6 0 | 22 15 7 | 19 0 0 | 18 1 6 | 590 | 26 2 0 | 23 10 0 | 19 12 0 | 18 13 0 |
| 573 | 25 7 6 | 22 16 11 | 19 1 2 | 18 1 6 | 591 | 26 3 0 | 23 10 11 | 19 12 9 | 18 13 0 |
| 574 | 25 8 0 | 22 17 5 | 19 1 6 | 18 2 6 | 592 | 26 3 6 | 23 11 4 | 19 13 2 | 18 14 0 |
| 575 | 25 8 6 | 22 17 10 | 19 1 11 | 18 4 0 | 593 | 26 4 0 | 23 11 10 | 19 13 6 | 18 14 6 |
| 576 | 25 10 0 | 22 19 2 | 19 3 0 | 18 4 6 | 594 | 26 4 6 | 23 12 3 | 19 13 11 | 18 15 0 |
| 577 | 25 10 6 | 22 19 8 | 19 3 5 | 18 5 0 | 595 | 26 6 6 | 23 14 1 | 19 15 5 | 18 15 6 |
| 578 | 25 11 6 | 23 0 7 | 19 4 2 | 18 5 6 | 596 | 26 7 6 | 23 14 11 | 19 16 2 | 18 16 0 |
| 579 | 25 13 0 | 23 1 11 | 19 5 3 | 18 5 6 | 597 | 26 8 6 | 23 15 10 | 19 16 11 | 18 16 0 |
| 580 | 25 13 6 | 23 2 4 | 19 5 8 | 18 6 0 | 598 | 26 9 0 | 23 16 4 | 19 17 3 | 18 18 0 |
| 581 | 25 14 0 | 23 2 10 | 19 6 0 | 18 7 0 | 599 | 26 10 0 | 23 17 2 | 19 18 0 | 18 18 6 |
| 582 | 25 14 6 | 23 3 3 | 19 6 5 | 18 8 0 | 600 | 26 11 0 | 23 18 1 | 19 18 9 | 18 19 0 |

PIGS AND YOUNG CALVES.

Pigs and Young Calves shall be charged as under :—

| | Loaded in. | To be charged. | Minimum per truck. |
|-----------------------------------|---|------------------------------------|--------------------|
| Pigs | Cattle or goods trucks ; sheep trucks, one tier | Full truck rate, less 10 per cent. | s. d. 29 0 |
| | | Full truck rate, plus 20 per cent. | 38 6 |
| Young Calves | Cattle or goods trucks .. | Full truck rate .. | 32 0 |
| Mixed consignments of— | Sheep trucks, top and bottom tiers | Full truck rate, plus one-third | 43 0 |
| | | Full truck rate | 32 0 |
| (b) Pigs, young Calves, and Sheep | Cattle trucks | Full truck rate | 32 0 |

CONSIGNMENTS IN LESS THAN TRUCK LOADS.

1. SINGLE ANIMALS IN TRUCKS.

One Bull, under 2 years old, of any value—half the rate for cattle in full truck loads, subject to the maximum charges in clause 3.

One Bull, 2 years old and over, but not exceeding £50 in value, and so declared on consignment note, half the rate for cattle in full truck loads, subject to the maximum charges in clause 3.

One or more Bulls, 2 years old and over, and exceeding £50 each in value, 10d. per mile for each bull. Minimum 21s. 6d. per consignment. The rate for cattle in full truck loads must not be exceeded.

One Horse, Half the rate for cattle in full truck loads, subject to the maximum charges in clause 3. Foal not over six months old at mare's foot, free.

One Stallion, under two years old, half the rate for cattle in full truck loads, subject to the maximum charges in clause 3.

One Stallion, two years and over, 10d. per mile. Minimum, 21s. 6d. The rate for cattle in full truck loads must not be exceeded.

One Head of Cattle, Pig, Sheep, Calf, or Goat in truck, 4d. per mile, subject to a minimum charge of 14s. per consignment. (A reduction of 10 per cent. shall be made in the rate in respect of pigs.) Calf not over three months old at cow's foot, free.

2. TWO OR MORE ANIMALS IN TRUCKS.

(a) TWO-THIRDS TRUCKS.

(b) HALF TRUCKS.

2 Stallions or Bulls under 2 years old of any value
 2 Bulls, 2 years old and over, but not exceeding £50 each in value, and so declared on consignment note
 3 Head of Cattle other than Bulls
 2 Horses other than Stallions
 25 Sheep or Goats
 25 Calves, under 3 months old
 37 Lambs or Small Pigs (Pigs not exceeding 3 months old) which can be loaded in one compartment

Shall be charged two-thirds of the rate for cattle in full truck loads, subject to maximum charges (see clause 3).

2 Head Cattle other than Bulls
 15 Sheep or Goats
 15 Calves, under 3 months old
 22 Lambs or Small Pigs (Pigs not exceeding 3 months old) which can be loaded in one compartment
 If more than 15 and less than 25 Calves (under 3 months old), Sheep, or Goats, or more than 15 and less than 37 Lambs or Small Pigs not exceeding 3 months old be loaded, 4d. per mile additional shall be charged for each animal in excess of 15 or 22 as the case may be if the rate is less than two-thirds of the rate for cattle in full truck loads.

Shall be charged one-half the rate for cattle in full truck loads, subject to maximum charges in clause 3.

If more than 25 Calves (under three months old), Sheep, or Goats, or more than 37 Lambs or Small Pigs not exceeding 3 months old be loaded, 4d. per mile additional shall be charged for each animal in excess of 25 or 37 as the case may be if the rate be thereby less than the rate for cattle in full truck loads.

- (a) Pigs shall be charged 10 per cent. less than the rates shown above.
- (b) One calf not over three months old at foot of each cow, free
- (c) One foal not over six months old at mare's foot, free.
- (d) Calves three months old and over shall be charged the same rate as cattle.

Note.—The charge for sheep, however, is not to exceed the mileage rate for goat cattle truck rate for sheep only.

3. MAXIMUM CHARGES FOR CONSIGNMENTS OF LIVE STOCK IN LESS THAN TRUCK LOADS CHARGED AT HALF AND TWO-THIRDS TRUCK RATES.

| Miles. | Half truck rate. | Two-thirds truck rate. |
|--------------------|--|------------------------|
| | s. d. | s. d. |
| 1-13 | 14 0 | 12 6 |
| 14 | 14 6 | 13 0 |
| 15 | 15 0 | 13 6 |
| 16 | 15 6 | 14 0 |
| 17 | 16 0 | 14 6 |
| 18 | 16 6 | 15 0 |
| 19 | 17 0 | 15 6 |
| 20 | 17 6 | 16 0 |
| 21 | 18 0 | 16 6 |
| 22 | 18 6 | 17 0 |
| 23 | 19 0 | 17 6 |
| 24 miles and over, | half and two-thirds of full truck rates. | |

Pigs.—The maximum charges for pigs shall be 10 per cent. less than the rates shown above.

SMALL ANIMALS IN CRATES OR CASES

Shall be way-billed on Live Stock Way-bills for Interstate Traffic and on Goods Way-bills for Local Traffic.

- (a) Sheep, Calves, Goats, or Dogs, in crates or cases, not exceeding 4 cwt. per crate or case, in vans of Goods trains, shall be charged Class "2" goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls" for each crate or case. Any case or crate weighing over 4 cwt. shall be charged under Class "2" plus 50 %.
- (b) One Sheep, Goat, Calf, Monkey, Kangaroo, Bear, or Dog, in crate or case, in van of Goods train, and not exceeding 200 lbs. gross weight, shall be charged ¼d. per mile. Minimum, 1s. 3d. If the gross weight exceed 200 lbs. and does not exceed 4 cwt., the consignment shall be charged Class "2" goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls" for each crate or case.
- (c) The charge for Goats in crates sent per van of Goods trains must not exceed Passenger train rate.
- (d) Wallabies, Wombats, and Live Hares, in crates or boxes, shall be charged Class "2" goods mileage rates, subject to the Tariff for "Smalls."
- (e) Pigs in cases or crates shall be charged 10 per cent. less than the rates shown in Clauses (a) and (b).

STUD SHEEP PURCHASED AT AGRICULTURAL SHOWS.

Stud sheep purchased at Agricultural and Pastoral Shows by exhibitors thereat, and forwarded from the Show uncrated in the same truck as the exhibitor's returned unsold exhibits of sheep to the original forwarding station of the latter shall be charged at Class "2" mileage rate on the basis of 3 cwt. per animal, and subject to the Tariff for Smalls, where cheaper than the ordinary rates.

IN HORSE BOXES.

Animals carried by Goods trains in Horse Boxes will be charged the same rates as by Passenger trains.

Note—The Mileage Rates shall be charged for Live Stock in all cases.

HUNTERS' HORSES.

Hunters' Horses by Passenger trains will be carried in Horse Boxes at 10d. per mile for each horse on the forward journey, minimum 15s. 6d. each horse, or by Goods or Mixed trains in cattle trucks at the ordinary rates, and will be returned free at the convenience of the Commissioners on production of a certificate from the Master of the Hunt at any time within the hunting season which extends from May to the end of September, showing that the horses took part in hunting. (Racehorse Consignment Note, Form P.L. 11, must be used and altered to suit requirements.)

POLICE HORSES TO AND FROM PUBLIC DEMONSTRATIONS.

Police Horses carried by rail for the purpose of being used in connexion with public demonstrations will be charged half rates each way on production of a certificate from the Police Department showing that the horses are travelling to or returning from the demonstrations. (Racehorse Consignment Note, P.L. 11, must be used and altered to suit requirements.)

POLO PONIES.

- (a) Ponies, used in Polo Matches, forwarded by Goods or Mixed trains at the ordinary rates will be returned free at the convenience of the Commissioners on production of a certificate from the Secretary of the Polo Club showing that the Ponies took part in the Match.
- (b) Polo Ponies may be forwarded in horse-boxes (when such are available) by Passenger trains at the convenience of the Commissioners, and when so forwarded they are to be charged for as if loaded in cattle trucks by Goods trains (each three stalls in "F" or "FF" boxes to be regarded as equivalent to one full cattle truck). The following minimums to apply to Polo ponies loaded in horse boxes:—

| | s. | d. |
|---------------------|----|----|
| One Pony | 15 | 6 |
| Two Ponies | 23 | 6 |
| Three Ponies | 32 | 3 |

The Ponies may be returned free, as shown in Clause (a).
Racehorse Consignment Note, Form P.L. 11, must be used and altered shall suit requirements.)

RATES FOR LIVE STOCK OTHER THAN ORDINARY RATES.

- 1. Austral Meat Siding, Newport.—The rates for the carriage of sheep consigned to the Austral Meat Siding, Newport, from the undermentioned districts shall be computed as follows:—
 - (a) The Midland District (Maryborough to Mildura) on the actual mileage *via* Castlemaine, in and out of Melbourne
 - (b) The North-Western District (Ballarat to Serviceton and branches), with the exception of the Hamilton line, on the actual mileage, *via* Ballan, in and out of Melbourne.
 - (c) The Northern and North-Eastern Districts on the actual mileage in and out of Melbourne.
 - (d) Stations Maroona to Portland and Branches on the actual mileage, *via* Maroona, Gheringhap, and North Geelong.

2. **Bendigo Cattle Siding.**—Two shillings and five pence per truck for Sheep in sheep trucks and Cattle in cattle trucks and 1s. 3d per truck for sheep in goods or cattle trucks shall be charged to the mileage rates to or from Bendigo, for haulage to or from the Cattle siding. No other charge shall, however, be made for Pigs which are discharged at the Bendigo Station.

3. **Ballarat Cattle Siding.**—Live stock forwarded to or from the Ballarat Cattle Siding shall be charged for 6 miles in addition to the mileage to or from Ballarat.

Ballarat.—Pig discharging yards at Doveton-street.

Unless requested otherwise by the consignee concerned, trucks of pigs loaded inwards for discharge are to be placed promptly at the above yards for discharge.

Mileage rates shall be charged as to Ballarat, and in addition a shunting charge shall be imposed of 1s. 10d. for each 4 or 6 wheeled truck.

Trucks shall be placed by ordinary pilot of these yards, and the same charge shall apply but subject to a special charge of 7s. 6d. per trip when pigs are placed at the yards by special pilot.

4. **Bell**—When a special service is run from North Fitzroy to Bell by the engine and one local goods train for the conveyance of live stock on account of Messrs. Hutton and Company, and Paterson and others, a charge of 31s. 6d. per trip, in addition to freight rates, shall be charged. If the special trip is run on account of more than one consignee, the charge shall be distributed on the basis of the number of trucks conveyed for each.

5. **Borthwick Freezing Company's Siding, Newport.** (See page 177.)

6. **City Abattoirs Siding.** (See page 185.)

7. **Eureka.**—Pigs in truck loads for Farmer & Co. may be forwarded to Eureka. The charge from Ballarat East to Eureka shall be 6s. 6d. for each trip made by an engine to place whether loaded or empty, on the Siding. In the event of an engine being used to place for Cowley (goods), and Farmer, in the one trip, only one charge of 6s. 6d. shall be imposed in addition to freight for such trip, and one-half of the amount shall be debited to each consignee concerned.

8. **Corio Quay, Geelong Harbor Trust Sidings, and Sims, Cooper and Co. Freezing Works.** (See page 165.)

9. **Geelong Freezing Works' Siding, North Shore.** (See page 202.)

10. **Mildura.**—Sheep in sheep trucks, and Horses and Cattle in cattle trucks, forwarded from Mildura to Newmarket and Melbourne or vice versa, shall be charged the "Off-day" rates in all directions.

11. **Murtoa (Wimmera Inland Freezing Company's Siding).** (See page 176.)

12. **Portland Freezing Works' Siding.** (See page 203.)

13. **Prossor (Western and Murray District Co-operative Bacon Company's Siding).** (See page 177.)

14. **Horses forwarded from Newmarket to the Victoria Dock, Port Melbourne, Williamstown Piers** in consignments of six or not exceeding ten trucks shall be charged at the lot, and each additional truck shall be charged 15s. 6d. If forwarded in consignments of more than six trucks, the charge shall be 32s. per truck. Charges shall be prepaid.

15. **Horses in truck loads from Port Melbourne to ship's side at the Pier** shall be charged 15s. 6d. per truck. Charges shall be prepaid.

16. **Horses and other Live Stock** forwarded from country stations to the Victoria Port Melbourne Pier, or Williamstown Pier, for shipment, and discharged from the truck at the ship's side, shall be charged the rates to Melbourne, Port Melbourne Pier, or Williamstown Pier respectively. Charges shall be prepaid.

17. **Sheep and Lambs for Export.**—Sheep and lambs, consigned direct to recognised ports of frozen meat, shall, subject to the production of satisfactory proof of export, be carried on the except Mondays at the "Off-day" rates prescribed for sheep in sheep trucks.

All claims for rebate must be lodged with the Live Stock Agent within six (6) months of the date the consignments are forwarded.

18. **Brood Mares and Stallions, also Grooms' Ponies** accompanying Stallions, travelling for breeding purposes during the months of July, August, September, October, November, December, and January, and **Bulls, Cows, and Ewes** travelling for breeding purposes at any time, shall be charged ordinary rates for the outward journey, whether sent in horse-boxes or live stock trucks, but will be returned free on condition that before commencing the outward journey and previous to commencing the return journey a certificate shall be furnished when booking the animals. Forms of certificate may be obtained from station-masters. No charge will be made for Foals not over six months old at Mares' feet. Entire and Grooms' Ponies may be allowed to break their journey. The homeward journey must be completed before the end of January, but Bulls, Cows, and Ewes must be returned within three months of the outward journey. It should be understood that animals must be returned in the same number and class of trucks as used on the outward journey, otherwise ordinary rates will be charged for the return journey.

19. **Loading and Unloading Live Stock at more than one station.**—When arrangements are made for the loading or unloading of any truck of Live Stock to be distributed over more than one station the way-bill must be prepared at the starting point, and the rate for a full truck load charged for the total distance from the starting station to the final destination station, with an additional charge of 5s. 3d. for each occasion on which Stock is booked to be picked up or set down at intermediate points. No debit will be raised at intermediate stations, but the latter will require to endorse on the way-bill the number of animals loaded or unloaded at each place.

20. **Rates for Stock to Agricultural Shows.** (See page 30.)

21. **Rates for Stock for Settlers on Crown Lands, &c.** (See page 215.)

22. **Junction Charges for Live Stock between Albury and Wodonga.** (See page 134.)

23. **Store Stock.** (See page 244.)

STORE STOCK RATES AND CONDITIONS.

1. In the construction of this regulation, the following expressions shall have the meanings respectively assigned to them, namely:—

“The Commissioners” shall mean The Victorian Railways Commissioners.

“The Commissioners’ Live Stock Agent” shall mean the officer who, at the time any proceedings hereunder arises, has in fact the management and control of that department of the Commissioners’ business, which deals with the carriage of live stock by railway.

“Owner” shall mean the actual owner of store stock in respect of the carriage of which a by-law is applied for pursuant to this by-law and shall include a co-owner of any such store stock, and, in a case where the owner of any such store stock is absent from Victoria and cannot conveniently be reached, a person, who is employed by such owner, and is acting by him with the management and control of his business so far as it relates to such store stock.

“Store Stock” shall mean and include—

- (i) cattle or sheep which are not in a fit condition to permit of their being sold or used for sale as fat stock, and which are carried over the Commissioners’ railways for grazing and not for slaughter;
- (ii) horses, which are not broken in, and which are carried over the Commissioners’ railways in order that they may be transferred to new pastures, or used for stocking some other land;
- (iii) horses, or working bullocks, which are in such a poor condition that they require to be depastured in order that they may regain condition, and which are carried over the Commissioners’ railways for that purpose;

but shall not mean or include any stallion or colt, or brood mare, or gelding or mare, or any filly, which has been broken in and is in a fit condition to permit of its being worked, or any bull, or any working bullock, which is in a fit condition to permit of its being worked, or any milch cow, or any springer, which calves within eight weeks of its arrival at the station to which it is consigned, or any ram or any pig.

Store Stock Conveyed on Down Journey or from one Line to another, comprising both an Up and Down Journey.

2. (a) Store stock may, at the absolute discretion of the Commissioners, provided that the provisions and conditions stated in this clause of this by-law and the provisions of any of the Commissioners’ other by-laws in force for the time being with respect to the carriage of live stock, have in all respects been complied with and fulfilled, be carried at the following rates and conditions, viz.:—

(i) *On Down journey—*

7d. per truck per mile, minimum twenty trucks, minimum distance 150 miles, or cheaper three-fourths the full mileage rates for the actual number of trucks consigned and for the actual distance hauled.

(ii) *From one line to another comprising both an “Up” and a “Down” journey—*

7d. per truck per mile, minimum twenty trucks, minimum distance 150 miles, or cheaper three-fourths the full mileage rates for the actual number of trucks consigned and for the actual distance hauled, but the total charge shall not be less than the charge computed at the full mileage rates for the “Up” portion of the journey.

If, however, the conditions provided in Clauses 3 to 8 hereof are complied with, a rebate of the difference between the freight paid and the charges as prescribed in Clauses 5, 6, and 7 will be arranged after the expiry of the period of 8 weeks.

(b) In respect of store stock despatched from Newmarket, Ballarat or Bendigo, the rates specified in sub-clause (a) of this clause shall be charged at the time when such store stock is first consigned, provided that—

(i) the consignor endorses the consignment note as follows:—

“I declare that the stock described on this consignment note are store stock for grazing and not for slaughter,” and

(ii) the consignee in the presence of the Station Master at the destination station at the time delivery is being effected endorses the way-bill as follows:—

“I declare that the sheep and cattle described on this way-bill are store stock for grazing and not for slaughter.”

In the event of the consignee not taking personal delivery of the stock, he must give written authority in writing to the person whom he delegates to take delivery by the railway, and such declaration on the way-bill and such written authority must be attached to the way-bill.

(c) In respect of store stock despatched from stations other than Newmarket, Ballarat or Bendigo on the "Down" journey or from one line to another comprising both an "Up" and a "Down" journey the reduced rates specified in sub-clause (a) of this clause shall be charged at the time when such store stock are forwarded, provided that the authority of the Live Stock Agent is first obtained.

(d) The reduced rates specified in sub-clause (a) of this clause will not apply to live stock consigned to any station within a radius of 30 miles of Melbourne or to any station within a radius of 20 miles of Ballarat or Bendigo.

Store stock consigned from Ballarat or Bendigo to any station on the "Down" journey within a radius of 20 miles therefrom shall be charged the same rates and conditions as for 21 miles.

Store Stock conveyed only on Up Journey.

3. When a consignment of store stock has been conveyed over the Commissioners' railways only on "Up" journey, the owner of such store stock may, subject to the conditions prescribed in Clause 3 hereof and to the provisions of any of the Commissioners' other by-laws in force for the time being with respect to the carriage of live stock, make an application for a rebate on the amount of the freight actually paid by him to the Commissioners for the carriage of such store stock.

4. Upon the receipt of any such application the Commissioners may, in their absolute discretion, provided that the provisions and conditions of this by-law, and of any of their other by-laws aforesaid, have in all respects been complied with and fulfilled, grant to such owner a rebate on the amount of the freight actually paid by him for the carriage of such store stock.

5. Any rebate granted by the Commissioners shall, subject to the provisions of Clauses 6 and 7 hereof, be calculated on the following basis, namely:—The gross rebate shall be of an amount equal to the difference between the freight actually paid in respect of the particular consignment, and the freight which would have been payable in respect thereof had it been calculated in the first instance at the rate of 7d. per truck per mile, minimum twenty trucks, minimum distance 150 miles, or, when cheaper, calculated at three-fourths the full mileage rates for the actual number of trucks consigned and for the actual distance hauled.

6. From the gross rebate payable in any particular case the Commissioners will deduct a rebate fee of one shilling per truck, and the surplus remaining over after such deduction has been made shall be the net rebate, and will be payable to the owner or to his order.

7. The conditions referred to in Clause 3 hereof are:—

(i) That, upon store stock being loaded at the forwarding station, the person in charge of such store stock shall complete a declaration in the form (G.F. 18b) specified in the First Schedule hereto, and shall lodge the same, together with the consignment note in respect of such store stock, at the said station. These forms must be forwarded to the Live Stock Agent.

(ii) That store stock being—

(a) cattle shall, from the time of their arrival at the station to which they were consigned, and for a period of eight clear weeks thereafter, have been depastured, or used for stocking country, and that they or any of them shall not, during the said period of eight clear weeks, have been sold, or offered for sale, or slaughtered for sale for human consumption;

(b) sheep shall, from the time of their arrival at the station to which they were consigned, and for a period of eight clear weeks thereafter, have been depastured or used for stocking country, and that they or any of them, shall not, during the said period of eight clear weeks, have been sold, or offered for sale, or slaughtered for sale for human consumption;

(c) horses, or working bullocks, shall, from the time of their arrival at the station to which they were consigned, and for a period of eight clear weeks thereafter, have been depastured, or used for stocking country, and that during the said period of eight clear weeks, they or any of them, shall not have been sold, or offered for sale, or put to work.

(iii) That every application for a rebate shall—

(a) be made by the owner of the store stock in respect of the carriage of which the rebate is sought;

(b) be in the form (G.F. 18a) specified in the First Schedule hereto;

(c) be supported by a statutory declaration made by the applicant in the form (G.F. 18c) specified in the Second Schedule hereto;

(d) be forwarded so as to reach the Commissioners' Live Stock Agent within six (6) months of the date upon which the store stock in respect of the carriage of which the rebate is sought arrived at the station to which they were consigned.

(iv) That no stock which is not store stock within the meaning of that expression as used in this by-law, shall be included in any consignment in respect of the carriage of which a rebate is sought pursuant to this by-law.

(v) That no rebate will be granted in respect of any consignment of store stock forwarded to the Newmarket, Ballarat, or Bendigo stations.

FIRST SCHEDULE.

G.F.13b. VICTORIAN RAILWAYS.
To the Victorian Railways Commissioners.

I, * of hereby declare—

1. That the: cattle
: sheep consigned by
: horses
at the railway station for carriage over your railways toll at the railway station are:—

- (a) Not in a fit condition to permit of their being sold as fat stock.
- (b) Not broken in.
- (c) In such poor condition that they require to be despatched in order that they may regain condition.
- (d) That no stallion, or colt, or brood mare, or gelding, or mare, or filly, which is broken in and in a fit condition to permit of its being worked, or bull, or working bullock, which is in a fit condition to permit of its being worked, or milch cow, or springer, which will calve within eight weeks of its arrival at the said railway station, or ram or pig, is included among the said live stock.

NOTE.—If the live stock in question are cattle or sheep strike out paragraphs (b) and (c); if they are unbroken horses strike out paragraphs (a) and (c); if they are horses or working bullocks in poor condition strike out paragraphs (a) and (b)

2. That ** of is the owner of the said live stock and that he may, pursuant to the provisions of your by-laws for the time being in force in that behalf, on the ground that the said live stock are "store stock" within the meaning of that expression as used in the said by-laws make an application for a rebate of a portion of the amount paid by him to you as freight in respect of the carriage of the said live stock between the stations aforesaid.

Witness to Signature
Address
Occupation

Signature of Declarant.

†† Strike out whichever words are inapplicable to the facts of the case.

SECOND SCHEDULE.

G.F.13c.
To the Victorian Railways Commissioners.

I, * of hereby apply, pursuant to the provisions of your by-laws in force in that behalf, for a rebate of a portion of the amount paid by me to you as freight in respect of the carriage from the railway station to the railway station of the store stock described hereunder.

| 1. Date of Consigning. | 2. Name in full and address of Consignor. | 3. Name in full and address of Consignee. | 4. Description of Store Stock. | | | | | | | | |
|---------------------------|--|--|-----------------------------------|----------------|-----------------|----------------|-----------------|----------------|--|--|--|
| | | | Cattle. | | Sheep. | | Horses. | | | | |
| | | | No. of Animals. | No. of Trucks. | No. of Animals. | No. of Trucks. | No. of Animals. | No. of Trucks. | | | |
| | | | | | | | | | | | |

Signature of Applicant.

STATUTORY DECLARATION OF APPLICANT.

I, the above named of do solemnly and sincerely declare—

- 1. (a) That I am the sole owner of the live stock referred to in the column numbered 4 in the foregoing application.
- (b) That I am a co-owner with * of the live stock referred to in the column numbered 4 in the foregoing application.
- (c) That I am employed by †† the owner of the live stock referred to in the column numbered 4 in the foregoing application, and that I am intrusted by †† them with the management of †† this business and †† so far as it relates to the said live stock.

NOTE.—If the declaration is made by the sole owner of the stock paragraphs (b) and (c) must be struck out; if it is made by a co-owner of the live stock paragraphs (a) and (c) must be struck out; while if it is made by an employee of the owner or owners of the live stock paragraphs (a) and (b) must be struck out.

†† Strike out whichever words are inapplicable to the facts of the case.

2. That the said live stock was carried by railway between the stations specified in the foregoing application and that the particulars concerning the said live stock set out in the columns respectively numbered 1, 2, 3, and 4 in the foregoing application, are true and correct.
3. That at the time of their being carried as aforesaid the said live stock were :—
- (a) Not in a fit condition to permit of their being sold as fat stock.
 - (b) Not broken in.
 - (c) In such poor condition that they required to be depastured in order that they might regain condition.

NOTE.—If the live stock in question were cattle or sheep strike out paragraphs (b) and (c); if they were unbroken horses strike out paragraphs (a) and (c); if they were horses or working bullocks in poor condition strike out paragraphs (a) and (b).

4. That the said live stock arrived at the said* station on the† of 192, and from that date, and for a period of eight clear weeks thereafter they were ‡ used for stocking country in the State of depastured at‡. 5. That during the period specified in clause 4 of this declaration none of the said live stock was sold, or offered for sale or put to work. 6. That no stallion, or colt, or brood mare, or gelding, or mare, or filly, which was broken in and in a fit condition to permit of its being worked, or bull, or working bullock which was in a fit condition to permit of its being worked, or milch cow, or springer which calved within eight weeks of its arrival at the said** railway station, or ram, or pig, was included among the said live stock.

And I make this solemn declaration, conscientiously believing the same to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

*Here insert name of station to which consigned.
 †Here insert date of arrival.
 ‡Here insert locality.
 **Here insert name of station to which live stock was carried.

Here insert name of place where declaration made.

Declared at†† day of 192 in the State of Victoria this
 Signature of Declarant.
 Before me a Justice of the
 Peace for the Balliwick of the
 State of Victoria.
 The amount of any rebate which may be granted to me pursuant to the said by-laws is to be made payable at the railway station.

Signature of Applicant.

‡‡ Strike out whichever words are inapplicable to the facts of the case.

HIRE OF STOCK-YARDS.

Sales of Live Stock may at the option of the Commissioners be conducted in Railway Stock-yards at towns where there are no private or municipal sale-yards—provided that trucking arrangements or railway traffic are not interfered with—on payment of the following charges :—

| | | |
|--------------------------------------|--------|--|
| Horses and Fat Cattle, 5½d. per head | | } Minimum charge, 13s. Maximum charge, 62s. |
| Store Cattle, 2½d. per head | ... .. |  |
| Pigs, 1½d. per head | ... .. |  |
| Sheep and Goats, 1½d. per head... | ... .. |  |

The yards must not be occupied for a longer period than 24 hours.

Travelling mobs of cattle, horses, and sheep may be camped or drafted in Railway yards entirely at the risk of the owner, provided that they do not interfere with trucking arrangements or other railway traffic, on payment of the following charges :—

| | |
|--|---|
| Cattle and Horses, 2½d. per head for each 24 hours or part thereof | } Minimum charge, 6s. 6d. Maximum charge, 31s. |
| Sheep, ½d. per head for each 24 hours or part thereof | |

CONCESSIONS TO OWNERS OR THEIR DROVERS.

See Passenger Fares Book.

LIVE STOCK RATES PER PASSENGER TRAINS.

See Passenger Fares Book.

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORTS OF MELBOURNE AND WILLIAMSTOWN PIERS. (Not including loading and unloading at Port Melbourne and Williamstown Piers).

INWARDS CARGOES.

TO MONTAGUE SHIPPING SHED FROM PORT MELBOURNE, VICTORIA DOCK OR WILLIAMSTOWN PIERS *s. d.*

| | | | | |
|-----------------------------|----|---------------------------|-----|---------------------------|
| General cargo, n.o.s. | .. | 5 | 0 | per ton. |
| †Coin and Bullion | .. | Same as Outwards. | | |
| †Jewellery and Silver-plate | .. | 4 | 9 | per case. |
| †Britannia Metal | .. | 5s. | 0d. | per ton of 40 cubic feet, |
| †Electro-plate | .. | minimum 4s. 9d. per case, | | |
| †Mixed Metal | .. | cask, or package when the | | |
| †Plated Goods | .. | value is £5 and upwards. | | |
| †Opium | .. | 4 | 9 | per pkg. |
| Vehicles, two-wheeled | .. | 14 | 3 | each. |
| " four-wheeled | .. | 19 | 0 | " |

Goods in the Grain or AP class shall be carried at the rates and conditions applicable to those classes, unless otherwise specified.

TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS— *s. d.*

| | | | | |
|-----------------------|----|----|---|----------|
| General cargo, n.o.s. | .. | 13 | 9 | per ton. |
|-----------------------|----|----|---|----------|

OUTWARDS CARGOES.

FROM MONTAGUE SHIPPING SHED TO PORT MELBOURNE OR WILLIAMSTOWN PIERS— *s. d.*

| | | | | |
|---|----|---|----|--------------------------------------|
| General cargo, n.o.s. | .. | 5 | 0 | per ton. |
| Basils and Skins pressed, not exceeding 4 cwt. | .. | 0 | 10 | per balc. |
| Basils and Skins pressed, over 4 and not exceeding 8 cwt. | .. | 1 | 8 | " |
| Basils and Skins unpressed or exceeding 8 cwt. | .. | 2 | 5 | " |
| †Coin and Bullion in charge of owners, and at their risk— | | | | |
| Copper Coin | .. | 2 | 4 | per £25 sterling or part thereof. |
| Gold Coin | .. | 9 | 4 | per £1,000 sterling or part thereof. |
| " Bullion | .. | 4 | 9 | per 1,000 ozs. or part thereof. |
| Silver Coin | .. | 4 | 9 | per £1,000 sterling or part thereof. |
| " Bullion | .. | 4 | 9 | per 1,000 ozs. or part thereof. |
| Drums returned empty | .. | 0 | 2½ | each. |
| Feathers, n.o.s. | .. | 2 | 2 | per bale. |
| " dumped, not exceeding 2 cwt. | .. | 0 | 10 | " |
| Hair, dumped | .. | 0 | 10 | " |
| " undumped | .. | 1 | 8 | " |
| Hemp, in bales not exceeding 4 cwt. | .. | 1 | 9 | " |

TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER— *s. d.*

| | | | | |
|-----------------------|----|---|---|----------|
| General cargo, n.o.s. | .. | 4 | 0 | per ton. |
|-----------------------|----|---|---|----------|

TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN PIER—

| | | | | |
|---|----|---|----|---|
| Coal, in full truck loads | .. | 1 | 10 | " |
| Artificial manures, in full truck loads | .. | 1 | 10 | " |

TO OTHER STATIONS FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

The Tariff rates and conditions shall be applicable subject to the rates from Port Melbourne to Montague Shipping Shed as a minimum.

FROM MONTAGUE SHIPPING SHED TO PORT MELBOURNE OR WILLIAMSTOWN PIERS— *s. d.*

| | | | | |
|--|----|----------------|----|-----------|
| Hemp, in bales over 4 cwt. and not exceeding 8 cwt. | .. | 2 | 8 | per bale. |
| Hogsheads or Barrels, empty | .. | 0 | 6½ | each. |
| Leather, in bales not exceeding 8 cwt. | .. | 2 | 2 | per bale. |
| Leather, in bales over 8 and not exceeding 12 cwt. | .. | 3 | 0 | " |
| Rags, in bales not exceeding 4 cwt. | .. | 1 | 4 | " |
| Rags, in bales over 4 and not exceeding 8 cwt. | .. | 2 | 8 | " |
| Ship's Stores | .. | 4 | 0 | per bag. |
| Tanks, empty | .. | 4 | 9 | each. |
| Vehicles | .. | Same as above. | | |
| Goods in the Grain or AP class from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to those classes unless otherwise specified. | | | | |

FRUIT FOR EXPORT—

Fresh Fruit, in truck loads, consigned to Melbourne Goods Sheds to the Port Melbourne and Williamstown Piers direct for export to be charged under Grain rate, subject to trucks being loaded to full carrying capacity less 5%; except 20-ton trucks, the minimum for which is 15 tons 4 cwt.

Lesser quantities than truck loads are to be charged at the general cargo rate, viz., 5s. 0d. per ton.

FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY— *s. d.*

| | | | | |
|-----------------------|----|---|---|----------|
| General cargo, n.o.s. | .. | 4 | 0 | per ton. |
|-----------------------|----|---|---|----------|

† (See also General Condition 2, page 7.)

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS—*continued.*

OUTWARD CARGOES—*continued.*

| FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER— | | <i>s. d.</i> |
|---|------|--------------|
| Coal, n.o.s., including weighing; owners to load and unload ... | 3 10 | per ton |
| Coal, for steamer <i>Hygeia</i> , including weighing; owners to load and unload ... | 1 10 | „ |
| Tallow, in truck loads; owners to load ... | 4 0 | „ |
| FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS— | | |
| General cargo, n.o.s. ... | 13 9 | „ |

FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

1. The Tariff rates and conditions shall be applicable subject to the rates from Montague Shipping Shed to the Piers as a minimum.
2. Goods in Classes 1 and 2 despatched from stations other than Montague Shipping Shed to Port Melbourne Pier or Williamstown Pier. Subject to Clause 1, when way-billing goods consigned to Port Melbourne Pier or Williamstown Pier, for direct shipment, which are charged for under Class 1 or Class 2, a deduction of 6d. per ton from the tariff rate shall be made and consignments way-billed accordingly.
3. Agricultural Machines, set up or in cases, forwarded from Melbourne or Sunshine to Port Melbourne or Williamstown Piers shall be charged 12s. 7d. for each machine if cheaper than measurement weight at their respective tariff rates.

JAM AND CANNED FRUIT FOR EXPORT—

Jam and Canned Fruit from Alphington, Windsor, Burnley, or Mitcham to Port Melbourne Pier or Williamstown Pier for export shall be charged 5s. per ton. Freight shall be computed at measurement, 40 cubic feet to the ton.

Note.— (i) See also pages 219, 222 and 230, for rates for meat, skins, leather and wool. (ii) The mileage from Spencer-street to Montague Shipping Shed is 3 miles.

GENERAL.

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Piers are as under:—

| | <i>s. d.</i> |
|---|--------------|
| Not exceeding 10 cubic feet or 5 cwt. ... | 2 4 |
| Over 10 cubic feet or 5 cwt. ... | 2 8 |

2. Cargo landed in mistake from Inward vessels forwarded to Montague Shipping Shed and subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys.

Cargo previously carried by rail to Piers shut out of Outward vessels, and returned to Montague Shipping Shed to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers.

3. Any single package which exceeds 2 tons dead weight, shall be charged 1s. 7d. per ton in addition to the freight to cover the extra cost of loading or unloading at Montague Shipping Shed.

For frozen meat see page 219.

4. All goods shall, except as provided hereunder, be charged according to dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners, viz:—

| | |
|--|--|
| Cocoa Nuts, stripped or in fibre ... | 350 to the ton. |
| Coir Rope and Fibre ... | 10 cwt. to the ton. |
| Felloes ... | 250 to the ton. |
| Hides, wet ... | 40 to the ton. |
| India Rubber Cuttings and old rubber ... | 10 cwt. to the ton. |
| Infusorial Earth ... | 10 cwt. to the ton. |
| Leather Waste ... | 10 cwt. to the ton if cheaper than 40 cubic feet to the ton. |
| Rattans ... | 10 cwt. to the ton. |
| Slates ... | 13½ cwt. to the ton. |
| Sugar Pockets, empty (Loose) ... | 750 to the ton. |
| Tiles, roofing ... | 13½ cwt. to the ton. |
| Timber, softwood ... | 40 cubic feet to the ton. |
| „ hardwood ... | 30 cubic feet to the ton. |

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN
PIERS—*continued.*

GENERAL—*continued.*

1. HAULAGE OF GRAIN, FODDER, AND ARTIFICIAL MANURES AT WILLIAMSTOWN PIER.

(a) Wheat previously railed to stores and stacking sites at Spotswood and Williamstown Pier, and subsequently hauled from such locations to piers in the vicinity, shall be charged for haulage at the rate of 10d. per ton in full truck loads.

(b) Agricultural produce discharged into the sheds and then manufactured, pressed, repacked shall be charged 10d. per ton for haulage from the shed to the pier, subject to a minimum of full carrying capacity of truck less 5 per cent.

(c) Agricultural produce rejected at the ship's side shall be charged 10d. per ton for haulage from the piers to the shed, subject to a minimum of full carrying capacity of truck less 5 per cent.

(d) Agricultural produce hauled from one shed to another shed shall be charged 10d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.

(e) Artificial manures hauled from the piers to local sheds shall be charged 1s. 8d. per ton.

2. HAULAGE OF TIMBER, WILLIAMSTOWN PIER.

Timber for lining vessels or dunnage purposes forwarded from the local sidings at Williamstown Pier to ship's side shall be charged 1s. 3d. per ton, minimum 8½ tons per 10, 11 or 12 ton truck and 14½ tons per 16 or 20 ton truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 10d. per ton, subject to a minimum of 8½ tons per 10, 11, or 12 ton truck and 14½ tons per 16 or 20 ton truck.

The rates shown in clauses 1 and 2 are the Owner's Risk rates. For conditions under which goods may be forwarded at Commissioners' Risk from or to unattended stations, platforms, or sheds, see General Conditions 4 and 5, page 8.

ARTIFICIAL MANURES.

Artificial manures forwarded from Williamstown Pier or Port Melbourne Pier shall be charged the tariff rates. When the covering of this traffic is performed by the Department an additional charge shall be made of 3s. 3d. for each tarpaulin in addition to the usual charge of 8d. per tarpaulin for the service.

STORAGE CHARGES ON IMPORTS AT MONTAGUE SHIPPING SHED.

Supplementary to General Condition 34, page 19.

Any goods discharged from vessels at the Williamstown and Port Melbourne Piers or the Victoria Dock respectively, and conveyed thence by rail to Montague Shipping Shed, may, at the convenience of the Commissioners, be allowed seven days' free storage at Montague Shipping Shed beyond the date on which the conveyance to that place of each consignment is completed, and a charge at the rate of 1s. 3d. per ton or part thereof shall be imposed if the goods remain on hand for a further period of seven working days or part thereof, and for any subsequent period the charge shall be at the rate of 1s. 3d. per ton or part thereof per day or part thereof, provided that no charge for storage shall be imposed in respect of interstate consignments if such consignments be re-exported within two days of the date of the clearance of the vessel from which they were received.

CHARGES FOR STORAGE, ETC., AT WILLIAMSTOWN PIER.

The following charges and conditions will apply to all grain and cereals placed in the Commissioners' sheds prior to shipment:—

Storage.—2½d. per ton per week or part thereof. Minimum charge, 1s. 3d.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading of consignees to find labour, and storage not required, 1½d. per ton.

COPIES OF FORMS USED IN CONNEXION WITH THE
CARRIAGE OF GOODS, LIVE STOCK, ETC.

CONSIGNMENT NOTE.

White Form with words "Owner's Risk," superimposed in pink.

G.F. 1

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GOODS TO BE CARRIED AT REDUCED RATES
AT OWNER'S RISK.

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of the undermentioned goods at either of which rates the said goods may be consigned at the Senders' option—one the Ordinary (Commissioners' Risk) Rate, when the Commissioners take the ordinary liability of a common carrier, the other a Reduced Rate adopted when the sender agrees to relieve the Commissioners from all liability for loss, detention, injury, delay or damage, except upon proof that such loss, detention, injury, delay or damage arose from wilful misconduct on the part of the Commissioners' servants.

Station.

19

To THE VICTORIAN RAILWAYS COMMISSIONERS.

Please receive and forward the undermentioned goods to

at

Railway Station, to be carried at the Reduced Rate below the Commissioners' ordinary rate in consideration whereof I agree to relieve the Victorian Railways Commissioners from all liability for loss, detention, injury, delay or damage of or to such goods except upon proof that such loss, detention, injury, delay or damage arose from wilful misconduct on the part of the Commissioners' servants, and further agree that such goods shall be carried subject to the provisions of the Railways Acts and the By-Laws, Regulations and Conditions published by the Victorian Railways Commissioners and to the terms and conditions of the Consignment Note.

Signature of Consignor or Agent.

Address of Consignor.

| Truck No. | No. of Packages. | Description of Goods. | Marks and Numbers. | Weight. | | | | Freight Payable by— |
|-----------|------------------|-----------------------|--------------------|---------|------|------|-----|---------------------|
| | | | | Tons | cwt. | qrs. | lb. | |
| | | | | | | | | |

Loaded by { Consignor.
 { Commissioners.

How weight ascertained

Signature of Railway Employee receiving Goods.

1092

G.F. 1A. *Yellow Form with words "Commissioners' Risk" superimposed in Pink.*

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GOODS TO BE CARRIED AT THE ORDINARY
(COMMISSIONERS' RISK) RATE.

Stations

To the VICTORIAN RAILWAYS COMMISSIONERS.

Please receive and forward the undermentioned goods to

at

Railway Station, subject to the provisions of the Railways Acts and the By-Laws, Regulations, Conditions published by the Victorian Railways Commissioners, and to the terms and conditions of the Consignment Note.

TRAFFIC TO UNATTENDED STATIONS, PLATFORMS OR SIDINGS, STATIONS IN CHARGE OF CARRIERS OR PRIVATE SIDINGS.

If the Goods be consigned to an unattended Station Platform or Siding, Station in charge of Carrier or Private Siding, it is hereby expressly agreed by the Consignor that the Commission's responsibility in regard to such goods shall absolutely cease when the goods are placed upon the rails at such place.

Signature of Consignor or his

Address of Consignor.

| Truck No. | No. of Packages. | Description of Goods. | Marks and Numbers. | Weight. | | | | *Declared Value. | | | Freight by |
|-----------|------------------|-----------------------|--------------------|---------|------|------|-----|------------------|----|----|------------|
| | | | | Tons | cwt. | qrs. | lb. | £ | s. | d. | |
| | | | | | | | | | | | |

* To be filled in when the increased rate shown in General Condition No. 2 of the Goods Rate Book is paid.

Loaded by { Consignor.
Commissioners.

How weight ascertained

Signature of Railway Employee receiving Goods

Salmon Form with words "Owner's Risk" superimposed in Pink.

VICTORIAN RAILWAYS.

A.F. 18.

CONSIGNMENT NOTE FOR DAMAGEABLE GOODS WHEN NOT PROPERLY PROTECTED BY PACKING AT OWNER'S RISK.

