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VICTORIA GOVERNMENT GAZETTE.

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[1929.

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 300.

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.

The provisions of this By-Law shall become effective as from the 1st August, 1929.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 6th day of July, in the year of our Lord One thousand nine hundred and twenty-nine, in the presence of—

	HAROLD W. CLAPP,	}	Victorian Railways Commissioners.
(SEAL)	T. B. MOLOMBY,		

Confirmed by the Governor in Council,
the 22nd July, 1929.
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 such 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 Breakwater, 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 duly 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 various 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 one consignment note.
CONSIGNMENT NOTE ..	A form approved by the Commissioners to be used for consigning goods or live stock, and signed by the consignor 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, and delivered to the Commissioners on one and the same day. A "Lot" may consist of one or more consignments or parts 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 a specified weight, number, quantity, or measurement of a specified kind or class of parcels, goods, or live stock for a specified distance, or between specified places, subject in every case to the "Conditions of Carriage" and the Classification.
TARIFF RATES	The whole of the rates prescribed in the Goods Rates Book or 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 between 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 means 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 truck loads of 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 35.

Explosives, page 21.

Live Stock, page 257.

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 as 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 Intersystem consignments as well as to local traffic.

3. 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 fermentation.

(a) 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 wrappers, 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 herein, either specified at either of which rates the goods may be consigned at the sender's option; one the ordinary rate called the Commissioners' Risk rate when the Commissioners take the ordinary liability 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, detention injury, delay, or damage except upon proof that such loss, detention, injury, delay, or damage arose 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 and for the carriage of goods consigned at 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 classified 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 without negligence on their part be responsible for the quantity or condition of such goods after the same 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 consignor gives reasonably sufficient notice to the Commissioners to enable them to have the goods tallied and pays 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 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, which 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 GOOD

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 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 275).

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, Portor		Earthenware	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 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
Cement in paper bags		Grindstones	Plaster Ceilings, Centre-pieces, and Panels
Cheese		Hardware, N.O.S.	Pianos and Organs
Chimney Pots, earthenware		Hats and Millinery	Piping, down
Chimney Tops, iron		Hearthstones	Retorts, clay
Chinaware, N.O.S.		Hollowware, N.O.S.	Slabs, slate, for billiard tables
Confectionery		Honey	Stoneware
Cordials, or any liquid in bottles, in uncovered crates		Hose	Sanitary Ware
Crookeryware		Instruments, musical, scientific, &c.	Silks
Canoes		Iron and Steel—Castings, Grat- ings—cast iron, Pipes—cast iron, Railings, Down Pipes— cast iron	Stamps
Crucibles, clay		Ironmongery, N.O.S.	Statuary
Carboys, empty		Japanned Ware	Slates
Canisters		Jars	Stoves
Cotton Goods		Joinery	Stove Pipes
Cement and Concrete Articles as under—		Lace	Spirits, also Bitters, Brandy, Liquers, and Wine, N.O.S.
Blocks, Copper Stands, Cul- verts, Gutter Crossings,		Lampware	Syphons, sodawater
Chimneys in sections,		Lamps, hall and street	Tiles
Troughs—washing, sheep, pig, or cattle, Inverts,		Maps	Tins, empty
Plates, Flag-pieces, Curbs,		Marble	Tinware, N.O.S.
Man-hole Covers, Pipes and Pipe Collars, Posts—bridge, fencing and gate, Poles,		Machines, sewing	Toys
Garden Rollers, Sluice Gates, Inspection Shafts, Tanks— water and septic, Vats		Machine Castings, light or fragile	Urinals, earthenware
Demijohns		Meters, water or gas	Vehicles, new and secondhand
Doors, wire and glazed		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

7. 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 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 such contents are correctly described in the consignment note, or invoice, or bill of lading relating 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 for 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 234 to 341 herof.

10. CONSIGNMENT NOTES—

(A) All Goods delivered to the Commissioners for carriage shall be accompanied by a proper consignment note, in such one of the forms prescribed on pages 275 to 279 of the Goods Rates Book as may be required. Provided that if a satisfactory undertaking be given by any consignors on the form approved by the Commissioners, the consignment notes supplied by such consignors may, if considered suitable, be accepted in lieu of the consignment notes in the form prescribed as 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 not 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, value, 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 to 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, or 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 Twenty 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 will not 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	to 5 0	7 0	to 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	to 5 0	7 30	to 1 0
	On week days other than that on which weekly half holiday is observed.		On day the weekly half holiday is observed.	
Country stations (outside the area shown for Suburban stations)	A.M. 8 0	P.M. to 5 0	A.M. 8 0	P.M. to 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 34.

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 126.

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 local traffic, shall be charged as one mile; and in respect of Inter-system traffic, fractions of a mile on each of either system's proportion of the through mileage shall be charged as one mile.

51 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 such goods does not give notice to the proper employe of the Commissioners that delivery will 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 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, 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 prepaid or unless the consignee has a credit account.

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

18. CLASS WEIGHT MINIMUMS—

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

Class.	Truck Loads.						All other trucks.	Smaller Quantities.	
	Minimum Weight per—							Minimum Weight.	Class.
	10-ton Truck.	11-ton Truck.	12-ton Truck.	16-ton Truck.	20-ton Truck.				
Manure	Tons. 9½ Tns. cwt. 10 9	Tons. cwt. 11 8	Tons. cwt. 15 4	Tons. cwt. 19 0		Full carrying capacity less 5 per cent.	2 tons 10 cwt. Actual weight subject to Smalls Minimum	A.P. A A	
M.	9½	10 9	11 8	15 4	19 0	Full carrying capacity less 5 per cent.	2 tons Actual weight subject to Smalls Minimum	B S.A.P. A	
A.P.	9½	10 9	11 8	15 4	15 4	Full carrying capacity less 5 per cent.	3 tons 2 tons Actual weight subject to Smalls Minimum	B S.A.P. A	
Grain	9½	10 9	11 8	15 4	19 0	Full carrying capacity less 5 per cent.	3 tons 2 tons Actual weight subject to Smalls Minimum	B S.A.P. less 10 per cent. A less per cent. B less per cent.	
A.	Minimum 2 tons							Actual weight subject to Smalls Minimum	B
B.	.. 1 ..							Actual weight subject to Smalls Minimum	C
Bb.	.. 1 ..							Actual weight subject to Smalls Minimum	C less per cent.
C.	.. 1 ..							Actual weight subject to Smalls Minimum	I
1	Actual weight subject to Smalls Minimum								
2	Actual weight subject to Smalls Minimum								
Firewood	As prescribed in the loading scale on page 134.								

NOTE.—1. For Smalls Minimum see page 113.

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 Motor Spirit, Kerosene, Lubricating Oil, and Grease—

When any two or more of the following commodities, viz., motor spirit, kerosene, lubricating oil, and grease, 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.

6. Mixed Truck Loads of Seasoned and Unseasoned Hardwood Timber—

When mixed truck loads of seasoned and unseasoned hardwood timber 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, subject to a minimum of 8½ tons per 10, 11, or 12 ton truck, and 14½ 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, and wheat, oats, or maize, in small quantities forwarded with flour, bran, pollard, or 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 its destination station.

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

(A) Goods classified in two or more classes consigned from one station on one day to one consignee at one destination station may, if it be cheaper than to charge separately for the goods in each class at the rates and conditions applicable to each class, be aggregated in 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) When several kinds of goods classified under the same class are reduced to the next lower class when 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 one 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 any class shall be carried in truck loads in certain specified minimum quantities which are lower 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 train any package of—

- (i) Rabbit, hare, or other furred skins weighing less than 50 lb.;
- (ii) Gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold or silver coin or bullion; bills, bank notes, orders, notes, or securities for the payment of money, stamps, or title deeds.
- (iii) Other goods weighing less than 14 lb., except where urgent transport is required, and faster transit is available by goods than by passenger train.