The Victorian Railways Commissioners hereby give notice that any Damageable Goods such as those set out hereunder, if properly protected by packing, may be consigned at the Sender's option at the Commissioners' Risk Rate or at the Owner's Risk Rate, and that the Commissioners will not accept any such Damageable Goods for carriage at the Commissioners' Risk Rate except when properly protected by packing, but the sender may at his option consign the said goods not so protected if he agrees to relieve the Commissioners from all liability for loss or injury to the same except upon proof that such loss or injury arose from wilful misconduct on the part of the Commissioners' servants. The following is a list of Damageable Goods, but it is not exhaustive, and the Commissioners reserve to themselves the right to refuse other descriptions of goods not properly protected except upon the beforementioned terms:—

| | | | |
|---|-------------------------------|--|---|
| Aerated Waters | } in un- covered crates | Drapery | Motor Cars, secondhand |
| Ale, Beer, Porter | | Earthenware | Motor Car bodies and chassis |
| Ale, Bux, Camp, &c. | | Engravings | Motor Cycles |
| Art, Works of | | Eggs | Motor Cycles, with sidecar at- tached |
| Accumulators, Electric | | Furniture | Motor Cycle Sidecars |
| Baths, Metal | | Furs | " sidecar chassis |
| Bath Heaters | | Flavor, for cordials | Mouldings, gilt and N.O.S. |
| Bath Screens | | Fragile and Brittle Goods, N.O.S. | Oil, in tins, uncased |
| Billiard and Bagatelle Tables | | Fenders, marble | Ornaments, plaster and cement |
| Biscuits | | Flower Pots | " N.O.S. |
| Bicycles and Tricycles | | Glass, plate or window | Ovens, camp |
| Boats, rowing, racing | | Glassware | Potteryware |
| Bottles | | Go-carts and Perambulators | Pipes, glazed and unglazed earthenware |
| Blankets, Flannels, Woollens and Rugs | | Grates | Paintings |
| Boilers, Washing, Kitchen and N.O.S., including iron frames | | Granite | Plaster and Fibrous Plaster Sheets |
| Cages, Bird | | Gravestones, including tomb and headstones | Plaster Cornices, Mouldings, Ovolos, and Scotia |
| Cheese | | Grindstones | Plaster Ceilings, Centre-pieces, and Panels |
| Chimney Pots, earthenware | | Hardware, N.O.S. | Pianos and Organs |
| Chimney Tops, iron | | Hats and Millinery | Piping, down |
| Chinaware, N.O.S. | | Hearthstones | Retorts, clay |
| Confectionery | | Hollowware, N.O.S. | Slabs, slate, for billiard tables |
| Cordials, or any liquid in bottles in uncovered crates | | Honey | Stoneware |
| Crockeryware | | Hose | Sanitary Ware |
| Cannos | | Instruments, musical, scientific, &c. | Silks |
| Creibles, clay | | Iron and Steel—Castings, Grat- ings—cast iron, Pipes—cast iron, Railings, Down Pipes— cast iron | Stamps |
| Carboys, empty | | Ironmongery, N.O.S. | Statuary |
| Canisters | | Japanned Ware | Slates |
| Cotton Goods | | Jars | Stoves |
| Cement and Concrete Articles as under— | | Joinery | Stove Pipes |
| Blocks, Copper Stands, Cul- verts, Gutter Crossings, Chim- neys in sections, Troughs— washing, sheep, pig, or cattle, Inverts Plates, Flag-pieces, Curbs, Man-hole Covers, Pipes and Pipe Collars, Posts— bridge, fencing and gate, Poles, Garden Rollers, Sluice Gates, Inspection Shafts, Tanks — water and septic, Vats | | Lace | Spirits—also Bitters, Brandy, Liqueurs, and Wine, N.O.S. |
| Demi-johns | | Lampware | Syphons, sodawater |
| Doors, wire and glazed | | Lamps, hall and street | Tiles |
| | | Maps | Tins, empty |
| | | Marble | Tinware, N.O.S. |
| | | Machines, sewing | Toys |
| | | Machines, Castings, light or fragile | Urinals, earthenware |
| | | Meters, water or gas | Vehicles, new and secondhand |
| | | Mirrors and Looking Glasses | Washing Boards, glass |
| | | Medicines, in bottles and jars, N.O.S. | Window Sashes, glazed |
| | | Motor Cars, new | Windows, wire |
| | | | Wire Stands and Frames |

Station

19

To THE VICTORIAN RAILWAYS COMMISSIONERS.

Please receive and forward the undermentioned goods, not properly protected by packing, to
at
Railway Station,
and in consideration of your receiving and forwarding such goods not properly protected by packing.

1094

and of the consequent saving to me of the cost of packing and of the reduced weight of the consignment and of any other advantage which I derive therefrom, I agree to relieve the Victorian Rail Commissioners from all liability for loss or injury to the same except upon proof that such loss or injury arose from wilful misconduct on the part of the Commissioners' servants.

Signature of Consignor or Agent

Address of Consignor

| Truck No. | No. of Packages. | Description of Goods. | Marks and Numbers. | Weight. | | | | Freight Paid. |
|-----------|------------------|-----------------------|--------------------|---------|------|------|-----|---------------|
| | | | | Tons | cwt. | qrs. | lb. | |
| | | | | | | | | |

Loaded by { Consignor.
Commissioners.

How weight ascertained

Signature of Railway Employee receiving

Orange Form with words "Owner's Risk" superimposed in pink.

G.F. 5.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR EXPLOSIVES AND GOODS OF A DANGEROUS NATURE.

The Victorian Railways Commissioners hereby give notice that they are not and will not be common carriers of explosives or of goods of a dangerous nature, and that they do not undertake the carriage thereof except upon the terms of the following special contract:—

Station.

13

THE VICTORIAN RAILWAYS COMMISSIONERS.

Please receive the undermentioned goods and carry same to Railway Station, subject to the *Explosives Act 1915*, the Regulations thereunder, the Railways Acts and By-Laws, Regulations and Conditions of the Victorian Railways Commissioners, in consideration hereof hereby agree to relieve the Commissioners from all liability of whatsoever nature whatsoever arising.

Signature of Consignor or Agent.

Address of Consignor.

| Truck No. | Name and Address of Consignee. | No. of Packages. | Description of Goods. | Marks and Numbers. | Weight. | | | | Freight Payable by— |
|-----------|--------------------------------|------------------|-----------------------|--------------------|---------|------|------|------|---------------------|
| | | | | | Tons | cwt. | qrs. | lbs. | |
| | | | | | | | | | |

Signature of Railway Employee.

G.F.104.

VICTORIAN RAILWAYS.

DECLARATION FOR OLD MACHINERY.

I, _____, of _____, in the State of Victoria (*) do solemnly and sincerely declare—
That the undermentioned (†) _____ has been in use for a period of not less than three years, viz.:—

*Insert business.
†Insert whether old mining machinery, old machinery not mining, or old boiler, as the case may be.

Detail the machinery, particulars of which must correspond with the consignment note in every respect.

And I make this solemn declaration conscientiously believing the foregoing particulars to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at _____ in the State of Victoria, this _____ day of _____
One thousand nine hundred and _____
Before me—
Justice of the Peace.

VICTORIAN RAILWAYS.

DECLARATION IN CONNEXION WITH THE CONVEYANCE OF MOTOR VEHICLES OVER THE VICTORIAN RAILWAYS.

I, WE, of declare in respect of the *vehicle hereby described

†Insert business. of Victoria (†) *Strike out the singular or plural, as the case may be.

- (a) That no petrol or volatile oils or other volatile inflammable substances accompany or are carried on the said motor vehicle;
(b) That all petrol, volatile oils, and other volatile inflammable substances have been removed from any tanks, piping, carburettors, or other parts on the said motor vehicle;
(c) That the connecting cables and wires of all batteries on the said vehicle have been disconnected from the battery terminals; and the said terminals have themselves been so protected that they cannot be connected inadvertently whilst the vehicle is in the care of the Commissioners.

Signature of Consignor

T.N. H.100.

LIVE STOCK REQUISITION.

The Victorian Railways Commissioners will please provide the undersigned with trucks for the carriage of from Station to day of 19, and the undersigned hereby agree to pay full rates for truck not loaded up at the place and on the day mentioned, and in time to be despatched by train to be specified by the General Superintendent of Transportation or the Live Stock Agent, and to accept all risk of injury to animals while on Railway premises, or while being loaded or while in transit or from any cause whatsoever not arising from negligence on the part of the Railways Commissioners or their employees.

, 19 .

The Commissioners do not guarantee under any circumstances the arrival or delivery of Live Stock at any particular time by any particular train or for any particular market, neither do they undertake to advise consignees of the arrival of Live Stock.

T.N.
H.99
SPECIAL.

VICTORIAN RAILWAYS.
LIVE STOCK REQUISITION.

The undersigned being desirous of having conveyed to (or from) _____ Station, where
no platform, yards, or other suitable place is provided for unloading, loading, or receiving Live Stock,
and to (or from) _____ which the Victorian Railways Commissioners do not undertake to carry Live Stock
request that the Victorian Railways Commissioners will provide _____ trucks for the carriage
of _____ from _____ Station to _____ Station aforesaid on the _____ day of _____
19____ the undersigned undertaking to unload (or load) the trucks himself or themselves, and to accept
all responsibility and risk in respect of any loss or damage incidental to the unloading or loading, or
arising in consequence of the absence of suitable accommodation for unloading, loading, or receiving
Live Stock, and hereby agree to pay full rates for every truck not loaded up at the place and on the
day mentioned.

19

The Commissioners do not guarantee under any circumstances the arrival or delivery of Live
Stock at any particular time by any particular train or for any particular market, neither do they
undertake to advise consignees of the arrival of Live Stock.

T.N.

G.F. 6.

VICTORIAN RAILWAYS

GUARANTEE TO DISCHARGE HEAVY GOODS AT STATION
WHERE THERE IS NO CRANE.

The following Goods
having this day been consigned by

(Consignee) at

Station, at which there are no facilities for discharging Heavy Articles--

I
We hereby Guarantee that in the event of these goods being forwarded by rail they will
be promptly discharged from truck by Consignee on arrival at above-named destination without
damage to the Property of the Commissioners.

Signature.

Station.

Date.

VICTORIAN RAILWAYS.

T.N.

G.F. 7.

(This Certificate to be retained by the Stationmaster at the starting point.)

(This certificate to be retained by Owner and presented to Stationmaster at the Station from which the return is commenced, and attached to Way-bill.)

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

Certificate for Outward Journey.

19 .

I hereby certify that the above-mentioned Horse ^{is} are this day consigned for the above purpose from

Name and Address of Consignee

Station to

Station.

Sex & Colour of Animal.

Brands (if any)

Signed—

Address—

Owner or Owner's Agent.

No. of Way-bill—

No. of Truck—

or

Horse Box—

(To be inserted by Stationmaster.)

This Duplicate of the Outward Journey Certificate is also to be signed by the Owner or Owner's Agent.

I hereby certify that the under-mentioned Horse ^{is} are this day consigned for the above purpose from

Name and Address of Consignee

Station to

Sex and Colour of Animal.

Brands (if any)

Signed—

Address—

Owner or Owner's Agent.

Certificate for Return Journey.

I, the Consignee named above, hereby certify that the Horse having been at my stables for the purpose stated this day returned to the above-named Consignor at Station.

Date—

19 .

Signed—

Address—

No. of Way-bill—

No. of Truck—

or

Horse Box—

(To be inserted by Stationmaster.)

1099.

T.N.
G.F.18.

VICTORIAN RAILWAYS.

LIVE STOCK CONSIGNMENT NOTE.

From To

Train Date

Consignor Consignee

Trucks Nos. {

| Trucks. | NUMBER OF— | | | | | Rate. | TONNAGE. | | Paid on. | Paid. | To Pay. | Corrected Debit. | Under-charge. | Over-charge. |
|---------|------------|---------|---------|-------|--------|-------|----------|------|----------|-------|---------|------------------|---------------|--------------|
| | Calves. | Cattle. | Horses. | Pigs. | Sheep. | | Tons. | Cwt. | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

The animals consigned by me, as herein specified, are required to be carried strictly subject to the Provisions of the Railways Acts and to the By-laws, Regulations and Conditions published by the Victorian Railways Commissioners.

Signed and accepted by me as Owner or on the Owner's behalf—

Witness { *S.M.
*Guard.

[SENDER TO SIGN THIS FORM ONLY.]

* One to be struck out.

GOODS RATES PER TON BETWEEN MELBOURNE AND THE FOLLOWING STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS.

(For private sidings, see pages 144 to 203.) See "Coach Guide" for names of railway stations nearest to non-railway towns. For conditions of carriage of goods to and from unattended stations, platforms, or sidings, stations in charge of caretakers, or private sidings, see General Conditions 4 and 5, page 8. The loading and unloading of all goods at such stations and sidings (which are shown in *italics*) must be performed by or at the cost of the consignor or consignee, as the case may be, and the charges on goods consigned to such places must, unless otherwise provided, be prepaid.

Goods not fully addressed must be marked with the initials of the consignee, together with the distinctive letters shown opposite the name of each station. List showing the days on which goods will be received at Melbourne for despatch to the various stations may be obtained on application to the Goods Superintendent, Melbourne Goods Sheds.

For loading and unloading charges, see General Condition 32, page 17.

References—

(a) Stations marked thus (c) have no shed accommodation, and are open for goods in truck loads only (minimum 3 tons).

Exceptions:—Furniture and household effects forwarded to or from such stations shall be subject to the following minimums:—

| Class of Truck. | Minimum Weight. | |
|------------------------------------|-----------------|---------|
| | 2 tons | 3 " |
| Four-wheeled goods or louvre truck | | |
| Six-wheeled louvre truck | | |
| Empties | | |

See page 107.

(b) Stations marked thus (b) have no siding accommodation. No consignment weighing more than 10 cwt. is to be accepted for these stations.

G. Stations marked thus G are open for goods not requiring crane power. No packages sent to such stations must exceed 5 cwt. in weight unless the approved guarantee (see General Condition 23) regarding is lodged with the consignment note.

(c) Stations marked thus (c) are open for goods of all descriptions (see General Condition 23).

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | |
|------------|-------|---------------------|-------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | |
| G. | A D | 346 | Adlington | 92½ | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. |
| G. | A G | 1987 | Agnes | 117½ | 11 5 | 11 9 | 10 10 | 13 4 | 17 9 | 21 8 | 14 8 | 28 11 | 23 6 | 40 11 | 48 9 | 60 3 | 60 3 |
| G. | A H | 1330 | Albionville | 272½ | 10 10 | 11 2 | 10 1 | 13 4 | 17 9 | 21 8 | 14 8 | 28 11 | 23 6 | 40 11 | 48 9 | 60 3 | 60 3 |
| G. | A I | 1022 | Albionville | 272½ | 14 0 | 13 0 | 11 6 | 15 2 | 19 7 | 24 0 | 17 9 | 34 5 | 27 11 | 51 9 | 61 9 | 76 6 | 76 6 |
| G. | A J | 1022 | Albionville | 272½ | 14 0 | 13 0 | 11 6 | 15 2 | 19 7 | 24 0 | 17 9 | 34 5 | 27 11 | 51 9 | 61 9 | 76 6 | 76 6 |

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | |
|--------------|-------|---------------------|-----------------|---------|----------|------|--------|--------|-------|-------|-------|-------|------|------|------|------|-------|-------|-------|------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | Bb. | C. | 1 | 2 | | | | | |
| (c) | A X R | 1579 | Alexandra .. | 102 | G.R. | 12 6 | 11 11 | 10 5 | 9 14 | 8 15 | 7 15 | 6 11 | 5 23 | 4 11 | 3 16 | 2 16 | 1 16 | s. d. | 6 85 | 0 6 |
| G. | A F | 866 | Allansford .. | 159 | O.P. | 17 6 | 14 4 | 12 3 | 10 14 | 8 29 | 7 17 | 6 10 | 5 22 | 4 11 | 3 16 | 2 16 | 1 16 | s. d. | 6 66 | 0 0 |
| G. | A E | 144 | Allendale .. | 90 1/2 | O.R. | 16 8 | 13 8 | 12 3 | 10 17 | 8 20 | 7 10 | 6 10 | 5 20 | 4 11 | 3 16 | 2 16 | 1 16 | s. d. | 6 101 | 6 3 |
| G. | A R | 2027 | Almurta .. | 68 | O.R. | 11 5 | 11 9 | 10 5 | 9 14 | 8 14 | 7 11 | 6 11 | 5 20 | 4 11 | 3 16 | 2 16 | 1 16 | s. d. | 6 59 | 0 0 |
| (a) In, Gout | A P | 2289 | Alphington .. | 63 | O.R. | 9 2 | 9 4 | 8 5 | 7 10 | 6 15 | 5 10 | 4 11 | 3 16 | 2 16 | 1 16 | 0 16 | 0 16 | s. d. | 6 44 | 0 0 |
| (a) In | A L T | 794 | Altona Beach .. | 10 1/2 | O.R. | 4 8 | 3 6 | 3 2 | 2 10 | 1 8 | 0 4 | 0 4 | 0 3 | 0 3 | 0 3 | 0 3 | 0 3 | s. d. | 6 7 | 0 0 |
| G. | A L V | 907 | Alvie .. | 105 | O.R. | 4 4 | 3 8 | 3 4 | 2 10 | 1 8 | 0 4 | 0 4 | 0 3 | 0 3 | 0 3 | 0 3 | 0 3 | s. d. | 6 9 | 0 8 |
| (c) | A M | 306 | Amphitheatre .. | 135 1/2 | O.R. | 12 8 | 12 6 | 11 0 | 10 15 | 9 3 | 8 3 | 7 11 | 6 11 | 5 23 | 4 11 | 3 16 | 2 16 | s. d. | 6 68 | 3 3 |
| G. | A R N | 2030 | Anderson .. | 77 | O.R. | 15 3 | 13 10 | 12 2 | 11 16 | 10 1 | 9 27 | 8 18 | 7 36 | 6 18 | 5 29 | 4 46 | 3 88 | s. d. | 6 71 | 3 88 |
| G. | A N O | 495 | Annuello .. | 274 | O.R. | 23 6 | 17 10 | 15 9 | 14 11 | 13 11 | 12 4 | 11 17 | 10 4 | 9 10 | 8 23 | 7 59 | 6 94 | s. d. | 6 157 | 0 0 |
| G. | A N | 1321 | Antwerp .. | 235 1/2 | O.R. | 21 6 | 16 11 | 14 11 | 13 15 | 12 4 | 11 20 | 10 11 | 9 28 | 8 16 | 7 44 | 6 91 | 5 110 | s. d. | 6 141 | 0 0 |
| G. | A S | 1305 | Arapiles .. | 223 1/2 | O.R. | 21 2 | 16 9 | 14 9 | 13 15 | 12 7 | 11 40 | 10 7 | 9 27 | 8 16 | 7 45 | 6 83 | 5 106 | s. d. | 6 134 | 6 6 |
| (c) | A | 702 | Ararat .. | 131 | O.R. | 20 2 | 15 11 | 14 4 | 13 19 | 12 8 | 11 38 | 10 26 | 9 52 | 8 42 | 7 30 | 6 56 | 5 68 | s. d. | 6 85 | 0 0 |
| G. | A C | 1606 | Arcadia .. | 98 | O.R. | 15 1 | 13 5 | 11 10 | 10 16 | 9 6 | 8 15 | 7 17 | 6 28 | 5 35 | 4 43 | 3 51 | 2 64 | s. d. | 6 85 | 0 0 |
| \$ | A R D | 22 | Arden-street .. | 1 | O.R. | 11 2 | 11 5 | 10 3 | 9 13 | 8 2 | 7 4 | 6 4 | 5 3 | 4 8 | 3 8 | 2 5 | 1 6 | s. d. | 6 7 | 0 0 |
| G. | A R G | 1560 | Argyle .. | 71 1/2 | O.R. | 9 3 | 8 3 | 7 2 | 6 10 | 5 3 | 4 12 | 3 8 | 2 10 | 1 12 | 0 17 | 0 17 | 0 17 | s. d. | 6 47 | 3 3 |
| G. | A K | 1320 | Arkona .. | 231 1/2 | O.R. | 21 6 | 16 11 | 14 11 | 13 15 | 12 4 | 11 20 | 10 11 | 9 28 | 8 16 | 7 45 | 6 89 | 5 109 | s. d. | 6 139 | 0 0 |

Arden-street is open for Inwards Goods in truck loads, account Lloyd Bros. and Maghins, W. Haughton and Coy., T. Brunton and Coy., Eureka Tilo Coy., M. T. Gleason, Fidelity Storage Coy. or consignees c/o this Company, and for logs, poles, timber, firewood, bark, and coal for any consignee, M. T. Brunton and Coy., T. Brunton, also for agricultural produce other than hay, straw, and chaff in truck loads account the Gippsland and Northern Co-operative Selling Co., and J. P. Goulding, and for stable manure outwards from any consignee.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station (code Number) | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|-----------------------|---------------------------|--------|----------|------|--------|--------|----|------|----|------|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | B.R. | C. | 1 | 2 | | | | | | | | | | | | | | | |
| G. | A O | 703 | Armstrong .. | 130½ | 15 | 13 | 12 | 10 | 11 | 19 | 18 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | | |
| G. | A R M | 844 | Armytage .. | 70½ | 14 | 11 | 10 | 9 | 8 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | | |
| G. | A B | 360 | Arnold .. | 139½ | 10 | 10 | 10 | 10 | 9 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| (a) | A S H | 2209 | Ashburton .. | 9½ | 4 | 0 | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| G. | A S P | 1914 | Aspendale .. | 19 | 3 | 8 | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| G. | A T H | 2015 | Athlone .. | 61 | 4 | 0 | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| G. | A U | 2237 | Aura † .. | 30½ | 7 | 8 | 7 | 5 | 4 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| G. | A L | 1438 | Avenel .. | 72 | 4 | 5 | 4 | 3 | 3 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| (c) | A V | 304 | Avoca .. | 127 | 0 | 1 | 0 | 0 | 0 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | |
| G. | A M E | 71 | Avonmore .. | 124½ | 13 | 10 | 12 | 9 | 11 | 10 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | |
| (c) | A X | 1565 | Axedale .. | 89½ | 10 | 10 | 10 | 10 | 10 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (b) | B A A | 1749 | Baarmluka .. | 168½ | 17 | 10 | 14 | 8 | 12 | 11 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | |
| (c) | B M | 807 | Bacchus Marsh | 31½ | 4 | 11 | 5 | 4 | 4 | 11 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| G | B A | 1448 | Baddaginnie .. | 113½ | 13 | 3 | 12 | 10 | 11 | 4 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | |
| G. | B A G | 67 | Bapsbot .. | 112 | 13 | 6 | 12 | 10 | 11 | 4 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | |
| (c) | B D | 1873 | Bairnsdale (see page 161) | 171½ | 18 | 6 | 14 | 8 | 12 | 11 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | |
| (b) | B L D | 329 | Bald Hills .. | 82½ | 10 | 10 | 10 | 10 | 10 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| (c) | B L | 511 | Bald Hills .. | 404 | 10 | 10 | 10 | 10 | 10 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

GOODS RATES PER TON BETWEEN MEMBERS AND STATIONS AND ENDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS

CLASSES.

| Reference. | Mark. | Station Code Number | Station. | Miles. | — | M. | | A.P. | | Grain. | | S.A.P. | | A. | | A.A. | | B. | | D.B. | | C. | | 1 | | 2 | |
|------------|-------|---------------------|------------------------------|--------|------|----|----|------|----|--------|----|--------|----|----|----|------|----|----|----|------|-----|-----|----|-----|----|-----|----|
| | | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| (c) | B | 687 | Ballarat (see page 129) | 73½ | C.R. | 9 | 9 | 10 | 2 | 9 | 8 | 8 | 12 | 12 | 12 | 6 | 19 | 23 | 6 | 19 | 0 | 123 | 11 | 31 | 3 | 38 | 9 |
| (c) | B E | 686 | Ballarat East (see page 129) | 73½ | C.R. | 9 | 3 | 9 | 5 | 8 | 11 | 5 | 17 | 4 | 11 | 10 | 22 | 5 | 15 | 1 | 127 | 6 | 31 | 3 | 38 | 9 | |
| G. | B A L | 1444 | Balmattum... | 98½ | C.R. | 9 | 3 | 9 | 8 | 11 | 5 | 17 | 4 | 11 | 10 | 22 | 5 | 15 | 1 | 127 | 6 | 31 | 3 | 38 | 9 | | |
| G. | B R L | 1183 | Balmoral .. | 238½ | C.R. | 11 | 9 | 12 | 0 | 10 | 8 | 14 | 4 | 23 | 6 | 15 | 11 | 30 | 9 | 25 | 0 | 43 | 7 | 51 | 3 | 64 | 3 |
| G. | B N R | 1940 | Balnarring .. | 40½ | C.R. | 21 | 8 | 16 | 11 | 14 | 11 | 20 | 11 | 42 | 3 | 28 | 7 | 57 | 8 | 46 | 9 | 91 | 11 | 112 | 3 | 142 | 6 |
| G. | B A D | 632 | Balnarnald .. | 272 | C.R. | 6 | 8 | 7 | 2 | 6 | 6 | 8 | 2 | 8 | 2 | 8 | 12 | 6 | 8 | 15 | 10 | 12 | 10 | 21 | 9 | 25 | 6 |
| G. | B A M | 401 | Bambill (see page 130) | 383½ | C.R. | 23 | 6 | 17 | 10 | 15 | 9 | 21 | 11 | 45 | 9 | 31 | 0 | 62 | 6 | 50 | 8 | 98 | 5 | 122 | 0 | 157 | 0 |
| G. | B N E | 497 | Bannerton .. | 285½ | C.R. | 27 | 6 | 19 | 5 | 17 | 6 | 23 | 10 | 54 | 11 | 37 | 2 | 75 | 1 | 60 | 10 | 101 | 6 | 112 | 9 | 133 | 0 |
| G. | B K N | 673 | Bannockburn .. | 55½ | C.R. | 7 | 8 | 8 | 3 | 7 | 5 | 10 | 6 | 14 | 2 | 9 | 6 | 18 | 2 | 14 | 8 | 26 | 3 | 29 | 9 | 36 | 9 |
| G. | B N L | 918 | Banoool † | 110½ | C.R. | 13 | 5 | 13 | 0 | 11 | 6 | 16 | 2 | 26 | 1 | 17 | 9 | 34 | 5 | 27 | 11 | 51 | 5 | 61 | 3 | 75 | 9 |
| G. | B A N | 1260 | Banyena .. | 194½ | C.R. | 19 | 1 | 15 | 10 | 13 | 11 | 19 | 4 | 37 | 3 | 25 | 3 | 50 | 11 | 41 | 5 | 78 | 6 | 95 | 3 | 120 | 0 |
| G. | B A R | 155 | Barfold .. | 72 | C.R. | 9 | 6 | 10 | 2 | 9 | 0 | 12 | 0 | 17 | 8 | 12 | 0 | 22 | 9 | 18 | 7 | 32 | 0 | 38 | 0 | 47 | 3 |
| (c) | B R N | 1466 | Barnawartha .. | 174 | C.R. | 18 | 0 | 14 | 8 | 12 | 11 | 18 | 0 | 34 | 5 | 23 | 4 | 46 | 6 | 37 | 9 | 71 | 8 | 87 | 3 | 109 | 0 |
| (a) | B L J | 84 | Barnes .. | 152½ | C.R. | 17 | 2 | 14 | 0 | 12 | 7 | 17 | 2 | 32 | 9 | 22 | 3 | 44 | 3 | 35 | 11 | 68 | 3 | 82 | 3 | 109 | 0 |
| G. | B N K | 912 | Barongarook † | 102½ | C.R. | 15 | 11 | 13 | 6 | 12 | 2 | 16 | 8 | 29 | 7 | 20 | 0 | 39 | 11 | 32 | 3 | 62 | 9 | 79 | 0 | 98 | 6 |
| G. | B P B | 902 | Barzimba .. | 90½ | C.R. | 11 | 5 | 11 | 9 | 10 | 5 | 14 | 0 | 21 | 8 | 14 | 8 | 27 | 11 | 22 | 8 | 39 | 11 | 48 | 3 | 66 | 9 |
| G. | B K | 428 | Barrabee .. | 168½ | C.R. | 17 | 10 | 14 | 8 | 12 | 11 | 18 | 0 | 33 | 5 | 22 | 8 | 45 | 7 | 36 | 10 | 70 | 1 | 85 | 6 | 106 | 9 |

† Including loading and unloading.

† Nos including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|------------|-------|---------------------|-----------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|---|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | BB. | C. | 1 | 2 | | | |
| G. | B P T | 471 | Barraport .. | 177 | C.R. | 18 2 | 15 3 | 13 4 | 18 7 | 34 7 | 23 4 | 47 3 | 38 5 | 72 5 | 88 3 | 110 6 | 6 | |
| (b) | B W O | 1678 | Barwo .. | 160½ | C.R. | 17 4 | 14 6 | 13 0 | 17 8 | 32 11 | 22 3 | 45 0 | 36 7 | 69 0 | 88 3 | 110 6 | 6 | |
| (c) | B D N | 894 | Barwon .. | 98½ | C.R. | 16 9 | 14 2 | 12 6 | 17 6 | 31 1 | 21 0 | 41 7 | 33 8 | 64 10 | 78 6 | 97 6 | 6 | |
| (d) | B A T | 1278 | Batchics .. | 221½ | C.R. | 15 11 | 13 6 | 12 2 | 16 8 | 29 7 | 20 0 | 39 7 | 32 1 | 61 9 | 78 6 | 97 6 | 6 | |
| G. | B X R | 1925 | Baxter .. | 32½ | C.R. | 11 2 | 11 5 | 10 3 | 13 8 | 22 5 | 15 2 | 29 3 | 23 10 | 41 0 | 51 9 | 64 3 | 3 | |
| G. | B A S | 2010 | Bayles .. | 46½ | C.R. | 11 2 | 11 5 | 10 3 | 13 8 | 22 5 | 15 2 | 29 3 | 23 10 | 41 0 | 51 9 | 64 3 | 3 | |
| G. | B A Y | 2227 | Baywater .. | 19½ | C.R. | 20 2 | 15 11 | 14 4 | 19 7 | 38 2 | 25 10 | 52 0 | 42 0 | 82 3 | 105 9 | 133 9 | 9 | |
| G. | B F | 1826 | Beaconsfield .. | 29½ | C.R. | 4 11 | 5 6 | 4 11 | 6 3 | 9 0 | 8 2 | 11 5 | 9 3 | 16 0 | 18 3 | 21 9 | 9 | |
| (c) | B E A | 182 | Bealiba .. | 137½ | C.R. | 6 8 | 7 2 | 6 6 | 8 8 | 12 6 | 8 6 | 15 10 | 12 10 | 21 9 | 25 6 | 31 3 | 3 | |
| (c) | B Q | 696 | Beaufort .. | 102½ | C.R. | 6 4 | 6 10 | 5 8 | 8 3 | 11 11 | 8 1 | 15 1 | 12 3 | 20 9 | 25 6 | 31 3 | 3 | |
| (c) | B C | 901 | Beacoo .. | 96½ | C.R. | 4 4 | 4 0 | 3 8 | 4 9 | 6 3 | 4 5 | 8 1 | 6 8 | 11 0 | 11 6 | 13 9 | 9 | |
| (c) | B F T | 923 | Beech Forest † | 124½ | C.R. | 4 4 | 4 0 | 3 8 | 4 9 | 6 3 | 4 5 | 8 1 | 6 8 | 11 0 | 11 6 | 13 9 | 9 | |
| (c) | B H | 1750 | Beechworth .. | 171½ | C.R. | 4 9 | 4 11 | 4 5 | 5 11 | 9 0 | 6 2 | 10 8 | 8 8 | 14 8 | 17 0 | 20 0 | 0 | |
| G. | B M B | 1484 | Bestomba .. | 245½ | C.R. | 15 8 | 13 10 | 12 2 | 16 11 | 29 1 | 19 8 | 38 9 | 31 5 | 59 7 | 71 9 | 89 0 | 0 | |
| G. | B E G | 2234 | Belgrave † .. | 26½ | C.R. | 14 11 | 13 2 | 11 10 | 16 1 | 27 8 | 18 9 | 30 11 | 29 11 | 50 9 | 71 9 | 89 0 | 0 | |
| G. | B E L | 1522 | Bell .. | 7½ | C.R. | 12 6 | 12 0 | 10 7 | 15 1 | 24 1 | 16 4 | 31 3 | 25 3 | 44 11 | 54 3 | 66 9 | 9 | |
| G. | B N | 1964 | Bena .. | 66 | C.R. | 11 7 | 12 0 | 10 7 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 9 | 50 9 | 63 0 | 0 | |
| (c) | B J | 1450 | Bannalia .. | 121½ | C.R. | 11 0 | 11 5 | 10 3 | 13 8 | 21 8 | 14 7 | 28 2 | 22 10 | 40 9 | 50 9 | 63 0 | 0 | |

GOODS RATES PER TON BETWEEN METROPOLES AND STATIONS AND SIDINGS OPEN FOR THE EXPORT AND DELIVERY OF GOODS—CONTINUED.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------------|--------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | DB. | C. | 1 | 2 | |
| G. | B C C | 600 | Benarca .. | 158½ | s. d. 17 6 | s. d. 14 4 | s. d. 12 7 | s. d. 17 10 | s. d. 31 11 | s. d. 21 8 | s. d. 43 3 | s. d. 35 1 | s. d. 67 6 | s. d. 81 3 | s. d. 101 6 | |
| (c) | B O | 63 | Bendigo (see page 129) | 100½ | s. d. 16 8 | s. d. 13 8 | s. d. 12 3 | s. d. 17 0 | s. d. 30 5 | s. d. 20 8 | s. d. 33 5 | s. d. 33 5 | s. d. 64 3 | s. d. 81 3 | s. d. 101 6 | |
| G. | B T K | 302 | Bendook (see page 129) | 355 | s. d. 27 9 | s. d. 19 10 | s. d. 17 5 | s. d. 24 4 | s. d. 54 7 | s. d. 36 10 | s. d. 74 6 | s. d. 60 5 | s. d. 95 9 | s. d. 114 6 | s. d. 144 6 | |
| G. | B N Y | 310 | Ben Nevis .. | 144 | s. d. 26 5 | s. d. 18 11 | s. d. 17 0 | s. d. 22 11 | s. d. 35 0 | s. d. 22 11 | s. d. 39 11 | s. d. 32 6 | s. d. 61 11 | s. d. 75 3 | s. d. 93 0 | |
| G. | B N S | 1985 | Bennison .. | 111½ | s. d. 16 5 | s. d. 13 10 | s. d. 12 2 | s. d. 16 11 | s. d. 29 9 | s. d. 20 3 | s. d. 39 11 | s. d. 30 11 | s. d. 59 0 | s. d. 75 3 | s. d. 93 0 | |
| G. | B B G | 624 | Berambong .. | 237½ | s. d. 21 8 | s. d. 16 11 | s. d. 14 11 | s. d. 20 11 | s. d. 42 3 | s. d. 28 7 | s. d. 57 6 | s. d. 46 3 | s. d. 81 4 | s. d. 111 9 | s. d. 142 3 | |
| G. | B G A | 1118 | Berringa .. | 99 | s. d. 20 8 | s. d. 16 11 | s. d. 14 6 | s. d. 19 11 | s. d. 40 3 | s. d. 27 3 | s. d. 54 9 | s. d. 44 5 | s. d. 87 0 | s. d. 111 9 | s. d. 142 3 | |
| (c) | B E R | 441 | Berrwillook .. | 225½ | s. d. 21 2 | s. d. 16 9 | s. d. 14 9 | s. d. 20 7 | s. d. 40 11 | s. d. 27 9 | s. d. 55 8 | s. d. 45 2 | s. d. 87 5 | s. d. 107 0 | s. d. 136 0 | |
| G. | B B | 980 | Berrybank .. | 94½ | s. d. 20 2 | s. d. 15 11 | s. d. 14 4 | s. d. 19 7 | s. d. 39 0 | s. d. 26 5 | s. d. 53 0 | s. d. 43 0 | s. d. 83 3 | s. d. 107 0 | s. d. 136 0 | |
| G. | B W | 1925 | Berwick .. | 28 | s. d. 11 0 | s. d. 12 0 | s. d. 10 7 | s. d. 14 4 | s. d. 22 9 | s. d. 14 7 | s. d. 28 2 | s. d. 22 10 | s. d. 39 9 | s. d. 50 0 | s. d. 61 9 | |
| G. | B E T | 177 | Bet Bet .. | 121 | s. d. 4 2 | s. d. 4 7 | s. d. 4 1 | s. d. 5 7 | s. d. 8 2 | s. d. 0 3 | s. d. 7 6 | s. d. 13 6 | s. d. 15 9 | s. d. 18 9 | s. d. 18 9 | |
| (c) | B U | 1282 | Beulah .. | 238½ | s. d. 14 0 | s. d. 13 0 | s. d. 11 6 | s. d. 16 2 | s. d. 26 5 | s. d. 17 10 | s. d. 31 11 | s. d. 28 3 | s. d. 52 6 | s. d. 63 9 | s. d. 78 6 | |
| G. | B E V | 1422 | Beveridge .. | 26 | s. d. 13 4 | s. d. 12 5 | s. d. 11 2 | s. d. 15 5 | s. d. 25 2 | s. d. 17 9 | s. d. 33 3 | s. d. 26 11 | s. d. 50 0 | s. d. 63 9 | s. d. 78 6 | |
| (c) | B P | 202 | Birochip .. | 214½ | s. d. 21 8 | s. d. 16 11 | s. d. 14 11 | s. d. 20 11 | s. d. 42 3 | s. d. 28 7 | s. d. 57 8 | s. d. 46 9 | s. d. 91 11 | s. d. 112 3 | s. d. 142 6 | |
| G. | B G E | 846 | Birregurra .. | 83½ | s. d. 4 4 | s. d. 4 9 | s. d. 4 3 | s. d. 5 7 | s. d. 8 1 | s. d. 5 6 | s. d. 9 9 | s. d. 7 11 | s. d. 13 8 | s. d. 14 6 | s. d. 18 0 | |
| G. | B I T | 1929 | Bittern .. | 43 | s. d. 4 0 | s. d. 4 5 | s. d. 3 11 | s. d. 5 3 | s. d. 7 8 | s. d. 5 2 | s. d. 9 3 | s. d. 7 6 | s. d. 13 0 | s. d. 14 6 | s. d. 18 0 | |
| G. | B L K | 2165 | Blackburn .. | 11½ | s. d. 20 7 | s. d. 16 4 | s. d. 14 5 | s. d. 20 3 | s. d. 39 9 | s. d. 26 10 | s. d. 54 3 | s. d. 44 0 | s. d. 84 6 | s. d. 103 0 | s. d. 130 0 | |
| G. | B L W | 343 | Blonhard .. | 85 | s. d. 10 7 | s. d. 10 6 | s. d. 9 5 | s. d. 12 7 | s. d. 19 1 | s. d. 12 11 | s. d. 24 10 | s. d. 20 2 | s. d. 35 9 | s. d. 45 0 | s. d. 55 6 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|---------------------|--------------------------|--------|----------|----|------|----|--------|----|----|----|------|----|----|----|----|----|----|----|-----|----|-----|----|-----|----|
| | | | | | M. | | A.P. | | S.A.P. | | A. | | A.A. | | R. | | Dp | | C. | | 1 | | 2 | | | |
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | BGT | 443 | Boigbeat | 232½ | 21 | 6 | 16 | 11 | 14 | 11 | 20 | 11 | 41 | 7 | 28 | 1 | 56 | 9 | 45 | 11 | 89 | 9 | 110 | 0 | 139 | 3 |
| G. | BOK | 376 | Botaka | 332 | 20 | 6 | 16 | 11 | 14 | 11 | 39 | 7 | 26 | 0 | 54 | 1 | 43 | 9 | 57 | 8 | 107 | 4 | 137 | 3 | 179 | 9 |
| G. | BOI | 2140 | Boisdale | 139½ | 25 | 5 | 18 | 2 | 16 | 4 | 22 | 5 | 49 | 8 | 33 | 6 | 67 | 9 | 54 | 11 | 102 | 3 | 137 | 3 | 179 | 9 |
| G. | BOL | 1474 | Bolga | 207½ | 15 | 1 | 13 | 2 | 11 | 10 | 16 | 1 | 27 | 10 | 18 | 11 | 37 | 3 | 30 | 3 | 57 | 7 | 73 | 0 | 90 | 6 |
| G. | BIN | 121 | Boinda | 35 | 19 | 1 | 15 | 5 | 13 | 10 | 18 | 11 | 36 | 11 | 25 | 0 | 50 | 7 | 40 | 11 | 78 | 3 | 100 | 0 | 127 | 0 |
| G. | BTN | 493 | Bolton | 265½ | 4 | 9 | 5 | 7 | 5 | 1 | 6 | 8 | 9 | 3 | 6 | 4 | 11 | 11 | 9 | 6 | 16 | 0 | 19 | 6 | 23 | 3 |
| (b) | BGL | 1470 | Bongilla | 193½ | 23 | 4 | 17 | 8 | 15 | 7 | 21 | 6 | 45 | 3 | 30 | 8 | 61 | 4 | 49 | 9 | 97 | 5 | 120 | 6 | 154 | 3 |
| (c) | BI | 1587 | Bonnie Doon | 118 | 18 | 2 | 15 | 1 | 13 | 7 | 18 | 5 | 35 | 2 | 23 | 10 | 48 | 4 | 39 | 2 | 74 | 9 | 95 | 0 | 119 | 9 |
| G. | BOO | 2107 | Boollarra | 102 | 13 | 4 | 12 | 5 | 11 | 2 | 15 | 5 | 24 | 10 | 16 | 11 | 32 | 0 | 26 | 7 | 49 | 3 | 61 | 9 | 76 | 6 |
| G. | BNN | 229 | Boonoonar (see page 129) | 327 | 11 | 11 | 11 | 5 | 10 | 3 | 14 | 4 | 22 | 9 | 15 | 5 | 29 | 7 | 24 | 0 | 42 | 6 | 53 | 6 | 66 | 0 |
| G. | BOR | 858 | Boorean | 131½ | 26 | 5 | 18 | 11 | 16 | 7 | 23 | 4 | 51 | 8 | 34 | 11 | 70 | 6 | 57 | 3 | 96 | 7 | 100 | 0 | 117 | 0 |
| (c) | BZ | 459 | Boort | 169 | 23 | 2 | 18 | 0 | 16 | 2 | 22 | 3 | 49 | 2 | 33 | 3 | 67 | 2 | 54 | 6 | 92 | 0 | 100 | 0 | 117 | 0 |
| G. | BNG | 456 | Borung | 156 | 14 | 4 | 12 | 9 | 11 | 6 | 15 | 9 | 26 | 11 | 18 | 3 | 35 | 6 | 28 | 9 | 54 | 6 | 68 | 9 | 85 | 6 |
| G. | BOW | 1761 | Bowma | 169 | 17 | 10 | 14 | 8 | 12 | 11 | 18 | 7 | 33 | 5 | 22 | 8 | 45 | 7 | 36 | 10 | 70 | 1 | 85 | 6 | 106 | 9 |
| G. | BWR | 1459 | Bowser | 149 | 16 | 1 | 13 | 8 | 12 | 3 | 17 | 0 | 29 | 11 | 20 | 4 | 40 | 5 | 32 | 9 | 63 | 3 | 80 | 3 | 100 | 0 |
| G. | BOX | 2163 | Box Hill | 101 | 17 | 0 | 14 | 0 | 12 | 7 | 17 | 2 | 31 | 10 | 21 | 7 | 43 | 5 | 35 | 1 | 66 | 9 | 85 | 6 | 106 | 9 |
| G. | BOY | 1082 | Boys | 92 | 18 | 6 | 14 | 0 | 12 | 6 | 17 | 6 | 30 | 11 | 20 | 10 | 41 | 2 | 38 | 10 | 70 | 1 | 85 | 6 | 106 | 9 |
| G. | BOZ | 1082 | Boz | 92 | 18 | 6 | 14 | 0 | 12 | 6 | 17 | 6 | 30 | 11 | 20 | 10 | 41 | 2 | 38 | 10 | 70 | 1 | 85 | 6 | 106 | 9 |

GOODS RATES PER TON BETWEEN MEMBERS AND STATIONS AND SIDINGS OPEN FOR THE EXPORT AND DELIVERY OF GOODS

CLASSES.