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 except where 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 72 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.

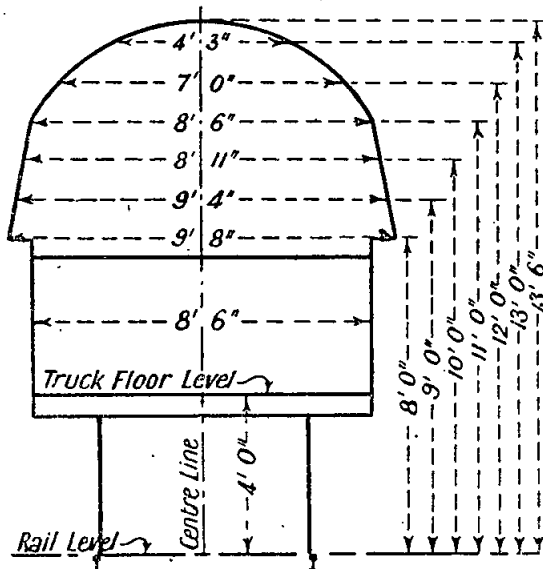
27. BULKY ARTICLES—

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 281.)

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 such 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 a specially constructed truck, or any alteration in a truck, shall be received and carried except under special agreement. (See page 281.)

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 clear 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 thereon for freight, storage, and other charges, including the expenses of sale, the Commissioners will 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 13s. per four-wheeled truck, 26s. per bogie truck, and 52s. 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 and 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 employee of the Commissioners may direct that certain specified trucks be unloaded 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 with 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 not 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 at Melbourne, Williamstown Pier, Port Melbourne Pier, Geelong Pier, Warrnambool Pier, Portland

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

- (A) A demurrage charge of 12s. per four-wheeled truck, 26s. per bogie truck, and 52s. per 50-ft. Q or Q3 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.

32. LOADING AND UNLOADING CHARGES (See page 137)—

(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. 4d. per ton will be made for each service, which charge will include covering and lashing, if required, provided that the tariff rate, plus either or both of the loading and unloading charges, shall not exceed the rate applicable to Class 1. (For exceptions see page 137.)

(C) The loading and unloading of all goods at the places shown in italics on pages 284 to 341 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 126)—

(A) All grain, viz., wheat, oats, barley, rye, and maize consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighbridges by sworn weighers appointed under the provisions of section 170 of the *Railways Act 1915*, No. 2716.

A certificate of the total weight of the grain and of the bags containing the same as ascertained 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 this arrangement shall be entitled "Weights Clerk." The charge for weighing grain (consigned for delivery as above) by sworn weighers and for the certificate of weight shall be 1s. 4d. for each four-wheeled truck, and 2s. 8d. for each bogie truck, including 40-ton E trucks, 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, 9d. per ton; minimum charge, 6d.
When the consignor or consignee supplies the labour, 3d. per ton; minimum charge, 6d.

2. CART WEIGHBRIDGES—

	At Melbourne. Goods Sheds.	At all other Stations.
Firewood, coal, or coke, load not exceeding 2 tons	.. 4½d.	.. 4½d.
Goods (except firewood, coal, or coke), load not exceeding 2 tons	.. 8d.	.. 6d.
All goods, load over 2 tons, and not exceeding 5 tons	.. 8d.	.. 8d.
All goods, load over 5 tons	.. 1s. 4d.	.. 1s. 4d.

3. TRUCK WEIGHBRIDGES—

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

Each four-wheeled truck	.. .. . 1s. 4d.
Each bogie truck, including 40-ton E trucks	.. .. . 2s. 8d.

(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. 4d.
Each bogie truck, including 40-ton E trucks	.. .. . 6s. 8d.

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

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

"(2) Every person appointed a sworn weigher under this Act shall before entering upon 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 record 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 *bonâ fide* kept given or issued by a sworn weigher in respect of any goods or live stock intrusted for the purpose aforesaid to such weigher shall for determining the question of weight in all transactions with the railways in respect of such goods or live stock be accepted as the correct 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 that 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.

"(6) 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 Williamstown Pier, Geelong Pier, Port Melbourne Pier, Portland 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	3d.	2½d.
Over 10 cwt.—per ton or part of a ton	5½d.	4½d.
Minimum charge	9d.	7d.

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	2d.	6d.
Over 10 cwt.—per ton or part of a ton	3d.	

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 133, 255, and 274.

35. TARPULINS (See page 274)—

(A) The Commissioners do not undertake to provide tarpulins 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	Salt (unrefined) in bags or
Ashes	Firewood	bulk
Bark (other than Ground	Gravel	Sand
Bark)	Gypsum	Scrap Metals
Roats	Hardwood (unseasoned)	Stable Manure
Boilers	Houses	Stone
Bones	Limestone	Terra Cotta
Bottles	Iron or Ironwork	Tiles (other than Ornamental
Bricks	Mallee Roots	and Tessellated)
Clay	Mining Timber	Timber, hardwood, un-
Coal	Ores	seasoned, in truck loads,
Coke	Pipes	cut to approved sizes for
Circus Material	Potatoes (old)	case-making
Contractor's Plant	Pyrites	Waggons
Drays	Roofing Slates	Wheelbarrows

(B) If the consignors desire that any goods of the nature of those described above be covered, a charge of 3s. 5d. for each tarpaulin used on the journey shall be made, and a demurrage charge of 3s. 5d. 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 tarpulins 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, or protected. If the covering of the truck be done by the Commissioners, a charge of 9d. 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 reconsignment.

(B) A re-consigning charge of 1s. 3d. per ton shall be imposed in respect of such 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 despatching station and the station to which the truck is reconsigned.

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

(E) If more than one reconsignment 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 afterwards shall be charged the full Tariff Rates for the second journey, and if hauled from the inwards shed to the outwards shed by the Commissioners, an additional charge of 1s. 10d. per ton, 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 forwarded 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 87 OF THE RAILWAYS ACT 1915, No. 2716, WHICH PRESCRIBES THAT:—

"The Commissioners may decline to carry wheat maize barley and pease if contained 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 by 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 line 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 *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. (See pages 21 to 33.) For consignment note see page 270.

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

1. (a) The words and expressions used in the following regulations shall respectively have and include the several meanings assigned to them or defined in the Railways Acts and Acts and regulations dealing with explosives and goods of a dangerous nature.

(b) The term "goods of a dangerous nature" includes inflammable liquid and 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.

(c) The term "owner" when used in relation to explosives and goods of a dangerous nature includes any consignor, consignee, or agent for the sale or custody, loading, or unloading thereof, as well as the owner.

(d) The term "Portable Magazine" means a receptacle for explosives requiring not more than two men to carry the same when full, substantially made of wood, galvanized iron, or of other material, and approved by the Explosives Department, so as to effectually protect the explosives contained therein from accident by fire from without, provided with a substantial close fitting lid, secured with an efficient lock or bolt, and having no exposed iron or steel in the interior thereof.

2. The Commissioners are not common carriers of explosives nor of goods of a dangerous nature and hereby give notice that they do not undertake the carriage of any explosives or goods of a dangerous nature except on special conditions signed by the sender thereof or on his behalf. Explosives and goods of a dangerous nature will only be received and carried subject to the Explosives Act, the regulations thereunder, the Railway 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.

When the conveyance of explosives and goods of a dangerous nature is undertaken by the Commissioners, it must be distinctly understood that this is being done entirely at the risk of the owner.