| Reference. | Mark. | Station Number | Station. | Miles. | M. | | A.P. | | Ordn S.A.P. | | A. | | A.A. | | B. | | B.B. | | O. | | 1 | | 2 | | | |
|---------------|-------|----------------|---------------|--------|----|----|------|----|-------------|----|----|----|------|----|----|----|------|----|----|----|----|----|-----|----|-----|----|
| | | | | | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. |
| G. | B X | 1161 | Branxholme | 213½ | 20 | 7 | 16 | 4 | 14 | 5 | 20 | 3 | 39 | 7 | 26 | 10 | 54 | 3 | 44 | 0 | 84 | 3 | 102 | 3 | 129 | 6 |
| G | B A V | 2063 | Braunton .. | 60½ | 19 | 7 | 15 | 7 | 14 | 0 | 10 | 3 | 17 | 8 | 25 | 7 | 51 | 8 | 17 | 7 | 31 | 6 | 37 | 0 | 45 | 9 |
| (c) | B R I | 2142 | Briatlong .. | 144½ | 8 | 11 | 9 | 1 | 8 | 3 | 11 | 0 | 16 | 10 | 11 | 5 | 20 | 8 | 32 | 6 | 62 | 6 | 75 | 9 | 93 | 9 |
| (c) | B D G | 417 | Bridgewater | 126½ | 16 | 2 | 14 | 2 | 12 | 6 | 17 | 6 | 28 | 8 | 28 | 6 | 38 | 2 | 30 | 11 | 59 | 6 | 75 | 9 | 102 | 3 |
| (c) | B T | 1768 | Bright .. | 196 | 15 | 5 | 13 | 6 | 12 | 2 | 16 | 6 | 27 | 5 | 18 | 7 | 36 | 5 | 29 | 5 | 54 | 7 | 66 | 6 | 82 | 3 |
| (c) | B R M | 1280 | Brim .. | 229 | 13 | 10 | 12 | 0 | 11 | 0 | 15 | 9 | 26 | 1 | 17 | 8 | 34 | 9 | 28 | 5 | 52 | 6 | 66 | 6 | 82 | 3 |
| (a) | B R S | 2257 | Brianna .. | 44 | 19 | 1 | 15 | 10 | 13 | 11 | 19 | 4 | 37 | 3 | 25 | 3 | 51 | 3 | 41 | 7 | 78 | 9 | 95 | 6 | 120 | 6 |
| (c) | B V | 1430 | Broadford .. | 46½ | 18 | 2 | 15 | 1 | 13 | 7 | 18 | 5 | 35 | 6 | 24 | 1 | 48 | 10 | 30 | 7 | 75 | 0 | 95 | 6 | 120 | 6 |
| G. | B R Q | 1414 | Broadmeadows | 10½ | 20 | 4 | 15 | 11 | 14 | 4 | 19 | 7 | 39 | 2 | 26 | 5 | 53 | 7 | 43 | 8 | 84 | 3 | 108 | 6 | 137 | 3 |
| G. | B R Z | 219 | Bronzeing | 279½ | 6 | 8 | 7 | 2 | 6 | 6 | 8 | 8 | 41 | 2 | 27 | 9 | 15 | 1 | 12 | 3 | 21 | 0 | 24 | 6 | 29 | 3 |
| (b) | B R F | 1760 | Brookfield .. | 164½ | 5 | 9 | 7 | 2 | 6 | 8 | 5 | 11 | 10 | 7 | 8 | 6 | 15 | 10 | 12 | 10 | 21 | 9 | 25 | 6 | 31 | 3 |
| (b) | B R O | 145 | Broomfield .. | 89 | 6 | 4 | 6 | 10 | 6 | 2 | 8 | 3 | 11 | 11 | 8 | 1 | 15 | 1 | 12 | 3 | 20 | 9 | 25 | 6 | 31 | 3 |
| (a) In, G Out | B S | 1905 | Brunswick .. | 4½ | 22 | 11 | 17 | 0 | 15 | 4 | 20 | 10 | 44 | 5 | 30 | 1 | 63 | 5 | 51 | 0 | 94 | 6 | 124 | 0 | 159 | 6 |
| (c) | B H N | 1879 | Bruthen .. | 190½ | 17 | 8 | 14 | 0 | 12 | 7 | 17 | 2 | 31 | 6 | 21 | 3 | 44 | 5 | 36 | 1 | 69 | 0 | 83 | 6 | 104 | 9 |
| G. | B G R | 699 | Buangor .. | 116½ | 16 | 10 | 14 | 0 | 12 | 7 | 17 | 2 | 31 | 6 | 21 | 3 | 44 | 5 | 36 | 1 | 69 | 0 | 83 | 6 | 104 | 9 |
| G. | B U K | 840 | Buckley .. | 64½ | 10 | 0 | 10 | 10 | 9 | 10 | 13 | 2 | 20 | 2 | 13 | 9 | 26 | 7 | 21 | 7 | 37 | 3 | 47 | 3 | 58 | 0 |
| (c) | B K L | 427 | Buckrahanyle | 165 | 4 | 0 | 3 | 6 | 3 | 2 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 5 | 4 | 5 | 6 | 4 | 6 | 6 | 7 | 0 |
| G. | B U F | 1980 | Buffalo .. | 95½ | 18 | 11 | 15 | 10 | 13 | 11 | 19 | 4 | 36 | 9 | 24 | 10 | 50 | 2 | 40 | 8 | 77 | 2 | 93 | 9 | 117 | 9 |
| | | | | | 18 | 0 | 15 | 1 | 13 | 7 | 18 | 2 | 28 | 1 | 17 | 9 | 38 | 9 | 38 | 9 | 73 | 6 | 93 | 9 | 117 | 9 |
| | | | | | 12 | 9 | 12 | 5 | 11 | 2 | 15 | 5 | 24 | 10 | 16 | 11 | 32 | 0 | 26 | 7 | 40 | 0 | 61 | 3 | 75 | 9 |
| | | | | | 8 | 1 | 8 | 7 | 7 | 8 | 10 | 4 | 15 | 1 | 10 | 3 | 20 | 2 | 16 | 4 | 28 | 7 | 34 | 2 | 43 | 0 |
| | | | | | 17 | 8 | 14 | 8 | 12 | 11 | 18 | 0 | 33 | 1 | 22 | 4 | 44 | 5 | 36 | 1 | 69 | 0 | 83 | 6 | 104 | 9 |
| | | | | | 16 | 10 | 14 | 0 | 12 | 7 | 17 | 4 | 31 | 6 | 21 | 3 | 42 | 4 | 34 | 0 | 65 | 9 | 81 | 6 | 104 | 9 |
| | | | | | 11 | 7 | 12 | 0 | 10 | 5 | 13 | 8 | 21 | 9 | 15 | 4 | 29 | 7 | 22 | 10 | 40 | 6 | 50 | 3 | 62 | 3 |
| | | | | | 11 | 0 | 11 | 5 | 10 | 3 | 13 | 8 | 21 | 8 | 14 | 7 | 28 | 2 | 22 | 10 | 40 | 6 | 50 | 3 | 62 | 3 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS, OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number. | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | |
|------------|-------|----------------------|---------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|--------|-------|--------|--------|------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | Bb. | C. | 1 | 2 | | | | | | | | | |
| G. | BUL | 361 | Bullabul .. | 134½ | d. 15 | d. 13 | d. 12 | d. 16 | d. 11 | d. 28 | d. 6 | d. 19 | d. 5 | d. 38 | d. 3 | d. 58 | d. 3 | d. 70 | d. 6 | d. 87 | d. 3 | | | |
| G. | BLH | 1477 | Bullitoh .. | 217 | d. 14 | d. 16 | d. 14 | d. 20 | d. 3 | d. 39 | d. 9 | d. 26 | d. 5 | d. 54 | d. 5 | d. 85 | d. 1 | d. 103 | d. 6 | d. 131 | d. 3 | | | |
| G. | BTO | 134 | Bullarto .. | 69½ | d. 19 | d. 11 | d. 7 | d. 10 | d. 3 | d. 37 | d. 10 | d. 25 | d. 7 | d. 51 | d. 10 | d. 42 | d. 8 | d. 103 | d. 6 | d. 131 | d. 3 | | | |
| G. | BLN | 2062 | Baln Baln .. | 67½ | d. 8 | d. 11 | d. 9 | d. 16 | d. 10 | d. 16 | d. 11 | d. 5 | d. 20 | d. 8 | d. 16 | d. 9 | d. 30 | d. 37 | d. 0 | d. 45 | d. 9 | | | |
| G. | LBK | 196 | Buloke .. | 187½ | d. 8 | d. 9 | d. 8 | d. 10 | d. 6 | d. 15 | d. 9 | d. 10 | d. 8 | d. 20 | d. 8 | d. 16 | d. 9 | d. 20 | d. 36 | d. 3 | d. 44 | d. 6 | | |
| G. | BBH | 1877 | Bumberrah .. | 183½ | d. 18 | d. 11 | d. 5 | d. 13 | d. 7 | d. 18 | d. 11 | d. 36 | d. 3 | d. 49 | d. 5 | d. 40 | d. 1 | d. 76 | d. 2 | d. 92 | d. 3 | d. 116 | d. 6 | |
| (c) | BUN | 817 | Bungaree .. | 64 | d. 17 | d. 8 | d. 14 | d. 18 | d. 7 | d. 35 | d. 11 | d. 24 | d. 4 | d. 48 | d. 11 | d. 39 | d. 9 | d. 75 | d. 1 | d. 90 | d. 9 | d. 114 | d. 3 | |
| G. | BON | 302 | Bung Bong .. | 119½ | d. 8 | d. 1 | d. 8 | d. 10 | d. 10 | d. 15 | d. 10 | d. 10 | d. 9 | d. 20 | d. 0 | d. 16 | d. 2 | d. 29 | d. 2 | d. 34 | d. 8 | d. 41 | d. 9 | |
| G. | BLO | 606 | Bunnaloo .. | 173½ | d. 14 | d. 0 | d. 11 | d. 16 | d. 2 | d. 26 | d. 5 | d. 17 | d. 10 | d. 34 | d. 9 | d. 28 | d. 1 | d. 52 | d. 3 | d. 62 | d. 6 | d. 78 | d. 0 | |
| G. | BYG | 1007 | Bunninyong .. | 80½ | d. 17 | d. 2 | d. 14 | d. 18 | d. 0 | d. 34 | d. 5 | d. 23 | d. 4 | d. 46 | d. 6 | d. 37 | d. 9 | d. 71 | d. 8 | d. 87 | d. 3 | d. 109 | d. 0 | |
| G. | BY | 1834 | Bunyip .. | 49½ | d. 10 | d. 10 | d. 8 | d. 12 | d. 10 | d. 19 | d. 4 | d. 13 | d. 0 | d. 25 | d. 2 | d. 20 | d. 6 | d. 36 | d. 3 | d. 43 | d. 0 | d. 52 | d. 3 | |
| (a) | BLY | 2151 | Burnley .. | 3½ | d. 10 | d. 4 | d. 10 | d. 9 | d. 2 | d. 13 | d. 0 | d. 8 | d. 11 | d. 16 | d. 6 | d. 13 | d. 5 | d. 22 | d. 10 | d. 27 | d. 0 | d. 33 | d. 6 | |
| G. | BBI | 616 | Burrato .. | 204½ | d. 6 | d. 6 | d. 7 | d. 8 | d. 4 | d. 6 | d. 8 | d. 9 | d. 12 | d. 5 | d. 8 | d. 15 | d. 9 | d. 12 | d. 9 | d. 21 | d. 9 | d. 27 | d. 0 | |
| G. | BRR | 1289 | Burroin .. | 259½ | d. 3 | d. 8 | d. 2 | d. 10 | d. 3 | d. 8 | d. 4 | d. 5 | d. 3 | d. 8 | d. 4 | d. 5 | d. 1 | d. 4 | d. 1 | d. 6 | d. 0 | d. 6 | d. 7 | |
| G. | BUR | 1259 | Burru .. | 190½ | d. 19 | d. 10 | d. 16 | d. 2 | d. 14 | d. 3 | d. 19 | d. 10 | d. 38 | d. 5 | d. 26 | d. 0 | d. 52 | d. 9 | d. 81 | d. 5 | d. 99 | d. 0 | d. 125 | d. 3 |
| G. | BUR | 693 | Burru .. | 86½ | d. 23 | d. 0 | d. 17 | d. 6 | d. 15 | d. 5 | d. 21 | d. 4 | d. 44 | d. 5 | d. 30 | d. 1 | d. 60 | d. 8 | d. 49 | d. 2 | d. 96 | d. 7 | d. 119 | d. 3 |
| (g) | BWD | 2208 | Burru .. | 9 | d. 18 | d. 11 | d. 15 | d. 10 | d. 13 | d. 11 | d. 19 | d. 4 | d. 36 | d. 9 | d. 24 | d. 10 | d. 50 | d. 2 | d. 40 | d. 8 | d. 77 | d. 2 | d. 93 | d. 9 |
| (g) | BWK | 2244 | Burru .. | 9 | d. 18 | d. 0 | d. 15 | d. 11 | d. 13 | d. 7 | d. 18 | d. 5 | d. 35 | d. 0 | d. 23 | d. 8 | d. 47 | d. 0 | d. 38 | d. 9 | d. 73 | d. 6 | d. 93 | d. 9 |
| (g) | BWK | 2244 | Burru .. | 9 | d. 18 | d. 0 | d. 15 | d. 11 | d. 13 | d. 7 | d. 18 | d. 5 | d. 35 | d. 0 | d. 23 | d. 8 | d. 47 | d. 0 | d. 38 | d. 9 | d. 73 | d. 6 | d. 93 | d. 9 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OFFER FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|---------------------------------|--------|----------|----------|----------|----------|----------|----------|---------|----------|----------|----------|----------|----------|
| | | | | | M. | A.P. | Grab. | S.A.P. | A. | AA. | B. | DB. | C. | 1 | 2 | |
| G. | BYL | 1551 | Bylands .. | 38½ | s. 5 9 | d. 6 3 | s. 5 8 | d. 7 4 | s. 10 8 | d. 7 3 | s. 13 5 | d. 7 3 | s. 10 7 | d. 19 2 | s. 21 0 | d. 26 0 |
| G. | BYN | 1647 | Byrneside .. | 113 | s. 12 3 | d. 12 10 | s. 11 4 | d. 15 8 | s. 17 4 | d. 17 4 | s. 17 4 | d. 17 4 | s. 26 11 | d. 49 1 | s. 59 0 | d. 73 3 |
| G. | CAL | 1957 | Caldermende .. | 46½ | s. 6 8 | d. 7 2 | s. 6 6 | d. 8 8 | s. 12 6 | d. 8 8 | s. 15 1 | d. 12 3 | s. 20 9 | d. 25 6 | s. 31 3 | d. 31 3 |
| G. | CWL | 610 | Colwell .. | 184½ | s. 6 4 | d. 6 10 | s. 6 4 | d. 6 10 | s. 11 11 | d. 8 1 | s. 15 1 | d. 12 3 | s. 20 9 | d. 25 6 | s. 31 3 | d. 31 3 |
| G. | CG | 411 | California Gully (see page 129) | 104½ | s. 18 7 | d. 15 13 | s. 18 8 | d. 13 3 | s. 24 3 | d. 23 2 | s. 26 3 | d. 23 2 | s. 31 5 | d. 46 9 | s. 55 3 | d. 68 3 |
| (e) | CLS | 1995 | Catrossie .. | 142½ | s. 12 1 | d. 11 11 | s. 11 10 | d. 12 2 | s. 16 11 | d. 29 9 | s. 20 3 | d. 39 9 | s. 32 3 | d. 61 5 | s. 74 6 | d. 92 3 |
| (a) | CLV | 1147 | Culbert .. | 150½ | s. 16 5 | d. 13 2 | s. 16 6 | d. 17 6 | s. 21 1 | d. 21 0 | s. 21 0 | d. 41 7 | s. 33 8 | d. 54 10 | s. 78 6 | d. 97 6 |
| (e) | CL | 2156 | Camberwell .. | 6½ | s. 4 0 | d. 3 6 | s. 3 2 | d. 3 2 | s. 4 0 | d. 4 9 | s. 3 8 | d. 5 4 | s. 5 4 | d. 6 4 | s. 6 6 | d. 7 0 |
| G. | CAM | 166 | Campbell .. | 80½ | s. 10 10 | d. 10 8 | s. 9 9 | d. 12 10 | s. 15 4 | d. 13 0 | s. 25 2 | d. 20 6 | s. 26 3 | d. 43 0 | s. 52 3 | d. 52 3 |
| (e) | CD | 856 | Camperdown .. | 123½ | s. 14 4 | d. 13 0 | s. 11 6 | d. 16 10 | s. 18 2 | d. 35 11 | s. 24 9 | d. 35 11 | s. 29 7 | d. 51 3 | s. 65 0 | d. 80 3 |
| G. | CAN | 1003 | Canadian .. | 75½ | s. 13 2 | d. 10 6 | s. 11 9 | d. 12 6 | s. 18 2 | d. 12 6 | s. 23 6 | d. 19 0 | s. 23 6 | d. 34 5 | s. 40 6 | d. 49 9 |
| G. | CIE | 477 | Cannie .. | 188½ | s. 9 2 | d. 10 0 | s. 10 0 | d. 11 11 | s. 17 4 | d. 11 10 | s. 22 5 | d. 18 1 | s. 32 9 | d. 40 6 | s. 49 9 | d. 52 0 |
| G. | CPE | 188 | Carapoose .. | 152½ | s. 16 5 | d. 14 2 | s. 16 6 | d. 17 6 | s. 21 1 | d. 21 0 | s. 21 0 | d. 41 11 | s. 33 10 | d. 65 11 | s. 79 0 | d. 98 6 |
| G. | CNA | 386 | Carina .. | 361½ | s. 27 11 | d. 20 0 | s. 17 7 | d. 24 3 | s. 55 6 | d. 37 6 | s. 75 6 | d. 61 2 | s. 112 1 | d. 145 0 | s. 191 0 | d. 191 0 |
| (e) | CB | 173 | Carisbrook .. | 107½ | s. 26 7 | d. 12 6 | s. 11 0 | d. 15 3 | s. 24 7 | d. 16 9 | s. 32 5 | d. 26 3 | s. 47 0 | d. 56 9 | s. 70 0 | d. 70 0 |
| G. | GRU | 46 | Carlsruhe .. | 53 | s. 12 3 | d. 11 11 | s. 11 7 | d. 16 13 | s. 23 0 | d. 8 11 | s. 37 8 | d. 14 5 | s. 44 5 | d. 52 8 | s. 58 3 | d. 65 0 |
| G. | GAR | 1919 | Carrum .. | 22½ | s. 7 0 | d. 7 6 | s. 6 9 | d. 9 1 | s. 12 5 | d. 4 11 | s. 9 0 | d. 7 3 | s. 12 4 | d. 13 3 | s. 15 9 | d. 15 9 |
| G. | CWP | 230 | Carwarp (see page 129) | 332 | s. 25 8 | d. 19 1 | s. 16 9 | d. 23 6 | s. 52 2 | d. 35 2 | s. 71 2 | d. 57 8 | s. 94 2 | d. 113 3 | s. 113 3 | d. 113 3 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mort. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Dn. | C. | 1 | 2 | |
| (c) | C N | 1223 | Casterton .. | 245½ | a. d. 21 11 | a. d. 17 11 | a. d. 15 11 | a. d. 21 11 | a. d. 43 0 | a. d. 29 2 | a. d. 58 10 | a. d. 47 7 | a. d. 93 9 | a. d. 115 0 | a. d. 146 0 | |
| (c) | C | 54 | Castlemaine .. | 78 | a. d. 20 10 | a. d. 16 3 | a. d. 14 7 | a. d. 20 2 | a. d. 40 11 | a. d. 27 9 | a. d. 56 0 | a. d. 45 0 | a. d. 89 3 | a. d. 115 0 | a. d. 146 0 | |
| G. | C A T | 2011 | Catani .. | 50½ | a. d. 9 10 | a. d. 10 2 | a. d. 9 12 | a. d. 12 3 | a. d. 18 5 | a. d. 12 5 | a. d. 23 1 | a. d. 18 9 | a. d. 33 6 | a. d. 41 3 | a. d. 50 6 | |
| G. | C T H | 1577 | Cathkin .. | 93½ | a. d. 7 0 | a. d. 7 11 | a. d. 6 9 | a. d. 9 1 | a. d. 12 5 | a. d. 8 11 | a. d. 16 6 | a. d. 13 5 | a. d. 23 8 | a. d. 27 6 | a. d. 33 9 | |
| G. | C T D | 1806 | Caulfield .. | 7½ | a. d. 11 7 | a. d. 11 8 | a. d. 10 1 | a. d. 13 4 | a. d. 21 8 | a. d. 15 9 | a. d. 22 6 | a. d. 22 5 | a. d. 39 6 | a. d. 49 9 | a. d. 61 3 | |
| G | C A V | 1178 | Cavendish .. | 213½ | a. d. 3 8 | a. d. 3 2 | a. d. 2 10 | a. d. 3 5 | a. d. 4 5 | a. d. 3 4 | a. d. 5 1 | a. d. 4 1 | a. d. 6 0 | a. d. 6 6 | a. d. 7 0 | |
| (c) | G A | 429 | Charlton .. | 173½ | a. d. 20 7 | a. d. 16 4 | a. d. 14 5 | a. d. 20 3 | a. d. 39 7 | a. d. 26 10 | a. d. 54 3 | a. d. 44 0 | a. d. 84 3 | a. d. 102 3 | a. d. 129 6 | |
| G. | C S A | 1917 | Chelsea .. | 21 | a. d. 19 7 | a. d. 15 7 | a. d. 14 0 | a. d. 19 3 | a. d. 37 8 | a. d. 25 7 | a. d. 51 8 | a. d. 41 11 | a. d. 80 3 | a. d. 102 3 | a. d. 129 6 | |
| G. | C J | 1909 | Cheltenham .. | 14½ | a. d. 18 0 | a. d. 14 5 | a. d. 12 11 | a. d. 18 0 | a. d. 34 5 | a. d. 23 4 | a. d. 46 6 | a. d. 37 9 | a. d. 71 8 | a. d. 87 3 | a. d. 109 0 | |
| G. | C H A | 1690 | Cherney .. | 127½ | a. d. 17 2 | a. d. 14 4 | a. d. 12 7 | a. d. 17 2 | a. d. 32 9 | a. d. 22 3 | a. d. 44 3 | a. d. 35 11 | a. d. 68 2 | a. d. 87 3 | a. d. 109 0 | |
| (e) | C F | 1575 | Cheriot .. | 83½ | a. d. 4 4 | a. d. 4 4 | a. d. 3 11 | a. d. 5 1 | a. d. 6 3 | a. d. 4 5 | a. d. 8 1 | a. d. 6 8 | a. d. 11 7 | a. d. 11 9 | a. d. 14 3 | |
| G. | C I | 53 | Chewton .. | 74½ | a. d. 4 0 | a. d. 4 3 | a. d. 3 7 | a. d. 4 4 | a. d. 5 5 | a. d. 3 11 | a. d. 6 3 | a. d. 5 3 | a. d. 8 9 | a. d. 9 3 | a. d. 10 9 | |
| (c) | C H L | 486 | Chillingollah .. | 241½ | a. d. 4 0 | a. d. 3 4 | a. d. 3 4 | a. d. 4 0 | a. d. 5 1 | a. d. 4 1 | a. d. 7 8 | a. d. 6 4 | a. d. 11 0 | a. d. 11 9 | a. d. 14 3 | |
| (c) | C H | 1464 | Chiltern .. | 108½ | a. d. 4 0 | a. d. 3 4 | a. d. 3 4 | a. d. 4 0 | a. d. 5 1 | a. d. 4 1 | a. d. 7 8 | a. d. 6 4 | a. d. 11 0 | a. d. 11 9 | a. d. 14 3 | |
| G. | C N K | 488 | Chinkapook .. | 249½ | a. d. 14 8 | a. d. 10 14 | a. d. 12 11 | a. d. 18 0 | a. d. 33 5 | a. d. 22 8 | a. d. 45 7 | a. d. 36 10 | a. d. 70 1 | a. d. 85 6 | a. d. 106 9 | |
| G. | C F D | 39 | Clarkefield .. | 31½ | a. d. 17 0 | a. d. 14 0 | a. d. 12 7 | a. d. 17 2 | a. d. 31 10 | a. d. 21 7 | a. d. 43 5 | a. d. 35 1 | a. d. 66 9 | a. d. 85 6 | a. d. 106 9 | |
| G. | C L A | 1814 | Clayton .. | 13 | a. d. 22 7 | a. d. 17 1 | a. d. 15 6 | a. d. 21 2 | a. d. 43 5 | a. d. 29 4 | a. d. 59 2 | a. d. 47 11 | a. d. 95 0 | a. d. 118 6 | a. d. 148 3 | |
| G. | C L M | 2238 | Clayton .. | 13 | a. d. 21 6 | a. d. 16 3 | a. d. 14 7 | a. d. 20 2 | a. d. 41 4 | a. d. 27 11 | a. d. 56 4 | a. d. 45 8 | a. d. 90 6 | a. d. 116 6 | a. d. 148 3 | |
| G. | C L M | 2238 | Clayton .. | 13 | a. d. 4 2 | a. d. 5 5 | a. d. 4 3 | a. d. 5 11 | a. d. 8 7 | a. d. 5 10 | a. d. 10 10 | a. d. 8 11 | a. d. 14 7 | a. d. 18 0 | a. d. 21 3 | |
| G. | C L M | 2238 | Clayton .. | 13 | a. d. 4 2 | a. d. 5 5 | a. d. 4 3 | a. d. 5 11 | a. d. 8 7 | a. d. 5 10 | a. d. 10 10 | a. d. 8 11 | a. d. 14 7 | a. d. 18 0 | a. d. 21 3 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

CLASSES.

| Reference. | Mark. | Station Number | Station. | Miles. | M. | | A.P. | | Grub. | | S.A.P. | | A. | | A.A. | | B. | | B.B. | | C. | | 1 | | 2 | | | |
|------------|-------|----------------|----------------------|--------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| (c) | C U | 334 | Clunes .. | 90½ | 11 7 | 12 0 | 10 7 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 9 | 50 9 | 50 9 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 |
| G. | C L Y | 1952 | Clyde .. | 31½ | 11 0 | 11 5 | 10 3 | 13 8 | 21 8 | 14 7 | 28 2 | 22 10 | 40 9 | 50 9 | 50 9 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 | 63 0 |
| G. | C V | 2096 | Coalhiffe .. | 86½ | 11 0 | 11 5 | 10 2 | 13 10 | 21 2 | 14 5 | 27 0 | 22 0 | 38 7 | 45 9 | 45 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 |
| G. | C O | 942 | Cobden .. | 135½ | 10 0 | 10 10 | 9 10 | 13 2 | 20 2 | 13 0 | 25 0 | 20 11 | 36 9 | 45 9 | 45 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 | 56 9 |
| (c) | C M | 1686 | Cobram .. | 155½ | 15 3 | 13 10 | 12 2 | 16 11 | 28 11 | 19 6 | 38 3 | 31 0 | 59 1 | 71 3 | 71 3 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 |
| (c) | C O B | 1599 | Coburg .. | 64 | 16 11 | 14 4 | 12 7 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 5 | 80 3 | 80 3 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 | 100 0 |
| G. | C O C | 490 | Cocamba .. | 256½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 6 | 6 6 | 6 6 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 |
| G. | C R K | 2242 | Cockatoo† .. | 37½ | 22 9 | 17 6 | 15 5 | 21 4 | 44 1 | 29 9 | 60 1 | 48 10 | 95 10 | 117 9 | 117 9 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 | 150 6 |
| (c) | C O H | 588 | Cohuna .. | 185½ | 21 8 | 16 8 | 15 0 | 20 4 | 42 0 | 28 4 | 57 3 | 46 0 | 91 3 | 117 0 | 117 0 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 |
| (c) | C K | 849 | Colac (see page 129) | 95½ | 5 5 | 5 11 | 5 4 | 7 0 | 10 2 | 6 11 | 12 5 | 10 1 | 18 0 | 20 9 | 20 9 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 | 25 6 |
| G. | C L B | 1636 | Colbinabbin .. | 117½ | 18 7 | 15 5 | 13 7 | 18 11 | 36 1 | 24 4 | 49 1 | 39 11 | 75 10 | 91 9 | 91 9 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 |
| G. | C S | 2179 | Coldstream .. | 27 | 13 4 | 12 5 | 11 2 | 15 5 | 24 10 | 16 11 | 32 9 | 26 7 | 49 3 | 61 9 | 61 9 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 |
| (c) | C E | 1210 | Coleraine .. | 221½ | 4 2 | 4 7 | 4 1 | 5 7 | 7 7 | 7 8 | 9 3 | 7 6 | 13 3 | 15 0 | 15 0 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 | 18 3 |
| (c) | C X N | 1881 | Colquhoun .. | 199½ | 21 2 | 16 9 | 14 9 | 20 7 | 40 1 | 27 8 | 55 2 | 44 8 | 86 4 | 105 9 | 105 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 |
| G. | C O N | 1163 | Condah .. | 221½ | 19 4 | 15 10 | 13 11 | 19 4 | 38 1 | 25 10 | 51 10 | 42 0 | 79 6 | 97 3 | 97 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 | 122 3 |
| G. | C R D | 1612 | Congupna-road .. | 119½ | 18 5 | 15 1 | 13 7 | 18 5 | 36 3 | 24 7 | 49 4 | 40 0 | 75 9 | 97 3 | 97 3 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 | 133 9 |
| G. | C N R | 551 | Coornimur .. | 246½ | 20 2 | 15 11 | 14 4 | 20 7 | 40 1 | 27 2 | 55 2 | 44 8 | 86 4 | 105 9 | 105 9 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 | 146 6 |
| (c) | C P | 193 | Cope Cope .. | 175 | 21 4 | 16 3 | 13 4 | 18 7 | 34 5 | 23 4 | 46 8 | 37 11 | 71 11 | 87 6 | 87 6 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 | 110 0 |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | | |
|------------|-------|---------------------|-------------|---------|----------|------|----|--------|----|--------|----|----|----|-----|----|----|----|-----|----|----|----|----|----|----|-----|
| | | | | | M. | A.P. | | Grain. | | S.A.P. | | A. | | AA. | | B. | | BB. | | C. | | 1 | | 2 | |
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | |
| G. | C G C | 906 | Cornwall | 102 1/2 | 12 | 11 | 15 | 10 | 7 | 15 | 10 | 7 | 15 | 10 | 7 | 15 | 10 | 7 | 15 | 10 | 7 | 15 | 10 | 7 | 15 |
| G. | C O R | 660 | Corio | 39 1/2 | 11 | 11 | 15 | 10 | 3 | 14 | 4 | 22 | 11 | 15 | 7 | 3 | 13 | 0 | 10 | 7 | 19 | 5 | 21 | 9 | 26 |
| G. | C K E | 905 | Corrooke | 101 | 5 | 9 | 6 | 8 | 6 | 7 | 11 | 10 | 8 | 2 | 6 | 11 | 12 | 5 | 10 | 1 | 18 | 6 | 21 | 9 | 26 |
| G. | C Y | 1270 | Corromby | 190 1/2 | 12 | 0 | 12 | 0 | 10 | 7 | 15 | 1 | 23 | 11 | 18 | 2 | 30 | 11 | 25 | 0 | 44 | 4 | 53 | 3 | 65 |
| G. | C T | 1663 | Caerrose | 126 1/2 | 11 | 5 | 11 | 5 | 10 | 3 | 14 | 4 | 22 | 9 | 15 | 5 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 |
| G. | C O W | 380 | Cowangie | 345 1/2 | 18 | 11 | 15 | 10 | 13 | 11 | 19 | 4 | 38 | 9 | 24 | 10 | 50 | 2 | 40 | 8 | 77 | 2 | 93 | 9 | 117 |
| G. | C W | 2123 | Cowwarr | 114 1/2 | 18 | 11 | 15 | 10 | 13 | 11 | 19 | 4 | 38 | 9 | 24 | 10 | 50 | 2 | 40 | 8 | 77 | 2 | 93 | 9 | 117 |
| G. | C R A | 1418 | Craigieburn | 161 | 14 | 4 | 4 | 0 | 3 | 8 | 4 | 9 | 5 | 5 | 3 | 11 | 7 | 0 | 5 | 8 | 10 | 0 | 10 | 3 | 11 |
| G. | C Q | 1951 | Cranbourne | 28 1/2 | 4 | 0 | 3 | 8 | 3 | 4 | 4 | 5 | 11 | 8 | 1 | 3 | 7 | 6 | 8 | 5 | 4 | 9 | 6 | 10 | 3 |
| G. | C R E | 1442 | Creighton | 89 | 4 | 5 | 4 | 7 | 4 | 1 | 5 | 7 | 8 | 5 | 2 | 10 | 2 | 8 | 3 | 13 | 9 | 16 | 6 | 10 | 0 |
| (e) | C S O | 978 | Cressy | 85 1/2 | 10 | 0 | 11 | 0 | 9 | 13 | 3 | 21 | 2 | 14 | 5 | 27 | 0 | 22 | 0 | 37 | 10 | 45 | 3 | 56 | 3 |
| (e) | C R | 330 | Creswick | 85 1/2 | 11 | 0 | 11 | 0 | 9 | 13 | 3 | 21 | 2 | 14 | 5 | 27 | 0 | 22 | 0 | 37 | 10 | 45 | 3 | 56 | 3 |
| G. | C Z | 1930 | Crib Point | 45 1/2 | 6 | 3 | 7 | 2 | 6 | 6 | 8 | 12 | 6 | 8 | 6 | 15 | 1 | 12 | 3 | 21 | 6 | 25 | 3 | 30 | 0 |
| G. | C R O | 874 | Crosley | 177 1/2 | 5 | 11 | 6 | 10 | 6 | 2 | 8 | 3 | 11 | 11 | 8 | 1 | 14 | 4 | 11 | 8 | 20 | 6 | 25 | 3 | 30 |
| (e) | C X R | 2065 | Crosser | 73 1/2 | 17 | 4 | 14 | 6 | 13 | 0 | 17 | 8 | 33 | 1 | 22 | 5 | 45 | 0 | 36 | 7 | 70 | 0 | 88 | 6 | 111 |
| G. | C R S | 934 | Crosett | 139 | 9 | 9 | 10 | 2 | 9 | 0 | 12 | 0 | 18 | 2 | 12 | 5 | 23 | 6 | 19 | 0 | 32 | 7 | 39 | 6 | 48 |
| G. | C L D | 316 | Crowlands | 148 | 15 | 10 | 13 | 10 | 12 | 2 | 16 | 11 | 29 | 3 | 19 | 10 | 39 | 1 | 31 | 9 | 59 | 10 | 72 | 9 | 90 |
| G. | C D N | 272 | Crowsford | 104 | 13 | 1 | 13 | 2 | 12 | 8 | 1 | 27 | 10 | 18 | 11 | 37 | 1 | 30 | 1 | 57 | 0 | 72 | 0 | 80 | 0 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—CONTINUED.

| Reference. | Station Number | Station | Miles | CLASSES. | | | | | | | | | | | |
|--|----------------|------------|-------|----------|-------|--------|--------|-------|-------|-------|------|-------|-------|-------|--|
| | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1 | 2 | |
| G. | 865 | Cudjoe | 155 | 16 9 | 14 4 | 12 7 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 2 | 80 0 | 99 3 | |
| (c) | 1486 | Cudjoe | 255 | 15 11 | 13 8 | 12 3 | 17 0 | 29 11 | 20 4 | 40 5 | 32 9 | 63 0 | 80 0 | 99 3 | |
| (c) | 439 | Calgoa | 217 | 22 9 | 17 6 | 15 5 | 21 4 | 44 1 | 29 9 | 59 11 | 48 7 | 95 10 | 117 9 | 150 3 | |
| G. | 829 | Curlewa | 55 | 20 11 | 16 4 | 14 5 | 20 3 | 39 9 | 26 10 | 54 5 | 44 2 | 85 1 | 103 6 | 131 3 | |
| G. | 945 | Curdie | 146½ | 19 11 | 15 7 | 14 0 | 19 3 | 37 10 | 25 7 | 51 10 | 42 1 | 81 0 | 103 6 | 131 3 | |
| G. | 206 | Curyo | 227½ | 7 8 | 8 4 | 7 5 | 9 9 | 14 2 | 9 6 | 17 10 | 13 9 | 23 9 | 29 6 | 36 3 | |
| (a) | 721 | Dahlen | 209 | 16 4 | 14 2 | 12 7 | 17 6 | 31 3 | 20 4 | 40 9 | 33 1 | 63 3 | 76 6 | 95 0 | |
| G. | 1954 | Dalmore | 38½ | 21 4 | 16 9 | 14 9 | 20 7 | 40 11 | 27 9 | 55 10 | 45 4 | 88 6 | 107 9 | 136 9 | |
| G. | 2034 | Dalyston | 83½ | 20 4 | 15 11 | 14 4 | 19 10 | 39 1 | 26 5 | 53 2 | 43 2 | 84 3 | 107 9 | 136 9 | |
| (c) | 1820 | Dandenong | 19½ | 19 10 | 11 0 | 9 9 | 13 3 | 20 0 | 13 7 | 26 1 | 21 2 | 37 3 | 44 0 | 55 0 | |
| G. | 382 | Dargo | 350½ | 10 4 | 10 6 | 9 5 | 12 5 | 19 1 | 12 11 | 24 10 | 20 2 | 35 6 | 44 0 | 55 0 | |
| G. | 1479 | Darbyshire | 224½ | 4 4 | 4 3 | 3 8 | 4 4 | 5 11 | 4 4 | 5 8 | 4 10 | 6 4 | 10 6 | 13 9 | |
| G. | 2109 | Darlimur | 106½ | 27 9 | 19 10 | 17 0 | 22 11 | 51 10 | 35 0 | 70 4 | 57 1 | 104 9 | 142 6 | 187 0 | |
| (a) | 2195 | Daring | 8 | 26 5 | 18 11 | 17 0 | 22 11 | 51 10 | 35 0 | 70 4 | 57 1 | 104 9 | 142 6 | 187 0 | |
| (c) | 1841 | Darnum | 60½ | 20 2 | 15 11 | 14 4 | 19 7 | 38 10 | 26 4 | 53 0 | 43 0 | 83 0 | 106 9 | 135 6 | |
| G. | 1238 | Dartmoor | 261½ | 12 8 | 12 6 | 11 0 | 15 3 | 24 7 | 16 9 | 31 11 | 26 0 | 46 5 | 56 3 | 69 3 | |
| G. | 1291 | Dattack | 265½ | 12 1 | 11 11 | 10 8 | 14 6 | 23 5 | 15 11 | 30 5 | 24 9 | 44 6 | 56 3 | 69 3 | |
| (b) Cream, dairy produce, and Figs Out | 2095 | David | 85 | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | |
| | | | | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | |
| | | | | 8 7 | 8 11 | 8 4 | 10 6 | 15 9 | 10 8 | 20 2 | 16 4 | 28 9 | 36 0 | 43 0 | |
| | | | | 9 0 | 9 4 | 8 5 | 11 0 | 16 6 | 11 2 | 21 2 | 17 2 | 30 2 | 36 0 | 43 0 | |
| | | | | 17 8 | 15 7 | 15 2 | 20 6 | 44 6 | 30 2 | 61 0 | 49 5 | 96 10 | 119 9 | 152 6 | |
| | | | | 17 8 | 15 7 | 15 2 | 20 6 | 44 6 | 30 2 | 61 0 | 49 5 | 96 10 | 119 9 | 152 6 | |
| | | | | 22 3 | 16 10 | 15 2 | 20 6 | 44 6 | 30 2 | 61 0 | 49 5 | 96 10 | 119 9 | 152 6 | |
| | | | | 11 0 | 11 0 | 9 9 | 13 3 | 20 0 | 13 7 | 26 1 | 21 2 | 37 6 | 45 0 | 55 6 | |
| | | | | 10 6 | 10 6 | 9 5 | 12 7 | 19 1 | 12 11 | 24 10 | 20 2 | 35 9 | 45 0 | 55 6 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | — | CLASSES. | | | | | | | | | | | | | | | | | | | |
|------------|-------|---------------------|------------------|--------|------|----------|------|--------|--------|------|------|------|------|------|------|------|------|------|------|------|-------|------|-------|------|-----|
| | | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Un. | C. | 1 | 2 | | | | | | | | | |
| G. | DS | 2124 | Dawson .. | 118 | C.R. | 14 C | 13 C | 11 C | 6 C | 16 C | 26 C | 17 C | 9 C | 34 C | 5 C | 27 C | 11 C | 51 C | 9 C | 61 C | 9 C | 76 C | 6 C | | |
| (c) | D | 136 | Daylesford .. | 75½ | O.R. | 13 C | 12 C | 11 C | 2 C | 15 C | 24 C | 16 C | 11 C | 32 C | 6 C | 26 C | 7 C | 49 C | 3 C | 61 C | 0 C | 76 C | 6 C | | |
| G. | DM | 891 | Dean Marsh .. | 90½ | O.R. | 10 C | 10 C | 9 C | 0 C | 11 C | 17 C | 11 C | 10 C | 22 C | 5 C | 18 C | 1 C | 32 C | 9 C | 40 C | 6 C | 49 C | 9 C | | |
| G. | DPL | 708 | Deep Lead .. | 154½ | O.R. | 10 C | 10 C | 11 C | 2 C | 10 C | 14 C | 20 C | 8 C | 14 C | 0 C | 26 C | 7 C | 21 C | 7 C | 38 C | 4 C | 59 C | 0 C | | |
| G. | DP | 801 | Deer Park .. | 11 | O.R. | 16 C | 14 C | 4 C | 12 C | 17 C | 31 C | 5 C | 21 C | 4 C | 42 C | 5 C | 34 C | 5 C | 66 C | 2 C | 80 C | 0 C | 99 C | 3 C | |
| (c) | DN | 92 | Demiliquin .. | 190½ | O.R. | 4 C | 3 C | 4 C | 3 C | 4 C | 5 C | 5 C | 3 C | 7 C | 5 C | 1 C | 4 C | 7 C | 6 C | 9 C | 6 C | 9 C | 8 C | 0 C | |
| G. | DEN | 871 | Dennington .. | 109 | O.R. | 18 C | 15 C | 13 C | 13 C | 18 C | 33 C | 5 C | 23 C | 8 C | 47 C | 9 C | 38 C | 0 C | 73 C | 1 C | 91 C | 0 C | 117 C | 9 C | |
| G. | DR | 416 | Derby .. | 121½ | O.R. | 17 C | 14 C | 12 C | 12 C | 17 C | 31 C | 17 C | 21 C | 7 C | 43 C | 5 C | 35 C | 1 C | 66 C | 9 C | 85 C | 6 C | 106 C | 9 C | |
| G. | DL | 1562 | Derrinal .. | 78½ | O.R. | 14 C | 13 C | 11 C | 11 C | 15 C | 25 C | 5 C | 17 C | 2 C | 33 C | 5 C | 27 C | 2 C | 50 C | 3 C | 64 C | 0 C | 79 C | 0 C | |
| G. | DER | 983 | Derrinallum .. | 109½ | O.R. | 10 C | 12 C | 10 C | 9 C | 12 C | 18 C | 5 C | 12 C | 5 C | 23 C | 1 C | 18 C | 9 C | 31 C | 9 C | 41 C | 9 C | 51 C | 3 C | |
| G. | DEP | 1340 | Detpa .. | 255½ | O.R. | 22 C | 17 C | 15 C | 15 C | 21 C | 44 C | 1 C | 29 C | 9 C | 60 C | 1 C | 48 C | 10 C | 95 C | 1 C | 117 C | 9 C | 150 C | 6 C | |
| G. | DV | 1694 | Devenish .. | 137½ | O.R. | 15 C | 13 C | 12 C | 12 C | 16 C | 29 C | 1 C | 19 C | 8 C | 38 C | 9 C | 31 C | 5 C | 59 C | 7 C | 71 C | 9 C | 89 C | 0 C | |
| G. | DEV | 1994 | Devon .. | 140½ | O.R. | 15 C | 13 C | 12 C | 12 C | 16 C | 29 C | 1 C | 19 C | 8 C | 38 C | 9 C | 31 C | 5 C | 59 C | 7 C | 71 C | 9 C | 89 C | 0 C | |
| G. | DHU | 620 | Dhuragoon .. | 221½ | O.R. | 15 C | 13 C | 12 C | 12 C | 16 C | 29 C | 1 C | 19 C | 8 C | 38 C | 9 C | 31 C | 5 C | 59 C | 7 C | 71 C | 9 C | 89 C | 0 C | |
| G. | DOK | 2302 | Diamond Creek .. | 20½ | O.R. | 21 C | 16 C | 14 C | 14 C | 20 C | 40 C | 1 C | 27 C | 2 C | 55 C | 2 C | 44 C | 8 C | 86 C | 4 C | 105 C | 9 C | 133 C | 9 C | |
| (c) | DW | 735 | Disapur .. | 20½ | O.R. | 4 C | 4 C | 4 C | 4 C | 5 C | 6 C | 6 C | 3 C | 4 C | 5 C | 5 C | 4 C | 6 C | 8 C | 11 C | 11 C | 11 C | 11 C | 14 C | 3 C |
| G. | D.T. | 24 | Disapor Head .. | 20½ | O.R. | 23 C | 17 C | 15 C | 15 C | 21 C | 44 C | 1 C | 29 C | 9 C | 60 C | 1 C | 48 C | 10 C | 95 C | 1 C | 117 C | 9 C | 150 C | 6 C | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—CONTINUED

| Reference. | Mark. | Station Code Number | Station. | Miles. | M. | | A.P. | | Grain. | | S.A.P. | | A. | | A.A. | | R. | | Rb. | | C. | | I | | E | | |
|------------|-------|---------------------|----------------|--------|------|----|------|----|--------|----|--------|----|----|----|------|----|----|----|-----|----|----|----|----|----|----|-----|----|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | D E | 521 | Dingee .. | 131½ | C.R. | 15 | 13 | 5 | 11 | 10 | 16 | 6 | 23 | 3 | 19 | 2 | 37 | 3 | 30 | 2 | 57 | 3 | 68 | 9 | 85 | 6 | 6 |
| G. | D M T | 921 | Dinnont † .. | 121½ | O.R. | 14 | 12 | 9 | 11 | 6 | 15 | 0 | 26 | 11 | 18 | 3 | 35 | 6 | 28 | 9 | 54 | 6 | 68 | 9 | 85 | 0 | 79 |
| (b) | D C Y | 922 | Ditchley † .. | 124½ | O.R. | 13 | 6 | 12 | 5 | 11 | 2 | 15 | 5 | 28 | 8 | 18 | 0 | 35 | 1 | 28 | 6 | 52 | 9 | 64 | 0 | 79 | |
| G | D B | 701 | Dobie .. | 125½ | O.R. | 14 | 4 | 13 | 5 | 11 | 10 | 16 | 6 | 25 | 10 | 17 | 2 | 36 | 1 | 29 | 4 | 54 | 1 | 65 | 3 | 81 | |
| G. | D O C | 1724 | Docker † .. | 157½ | O.R. | 13 | 8 | 12 | 9 | 11 | 0 | 15 | 9 | 26 | 1 | 17 | 8 | 34 | 4 | 27 | 11 | 51 | 9 | 65 | 9 | 81 | |
| (c) | D O | 195 | Donald .. | 182½ | O.R. | 16 | 8 | 13 | 3 | 13 | 4 | 18 | 7 | 35 | 7 | 24 | 2 | 48 | 4 | 39 | 2 | 74 | 7 | 90 | 6 | 113 | |
| G. | D Z | 972 | Doroq .. | 66½ | O.R. | 17 | 8 | 14 | 4 | 8 | 5 | 11 | 0 | 16 | 6 | 11 | 2 | 21 | 2 | 17 | 2 | 30 | 2 | 36 | 0 | 43 | |
| G. | D F | 1420 | Donnybrook .. | 20½ | O.R. | 4 | 4 | 4 | 4 | 3 | 11 | 5 | 1 | 6 | 3 | 4 | 5 | 8 | 1 | 6 | 8 | 11 | 7 | 11 | 9 | 14 | |
| G. | D H | 719 | Dooen .. | 188½ | O.R. | 19 | 4 | 15 | 10 | 13 | 11 | 19 | 4 | 37 | 9 | 25 | 5 | 51 | 10 | 42 | 0 | 79 | 3 | 97 | 0 | 122 | |
| (c) | D I | 1664 | Dookie .. | 130 | O.R. | 14 | 8 | 13 | 5 | 11 | 10 | 16 | 6 | 27 | 11 | 18 | 10 | 36 | 11 | 29 | 11 | 55 | 11 | 68 | 3 | 84 | |
| (c) | D J | 1837 | Drouin .. | 57½ | O.R. | 7 | 11 | 8 | 3 | 7 | 9 | 10 | 6 | 15 | 1 | 10 | 4 | 18 | 2 | 14 | 8 | 26 | 9 | 31 | 3 | 38 | |
| G. | D Q | 830 | Drysdale .. | 57½ | O.R. | 7 | 6 | 16 | 2 | 14 | 3 | 19 | 10 | 38 | 3 | 25 | 10 | 52 | 2 | 42 | 4 | 80 | 1 | 97 | 6 | 122 | |
| G. | D O A | 435 | Dumosa .. | 200½ | O.R. | 18 | 7 | 15 | 5 | 13 | 10 | 18 | 11 | 36 | 5 | 24 | 7 | 49 | 8 | 40 | 4 | 76 | 3 | 97 | 6 | 122 | |
| (c) | D K | 1153 | Dunkeld .. | 178½ | O.R. | 17 | 4 | 14 | 6 | 13 | 0 | 17 | 8 | 33 | 3 | 22 | 6 | 45 | 7 | 38 | 6 | 73 | 9 | 89 | 0 | 111 | |
| G. | D U N | 311 | Dunneworthy .. | 141½ | O.R. | 15 | 5 | 13 | 2 | 11 | 10 | 16 | 11 | 29 | 7 | 20 | 0 | 39 | 8 | 30 | 6 | 61 | 2 | 74 | 0 | 91 | |
| G. | D C | 818 | Dunnstown .. | 67½ | O.R. | 8 | 9 | 2 | 8 | 11 | 10 | 6 | 15 | 9 | 10 | 8 | 21 | 8 | 16 | 9 | 29 | 0 | 58 | 3 | 74 | 3 | 44 |
| (c) | D Y | 179 | Dunolly .. | 125½ | O.R. | 14 | 4 | 13 | 9 | 11 | 10 | 16 | 6 | 27 | 5 | 18 | 7 | 36 | 1 | 29 | 4 | 54 | 4 | 65 | 9 | 81 | |
| G. | D V R | 979 | Duzerney .. | 89½ | O.R. | 10 | 10 | 10 | 10 | 9 | 10 | 13 | 2 | 20 | 8 | 14 | 0 | 26 | 7 | 21 | 7 | 37 | 6 | 47 | 9 | 58 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|--------------------------------|-------|---------------------|--------------------------|--------|----------|-------|--------|--------|-------|-------|-------|------|-------|-------|-------|-------|--|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | |
| (a) | D S A | 1434 | Dysart .. | 68½ | 8 1 | 8 8 | 7 9 | 10 6 | 15 1 | 10 4 | 19 4 | 15 4 | 27 0 | 31 9 | 38 9 | 38 9 | | |
| (c) | E A | 412 | Eaglehawk (see page 129) | 105½ | 7 8 | 8 3 | 7 5 | 10 0 | 14 4 | 10 18 | 18 5 | 15 0 | 25 9 | 31 9 | 38 9 | 38 9 | | |
| (a) | E K W | 2218 | East Kevo (see page 160) | 9½ | 12 2 | 12 6 | 11 0 | 15 3 | 23 1 | 31 3 | 30 3 | 24 7 | 44 3 | 55 9 | 68 9 | 68 9 | | |
| G. | E M | 153 | East Metcalfe .. | 60½ | 3 8 | 3 6 | 2 10 | 3 8 | 4 5 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 | 7 0 | | |
| (a) | E N T | 1303 | East Natimuk .. | 217 | 8 7 | 8 11 | 8 1 | 10 6 | 15 9 | 10 8 | 20 2 | 16 4 | 28 9 | 36 0 | 43 9 | 43 9 | | |
| (c) | E B | 1471 | Ebden .. | 195½ | 20 11 | 16 4 | 14 5 | 20 3 | 39 9 | 26 10 | 54 5 | 44 2 | 85 1 | 103 6 | 131 3 | 131 3 | | |
| (c) | E. | 80 | Echuca .. | 145 | 19 11 | 15 7 | 14 0 | 19 3 | 37 10 | 25 7 | 51 10 | 42 1 | 81 0 | 103 6 | 131 3 | 131 3 | | |
| (c) | E C | 151 | Edgecombe .. | 62½ | 18 2 | 15 1 | 13 7 | 18 5 | 35 6 | 24 1 | 48 10 | 39 7 | 75 0 | 95 6 | 120 6 | 120 6 | | |
| G. | E D | 1730 | Edit .. | 167½ | 16 2 | 14 2 | 12 6 | 17 8 | 29 11 | 20 4 | 40 1 | 32 6 | 62 6 | 75 9 | 93 9 | 93 9 | | |
| G. | E L | 680 | Elaine .. | 76½ | 8 4 | 9 0 | 8 0 | 10 10 | 16 10 | 10 9 | 20 0 | 16 2 | 28 11 | 33 9 | 41 3 | 41 3 | | |
| G. | E X | 943 | Elingamite .. | 140½ | 17 11 | 14 2 | 12 11 | 18 0 | 33 3 | 22 6 | 45 3 | 36 9 | 70 1 | 85 0 | 106 0 | 106 0 | | |
| G. | E L M | 1326 | Ellam .. | 255 | 17 0 | 14 0 | 12 7 | 17 2 | 31 8 | 21 5 | 43 1 | 35 0 | 66 9 | 85 0 | 105 0 | 105 0 | | |
| (c) | E H | 308 | Elmhurst .. | 144½ | 10 4 | 10 6 | 9 4 | 12 6 | 18 2 | 12 5 | 24 3 | 19 8 | 34 8 | 41 0 | 50 3 | 50 3 | | |
| (c) | E O | 72 | Elmore .. | 128½ | 15 10 | 13 10 | 12 2 | 16 11 | 29 7 | 20 0 | 39 7 | 32 0 | 60 11 | 73 3 | 91 3 | 91 3 | | |
| (c) | E P | 52 | Elphinstone .. | 70½ | 15 1 | 13 2 | 11 10 | 16 1 | 28 2 | 19 1 | 37 8 | 30 0 | 58 0 | 73 3 | 91 3 | 91 3 | | |
| (c) | E S | 2331 | Elsternwick .. | 7 | 21 8 | 16 8 | 15 0 | 20 4 | 42 0 | 28 4 | 57 1 | 46 3 | 91 3 | 117 9 | 150 3 | 150 3 | | |
| (a) In. G Out. | E S | 2300 | Eltham .. | 172 | 16 2 | 14 2 | 12 6 | 17 8 | 29 11 | 20 4 | 40 1 | 32 6 | 62 6 | 75 9 | 93 9 | 93 9 | | |
| Empty returns in any quantity. | E S | 2300 | Eltham .. | 172 | 14 0 | 12 0 | 10 0 | 14 0 | 26 0 | 17 11 | 35 0 | 28 4 | 53 0 | 67 0 | 83 3 | 83 3 | | |
| | E S | 2300 | Eltham .. | 172 | 4 0 | 3 6 | 3 2 | 4 0 | 16 10 | 11 5 | 21 8 | 17 8 | 30 3 | 37 3 | 46 6 | 46 6 | | |
| | E S | 2300 | Eltham .. | 172 | 3 8 | 3 2 | 2 10 | 3 6 | 4 4 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 | 7 0 | | |
| | E S | 2300 | Eltham .. | 172 | 4 0 | 4 0 | 3 8 | 4 8 | 5 7 | 4 8 | 6 0 | 5 7 | 7 0 | 8 0 | 9 0 | 9 0 | | |

GOODS RATES FOR THE THROUGH MOTOR AND STATION AND SHEDS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | M. | | A.P. | | Grain. | | S.A.P. | | A. | | AA. | | B. | | BB. | | C. | | 1 | | 2 | |
|----------------|-------|---------------------|-----------------------|--------|----|----|------|----|--------|----|--------|----|----|----|-----|----|----|----|-----|----|-----|----|-----|----|-----|----|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | EN | 154 | Emberton | 69½ | 9 | 4 | 9 | 6 | 8 | 7 | 17 | 8 | 12 | 0 | 21 | 8 | 17 | 8 | 17 | 3 | 31 | 6 | 37 | 0 | 45 | 9 |
| G. | EMD | 2239 | Emerald† | 33 | 8 | 11 | 9 | 1 | 8 | 3 | 11 | 0 | 16 | 10 | 5 | 20 | 8 | 16 | 9 | 30 | 0 | 18 | 3 | 21 | 9 | |
| G. | EU | 186 | Emu | 145½ | 4 | 7 | 5 | 1 | 4 | 7 | 5 | 11 | 8 | 7 | 5 | 10 | 10 | 8 | 10 | 15 | 3 | 18 | 3 | 21 | 9 | |
| G. | ENG | 1182 | Engfield | 233 | 16 | 4 | 14 | 2 | 12 | 6 | 17 | 6 | 29 | 11 | 40 | 4 | 40 | 1 | 32 | 6 | 62 | 9 | 76 | 3 | 94 | 9 |
| G. | EQ | 1529 | Epping | 14 | 15 | 7 | 13 | 6 | 12 | 6 | 18 | 8 | 28 | 6 | 19 | 4 | 38 | 2 | 30 | 11 | 59 | 9 | 76 | 3 | 94 | 9 |
| G. | ET | 65 | Epsom | 105½ | 15 | 7 | 16 | 11 | 14 | 11 | 41 | 7 | 28 | 1 | 56 | 9 | 45 | 11 | 59 | 9 | 110 | 0 | 139 | 5 | 94 | 9 |
| G. | ERA | 2083 | Erica † | 99½ | 20 | 6 | 16 | 1 | 14 | 6 | 19 | 11 | 39 | 7 | 26 | 9 | 54 | 1 | 43 | 9 | 85 | 6 | 110 | 0 | 139 | 5 |
| G. | EW | 1634 | Erusan | 109 | 4 | 4 | 3 | 8 | 3 | 4 | 4 | 4 | 5 | 5 | 3 | 11 | 6 | 3 | 5 | 3 | 2 | 8 | 6 | 10 | 3 | |
| G. | ESS | 1406 | Essendon | 5 | 12 | 8 | 12 | 6 | 11 | 0 | 15 | 3 | 24 | 10 | 16 | 11 | 32 | 7 | 26 | 5 | 47 | 3 | 57 | 3 | 70 | 9 |
| (c) In, G. Out | EK | 1000 | Eureka (see page 162) | 74½ | 4 | 0 | 3 | 6 | 3 | 2 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 5 | 4 | 5 | 6 | 4 | 5 | 6 | 7 | 0 |
| (c) | ER | 1443 | Euroa | 92½ | 10 | 2 | 10 | 6 | 9 | 4 | 12 | 6 | 18 | 2 | 12 | 5 | 23 | 6 | 19 | 0 | 33 | 7 | 39 | 9 | 48 | 9 |
| G. | EI | 1766 | Eurobin | 187½ | 9 | 8 | 10 | 0 | 10 | 5 | 14 | 0 | 22 | 9 | 15 | 4 | 28 | 11 | 23 | 6 | 41 | 6 | 49 | 9 | 61 | 3 |
| G. | EV | 309 | Eversley | 147½ | 11 | 7 | 11 | 9 | 10 | 5 | 14 | 0 | 22 | 9 | 15 | 4 | 28 | 11 | 23 | 6 | 41 | 6 | 49 | 9 | 61 | 3 |
| G. | EF | 1747 | Everton | 161 | 18 | 11 | 15 | 5 | 13 | 7 | 18 | 11 | 36 | 3 | 24 | 5 | 49 | 5 | 40 | 1 | 76 | 2 | 92 | 3 | 116 | 6 |
| (c) In, G. Out | FP | 2288 | Fairfield Park | 6 | 16 | 6 | 14 | 2 | 12 | 6 | 17 | 6 | 30 | 9 | 20 | 10 | 40 | 11 | 33 | 3 | 63 | 6 | 77 | 0 | 95 | 6 |
| G. | FA | 535 | Fairley | 184½ | 17 | 8 | 14 | 8 | 13 | 3 | 18 | 11 | 36 | 3 | 24 | 5 | 49 | 5 | 40 | 1 | 76 | 2 | 92 | 3 | 116 | 6 |
| G. | FV | 432 | Fairview | 186½ | 16 | 8 | 14 | 4 | 12 | 7 | 17 | 10 | 32 | 5 | 21 | 11 | 43 | 11 | 35 | 6 | 68 | 6 | 82 | 3 | 102 | 3 |
| G. | FR | 925 | Ferguson † | 127½ | 16 | 8 | 14 | 4 | 12 | 7 | 17 | 10 | 32 | 5 | 21 | 11 | 43 | 11 | 35 | 6 | 68 | 6 | 82 | 3 | 102 | 3 |
| | | | | | 4 | 0 | 3 | 6 | 3 | 2 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 5 | 4 | 5 | 6 | 4 | 5 | 6 | 7 | 0 |
| | | | | | 3 | 8 | 3 | 2 | 2 | 10 | 3 | 8 | 4 | 5 | 3 | 4 | 5 | 1 | 4 | 1 | 6 | 0 | 6 | 6 | 7 | 0 |
| | | | | | 18 | 7 | 15 | 5 | 13 | 7 | 18 | 11 | 35 | 11 | 24 | 4 | 49 | 1 | 39 | 11 | 75 | 4 | 91 | 6 | 115 | 0 |
| | | | | | 17 | 8 | 14 | 8 | 13 | 3 | 18 | 11 | 36 | 3 | 24 | 5 | 49 | 5 | 40 | 1 | 76 | 2 | 92 | 3 | 116 | 6 |
| | | | | | 18 | 11 | 15 | 5 | 13 | 7 | 18 | 11 | 36 | 3 | 24 | 5 | 49 | 5 | 40 | 1 | 76 | 2 | 92 | 3 | 116 | 6 |
| | | | | | 14 | 8 | 13 | 5 | 11 | 10 | 16 | 6 | 27 | 7 | 18 | 8 | 36 | 8 | 28 | 5 | 55 | 2 | 66 | 9 | 83 | 0 |
| | | | | | 14 | 8 | 13 | 5 | 11 | 10 | 16 | 6 | 27 | 7 | 18 | 8 | 36 | 8 | 28 | 5 | 55 | 2 | 66 | 9 | 83 | 0 |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | |
|------------|-------|---------------------|---------------------------|--------|----------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | | M. | A.P. | Granh. | S.A.P. | A. | AA. | B. | Br. | C. | 1 | 2 | | | | | |
| G. | FK | 1867 | Fernbank .. | 153½ | d. 16 5 | d. 14 2 | d. 12 6 | d. 17 6 | d. 31 3 | d. 21 4 | d. 42 3 | d. 34 4 | d. 65 11 | d. 79 9 | d. 99 0 | d. 99 0 | d. 99 0 | | | |
| (c) | FH | 131 | Fern Hill .. | 69½ | d. 15 11 | d. 13 0 | d. 12 2 | d. 10 3 | d. 20 2 | d. 10 3 | d. 32 8 | d. 62 9 | d. 79 9 | d. 99 0 | d. 99 0 | d. 99 0 | d. 99 0 | | | |
| G. | FC | 1982 | Fish Creek .. | 100½ | d. 8 1 | d. 8 8 | d. 7 9 | d. 10 6 | d. 15 1 | d. 10 4 | d. 19 4 | d. 15 9 | d. 27 4 | d. 32 0 | d. 39 6 | d. 39 6 | d. 39 6 | | | |
| (a) | FY | 1517 | Fitzroy .. | 6 | d. 12 0 | d. 12 0 | d. 10 3 | d. 14 4 | d. 22 9 | d. 15 5 | d. 29 5 | d. 23 10 | d. 42 3 | d. 53 3 | d. 65 9 | d. 65 9 | d. 65 9 | | | |
| G. | FL | 1855 | Fligma .. | 107 | d. 3 8 | d. 3 2 | d. 2 10 | d. 3 8 | d. 4 5 | d. 3 4 | d. 5 1 | d. 4 1 | d. 6 0 | d. 6 0 | d. 7 0 | d. 7 0 | d. 7 0 | | | |
| (a) | FCY | 751 | Footscray .. | 4 | d. 12 8 | d. 12 0 | d. 11 0 | d. 15 3 | d. 24 7 | d. 16 8 | d. 31 11 | d. 26 0 | d. 46 9 | d. 56 3 | d. 69 3 | d. 69 3 | d. 69 3 | | | |
| (c) | FO | 897 | Forrest .. | 103½ | d. 12 1 | d. 11 1 | d. 10 3 | d. 14 4 | d. 23 5 | d. 15 11 | d. 30 5 | d. 24 9 | d. 44 0 | d. 56 3 | d. 69 3 | d. 69 3 | d. 69 3 | | | |
| G. | FS | 1984 | Foster .. | 108½ | d. 4 0 | d. 3 8 | d. 3 2 | d. 4 0 | d. 4 9 | d. 3 8 | d. 5 5 | d. 4 5 | d. 6 4 | d. 6 6 | d. 7 0 | d. 7 0 | d. 7 0 | | | |
| G. | FN | 1923 | Frankston .. | 27½ | d. 12 8 | d. 12 0 | d. 10 7 | d. 15 1 | d. 24 1 | d. 16 4 | d. 31 3 | d. 25 3 | d. 45 5 | d. 55 0 | d. 67 6 | d. 67 6 | d. 67 6 | | | |
| G. | FM | 1859 | Fulham .. | 124½ | d. 12 1 | d. 11 8 | d. 10 3 | d. 14 4 | d. 22 11 | d. 15 7 | d. 29 9 | d. 24 1 | d. 43 3 | d. 55 0 | d. 67 6 | d. 67 6 | d. 67 6 | | | |
| .. | FI | 821 | Fyansford (see page 318). | 144½ | d. 12 10 | d. 12 0 | d. 11 0 | d. 15 3 | d. 24 10 | d. 16 11 | d. 32 7 | d. 26 5 | d. 47 3 | d. 57 3 | d. 70 9 | d. 70 9 | d. 70 9 | | | |
| G. | GAH | 367 | Galah .. | 298 | d. 4 6 | d. 4 1 | d. 3 5 | d. 4 1 | d. 5 11 | d. 8 1 | d. 9 9 | d. 7 11 | d. 14 2 | d. 15 9 | d. 18 9 | d. 18 9 | d. 18 9 | | | |
| G. | GAL | 1281 | Galaquil .. | 234½ | d. 14 4 | d. 13 4 | d. 12 4 | d. 16 6 | d. 26 10 | d. 18 2 | d. 36 1 | d. 29 4 | d. 54 1 | d. 65 3 | d. 81 0 | d. 81 0 | d. 81 0 | | | |
| G. | GAM | 213 | Gama .. | 253½ | d. 18 2 | d. 17 4 | d. 16 0 | d. 22 5 | d. 48 11 | d. 33 1 | d. 66 2 | d. 53 7 | d. 102 1 | d. 128 9 | d. 166 6 | d. 166 6 | d. 166 6 | | | |
| G. | GAP | 1762 | Garpsted .. | 173½ | d. 21 0 | d. 20 0 | d. 19 0 | d. 24 0 | d. 51 0 | d. 36 0 | d. 72 0 | d. 57 0 | d. 97 0 | d. 128 9 | d. 166 6 | d. 166 6 | d. 166 6 | | | |
| G. | GAR | 1832 | Garfield .. | 144½ | d. 20 0 | d. 19 0 | d. 18 0 | d. 23 0 | d. 54 0 | d. 39 0 | d. 78 0 | d. 63 0 | d. 102 0 | d. 131 0 | d. 160 0 | d. 160 0 | d. 160 0 | | | |
| G. | GAU | 1832 | Garra .. | 144½ | d. 22 7 | d. 21 7 | d. 20 7 | d. 25 7 | d. 61 7 | d. 46 7 | d. 92 7 | d. 77 7 | d. 116 7 | d. 145 7 | d. 174 7 | d. 174 7 | d. 174 7 | | | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | A.P. | | Gmtn. | | S.A.P. | | A. | | A.A. | | D. | | B.R. | | C. | | I | | 2 | | |
|------------|-------|---------------------|------------------------|--------|-------|-------|-------|-------|--------|-------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| (c) | G | 665 | Geelong (see page 129) | 45 | 6 3 | 7 0 | 6 3 | 8 4 | 11 5 | 7 9 | 12 10 | 10 5 | 14 5 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 |
| G. | G B D | 917 | Gellibrand † | 112½ | 5 11 | 6 8 | 5 11 | 7 11 | 10 10 | 7 5 | 12 3 | 9 11 | 13 9 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 | 15 0 | 18 6 |
| G. | G E L | 1991 | Gelliondale .. | 130½ | 12 7 | 12 3 | 11 0 | 14 11 | 24 4 | 16 6 | 31 8 | 25 8 | 46 9 | 59 0 | 73 3 | 46 9 | 59 0 | 73 3 | 46 9 | 59 0 | 73 3 | 46 9 | 59 0 | 73 3 | |
| G. | G M | 2244 | Gembrook † | 41½ | 14 4 | 12 9 | 11 0 | 15 9 | 26 7 | 17 11 | 35 6 | 28 9 | 53 9 | 68 6 | 85 0 | 53 9 | 68 6 | 85 0 | 53 9 | 68 6 | 85 0 | 53 9 | 68 6 | 85 0 | |
| (c) | G N G | 727 | Gerang Gerang | 255½ | 21 6 | 16 11 | 14 11 | 20 11 | 41 9 | 28 3 | 57 4 | 46 6 | 91 1 | 110 9 | 141 0 | 91 1 | 110 9 | 141 0 | 91 1 | 110 9 | 141 0 | 91 1 | 110 9 | 141 0 | |
| G. | G E R | 895 | Gerangamete | 99½ | 20 6 | 16 1 | 14 6 | 19 11 | 39 2 | 26 11 | 54 7 | 44 3 | 86 9 | 110 9 | 141 0 | 86 9 | 110 9 | 141 0 | 86 9 | 110 9 | 141 0 | 86 9 | 110 9 | 141 0 | |
| G. | G P | 672 | Cheringhap | 51½ | 11 5 | 11 5 | 10 3 | 14 4 | 22 5 | 15 2 | 29 3 | 23 10 | 42 0 | 52 3 | 65 0 | 42 0 | 52 3 | 65 0 | 42 0 | 52 3 | 65 0 | 42 0 | 52 3 | 65 0 | |
| G. | G G A | 1643 | Girgarre .. | 118½ | 14 0 | 13 0 | 11 6 | 16 2 | 26 3 | 17 10 | 34 7 | 27 11 | 52 0 | 62 3 | 77 0 | 52 0 | 62 3 | 77 0 | 52 0 | 62 3 | 77 0 | 52 0 | 62 3 | 77 0 | |
| (c) | G I | 41 | Gisborne .. | 40 | 13 4 | 12 5 | 11 2 | 15 5 | 23 0 | 17 0 | 32 11 | 26 7 | 49 6 | 62 3 | 77 0 | 49 6 | 62 3 | 77 0 | 49 6 | 62 3 | 77 0 | 49 6 | 62 3 | 77 0 | |
| G. | G B | 420 | Glenalbyn .. | 139½ | 5 5 | 6 4 | 5 8 | 7 11 | 10 8 | 7 3 | 13 0 | 10 7 | 19 5 | 21 9 | 26 9 | 19 5 | 21 9 | 26 9 | 19 5 | 21 9 | 26 9 | 19 5 | 21 9 | 26 9 | |
| G. | G N F | 2028 | Glen Forbes | 69½ | 15 10 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | |
| G. | G F | 944 | Glenflynne .. | 142½ | 8 4 | 9 6 | 8 7 | 11 7 | 17 8 | 12 6 | 21 8 | 17 7 | 31 6 | 37 0 | 45 9 | 31 6 | 37 0 | 45 9 | 31 6 | 37 0 | 45 9 | 31 6 | 37 0 | 45 9 | |
| (c) | G Y | 2120 | Glengarry .. | 104½ | 16 2 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | 60 5 | 73 0 | 90 6 | |
| G. | G L N | 1900 | Glen Huntly | 8½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | 6 4 | 6 6 | 7 0 | 6 4 | 6 6 | 7 0 | 6 4 | 6 6 | 7 0 | |
| G. | G Z | 431 | Glenloth .. | 163 | 18 7 | 15 3 | 13 4 | 18 7 | 35 7 | 24 2 | 48 4 | 39 9 | 74 7 | 90 6 | 113 6 | 74 7 | 90 6 | 113 6 | 74 7 | 90 6 | 113 6 | 74 7 | 90 6 | 113 6 | |
| (c) | G C | 710 | Glenorchy .. | 162½ | 17 8 | 14 4 | 12 7 | 17 10 | 32 7 | 22 6 | 44 3 | 36 0 | 68 9 | 83 0 | 103 6 | 68 9 | 83 0 | 103 6 | 68 9 | 83 0 | 103 6 | 68 9 | 83 0 | 103 6 | |
| (c) | G L | 1456 | Glenrowan .. | 136 | 16 10 | 13 8 | 12 3 | 17 0 | 31 0 | 20 11 | 42 2 | 34 3 | 65 6 | 83 0 | 103 6 | 65 6 | 83 0 | 103 6 | 65 6 | 83 0 | 103 6 | 65 6 | 83 0 | 103 6 | |
| G. | G N Y | 1412 | Glenroy .. | 9 | 14 6 | 13 2 | 11 10 | 16 1 | 27 6 | 18 7 | 36 5 | 29 6 | 56 3 | 71 3 | 88 0 | 56 3 | 71 3 | 88 0 | 56 3 | 71 3 | 88 0 | 56 3 | 71 3 | 88 0 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | |
|------------|-------|---------------------|------------------------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|
| | | | | | M. | A.P. | Gmbl. | S.A.P. | A. | AA. | B. | Br. | C. | 1 | 2 | | | | | |
| G. | G T | 1151 | Glen Thompson | 167½ | d. 17 10 | d. 14 8 | d. 12 11 | d. 18 0 | d. 33 3 | d. 22 6 | d. 45 3 | d. 36 9 | d. 70 1 | d. 85 0 | d. 106 0 | d. 106 0 | | | | |
| G. | G N K | 981 | Grarkeet | 99½ | d. 17 0 | d. 14 0 | d. 12 7 | d. 17 2 | d. 31 8 | d. 21 5 | d. 43 1 | d. 35 0 | d. 66 9 | d. 85 0 | d. 106 0 | d. 106 0 | | | | |
| (c) | G S | 62 | Golden Square (see page 129) | 99½ | d. 12 0 | d. 12 0 | d. 11 5 | d. 15 2 | d. 23 6 | d. 15 11 | d. 30 9 | d. 25 0 | d. 44 1 | d. 52 3 | d. 65 0 | d. 65 0 | | | | |
| G. | G H | 180 | Goldsborough | 129½ | d. 11 5 | d. 11 5 | d. 10 3 | d. 14 4 | d. 22 5 | d. 15 2 | d. 29 3 | d. 23 10 | d. 42 0 | d. 52 3 | d. 65 0 | d. 65 0 | | | | |
| G. | G A | 1692 | Goorambat | 131½ | d. 14 0 | d. 12 9 | d. 11 6 | d. 15 9 | d. 26 7 | d. 17 11 | d. 35 2 | d. 28 6 | d. 53 3 | d. 68 3 | d. 84 0 | d. 84 0 | | | | |
| (c) | G O | 69 | Goornong | 118 | d. 14 4 | d. 12 9 | d. 11 6 | d. 15 9 | d. 26 7 | d. 17 11 | d. 35 2 | d. 28 6 | d. 53 3 | d. 68 3 | d. 84 0 | d. 84 0 | | | | |
| G. | G E | 1169 | Gorus | 246½ | d. 13 4 | d. 12 5 | d. 11 2 | d. 15 5 | d. 24 10 | d. 16 11 | d. 32 9 | d. 26 7 | d. 49 3 | d. 61 9 | d. 76 6 | d. 76 6 | | | | |
| (c) | G D | 814 | Gordon | 56½ | d. 21 4 | d. 16 3 | d. 14 7 | d. 20 2 | d. 40 11 | d. 27 9 | d. 56 0 | d. 45 4 | d. 89 6 | d. 115 3 | d. 146 6 | d. 146 6 | | | | |
| (c) | G K | 1311 | Goroke | 245½ | d. 7 11 | d. 6 8 | d. 5 10 | d. 13 6 | d. 9 1 | d. 17 4 | d. 14 0 | d. 25 3 | d. 30 0 | d. 45 0 | d. 146 0 | d. 146 0 | | | | |
| G. | G V | 2078 | Gouldt | 91½ | d. 20 10 | d. 16 3 | d. 14 7 | d. 20 2 | d. 40 11 | d. 27 9 | d. 56 0 | d. 45 4 | d. 89 6 | d. 115 3 | d. 146 6 | d. 146 6 | | | | |
| G. | G O W | 482 | Gowanford | 226½ | d. 11 5 | d. 11 9 | d. 10 5 | d. 14 6 | d. 21 8 | d. 14 8 | d. 28 11 | d. 23 6 | d. 40 2 | d. 48 6 | d. 59 9 | d. 59 9 | | | | |
| G. | G J | 1285 | Goyura | 249 | d. 10 10 | d. 11 2 | d. 10 1 | d. 13 4 | d. 20 8 | d. 14 0 | d. 27 6 | d. 22 5 | d. 38 3 | d. 48 6 | d. 59 9 | d. 59 9 | | | | |
| G. | G R | 1216 | Grassdale | 222½ | d. 21 4 | d. 16 9 | d. 14 9 | d. 20 7 | d. 41 2 | d. 27 11 | d. 56 4 | d. 59 2 | d. 47 11 | d. 94 6 | d. 147 6 | d. 147 6 | | | | |
| G. | G W | 705 | Great Western | 141½ | d. 20 2 | d. 13 10 | d. 12 2 | d. 16 11 | d. 29 7 | d. 20 0 | d. 39 7 | d. 32 0 | d. 61 2 | d. 74 0 | d. 91 9 | d. 91 9 | | | | |
| G. | G X | 472 | Gredywin | 180½ | d. 15 5 | d. 13 2 | d. 11 10 | d. 16 1 | d. 28 2 | d. 19 1 | d. 37 6 | d. 30 6 | d. 58 3 | d. 74 0 | d. 91 9 | d. 91 9 | | | | |
| G. | G H L | 152 | Green Hill | 64½ | d. 18 2 | d. 15 3 | d. 13 4 | d. 18 7 | d. 35 1 | d. 23 10 | d. 47 11 | d. 38 10 | d. 74 0 | d. 90 0 | d. 113 0 | d. 113 0 | | | | |
| G. | G R B | 2208 | Greenborough | 141 | d. 17 4 | d. 14 6 | d. 13 0 | d. 17 8 | d. 33 5 | d. 22 8 | d. 45 6 | d. 37 0 | d. 70 0 | d. 90 0 | d. 113 0 | d. 113 0 | | | | |
| G. | G R N | 2206 | Greenbush | 141 | d. 8 1 | d. 8 2 | d. 7 6 | d. 10 4 | d. 15 1 | d. 10 8 | d. 20 3 | d. 16 2 | d. 29 8 | d. 34 9 | d. 43 0 | d. 43 0 | | | | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|---------------|-------|---------------------|---------------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| G. | G Q | 1208 | Gritjark .. | 215½ | a. d. 20 7 | a. d. 16 4 | a. d. 14 5 | a. d. 20 3 | a. d. 39 9 | a. d. 26 10 | a. d. 54 5 | a. d. 44 2 | a. d. 84 9 | a. d. 103 3 | a. d. 130 9 | |
| G. | G U | 167 | Guldford .. | 84½ | a. d. 19 7 | a. d. 15 7 | a. d. 14 0 | a. d. 19 3 | a. d. 37 10 | a. d. 25 7 | a. d. 51 10 | a. d. 42 1 | a. d. 80 9 | a. d. 103 3 | a. d. 130 9 | |
| G. | G L P | 90 | Gulpha .. | 177½ | a. d. 11 0 | a. d. 10 6 | a. d. 9 5 | a. d. 12 7 | a. d. 19 1 | a. d. 12 11 | a. d. 24 10 | a. d. 22 3 | a. d. 37 6 | a. d. 45 0 | a. d. 55 6 | |
| (c) | G W N | 585 | Gunbower .. | 172 | a. d. 18 2 | a. d. 15 3 | a. d. 13 4 | a. d. 18 7 | a. d. 34 9 | a. d. 23 6 | a. d. 47 3 | a. d. 38 5 | a. d. 73 6 | a. d. 88 6 | a. d. 111 6 | |
| G. | G N | 1399 | Gymbowen .. | 238½ | a. d. 17 4 | a. d. 14 6 | a. d. 13 0 | a. d. 17 8 | a. d. 33 1 | a. d. 22 5 | a. d. 45 0 | a. d. 36 7 | a. d. 70 0 | a. d. 88 6 | a. d. 111 6 | |
| G. | G Y H | 1975 | Gunglher .. | 82 | a. d. 18 0 | a. d. 14 8 | a. d. 12 11 | a. d. 18 0 | a. d. 34 0 | a. d. 23 0 | a. d. 45 11 | a. d. 37 2 | a. d. 71 5 | a. d. 86 9 | a. d. 108 6 | |
| G. | G Y P | 218 | Gypsum Siding .. | 274 | a. d. 21 8 | a. d. 16 11 | a. d. 14 11 | a. d. 20 11 | a. d. 42 3 | a. d. 28 7 | a. d. 57 8 | a. d. 46 9 | a. d. 91 11 | a. d. 112 3 | a. d. 142 6 | |
| G. | H N | 1112 | Haddon .. | 84½ | a. d. 20 8 | a. d. 16 1 | a. d. 14 6 | a. d. 10 11 | a. d. 40 3 | a. d. 27 3 | a. d. 54 11 | a. d. 44 6 | a. d. 87 6 | a. d. 112 3 | a. d. 142 6 | |
| G. | H R | 1822 | Hallam .. | 23½ | a. d. 10 10 | a. d. 10 8 | a. d. 9 5 | a. d. 12 10 | a. d. 20 0 | a. d. 13 1 | a. d. 25 2 | a. d. 20 6 | a. d. 36 6 | a. d. 43 6 | a. d. 53 6 | |
| (c) | H A M | 1631 | Hamilton .. | 197½ | a. d. 10 4 | a. d. 10 2 | a. d. 9 1 | a. d. 12 3 | a. d. 19 1 | a. d. 12 11 | a. d. 24 10 | a. d. 19 6 | a. d. 34 9 | a. d. 43 0 | a. d. 53 6 | |
| G. | H T | 57 | Harcourt .. | 82½ | a. d. 23 5 | a. d. 17 0 | a. d. 15 4 | a. d. 21 11 | a. d. 45 11 | a. d. 31 1 | a. d. 62 8 | a. d. 50 10 | a. d. 98 8 | a. d. 122 3 | a. d. 157 6 | |
| G. | H S | 1928 | Hastings .. | 40½ | a. d. 22 5 | a. d. 17 0 | a. d. 15 9 | a. d. 21 11 | a. d. 43 9 | a. d. 29 7 | a. d. 59 8 | a. d. 48 5 | a. d. 94 0 | a. d. 122 3 | a. d. 157 6 | |
| G. | H A T | 226 | Hattiah (see page 129) .. | 310½ | a. d. 11 0 | a. d. 10 6 | a. d. 9 5 | a. d. 12 7 | a. d. 19 1 | a. d. 12 11 | a. d. 24 10 | a. d. 20 2 | a. d. 35 9 | a. d. 45 0 | a. d. 55 6 | |
| G. | H K | 176 | Havelock .. | 118½ | a. d. 10 4 | a. d. 10 6 | a. d. 9 5 | a. d. 12 7 | a. d. 19 1 | a. d. 12 11 | a. d. 24 10 | a. d. 20 2 | a. d. 35 9 | a. d. 45 0 | a. d. 55 6 | |
| G. | H W | 958 | Hawkesdale .. | 189½ | a. d. 5 11 | a. d. 6 8 | a. d. 6 0 | a. d. 7 11 | a. d. 10 8 | a. d. 7 3 | a. d. 14 2 | a. d. 11 7 | a. d. 19 8 | a. d. 22 0 | a. d. 27 6 | |
| (a) In, G Out | H A | 2153 | Hawthorn .. | 4½ | a. d. 25 7 | a. d. 18 9 | a. d. 16 6 | a. d. 23 0 | a. d. 50 0 | a. d. 33 8 | a. d. 68 2 | a. d. 55 3 | a. d. 103 5 | a. d. 107 9 | a. d. 127 0 | |
| G. | H Z | 2105 | Hazelwood .. | 93½ | a. d. 24 4 | a. d. 17 10 | a. d. 16 1 | a. d. 21 11 | a. d. 47 3 | a. d. 32 1 | a. d. 64 11 | a. d. 52 7 | a. d. 98 6 | a. d. 107 9 | a. d. 127 0 | |
| | | | | | a. d. 14 0 | a. d. 13 0 | a. d. 11 6 | a. d. 16 2 | a. d. 26 3 | a. d. 17 10 | a. d. 34 7 | a. d. 27 11 | a. d. 52 0 | a. d. 62 3 | a. d. 77 0 | |
| | | | | | a. d. 13 4 | a. d. 12 5 | a. d. 11 2 | a. d. 15 5 | a. d. 25 0 | a. d. 17 0 | a. d. 32 11 | a. d. 26 7 | a. d. 49 6 | a. d. 62 3 | a. d. 77 0 | |
| | | | | | a. d. 18 11 | a. d. 15 5 | a. d. 13 7 | a. d. 18 11 | a. d. 36 8 | a. d. 24 7 | a. d. 50 0 | a. d. 40 6 | a. d. 76 11 | a. d. 93 6 | a. d. 117 6 | |
| | | | | | a. d. 18 0 | a. d. 14 8 | a. d. 13 3 | a. d. 18 0 | a. d. 34 9 | a. d. 23 5 | a. d. 47 5 | a. d. 38 7 | a. d. 72 4 | a. d. 86 6 | a. d. 117 6 | |
| | | | | | a. d. 4 0 | a. d. 3 6 | a. d. 3 2 | a. d. 4 0 | a. d. 5 4 | a. d. 3 8 | a. d. 5 1 | a. d. 4 1 | a. d. 6 0 | a. d. 6 6 | a. d. 7 0 | |
| | | | | | a. d. 3 8 | a. d. 3 2 | a. d. 2 10 | a. d. 3 8 | a. d. 4 5 | a. d. 3 4 | a. d. 5 1 | a. d. 4 1 | a. d. 6 0 | a. d. 6 6 | a. d. 7 0 | |
| | | | | | a. d. 11 7 | a. d. 11 9 | a. d. 10 5 | a. d. 14 0 | a. d. 22 9 | a. d. 15 4 | a. d. 28 11 | a. d. 23 6 | a. d. 41 6 | a. d. 49 9 | a. d. 61 3 | |
| | | | | | a. d. 11 0 | a. d. 11 2 | a. d. 10 1 | a. d. 13 4 | a. d. 21 8 | a. d. 14 7 | a. d. 27 6 | a. d. 22 5 | a. d. 39 9 | a. d. 49 9 | a. d. 61 3 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | — | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------|--------|------|----------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|----|
| | | | | | | M. | A.P. | Ornh. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| (c) | H E | 2184 | Healesville .. | 40 | C.R. | 5 9 | 6 8 | 6 0 | 7 11 | 10 8 | 8 7 | 13 0 | 10 7 | 19 5 | 21 9 | 23 9 | d. |
| (c) | H C | 1561 | Heathcote .. | 73½ | O.R. | 5 5 | 6 4 | 5 8 | 7 6 | 10 2 | 6 11 | 12 5 | 10 1 | 18 6 | 21 9 | 26 9 | d. |
| G. | H E A | 2013 | Heathhill .. | 65½ | O.R. | 9 3 | 9 8 | 8 8 | 11 5 | 17 4 | 11 10 | 22 5 | 19 0 | 32 7 | 39 6 | 48 6 | d. |
| G. | H M R | 1168 | Heathmere .. | 241½ | O.R. | 7 4 | 8 3 | 7 5 | 10 0 | 13 6 | 9 1 | 17 4 | 14 0 | 25 0 | 29 9 | 36 9 | d. |
| G. | H F | 1989 | Hedley .. | 124½ | O.R. | 20 10 | 16 3 | 14 7 | 20 2 | 40 5 | 27 5 | 55 4 | 44 11 | 88 3 | 113 3 | 143 9 | d. |
| G. | H B | 2293 | Heidelberg .. | 9 | O.R. | 14 4 | 13 1 | 11 10 | 16 6 | 26 10 | 18 2 | 36 1 | 29 4 | 54 1 | 65 3 | 81 0 | d. |
| G. | H J | 1219 | Hemby .. | 236½ | O.R. | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | d. |
| (c) | H D | 2125 | Heyfield .. | 121½ | O.R. | 3 8 | 3 2 | 2 10 | 3 8 | 4 5 | 3 4 | 5 1 | 4 1 | 6 6 | 6 6 | 7 0 | d. |
| (c) | H Q | 1166 | Heywood .. | 235½ | O.R. | 21 8 | 16 11 | 14 11 | 20 11 | 41 11 | 28 3 | 57 6 | 43 8 | 91 1 | 111 6 | 141 3 | d. |
| G. | H C P | 1555 | High Camp .. | 51½ | O.R. | 20 8 | 16 1 | 14 6 | 19 11 | 39 11 | 26 11 | 54 9 | 44 5 | 86 9 | 111 6 | 141 3 | d. |
| G. | H X | 1871 | Hillside .. | 164 | O.R. | 14 2 | 13 0 | 11 6 | 15 2 | 25 8 | 18 0 | 35 1 | 28 6 | 52 9 | 64 0 | 79 0 | d. |
| G. | H G | 1983 | Ipoddie Range .. | 103½ | O.R. | 13 6 | 12 5 | 11 2 | 15 5 | 25 5 | 17 2 | 33 5 | 27 2 | 50 3 | 64 0 | 79 0 | d. |
| G. | H U | 303 | Homebush .. | 123½ | O.R. | 21 6 | 16 11 | 14 11 | 20 11 | 41 9 | 28 3 | 57 4 | 46 6 | 91 1 | 110 9 | 141 0 | d. |
| G. | H O | 1573 | Homewood .. | 74½ | O.R. | 20 6 | 16 1 | 14 6 | 19 11 | 39 9 | 26 11 | 54 7 | 44 3 | 86 9 | 110 9 | 141 0 | d. |
| (c) | H P | 1287 | Hopetoun .. | 254½ | O.R. | 17 8 | 14 8 | 12 7 | 17 10 | 32 9 | 22 2 | 44 3 | 36 0 | 69 0 | 83 3 | 104 0 | d. |
| (c) | H M | 750 | Horsham .. | 203½ | O.R. | 16 10 | 13 8 | 12 3 | 17 0 | 31 2 | 21 1 | 42 2 | 34 3 | 65 9 | 83 3 | 104 0 | d. |
| G. | H T R | 576 | Hummer .. | 138½ | O.R. | 12 8 | 12 0 | 10 7 | 15 1 | 24 1 | 16 4 | 31 3 | 25 3 | 45 8 | 55 0 | 67 6 | d. |
| G. | H Y | 500 | Hythe .. | 100 | O.R. | 14 4 | 13 0 | 11 6 | 16 2 | 23 10 | 18 2 | 35 11 | 29 0 | 53 10 | 65 0 | 80 3 | d. |
| G. | H V | 500 | Hythe .. | 100 | O.R. | 13 8 | 12 5 | 11 2 | 15 5 | 25 5 | 17 2 | 33 5 | 27 2 | 50 3 | 64 0 | 79 0 | d. |
| G. | H W | 500 | Hythe .. | 100 | O.R. | 10 2 | 10 6 | 9 4 | 12 6 | 18 2 | 12 5 | 23 6 | 19 0 | 33 7 | 39 9 | 48 9 | d. |
| G. | H Z | 500 | Hythe .. | 100 | O.R. | 9 8 | 10 0 | 9 0 | 11 11 | 17 4 | 11 10 | 22 5 | 18 1 | 32 0 | 39 9 | 48 9 | d. |
| G. | H AA | 500 | Hythe .. | 100 | O.R. | 22 9 | 17 6 | 15 5 | 21 4 | 44 1 | 29 9 | 59 11 | 48 7 | 85 10 | 117 9 | 150 3 | d. |
| G. | H AB | 500 | Hythe .. | 100 | O.R. | 21 8 | 16 8 | 15 5 | 20 4 | 42 0 | 28 0 | 57 1 | 46 3 | 81 1 | 117 9 | 150 3 | d. |
| G. | H AC | 500 | Hythe .. | 100 | O.R. | 19 6 | 16 2 | 14 3 | 19 10 | 38 5 | 23 0 | 52 9 | 42 6 | 81 1 | 117 9 | 150 3 | d. |
| G. | H AD | 500 | Hythe .. | 100 | O.R. | 18 1 | 15 1 | 13 0 | 18 11 | 37 6 | 22 5 | 51 1 | 41 6 | 81 1 | 117 9 | 150 3 | d. |
| G. | H AE | 500 | Hythe .. | 100 | O.R. | 17 0 | 14 8 | 12 7 | 17 10 | 32 9 | 22 2 | 44 3 | 36 0 | 69 0 | 83 3 | 104 0 | d. |