The Commissioners are not subject to any liability in connexion with the loading, stowage, conveyance or unloading of explosives or goods of a dangerous nature.

3. The Commissioners do not guarantee to receive explosives or goods of a dangerous nature at any time, either on appointed days or otherwise, unless the necessary vehicles are available in which to place the same; and they reserve to themselves the right to delay the despatch of any consignment so long as they think proper.

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. If packages containing explosives or goods of a dangerous nature carried by railway be not accepted and removed by the consignee within one working day they may be immediately removed by the Commissioners at the owner's risk and expense, or otherwise disposed of as they think fit for securing the public safety, or returned to the sender, who will be required to remove them at once from the premises and pay the whole charges incurred in connexion therewith.

5. The Commissioners may refuse to receive, forward, carry, or allow to be brought or carried upon the railway under their control, any carriage or package which they suspect to be packed or sent, or to contain any article or thing packed or sent in contravention of the Acts and Regulations dealing with explosives or goods of a dangerous nature, or any of these Regulations or not in accordance therewith; and in case any carriage or package which the Commissioners suspect to be so packed or sent or to contain any such thing or article as aforesaid, shall be upon any railway under the control of the Commissioners, the Commissioners may open or require such carriage or package to be opened, to ascertain the fact.

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

7. No person shall send to the Commissioners any consignment of explosives unless he has given to the Commissioners notice in writing of his intention to send such consignment, and stating the true name, description, and quantity of the explosives proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and has had an intimation in writing from the Commissioners, in the form of a permit, that they are prepared to receive such consignment.

8. No package or carriage containing any explosive or goods of a dangerous nature which the Commissioners may by any notice or regulation for the time being in force notify that they will not receive, forward, or carry, shall be delivered to the Commissioners for conveyance or be brought, sent, or forwarded to or upon any railway under the control of the Commissioners.

Any package containing explosives or goods of a dangerous nature in a leaking condition, or unfit for transit, shall be removed from the railway premises by the owner on instructions issued by the Commissioners' servants.

9. Each consignment of explosives or goods of a dangerous nature shall be accompanied by a written notice on a form provided for the purpose, stating, amongst other things, the true name, description, and quantity to be conveyed, the name and the address of the sender and the name and the address of the consignee. Such notice shall be handed to the receiving officer to whom the goods are delivered and in the case of explosives shall bear a declaration by the consignor that the explosives referred to in the consignment note are in good order and condition, and are packed and marked in accordance with the Acts and Regulations dealing with explosives.

10. Consignments of explosives or goods of a dangerous nature shall be sent to the forwarding station, and shall be loaded or unloaded only at such times during such hours between sunrise and sunset as the Commissioners may appoint, and every such consignment 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 explosives or goods of a dangerous nature, and by no other person whatsoever.

11. All explosives taken on to any railway premises shall be packed as prescribed by the Explosives Act, and, amongst other things, shall be contained in outer packages consisting of boxes, barrels, cases, or cylinders of wood, metal, or other solid material of such strength, construction, and character that will not be broken or accidentally opened or become insecure whilst being conveyed and will not allow any explosive to escape. Such packages shall have affixed to them, in conspicuous characters, by means of a brand or securely-attached label, or other mark, the word "EXPLOSIVE," the name of the explosive, the number of the class and division to which it belongs, the name of the sender, and the address of the consignee. Provided that the word "EXPLOSIVE" and the number of the class and the division to which it belongs may be omitted in the case of gunpowder and safety fuse.

Except in the case of safety cartridges, safety fuses for blasting, railway fog signals, percussion caps, and manufactured fireworks, there shall not be any exposed iron or steel in construction of any package containing explosives.

12. All packages containing inflammable liquid taken on to any railway premises shall be packed and marked as prescribed in the Acts and Regulations dealing with goods of a dangerous nature.

13. Goods of a dangerous nature will not be received for conveyance unless 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.

In the event of the senders neglecting to mark each package according to these regulations, the Commissioners may decline to carry same, and direct its removal, and if not removed the package and contents may be forthwith removed by the Commissioners or otherwise disposed of as they think fit for securing the public safety at the risk and expense of the owner.

14. Explosives shall not be left at any place where there is not an officer in charge, unless there is someone present to take delivery, but shall be taken on to the next attended station, at the owner's risk and expense.

15. No person shall permit, suffer, or allow inflammable liquid to be unloaded unless or until the ship, boat, carriage, or other receptacle or appliance by which the inflammable liquid is to be removed is in readiness to receive same, unless specially authorized by the Commissioners' representative.

16. No inflammable liquid shall be loaded or unloaded on any railway premises by the consignor or consignee thereof or their servants—

- (a) except between the hours of sunrise and sunset without the permission in writing and under conditions approved of by the Commissioners' representative;
- (b) unless and until the van in which it is to be loaded, or from which it is to be unloaded, shall have been thoroughly ventilated by opening doors and allowing sufficient time for the escape of any vapours;
- (c) unless and until all the pipes and other appliances used for handling in bulk are free from leakage;
- (d) except under other conditions as may be imposed by the Commissioners' representative.

17. No person shall smoke or have in his possession, or under his control while on or near any wagon in, on, or from which explosives or goods of a dangerous nature are being loaded, conveyed, or unloaded, any fire, light, matches, or other means of ignition, other than a fire or light approved by the Commissioners, nor commit any act likely to cause fire or explosion.

18. Unless contained in iron or steel drums, or when being conveyed in tank trucks, no inflammable spirit shall be accepted for conveyance unless the tins, cans, or other vessels containing the same are securely crated or boxed.

Tank trucks for the conveyance of inflammable liquid shall be of a design approved by the Commissioners, and shall be provided with efficient safety valves.

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

20. Explosives will, except otherwise provided, be received for carriage only at Laverton and only on such days as may be appointed from time to time.

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

EXPLOSIVES.

IN PORTABLE MAGAZINES BY MIXED AND GOODS TRAINS.

Authorized explosives, *i.e.*, explosives which are defined by the Governor in Council from time to time by order under section 53 of the *Explosives Act* 1915, when contained in their original packages and loaded in approved portable magazines, may be carried by mixed or goods trains together with ordinary goods in a truck or trucks not containing any article or substance liable to cause or communicate fire or explosion.

The classification, names and marking of authorized explosives commonly conveyed are :—

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, Gelnignite, Dynamite, Samsonite, Viking Powder. 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); Amorces; Socket, Sound and Distress Signal Rockets; Very Signal Cartridges, &c.

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 into a portable magazine, but may be accepted if packed in a strong wooden case, lined, unless otherwise specified, 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 the 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, which contain 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—

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

Manufactured small fireworks, if securely packed in a strong wooden case, lined with tin, 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 Explosives Vans unless exempted by a special written authority.

RATES.—

Explosives, at the charges for explosives (see page 26).

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

Large Fireworks, at the charges for Explosives (see page 26).

Sporting Gunpowder " " " (see page 26, clause (c)).

Safety Cartridges, Class 2. tariff rate, Smalls Minimum (see page 26, clause (c)).

CHARGES FOR THE CARRIAGE OF EXPLOSIVES.