GOODS-RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|----------------------------|--------|------------|-------|--------|--------|-------|-------|-------|-------|------|-------|-------|-------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| G. | J O | 318 | Joel | 154½ | C.R. 15 9 | 14 4 | 12 3 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 2 | 80 0 | 99 3 | s. d. |
| G. | J C | 170 | Joyce's Creek | 95½ | O.R. 15 11 | 13 8 | 12 3 | 17 0 | 29 11 | 20 4 | 40 5 | 32 9 | 63 0 | 80 0 | 99 3 | s. d. |
| G. | J | 2045 | Jumbunna | 74 | O.R. 11 7 | 12 0 | 10 3 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 6 | 50 3 | 62 3 | s. d. |
| G. | J S | 2045 | Jumbunna Coal Co.'s Siding | 75½ | C.R. 9 9 | 10 2 | 9 0 | 12 0 | 18 2 | 12 5 | 23 6 | 19 0 | 32 7 | 39 6 | 48 6 | s. d. |
| G. | J G | 717 | Jung | 192 | O.R. 9 3 | 9 8 | 8 8 | 11 5 | 17 4 | 11 10 | 22 5 | 18 1 | 31 0 | 39 6 | 48 6 | s. d. |
| G. | K G K | 1185 | Kanagalk | 245½ | O.R. 9 8 | 10 0 | 9 0 | 11 11 | 17 4 | 11 10 | 22 5 | 18 1 | 32 9 | 40 6 | 49 9 | s. d. |
| G. | K A N | 61 | Kangaroo Flat | 97½ | C.R. 19 1 | 15 10 | 13 11 | 19 4 | 36 9 | 24 10 | 50 2 | 40 8 | 77 2 | 94 3 | 118 3 | s. d. |
| (c) | K X | 739 | Kaniva | 272½ | O.R. 18 2 | 15 1 | 13 7 | 18 5 | 35 0 | 23 8 | 47 9 | 38 9 | 73 0 | 94 3 | 118 3 | s. d. |
| G. | K B | 1582 | Kanumbra | 101½ | C.R. 21 11 | 17 1 | 15 0 | 21 2 | 43 0 | 29 2 | 58 10 | 47 7 | 93 9 | 115 0 | 146 0 | s. d. |
| (c) | K A | 1655 | Kanyapella | 139½ | O.R. 20 10 | 16 3 | 14 7 | 20 2 | 40 11 | 27 9 | 56 0 | 45 4 | 89 3 | 115 0 | 146 0 | s. d. |
| G. | K C | 1970 | Kardella | 72½ | O.R. 11 9 | 12 0 | 10 3 | 13 8 | 22 5 | 15 2 | 29 3 | 23 10 | 41 2 | 51 3 | 64 0 | s. d. |
| G. | K A R | 1710 | Kara | 128½ | C.R. 23 6 | 17 10 | 15 9 | 21 11 | 45 9 | 31 0 | 62 8 | 50 10 | 98 5 | 122 3 | 157 3 | s. d. |
| G. | K R K | 1640 | Karook | 110½ | O.R. 22 5 | 17 0 | 15 4 | 20 10 | 43 7 | 29 6 | 59 8 | 48 5 | 93 9 | 122 3 | 157 3 | s. d. |
| G. | K Y E | 204 | Karyrie | 221 | O.R. 11 11 | 11 5 | 10 3 | 14 4 | 22 9 | 15 5 | 29 7 | 24 0 | 42 6 | 53 6 | 66 0 | s. d. |
| G. | K W A | 398 | Karravinna (see page 130) | 372½ | C.R. 15 10 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 60 5 | 73 0 | 90 6 | s. d. |
| G. | K T | 1668 | Kabamatite | 147 | O.R. 15 1 | 13 2 | 11 10 | 16 1 | 27 10 | 18 11 | 37 3 | 30 3 | 57 6 | 73 0 | 90 6 | s. d. |
| G. | K A V | 1618 | Katunga | 140½ | C.R. 9 3 | 9 8 | 8 8 | 11 6 | 15 9 | 10 3 | 16 6 | 15 9 | 28 4 | 33 0 | 40 6 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 14 0 | 12 10 | 11 4 | 15 8 | 25 2 | 17 0 | 33 1 | 26 10 | 48 4 | 58 0 | 71 9 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 12 5 | 12 3 | 11 0 | 14 11 | 24 0 | 16 2 | 31 6 | 25 7 | 46 0 | 58 0 | 71 9 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 19 11 | 15 11 | 14 4 | 19 7 | 38 2 | 25 10 | 52 6 | 42 6 | 82 3 | 105 6 | 133 6 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 27 2 | 19 3 | 17 4 | 23 8 | 53 11 | 36 5 | 73 6 | 59 3 | 93 0 | 108 9 | 125 6 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 16 4 | 14 9 | 12 2 | 18 16 | 38 1 | 26 9 | 50 0 | 40 0 | 80 0 | 93 0 | 108 9 | s. d. |
| G. | K A V | 1614 | Kawarrak | 108½ | C.R. 15 10 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 60 5 | 73 0 | 90 6 | s. d. |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—Continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | | | | |
|---------------|-------|---------------------|-----------------------|--------|----------|------|--------|--------|----|-----|----|-----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|---|---|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Dr. | C. | 1 | 2 | | | | | | | | | | | | |
| G. | KEE | 587 | Keedy | 181½ | 18 | 15 | 3 | 13 | 4 | 18 | 7 | 35 | 1 | 23 | 10 | 48 | 2 | 39 | 0 | 74 | 3 | 90 | 3 | 113 | 3 | | |
| †† | KEN | 1401 | Kensington | 2½ | 17 | 8 | 14 | 6 | 13 | 0 | 17 | 8 | 33 | 5 | 22 | 8 | 45 | 10 | 37 | 2 | 70 | 9 | 90 | 3 | 113 | 3 | |
| (c) | KG | 534 | Kerang | 179½ | 3 | 2 | 3 | 2 | 10 | 3 | 8 | 4 | 5 | 3 | 4 | 5 | 1 | 4 | 1 | 6 | 0 | 6 | 0 | 7 | 0 | 7 | 0 |
| G. | KH | 2026 | Kernot | 66½ | 18 | 2 | 15 | 3 | 13 | 4 | 18 | 7 | 34 | 11 | 23 | 8 | 47 | 9 | 38 | 8 | 73 | 9 | 89 | 9 | 112 | 3 | |
| (c) | KD | 1572 | Kerrisdale | 68½ | 17 | 4 | 14 | 6 | 13 | 0 | 17 | 8 | 33 | 3 | 22 | 6 | 45 | 6 | 30 | 10 | 70 | 3 | 89 | 9 | 112 | 3 | |
| (a) In, G Out | KW | 2201 | Kew | 5½ | 9 | 0 | 9 | 4 | 8 | 5 | 11 | 0 | 16 | 6 | 11 | 10 | 21 | 2 | 17 | 2 | 30 | 2 | 36 | 0 | 43 | 9 | |
| G. | KAB | 222 | Kiamal (see page 129) | 29½ | 8 | 7 | 9 | 4 | 8 | 1 | 10 | 6 | 15 | 9 | 10 | 8 | 20 | 2 | 16 | 4 | 28 | 9 | 36 | 0 | 43 | 9 | |
| (c) | KI | 728 | Kiata | 240 | 9 | 2 | 9 | 4 | 8 | 1 | 10 | 6 | 15 | 9 | 10 | 8 | 20 | 2 | 16 | 4 | 28 | 9 | 36 | 0 | 43 | 9 | |
| G. | KIL | 2253 | Killara | 35½ | 21 | 8 | 16 | 11 | 14 | 6 | 19 | 11 | 40 | 3 | 27 | 3 | 54 | 11 | 44 | 6 | 87 | 6 | 112 | 6 | 142 | 9 | |
| (b) | KLD | 2032 | Kilcunda | 79½ | 20 | 8 | 16 | 11 | 14 | 6 | 19 | 11 | 40 | 3 | 27 | 3 | 54 | 11 | 44 | 6 | 87 | 6 | 112 | 6 | 142 | 9 | |
| (a) | KNS | 2032 | Kilcunda Siding | 80½ | 5 | 1 | 5 | 11 | 5 | 7 | 0 | 9 | 9 | 6 | 8 | 12 | 6 | 10 | 2 | 17 | 10 | 19 | 9 | 24 | 6 | | |
| G. | KLM | 1858 | Kilmany | 120½ | 10 | 8 | 10 | 6 | 9 | 5 | 12 | 10 | 19 | 4 | 13 | 0 | 25 | 2 | 20 | 6 | 38 | 0 | 42 | 0 | 52 | 0 | |
| (c) | KR | 1552 | Kilmore | 42½ | 10 | 2 | 10 | 2 | 9 | 1 | 12 | 3 | 18 | 5 | 12 | 5 | 24 | 0 | 19 | 6 | 34 | 3 | 42 | 0 | 52 | 0 | |
| G. | KE | 1428 | Kilmore East | 39½ | 10 | 4 | 10 | 2 | 9 | 1 | 12 | 3 | 18 | 5 | 12 | 5 | 24 | 0 | 19 | 6 | 34 | 3 | 42 | 0 | 52 | 0 | |
| (c) | KJ | 143 | Kingston | 92½ | 13 | 4 | 12 | 5 | 11 | 2 | 15 | 2 | 25 | 2 | 17 | 0 | 33 | 3 | 26 | 11 | 50 | 0 | 63 | 9 | 78 | 6 | |
| G. | KVS | 1732 | King Valley† | 171½ | 13 | 4 | 12 | 5 | 11 | 2 | 15 | 2 | 25 | 2 | 17 | 0 | 33 | 3 | 26 | 11 | 50 | 0 | 63 | 9 | 78 | 6 | |
| G. | KBA | 205 | Kinabalu | 22½ | 5 | 9 | 6 | 8 | 6 | 0 | 7 | 11 | 10 | 8 | 7 | 3 | 13 | 0 | 10 | 7 | 19 | 5 | 21 | 9 | 25 | 9 | |
| | | | | | 5 | 9 | 6 | 8 | 6 | 0 | 7 | 11 | 10 | 8 | 7 | 3 | 13 | 0 | 10 | 7 | 19 | 5 | 21 | 9 | 25 | 9 | |
| | | | | | 11 | 11 | 9 | 10 | 5 | 14 | 0 | 21 | 8 | 14 | 8 | 28 | 11 | 23 | 6 | 40 | 11 | 48 | 9 | 60 | 3 | | |
| | | | | | 10 | 10 | 11 | 2 | 10 | 13 | 4 | 20 | 8 | 14 | 0 | 27 | 6 | 22 | 5 | 39 | 0 | 48 | 9 | 60 | 3 | | |
| | | | | | 18 | 0 | 14 | 8 | 12 | 11 | 18 | 0 | 34 | 0 | 23 | 0 | 45 | 11 | 37 | 2 | 71 | 5 | 88 | 9 | 108 | 6 | |
| | | | | | 17 | 2 | 14 | 0 | 12 | 7 | 17 | 2 | 32 | 5 | 21 | 11 | 43 | 9 | 35 | 5 | 68 | 0 | 86 | 9 | 108 | 6 | |
| | | | | | 21 | 2 | 15 | 9 | 14 | 9 | 20 | 7 | 40 | 9 | 27 | 8 | 55 | 8 | 45 | 2 | 87 | 2 | 105 | 9 | 135 | 6 | |
| | | | | | 20 | 2 | 15 | 11 | 14 | 4 | 19 | 7 | 38 | 10 | 26 | 4 | 53 | 0 | 43 | 0 | 83 | 0 | 106 | 9 | 135 | 6 | |

† Not including transfer charges.
 †† Kensington is open only for consignments for Messrs. W. S. Kilmington and Son and Youngusband Ltd., which shall be charged the same rates as to Melbourne for Inwards traffic and actual package rates for Outwards traffic unless otherwise specified.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number. | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|----------------------|-------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BE. | C. | 1 | 2 | |
| G. | K L | 875 | Kirkcald | 179 | 18 2 | 15 3 | 13 3 | 18 4 | 17 8 | 34 11 | 23 8 | 47 7 | 73 9 | 89 0 | 111 9 | |
| (b) | K T T | 2084 | Knott | 101 | 17 4 | 14 6 | 13 0 | 17 5 | 15 1 | 33 3 | 22 9 | 45 4 | 70 3 | 89 0 | 111 9 | |
| G. | K N | 1563 | Knowsley | 83 | 12 0 | 10 0 | 10 3 | 14 4 | 12 9 | 23 11 | 16 2 | 30 11 | 44 4 | 53 3 | 65 9 | |
| G. | K B O | 494 | Koimbo | 269½ | 11 5 | 10 11 | 10 9 | 13 3 | 12 0 | 22 9 | 15 5 | 23 10 | 42 3 | 53 3 | 65 9 | |
| G. | K T G | 1480 | Kodlong | 229 | 10 4 | 10 6 | 9 5 | 12 7 | 10 1 | 19 1 | 12 11 | 20 2 | 35 3 | 43 9 | 54 3 | |
| (c) | K N G | 554 | Kooloonong | 257½ | 23 6 | 17 8 | 15 7 | 21 6 | 19 1 | 45 7 | 30 10 | 62 4 | 83 6 | 108 6 | 137 3 | |
| G. | K U | 1976 | Koonwarra | 84 | 22 5 | 16 10 | 15 2 | 20 6 | 18 3 | 35 5 | 29 4 | 48 0 | 61 0 | 81 6 | 106 3 | |
| (a) | K O O | 555 | Koorak | 261½ | 21 4 | 16 9 | 14 9 | 20 7 | 19 1 | 41 2 | 27 9 | 56 3 | 83 6 | 108 6 | 137 3 | |
| (c) | K P | 1955 | Koo-wee-rup | 42 | 22 9 | 17 6 | 15 5 | 21 4 | 19 7 | 44 3 | 29 11 | 60 6 | 83 6 | 108 6 | 137 3 | |
| G. | K O R | 1578 | Kortella | 175½ | 21 8 | 16 8 | 15 0 | 20 4 | 18 3 | 42 2 | 28 6 | 57 7 | 83 6 | 108 6 | 137 3 | |
| G. | K S | 873 | Koroit | 161 | 21 10 | 11 0 | 9 9 | 13 3 | 11 5 | 20 0 | 13 7 | 26 1 | 37 3 | 44 0 | 53 0 | |
| (c) | K V | 423 | Korong Vale | 261½ | 10 4 | 10 6 | 9 5 | 12 7 | 10 1 | 19 1 | 12 11 | 24 10 | 35 0 | 44 0 | 55 0 | |
| (c) | K M | 1966 | Korumburra | 42 | 21 11 | 16 10 | 15 2 | 20 6 | 18 3 | 42 6 | 28 9 | 58 1 | 83 6 | 108 6 | 137 3 | |
| G. | K T A | 580 | Kotla | 152½ | 5 11 | 6 4 | 5 8 | 7 11 | 6 0 | 11 5 | 7 9 | 14 2 | 19 0 | 22 9 | 27 9 | |
| G. | K Q | 1653 | Koyuga | 135 | 11 9 | 12 0 | 10 7 | 14 4 | 13 8 | 23 6 | 15 11 | 30 9 | 43 4 | 51 3 | 64 0 | |
| G. | K U L | 456 | Kulwin | 275½ | 11 2 | 11 5 | 10 3 | 13 4 | 12 8 | 22 5 | 15 2 | 29 3 | 40 4 | 51 3 | 64 0 | |
| G. | K Z | 420 | Kulwin | 161 | 18 0 | 15 3 | 13 4 | 18 7 | 17 8 | 34 7 | 23 4 | 46 11 | 72 5 | 88 0 | 110 3 | |
| (c) | K Y | 4000 | Kulwin | 161 | 17 2 | 14 6 | 13 0 | 17 8 | 16 6 | 31 1 | 21 0 | 41 7 | 53 8 | 64 10 | 78 6 | |
| | | | | 69½ | 15 11 | 13 6 | 12 2 | 16 8 | 15 1 | 29 7 | 20 0 | 39 7 | 52 1 | 61 9 | 78 6 | |
| | | | | 152½ | 8 11 | 9 1 | 8 3 | 11 0 | 10 11 | 16 10 | 11 5 | 20 8 | 30 0 | 37 0 | 45 9 | |
| | | | | 152½ | 18 9 | 14 2 | 12 2 | 16 8 | 15 1 | 31 1 | 21 0 | 41 11 | 53 10 | 65 11 | 79 0 | |
| | | | | 135 | 15 3 | 13 10 | 12 2 | 16 11 | 15 6 | 28 6 | 19 6 | 38 3 | 51 3 | 62 9 | 70 6 | |
| | | | | 275½ | 23 6 | 17 10 | 15 9 | 21 11 | 20 10 | 43 1 | 31 5 | 62 10 | 83 6 | 108 6 | 137 3 | |
| | | | | 135 | 22 0 | 17 10 | 15 4 | 20 10 | 18 11 | 36 1 | 25 9 | 58 10 | 79 0 | 98 6 | 122 9 | |
| | | | | 135 | 23 6 | 17 10 | 15 4 | 20 10 | 18 11 | 36 1 | 25 9 | 58 10 | 79 0 | 98 6 | 122 9 | |
| | | | | 135 | 23 6 | 17 10 | 15 4 | 20 10 | 18 11 | 36 1 | 25 9 | 58 10 | 79 0 | 98 6 | 122 9 | |
| | | | | 135 | 23 6 | 17 10 | 15 4 | 20 10 | 18 11 | 36 1 | 25 9 | 58 10 | 79 0 | 98 6 | 122 9 | |
| | | | | 135 | 23 6 | 17 10 | 15 4 | 20 10 | 18 11 | 36 1 | 25 9 | 58 10 | 79 0 | 98 6 | 122 9 | |

GOODS RATES PER TON BETWEEN MELBOURNE, WYRRIBEE, WARRBURTON AND SIDING SPRING FOR THE RECEIPT AND DELIVERY OF GOODS CONTINUED.

| Reference. | Mark. | Station Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|----------------|----------------------|--------|------------|-------|--------|--------|-------|-------|-------|------|-------|-------|-------|-------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Db. | C. | 1 | 2 | |
| (c) | K | 48 | Kyneton .. | 57 | C.R. 7 11 | 8 8 | 7 9 | 10 10 | 14 14 | 9 9 | 18 18 | 2 14 | 8 26 | 6 30 | 0 37 | 0 |
| G. | K Y V | 1177 | Kyup .. | 209 | O.R. 7 6 | 8 2 | 7 5 | 10 10 | 13 13 | 9 9 | 17 17 | 4 30 | 0 37 | 0 100 | 9 127 | 3 |
| (a) | .. | 2261 | La La (Warburton) .. | 49 | C.R. 6 10 | 7 8 | 7 0 | 9 9 | 12 12 | 8 8 | 15 15 | 0 22 | 7 23 | 9 32 | 9 32 | 9 |
| G. | L A H | 1279 | Lah .. | 2251 | C.R. 6 6 | 7 4 | 6 8 | 9 9 | 11 11 | 8 8 | 15 15 | 0 22 | 7 23 | 9 32 | 9 32 | 9 |
| (c) | L B | 541 | Lake Boga .. | 205 | C.R. 21 2 | 16 5 | 14 9 | 20 7 | 40 11 | 27 5 | 55 8 | 45 2 | 87 5 | 107 0 | 136 0 | 136 0 |
| G. | L C | 537 | Lake Charm .. | 1901 | C.R. 20 2 | 15 11 | 14 4 | 19 7 | 38 5 | 26 6 | 52 9 | 42 5 | 81 5 | 99 0 | 125 3 | 125 3 |
| G. | L B T | 478 | Lalbert .. | 2051 | C.R. 19 10 | 16 2 | 14 3 | 19 11 | 38 9 | 26 3 | 52 11 | 42 8 | 81 11 | 99 3 | 125 6 | 125 6 |
| G. | L A L | 682 | Lal Lal .. | 781 | C.R. 18 11 | 15 5 | 13 7 | 18 5 | 35 9 | 23 8 | 47 9 | 38 9 | 73 6 | 93 9 | 117 9 | 117 9 |
| (c) | L D | 125 | Lancefield .. | 46 | C.R. 19 10 | 16 2 | 14 3 | 19 11 | 38 9 | 26 3 | 52 11 | 42 8 | 81 11 | 99 3 | 125 6 | 125 6 |
| G. | L D B | 319 | Landsborough .. | 1581 | C.R. 10 8 | 10 8 | 9 5 | 12 10 | 19 4 | 13 0 | 24 3 | 19 8 | 35 5 | 41 9 | 51 3 | 51 3 |
| G. | L N G | 1958 | Lang Lang .. | 481 | C.R. 6 5 | 7 2 | 6 6 | 8 8 | 12 6 | 8 6 | 15 10 | 8 6 | 15 10 | 22 3 | 26 9 | 32 9 |
| G. | L L | 1142 | Langi Logan .. | 1361 | C.R. 17 0 | 14 4 | 12 7 | 17 10 | 31 11 | 21 8 | 43 3 | 35 1 | 67 6 | 81 3 | 101 6 | 101 6 |
| G. | L G N | 1924 | Langzearin .. | 301 | C.R. 10 8 | 10 8 | 9 5 | 12 10 | 19 4 | 13 0 | 24 3 | 19 8 | 35 5 | 41 9 | 51 3 | 51 3 |
| G. | L V | 659 | Lara .. | 351 | C.R. 10 8 | 10 8 | 9 5 | 12 10 | 19 4 | 13 0 | 24 3 | 19 8 | 35 5 | 41 9 | 51 3 | 51 3 |
| G. | L P | 850 | Larpet .. | 1001 | C.R. 10 8 | 10 8 | 9 5 | 12 10 | 19 4 | 13 0 | 24 3 | 19 8 | 35 5 | 41 9 | 51 3 | 51 3 |
| G. | L A S | 212 | Lascalles .. | 2481 | C.R. 15 5 | 17 1 | 15 0 | 21 2 | 43 3 | 29 4 | 59 2 | 47 1 | 94 6 | 116 0 | 147 6 | 147 6 |
| (c) | L A P | 2255 | Launching Place .. | 42 | C.R. 21 4 | 16 3 | 14 7 | 20 2 | 41 2 | 27 11 | 56 4 | 45 8 | 90 0 | 116 0 | 147 6 | 147 6 |
| G. | L A U | 357 | Laurie .. | 1321 | C.R. 5 11 | 6 8 | 5 8 | 7 11 | 11 5 | 7 9 | 14 2 | 11 7 | 19 10 | 22 9 | 27 9 | 27 9 |
| | | | | | C.R. 15 1 | 13 5 | 11 10 | 16 6 | 28 3 | 19 2 | 37 5 | 30 5 | 57 6 | 69 3 | 86 3 | 86 3 |
| | | | | | C.R. 14 4 | 12 9 | 11 0 | 15 9 | 26 11 | 18 3 | 35 8 | 29 0 | 54 6 | 69 3 | 86 3 | 86 3 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | — | CLASSES. | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|---------------------|----------------|--------|------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | I. | 2. | | | | | | | | | | | |
| | | | | | | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | | | | | | | | | | |
| G. | L V H | 933 | Laver's Hill† | 137½ | O.R. | 15 8 | 13 10 | 12 2 | 16 11 | 29 1 | 19 8 | 38 9 | 31 5 | 59 7 | 71 9 | 89 0 | 9 6 | 58 0 | 47 3 | 58 0 | 61 9 | 76 6 | 110 6 | 156 6 | 156 6 | 54 3 | |
| G. | L A V | 653 | Laverton .. | 13 | O.R. | 14 11 | 13 2 | 11 10 | 16 1 | 27 8 | 18 9 | 36 11 | 20 11 | 56 9 | 71 9 | 89 0 | 9 6 | 58 0 | 47 3 | 58 0 | 61 9 | 76 6 | 110 6 | 156 6 | 156 6 | 54 3 | |
| G. | L M | 344 | Learmonth .. | 88½ | O.R. | 4 4 | 3 8 | 3 4 | 4 4 | 5 5 | 3 11 | 5 5 | 4 11 | 7 7 | 8 0 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 | 9 6 |
| G. | L K | 415 | Leichardt .. | 117½ | O.R. | 11 0 | 11 5 | 10 2 | 13 10 | 21 2 | 14 5 | 27 11 | 22 8 | 39 1 | 47 3 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 | 58 0 |
| G | L L E | 586 | Leitchville .. | 177 | O.R. | 14 0 | 13 0 | 11 6 | 16 2 | 26 1 | 17 9 | 34 5 | 27 11 | 51 9 | 61 9 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 | 76 6 |
| G | L P R | 455 | Leippar .. | 270½ | O.R. | 18 2 | 15 3 | 13 4 | 18 7 | 34 7 | 23 4 | 47 3 | 38 5 | 72 5 | 88 3 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 | 110 6 |
| G | L H | 139 | Leonard .. | 82½ | O.R. | 22 5 | 17 0 | 15 4 | 20 10 | 43 7 | 29 6 | 59 6 | 48 3 | 93 9 | 121 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 | 156 6 |
| (c) | L G | 1972 | Leongatha .. | 79 | O.R. | 10 4 | 10 6 | 9 5 | 12 7 | 19 1 | 12 11 | 24 10 | 20 2 | 35 3 | 43 9 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 | 51 3 |
| G. | L E O | 828 | Leopold .. | 52 | O.R. | 7 0 | 7 11 | 7 1 | 9 6 | 13 0 | 8 11 | 16 6 | 13 5 | 23 11 | 28 0 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 |
| G. | L E S | 1550 | Lestie .. | 35½ | O.R. | 6 8 | 7 0 | 6 9 | 9 1 | 12 5 | 8 6 | 15 9 | 12 9 | 22 9 | 28 0 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 | 34 6 |
| G. | L E G | 675 | Lethbridge .. | 61½ | O.R. | 5 5 | 5 11 | 5 5 | 7 0 | 9 9 | 6 8 | 12 6 | 10 2 | 17 10 | 19 9 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 | 24 6 |
| G | L I L | 2661 | Lillico .. | 65½ | O.R. | 7 11 | 8 7 | 8 10 | 10 4 | 15 1 | 10 3 | 19 1 | 15 5 | 27 0 | 33 6 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 | 41 0 |
| (c) | L J | 741 | Lillimur .. | 278½ | O.R. | 8 7 | 8 7 | 7 8 | 10 4 | 15 9 | 10 8 | 20 2 | 16 4 | 28 6 | 35 0 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 | 43 3 |
| G. | L T | 1775 | Lilliput .. | 165 | O.R. | 23 11 | 17 10 | 15 9 | 21 11 | 46 8 | 31 7 | 63 5 | 51 5 | 99 3 | 124 0 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 |
| (c) | L | 2177 | Lilydale .. | 24½ | O.R. | 22 9 | 17 0 | 15 4 | 20 10 | 44 5 | 30 1 | 60 5 | 49 0 | 94 6 | 124 0 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 | 159 3 |
| G. | L M A | 1712 | Lima .. | 135½ | O.R. | 16 10 | 14 9 | 14 3 | 17 7 | 31 6 | 21 3 | 42 0 | 34 3 | 65 0 | 83 6 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 | 104 9 |
| (c) | L W | 1800 | Lindenev .. | 160½ | O.R. | 4 4 | 4 0 | 3 11 | 5 3 | 6 8 | 4 6 | 8 5 | 6 3 | 11 2 | 13 3 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 | 17 6 |
| G. | L G A | 874 | Linton .. | 250½ | O.R. | 15 3 | 13 10 | 12 2 | 16 11 | 28 11 | 19 6 | 38 5 | 31 0 | 59 6 | 71 9 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 | 88 0 |

GOODS RATES PER TON BETWEEN MEMBERS AND STATIONS AND SHEDS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued

| Reference | Mark | Station Code Number | Station | Miles | CLASSES. | | | | | | | | | | | |
|-----------|-------|---------------------|----------------------|-------|----------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. | A.A.P. | Grain. | S.A.P. | A. | A.A. | B. | BB. | C. | 1 | 2 | |
| (c) | L N | 1126 | Linton | 98½ | 11 9 | 12 0 | 10 7 | 14 4 | 23 6 | 15 11 | 30 9 | 25 0 | 43 7 | 51 9 | 64 3 | |
| G. | L S | 982 | Lismore | 108½ | 12 8 | 12 0 | 10 7 | 15 1 | 24 1 | 16 4 | 29 3 | 25 3 | 45 5 | 55 0 | 67 6 | |
| G. | L F | 197 | Litchfield | 192 | 19 1 | 15 10 | 13 11 | 19 4 | 36 9 | 24 10 | 50 2 | 40 8 | 77 2 | 94 3 | 118 3 | |
| (a) | LEB | 779 | Little Brooklyns | 9 | 18 2 | 15 1 | 13 7 | 18 5 | 35 0 | 23 8 | 45 5 | 38 0 | 73 6 | 94 3 | 118 3 | |
| G. | L R | 657 | Little River | 29½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 3 | 5 5 | 4 5 | 6 0 | 6 6 | 7 0 | |
| (a) Ou: | .. | 813 | Llandalo | 53½ | 4 9 | 4 11 | 4 5 | 5 11 | 9 0 | 6 2 | 10 8 | 8 8 | 14 8 | 17 0 | 20 0 | |
| G. | L N Y | 359 | Llanelly | 138½ | 7 4 | 8 4 | 7 5 | 9 9 | 14 2 | 9 1 | 16 10 | 14 5 | 24 8 | 28 9 | 35 3 | |
| G. | L A | 1962 | Loch | 60 | 15 10 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 59 10 | 72 9 | 90 0 | |
| G | L O C | 579 | Lockington | 147½ | 16 6 | 14 2 | 12 6 | 17 6 | 30 9 | 20 10 | 40 11 | 33 3 | 63 6 | 77 0 | 95 6 | |
| G | L O X | 1440 | Locksley | 79½ | 15 9 | 13 6 | 12 2 | 16 8 | 29 3 | 19 10 | 30 0 | 31 8 | 60 6 | 77 0 | 95 6 | |
| G. | L O N | 1745 | Londrigan | 152½ | 10 8 | 10 2 | 9 1 | 12 3 | 18 5 | 12 5 | 24 0 | 19 0 | 34 3 | 42 0 | 52 0 | |
| G | L E A | 1566 | Longlea | 93 | 16 9 | 14 2 | 12 6 | 16 8 | 29 7 | 20 0 | 39 11 | 32 3 | 62 9 | 79 0 | 98 6 | |
| (c) | L Y | 1835 | Longwarry | 52 | 11 5 | 11 9 | 10 5 | 14 0 | 21 8 | 14 8 | 28 11 | 23 6 | 40 11 | 48 9 | 60 3 | |
| G. | L O | 1441 | Longwood | 84½ | 7 0 | 7 11 | 7 1 | 9 6 | 13 0 | 8 11 | 16 6 | 13 5 | 23 11 | 28 0 | 34 6 | |
| G. | L O R | 1341 | Lorquon | 261½ | 6 8 | 7 6 | 6 9 | 9 1 | 12 5 | 8 0 | 15 9 | 12 9 | 22 0 | 28 0 | 34 6 | |
| G. | L V T | 916 | Lovatt | 111 | 11 0 | 11 0 | 9 5 | 12 7 | 19 1 | 12 11 | 24 10 | 20 2 | 35 9 | 45 0 | 55 0 | |
| G. | L X | 2229 | Lower Ferntree Gully | 22½ | 23 0 | 17 8 | 15 7 | 21 6 | 44 8 | 30 2 | 61 0 | 49 5 | 96 10 | 119 9 | 152 6 | |
| G. | L Z | 1854 | Loy Yang | 102½ | 12 5 | 12 3 | 11 0 | 14 11 | 24 0 | 17 0 | 33 1 | 26 10 | 48 4 | 58 0 | 71 9 | |
| | | | | | 4 4 | 4 4 | 3 11 | 5 1 | 7 0 | 4 11 | 9 0 | 7 3 | 12 4 | 13 3 | 15 9 | |
| | | | | | 4 4 | 4 4 | 3 7 | 4 9 | 6 8 | 4 7 | 8 7 | 6 11 | 11 9 | 13 3 | 15 0 | |
| | | | | | 12 6 | 12 0 | 10 7 | 15 1 | 24 1 | 16 4 | 31 3 | 25 3 | 44 11 | 54 3 | 66 9 | |
| | | | | | 11 11 | 11 5 | 10 3 | 14 4 | 22 11 | 15 7 | 29 9 | 24 1 | 42 5 | 54 3 | 66 9 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | |
|------------|-------|---------------------|-------------------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|
| | | | | | H. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 |
| G. | LU | 713 | Lubeck .. | 175 | a. d. 18 | a. d. 15 | a. d. 13 | a. d. 18 | a. d. 34 | a. d. 23 | a. d. 46 | a. d. 37 | a. d. 11 | a. d. 87 | a. d. 110 |
| G. | LYN | 1050 | Lynnhurst .. | 24 | c. 17 | c. 14 | c. 13 | c. 17 | c. 32 | c. 22 | c. 43 | c. 36 | c. 68 | c. 127 | c. 166 |
| G. | LNS | 1234 | Lyns .. | 248 | a. d. 4 | a. d. 4 | a. d. 4 | a. d. 5 | a. d. 11 | a. d. 20 | a. d. 59 | a. d. 47 | a. d. 115 | a. d. 147 | a. d. 147 |
| G. | LQ | 133 | Lyonville .. | 671 | a. d. 21 | a. d. 17 | a. d. 15 | a. d. 21 | a. d. 43 | a. d. 27 | a. d. 56 | a. d. 45 | a. d. 115 | a. d. 147 | a. d. 147 |
| (e) | MDN | 42 | Macedon .. | 432 | a. d. 8 | a. d. 9 | a. d. 8 | a. d. 11 | a. d. 15 | a. d. 20 | a. d. 29 | a. d. 16 | a. d. 36 | a. d. 44 | a. d. 44 |
| (c) | MA | 531 | Macorna .. | 1651 | a. d. 5 | a. d. 6 | a. d. 8 | a. d. 11 | a. d. 15 | a. d. 20 | a. d. 29 | a. d. 16 | a. d. 36 | a. d. 44 | a. d. 44 |
| (a) Out | .. | 184 | Maffiesioni's Siding .. | 1411 | a. d. 17 | a. d. 16 | a. d. 16 | a. d. 17 | a. d. 31 | a. d. 22 | a. d. 44 | a. d. 36 | a. d. 89 | a. d. 105 | a. d. 105 |
| (c) | MF | 2138 | Maifra .. | 1321 | a. d. 16 | a. d. 13 | a. d. 12 | a. d. 17 | a. d. 31 | a. d. 22 | a. d. 44 | a. d. 36 | a. d. 89 | a. d. 105 | a. d. 105 |
| G. | MPL | 1588 | Maidample .. | 1221 | a. d. 15 | a. d. 13 | a. d. 12 | a. d. 17 | a. d. 31 | a. d. 22 | a. d. 44 | a. d. 36 | a. d. 89 | a. d. 105 | a. d. 105 |
| (c) | MN | 162 | Maldon .. | 89 | a. d. 14 | a. d. 12 | a. d. 11 | a. d. 16 | a. d. 28 | a. d. 19 | a. d. 37 | a. d. 21 | a. d. 51 | a. d. 69 | a. d. 86 |
| (b) | MLM | 1713 | Mallum .. | 1361 | a. d. 14 | a. d. 13 | a. d. 12 | a. d. 17 | a. d. 31 | a. d. 22 | a. d. 44 | a. d. 36 | a. d. 89 | a. d. 105 | a. d. 105 |
| (c) | MY | 50 | Mainsbury .. | 631 | a. d. 14 | a. d. 13 | a. d. 12 | a. d. 17 | a. d. 31 | a. d. 22 | a. d. 44 | a. d. 36 | a. d. 89 | a. d. 105 | a. d. 105 |
| (c) | MAL | 1804 | Malvern .. | 61 | a. d. 8 | a. d. 8 | a. d. 7 | a. d. 10 | a. d. 15 | a. d. 20 | a. d. 29 | a. d. 16 | a. d. 36 | a. d. 44 | a. d. 44 |
| (c) | MNG | 491 | Manangatang .. | 2591 | a. d. 3 | a. d. 3 | a. d. 2 | a. d. 3 | a. d. 4 | a. d. 5 | a. d. 8 | a. d. 5 | a. d. 11 | a. d. 16 | a. d. 16 |
| G. | MGR | 1437 | Mangalore .. | 68 | a. d. 21 | a. d. 16 | a. d. 15 | a. d. 21 | a. d. 42 | a. d. 28 | a. d. 57 | a. d. 46 | a. d. 110 | a. d. 152 | a. d. 152 |
| G. | MAN | 831 | Mannerim .. | 61 | a. d. 9 | a. d. 9 | a. d. 8 | a. d. 11 | a. d. 16 | a. d. 21 | a. d. 30 | a. d. 17 | a. d. 30 | a. d. 36 | a. d. 44 |
| G. | MNK | 856 | Manor .. | 248 | a. d. 8 | a. d. 8 | a. d. 7 | a. d. 10 | a. d. 15 | a. d. 20 | a. d. 29 | a. d. 16 | a. d. 36 | a. d. 44 | a. d. 44 |
| G. | MNK | 856 | Manor .. | 248 | a. d. 8 | a. d. 8 | a. d. 7 | a. d. 10 | a. d. 15 | a. d. 20 | a. d. 29 | a. d. 16 | a. d. 36 | a. d. 44 | a. d. 44 |

| Reference. | Stn. No. | Station. | Miles. | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | Bb. | C. | 1 | 2 |
|------------|----------|------------------------------------|--------|------|------------------|--------|--------|-------|-------|-------|-------|------|-------|-------|
| G. | 496 | Margate | 279½ | C.R. | 24 1 17 10 15 9 | 15 9 | 21 11 | 46 8 | 31 7 | 83 5 | 51 5 | 99 6 | 124 0 | 159 6 |
| (c) | 1262 | Marnoo | 200 | C.R. | 22 11 17 0 15 4 | 15 4 | 20 10 | 44 5 | 30 1 | 60 5 | 49 0 | 94 6 | 124 0 | 159 6 |
| G. | 414 | Marong | 112½ | C.R. | 19 4 15 10 13 11 | 13 11 | 19 4 | 38 1 | 25 10 | 51 10 | 42 0 | 79 6 | 97 3 | 122 3 |
| G. | 1145 | Maroua | 144½ | C.R. | 18 5 13 1 13 4 | 13 4 | 15 3 | 36 2 | 24 4 | 40 0 | 28 11 | 49 1 | 59 0 | 73 3 |
| G. | 1240 | Marp | 267 | C.R. | 16 2 14 2 12 6 | 12 6 | 17 6 | 29 11 | 20 4 | 40 1 | 32 8 | 62 6 | 78 9 | 93 9 |
| G. | 835 | Marekall | 49½ | C.R. | 15 4 17 8 15 7 | 15 7 | 21 6 | 45 3 | 30 8 | 61 7 | 50 0 | 91 5 | 120 9 | 154 6 |
| (c) | 174 | Maryborough | 112 | C.R. | 22 3 10 10 13 2 | 13 2 | 20 6 | 43 0 | 29 2 | 58 8 | 47 5 | 92 0 | 120 0 | 154 6 |
| G. | 198 | Massev | 197½ | C.R. | 13 0 12 10 11 4 | 11 4 | 15 8 | 25 2 | 17 0 | 33 1 | 26 10 | 48 7 | 58 9 | 72 9 |
| (c) | 88 | Mathoura | 169½ | C.R. | 12 5 13 3 11 0 | 11 0 | 14 11 | 24 0 | 16 2 | 31 6 | 25 7 | 46 3 | 58 9 | 72 9 |
| G. | 578 | McCall | 144½ | C.R. | 19 4 15 10 13 11 | 13 11 | 19 4 | 37 5 | 25 3 | 51 8 | 41 10 | 79 3 | 96 6 | 121 6 |
| G. | 1431 | McDougal | 48 | C.R. | 18 5 15 1 13 7 | 13 7 | 18 5 | 35 8 | 24 1 | 49 2 | 39 10 | 75 6 | 96 6 | 121 6 |
| G. | 479 | Median | 212½ | C.R. | 17 0 14 8 12 11 | 12 11 | 18 0 | 33 9 | 22 9 | 45 7 | 36 10 | 70 7 | 85 9 | 107 0 |
| (a) | 677 | Medina | 66 | C.R. | 16 2 14 2 12 6 | 12 6 | 17 6 | 29 11 | 20 4 | 40 1 | 32 1 | 62 6 | 75 9 | 93 9 |
| G. | 1978 | Meeriyah | 89 | C.R. | 15 5 13 6 12 2 | 12 2 | 16 8 | 28 6 | 19 4 | 38 2 | 30 11 | 59 6 | 75 9 | 93 9 |
| X | 1* | Melbourne (See pages 200 and 201.) | 212½ | C.R. | 9 10 7 2 6 10 | 6 10 | 8 3 | 11 1 | 8 1 | 15 1 | 13 3 | 21 3 | 26 0 | 31 9 |
| G. | 1276 | Melton | 23½ | C.R. | 20 7 18 4 14 5 | 14 5 | 20 3 | 39 7 | 28 10 | 54 0 | 43 10 | 84 3 | 102 0 | 129 0 |
| (c) | 804 | Melton | 23½ | C.R. | 19 7 15 7 14 0 | 14 0 | 19 3 | 37 8 | 25 7 | 51 5 | 41 9 | 80 3 | 102 0 | 129 0 |
| G. | 1910 | Mentone | 15½ | C.R. | 11 0 11 5 10 2 | 10 2 | 13 10 | 21 2 | 14 5 | 27 11 | 22 8 | 39 1 | 47 3 | 58 0 |

* The code number shown for Melbourne is for inwards traffic to the Melbourne goods sheds. The numbers for Outwards traffic shall be as waybilled by the Melbourne Goods Supt.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark | Station Code Number | Station. | Villes. | CLASSES. | | | | | | | | | | | |
|---------------|-------|---------------------|------------------------------|---------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | BB. | C. | 1 | 2 | |
| G. | M R E | 239 | Merbein (See page 129.) | 358½ | a. d. 27 9 | a. d. 19 10 | a. d. 17 5 | a. d. 24 1 | a. d. 55 2 | a. d. 37 2 | a. d. 68 4 | a. d. 55 5 | a. d. 82 8 | a. d. 84 9 | a. d. 98 6 | |
| G. | M B W | 241 | Merbein West (See page 129.) | 361½ | a. d. 26 5 | a. d. 18 11 | a. d. 17 0 | a. d. 22 3 | a. d. 52 6 | a. d. 35 5 | a. d. 65 5 | a. d. 52 9 | a. d. 78 9 | a. d. 84 9 | a. d. 98 6 | |
| (c) | M H | 678 | Mercedith | 71 | a. d. 26 7 | a. d. 19 1 | a. d. 17 2 | a. d. 23 1 | a. d. 57 10 | a. d. 35 9 | a. d. 71 2 | a. d. 57 10 | a. d. 85 9 | a. d. 92 3 | a. d. 106 6 | |
| G. | M N O | 1218 | Merine | 231½ | a. d. 9 1 | a. d. 9 1 | a. d. 8 3 | a. d. 11 0 | a. d. 16 10 | a. d. 11 5 | a. d. 21 8 | a. d. 17 8 | a. d. 30 3 | a. d. 37 3 | a. d. 46 6 | |
| G. | M E G | 403 | Meringur (See page 130.) | 393½ | a. d. 21 6 | a. d. 15 11 | a. d. 14 11 | a. d. 20 11 | a. d. 41 7 | a. d. 28 1 | a. d. 56 7 | a. d. 45 10 | a. d. 89 9 | a. d. 103 3 | a. d. 139 0 | |
| G. | M N A | 1533 | Mernia | 21 | a. d. 27 8 | a. d. 19 7 | a. d. 17 8 | a. d. 24 0 | a. d. 56 2 | a. d. 38 0 | a. d. 76 4 | a. d. 65 10 | a. d. 105 9 | a. d. 117 9 | a. d. 139 0 | |
| G. | M R K | 1941 | Merricks | 49½ | a. d. 6 10 | a. d. 7 8 | a. d. 7 0 | a. d. 9 2 | a. d. 13 0 | a. d. 8 11 | a. d. 16 6 | a. d. 13 5 | a. d. 22 10 | a. d. 27 0 | a. d. 33 6 | |
| G. | M E R | 1648 | Merrigum | 117½ | a. d. 6 0 | a. d. 7 4 | a. d. 6 8 | a. d. 8 8 | a. d. 12 5 | a. d. 8 6 | a. d. 15 0 | a. d. 12 9 | a. d. 21 9 | a. d. 27 0 | a. d. 33 6 | |
| G. | M N E | 396 | Merrinze (See page 130.) | 366 | a. d. 13 4 | a. d. 12 5 | a. d. 11 2 | a. d. 15 5 | a. d. 24 10 | a. d. 16 11 | a. d. 32 9 | a. d. 26 7 | a. d. 49 3 | a. d. 61 9 | a. d. 76 6 | |
| G. | M T N | 1584 | Merton | 108½ | a. d. 26 7 | a. d. 10 1 | a. d. 17 2 | a. d. 23 1 | a. d. 53 2 | a. d. 35 11 | a. d. 72 3 | a. d. 58 8 | a. d. 95 0 | a. d. 104 0 | a. d. 121 3 | |
| G. | M I D | 342 | Midas | 82½ | a. d. 12 10 | a. d. 12 1 | a. d. 11 0 | a. d. 15 3 | a. d. 24 10 | a. d. 16 11 | a. d. 32 7 | a. d. 26 5 | a. d. 47 3 | a. d. 57 3 | a. d. 70 9 | |
| (a) In, G Out | M B M | 2334 | Middle Brighton | 9½ | a. d. 10 4 | a. d. 10 6 | a. d. 9 5 | a. d. 12 7 | a. d. 19 1 | a. d. 12 11 | a. d. 24 10 | a. d. 20 2 | a. d. 35 3 | a. d. 43 9 | a. d. 54 3 | |
| G. | M C K | 698 | Middle Creek | 112½ | a. d. 4 0 | a. d. 3 2 | a. d. 3 2 | a. d. 4 0 | a. d. 9 3 | a. d. 8 5 | a. d. 5 5 | a. d. 4 5 | a. d. 6 4 | a. d. 6 6 | a. d. 7 0 | |
| (c) | M D A | 237 | Mildura (See page 129.) | 351½ | a. d. 3 8 | a. d. 2 10 | a. d. 11 4 | a. d. 13 8 | a. d. 25 7 | a. d. 17 4 | a. d. 33 3 | a. d. 26 11 | a. d. 49 1 | a. d. 59 0 | a. d. 73 3 | |
| G. | M I L | 815 | Milbrook | 58½ | a. d. 12 7 | a. d. 12 3 | a. d. 11 5 | a. d. 14 11 | a. d. 24 10 | a. d. 16 6 | a. d. 37 8 | a. d. 25 5 | a. d. 46 9 | a. d. 59 0 | a. d. 73 3 | |
| G. | M G Y | 2259 | Milgrove | 461 | a. d. 26 3 | a. d. 18 18 | a. d. 17 9 | a. d. 24 16 | a. d. 54 10 | a. d. 36 9 | a. d. 68 4 | a. d. 55 5 | a. d. 82 8 | a. d. 98 6 | a. d. 114 9 | |
| G. | M L N | 1108 | Milgrove | 397½ | a. d. 7 8 | a. d. 7 8 | a. d. 6 8 | a. d. 10 0 | a. d. 15 1 | a. d. 10 4 | a. d. 19 4 | a. d. 15 0 | a. d. 27 0 | a. d. 31 9 | a. d. 38 9 | |