(A) IN EXPLOSIVES VANS—

- (1) Consignments forwarded on the prescribed loading days to railway stations within the radius to which the Department provides a regular Explosive service will be carried at Class 2 mileage rate, minimum 3 cwt., provided that in no case shall the charge be less than 13s. 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—
- Where a regular goods train is run for the whole distance, as for a minimum quantity of two tons.
 - 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 can be carried by a regular goods train, thence an additional minimum charge, including the freight charges, of £3 11s. 9d. for every 25 miles 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 the district, and can be conveniently carried in the same explosives 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 Bright shall be £7 3s. 6d.; and between Woodend and Daylesford £3 11s. 9d.
- (3) Explosives forwarded from Laverton to the Austral Coal Company, Coal Creek 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 to Korumburra, and in addition a charge of £3 11s. 9d. shall be made for the 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 4s. for each portable magazine or cylinder provided that this charge shall not exceed Class 2 mileage rates, subject to a minimum charge of 13s. when cheaper than the rate of 4s. 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.	No. of Magazine.	Weight. C. Qr.
1	1 0	3	1 2
2	1 3	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 conveyance unless packed as prescribed, viz.:-

(a) INFLAMMABLE LIQUIDS—GROUP "A."

Inflammable Liquids having a True Flashing Point of Less than 73 Degrees Fahrenheit.

Each package must have a label, printed in conspicuous characters, attached thereto, and bearing the words "HIGHLY INFLAMMABLE," and stating the name of the contents, name and address of sender, or be marked accordingly.

Name of Article.	Class.	To be packed in.
Acetone	2	
Acetone produce of Commonwealth on Up journey	C	
Benzine	*	(A) In steel or iron casks, drums, or cans, strongly made and securely closed so as to prevent all possibility of leakage; or
Benzol (bensone)	*	(B) In hermetically sealed tins in cases or bottles packed in sawdust in metal containers in cases; or
Benzoline	2	(C) In sound hermetically sealed two or four-gallon 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; or
Collodion	†	(D) In steel or iron tanks of approved construction in accordance with the Acts and Regulations dealing with goods of a dangerous nature.
Crude oil, including "Fellite"	2	
Enamel anti-fouling composition	2	
Gasoline	*	
Hydrocarbon oil for gas manufacture	2	
Motor spirit	*	
Naphtha	1	
Nitro-cellulose solution and pyroxyllin	2	
Pentane	2	
Petrol	*	
Petroleum	1†	
Rubber solution, partly composed of naphtha or other highly inflammable liquids	2	
Thinners and plasticisers (for lacquers and varnishes)	2	
Toluol	2	
Naphtha (wood)	2	(A) In wooden casks, steel or iron casks, drums, or cans, strongly made and securely closed so as to prevent all possibility of leakage; or
Spirit (wood)	2	(B) In hermetically sealed tins or bottles packed in sawdust in cases; or
Ethyl alcohol (rectified spirits)	2	(C) In sound hermetically sealed two or four gallon 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; or
Methyl alcohol (wood naphtha, wood spirit, methanol)	2	(D) In steel or iron tanks of approved construction in accordance with the Acts and Regulations dealing with goods of a dangerous nature.
Methylated spirit	2†	
Spirit varnish	2	

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

Subject to the following Minimums :-

In train loads	See page 240.	
Truck loads	8 tons per 10, 11, or 12-ton trucks	Class C.
Smaller quantities	10 tons per 18 or 20-ton truck	Class 1.
In bulk, in owner's tank trucks (Empty tank trucks returned free.)	Actual weight, subject to "Small Minimum"	Class C.
Loaded with kerosene	Full carrying capacity of truck (See page 130)	Class C.
	See General Condition 18, clause 5, page 13.	

† Oil crude and residual.

Used as fuel for motive power in internal combustion engines	2 tons	Class A.
In bulk in owner's tank trucks (Empty tank trucks returned free.)	Full carrying capacity of trucks see page 130	Class A.
Used directly for fuel in open furnaces in place of wood or coal, also for road-making on declaration	8 tons per 10, 11, or 12-ton trucks	Class M.
	12 tons per 16 or 20-ton trucks	
Residual consigned to the country to be used in combusting forests in vineyards and orchards, and so declared on the consignments	8 tons per 10, 11, or 12-ton trucks	Class A.P.
	12 tons per 16 or 20-ton trucks	
Fellite, used as fuel for motive power in internal combustion engines	1 ton	Class B.
	8 tons per 10, 11, or 12-ton truck	Class A.
	12 tons per 16 or 20-ton truck	

† For concessions to Country Industries see pages 228 to 236.

DANGEROUS GOODS—continued.

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

Name of Article.	Class.	To be packed in.
Ether (ether)	2	(A) In approved steel or iron drums, hermetically sealed; or (B) In hermetically sealed tins or bottles packed in sawdust in cases, not exceeding 100 lb. gross weight each package. In approved steel or wrought iron drums, gross weight not to exceed 5 cwt. for each drum. If the weight of the drum exceeds 1 cwt. it must be securely placed in wooden cradles in three 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 stoppered bottles securely packed in sawdust in cases.
Bisulphide of carbon	2	
Bisulphide of carbon, for rabbit killing, on declaration	1	

(b) INFLAMMABLE LIQUIDS—GROUP "B."

Inflammable Liquids having a True Flashing Point of between 73 Degrees and 150 Degrees Fahrenheit.

Each package must have a label, printed in conspicuous characters, attached thereto, and stating the name of the contents, name and address of sender, or be marked accordingly.

Name of Article.	Class.	To be packed in.
Acetone oil	1	In steel or iron casks, drums, cans, or tins, strongly made and securely closed so as to prevent all possibility of leakage, or in bottles packed in sawdust in cases; or In sound hermetically sealed two or four gallon 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.
Fly-spray liquids	2	
(a) Kerosene	*	
Petroleum oil	1†	
Nitro-cellulose solution and pyroxyllin	2	
Petropine	2	
Terebine or liquid driers	2	
Thinners and plasticisers (for lacquers and varnishes)	2	
Turpentine substitute	2	
Turpentine varnish	2	
Turpentine (spirits of)	2†	
Shell Mineral Turps	+	

NOTES.—(a)—

Kerosene may also be accepted for conveyance when contained in steel or iron tanks of approved construction in accordance with the Acts and Regulations dealing with Goods of a Dangerous Nature.

Kerosene in uncased tins will not be accepted for carriage in lots of less than truck loads, viz., 3 tons.

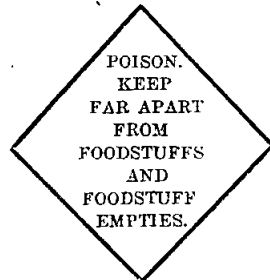
* Kerosene—	Subject to the following minimums.	Class.
In train loads	See page 240.	
In bulk, in owner's tank trucks (empty tank trucks returned free)	Full carrying capacity of truck (see page 130)	B
In cases and in bulk	1 ton	C
do.	3 tons per 10, 11, or 12-ton trucks } 12 tons per 16 or 20-ton truck }	B
Loaded with motor spirit	See General Condition 13, clause 5, page 13.	
† Petropine and Shell mineral turps.		
Truck loads	3 tons per 10, 11, or 12-ton trucks } 10 tons per 16 or 20-ton truck }	C
Smaller quantities		1

† For concessions to country industries see pages 226 and 226.

DANGEROUS GOODS—continued.

(c) DANGEROUS OR CORROSIVE CHEMICALS—GROUP "C."

Each package of Dangerous or Corrosive Chemicals must be conspicuously marked with the name of the contents and the name and address of sender, and have affixed a RED LABEL, not less than four (4) inches square, as shown hereafter—



Name of Article.	Class.	To be Packed in.
<i>Acids.</i>		
Acetic acid	C	In carboys, jars, or bottles, in cases.
Wood acid	2	
Arsenic acid	2	In glass carboys, or in bottles, packed in cases or hampers; or in bottles, packed in sawdust in cases.
Bromine	2	
Carbolic acid	2	In tins, packed in cases; or in casks, or steel or iron drums.
Chlorine	2	
Chlorine, for rabbit killing on declaration	1	In approved metal cylinders.
Chromic acid, liquid	2	
Hydrochloric acid	2†	(A) In glass carboys, or in bottles, packed in cases or hampers; or (B) In carboys, or in casks or steel or iron drums.
Muriatic acid	A†	
Spirits of Salts	A	In glass carboys, or in bottles, packed in cases or hampers, or in bottles packed in sawdust in cases; or in jars packed in bagging, and enclosed in cases or crates.
" " " (Druggists)	2	
Hydrochloride	2†	In gutta-percha bottles, packed in cases.
Hydroperoxide	2†	
Hydrofluoric acid	2	In glass carboys or in stoneware jars protected by wirework; in bottles, packed in cases of timber of not less than 1 in. thickness, to which cleats are affixed to admit of ready handling, accompanied by a declaration that the carboys or bottles are completely surrounded with keiselguhr, whiting, or other approved material on which the acid has no dangerous chemical action. Cap of plaster of Paris must be placed over screw top of bottles or jars. Each package must be endorsed in distinctive lettering showing contents. Nitric acid and sulphuric acid must not be enclosed in the same package, and on no account must sawdust, straw, or bagging be used for packing.
Nitric acid	2	
Aqua-fortis	2	In iron containers, hermetically sealed, packed in cases.
Sulphuric acid	A†	
Oil of vitriol	2	(A) In casks; or (B) In glass bottles (not carboys), packed in cases.
Sulphuric Anhydride	2	
Sulphuric acid crystals	2	(A) In casks; or (B) In glass bottles (not carboys), packed in cases.
Sulphurous acid	2	

† For Concessions to Country Industries see pages 228 to 230.

DANGEROUS GOODS—*continued.*DANGEROUS OR CORROSIVE CHEMICALS—GROUP "C"—*continued.*

Name of Article.	Class.	To be Packed in.
<i>Chemical Compounds.</i>		
Ammonia, liquid	2†	(A) In bottles, carefully and securely packed in cases, casks, or hampers; or (B) In stoneware jars, wicker covered, packed in suitable crates. It must not be enclosed in the same package with acids or bromine.
Arsenic	‡	(A) In tins, packed in strongly-made and tightly-jointed cases; (B) In thoroughly sound, well-coopered casks, lined with strong paper. (C) In strong hermetically sealed steel or iron drums. 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.
Calcium Carbide (Carbide of calcium)	§	In hermetically sealed tins, packed in cases of timber of not less than five-eighths of an inch in thickness, strongly bound with hoop iron; or in airtight and damp-proof steel or iron drums. Each package must bear in conspicuous characters the words "Carbide of Calcium—Dangerous if not kept dry"; also the following caution:—"The contents of this package are liable, if brodght into contact with moisture, to give off a highly inflammable gas"; also the name and address of the sender.
Calcium cyanide or Cyano gas, for rabbit destruction	2	Consignments up to 30 lb. to be enclosed in cartons, packed in cases of timber of not less thickness than three-eighths of an inch. Over 30 lb. to be placed in cartons, packed in cases of not less than one-half inch timber. All cases must be cleated at the ends with extra timber, and bound with steel wire or scrap iron.
Iron perchloride (Perchloride of iron, Muriate of iron, Iron liquor) ..	2	In glass carboys or in bottles packed in cases or hampers.
Chloride of iron	2	
Nitrate of iron	2	
Lead arsenate (Arsenate of lead) ..	A	In steel or iron drums, hermetically sealed; in tins, in cases, or corrugated cardboard containers, or bottles or jars in packing in strongly made cases.
Phosphorus stick	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	
Potassium Chlorate (Chlorate of potash)	1	In steel or 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.
Potassium cyanide (Cyanide of potassium)	1	In airtight zinc cases, packed in substantial wooden cases, iron bound, not containing more than 2 cwt. each. All packages must be of sufficient strength to withstand wear and tear of railway transit, and be closed in such a manner as to prevent any leakage of contents.
Sodium cyanide (Cyanide of sodium) ..	1	

† For Concessions to Country Industries see pages 229 to 236.

DANGEROUS GOODS—*continued.*
DANGEROUS OR CORROSIVE CHEMICALS—GROUP "C"—*continued.*

Name of Article.	Class.	To be Packed in.
<i>Chemical Compounds—continued.</i>		
Potassium hydroxide (Caustic potash)	2	} In iron containers, hermetically sealed, packed in cases, or tins or bottles in cases.
Sodium hydroxide (Caustic soda)	A†	
Sodium amalgam	2	
Sodium or potassium (metallic)	2	
Sodium hypochlorite	C	In jars, in crates.
Sodium peroxide (Peroxide of sodium)	2	In hermetically sealed tins, each not exceeding 14 lb. in weight, or drums 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 lb. in weight.
Sodium sulphide (Sulphide of sodium)	2	In steel or iron drums, hermetically sealed.
Sulphur chloride (Chloride of sulphur)	2	In glass carboys or in bottles, packed in cases or hampers.
Zinc chloride (Chloride or muriate of zinc)	2	In casks or steel or iron drums.
<i>Miscellaneous.</i>		
Accumulators	2†	} (A) Cells constructed of glass or other material must be sealed around top edges with pitch or other suitable material, and filling hole securely plugged to prevent leakage of acid contents. (B) Cells must be well insulated to prevent short circuits, and packed in sawdust, straw, or wood-wool in sound cases, marked and labelled in distinctive characters—"SULPHURIC ACID—BATTERY FULLY CHARGED—THIS SIDE UP," and of sufficient strength to withstand weight of contents. (C) Consignors are required to endorse on consignment notes a certificate that the charged batteries or accumulators described thereon have been sealed and packed in accordance with the specifications of the Railway Commissioners.
Batteries (charged)	2	
Bleaching liquids, corrosive	C	} In glass carboys or in bottles, packed in cases.
Disencrusting fluids n.o.s.	2	
Disencrustant, boiler, including Kellow-fuge	A	} In casks, steel or iron drums, or in tins in cases, or in bottles in cases.
Disencrustant "Kyrac"	B	
Oil of mirbane or other liquid nitrobenzine compounds	2	} In steel or iron drums, or in strong securely closed sound tins, packed in sawdust or straw in cases. Each package shall also be marked "Not to be loaded with foodstuffs."
Painters' solution, corrosive	2	
Soldering fluids	2	In jars, or carboys, in cases.
<i>Poisonous Chemicals.</i>		
Hydrocyanic acid (Prussic acid)	2	In luted and tied over well stoppered glass bottles not exceeding 3 lb. in capacity packed in strong wooden cases, containing sufficient keiselguhr, to absorb the whole of liquid in case of fracture, mixed with sufficient lime (calcium oxide) to neutralize the whole of the acid; not more than 12 bottles (3 lb.) to be contained in one case.

† For Concessions to Country Industries see pages 228 to 236.

DANGEROUS GOODS—continued.
DANGEROUS OR CORROSIVE CHEMICALS—GROUP "C"—continued.