| Reference. | Mark. | Station Number | Station. | Miles. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 |
|------------|-------|----------------|--|--------|--|---|---|--|-----------------------|-----------------|-----------------------|-----------------------|------------------|-------------|
| G. | M I H | 960 | Minhamile | 196½ | s. d. 19 4 15 10 13 11 19 4 37 5 25 3 51 5 41 9 | s. d. 13 11 13 7 18 5 35 8 24 1 49 0 39 9 | s. d. 19 4 15 10 13 11 19 4 37 5 25 3 51 5 41 9 | s. d. 37 5 25 3 51 5 41 9 | s. d. 25 3 51 5 41 9 | s. d. 51 5 41 9 | s. d. 5 41 9 | s. d. 79 0 96 3 120 9 | s. d. 96 3 120 9 | s. d. 120 9 |
| G. | M I N | 992 | Minimera | 138½ | s. d. 15 10 13 10 12 2 16 11 29 3 19 10 39 1 31 9 | s. d. 13 10 12 2 16 11 29 3 19 10 39 1 31 9 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 29 3 19 10 39 1 31 9 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 |
| (c) | M I | 1272 | Minyip | 198½ | s. d. 15 1 13 2 11 10 16 1 27 10 18 11 37 3 42 0 | s. d. 13 2 11 10 16 1 27 10 18 11 37 3 42 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 18 11 37 3 42 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M R L | 549 | Mirale | 238 | s. d. 19 4 15 10 13 11 19 4 37 9 25 6 51 10 42 0 | s. d. 13 11 19 4 37 9 25 6 51 10 42 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 37 9 25 6 51 10 42 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| (c) | M V | 737 | Miram | 206½ | s. d. 20 8 16 1 14 6 10 11 40 3 27 3 54 9 44 | s. d. 14 6 10 11 40 3 27 3 54 9 44 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 10 11 40 3 27 3 54 9 44 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M C H | 2169 | Mitcham | 14½ | s. d. 22 3 16 10 15 2 20 0 43 1 29 2 58 8 47 7 | s. d. 16 10 15 2 20 0 43 1 29 2 58 8 47 7 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 29 2 58 8 47 7 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| (c) | M I T | 524 | Mitiamo | 142½ | s. d. 4 0 3 4 3 0 4 0 5 1 3 7 5 11 4 11 8 3 9 | s. d. 3 4 3 0 4 0 5 1 3 7 5 11 4 11 8 3 9 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 5 1 3 7 5 11 4 11 8 3 9 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M I K | 1306 | Mitre | 227½ | s. d. 15 7 13 6 12 2 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 13 6 12 2 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M T C | 454 | Mittyack | 266½ | s. d. 20 4 15 11 14 4 19 7 39 0 26 5 53 2 43 2 84 3 107 9 136 9 | s. d. 15 11 14 4 19 7 39 0 26 5 53 2 43 2 84 3 107 9 136 9 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 39 0 26 5 53 2 43 2 84 3 107 9 136 9 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M O A | 82 | Moama | 146½ | s. d. 16 4 14 2 12 6 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 14 2 12 6 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| (c) | M O | 1845 | Moe | 8½ | s. d. 10 16 10 8 9 5 12 10 20 0 13 7 25 2 20 6 36 6 43 6 53 6 | s. d. 16 10 8 9 5 12 10 20 0 13 7 25 2 20 6 36 6 43 6 53 6 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 10 13 7 25 2 20 6 36 6 43 6 53 6 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M R A | 86 | Moir | 160½ | s. d. 10 4 10 2 9 1 12 3 19 1 12 11 24 0 19 0 34 9 43 0 53 6 | s. d. 10 2 9 1 12 3 19 1 12 11 24 0 19 0 34 9 43 0 53 6 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 12 3 19 1 12 11 24 0 19 0 34 9 43 0 53 6 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M W H | 1576 | Molesworth | 90½ | s. d. 17 6 14 4 12 7 17 10 32 5 21 11 43 11 35 6 58 8 82 3 102 3 | s. d. 6 14 4 12 7 17 10 32 5 21 11 43 11 35 6 58 8 82 3 102 3 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 32 5 21 11 43 11 35 6 58 8 82 3 102 3 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M O L | 526 | Mologa | 147 | s. d. 11 5 11 9 10 5 14 0 21 6 14 8 27 11 22 8 39 11 48 3 59 0 | s. d. 11 9 10 5 14 0 21 6 14 8 27 11 22 8 39 11 48 3 59 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 14 8 27 11 22 8 39 11 48 3 59 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M E A | 1439 | Monca | 75½ | s. d. 16 4 14 2 12 6 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 14 2 12 6 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 17 6 30 1 20 4 40 9 33 1 63 3 76 6 95 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M O N | 122 | Monegetta | 36½ | s. d. 15 7 13 6 12 2 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 13 6 12 2 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 16 8 28 8 10 4 38 10 31 6 60 3 76 6 95 0 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M O U | 1956 | Monameith | 44 | s. d. 9 5 8 10 0 9 0 11 17 4 11 10 22 5 18 1 32 9 40 6 40 9 | s. d. 8 10 0 9 0 11 17 4 11 10 22 5 18 1 32 9 40 6 40 9 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 17 4 11 10 22 5 18 1 32 9 40 6 40 9 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |
| G. | M O U | 2315 | Montague Shipping Shed (See page 246.) | 44 | s. d. 5 1 7 0 6 3 8 4 11 5 7 9 15 1 12 3 21 0 24 6 29 3 | s. d. 1 7 0 6 3 8 4 11 5 7 9 15 1 12 3 21 0 24 6 29 3 | s. d. 19 4 37 9 25 6 51 10 42 0 79 3 97 0 122 0 | s. d. 7 9 15 1 12 3 21 0 24 6 29 3 | s. d. 19 10 39 1 31 9 | s. d. 39 1 31 9 | s. d. 59 10 72 9 90 0 | s. d. 72 9 90 0 | s. d. 90 0 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Marsh. | Station Code Number | Station. | Miles | CLASSES. | | | | | | | | | | | | | | | | | | | | | |
|------------|--------|---------------------|---------------|-------|----------|------|--------|--------|----|-----|----|-----|----|----|----|----|----|----|----|----|----|---|----|---|----|---|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | | | | | | | | | |
| G. | MTO | 1862 | Montgomery | 134½ | 15 | 3 | 13 | 10 | 12 | 1 | 15 | 11 | 28 | 6 | 19 | 5 | 38 | 3 | 31 | 0 | 58 | 3 | 70 | 6 | 87 | 3 |
| G. | MLT | 171 | Moolort | 100½ | 14 | 6 | 13 | 8 | 11 | 10 | 16 | 1 | 27 | 2 | 18 | 2 | 36 | 5 | 29 | 0 | 55 | 6 | 70 | 6 | 87 | 3 |
| G. | MPA | 627 | Moodys | 232½ | 12 | 6 | 12 | 6 | 10 | 7 | 15 | 1 | 23 | 11 | 16 | 2 | 30 | 11 | 25 | 0 | 44 | 4 | 53 | 3 | 65 | 9 |
| G. | MMD | 2080 | Moondarra† | 96 | 11 | 5 | 11 | 5 | 10 | 5 | 14 | 4 | 22 | 9 | 15 | 2 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 | 9 |
| G. | MBN | 1906 | Moorabbin | 11½ | 11 | 6 | 12 | 6 | 10 | 7 | 14 | 4 | 22 | 9 | 15 | 2 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 | 9 |
| G. | MBL | 670 | Moorabool | 48½ | 11 | 6 | 12 | 6 | 10 | 7 | 14 | 4 | 22 | 9 | 15 | 2 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 | 9 |
| (e) | MDO | 1935 | Moorooduc | 35½ | 11 | 6 | 12 | 6 | 10 | 7 | 14 | 4 | 22 | 9 | 15 | 2 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 | 9 |
| G. | MBK | 2175 | Mooroolbark | 21½ | 11 | 6 | 12 | 6 | 10 | 7 | 14 | 4 | 22 | 9 | 15 | 2 | 29 | 5 | 23 | 10 | 42 | 3 | 53 | 3 | 65 | 9 |
| (e) | MP | 1609 | Mooroopna | 110 | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| G. | MOR | 1554 | Morandng | 49½ | 12 | 7 | 12 | 3 | 11 | 6 | 14 | 11 | 23 | 10 | 16 | 1 | 31 | 0 | 25 | 2 | 45 | 0 | 57 | 6 | 71 | 6 |
| G. | MX | 1912 | Mordialloc | 17½ | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| (e) | MLD | 1597 | Moreland | 5½ | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| G. | MRC | 839 | Moriac | 60 | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| (e) | MQ | 1936 | Mornington | 40½ | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| (e) | MT | 950 | Mortlake | 150½ | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| G. | MPN | 200 | Morton Plains | 207½ | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |
| (e) | MZ | 222 | Morrwell | 90 | 12 | 10 | 12 | 16 | 11 | 4 | 18 | 2 | 25 | 6 | 16 | 11 | 32 | 7 | 28 | 5 | 47 | 9 | 57 | 6 | 71 | 6 |

CLASSER.

| Reference. | Station Number | Station | Miles. | K. | | A.P. | | Grain. | | S.A.P. | | A. | | Aa. | | B. | | BB. | | O. | | I. | | 2 | |
|------------|----------------|------------------------|--------|------|-------|-------|-------|--------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|----|----|----|----|----|
| | | | | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. | d. | a. |
| G. | 622 | Moulamein | 231½ | O.R. | 21 6 | 18 11 | 14 11 | 10 11 | 14 11 | 20 11 | 41 7 | 28 1 | 23 1 | 18 1 | 56 7 | 45 10 | 89 8 | 109 3 | 139 0 | | | | | | |
| G. | 2250 | Mount Evelyn | 281 | O.R. | 40 6 | 16 1 | 14 6 | 10 11 | 14 6 | 16 11 | 30 7 | 26 9 | 21 11 | 16 1 | 53 11 | 43 8 | 85 10 | 109 3 | 139 0 | | | | | | |
| G. | .. | Mount Gambier Border** | 280 | O.R. | 4 5 | 4 11 | 4 7 | 4 1 | 5 7 | 7 8 | 5 2 | 5 11 | 3 8 | 3 13 | 9 16 | 8 10 | 13 9 | 16 6 | 19 9 | | | | | | |
| G. | 1154 | Mount Gambier Border** | 280 | O.R. | 24 1 | 17 10 | 15 9 | 21 11 | 46 8 | 31 7 | 63 5 | 51 5 | 99 3 | 124 0 | 159 6 | 159 6 | 159 6 | 159 6 | 159 6 | | | | | | |
| G. | 1726 | Mount Gambier Border** | 184½ | O.R. | 22 11 | 17 6 | 15 6 | 13 7 | 18 11 | 35 11 | 24 4 | 18 11 | 11 24 | 4 49 | 1 39 | 11 75 | 4 91 | 6 115 | 0 | | | | | | |
| G. | 876 | Moyhat | 101½ | O.R. | 17 8 | 14 8 | 13 3 | 18 0 | 34 2 | 23 2 | 46 9 | 38 0 | 71 9 | 91 6 | 115 0 | 115 0 | 115 0 | 115 0 | 115 0 | | | | | | |
| G. | 161 | Moyhat | 181½ | O.R. | 16 10 | 13 3 | 12 3 | 17 0 | 32 7 | 22 0 | 44 1 | 35 8 | 68 6 | 82 9 | 103 0 | 103 0 | 103 0 | 103 0 | 103 0 | | | | | | |
| G. | 1865 | Murchison East | 84½ | O.R. | 18 7 | 15 3 | 13 4 | 17 0 | 31 1 | 23 10 | 46 2 | 39 0 | 74 3 | 90 3 | 113 3 | 113 3 | 113 3 | 113 3 | 113 3 | | | | | | |
| G. | 1630 | Murchison East | 145½ | O.R. | 16 4 | 14 2 | 12 6 | 17 6 | 29 11 | 20 4 | 40 1 | 32 6 | 62 8 | 76 3 | 94 9 | 94 9 | 94 9 | 94 9 | 94 9 | | | | | | |
| G. | 1604 | Murchison East | 93½ | O.R. | 15 7 | 13 1 | 11 9 | 14 0 | 21 8 | 14 8 | 23 11 | 23 6 | 41 6 | 49 9 | 61 3 | 61 3 | 61 3 | 61 3 | 61 3 | | | | | | |
| G. | 970 | Murchison East | 57 | O.R. | 10 16 | 11 4 | 10 1 | 13 4 | 20 2 | 9 9 | 10 6 | 14 2 | 18 2 | 23 0 | 37 0 | 37 0 | 37 0 | 37 0 | 37 0 | | | | | | |
| G. | 384 | Murrayville | 356½ | O.R. | 27 8 | 19 10 | 17 5 | 24 1 | 54 11 | 37 8 | 74 8 | 60 7 | 111 0 | 143 9 | 189 3 | 189 3 | 189 3 | 189 3 | 189 3 | | | | | | |
| G. | 562 | Murrayville | 104½ | O.R. | 26 5 | 18 11 | 17 6 | 22 11 | 52 4 | 35 5 | 71 1 | 57 8 | 105 2 | 143 9 | 189 3 | 189 3 | 189 3 | 189 3 | 189 3 | | | | | | |
| G. | 893 | Murrayville | 95½ | O.R. | 18 2 | 15 1 | 13 7 | 18 5 | 35 6 | 24 1 | 48 6 | 36 5 | 74 9 | 95 3 | 120 0 | 120 0 | 120 0 | 120 0 | 120 0 | | | | | | |
| G. | 1810 | Murrumbena | 91 | O.R. | 11 7 | 12 1 | 10 7 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 6 | 50 3 | 62 3 | 62 3 | 62 3 | 62 3 | 62 3 | | | | | | |
| G. | 715 | Murtoa | 185½ | O.R. | 4 3 | 3 2 | 3 2 | 4 8 | 4 9 | 3 4 | 5 3 | 4 1 | 5 0 | 6 6 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | | | | | | |
| G. | 135 | Murtoa | 721 | O.R. | 18 7 | 15 6 | 13 7 | 18 11 | 36 1 | 24 4 | 49 1 | 39 11 | 75 10 | 91 9 | 115 6 | 115 6 | 115 6 | 115 6 | 115 6 | | | | | | |
| G. | .. | Muzat | .. | O.R. | 9 9 | 10 2 | 9 8 | 11 5 | 16 10 | 11 5 | 21 8 | 17 8 | 30 9 | 38 9 | 48 0 | 48 0 | 48 0 | 48 0 | 48 0 | | | | | | |

* Not including transfer charges.
 ** No station is provided on the South Australian border (which is called Mount Gambier Border for convenience); but in arriving at the Victorian proportion of freight charges on interstate consignments by rail from Mount Gambier Border shall be charged.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | |
|------------|-------|---------------------|-----------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | |
| G. | MYN | 1164 | Mynamyn .. | 224½ | a. d. 21 2 | a. d. 16 9 | a. d. 14 8 | a. d. 20 7 | a. d. 40 9 | a. d. 27 8 | a. d. 55 8 | a. d. 87 2 | a. d. 87 2 | a. d. 106 9 | a. d. 135 6 | a. d. 135 6 | |
| G. | MYA | 561 | Mycall .. | 190½ | a. d. 20 2 | a. d. 15 11 | a. d. 14 4 | a. d. 19 7 | a. d. 38 10 | a. d. 26 4 | a. d. 53 0 | a. d. 83 0 | a. d. 83 0 | a. d. 106 9 | a. d. 135 6 | a. d. 135 6 | |
| (A) | MYR | 515 | Myer's Flat .. | 107½ | a. d. 18 0 | a. d. 15 1 | a. d. 13 7 | a. d. 18 5 | a. d. 35 0 | a. d. 23 8 | a. d. 47 9 | a. d. 73 5 | a. d. 73 5 | a. d. 93 9 | a. d. 117 9 | a. d. 117 9 | |
| (C) | ML | 1763 | Myrtleford .. | 177½ | a. d. 12 0 | a. d. 12 6 | a. d. 11 0 | a. d. 15 3 | a. d. 24 7 | a. d. 16 9 | a. d. 32 5 | a. d. 47 0 | a. d. 47 0 | a. d. 56 9 | a. d. 70 0 | a. d. 70 0 | |
| G. | MS | 467 | Mysia .. | 160½ | a. d. 18 2 | a. d. 15 3 | a. d. 13 4 | a. d. 18 7 | a. d. 34 9 | a. d. 23 6 | a. d. 47 3 | a. d. 73 6 | a. d. 73 6 | a. d. 88 6 | a. d. 111 6 | a. d. 111 6 | |
| G. | MK | 539 | Mytic Park .. | 196½ | a. d. 17 4 | a. d. 14 6 | a. d. 13 0 | a. d. 17 8 | a. d. 33 1 | a. d. 22 5 | a. d. 45 0 | a. d. 70 0 | a. d. 70 0 | a. d. 88 6 | a. d. 111 6 | a. d. 111 6 | |
| G. | MYE | 1621 | Mycree .. | 150 | a. d. 16 8 | a. d. 13 8 | a. d. 12 3 | a. d. 17 0 | a. d. 30 10 | a. d. 20 10 | a. d. 41 0 | a. d. 68 6 | a. d. 68 6 | a. d. 82 3 | a. d. 102 3 | a. d. 102 3 | |
| (C) | NA | 1601 | Nagambie .. | 196½ | a. d. 19 4 | a. d. 15 10 | a. d. 13 11 | a. d. 19 4 | a. d. 37 5 | a. d. 25 3 | a. d. 51 5 | a. d. 79 0 | a. d. 79 0 | a. d. 96 3 | a. d. 120 9 | a. d. 120 9 | |
| G. | NAN | 451 | Nandaly .. | 255½ | a. d. 18 5 | a. d. 15 1 | a. d. 13 7 | a. d. 18 5 | a. d. 35 8 | a. d. 24 1 | a. d. 49 0 | a. d. 75 3 | a. d. 75 3 | a. d. 96 3 | a. d. 120 9 | a. d. 120 9 | |
| G. | NPR | 1998 | Napier .. | 151½ | a. d. 10 2 | a. d. 10 2 | a. d. 9 5 | a. d. 12 3 | a. d. 18 5 | a. d. 12 5 | a. d. 23 1 | a. d. 33 0 | a. d. 33 0 | a. d. 41 9 | a. d. 51 3 | a. d. 51 3 | |
| G. | NG | 1830 | Nar-Nar-Goon .. | 41 | a. d. 22 9 | a. d. 17 6 | a. d. 15 5 | a. d. 21 4 | a. d. 44 1 | a. d. 29 3 | a. d. 60 1 | a. d. 85 10 | a. d. 85 10 | a. d. 117 9 | a. d. 150 6 | a. d. 150 6 | |
| G. | NG | 941 | Naroyhid .. | 131½ | a. d. 21 8 | a. d. 16 8 | a. d. 15 0 | a. d. 20 4 | a. d. 42 0 | a. d. 28 4 | a. d. 57 3 | a. d. 81 0 | a. d. 81 0 | a. d. 91 3 | a. d. 117 9 | a. d. 150 6 | |
| G. | NR | 2097 | Narracan .. | 88½ | a. d. 15 11 | a. d. 13 6 | a. d. 12 2 | a. d. 16 8 | a. d. 29 7 | a. d. 20 0 | a. d. 39 9 | a. d. 62 0 | a. d. 62 0 | a. d. 78 9 | a. d. 98 0 | a. d. 98 0 | |
| G. | NW | 1823 | Narre Warren .. | 25½ | a. d. 5 7 | a. d. 6 4 | a. d. 5 8 | a. d. 7 0 | a. d. 10 8 | a. d. 7 3 | a. d. 14 2 | a. d. 21 7 | a. d. 21 7 | a. d. 22 0 | a. d. 27 6 | a. d. 27 6 | |
| (C) | NH | 1677 | Nathalia .. | 147½ | a. d. 13 5 | a. d. 11 10 | a. d. 10 16 | a. d. 16 6 | a. d. 28 3 | a. d. 19 2 | a. d. 37 3 | a. d. 57 3 | a. d. 57 3 | a. d. 68 9 | a. d. 85 6 | a. d. 85 6 | |
| (C) | N'T | 1304 | Natimuk .. | 218½ | a. d. 14 4 | a. d. 12 9 | a. d. 11 6 | a. d. 15 9 | a. d. 26 11 | a. d. 18 3 | a. d. 35 6 | a. d. 54 6 | a. d. 54 6 | a. d. 68 9 | a. d. 85 6 | a. d. 85 6 | |
| (C) | N A T | 1304 | Natimuk .. | 218½ | a. d. 11 0 | a. d. 11 5 | a. d. 10 2 | a. d. 13 10 | a. d. 21 2 | a. d. 13 9 | a. d. 27 11 | a. d. 39 1 | a. d. 39 1 | a. d. 47 3 | a. d. 58 0 | a. d. 58 0 | |
| (C) | N A T | 1823 | Narre Warren .. | 25½ | a. d. 10 6 | a. d. 10 10 | a. d. 9 10 | a. d. 13 2 | a. d. 20 2 | a. d. 13 9 | a. d. 26 7 | a. d. 37 3 | a. d. 37 3 | a. d. 47 3 | a. d. 58 0 | a. d. 58 0 | |
| (C) | N H | 1677 | Nathalia .. | 147½ | a. d. 4 4 | a. d. 4 9 | a. d. 4 3 | a. d. 5 7 | a. d. 8 1 | a. d. 5 6 | a. d. 9 9 | a. d. 11 13 | a. d. 11 13 | a. d. 14 6 | a. d. 18 0 | a. d. 18 0 | |
| (C) | N T | 1304 | Natimuk .. | 218½ | a. d. 4 0 | a. d. 4 5 | a. d. 3 11 | a. d. 5 3 | a. d. 7 8 | a. d. 5 2 | a. d. 9 3 | a. d. 11 7 | a. d. 11 7 | a. d. 14 6 | a. d. 18 0 | a. d. 18 0 | |
| (C) | N A T | 1823 | Narre Warren .. | 25½ | a. d. 4 6 | a. d. 5 2 | a. d. 4 12 | a. d. 6 17 | a. d. 10 20 | a. d. 8 12 | a. d. 12 12 | a. d. 15 12 | a. d. 15 12 | a. d. 18 0 | a. d. 21 6 | a. d. 21 6 | |
| (C) | N A T | 1677 | Nathalia .. | 147½ | a. d. 5 0 | a. d. 5 7 | a. d. 5 12 | a. d. 7 18 | a. d. 12 20 | a. d. 10 12 | a. d. 14 12 | a. d. 18 12 | a. d. 18 12 | a. d. 21 6 | a. d. 25 2 | a. d. 25 2 | |
| (C) | N A T | 1823 | Narre Warren .. | 25½ | a. d. 5 11 | a. d. 5 8 | a. d. 5 1 | a. d. 7 11 | a. d. 11 10 | a. d. 8 7 | a. d. 12 10 | a. d. 15 10 | a. d. 15 10 | a. d. 18 0 | a. d. 21 6 | a. d. 21 6 | |

| Reference. | Mark. | Station Code Number | Station. | Miles. | M. | | A.F.P. | | Grub. | | S.A.P. | | A. | | A.A. | | B. | | B.B. | | C. | | 1 | | 2 | | | | | |
|---|-------|---------------------|---------------|--------|----|----|--------|----|-------|----|--------|----|----|----|------|----|----|----|------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | NYK | 2060 | Nayook | 83½ | 10 | 10 | 11 | 0 | 9 | 9 | 13 | 3 | 20 | 0 | 13 | 7 | 26 | 1 | 21 | 2 | 37 | 3 | 44 | 0 | 55 | 0 | 55 | 0 | | |
| G. | NRM | 2068 | Nerim | 80½ | 10 | 10 | 10 | 8 | 9 | 5 | 12 | 7 | 19 | 1 | 12 | 11 | 24 | 10 | 20 | 2 | 35 | 6 | 44 | 0 | 55 | 0 | 55 | 0 | | |
| (c) | NS | 2066 | Neerim South | 75½ | 10 | 10 | 10 | 8 | 9 | 5 | 12 | 7 | 19 | 1 | 12 | 11 | 24 | 10 | 20 | 2 | 35 | 6 | 44 | 0 | 55 | 0 | 55 | 0 | | |
| G. | NNR | 988 | Nerrin Nerrin | 126½ | 10 | 10 | 10 | 6 | 9 | 4 | 12 | 3 | 18 | 5 | 11 | 10 | 22 | 5 | 18 | 1 | 32 | 9 | 40 | 6 | 49 | 9 | 49 | 9 | | |
| G. | NBY | 1343 | Netherby | 267½ | 13 | 10 | 12 | 0 | 11 | 6 | 15 | 9 | 26 | 1 | 17 | 8 | 34 | 8 | 28 | 0 | 52 | 0 | 66 | 6 | 82 | 3 | 82 | 3 | | |
| G. | NZ | 142 | Newlyn | 90½ | 22 | 4 | 17 | 8 | 15 | 7 | 21 | 6 | 45 | 3 | 30 | 8 | 61 | 9 | 50 | 1 | 97 | 5 | 120 | 9 | 155 | 3 | 155 | 3 | | |
| G. | NEW | 1402 | Newmarket | 2½ | 10 | 10 | 11 | 9 | 10 | 10 | 13 | 4 | 20 | 8 | 14 | 3 | 27 | 11 | 22 | 8 | 39 | 11 | 48 | 3 | 59 | 0 | 59 | 0 | | |
| (a) In and Out. G. In and Out account Dalgety and Co. only.†† Empty live stock crates In | | | | | 4 | 0 | 3 | 6 | 3 | 2 | 10 | 3 | 8 | 4 | 5 | 3 | 4 | 5 | 1 | 4 | 1 | 6 | 0 | 6 | 6 | 7 | 0 | 7 | 0 | |
| (c) | NP | 757 | Newport | 6½ | 4 | 0 | 3 | 6 | 3 | 2 | 4 | 0 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 5 | 4 | 5 | 6 | 4 | 6 | 6 | 7 | 0 | 7 | 0 |
| (c) | ND | 169 | Newstead | 92½ | 10 | 10 | 11 | 2 | 10 | 1 | 13 | 4 | 20 | 8 | 14 | 0 | 27 | 6 | 22 | 5 | 30 | 0 | 48 | 9 | 60 | 3 | 60 | 3 | 60 | 3 |
| (c) | NE | 1116 | Newtown | 92½ | 10 | 10 | 11 | 2 | 10 | 1 | 13 | 4 | 20 | 8 | 14 | 0 | 27 | 6 | 22 | 5 | 30 | 0 | 48 | 9 | 60 | 3 | 60 | 3 | 60 | 3 |
| (c) | N | 732 | Nhill | 248½ | 22 | 5 | 17 | 15 | 0 | 21 | 2 | 43 | 3 | 29 | 4 | 59 | 2 | 47 | 11 | 94 | 6 | 116 | 0 | 147 | 6 | 147 | 6 | 147 | 6 | |
| G. | NMR | 618 | Nienaur | 216½ | 20 | 11 | 16 | 4 | 14 | 5 | 20 | 2 | 41 | 2 | 27 | 11 | 56 | 4 | 45 | 8 | 90 | 0 | 116 | 0 | 147 | 6 | 147 | 6 | 147 | 6 |
| G. | NIC | 1875 | Nicholson | 177½ | 19 | 11 | 15 | 7 | 14 | 0 | 18 | 7 | 34 | 9 | 23 | 6 | 47 | 3 | 38 | 5 | 73 | 6 | 88 | 6 | 111 | 6 | 111 | 6 | 111 | 6 |
| G. | NLA | 1840 | Nilma | 64½ | 17 | 4 | 14 | 6 | 13 | 0 | 17 | 8 | 33 | 1 | 22 | 5 | 45 | 0 | 36 | 7 | 70 | 0 | 88 | 6 | 111 | 6 | 111 | 6 | 111 | 6 |
| G. | NNA | 447 | Ninda | 244½ | 8 | 1 | 8 | 7 | 8 | 10 | 4 | 15 | 1 | 10 | 3 | 20 | 2 | 16 | 4 | 28 | 3 | 34 | 9 | 43 | 0 | 43 | 0 | 43 | 0 | |
| G. | NPK | 1817 | Noble Park | 17½ | 20 | 10 | 16 | 3 | 14 | 7 | 20 | 2 | 40 | 9 | 27 | 7 | 55 | 6 | 45 | 1 | 89 | 0 | 114 | 3 | 145 | 6 | 145 | 6 | 145 | 6 |

†† Consignments for Dalgety and Coy. Ltd. shall be charged the same rates as to Melbourne for Inwards traffic and actual mileage rates for Outwards traffic unless otherwise specified.

GOODS RATES FOR TON BETWEEN MALACCA AND STATIONS AND SIDINGS OPEN FOR THE EXPORT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|---------------------------------|-------|---------------------|-------------------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|------------|-------------|-------------|--|
| | | | | | M. | A.P. | Gm'n. | S.A.P. | A. | A.A. | R. | BB | C. | 1 | 2 | |
| (c) | N J E | 2071 | Npojee .. | 80½ | a. d. 11 5 | a. d. 10 10 | a. d. 9 10 | a. d. 13 10 | a. d. 10 10 | a. d. 8 14 | a. d. 27 11 | a. d. 22 8 | a. d. 39 5 | a. d. 47 9 | a. d. 58 3 | |
| G. | N I | 1693 | Noorsawaga .. | 134½ | a. d. 15 6 | a. d. 13 10 | a. d. 12 10 | a. d. 16 11 | a. d. 13 10 | a. d. 19 6 | a. d. 30 5 | a. d. 29 6 | a. d. 55 0 | a. d. 70 6 | a. d. 87 3 | |
| G. | N X | 1191 | Neradjula .. | 223½ | a. d. 21 2 | a. d. 18 9 | a. d. 14 9 | a. d. 20 7 | a. d. 17 8 | a. d. 27 6 | a. d. 27 6 | a. d. 45 1 | a. d. 87 2 | a. d. 109 6 | a. d. 134 6 | |
| (a) | N J | 1515 | North Carlton .. | 4½ | a. d. 4 0 | a. d. 3 6 | a. d. 3 2 | a. d. 4 0 | a. d. 4 0 | a. d. 5 3 | a. d. 5 5 | a. d. 4 5 | a. d. 6 4 | a. d. 6 6 | a. d. 7 0 | |
| G. | N C E | 1519 | Northcote .. | 5½ | a. d. 4 0 | a. d. 3 6 | a. d. 3 2 | a. d. 4 0 | a. d. 4 0 | a. d. 5 3 | a. d. 5 5 | a. d. 4 5 | a. d. 6 4 | a. d. 6 6 | a. d. 7 0 | |
| G. | N O | 331 | North Creswick .. | 86½ | a. d. 11 0 | a. d. 11 5 | a. d. 10 2 | a. d. 13 10 | a. d. 11 5 | a. d. 21 4 | a. d. 21 4 | a. d. 22 0 | a. d. 38 7 | a. d. 45 9 | a. d. 53 9 | |
| G. | N B N | 2333 | North Brighton .. | 8½ | a. d. 10 6 | a. d. 10 10 | a. d. 9 10 | a. d. 13 10 | a. d. 11 5 | a. d. 21 4 | a. d. 21 4 | a. d. 22 0 | a. d. 38 7 | a. d. 45 9 | a. d. 53 9 | |
| (a) In, G. Out | N F | 1516 | North Fitzroy .. | 5 | a. d. 3 8 | a. d. 3 6 | a. d. 3 2 | a. d. 4 0 | a. d. 4 0 | a. d. 5 3 | a. d. 5 5 | a. d. 4 5 | a. d. 6 4 | a. d. 6 6 | a. d. 7 0 | |
| G. | N O | 664 | North Geelong (See page 129.) | 43½ | a. d. 6 1 | a. d. 7 0 | a. d. 6 3 | a. d. 8 4 | a. d. 11 5 | a. d. 12 10 | a. d. 12 10 | a. d. 10 5 | a. d. 14 5 | a. d. 15 0 | a. d. 18 6 | |
| G. Account B. Crossthwaite only | N L H | 345 | North Learmonth .. | 89½ | a. d. 10 10 | a. d. 10 10 | a. d. 9 10 | a. d. 13 10 | a. d. 11 5 | a. d. 21 4 | a. d. 21 4 | a. d. 22 0 | a. d. 38 7 | a. d. 45 9 | a. d. 53 9 | |
| (c) | N M | 2110 | North Mirboo .. | 110 | a. d. 12 10 | a. d. 12 10 | a. d. 11 4 | a. d. 15 8 | a. d. 25 0 | a. d. 16 11 | a. d. 16 11 | a. d. 23 5 | a. d. 47 9 | a. d. 57 6 | a. d. 71 6 | |
| (b) | N Q | 143 | North Monegeeta .. | 38½ | a. d. 12 3 | a. d. 12 3 | a. d. 11 0 | a. d. 14 11 | a. d. 23 10 | a. d. 16 1 | a. d. 16 1 | a. d. 25 2 | a. d. 45 6 | a. d. 57 6 | a. d. 71 6 | |
| (a) | N W | 759 | North Williamstown .. | 7½ | a. d. 5 5 | a. d. 5 11 | a. d. 5 4 | a. d. 7 0 | a. d. 10 2 | a. d. 6 11 | a. d. 6 11 | a. d. 12 5 | a. d. 18 3 | a. d. 21 0 | a. d. 26 0 | |
| (c) | N W N | 1883 | Nova Nowa .. | 208½ | a. d. 3 8 | a. d. 3 2 | a. d. 3 6 | a. d. 4 0 | a. d. 4 9 | a. d. 3 8 | a. d. 3 8 | a. d. 5 5 | a. d. 6 4 | a. d. 6 6 | a. d. 7 0 | |
| G. | N O W | 228 | Nourings (See page 129.) | 322½ | a. d. 20 0 | a. d. 18 2 | a. d. 14 3 | a. d. 19 10 | a. d. 39 1 | a. d. 28 5 | a. d. 28 5 | a. d. 43 0 | a. d. 82 5 | a. d. 100 9 | a. d. 127 3 | |
| G. | N L | 2272 | Nuzalen .. | 202½ | a. d. 19 1 | a. d. 18 11 | a. d. 16 7 | a. d. 22 4 | a. d. 37 5 | a. d. 34 9 | a. d. 34 9 | a. d. 56 7 | a. d. 78 3 | a. d. 102 3 | a. d. 119 3 | |
| G. | N L | 2273 | Nuzalen .. | 202½ | a. d. 19 1 | a. d. 18 11 | a. d. 16 7 | a. d. 22 4 | a. d. 37 5 | a. d. 34 9 | a. d. 34 9 | a. d. 56 7 | a. d. 78 3 | a. d. 102 3 | a. d. 119 3 | |
| G. | N L | 2274 | Nuzalen .. | 202½ | a. d. 19 1 | a. d. 18 11 | a. d. 16 7 | a. d. 22 4 | a. d. 37 5 | a. d. 34 9 | a. d. 34 9 | a. d. 56 7 | a. d. 78 3 | a. d. 102 3 | a. d. 119 3 | |
| G. | N L | 2275 | Nuzalen .. | 202½ | a. d. 19 1 | a. d. 18 11 | a. d. 16 7 | a. d. 22 4 | a. d. 37 5 | a. d. 34 9 | a. d. 34 9 | a. d. 56 7 | a. d. 78 3 | a. d. 102 3 | a. d. 119 3 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE EXPORT AND DELIVERY OF GOODS—CONTINUED.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|----------------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|--------|-------|-------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | D. | BB. | C. | 1 | 2 | |
| G. | N G A | 226 | Nunga (see page 129) | 284 | 24 1 | 18 0 | 15 10 | 22 3 | 46 11 | 31 9 | 64 2 | 51 11 | 100 0 | 122 0 | 144 0 | |
| (a) | N B | 1307 | Nurcoang .. | 232½ | 22 11 | 17 5 | 15 5 | 21 2 | 41 7 | 30 3 | 61 1 | 49 5 | 95 3 | 122 0 | 144 0 | |
| G. | N X H | 547 | Nyahwest .. | 232½ | 21 6 | 16 11 | 14 11 | 19 11 | 39 1 | 26 9 | 56 9 | 45 11 | 89 0 | 110 0 | 139 3 | |
| G. | N Y N | 449 | Nyarrin .. | 232½ | 20 6 | 16 11 | 14 11 | 19 11 | 39 1 | 26 9 | 56 9 | 45 11 | 89 0 | 110 0 | 139 3 | |
| G. | N Y | 1900 | Nyora .. | 250 | 20 6 | 16 11 | 14 11 | 19 11 | 39 1 | 26 9 | 56 9 | 45 11 | 89 0 | 110 0 | 139 3 | |
| G. | O A | 1812 | Oakleigh .. | 56½ | 22 6 | 16 3 | 14 7 | 19 10 | 41 7 | 29 4 | 59 2 | 47 11 | 95 0 | 118 6 | 148 3 | |
| G. | O K | 473 | Oakvale .. | 185½ | 21 11 | 16 8 | 14 7 | 19 10 | 41 7 | 29 4 | 59 2 | 47 11 | 95 0 | 118 6 | 148 3 | |
| G. | O F | 1828 | Officer .. | 32 | 7 4 | 4 3 | 3 4 | 4 4 | 5 5 | 3 11 | 5 5 | 4 11 | 6 9 | 8 0 | 9 8 | |
| G. | O N | 900 | Oadit .. | 96½ | 4 0 | 3 5 | 3 0 | 4 0 | 5 1 | 3 7 | 4 9 | 3 11 | 5 5 | 6 9 | 8 0 | |
| (e) | O B | 1889 | Orbost .. | 231½ | 18 7 | 15 5 | 13 7 | 18 11 | 36 1 | 24 4 | 49 1 | 39 11 | 73 10 | 91 9 | 115 6 | |
| G. | O U | 2047 | Outtrim .. | 76½ | 17 8 | 14 5 | 12 3 | 18 0 | 34 4 | 23 2 | 46 9 | 38 0 | 72 3 | 91 9 | 115 6 | |
| (e) | O Y | 221 | Onyen (see page 129) | 288½ | 11 0 | 11 5 | 10 3 | 13 8 | 21 8 | 15 4 | 29 7 | 24 0 | 42 9 | 50 9 | 63 0 | |
| G. | O V | 1764 | Ovets .. | 180½ | 10 4 | 10 6 | 9 4 | 12 6 | 18 2 | 12 5 | 24 3 | 19 8 | 34 8 | 41 0 | 50 3 | |
| G. | D X | 1722 | Ozleyt .. | 152 | 9 10 | 10 0 | 9 0 | 11 17 | 17 4 | 12 3 | 24 3 | 19 8 | 34 8 | 41 0 | 50 3 | |
| G. | P W | 356 | Peinassenct .. | 36½ | 24 3 | 18 0 | 15 10 | 22 3 | 47 7 | 32 3 | 64 10 | 52 7 | 101 1 | 119 6 | 140 9 | |
| G. | P K | 1829 | Pakenham .. | 368 | 17 4 | 14 0 | 13 0 | 17 8 | 33 5 | 22 8 | 45 4 | 37 0 | 70 0 | 90 0 | 113 0 | |
| G. | P T Y | 388 | Paritiga .. | 150½ | 15 11 | 13 5 | 11 10 | 16 6 | 27 11 | 18 10 | 37 3 | 30 2 | 56 5 | 68 6 | 85 0 | |
| G. | P V | 864 | Panmure .. | 150½ | 14 4 | 12 9 | 11 6 | 15 9 | 26 7 | 17 11 | 35 6 | 28 9 | 53 9 | 68 6 | 85 0 | |
| | | | | | 15 5 | 11 7 | 10 0 | 14 7 | 24 3 | 15 10 | 37 8 | 30 2 | 56 5 | 68 6 | 85 0 | |
| | | | | | 27 11 | 20 0 | 17 7 | 24 3 | 55 10 | 37 8 | 76 0 | 61 8 | 112 11 | 143 6 | 193 9 | |
| | | | | | 26 7 | 19 1 | 17 2 | 23 1 | 53 1 | 35 11 | 72 5 | 58 9 | 107 6 | 146 6 | 193 9 | |
| | | | | | 16 9 | 14 2 | 12 6 | 17 6 | 31 1 | 21 0 | 41 1 | 33 0 | 64 10 | 78 6 | 97 6 | |
| | | | | | 15 11 | 13 6 | 12 2 | 16 8 | 29 7 | 20 0 | 39 9 | 32 2 | 62 0 | 78 9 | 98 0 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | |
|------------|-------|---------------------|------------------------|--------|----------|------|--------|--------|-------|------|-------|-------|-------|-------|-------|-------|--|------|--|--|
| | | | | | M. | A.P. | G.M.L. | S.A.P. | A. | A.A. | B. | B.B. | C. | 1 | 2 | | | | | |
| G. | P N | 806 | Parwan .. | 29½ | 4 9 | 4 11 | 4 5 | 5 11 | 9 0 | 6 2 | 10 8 | 8 8 | 14 2 | 17 0 | 20 0 | 20 0 | | | | |
| (c) | P A T | 1207 | Fatchardlock .. | 231½ | 4 5 | 4 7 | 5 1 | 5 7 | 8 3 | 5 10 | 10 2 | 8 3 | 14 0 | 17 0 | 20 0 | 160 0 | | | | |
| G. | P T H | 583 | Pátho .. | 165½ | 17 8 | 17 2 | 15 5 | 21 2 | 44 8 | 30 3 | 60 11 | 49 3 | 95 3 | 124 6 | 160 0 | 105 6 | | | | |
| G. | P R | 892 | Fennyroyal .. | 93 | 10 10 | 11 4 | 12 17 | 17 21 | 31 6 | 21 3 | 42 0 | 34 6 | 66 3 | 84 0 | 105 6 | | | | | |
| (c) | P T | 963 | Penshurst .. | 208½ | 20 0 | 16 2 | 14 3 | 19 10 | 39 1 | 26 5 | 53 1 | 43 0 | 12 5 | 100 9 | 127 3 | | | | | |
| G. | P E N | 542 | Pesal .. | 209½ | 19 1 | 15 5 | 13 10 | 18 11 | 37 3 | 25 2 | 50 7 | 40 11 | 78 6 | 100 9 | 127 3 | | | | | |
| G. | P K T | 626 | Perckerten .. | 247½ | 20 0 | 16 2 | 14 3 | 19 10 | 39 1 | 26 5 | 53 1 | 43 0 | 12 5 | 100 9 | 127 3 | | | | | |
| G. | P T V | 838 | Pettavel .. | 56½ | 21 4 | 16 3 | 14 7 | 20 2 | 40 11 | 27 9 | 56 2 | 45 6 | 89 6 | 115 6 | 147 3 | | | | | |
| (c) | P N G | 559 | Piangil .. | 242 | 7 6 | 8 3 | 7 5 | 10 6 | 13 6 | 9 1 | 17 4 | 14 0 | 25 3 | 30 0 | 37 0 | | | 1140 | | |
| (c) | P I | 1679 | Picola .. | 154½ | 20 10 | 16 3 | 14 7 | 20 2 | 40 11 | 27 9 | 56 2 | 45 6 | 89 6 | 115 6 | 147 3 | | | | | |
| G. | P R N | 452 | Pier Millan .. | 260 | 15 11 | 13 8 | 12 3 | 17 9 | 29 11 | 20 4 | 40 5 | 32 9 | 63 0 | 80 0 | 99 3 | | | | | |
| G. | P O | 722 | Pimpinio .. | 213½ | 23 0 | 17 6 | 15 0 | 21 4 | 44 5 | 30 1 | 60 8 | 49 2 | 96 7 | 119 3 | 152 0 | | | | | |
| .. | .. | .. | Pinnaroo Border** .. | 369½ | 19 7 | 15 7 | 14 0 | 19 3 | 37 8 | 25 7 | 51 8 | 41 11 | 80 3 | 102 3 | 129 6 | | | | | |
| G. | P L | 1660 | Pine Lodge .. | 121 | 26 7 | 19 1 | 17 2 | 23 1 | 53 7 | 36 3 | 72 8 | 58 11 | 108 0 | 147 3 | 194 3 | | | | | |
| G. | P R A | 546 | Pira .. | 237½ | 14 0 | 13 4 | 12 5 | 15 5 | 25 2 | 17 0 | 33 3 | 26 11 | 50 0 | 63 9 | 78 6 | | | | | |
| G. | P I R | 394 | Piritia (see page 130) | 360½ | 21 4 | 16 9 | 14 9 | 20 7 | 40 11 | 27 9 | 55 10 | 45 4 | 88 6 | 107 9 | 136 9 | | | | | |
| G. | P Y | 884 | Pitron Yallock .. | 104½ | 27 11 | 20 0 | 17 7 | 24 3 | 55 6 | 37 6 | 76 6 | 61 2 | 84 2 | 107 9 | 136 9 | | | | | |
| .. | .. | .. | .. | .. | 12 6 | 12 6 | 11 6 | 15 5 | 24 8 | 16 9 | 31 5 | 25 6 | 43 2 | 54 2 | 66 3 | | | | | |