Name of Article.	Class.	To be Packed in.
<i>Miscellaneous—continued.</i>		
		(A) In steel or iron drums, with opening flush with the top of the drum, hermetically sealed, with 24-gauge tinned iron round discs brazed over the bunghole, and edge around the disc soldered. The discs will need in all cases to be 1 inch more in diameter than the bunghole, in order that there will be at least one-eighth of an inch around the bunghole brazed to the disc.
Prickly pear poisons	2	(B) Drums constructed of not less than 3/16th inch steel with edges welded together and fitted with one or more metal plugs well greased and screwed into the top of container will also be accepted for transit, provided bungholes are secured by suitably threaded metal plugs in such manner as will prevent leakage.
Dissolved arsenic	2	
Weed eradicator (non-corrosive to metal)	A	
		(C) Full truck loads of these commodities in cased hermetically sealed tins may be accepted, but care must be taken to see that there are no signs of leakage. Consignment notes shall be endorsed by senders "Sealed in accordance with the specifications of the Railway Commissioners."
Orchard pests specific	A	In hermetically sealed steel or iron drums or in sealed tins packed in cases.
Sheep dip	B†	
Rabbit poisons, n.o.s. (jam, molasses, or pollard mixed with poison to be used for rabbit destruction)	1	In tins, securely fastened; the tins to be covered with grease-proof paper and a layer of diatomaceous earth and sawdust; or, as an alternative, sawdust and earth, each 3/16ths of an inch in thickness top and bottom; the whole to be enclosed in a case made of 1/2-inch timber and securely nailed.
		Subject to the following Minimums—
		Per 10 ton truck. Per 11 ton truck. Per 12 ton truck. Per 16 or 20 ton truck.
‡ Arsenic	2†	Tons. Tons. Cwt. Tons. Cwt. Tons. Cwt.
" crude	A	
"	A-25%	9 1/2 10 9 11 8 15 4
§ Carbide of Calcium	1	
"	C	8 8 0 8 0 12 0

(d) COMPRESSED GASES—GROUP "D."

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.
Acetylene gas	2	In approved cylinders, containing an approved porous filling.
Minimum 6 tons per 4-wheeled truck	1	
Carbonic acid gas	2	In approved cylinders;
Chlorine gas	2	
Hydrogen gas	2	
Minimum 6 tons per 4-wheeled truck	1	
Liquid ammonia gas	2	
Nitrous oxide gas (laughing gas)	2	
Oxygen gas	2	
Minimum 6 tons per 4-wheeled truck	1	
Sulphur dioxide gas	2	

† For concession: to Country Industries see pages 228 to 233.

DANGEROUS GOODS—*continued.*COMPRESSED GASES—GROUP "D"—*continued.*

These cylinders contain gases under very high pressure, which are further increased by heat. Senders of all gases, except Acetylene Gas, must give a written certificate on the consignment note, or separately, with each consignment, as follows:—

"These Cylinders have been constructed and charged in accordance with the recommendations of the British Departmental Committee on the manufacture of Compressed Gas Cylinders, 1895, or the first report of the Gas Cylinders Research Committee, 1921."

In regard to compressed and Dissolved Acetylene Gases, the certificate is to be to the following effect:—

"These Cylinders have been constructed and charged in accordance with an order of Secretary of State (No. 9), dated 23rd June, 1919."

All Cylinders must bear the full address of the consignee, with the name of the consignor on the back of the address tag (which must be fastened securely to the cylinders), and the number of cylinders must be shown both on the consignment note and invoice.

These instructions do 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 containers, "COMPRESSED LIQUID AMMONIA."

MATCHES—LUCIFER, WAX, AND SAFETY—GROUP "E."

Matches shall be charged Class 2, including District rate where applicable, and shall be packed as shown hereunder:—

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

Lucifer, Wax, or Safety Matches not exceeding 2 cwt. gross must be packed in cases consisting of wood of three-eighths ($\frac{3}{8}$) of an inch thickness at the side, top, and bottom, and of five-eighths ($\frac{5}{8}$) of an inch thickness at the ends, to be strengthened with two battens across the lid outside, and two battens at each end inside. The battens to be not less than two and a half ($2\frac{1}{2}$) inches wide, and half ($\frac{1}{2}$) an inch thick.

Cases, the gross weight of which exceed 2 cwt. and does not exceed 3 cwt., to consist of wood five-eighths ($\frac{5}{8}$) of an inch thickness at the sides, top, and bottom, and three-quarters ($\frac{3}{4}$) 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 aforementioned, battens need not be used.

These instructions do not apply to imported matches sent forward in the same cases in which they were originally imported.

(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 boxes, the sides, bottoms, and lids of which must be of a thickness of not less than $\frac{1}{2}$ inch, and the ends of not less than $\frac{3}{4}$ 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 hooping, 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 rate where applicable), and shall not be accepted for carriage by rail unless enclosed in a double package, the inner one being of metal and the outer of metal lined with material which is a non-conductor of heat of an approved thickness.

(H) LIME.

Lime shall be charged as follows:—		Class.
In trucks loaded to full carrying capacity less 5 per cent .. .. .	.. .. .	M
Minimum 3 tons .. .. .	.. .. .	A
Smaller quantities, Smalls minimum .. .. .	.. .. .	B

(See page 241.)

These regulations are supplemental to the Acts and Regulations dealing with Explosives and Goods of a Dangerous Nature and all other Regulations, Rules or Orders made thereunder, and in the event of any breach by act or default of any of them the penalties and consequences provided by the said Acts will be incurred and ensue.

CONDITIONS FOR THE CONDUCT OF TRAFFIC AT 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. 11d. 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 demand before the consignments are removed off the ground.

Any portion of a day exceeding twelve working hours after a truck has been unloaded is 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 by reason that the cubic capacity for stacking on the said frontage may or may not be made fully available.

3. On all allotments abutting on the siding, a space of 4 feet 9 inches from the rails must always be kept clear by the consignee immediately a truck is discharged, or, in his default, the work will be done by the Commissioners, at a cost to the consignee of 1s. 11d. 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 than leased allotments, consignments for which no receipts have been given, or for which the railway 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 storage 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 lessee or 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 (10) feet, and a charge of 1s. 4d. 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 stack up or level down consignments placed on allotments, and must also trim stacks if required by the Commissioners.

A charge of 1s. 11d. 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 these 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 be 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 138.

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 to stone, sand, metal screenings, &c., at suburban sidings.

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

1. The undermentioned conditions shall be applicable in respect of agricultural machines and implements, machinery, produce, live stock (including dogs, poultry and other birds), buggies, trotting sulkies * accompanying trotting horses, motor-cars, drays, wagons, and other goods of a like 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, Mixed, 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 loaded in cattle trucks and forwarded by Goods trains. Each 3 stalls in "F" or "FF" horse box to be regarded as equivalent to one full cattle truck.

3. When the exhibits are consigned on the forward journey, the consignors will require 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.

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 265).

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. In all cases where Show exhibits are loaded or unloaded by the department the charges prescribed for the service shall be imposed.

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 fodder, 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.

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

CARRIAGE OF EXHIBITS FOR SHOWS, ETC.—*continued.*

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.

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 113.

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; the 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 breakage 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 be reinforced by cleats.

BARRELS, CASES, HOOSHEADS, KEGS.—When made of wood heads must be made of one piece or of two or more pieces closely fitted and must be held securely in grooves (crozes) by hoops. When these containers are used for articles not liable to loss from leakage or sifting and heading is one-half ($\frac{1}{2}$) 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. The 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 fully protected. Pieces forming the crate must be of sound material, free from defects that materially lessen their strength, and suitably spaced; the spaces between the battens of crates containing plaster-board, 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 circular form must be reinforced at ends by metal hoops or wire securely fastened to the package.

DEFINITIONS OF PACKING—*continued.*

DRUMS CONTAINING MOTOR SPIRIT.—Drums containing Motor Spirit shall be in accordance with the following specifications:—

1. The minimum thickness of the material in any part of the completed barrel or drum must not be less than that prescribed in paragraph 2 (a). (Gauge mentioned in this specification refers to the United States Standard.)

2. (a) In the interpretation of the minimum thickness of metal allowed for any specified gauge, a variation, due to commercial conditions of manufacture, of not more than 2½ per cent. below the specified standard will be considered satisfactory, provided the average weight per square foot is not less than the standard weight of the gauge specified. The standard thicknesses and weights prescribed are as follows:—

Nominal Capacity.	Gauge U.S. Standard.	Standard weight per sq. ft.	Minimum (2½% under standard).
		lb.	inches.
10 gallons or less	20	1.500	0.037
	1 19	1.750	0.043
11 to 35 gallons	18	2.000	0.049
	1 17	2.250	0.055
36 to 55 gallons	16	2.500	0.061
	1 15	2.812	0.069
56 to 110 gallons	14	3.125	0.076
	1 13	3.750	0.091

See paragraph 6.

(b) The weight of a barrel or drum with a nominal capacity of 50 to 55 gallons must not be less than 70 lb. in the blank, exclusive of the rolling hoops.

(c) The weight of a barrel or drum with a nominal capacity of 100 to 110 gallons must not be less than 130 lb. in the blank, exclusive of the rolling hoops.

3. Rolling hoops swedged or rolled into the shell are not permitted; provided that the containers of the cylindrical or straight-side type may have the rolling hoops swedged or rolled into the shell or body if both the shell and the heads are made from materials at least two gauges thicker than as prescribed in paragraph 2.

4. Separate rolling hoops as prescribed must be properly secured to the shell, preferably by means of small bead on each side of each rolling hoop, or by welding for a length of three or four inches at several points around the circumference; spot welding or beading under the rolling hoop is not authorized.

5. Bilge type containers need not be equipped with rolling hoops if the minimum thickness of the metal in the shell is 14 gauge at the bilge and 15 gauge at other points for a container of 35 gallons or less nominal capacity, and 13 gauge at the bilge and 14 gauge at other points for a container of over 35, but not over 55 gallons nominal capacity. If lighter material is used, or if the container is over 55 gallons nominal capacity rolling hoops must be attached in accordance with the provisions covering the cylindrical or straight-sided container.

6. Each barrel or drum must be tested under water or with all seams covered with soapsuds or heavy oil, by interior compressed air, at a pressure of not less than 15 pounds per square inch, and must be carefully examined while under this pressure, and must stand this test without leaking.

7. Provision must be made for closing bung holes and other openings in such manner as to prevent leakage. Threaded metal bungs and plugs must be close fitting, and threads in the reinforcements and on the plugs must be cut at right angles to the faced surfaces thereof, so that when bungs are inserted (without gaskets) the faced surfaces of the reinforcement of the bung will bear squarely on the faced surface of the reinforcement or spud. The spud should have not less than five complete threads, and the threading on the bung should be of sufficient length so that with gasket in place it will engage in all of the five threads of the spud.

Gaskets must be made of lead, vulcanized fibre, or other suitable material not less than ¼ inch thick and not less than ¼ inch across the face.

To ensure tight closure of the bung, &c., it is advisable that the gaskets and flanges of the bung and filling hole be coated with a suitable luting substance such as gum shellac dissolved in alcohol to about the consistency of molasses, glue or a resin and soap compound, &c. After applying such luting the bung should be set down tight with a wrench having a handle at least 18 inches long. The barrel should be allowed to stand on end for a few hours until the luting dries, after which the barrel should be placed on its side, bung down to test for leakage before being offered for transport.

DEFINITIONS OF PACKING—*continued.*

8. The method of manufacturing the barrel or drum and the materials used must be well adapted to producing a uniform product. Leaks caused by defective manufacture of a barrel or drum must not be stopped by soldering, but must be repaired by the method used in constructing the barrel or drum.

It is recommended that, when nature of contents will permit, each such container should be coated on the inside and outside in such manner and with such materials as will prevent corrosion.

9. All metal barrels or drums having a capacity of 30 gallons or over being manufactured with a flanged type of head secured to the body, whether by welding or by a double seam, must have the chime adequately protected by some chime reinforcement.

10. Each barrel and drum must be plainly marked on the head :—

Vic. Rlys.

SPECIFICATION.

and each consignment for inflammable oils must be accompanied by a consignment note on which must be stamped or written by the consignor—

“The inflammable oils referred to herein are packed in containers in accordance with the specifications imposed by the Victorian Railways Commissioners.”

11. The amount of Motor Spirit put into the containers must be such as to leave an air space of at least 5 per cent. of the total volume of the container.

12. Drums of 4 and 8 gallons capacity respectively sold for home storage purposes, and only to be used for the carriage of petrol on one forward journey, shall be accepted for conveyance by rail subject to an undertaking being given “that the containers are original packages and that they have not been emptied and refilled” and they conform to the specification prescribed above with the following modifications :—

Nominal Capacity.	Gauge U.S. Standard.	Standard Weight per sq. ft.	Minimum (2½% under Standard).
		lb.	inches.
8 gallons	21 sides	1.40	0.034
	20 heads	1.53	0.028
4 gallons	24 sides	1.017	0.025
	23 heads	1.152	0.028

13. In the case of 4-gallon drums, sub-clause six is modified to the extent that the air pressure test shall not be less than 10 lb. per square inch instead of 15 lb. per square inch.

14. Drums, the specifications of which do not conform to the standard indicated above, may be accepted when consigned direct from ship to a railway destination station, subject to the following conditions.

(a) That each drum shall be plainly marked on the head “This drum must not be accepted for carriage of volatile inflammable oils except when consigned direct from an overseas vessel.”

(b) That consignment notes shall be endorsed “Subject to this consignment being accepted by the Victorian Railways Commissioners for carriage by rail ^I We undertake that the drums will not be again used as containers for volatile inflammable oils for carriage by rail.”

(c) That the drum so marked containing motor spirit, &c., shall be accepted for carriage by rail only from ships.

DRUMS CONTAINING OTHER THAN MOTOR SPIRIT.—Drums must be made of iron or steel, all joints and seams to be electrically welded or riveted 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, welded or riveted on to the body of the drum.

Drums exceeding 25 gallons in capacity must have hardwood runners or galvanized hoops welded or securely shrunk on to the body of the drum. These runners must project sufficiently to protect the bung 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” specification 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.