GOODS RATES FOR TON BETWEEN MEMBERS AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—CONTINUED.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|----------------------------|-------|---------------------|------------------------------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|------|-------|-------|--|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | |
| G. | P I T | 1127 | Pittong | 104½ | 12 8 | 11 11 | 10 8 | 14 0 | 15 3 | 24 3 | 16 4 | 31 5 | 25 6 | 46 2 | 2 15 | 3 68 | | |
| G. | P Z | 2088 | Platina† | 103½ | 12 8 | 11 11 | 10 8 | 14 0 | 15 3 | 24 3 | 16 4 | 31 5 | 25 6 | 46 2 | 2 15 | 3 68 | | |
| (b) | P O L | 163 | Pollard | 95½ | 11 7 | 10 5 | 9 3 | 13 8 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 6 | 50 3 | 67 0 | | |
| G. | P B | 854 | Pomborneit | 113½ | 11 7 | 10 5 | 9 3 | 13 8 | 14 4 | 22 9 | 15 4 | 29 7 | 24 0 | 42 6 | 50 3 | 67 0 | | |
| G. | P O R | 976 | Poornee | 79½ | 13 3 | 12 10 | 11 4 | 15 8 | 16 0 | 31 10 | 25 10 | 35 10 | 27 2 | 49 7 | 59 3 | 73 9 | | |
| G. | P U | 1767 | Porepunkah | 192½ | 10 2 | 10 2 | 9 1 | 12 3 | 12 3 | 18 5 | 12 5 | 24 0 | 19 6 | 34 3 | 42 0 | 52 0 | | |
| G. | P A | 2031 | Port Albert | 137½ | 19 1 | 15 10 | 13 11 | 19 4 | 19 4 | 36 11 | 25 0 | 50 7 | 40 11 | 77 5 | 94 9 | 119 3 | | |
| (c) | P F | 878 | Port Fairy (see page 181) | 186½ | 18 2 | 15 1 | 13 7 | 18 5 | 18 5 | 35 2 | 23 10 | 48 2 | 39 0 | 73 9 | 94 9 | 119 3 | | |
| (c) | P | 1171 | Portland (see page 202) | 251½ | 14 11 | 13 2 | 11 10 | 16 1 | 16 1 | 34 4 | 23 4 | 47 1 | 38 2 | 72 6 | 92 0 | 116 0 | | |
| G. | P L N | 1170 | Portland North | 250½ | 22 7 | 17 6 | 15 5 | 21 4 | 21 4 | 43 11 | 29 9 | 59 4 | 48 2 | 95 0 | 117 0 | 148 9 | | |
| (a) In G. min. 10 cwt. Out | P M | 2318 | Port Melbourne† | 3½ | 21 6 | 16 8 | 15 0 | 20 4 | 20 4 | 41 10 | 28 4 | 56 6 | 45 12 | 90 6 | 117 0 | 148 9 | | |
| G. to or from steamers | | 2319 | Port Melbourne Pier (see page 243) | 3½ | 3 8 | 3 2 | 2 10 | 3 8 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | | |
| (a) Beek only Out | | 2139 | Powerscourt (see page 181) | 135½ | 15 3 | 13 10 | 12 2 | 16 11 | 16 11 | 28 11 | 19 6 | 38 3 | 31 0 | 59 1 | 71 3 | 88 0 | | |
| G. | P E | 522 | Prairie | 136½ | 14 6 | 13 2 | 11 10 | 16 1 | 16 1 | 34 4 | 23 4 | 47 1 | 38 2 | 72 6 | 92 0 | 116 0 | | |
| G. | P U L | 1327 | Pullat | 259 | 14 11 | 13 2 | 11 10 | 16 1 | 16 1 | 34 4 | 23 4 | 47 1 | 38 2 | 72 6 | 92 0 | 116 0 | | |
| G. | P K A | 1242 | Puralka | 274 | 21 8 | 16 8 | 15 0 | 20 4 | 20 4 | 42 4 | 28 8 | 57 7 | 46 8 | 92 0 | 118 9 | 151 6 | | |
| G. | P P | 987 | Pura Pura | 121½ | 23 6 | 17 10 | 15 9 | 21 11 | 21 11 | 45 11 | 31 1 | 62 8 | 50 10 | 98 8 | 122 3 | 157 6 | | |
| G. | P D | 961 | Purdeet | 201½ | 22 5 | 17 0 | 15 4 | 20 10 | 20 10 | 43 9 | 28 7 | 59 8 | 48 5 | 94 0 | 122 3 | 157 6 | | |
| | | | | | 14 2 | 13 0 | 11 6 | 16 2 | 16 2 | 26 8 | 18 0 | 35 1 | 28 8 | 52 9 | 64 0 | 79 0 | | |
| | | | | | 13 6 | 12 5 | 11 2 | 15 5 | 15 5 | 25 17 | 2 33 | 5 27 | 2 33 | 5 27 | 2 33 | 5 27 | | |
| | | | | | 19 6 | 16 2 | 14 3 | 19 10 | 19 10 | 38 3 | 25 10 | 42 7 | 30 10 | 48 0 | 60 9 | 73 9 | | |
| | | | | | 18 7 | 15 5 | 13 10 | 18 11 | 18 11 | 36 5 | 24 7 | 50 1 | 40 7 | 77 0 | 98 0 | 123 9 | | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|--------------------------|--------|------------|-------|-------|--------|-------|-------|------|-------|------|-------|----------|--|
| | | | | | M. | A.P. | Gm. | S.A.P. | A. | AA. | B. | BB. | C. | I | F | |
| G. | P G | 1556 | Pyalong .. | 56½ | C.R. 7 11 | 8 8 | 7 9 | 10 6 | 14 2 | 9 6 | 18 2 | 14 8 | 26 6 | 30 0 | d. 37 0 | |
| (c) | P H | 528 | Pyramid .. | 155 | O.R. 7 6 | 8 3 | 10 0 | 13 6 | 14 2 | 9 1 | 17 4 | 14 0 | 25 3 | 30 0 | d. 37 0 | |
| (c) | Q K | 475 | Quambatook .. | 191 | C.R. 15 11 | 13 8 | 17 0 | 21 4 | 21 5 | 20 4 | 40 5 | 34 5 | 66 2 | 80 0 | d. 99 3 | |
| G. | Q G | 1302 | Quantong .. | 214 | C.R. 18 11 | 15 10 | 19 4 | 24 10 | 24 9 | 24 10 | 50 2 | 40 8 | 77 2 | 93 9 | d. 117 9 | |
| (c) | Q | 833 | Queenscliff .. | 67½ | O.R. 18 0 | 15 11 | 13 7 | 18 5 | 35 9 | 23 8 | 47 9 | 38 9 | 73 0 | 93 9 | d. 117 9 | |
| (c) | R B W | 1328 | Rainbow .. | 268½ | O.R. 19 7 | 15 7 | 14 0 | 19 3 | 37 6 | 25 7 | 51 8 | 41 1 | 80 3 | 102 3 | d. 129 6 | |
| G. | R A | 59 | Ravenswood .. | 90½ | C.R. 9 9 | 8 11 | 10 6 | 15 0 | 15 0 | 10 8 | 20 8 | 16 0 | 29 3 | 36 3 | d. 44 6 | |
| G. | R V | 518 | Raywood .. | 120 | C.R. 23 4 | 17 8 | 21 6 | 26 5 | 45 3 | 30 8 | 61 7 | 50 9 | 97 5 | 120 9 | d. 154 6 | |
| (c) | R L | 233 | Redcliffs (see page 120) | 342½ | O.R. 22 3 | 16 10 | 20 6 | 25 2 | 43 1 | 29 2 | 58 8 | 47 7 | 92 7 | 120 9 | d. 154 6 | |
| G. | R E D | 1912 | Red Hill .. | 62½ | C.R. 10 10 | 11 2 | 13 4 | 16 2 | 26 5 | 17 10 | 34 9 | 28 1 | 52 3 | 62 0 | d. 78 0 | |
| G. | R E | 156 | Rosedale .. | 76½ | O.R. 13 4 | 12 5 | 15 5 | 18 2 | 25 3 | 17 0 | 33 1 | 26 9 | 49 9 | 62 0 | d. 78 0 | |
| G. | R J | 49 | Rosedale Junction .. | 60 | C.R. 27 5 | 19 6 | 23 9 | 28 5 | 53 3 | 38 1 | 72 8 | 58 11 | 90 0 | 92 3 | d. 106 6 | |
| (a) | R E M | 1300 | Remlaw .. | 208 | O.R. 7 4 | 7 11 | 9 6 | 12 6 | 18 2 | 12 5 | 24 3 | 19 8 | 34 8 | 41 0 | d. 50 3 | |
| G. | R N K | 1243 | Rennick .. | 270½ | O.R. 10 4 | 10 6 | 12 6 | 16 2 | 26 5 | 17 10 | 34 9 | 28 1 | 52 3 | 62 0 | d. 78 0 | |
| G. | R E S | 1375 | Reservoir .. | 9½ | O.R. 9 10 | 10 0 | 11 11 | 14 4 | 15 1 | 10 4 | 19 4 | 15 9 | 27 4 | 32 0 | d. 39 6 | |
| G. | R C | 40 | Riddell .. | 35½ | C.R. 20 0 | 16 2 | 14 3 | 18 10 | 38 6 | 25 3 | 53 1 | 43 0 | 82 2 | 100 0 | d. 127 0 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 19 1 | 15 5 | 13 10 | 18 11 | 36 11 | 25 3 | 50 7 | 40 11 | 78 3 | 100 0 | d. 127 0 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 22 10 | 17 6 | 20 10 | 24 4 | 40 4 | 30 1 | 60 5 | 51 5 | 99 3 | 124 0 | d. 159 6 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 22 10 | 17 6 | 20 10 | 24 4 | 40 4 | 30 1 | 60 5 | 51 5 | 99 3 | 124 0 | d. 159 6 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 22 10 | 17 6 | 20 10 | 24 4 | 40 4 | 30 1 | 60 5 | 51 5 | 99 3 | 124 0 | d. 159 6 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 22 10 | 17 6 | 20 10 | 24 4 | 40 4 | 30 1 | 60 5 | 51 5 | 99 3 | 124 0 | d. 159 6 | |
| G. | R D | 227 | Ringswood .. | 16½ | C.R. 22 10 | 17 6 | 20 10 | 24 4 | 40 4 | 30 1 | 60 5 | 51 5 | 99 3 | 124 0 | d. 159 6 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | M. | A.P. | | Grain. | | S.A.P. | | A. | | AA. | | B. | | BB. | | C. | | 1 | | 2 | | | |
|------------|-------|---------------------|--------------------------|--------|------|------|----|--------|----|--------|----|----|----|-----|----|----|----|-----|----|----|----|-----|----|-----|----|-----|----|
| | | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | ROB | 498 | Robinsdale .. | 293½ | C.R. | 24 | 7 | 18 | 2 | 16 | 0 | 22 | 5 | 48 | 2 | 32 | 8 | 65 | 10 | 53 | 3 | 101 | 10 | 127 | 9 | 164 | 9 |
| (c) | RO | 75 | Rochester .. | 138½ | O.R. | 23 | 5 | 17 | 4 | 15 | 7 | 21 | 4 | 45 | 10 | 31 | 1 | 62 | 8 | 50 | 9 | 97 | 0 | 127 | 9 | 164 | 9 |
| G. | RK | 803 | Rockbank .. | 18½ | O.R. | 15 | 1 | 13 | 2 | 11 | 10 | 16 | 1 | 27 | 10 | 18 | 11 | 37 | 0 | 5 | 8 | 57 | 0 | 72 | 9 | 90 | 0 |
| G. | ROC | 141 | Rocklyn .. | 86½ | O.R. | 4 | 0 | 3 | 8 | 4 | 4 | 9 | 5 | 5 | 11 | 4 | 1 | 6 | 8 | 5 | 4 | 10 | 3 | 11 | 3 | 13 | 3 |
| G. | RB | 2064 | Rokeby .. | 70½ | O.R. | 10 | 6 | 10 | 10 | 13 | 2 | 13 | 2 | 21 | 2 | 14 | 5 | 27 | 0 | 22 | 0 | 38 | 7 | 45 | 9 | 56 | 9 |
| G. | RF | 1120 | Rokewood .. | 95 | O.R. | 9 | 6 | 9 | 6 | 8 | 7 | 11 | 7 | 17 | 8 | 12 | 0 | 22 | 9 | 18 | 7 | 31 | 37 | 3 | 45 | 6 | |
| G. | RM | 124 | Romsey .. | 40½ | O.R. | 11 | 0 | 11 | 5 | 10 | 3 | 13 | 8 | 21 | 8 | 14 | 7 | 28 | 2 | 22 | 10 | 39 | 9 | 50 | 0 | 61 | 9 |
| (c) | RY | 1284 | Roseberry .. | 246 | O.R. | 5 | 11 | 6 | 8 | 6 | 0 | 7 | 11 | 10 | 8 | 7 | 3 | 14 | 2 | 11 | 7 | 19 | 8 | 22 | 0 | 27 | 6 |
| .. | .. | 877 | Rosebrook (see page 183) | .. | O.R. | 21 | 11 | 17 | 1 | 15 | 0 | 21 | 2 | 43 | 0 | 29 | 2 | 58 | 10 | 47 | 7 | 93 | 9 | 115 | 0 | 146 | 0 |
| G. | RS | 1856 | Rosedale .. | 112½ | O.R. | 13 | 3 | 12 | 10 | 11 | 4 | 15 | 8 | 25 | 7 | 17 | 4 | 33 | 3 | 26 | 11 | 49 | 1 | 59 | 0 | 73 | 3 |
| G. | ROS | 581 | Roslynmead .. | 157½ | O.R. | 12 | 7 | 12 | 3 | 11 | 0 | 14 | 11 | 24 | 4 | 16 | 0 | 31 | 8 | 25 | 8 | 46 | 9 | 59 | 0 | 73 | 3 |
| G. | RW | 808 | Rowley .. | 34½ | O.R. | 16 | 8 | 13 | 8 | 12 | 3 | 17 | 0 | 30 | 1 | 20 | 4 | 40 | 11 | 33 | 3 | 63 | 9 | 81 | 0 | 101 | 3 |
| G. | RU | 1971 | Ruby .. | 75½ | O.R. | 5 | 1 | 5 | 11 | 5 | 5 | 6 | 8 | 0 | 5 | 6 | 4 | 11 | 11 | 0 | 8 | 16 | 0 | 19 | 6 | 23 | 3 |
| (c) | RP | 1257 | Rupanyup .. | 184½ | O.R. | 10 | 2 | 10 | 1 | 9 | 4 | 12 | 6 | 18 | 2 | 12 | 5 | 23 | 6 | 19 | 0 | 34 | 5 | 40 | 6 | 49 | 9 |
| (c) | RH | 1633 | Rushworth .. | 104½ | O.R. | 17 | 8 | 14 | 6 | 13 | 0 | 18 | 0 | 34 | 2 | 23 | 2 | 46 | 9 | 38 | 0 | 71 | 9 | 91 | 0 | 115 | 0 |
| (c) | R | 1777 | Rutherglen .. | 169½ | O.R. | 12 | 1 | 11 | 11 | 11 | 0 | 14 | 6 | 23 | 3 | 16 | 4 | 31 | 5 | 25 | 6 | 48 | 2 | 55 | 3 | 68 | 3 |
| G. | SAI | 138 | Sailor's Falls .. | 80½ | O.R. | 17 | 0 | 14 | 0 | 12 | 7 | 17 | 2 | 32 | 2 | 21 | 8 | 43 | 5 | 35 | 1 | 67 | 3 | 85 | 9 | 107 | 0 |
| (c) | SB | 1860 | Sale .. | 128½ | O.R. | 10 | 10 | 10 | 8 | 9 | 1 | 12 | 3 | 18 | 5 | 12 | 5 | 24 | 0 | 19 | 0 | 34 | 6 | 43 | 0 | 52 | 3 |
| | | | | | O.R. | 14 | 8 | 13 | 5 | 11 | 10 | 16 | 6 | 27 | 9 | 18 | 10 | 36 | 9 | 29 | 9 | 55 | 8 | 67 | 0 | 83 | 3 |
| | | | | | O.R. | 14 | 0 | 12 | 9 | 11 | 6 | 15 | 9 | 26 | 5 | 17 | 11 | 35 | 0 | 28 | 4 | 53 | 0 | 67 | 0 | 83 | 3 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | |
|------------|-------|---------------------|---------------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | | | M. | A.P. | GmLu. | S.A.P. | A. | AA. | R. | Db. | C. | 1 | 2 |
| .. | S B W | 1860 | Sale Wharf (see page 183) | 129½ | a. d. 14 8 | a. d. 13 5 | a. d. 11 10 | a. d. 16 6 | a. d. 27 11 | a. d. 18 10 | a. d. 36 11 | a. d. 29 11 | a. d. 51 11 | a. d. 68 3 | a. d. 84 0 |
| G. | S A L | 730 | Salsbury | 242½ | a. d. 14 0 | a. d. 12 9 | a. d. 11 6 | a. d. 15 9 | a. d. 26 7 | a. d. 17 11 | a. d. 35 2 | a. d. 28 6 | a. d. 53 3 | a. d. 68 3 | a. d. 84 0 |
| G. | S A N | 1221 | Sandford | 242½ | a. d. 20 10 | a. d. 16 3 | a. d. 14 7 | a. d. 20 2 | a. d. 40 9 | a. d. 27 7 | a. d. 55 4 | a. d. 44 11 | a. d. 88 9 | a. d. 113 6 | a. d. 144 0 |
| G. | S H M | 2339 | Sandringham | 12½ | a. d. 20 10 | a. d. 16 3 | a. d. 14 7 | a. d. 20 2 | a. d. 40 9 | a. d. 27 7 | a. d. 55 4 | a. d. 44 11 | a. d. 88 9 | a. d. 113 6 | a. d. 144 0 |
| G. | S D E | 1115 | Scarsdale | 90½ | a. d. 4 0 | a. d. 3 4 | a. d. 3 0 | a. d. 4 0 | a. d. 5 5 | a. d. 3 11 | a. d. 5 5 | a. d. 4 11 | a. d. 7 3 | a. d. 8 0 | a. d. 9 6 |
| G. | S F O | 1921 | Seaford | 24½ | a. d. 10 10 | a. d. 11 2 | a. d. 10 1 | a. d. 13 4 | a. d. 20 8 | a. d. 14 0 | a. d. 27 11 | a. d. 22 8 | a. d. 39 11 | a. d. 48 3 | a. d. 59 0 |
| (c) | S L | 445 | Sea Lake | 238 | a. d. 4 4 | a. d. 4 9 | a. d. 4 3 | a. d. 5 7 | a. d. 7 0 | a. d. 4 11 | a. d. 7 8 | a. d. 6 11 | a. d. 12 3 | a. d. 14 3 | a. d. 17 6 |
| G. | S E | 517 | Sebastian | 116 | a. d. 21 8 | a. d. 16 11 | a. d. 14 11 | a. d. 20 11 | a. d. 42 3 | a. d. 28 7 | a. d. 57 6 | a. d. 46 8 | a. d. 81 4 | a. d. 111 9 | a. d. 142 3 |
| (b) | S E Y | 2235 | Selby | 28½ | a. d. 20 8 | a. d. 16 1 | a. d. 14 6 | a. d. 19 11 | a. d. 40 3 | a. d. 27 3 | a. d. 54 9 | a. d. 44 5 | a. d. 87 0 | a. d. 111 9 | a. d. 142 3 |
| (c) | S N | 744 | Serviceeton | 287 | a. d. 4 9 | a. d. 4 11 | a. d. 4 5 | a. d. 5 11 | a. d. 8 1 | a. d. 5 6 | a. d. 10 8 | a. d. 8 8 | a. d. 14 5 | a. d. 18 6 | a. d. 19 9 |
| G. | S E V | 2252 | Serille | 33½ | a. d. 23 1 | a. d. 17 2 | a. d. 15 5 | a. d. 21 2 | a. d. 45 4 | a. d. 30 9 | a. d. 61 7 | a. d. 50 0 | a. d. 96 0 | a. d. 126 3 | a. d. 162 6 |
| (c) | S | 1435 | Seymour | 61½ | a. d. 8 4 | a. d. 9 0 | a. d. 8 0 | a. d. 10 10 | a. d. 15 10 | a. d. 10 9 | a. d. 20 0 | a. d. 16 2 | a. d. 28 4 | a. d. 33 6 | a. d. 41 0 |
| (c) | S H P | 1274 | Sheephills | 206½ | a. d. 7 11 | a. d. 8 7 | a. d. 7 8 | a. d. 10 4 | a. d. 15 1 | a. d. 10 3 | a. d. 19 1 | a. d. 15 5 | a. d. 27 0 | a. d. 33 6 | a. d. 41 0 |
| (c) | S L B | 164 | Shebourne | 99½ | a. d. 19 1 | a. d. 15 5 | a. d. 13 10 | a. d. 18 11 | a. d. 36 11 | a. d. 25 0 | a. d. 50 5 | a. d. 40 0 | a. d. 78 0 | a. d. 99 9 | a. d. 126 3 |
| G. | S H Y | 1482 | Shelley | 235½ | a. d. 20 0 | a. d. 16 2 | a. d. 14 3 | a. d. 19 10 | a. d. 38 9 | a. d. 26 3 | a. d. 52 11 | a. d. 42 9 | a. d. 81 11 | a. d. 99 9 | a. d. 126 3 |
| (c) | S P | 1610 | Shepparton | 113 | a. d. 11 5 | a. d. 11 5 | a. d. 10 3 | a. d. 14 4 | a. d. 22 5 | a. d. 15 2 | a. d. 29 3 | a. d. 23 10 | a. d. 42 0 | a. d. 52 3 | a. d. 65 0 |
| (c) | S I N | 1231 | Sinclair | 241 | a. d. 20 6 | a. d. 16 11 | a. d. 14 11 | a. d. 20 11 | a. d. 41 9 | a. d. 28 3 | a. d. 57 4 | a. d. 46 6 | a. d. 91 1 | a. d. 110 9 | a. d. 141 0 |
| G. | S K T | 1120 | Skipiton | 111½ | a. d. 12 7 | a. d. 12 3 | a. d. 11 0 | a. d. 14 11 | a. d. 24 4 | a. d. 16 0 | a. d. 31 8 | a. d. 25 8 | a. d. 46 0 | a. d. 59 0 | a. d. 73 3 |

CLASSES.

| Reference. | Mark. | Station Number | Station. | Miles. | M. | A.P. | Gmbl. | S.A.P. | A. | AA. | B. | BB | C. | 1 | 2 |
|------------|-------|----------------|------------------------------|--------|------|-------|-------|--------|------|------|------|-------|-------|------|-------|
| G. | S M I | 1114 | Smymthesdale | 88½ | 11 0 | 11 5 | 10 2 | 13 10 | 21 2 | 14 5 | 5 27 | 11 22 | 8 39 | 1 47 | 3 58 |
| G. | S M | 1416 | Somerton | 13½ | 10 4 | 10 10 | 9 10 | 13 2 | 20 2 | 13 0 | 26 7 | 21 7 | 37 3 | 1 47 | 3 58 |
| G. | S V | 1926 | Somerville | 35 | 4 0 | 3 8 | 3 4 | 4 4 | 5 5 | 3 11 | 6 3 | 5 3 | 8 2 | 8 6 | 10 3 |
| G. | S O B | 1503 | South Brunswick | 4 | 5 1 | 5 11 | 5 5 | 7 0 | 9 9 | 6 6 | 12 6 | 10 2 | 16 10 | 19 6 | 23 3 |
| (c) | S G | 825 | South Geelong (see page 129) | 46½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 0 | 3 8 | 5 5 | 4 4 | 6 4 | 6 6 | 7 0 |
| † | S K N | 9 | South Kensington | 24 | 3 8 | 3 2 | 2 10 | 3 8 | 4 5 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 |
| G. | S K G | 533 | South Kerang | 174½ | 6 8 | 7 2 | 6 10 | 8 8 | 12 6 | 8 1 | 13 6 | 10 11 | 15 0 | 16 3 | 19 9 |
| G. | S M G | 1531 | South Marang | 17½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 4 | 6 4 | 6 6 | 7 0 |
| G. | S P E | 216 | Speed | 264½ | 17 0 | 14 6 | 13 0 | 17 8 | 32 0 | 22 3 | 44 5 | 36 1 | 68 6 | 87 6 | 110 0 |
| § | S P D | 755 | Spotswood | 5½ | 18 0 | 15 3 | 13 4 | 18 7 | 34 5 | 23 4 | 46 8 | 37 11 | 71 11 | 87 6 | 110 0 |
| G. | S T | 1462 | Springhurst | 160 | 4 4 | 4 0 | 3 8 | 4 4 | 5 5 | 4 5 | 6 1 | 5 4 | 8 10 | 10 3 | 12 9 |
| (c) | S R | 1816 | Spring Vale | 15½ | 3 0 | 3 2 | 2 10 | 3 8 | 4 4 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 |
| G. | S T A | 30 | St. Albans | 11½ | 4 0 | 3 8 | 3 4 | 4 0 | 4 5 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 |
| G. | S T L | 931 | Stalkert | 134½ | 15 3 | 13 10 | 12 2 | 16 11 | 28 6 | 19 5 | 38 3 | 31 0 | 58 3 | 70 6 | 87 3 |
| G. | S T H | 1642 | Stanhope | 115½ | 14 6 | 13 2 | 11 10 | 16 1 | 27 2 | 18 6 | 36 5 | 29 6 | 55 6 | 70 6 | 87 3 |
| (c) | S A | 190 | St. Arnaud | 158½ | 12 9 | 12 5 | 11 2 | 15 5 | 24 8 | 16 9 | 32 5 | 26 4 | 48 6 | 60 6 | 75 6 |

† Not including transfer charges.
 ‡ South Kensington is open for—(a) In and Out, account Minife and Co. (b) In and Out, account John F. Goulding. (c) In and Out, account New Zealand Loan and The Australian Mercantile Land and Finance Co. (d) In and Out, account the same rates as to Melbourne and actual mileage rates, unless otherwise specified, for Outwards traffic.
 § Spotswood is open for—(a) In and Out, account Metropolitan Board of Works, Lennon and Coy., Melbourne Glass Bottle Works, Vic. Ammonia Co., British Imperial Oil Co. and International Harvester Coy. (b) In and Out, account more than 3 tons may be accepted provided trucks are loaded to full cubical capacity and (c) In, account H. V. Leggo and William James, Barwise and Co. c/o Melbourne Glass Bottle Works.

GOODS RATES PER TON BETWEEN MILBOURN AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference | Mark | Station Code Number | Station | Miles | CLASSES | | | | | | | | | | | | | |
|-----------|-------|---------------------|----------------------------|-------|---------|-------|-------|--------|-------|-----|----|-------|-------|-------|-------|------|-------|--|
| | | | | | M. | A.P. | Grub. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | |
| † | S M E | 2036 | State Mine | 86½ | G.R. | 11 0 | 11 6 | 10 2 | 13 10 | 21 | 2 | 14 8 | 27 0 | 22 0 | 38 7 | 45 9 | 56 9 | |
| (a) | S T N | 803 | Stoughton's Siding | 26½ | O.R. | 10 6 | 10 10 | 9 10 | 13 2 | 20 | 2 | 13 9 | 25 9 | 20 11 | 36 9 | 45 9 | 56 9 | |
| G. | S V Y | 1150 | Stapely | 162 | O.R. | 4 8 | 4 11 | 4 5 | 5 11 | 8 | 1 | 5 6 | 9 9 | 7 11 | 13 11 | 15 0 | 18 3 | |
| (c) | S W | 707 | Stawell | 160 | O.R. | 4 2 | 4 7 | 4 1 | 5 7 | 8 | 1 | 5 6 | 9 3 | 7 6 | 13 3 | 15 0 | 18 3 | |
| G. | S J | 1695 | St. James | 141½ | O.R. | 17 8 | 14 4 | 12 7 | 17 10 | 32 | 7 | 22 6 | 44 1 | 35 8 | 68 6 | 82 9 | 103 0 | |
| (a) | S T K | 2324 | St. Kilda | 4½ | O.R. | 17 8 | 16 10 | 13 8 | 17 0 | 31 | 0 | 20 11 | 42 0 | 34 0 | 65 3 | 82 9 | 103 0 | |
| G. | S D | 853 | Stoneyford | 111 | O.R. | 16 6 | 14 2 | 12 6 | 17 6 | 30 | 11 | 20 10 | 41 2 | 33 5 | 64 4 | 78 3 | 97 0 | |
| G. | S Q | 1979 | Stony Creek | 91 | O.R. | 15 0 | 13 6 | 12 2 | 16 8 | 29 | 5 | 19 10 | 39 2 | 31 10 | 61 3 | 78 3 | 97 0 | |
| G. | S O | 1931 | Stony Point (see page 131) | 46½ | O.R. | 16 2 | 13 10 | 12 2 | 16 11 | 28 | 7 | 20 0 | 39 7 | 32 0 | 61 2 | 74 0 | 91 9 | |
| G. | S T R | 168 | Strangways† | .. | O.R. | 15 5 | 13 2 | 11 10 | 16 1 | 28 | 2 | 19 1 | 37 8 | 30 0 | 58 3 | 74 0 | 91 9 | |
| (c) | S T D | 1863 | Stratford | 138½ | O.R. | 4 0 | 3 6 | 3 2 | 4 0 | 4 | 0 | 3 8 | 5 5 | 4 5 | 6 0 | 6 6 | 7 0 | |
| G. | S H L | 77 | Strathallan | 146½ | O.R. | 13 0 | 12 10 | 11 4 | 15 8 | 25 | 2 | 17 0 | 33 1 | 26 10 | 48 4 | 53 0 | 71 9 | |
| G. | S K R | 1156 | Strathkellar | 182 | O.R. | 12 5 | 12 3 | 11 0 | 14 11 | 24 | 0 | 16 2 | 31 6 | 25 7 | 46 0 | 58 0 | 71 9 | |
| (c) | S X | 1620 | Strathmerton | 146 | O.R. | 11 5 | 11 9 | 10 5 | 14 0 | 21 | 8 | 14 8 | 27 11 | 22 8 | 39 11 | 48 3 | 59 0 | |
| G. | S T Z | 2018 | Streelacks | 72½ | O.R. | 10 10 | 10 11 | 9 10 | 13 4 | 20 | 8 | 14 0 | 26 7 | 21 7 | 38 0 | 48 3 | 59 0 | |
| G. | S K | 328 | Sully | 80½ | O.R. | 6 6 | 6 4 | 6 10 | 6 2 | 8 | 3 | 11 11 | 8 1 | 15 1 | 20 9 | 25 6 | 31 3 | |
| G. | H. E. | .. | .. | .. | O.R. | 15 10 | 13 10 | 12 2 | 16 11 | 29 | 3 | 19 10 | 39 1 | 31 9 | 59 10 | 72 9 | 90 0 | |
| G. | .. | .. | .. | .. | O.R. | 15 1 | 13 2 | 11 10 | 16 1 | 27 | 10 | 18 11 | 37 3 | 30 3 | 57 0 | 72 9 | 90 0 | |
| G. | .. | .. | .. | .. | O.R. | 18 4 | 14 2 | 12 6 | 17 6 | 30 | 1 | 20 4 | 40 9 | 33 1 | 63 3 | 76 6 | 95 0 | |
| G. | .. | .. | .. | .. | O.R. | 15 7 | 13 6 | 12 2 | 16 8 | 28 | 8 | 19 4 | 38 10 | 31 6 | 60 3 | 76 6 | 95 0 | |
| (c) | .. | .. | .. | .. | O.R. | 18 2 | 15 1 | 13 7 | 18 5 | 35 | 0 | 23 8 | 47 9 | 38 9 | 73 6 | 94 3 | 118 3 | |
| G. | .. | .. | .. | .. | O.R. | 15 7 | 13 6 | 12 2 | 16 8 | 28 | 8 | 19 4 | 38 10 | 31 6 | 60 3 | 76 6 | 95 0 | |
| G. | .. | .. | .. | .. | O.R. | 16 4 | 14 2 | 12 6 | 17 6 | 29 | 11 | 20 4 | 40 1 | 32 6 | 62 9 | 76 3 | 94 9 | |
| G. | .. | .. | .. | .. | O.R. | 9 9 | 9 10 | 8 9 | 11 5 | 16 | 10 | 11 5 | 21 8 | 17 8 | 30 9 | 38 9 | 48 0 | |
| G. | .. | .. | .. | .. | O.R. | 10 10 | 10 8 | 9 8 | 12 10 | 19 | 4 | 13 0 | 23 8 | 17 8 | 30 9 | 38 9 | 48 0 | |
| G. | .. | .. | .. | .. | O.R. | 10 10 | 10 8 | 9 8 | 12 10 | 19 | 4 | 13 0 | 23 8 | 17 8 | 30 9 | 38 9 | 48 0 | |
| G. | .. | .. | .. | .. | O.R. | 10 10 | 10 8 | 9 8 | 12 10 | 19 | 4 | 13 0 | 23 8 | 17 8 | 30 9 | 38 9 | 48 0 | |
| G. | .. | .. | .. | .. | O.R. | 10 10 | 10 8 | 9 8 | 12 10 | 19 | 4 | 13 0 | 23 8 | 17 8 | 30 9 | 38 9 | 48 0 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND STAGES OPEN FOR THE FREIGHT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station. | Miles. | CLASSES. | | | | | | | | | | | | |
|------------|-------|------------------|--------|----------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | | | | M. | A.P. | Chlm. | S.A.P. | A. | AA. | B. | Bh. | C. | 1 | 2 | | |
| G. | SZ | Surrey Hills | 8½ | 4 0 | 3 6 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 5 5 | 4 5 | 6 4 | 6 4 | 6 6 | 7 0 |
| G. | SU | Sutherland .. | 185½ | 17 8 | 14 8 | 12 11 | 18 0 | 33 1 | 22 4 | 44 8 | 44 8 | 36 3 | 89 1 | 7 84 | 0 105 | 6 6 |
| (c) | BH | Swan Hill .. | 214½ | 16 10 | 14 0 | 12 3 | 42 3 | 39 9 | 23 10 | 44 3 | 44 0 | 84 6 | 103 0 | 130 0 | 0 130 | 0 0 |
| G. | SQ | Swanwater .. | 170½ | 17 10 | 15 6 | 12 11 | 18 0 | 33 9 | 22 6 | 45 9 | 37 0 | 70 11 | 88 3 | 107 9 | 0 107 | 9 9 |
| G. | SY | Sydenham .. | 15 | 17 0 | 14 0 | 12 7 | 17 2 | 32 2 | 21 8 | 43 7 | 35 3 | 67 6 | 86 3 | 107 9 | 0 107 | 9 9 |
| G. | TK | Tabilk .. | 74 | 4 0 | 3 4 | 3 0 | 4 0 | 5 1 | 3 7 | 5 11 | 4 11 | 8 3 | 9 3 | 10 9 | 0 10 | 9 9 |
| G. | TO | Tabor .. | 210 | 9 3 | 10 8 | 8 8 | 11 5 | 17 4 | 11 10 | 22 5 | 18 1 | 31 0 | 39 6 | 48 6 | 0 48 | 6 6 |
| (c) | TQ | Talbot .. | 107½ | 19 1 | 15 5 | 13 10 | 18 11 | 37 3 | 25 2 | 50 9 | 41 2 | 78 0 | 101 3 | 127 6 | 0 127 | 6 6 |
| (c) | TA | Tallangatta .. | 212½ | 12 3 | 11 11 | 10 8 | 14 6 | 23 5 | 15 11 | 30 10 | 25 0 | 44 9 | 56 9 | 70 0 | 0 70 | 0 0 |
| (c) | TL | Tallarook .. | 58 | 19 7 | 15 6 | 14 9 | 19 3 | 37 8 | 25 7 | 51 5 | 41 9 | 80 3 | 102 0 | 129 0 | 0 129 | 0 0 |
| (c) | TP | Tallygaroopna .. | 123½ | 7 4 | 8 3 | 7 5 | 10 0 | 13 0 | 9 1 | 17 4 | 14 0 | 23 0 | 29 9 | 36 9 | 0 36 | 9 9 |
| G. | TD | Tandara .. | 127 | 13 8 | 12 5 | 11 2 | 15 5 | 25 7 | 17 4 | 34 2 | 27 7 | 51 3 | 65 0 | 80 3 | 0 80 | 3 3 |
| G. | TN | Tintonan .. | 179 | 13 10 | 12 0 | 11 6 | 15 9 | 26 1 | 17 8 | 34 8 | 28 0 | 52 0 | 66 8 | 82 3 | 0 82 | 3 3 |
| G. | TDL | Taradale .. | 67½ | 17 4 | 14 6 | 13 0 | 17 8 | 33 3 | 22 6 | 45 4 | 36 8 | 73 9 | 89 0 | 111 9 | 0 111 | 9 9 |
| G. | TG | Tarnagulla .. | 136½ | 8 9 | 8 11 | 8 1 | 10 6 | 15 9 | 10 8 | 20 8 | 16 9 | 29 0 | 36 3 | 44 6 | 0 44 | 6 6 |
| G. | TIN | Tarranginnie .. | 255½ | 15 8 | 13 10 | 12 2 | 16 11 | 28 11 | 19 6 | 36 7 | 29 7 | 56 6 | 71 6 | 88 0 | 0 88 | 0 0 |
| G. | TYK | Tarrangurk.. | 242 | 22 9 | 17 6 | 15 5 | 21 4 | 44 1 | 29 9 | 60 1 | 48 10 | 95 10 | 117 9 | 150 6 | 0 150 | 6 6 |
| G. | TAR | Tarravarra .. | 35 | 21 11 | 17 1 | 15 0 | 21 2 | 42 5 | 28 6 | 58 1 | 47 2 | 82 3 | 113 3 | 143 9 | 0 143 | 9 9 |
| | | | | 20 10 | 16 3 | 14 7 | 25 2 | 40 5 | 27 6 | 52 6 | 44 11 | 88 3 | 113 3 | 143 9 | 0 143 | 9 9 |
| | | | | 5 1 | 5 11 | 5 5 | 7 0 | 9 5 | 7 6 | 11 11 | 9 8 | 16 0 | 19 6 | 23 3 | 0 23 | 3 3 |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|------------|-------|---------------------|--------------------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | |
| G. | TWG | 1746 | Tarravongee | 167½ | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | a. d. | |
| G. | TWN | 1977 | Tarwin | 87½ | 17 6 | 14 4 | 12 7 | 17 10 | 31 7 | 21 4 | 43 0 | 34 11 | 66 11 | 81 0 | 101 3 | 101 3 | | |
| (c) | TAT | 1714 | Tatong | 139½ | 16 8 | 13 8 | 12 3 | 17 0 | 31 1 | 20 4 | 27 0 | 33 3 | 63 9 | 81 0 | 101 3 | 101 3 | | |
| (c) | TU | 1646 | Tatura | 110 | 11 0 | 10 2 | 9 10 | 13 2 | 21 2 | 13 9 | 25 9 | 22 0 | 37 0 | 46 6 | 57 3 | 57 3 | | |
| G. | TYO | 993 | Tatyoon | 144½ | 15 10 | 13 10 | 12 2 | 16 11 | 29 3 | 19 10 | 39 1 | 31 9 | 57 0 | 73 0 | 90 6 | 90 6 | | |
| G. | TED | 430 | Teddgoaddy | 178½ | 15 1 | 13 2 | 11 10 | 16 1 | 27 10 | 18 11 | 37 3 | 30 3 | 57 6 | 73 0 | 90 6 | 90 6 | | |
| G. | TE | 1698 | Telford | 154½ | 12 3 | 12 3 | 11 0 | 14 11 | 23 10 | 16 1 | 31 0 | 25 2 | 45 6 | 57 6 | 71 6 | 71 6 | | |
| G. | TEY | 217 | Tempy | 268½ | 15 5 | 13 6 | 12 2 | 16 5 | 28 6 | 19 4 | 38 2 | 30 11 | 59 6 | 75 0 | 93 9 | 93 9 | | |
| (c) | TNG | 860 | Terang | 137½ | 18 2 | 15 3 | 13 4 | 18 7 | 34 11 | 23 8 | 47 7 | 38 6 | 73 9 | 89 0 | 111 9 | 111 9 | | |
| G. | TSN | 1527 | Thomastown | 12 | 17 4 | 14 4 | 12 7 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 2 | 80 0 | 99 3 | 99 3 | | |
| .. | .. | 1521 | Thornbury (see page 191) | .. | 15 11 | 13 8 | 12 3 | 17 0 | 31 20 | 10 40 | 51 9 | 50 1 | 97 8 | 121 6 | 155 9 | 155 9 | | |
| G. | TH | 2099 | Thorpdale | 92½ | 22 3 | 16 10 | 15 2 | 20 6 | 43 5 | 29 4 | 58 10 | 47 8 | 93 0 | 121 6 | 155 9 | 155 9 | | |
| G. | THL | 390 | Thurlia (see page 129) | 348½ | 14 11 | 13 2 | 11 10 | 16 1 | 29 1 | 19 8 | 38 9 | 31 5 | 59 7 | 71 9 | 89 0 | 89 0 | | |
| G. | THY | 604 | Thyra | 168 | 4 4 | 3 8 | 3 4 | 4 4 | 5 5 | 3 11 | 5 5 | 4 11 | 7 0 | 7 0 | 8 6 | 8 6 | | |
| G. | TI E | 366 | Tiega | 295½ | 4 4 | 3 4 | 3 4 | 4 4 | 5 5 | 3 7 | 5 1 | 4 7 | 7 0 | 7 0 | 8 6 | 8 6 | | |
| G. | TIM | 946 | Timboon | 140½ | 11 9 | 11 2 | 10 5 | 14 0 | 21 8 | 14 8 | 28 11 | 23 6 | 40 11 | 48 9 | 60 3 | 60 3 | | |
| G. | .. | 2227 | Timamba | 127½ | 10 10 | 11 2 | 10 1 | 13 4 | 20 8 | 14 0 | 27 6 | 22 5 | 39 0 | 48 9 | 60 3 | 60 3 | | |
| .. | .. | 2227 | .. | .. | 19 1 | 18 7 | 16 9 | 22 7 | 51 8 | 35 0 | 69 10 | 56 6 | 88 0 | 95 0 | 110 3 | 110 3 | | |
| .. | .. | .. | .. | .. | 17 10 | 14 8 | 12 11 | 18 0 | 33 3 | 22 6 | 45 3 | 36 9 | 70 1 | 81 0 | 106 0 | 106 0 | | |
| .. | .. | .. | .. | .. | 17 0 | 14 0 | 12 7 | 21 2 | 31 8 | 21 5 | 43 1 | 35 5 | 102 9 | 128 6 | 166 0 | 166 0 | | |
| .. | .. | .. | .. | .. | 24 10 | 18 2 | 16 0 | 22 5 | 49 2 | 32 5 | 65 0 | 53 8 | 102 9 | 128 6 | 166 0 | 166 0 | | |
| .. | .. | .. | .. | .. | 23 8 | 17 4 | 15 2 | 21 4 | 35 10 | 26 10 | 42 8 | 33 5 | 64 7 | 78 3 | 97 0 | 97 0 | | |
| .. | .. | .. | .. | .. | 18 0 | 15 0 | 13 0 | 19 8 | 29 5 | 19 0 | 39 4 | 30 0 | 50 1 | 60 3 | 75 0 | 75 0 | | |
| .. | .. | .. | .. | .. | 18 0 | 15 0 | 13 0 | 19 8 | 29 5 | 19 0 | 39 4 | 30 0 | 50 1 | 60 3 | 75 0 | 75 0 | | |
| .. | .. | .. | .. | .. | 18 0 | 15 0 | 13 0 | 19 8 | 29 5 | 19 0 | 39 4 | 30 0 | 50 1 | 60 3 | 75 0 | 75 0 | | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS
CLASSES.

| Reference. | Mark. | Station Number | Station. | Miles. | M. | | A.P. | | Grain. | | S.A.P. | | A. | | A.A. | | B. | | D.B. | | O. | | 1 | | 2 | | | | |
|------------|-------|----------------|-------------------------|--------|----|----|------|----|--------|----|--------|----|----|----|------|----|----|----|------|----|-----|----|-----|----|-----|----|----|----|----|
| | | | | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| G. | T J | 1651 | Tongala .. | 130½ | 15 | 1 | 13 | 5 | 11 | 10 | 16 | 6 | 27 | 11 | 18 | 10 | 37 | 3 | 30 | 2 | 56 | 5 | 68 | 6 | 85 | 0 | | | |
| G. | T B C | 1558 | Tooborac (see page 192) | 62½ | 14 | 4 | 12 | 9 | 11 | 6 | 15 | 9 | 26 | 7 | 17 | 11 | 20 | 6 | 28 | 9 | 53 | 9 | 68 | 6 | 85 | 0 | | | |
| (c) | T L A | 1607 | Tootalamba .. | 103½ | 7 | 11 | 8 | 7 | 8 | 10 | 10 | 15 | 10 | 10 | 10 | 3 | 10 | 1 | 15 | 5 | 27 | 6 | 35 | 0 | 41 | 3 | | | |
| G. | T O O | 1188 | Tooolondo .. | 23½ | 12 | 8 | 12 | 0 | 10 | 7 | 15 | 1 | 24 | 1 | 16 | 4 | 31 | 3 | 25 | 3 | 45 | 5 | 55 | 0 | 67 | 6 | | | |
| G. | T B | 2122 | Toongabbie .. | 109½ | 21 | 6 | 16 | 11 | 14 | 11 | 20 | 11 | 41 | 9 | 28 | 3 | 57 | 4 | 43 | 6 | 90 | 4 | 110 | 6 | 140 | 9 | | | |
| (c) | T O A | 1986 | Toora .. | 114½ | 12 | 3 | 12 | 0 | 11 | 6 | 15 | 2 | 25 | 11 | 17 | 7 | 33 | 9 | 27 | 6 | 49 | 11 | 60 | 3 | 74 | 6 | | | |
| G. | T D N | 1953 | Tooradin .. | 36½ | 12 | 5 | 6 | 3 | 5 | 8 | 7 | 4 | 9 | 9 | 6 | 8 | 12 | 6 | 10 | 2 | 18 | 5 | 20 | 3 | 25 | 0 | | | |
| (c) | T O K | 1802 | Toorak .. | 5½ | 5 | 1 | 5 | 11 | 5 | 4 | 7 | 0 | 9 | 3 | 3 | 6 | 4 | 11 | 9 | 8 | 17 | 6 | 20 | 3 | 25 | 0 | | | |
| G. | T G A | 2192 | Tooronga .. | 6½ | 4 | 0 | 3 | 6 | 3 | 2 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 5 | 4 | 5 | 1 | 4 | 5 | 6 | 4 | 6 | 6 | | |
| G. | T O P | 2016 | Topiram .. | 6½ | 3 | 8 | 3 | 0 | 8 | 0 | 10 | 10 | 15 | 10 | 10 | 9 | 21 | 2 | 17 | 2 | 29 | 8 | 34 | 9 | 43 | 0 | | | |
| G. | T R T | 370 | Torrifa .. | 312½ | 25 | 11 | 18 | 9 | 16 | 6 | 23 | 0 | 50 | 2 | 33 | 10 | 68 | 4 | 55 | 5 | 104 | 6 | 132 | 3 | 172 | 6 | | | |
| (c) | T S T | 1885 | Totarae .. | 214½ | 24 | 8 | 17 | 10 | 16 | 1 | 21 | 11 | 47 | 9 | 32 | 3 | 65 | 1 | 52 | 9 | 90 | 6 | 132 | 0 | 130 | 0 | | | |
| G. | T L O | 333 | Tourallo .. | 93 | 20 | 7 | 15 | 4 | 14 | 5 | 20 | 3 | 39 | 9 | 23 | 10 | 54 | 3 | 44 | 0 | 84 | 6 | 103 | 0 | 130 | 0 | | | |
| G. | T W | 1843 | Trafalgar .. | 75 | 11 | 5 | 11 | 9 | 10 | 4 | 14 | 0 | 21 | 8 | 14 | 8 | 28 | 11 | 23 | 6 | 40 | 11 | 48 | 9 | 60 | 3 | | | |
| G. | T R G | 532 | Tregouzel .. | 170½ | 10 | 10 | 10 | 6 | 9 | 4 | 12 | 6 | 18 | 2 | 12 | 5 | 23 | 6 | 19 | 0 | 33 | 7 | 39 | 9 | 48 | 9 | | | |
| (c) | T N | 1853 | Traralgon .. | 98½ | 17 | 10 | 14 | 8 | 12 | 11 | 18 | 0 | 33 | 6 | 22 | 8 | 43 | 7 | 35 | 0 | 70 | 11 | 83 | 3 | 107 | 9 | | | |
| G. | T R | 695 | Trawalla .. | 97½ | 11 | 9 | 12 | 0 | 10 | 7 | 14 | 4 | 23 | 6 | 15 | 11 | 30 | 9 | 23 | 10 | 41 | 6 | 51 | 9 | 64 | 0 | | | |
| G. | T R A | 1570 | Traralgon .. | 63 | 11 | 2 | 11 | 0 | 8 | 0 | 10 | 10 | 15 | 10 | 10 | 9 | 20 | 0 | 16 | 2 | 28 | 11 | 33 | 9 | 41 | 3 | | | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------------|--------|----------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. | A.P. | Grnh. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| (c) | T M | 132 | Trentham .. | 63½ | 8 6 | 9 0 | 8 0 | 10 10 | 15 10 | 10 9 | 20 0 | 16 2 | 29 2 | 34 6 | 41 9 | |
| G. | T S O | 540 | Tresco .. | 201½ | 19 6 | 18 2 | 14 3 | 19 10 | 38 3 | 19 10 | 19 1 | 15 5 | 27 9 | 34 6 | 41 9 | |
| G. | T R H | 2017 | Trilholm .. | 67½ | 18 7 | 15 4 | 13 10 | 18 11 | 36 5 | 21 7 | 50 1 | 40 7 | 77 0 | 88 0 | 123 9 | |
| G. | T R N | 224 | Trinita (see page 129) | 302 | 25 0 | 21 8 | 15 11 | 21 8 | 46 9 | 31 8 | 63 4 | 51 4 | 97 9 | 112 9 | 133 0 | |
| G. | T U L | 321 | Twikara .. | 163½ | 17 8 | 14 8 | 12 7 | 17 10 | 32 9 | 22 2 | 44 3 | 36 0 | 69 0 | 83 3 | 104 0 | |
| (c) | T | 1697 | Tungamah .. | 149½ | 16 10 | 13 8 | 12 3 | 17 0 | 31 2 | 21 1 | 42 2 | 34 3 | 65 9 | 83 3 | 104 0 | |
| (b) | T S | 2167 | Tunslall .. | 13½ | 15 9 | 13 6 | 12 2 | 16 8 | 29 5 | 19 10 | 39 2 | 31 10 | 61 3 | 78 3 | 97 0 | |
| G. | T R F | 215 | Turriff .. | 260½ | 4 0 | 3 4 | 3 0 | 4 0 | 5 1 | 3 7 | 5 11 | 4 11 | 7 0 | 8 6 | 10 3 | |
| G. | T T | 378 | Twyte .. | 339 | 21 11 | 16 10 | 15 2 | 20 6 | 42 4 | 28 8 | 58 1 | 47 1 | 92 3 | 119 9 | 152 3 | |
| G. | T V | 1927 | Tyabb .. | 37½ | 26 10 | 19 1 | 16 9 | 23 6 | 52 11 | 35 8 | 71 10 | 58 3 | 108 5 | 139 3 | 182 3 | |
| G. | T Y | 130 | Tylden .. | 56½ | 5 5 | 5 11 | 5 4 | 7 4 | 10 8 | 7 3 | 13 0 | 10 7 | 18 11 | 20 9 | 25 6 | |
| G. | T Z | 1831 | Tynong .. | 44½ | 7 6 | 8 3 | 7 5 | 10 0 | 13 6 | 9 1 | 17 4 | 14 0 | 25 3 | 30 0 | 37 0 | |
| (c) | U L | 481 | Ultima .. | 221½ | 5 11 | 6 8 | 5 11 | 7 11 | 10 10 | 7 5 | 14 4 | 11 8 | 20 3 | 24 9 | 29 6 | |
| (c) | U B | 372 | Underbool .. | 319½ | 21 2 | 18 9 | 14 9 | 20 7 | 40 1 | 27 2 | 55 2 | 44 8 | 86 4 | 103 9 | 133 9 | |
| G. | U G | 2231 | Upper Ferntree Gully | 23½ | 20 2 | 15 11 | 14 4 | 19 7 | 38 2 | 25 10 | 52 6 | 42 0 | 82 3 | 105 9 | 133 9 | |
| (b) | U P | 2232 | Upwey .. | 25½ | 24 10 | 17 10 | 16 1 | 21 11 | 48 6 | 32 9 | 65 10 | 53 5 | 100 3 | 134 3 | 174 9 | |
| G. | U A | 2179 | Uragara .. | 218 | 4 4 | 4 9 | 4 3 | 5 7 | 6 8 | 4 7 | 8 7 | 6 11 | 12 0 | 13 6 | 16 0 | |
| | | | | | 20 11 | 15 7 | 14 15 | 20 3 | 38 11 | 26 11 | 54 7 | 47 9 | 82 3 | 103 9 | 133 9 | |

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GOODS RATES PER TON BETWEEN MEMBERS AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | | | | | | | | | | |
|------------|-------|---------------------|--|--------|----------|------|--------|--------|----|------|----|-----|----|----|----|----|----|----|----|----|-----|----|-----|----|-----|----|---|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | A.A. | B. | DB. | C. | 1 | 2 | | | | | | | | | | | | |
| G. | V | 1301 | Veggie | 211½ | 20 | 3 | 16 | 4 | 14 | 1 | 20 | 3 | 39 | 3 | 26 | 8 | 24 | 0 | 43 | 10 | 84 | 0 | 101 | 9 | 128 | 9 | |
| .. | .. | .. | Victoria Dock (see pages 200 and 201). | .. | 19 | 3 | 15 | 7 | 14 | 0 | 19 | 3 | 37 | 5 | 25 | 5 | 51 | 5 | 41 | 9 | 80 | 0 | 101 | 9 | 128 | 9 | |
| (c) | V K | 2284 | Victoria Park | 3½ | 4 | 0 | 3 | 6 | 2 | 4 | 0 | 4 | 0 | 4 | 9 | 3 | 8 | 5 | 4 | 5 | 6 | 4 | 6 | 6 | 6 | 7 | 0 |
| (c) | V T | 1446 | Violet Town | 105½ | 3 | 8 | 2 | 10 | 3 | 8 | 4 | 5 | 1 | 4 | 1 | 3 | 4 | 1 | 25 | 10 | 46 | 6 | 55 | 9 | 68 | 9 | |
| G. | V V | 985 | Vie's Vite | 115½ | 12 | 1 | 11 | 10 | 8 | 14 | 6 | 23 | 11 | 15 | 7 | 30 | 3 | 24 | 7 | 44 | 3 | 55 | 9 | 60 | 6 | 75 | 6 |
| G. | W A | 1675 | Watais | 140½ | 13 | 1 | 13 | 0 | 11 | 16 | 2 | 25 | 11 | 17 | 7 | 34 | 0 | 27 | 8 | 48 | 6 | 60 | 6 | 60 | 6 | 75 | 6 |
| (b) | W B A | 1485 | Wabba | 250 | 12 | 9 | 12 | 5 | 11 | 24 | 8 | 16 | 9 | 24 | 8 | 32 | 5 | 26 | 4 | 48 | 6 | 60 | 6 | 60 | 6 | 75 | 6 |
| (c) | W G | 1778 | Wabgunyah | 174 | 15 | 10 | 13 | 10 | 12 | 15 | 11 | 29 | 7 | 20 | 0 | 39 | 7 | 32 | 0 | 60 | 11 | 73 | 3 | 91 | 3 | | |
| G. | W Q | 1602 | Wahring | 84½ | 15 | 1 | 13 | 2 | 11 | 10 | 16 | 1 | 28 | 2 | 19 | 1 | 37 | 8 | 30 | 6 | 58 | 0 | 73 | 3 | 91 | 3 | |
| G. | W A I | 724 | Wail | 219½ | 21 | 6 | 16 | 3 | 14 | 7 | 20 | 2 | 41 | 4 | 27 | 11 | 56 | 4 | 45 | 8 | 90 | 6 | 116 | 6 | 148 | 3 | |
| G. | W I E | 484 | Waichie | 233½ | 17 | 2 | 14 | 0 | 12 | 7 | 17 | 2 | 32 | 9 | 22 | 3 | 44 | 3 | 35 | 11 | 68 | 3 | 87 | 3 | 109 | 0 | |
| G. | W A K | 614 | Wakool | 197½ | 18 | 0 | 14 | 8 | 12 | 11 | 18 | 0 | 34 | 5 | 23 | 4 | 46 | 6 | 37 | 9 | 71 | 8 | 87 | 3 | 109 | 0 | |
| (c) | W L A | 2090 | Walhalla† | 107½ | 17 | 0 | 11 | 0 | 9 | 9 | 13 | 3 | 20 | 0 | 13 | 7 | 16 | 1 | 21 | 2 | 37 | 6 | 45 | 0 | 55 | 6 | |
| G. | W C | 816 | Wallace | 61½ | 10 | 6 | 10 | 6 | 9 | 5 | 12 | 7 | 19 | 1 | 12 | 11 | 24 | 10 | 20 | 2 | 35 | 9 | 43 | 0 | 55 | 6 | |
| G. | W K | 1423 | Wallan | 29½ | 10 | 11 | 16 | 11 | 14 | 11 | 20 | 11 | 41 | 9 | 28 | 3 | 56 | 9 | 45 | 11 | 86 | 1 | 105 | 0 | 132 | 6 | |
| G. | W L P | 369 | Walpeup | 307½ | 19 | 11 | 15 | 7 | 14 | 0 | 19 | 3 | 38 | 0 | 25 | 8 | 52 | 4 | 42 | 4 | 82 | 0 | 105 | 0 | 132 | 6 | |
| G. | W A L | 712 | Walwal | 189 | 19 | 4 | 15 | 1 | 13 | 7 | 18 | 5 | 35 | 8 | 24 | 1 | 49 | 2 | 39 | 10 | 75 | 6 | 96 | 6 | 121 | 6 | |
| G. | W L T | 1635 | Wanatta | 112½ | 12 | 3 | 12 | 6 | 11 | 0 | 16 | 3 | 24 | 7 | 16 | 9 | 32 | 5 | 26 | 3 | 47 | 0 | 56 | 9 | 70 | 0 | |
| | | | | | 7 | 11 | 8 | 7 | 7 | 8 | 10 | 4 | 15 | 10 | 10 | 9 | 20 | 0 | 16 | 2 | 28 | 4 | 33 | 6 | 41 | 0 | |
| | | | | | 4 | 9 | 4 | 11 | 4 | 5 | 5 | 7 | 8 | 8 | 7 | 8 | 8 | 8 | 8 | 8 | 8 | 14 | 8 | 17 | 0 | 20 | 0 |
| | | | | | 25 | 7 | 18 | 7 | 16 | 4 | 22 | 9 | 49 | 7 | 33 | 1 | 67 | 8 | 54 | 9 | 103 | 8 | 131 | 3 | 170 | 9 | |
| | | | | | 24 | 4 | 17 | 8 | 15 | 11 | 21 | 8 | 47 | 3 | 31 | 11 | 64 | 5 | 52 | 2 | 98 | 9 | 131 | 3 | 170 | 9 | |
| | | | | | 17 | 10 | 14 | 8 | 12 | 11 | 18 | 0 | 33 | 5 | 22 | 8 | 45 | 7 | 36 | 10 | 70 | 1 | 85 | 6 | 103 | 9 | |
| | | | | | 17 | 0 | 14 | 0 | 12 | 7 | 17 | 2 | 31 | 10 | 21 | 7 | 43 | 5 | 35 | 1 | 66 | 9 | 85 | 6 | 106 | 9 | |
| | | | | | 13 | 3 | 12 | 10 | 11 | 4 | 15 | 8 | 25 | 7 | 17 | 4 | 33 | 3 | 26 | 11 | 49 | 1 | 59 | 0 | 73 | 3 | |
| | | | | | 12 | 7 | 12 | 3 | 11 | 11 | 14 | 11 | 24 | 4 | 16 | 6 | 31 | 8 | 25 | 8 | 46 | 9 | 59 | 0 | 73 | 3 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|------------|-------|---------------------|-------------------------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | | | |
| G. | W A N | 2251 | Wandin .. | 31½ | 4 11 | 5 5 | 4 11 | 6 3 | 9 0 | 6 2 | 11 5 | 9 3 | 15 6 | 18 0 | 21 3 | 21 3 | | |
| G. | W J | 1426 | Wandong .. | 34½ | 4 7 | 5 1 | 4 7 | 5 11 | 8 9 | 5 10 | 10 10 | 8 10 | 14 9 | 18 0 | 21 3 | 21 3 | | |
| (c) | W | 1458 | Wangaratta .. | 145½ | 4 9 | 5 7 | 5 1 | 6 8 | 9 3 | 6 4 | 11 11 | 9 8 | 16 0 | 19 6 | 23 3 | 23 3 | | |
| G. | W V | 1206 | Wannow .. | 210½ | 16 4 | 14 2 | 12 6 | 16 8 | 29 1 | 20 4 | 38 2 | 30 11 | 59 9 | 76 3 | 94 9 | 94 9 | | |
| G. | W X | 1632 | Waranga .. | 99½ | 15 7 | 13 6 | 12 2 | 16 8 | 28 6 | 19 4 | 38 2 | 30 11 | 59 9 | 76 3 | 94 9 | 94 9 | | |
| (c) | W A R | 2260 | Warburton .. | 48½ | 19 3 | 16 4 | 14 8 | 20 3 | 39 3 | 25 8 | 53 10 | 43 8 | 82 8 | 101 6 | 128 6 | 128 6 | | |
| G. | W A K | 847 | Warracoort .. | 87 | 12 0 | 12 0 | 10 7 | 15 1 | 23 6 | 15 11 | 30 9 | 25 0 | 44 1 | 52 3 | 65 0 | 65 0 | | |
| (c) | W L | 1277 | Warracknabeal .. | 216½ | 11 5 | 11 5 | 10 3 | 14 4 | 22 5 | 15 2 | 20 3 | 23 10 | 42 0 | 52 3 | 65 0 | 65 0 | | |
| G. | W I | 1839 | Warragul .. | 62½ | 6 10 | 7 8 | 7 0 | 9 2 | 12 6 | 8 6 | 15 10 | 12 10 | 22 7 | 26 9 | 32 9 | 32 9 | | |
| G. | W Y N | 312 | Warra Yadin .. | 136 | 10 6 | 10 10 | 9 10 | 13 2 | 20 2 | 13 9 | 25 9 | 20 11 | 36 9 | 45 9 | 56 9 | 56 9 | | |
| G. | W R N | 438 | Warne .. | 213 | 20 11 | 16 4 | 14 5 | 20 3 | 39 9 | 26 10 | 54 5 | 44 2 | 85 1 | 103 6 | 131 3 | 1152 | | |
| G. | W R G | 577 | Warragamba .. | 140½ | 19 11 | 15 7 | 14 0 | 19 3 | 37 10 | 25 7 | 51 10 | 42 1 | 81 0 | 103 6 | 131 3 | 131 3 | | |
| G. | W H P | 685 | Warrenheip .. | 69½ | 8 4 | 9 0 | 8 0 | 10 10 | 15 10 | 10 9 | 20 0 | 16 2 | 28 11 | 33 9 | 41 3 | 41 3 | | |
| (c) | W B | 868 | Warrnambool (see page 199) .. | 166 | 7 11 | 8 7 | 7 7 | 10 4 | 15 1 | 10 3 | 19 1 | 15 5 | 27 6 | 33 9 | 41 3 | 41 3 | | |
| G. | W N G | 955 | Warrong .. | 179 | 15 3 | 13 10 | 12 2 | 16 11 | 28 11 | 19 6 | 38 3 | 31 0 | 59 1 | 71 3 | 88 0 | 88 0 | | |
| (c) | W C H | 199 | Watchem .. | 202½ | 14 6 | 13 2 | 11 10 | 16 1 | 27 9 | 18 7 | 36 5 | 29 6 | 56 3 | 71 3 | 88 0 | 88 0 | | |
| G. | W H A | 208 | Watchugga .. | 234½ | 19 7 | 16 4 | 14 5 | 20 3 | 39 7 | 26 10 | 54 0 | 43 10 | 84 3 | 102 0 | 129 0 | 129 0 | | |
| (c) | W T N | 2081 | Watsons .. | 97½ | 15 10 | 13 10 | 12 2 | 16 11 | 29 7 | 20 0 | 39 7 | 32 0 | 60 11 | 73 3 | 91 3 | 91 3 | | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

CLASSES.

| Reference. | Mark. | Station Code Number | Station. | Miles. | Classes. | | | | | | | | | | | |
|------------------------------------|-------|---------------------|--------------------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| G. | W.A.J | 347 | Waubra .. | 95½ | s. d. 11 7 | s. d. 12 0 | s. d. 10 10 | s. d. 14 4 | s. d. 22 9 | s. d. 15 4 | s. d. 29 7 | s. d. 24 0 | s. d. 42 6 | s. d. 50 3 | s. d. 62 3 | |
| (c) | W.Y.G | 4887 | Wagbara .. | 222½ | s. d. 11 0 | s. d. 11 5 | s. d. 10 3 | s. d. 13 8 | s. d. 21 8 | s. d. 14 7 | s. d. 28 2 | s. d. 22 10 | s. d. 40 6 | s. d. 50 3 | s. d. 62 3 | |
| (c) | W.E.D | 465 | Wedderburn .. | 151 | s. d. 21 2 | s. d. 15 11 | s. d. 14 4 | s. d. 19 7 | s. d. 38 8 | s. d. 26 2 | s. d. 52 10 | s. d. 42 11 | s. d. 82 0 | s. d. 106 0 | s. d. 134 3 | |
| G. | W.J.N | 422 | Wedderburn Junction .. | 146 | s. d. 15 11 | s. d. 13 6 | s. d. 12 2 | s. d. 16 8 | s. d. 29 7 | s. d. 20 0 | s. d. 39 7 | s. d. 32 1 | s. d. 61 9 | s. d. 78 6 | s. d. 97 6 | |
| G. | W.E.A | 926 | Wearpoint† | 129½ | s. d. 15 7 | s. d. 13 6 | s. d. 12 2 | s. d. 16 8 | s. d. 29 7 | s. d. 20 0 | s. d. 39 7 | s. d. 32 1 | s. d. 61 9 | s. d. 78 6 | s. d. 97 6 | |
| G. | W.E.R | 855 | Wearite .. | 117½ | s. d. 14 8 | s. d. 13 5 | s. d. 11 10 | s. d. 16 8 | s. d. 27 11 | s. d. 18 0 | s. d. 36 11 | s. d. 29 11 | s. d. 55 11 | s. d. 68 3 | s. d. 84 0 | |
| G. | W.L.F | 68 | Wellsford .. | 115½ | s. d. 14 0 | s. d. 13 0 | s. d. 11 6 | s. d. 15 5 | s. d. 26 7 | s. d. 17 11 | s. d. 35 2 | s. d. 28 6 | s. d. 53 3 | s. d. 68 3 | s. d. 84 0 | |
| G. | W.P.L | 1988 | Welshpool .. | 120½ | s. d. 13 4 | s. d. 12 5 | s. d. 11 6 | s. d. 16 2 | s. d. 25 11 | s. d. 17 7 | s. d. 34 0 | s. d. 27 8 | s. d. 50 11 | s. d. 60 6 | s. d. 75 6 | |
| .. | W.P.J | 2050 | Welshpool Jetty (see page 199) | 120½ | s. d. 13 4 | s. d. 12 5 | s. d. 11 6 | s. d. 16 2 | s. d. 25 11 | s. d. 17 7 | s. d. 34 0 | s. d. 27 8 | s. d. 50 11 | s. d. 60 6 | s. d. 75 6 | |
| G. | W.R.H | 1121 | Werneth .. | 90½ | s. d. 11 5 | s. d. 11 9 | s. d. 10 5 | s. d. 14 0 | s. d. 21 8 | s. d. 14 8 | s. d. 27 11 | s. d. 22 8 | s. d. 39 11 | s. d. 48 3 | s. d. 59 0 | |
| (c) | W.R. | 655 | Werrabee .. | 19½ | s. d. 10 10 | s. d. 11 2 | s. d. 10 1 | s. d. 13 4 | s. d. 20 8 | s. d. 14 0 | s. d. 26 7 | s. d. 21 7 | s. d. 38 0 | s. d. 48 3 | s. d. 59 0 | |
| G. | W.M.L | 400 | Werrimull (see page 130) | 378 | s. d. 4 0 | s. d. 4 0 | s. d. 3 8 | s. d. 4 9 | s. d. 6 3 | s. d. 4 5 | s. d. 8 1 | s. d. 6 4 | s. d. 10 6 | s. d. 11 6 | s. d. 13 9 | |
| (c) | W.E.S | 2258 | Wesburn .. | 45½ | s. d. 28 2 | s. d. 20 3 | s. d. 17 9 | s. d. 24 10 | s. d. 57 4 | s. d. 38 8 | s. d. 77 6 | s. d. 62 10 | s. d. 105 0 | s. d. 110 6 | s. d. 129 0 | |
| G. | W.S.Y | 560 | Westby .. | 186 | s. d. 6 3 | s. d. 7 2 | s. d. 6 6 | s. d. 8 12 | s. d. 12 6 | s. d. 8 6 | s. d. 15 1 | s. d. 12 3 | s. d. 21 6 | s. d. 25 3 | s. d. 30 0 | |
| (c) | W.S.M | 990 | Westmere .. | 192½ | s. d. 5 11 | s. d. 6 10 | s. d. 6 2 | s. d. 8 3 | s. d. 11 11 | s. d. 8 1 | s. d. 14 4 | s. d. 11 8 | s. d. 20 6 | s. d. 25 3 | s. d. 30 0 | |
| (c) | W.F.Y | 24 | West Footscray .. | 4½ | s. d. 18 7 | s. d. 15 5 | s. d. 13 7 | s. d. 18 11 | s. d. 36 1 | s. d. 24 4 | s. d. 49 1 | s. d. 39 11 | s. d. 75 10 | s. d. 91 9 | s. d. 115 6 | |
| G. | W.L.W | 1965 | Whiteford .. | 67½ | s. d. 17 8 | s. d. 14 8 | s. d. 13 3 | s. d. 18 0 | s. d. 34 4 | s. d. 23 2 | s. d. 46 0 | s. d. 38 0 | s. d. 72 3 | s. d. 91 9 | s. d. 115 0 | |
| Fruit and Vegetables Outwards only | .. | 64 | White Hills Siding .. | 103½ | s. d. 12 8 | s. d. 12 0 | s. d. 10 7 | s. d. 15 1 | s. d. 24 1 | s. d. 16 4 | s. d. 31 3 | s. d. 25 3 | s. d. 45 5 | s. d. 55 0 | s. d. 67 6 | |

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Response | Mark | Station Code Number | Station | Miles | CLASSES. | | | | | | | | | | | |
|-----------|------|---------------------|----------------------------------|-------|----------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. A.P. | Grain. | S.A.P. | A. | A.I. | R. | Db. | C. | 1 | 2 | | |
| G. | WFD | 1736 | Wahfeldt | 17½ | 18 0 | 15 3 | 13 4 | 18 7 | 34 7 | 23 4 | 46 11 | 38 1 | 72 5 | 88 0 | 110 3 | |
| G. | WS | 1537 | Whittees | 20½ | 17 2 | 14 6 | 13 0 | 17 8 | 32 11 | 22 3 | 44 8 | 36 3 | 69 0 | 88 0 | 110 3 | |
| G. | WHL | 890 | Wheeler | 87½ | 4 2 | 4 1 | 4 1 | 5 11 | 8 1 | 5 6 | 9 9 | 7 11 | 13 11 | 15 0 | 18 3 | |
| G. | WLL | 1295 | Willow | 277 | 11 0 | 11 5 | 10 2 | 13 10 | 21 2 | 14 5 | 27 0 | 22 0 | 38 10 | 48 6 | 57 3 | |
| (C) | WILL | 1148 | Willaura | 154½ | 10 0 | 10 10 | 9 10 | 13 2 | 20 2 | 13 9 | 25 9 | 20 11 | 37 0 | 46 6 | 57 3 | |
| G. | WPN | 762 | Williamstown Pier (see page 248) | 9½ | 23 11 | 17 10 | 15 9 | 21 11 | 46 1 | 31 3 | 60 0 | 48 6 | 94 3 | 123 3 | 158 9 | |
| G. | WVN | 1553 | Willowmavin | 45½ | 16 9 | 14 4 | 12 7 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 2 | 80 0 | 99 3 | |
| (G) | WMB | 919 | Wimbai | 118½ | 15 11 | 13 8 | 12 3 | 17 0 | 29 11 | 20 4 | 40 5 | 32 9 | 63 0 | 80 0 | 99 3 | |
| G. | WH | 842 | Wincheless | 70½ | 3 8 | 3 2 | 2 10 | 3 8 | 4 5 | 3 4 | 5 1 | 4 1 | 6 0 | 6 6 | 7 0 | |
| G. | WT | 692 | Windermere | 83½ | 6 3 | 7 2 | 6 6 | 8 8 | 12 6 | 8 6 | 15 1 | 12 3 | 21 6 | 25 3 | 30 0 | |
| In, G Out | WIN | 2328 | Windoor | 6 | 5 11 | 6 10 | 6 2 | 8 3 | 11 11 | 8 1 | 14 4 | 11 8 | 20 6 | 25 3 | 30 0 | |
| G. | WGI | 974 | Wingee | 73½ | 14 0 | 13 0 | 11 6 | 16 2 | 26 3 | 17 10 | 34 7 | 27 11 | 52 0 | 62 3 | 77 0 | |
| G. | WNP | 1237 | Winnap | 258 | 13 4 | 12 5 | 11 2 | 15 5 | 25 0 | 17 0 | 32 11 | 26 7 | 49 6 | 61 3 | 77 0 | |
| G. | WN | 1452 | Winton | 127½ | 9 6 | 9 6 | 8 7 | 11 7 | 17 8 | 12 0 | 22 9 | 18 7 | 31 9 | 37 3 | 46 6 | |
| (G) | WD | 1468 | Wedonga | 187 | 9 1 | 9 1 | 8 3 | 11 0 | 16 10 | 11 5 | 21 8 | 17 8 | 30 3 | 37 3 | 46 6 | |
| G. | WM | 149 | Wombat | 85 | 10 10 | 11 0 | 9 9 | 13 3 | 20 0 | 13 7 | 26 1 | 21 2 | 37 3 | 44 0 | 55 0 | |
| G. | WOT | 602 | Wombonia | 163 | 10 4 | 10 6 | 9 5 | 12 7 | 19 1 | 12 11 | 24 10 | 20 2 | 35 6 | 44 0 | 55 0 | |
| G. | WNV | 1000 | Wombonia from Winton | 142½ | 4 0 | 3 8 | 3 2 | 4 0 | 4 9 | 3 8 | 5 5 | 4 5 | 6 4 | 6 6 | 7 0 | |

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS CONTINUED.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------|--------|----------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | 1 | 2 | |
| (a) | WON | 2937 | Wonthaggi .. | 87½ | 11 0 | 11 5 | 10 2 | 13 10 | 21 2 | 14 5 | 27 0 | 22 0 | 38 10 | 46 6 | 57 3 | |
| G. | WOD | 137 | Woodbury .. | 78½ | 10 8 | 10 8 | 9 10 | 13 2 | 19 4 | 13 0 | 24 3 | 19 8 | 35 6 | 46 0 | 57 3 | |
| (c) | WE | 44 | Woodend .. | 48½ | 10 2 | 10 2 | 9 7 | 12 3 | 18 5 | 8 6 | 23 1 | 18 9 | 33 0 | 41 9 | 51 3 | |
| G. | WF | 1586 | Woodfield .. | 114½ | 13 3 | 13 0 | 11 6 | 16 2 | 25 11 | 17 7 | 33 9 | 27 6 | 49 11 | 60 3 | 74 6 | |
| G. | WDL | 2025 | Woodleigh .. | 63½ | 12 7 | 12 5 | 11 2 | 15 5 | 24 8 | 16 9 | 32 2 | 26 2 | 47 6 | 60 3 | 74 6 | |
| G. | WDE | 1999 | Woodside .. | 155½ | 8 1 | 8 0 | 7 7 | 10 4 | 15 1 | 10 3 | 19 1 | 15 5 | 27 9 | 34 6 | 41 9 | |
| (a) | WVE | 516 | Woodvale .. | 112 | 16 11 | 14 6 | 12 7 | 17 10 | 31 5 | 21 4 | 42 5 | 34 5 | 66 5 | 80 3 | 100 0 | |
| G. | WLM | 2029 | Woodman .. | 73½ | 13 0 | 13 8 | 12 3 | 17 8 | 26 2 | 17 0 | 33 1 | 26 10 | 48 7 | 68 9 | 72 9 | |
| G. | WSP | 957 | Woodthorpe .. | 185 | 17 8 | 15 5 | 13 7 | 18 11 | 35 11 | 24 4 | 49 1 | 39 11 | 75 4 | 91 6 | 115 0 | |
| (c) | WMG | 210 | Woomelang .. | 241½ | 17 11 | 17 1 | 15 0 | 21 2 | 42 5 | 28 9 | 56 1 | 47 2 | 82 8 | 113 3 | 143 9 | |
| G. | WQ | 1752 | Woorangee .. | 178½ | 20 10 | 16 3 | 14 7 | 20 2 | 40 5 | 27 5 | 55 4 | 44 11 | 88 3 | 113 3 | 143 9 | |
| G. | WYK | 2234 | Woori Yallock .. | 38½ | 17 4 | 14 3 | 13 0 | 17 8 | 33 3 | 23 8 | 47 7 | 38 8 | 73 9 | 89 0 | 111 9 | |
| G. | WNN | 545 | Wooten .. | 222 | 5 5 | 5 11 | 4 4 | 7 0 | 10 2 | 6 11 | 12 5 | 10 1 | 18 3 | 21 0 | 26 0 | |
| G. | WU | 1615 | Wunghun .. | 129½ | 21 2 | 16 9 | 14 9 | 20 7 | 40 1 | 27 2 | 55 6 | 44 8 | 86 4 | 105 9 | 133 9 | |
| (c) | WY | 433 | Wychemproof .. | 190½ | 20 2 | 15 11 | 14 4 | 19 7 | 38 1 | 23 10 | 54 6 | 42 6 | 83 3 | 105 9 | 133 9 | |
| G. | WZ | 425 | Wychitella .. | 159½ | 14 8 | 13 5 | 11 10 | 16 6 | 32 11 | 18 10 | 36 11 | 29 11 | 55 11 | 68 3 | 84 0 | |
| (c) | WYL | 929 | Wyalongfat .. | 133 | 18 0 | 15 1 | 13 7 | 18 5 | 35 0 | 23 8 | 47 7 | 38 8 | 73 9 | 89 0 | 111 9 | |
| G. | YT | 1331 | Yaapeet .. | 276½ | 15 1 | 13 5 | 11 10 | 16 6 | 32 11 | 18 10 | 36 11 | 29 11 | 55 11 | 68 3 | 84 0 | |

* Not including transfer charge.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Reference. | Mark. | Station Code Number | Station. | Miles. | CLASSES. | | | | | | | | | | | |
|------------|-------|---------------------|------------------------|--------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | R. | BB. | C. | 1 | 2 | |
| G. | Y N | 1666 | Yabba North | 138½ | a. d. 15 10 | a. d. 13 10 | a. d. 12 2 | a. d. 16 11 | a. d. 29 3 | a. d. 19 10 | a. d. 39 1 | a. d. 39 1 | a. d. 31 9 | a. d. 59 10 | a. d. 72 9 | a. d. 90 0 |
| G. | Y S | 1665 | Yabba South | 133½ | a. d. 15 1 | a. d. 13 2 | a. d. 11 10 | a. d. 16 11 | a. d. 27 10 | a. d. 18 11 | a. d. 37 3 | a. d. 37 3 | a. d. 30 3 | a. d. 57 0 | a. d. 72 9 | a. d. 90 0 |
| (c) | Y A | 1753 | Yaekandandah | 184 | a. d. 18 7 | a. d. 15 10 | a. d. 11 10 | a. d. 16 6 | a. d. 28 6 | a. d. 19 5 | a. d. 37 9 | a. d. 37 9 | a. d. 29 2 | a. d. 55 0 | a. d. 70 0 | a. d. 87 0 |
| G. | Y K L | 612 | Yallakool .. | 191 | a. d. 17 8 | a. d. 14 6 | a. d. 13 0 | a. d. 17 8 | a. d. 31 2 | a. d. 23 2 | a. d. 46 7 | a. d. 46 7 | a. d. 37 10 | a. d. 71 6 | a. d. 90 9 | a. d. 114 3 |
| G. | Y A L | 1850 | Yallourn .. | 88½ | a. d. 18 0 | a. d. 15 1 | a. d. 13 7 | a. d. 18 5 | a. d. 35 0 | a. d. 23 8 | a. d. 47 9 | a. d. 47 9 | a. d. 38 9 | a. d. 73 6 | a. d. 93 0 | a. d. 117 9 |
| (c) | Y B | 1345 | Yanac .. | 279½ | a. d. 10 1 | a. d. 10 10 | a. d. 9 10 | a. d. 13 2 | a. d. 20 2 | a. d. 13 9 | a. d. 26 7 | a. d. 26 7 | a. d. 21 7 | a. d. 37 3 | a. d. 47 3 | a. d. 58 0 |
| G. | Y G K | 630 | Yangalate .. | 236½ | a. d. 22 11 | a. d. 17 0 | a. d. 15 4 | a. d. 20 10 | a. d. 44 5 | a. d. 30 1 | a. d. 60 5 | a. d. 60 5 | a. d. 49 0 | a. d. 91 6 | a. d. 124 0 | a. d. 159 6 |
| G. | Y A N | 2012 | Yannathana .. | 53½ | a. d. 23 4 | a. d. 17 8 | a. d. 15 7 | a. d. 21 6 | a. d. 45 3 | a. d. 30 8 | a. d. 61 7 | a. d. 61 7 | a. d. 50 0 | a. d. 97 5 | a. d. 120 9 | a. d. 154 6 |
| G. | Y E | 1535 | Yan Yean .. | 23 | a. d. 7 4 | a. d. 8 4 | a. d. 7 5 | a. d. 9 9 | a. d. 14 2 | a. d. 9 6 | a. d. 17 8 | a. d. 17 8 | a. d. 14 5 | a. d. 24 8 | a. d. 28 9 | a. d. 35 3 |
| G. | Y K | 1581 | Yarek .. | 97 | a. d. 7 0 | a. d. 7 11 | a. d. 7 1 | a. d. 9 3 | a. d. 13 6 | a. d. 9 1 | a. d. 16 10 | a. d. 16 10 | a. d. 13 9 | a. d. 23 6 | a. d. 28 9 | a. d. 35 3 |
| (c) | Y L | 2181 | Yarra Glen. | 31½ | a. d. 4 4 | a. d. 4 4 | a. d. 3 7 | a. d. 4 9 | a. d. 6 8 | a. d. 4 7 | a. d. 8 7 | a. d. 8 7 | a. d. 6 11 | a. d. 11 9 | a. d. 13 3 | a. d. 15 9 |
| G. | Y O | 1842 | Yarra Junction .. | 70 | a. d. 11 0 | a. d. 11 5 | a. d. 10 3 | a. d. 13 8 | a. d. 21 8 | a. d. 14 7 | a. d. 28 2 | a. d. 28 2 | a. d. 22 10 | a. d. 40 9 | a. d. 50 9 | a. d. 63 0 |
| (c) | Y J T | 2256 | Yarra Junction .. | 43½ | a. d. 4 11 | a. d. 5 5 | a. d. 4 11 | a. d. 6 3 | a. d. 9 0 | a. d. 6 2 | a. d. 11 5 | a. d. 11 5 | a. d. 9 3 | a. d. 15 6 | a. d. 18 0 | a. d. 21 3 |
| (c) | Y A R | 1993 | Yarram .. | 137½ | a. d. 4 7 | a. d. 5 1 | a. d. 4 7 | a. d. 5 11 | a. d. 8 7 | a. d. 11 7 | a. d. 17 8 | a. d. 17 8 | a. d. 12 0 | a. d. 21 8 | a. d. 31 6 | a. d. 45 9 |
| G. | Y R R | 402 | Yarrara (see page 130) | 388 | a. d. 8 11 | a. d. 9 1 | a. d. 8 3 | a. d. 11 0 | a. d. 16 10 | a. d. 11 5 | a. d. 20 8 | a. d. 20 8 | a. d. 16 9 | a. d. 30 0 | a. d. 37 0 | a. d. 45 9 |
| §§ | Y V | 754 | Yarraville .. | 4½ | a. d. 5 0 | a. d. 6 8 | a. d. 5 11 | a. d. 7 11 | a. d. 10 10 | a. d. 7 5 | a. d. 14 4 | a. d. 14 4 | a. d. 11 8 | a. d. 20 0 | a. d. 24 6 | a. d. 29 3 |
| (c) | Y G | 1699 | Yarrawonga | 161½ | a. d. 14 11 | a. d. 13 2 | a. d. 11 10 | a. d. 16 1 | a. d. 27 9 | a. d. 18 9 | a. d. 36 1 | a. d. 36 1 | a. d. 29 11 | a. d. 56 0 | a. d. 71 9 | a. d. 89 0 |
| | Y H | 1608 | Yarrawonga | 161½ | a. d. 27 0 | a. d. 19 5 | a. d. 17 6 | a. d. 23 10 | a. d. 58 1 | a. d. 39 2 | a. d. 79 2 | a. d. 79 2 | a. d. 64 2 | a. d. 108 8 | a. d. 135 9 | a. d. 163 0 |
| | | | | | a. d. 4 0 | a. d. 3 6 | a. d. 3 2 | a. d. 4 8 | a. d. 5 4 | a. d. 3 7 | a. d. 4 5 | a. d. 4 5 | a. d. 3 6 | a. d. 4 9 | a. d. 5 6 | a. d. 6 0 |
| | | | | | a. d. 17 8 | a. d. 13 4 | a. d. 12 7 | a. d. 17 10 | a. d. 52 4 | a. d. 32 0 | a. d. 43 1 | a. d. 43 1 | a. d. 35 1 | a. d. 68 6 | a. d. 96 6 | a. d. 137 0 |
| | | | | | a. d. 16 0 | a. d. 12 8 | a. d. 12 4 | a. d. 18 0 | a. d. 51 0 | a. d. 31 0 | a. d. 41 7 | a. d. 41 7 | a. d. 33 1 | a. d. 66 0 | a. d. 93 0 | a. d. 120 9 |
| | | | | | a. d. 10 0 | a. d. 7 0 | a. d. 6 0 | a. d. 8 0 | a. d. 22 0 | a. d. 14 0 | a. d. 24 0 | a. d. 24 0 | a. d. 18 0 | a. d. 28 0 | a. d. 35 0 | a. d. 42 0 |

GOODS RATES PER TON BETWEEN MEASUREMENTS AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

| Residence. | Mark. | Station Number | Station. | Miles. | CLASSES. | | | | | | | | | | | | | |
|------------|-------|----------------|------------------------|--------|------------|----------|----------|----------|----------|----------|----------|----------|---------|----------|----------|--|--|--|
| | | | | | M. | A.P. | Grain. | S.A.P. | A. | AA. | B. | BB. | C. | I | 2 | | | |
| G. | Y T O | 1293 | Yarlo | 271½ | C.R. 23 6 | d. 17 10 | s. 15 9 | d. 21 11 | s. 45 9 | d. 31 0 | s. 62 6 | d. 50 3 | s. 98 5 | d. 122 0 | s. 157 0 | | | |
| G. | Y C | 966 | Yatchaw | 204½ | O.R. 22 5 | d. 17 0 | s. 15 4 | d. 20 10 | s. 43 7 | d. 29 6 | s. 59 6 | d. 48 3 | s. 93 9 | d. 122 0 | s. 157 0 | | | |
| G. | Y P | 232 | Yatpool (see page 129) | 338½ | O.R. 19 10 | d. 16 2 | s. 14 3 | d. 19 10 | s. 38 5 | d. 26 0 | s. 52 9 | d. 42 9 | s. 81 5 | d. 99 0 | s. 125 3 | | | |
| G. | Y U | 896 | Yaughter | 102½ | O.R. 26 10 | d. 19 1 | s. 16 9 | d. 23 6 | s. 52 11 | d. 35 8 | s. 71 10 | d. 58 3 | s. 91 4 | d. 93 9 | s. 109 0 | | | |
| (e) | Y | 1574 | Yea | 79½ | O.R. 25 7 | d. 18 2 | s. 16 4 | d. 22 5 | s. 34 0 | d. 50 5 | s. 68 5 | d. 55 6 | s. 87 0 | d. 93 9 | s. 109 0 | | | |
| G. | Y E L | 243 | Yelta (see page 129) | 36¼ | O.R. 11 8 | d. 10 5 | s. 10 3 | d. 12 10 | s. 19 4 | d. 13 0 | s. 25 2 | d. 20 6 | s. 36 0 | d. 42 0 | s. 52 0 | | | |
| G. | Y D | 683 | Yendon | 75 | O.R. 10 2 | d. 10 2 | s. 10 2 | d. 12 3 | s. 18 5 | d. 12 5 | s. 24 0 | d. 19 6 | s. 34 3 | d. 42 0 | s. 52 0 | | | |
| G. | Y I | 2180 | Yering | 29½ | O.R. 27 11 | d. 20 0 | s. 17 7 | d. 24 3 | s. 55 8 | d. 37 9 | s. 74 9 | d. 60 9 | s. 90 0 | d. 92 3 | s. 106 6 | | | |
| G. | Y R | 2106 | Yinnar | 97¼ | O.R. 26 7 | d. 19 1 | s. 17 2 | d. 23 1 | s. 53 0 | d. 35 11 | s. 71 2 | d. 57 10 | s. 85 9 | d. 92 3 | s. 106 6 | | | |
| G. | Y M | 1667 | Younmte | 142 | O.R. 9 8 | d. 10 0 | s. 9 0 | d. 11 11 | s. 17 4 | d. 11 10 | s. 22 5 | d. 18 1 | s. 32 0 | d. 39 9 | s. 48 9 | | | |
| G. | Y G A | 556 | Yungera | 264½ | O.R. 4 5 | d. 4 7 | s. 4 1 | d. 5 7 | s. 8 7 | d. 10 2 | s. 10 8 | d. 10 2 | s. 14 0 | d. 17 0 | s. 20 0 | | | |
| | | | | | O.R. 11 9 | d. 12 0 | s. 12 0 | d. 14 4 | s. 23 6 | d. 15 11 | s. 30 9 | d. 25 0 | s. 43 4 | d. 51 3 | s. 64 0 | | | |
| | | | | | O.R. 11 2 | d. 13 10 | s. 12 2 | d. 16 11 | s. 29 7 | d. 20 0 | s. 39 7 | d. 32 0 | s. 41 3 | d. 51 3 | s. 64 0 | | | |
| | | | | | O.R. 15 5 | d. 13 2 | s. 11 10 | d. 16 1 | s. 28 2 | d. 19 1 | s. 37 8 | d. 30 6 | s. 58 3 | d. 74 0 | s. 91 9 | | | |
| | | | | | O.R. 23 4 | d. 17 8 | s. 15 7 | d. 21 6 | s. 44 10 | d. 30 2 | s. 61 4 | d. 49 9 | s. 97 2 | d. 120 3 | s. 153 6 | | | |
| | | | | | O.R. 22 3 | d. 16 10 | s. 15 2 | d. 20 6 | s. 42 8 | d. 28 9 | s. 58 5 | d. 47 5 | s. 92 6 | d. 120 3 | s. 153 6 | | | |

NORTH GEELONG TO FYANSFORD LINE.

The line from North Geelong to Fyansford (station code No. 821) is open for inwards and outwards traffic in truck loads (minimum 3 tons) and for empty returns inwards account the Australian Paper Mills and Pulp Co. Ltd., and the Australian Cement Ltd.

For conditions of carriage of goods to or from Fyansford see General Condition 4, page 8.

All traffic shall be way-billed on two line way-bills showing separately the Old and New line proportions of the charges, and the following rates shall apply:—

1. For Consignments Account the Australian Paper Mills and Pulp Co. Ltd., and the Australian Cement Ltd. (See page 170.)

(a) Fyansford and Geelong—

Traffic between Fyansford and Geelong station and Pier and Corio Quay shall be charged *C.R. 2s. 1d. per ton, O.R. 2s. per ton, in full truck loads (6d. per ton of this rate shall be credited to the North Geelong-Fyansford proportion).

(b) Fyansford and Victoria Dock, Melbourne—

†Chemicals, Stores, Wood Pulp, and Paper account the Australian Paper Mills and Pulp Co. Ltd., between Melbourne or the Victoria Dock and Fyansford shall be charged *C.R. 11s. 0d. per ton, O.R. 10s. 6d. per ton, minimum 6 tons per 10, 11 or 12 ton capacity truck, and 8 tons per 16 or 20 ton capacity truck (9d. per ton of this rate shall be credited to the North Geelong-Fyansford proportion).

The above rate includes loading or unloading at the Melbourne Goods Sheds, but not at the Victoria Dock, where the Company will require to make its own arrangements in respect of these services.

(c) Cement from Fyansford—

Cement from Fyansford to Melbourne shall be charged *C.R. 8s. 10d. per ton, O.R. 8s. 5d. per ton, subject to a minimum of the full capacity of the truck, less 5 per cent. (9d. per ton of this rate shall be credited to the North Geelong-Fyansford proportion).

(d) Fyansford and other Stations—

Tariff rates to or from North Geelong, plus 9d. per ton for the North Geelong-Fyansford proportion.

Clause 1 of the General Instruction governing the application of District Rates page 128 shall be applicable in respect to consignments between Fyansford and suburban stations within a radius of 20 miles of Melbourne.

(e) Consignments for the Australian Paper Mills and Pulp Co. Ltd., and the Australian Cement Ltd., may be sent freight "To pay."**2. For Consignments for Consignees other than for the two Companies mentioned in Clause 1.**

(a) Tariff rates to or from North Geelong, plus mileage rates for 3½ miles for the North Geelong Fyansford proportion.

Clause 1 of the General Instruction governing the application of District Rates page 128, shall be applicable in respect to consignments between Fyansford and suburban stations within a radius of 20 miles of Melbourne.

(b) Freight on inwards goods shall be prepaid.

* Consignments are not to be accepted at Commissioners' Risk unless properly protected by packing.
† See conditions for Carriage of Dangerous Goods, pages 25 to 30.

In witness whereof the Common Seal of The Victorian Railways Commissioners was affixed hereto this seventeenth day of February, in the year of Our Lord One thousand nine hundred and twenty-seven in the presence of—

(SEAL)

HAROLD W. CLAPP, }
T. B. MOLOMBY, }
Victorian
Railways
Commissioners.

Confirmed by the Governor in Council
the 24th February, 1927.

F. W. MABBOTT,
Clerk of the Executive Council

By Authority: H. J. GREEN, Government Printer, Melbourne.