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

Article.	Class.	Article.	Class.
A.		Agricultural Implements and Machines—continued.	
Accumulators (see page 31)		Planters, potato	
Acetate of Lime, "Smalls" minimum	B	Ploughs	
" " (see (c)) ..	A	Presses, hay	
Acetone (see page 27).		Presses, motor baling	
" Oil (see page 28).		Rakes, fire and hay	
Acids and Compounds, dangerous, n.o.s. (see pages 27 to 33).		Reapers and binders	
Acids, not dangerous, n.o.s.		Rollers, land	
Liquid, in jars in wickerwork, or in packing in cases, C.R.†	2	Scoops, earth	
Powder, in cases, C.R.†	2	Scufflers	
Acid—		Strippers	
Acetic (see page 29).		Tedders, hay	
Chromic Liquid (see page 29).		Threshers (see page 247)	
Citric, in barrels or in bottles or jars, in packing in cases, C.R.†	2	Winnowers	
Arsenic, Carbolic, Hydrochloric, Hydrofluoric, Hydrocyanic, Muric, Nitric, Prussic, Sulphuric, Sulphurous, Wood (see pages 27 to 33).		Old, same as machinery, old (see page 58)	
Lactic	A	In pieces, in cases, or in bundles (see (h)) ..	*C
Tartaric, in cases, kegs or barrels, C.R.† ..	*2	Parts of (including castings and mouldings) subject to the packing prescribed for Agricultural Implements, and parts of, enumerated in the classification C.R.†	
Advertising Plates, tin or iron, C.R.† ..	1	Finished, n.o.s. ..	*1
Advertising Matter (see page 225).		In the rough and not machined or polished, n.o.s. ..	*C
Aegypto (flooring material) ..	B	In the rough and not machined or polished, n.o.s. (see (h)) ..	*C loss 20 p.c.
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	Aid-U, produce of Commonwealth, on Up journey, smalls minimum	*C
Aeroplanes—		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†	0
Set up, same as motor cars		Bulk—	
In pieces in cases, C.R.† ..	2 plus 25 p.c.	Produce of Commonwealth, on Up journey	*B
Agricultural Implements and Machines, as under:—		n.o.s.	C
In cases or crates, C.R. ..	*1	Bottled—	
Set up, loose { C.R.	*1 plus 10 p.c.	Produce of Commonwealth ..	*1
O.R.	*1	n.o.s. (see (h))	*C
Baggers		n.o.s.	2
Bag Lifters		" (see (h))	1
Carts, farm water		Bulk and Bottled, mixed lots, produce of Commonwealth, minimum quantity of bulk, 1 ton. (see (h))	*C
Chaffcutters		In uncovered crates, at owner's risk only, on damageable goods consignment note	*2 plus 25 p.c.
Clod Crushers		Certified by Customs Department to be unfit for consumption (see (h))	M
Corn Crushers			
Corn Shellers and Screens			
Cleaners, seed			
Cultivators			
Drills, disc, hand, hoe and seed			
Graders, land			
Grain Handlers			
Harrows			
Harvesters			
Horseworks			
Mowers			

* For Concessions to Country Industries, see pages 228 to 236.
 † 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.
	Tons.	Tons.	Tons.	Tons.
(c) Subject to a minimum of ..	6	6	6	6
(h)	7	7	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.
Ale, Bux, Camp, Crystal, Cartona.		Art, Works of, n.o.s.—	
Dandelion, Ginger, Hop, Horonda,		In packing in cases or crates bound	
Malt, Nera, Tonic, Neer Beer, and		with wire or hoop iron. (Con-	
similar kinds—		tents to be inspected before ac-	
In casks or in packing in cases,		ceptance of consignment note)	
and covered crates† ..	*B	rate and half, C.R.† ..	2
In uncovered crates, at Owner's		Loose, at Owner's Risk only on	
Risk only on Damageable		Damageable Goods Consignment	
Goods Consignment Note ..	*1	Note, double rate ..	2
Alkahost (cleanser) ..	B	Artificial Manures (see Manures)	
Alkali, canners' ..	*B	Asphalt—	
Almonds, in bags or cases, C.R.† —		in bags ..	M
n.o.s. ..	2	in blocks ..	A
Produce of Commonwealth, on	A, less	Boilers (see Bitumen Kettles)	
Up journey, "Smalls" minimum	25 p.c.	Asphaltum (same as Bitumen)	
Alpiuite (for packing walls) in bales		Asbestos—	
or bags, C.R.† ..	1	Flake ..	A
Alum (Alumina Sulphate) and Alum		Fire lumps, in cases, C.R.† ..	2
Cake ..	C	Sheets (see plaster)	
Alumina, Sulphate of (water purifier)	A	and Silicate Cotton for Steam Pipe	
Aluminoferic (water clarifier) ..	A	Covering ..	C
Alunite (see <i>ah</i>) ..	M	Ashes, n.o.s. (see <i>i</i>) ..	M
Amiwood (composition building		„ Wood (see Manures)	
board) ..	C	Ash-pans, for portable engines, in cases	
Ammonia liquid (see page 30)—		or crates, C.R.† ..	2
Phosphate of, in bags or barrels,		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 21 to 26)		loose, at Owner's Risk only on	
„ Boxes, empty (see page 115)		Damageable Goods Consignment	
„ C.R.† ..	1	Note ..	2
Animals (see Live Stock) ..		Axle Arms and Boxes, Iron, in cases	
Ant, white, exterminator, including		or bales, C.R.† ..	*1
Cresote ..	A		
Antibunt for treatment of seed-			
wheat ..	A		
Antimony—			
Oxide ..	A		
Ore (see Ore) ..			
Anvils, C.R.† ..	1		
Aquafortis (see page 29)			
Aqueous Liquid (see <i>h</i>) ..	M		
Architraves, not gilded—			
Hardwood ..	A		
„ see <i>j</i>) ..	A, less		
Softwood ..	25 p.c.		
Arkilite (cement composition) ..	C		
n.o.s. ..	A		
see (<i>ah</i>) ..	A, less		
	25 p.c.		
Arms, hardwood, for telegraph poles			
(same as timber, hardwood, seasoned)			
Arrowroot, manufactured—			
in cases, C.R.† ..	2		
produce of Commonwealth, in			
bulk, in bags ..	B		
Arsonic (see page 30)			
dissolved (see 32)			

* For Concessions to Country Industries, see pages 228 to 230.

† 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.
(h) Subject to a minimum of ..	7	7 0	7 0	10 10	10 10
(i) „ „ „ ..	8	8 0	8 0	12 0	12 0
(j) „ „ „ ..	8 10	8 10	8 10	14 10	14 10
(ak) „ „ „ ..	9 1/2	10 1/2	11 1/2	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.
Bank Notes, Bills or Orders (see General Condition 24)		Bay Leaves for flavouring ..	C
Bark, bundled, or in sheets—		Beams (see Scales)	
n.o.s.	B	Beans—	
see (d)	A	n.o.s. (see (i))	Grain
Consigned to country bark mills or country tanneries in Victoria (see (d))	*M	haricot, in bags or cases, C.R.† ..	1
Bark, extract of—		fresh, French and broad (same as vegetables)	
n.o.s.	A	Bearers, iron, C.R.†	2
Consigned to country tanneries in Victoria—		Beaver Board	C
see (d)	*M	Bedplates, iron, C.R.†	2
Minimum 10 cwt.	*A, less 25 p.c.	Bedsteads, in cases or crates, or packed in straw and hessian and castors removed, C.R.†	*2
Bark—ground or chopped—		Bedding, in bales, C.R.†	*2
In bags	B	Beef and Pork, salted, in casks, smalls minimum	B plus 25 p.c.
" (see (af))	A	Beehives—	
" Consigned by Victorian country bark mills to tanneries situated within a radius of 20 miles of Melbourne (see (af))	M plus 5 p.c.	with bees, in truck loads	Full sheep truck rate
" Consigned to country tanneries in Victoria (see (af))	*M	" in lesser quantities, at owner's risk only, on damageable goods consignment note	2
Bark Fibre	A	without bees—	
" Stringy, in sheets for roofing (see (i))	M	set up	C
Barley (see (ah) and page 247)	Grain	in pieces, in bundles, smalls minimum	A
" for seed (see page 245)		Beer (see Ale)	
" Pearl—		Beeswax, in cases or bags, C.R.†	*1
in bags or cases, C.R.†	1	Beet-root, (see (i) and page 225)	Grain
n.o.s.	1	" small quantities, smalls minimum	A less 10 p.c.
produce of Commonwealth, on Up journey	B	Bellows, in cases or crates, C.R.†—	
Barrels, empty, (see page 119)		n.o.s.	2
Barriers, comprising posts and rails, C.R.†	1	produce of Commonwealth on Up journey	C
Basaltic Fibre	C	Bells, in cases or crates, C.R.†	2
Basils (see Leather)		Belting, leather and rubber, in cases or bales, C.R.†	2
Baskets and Basketware—		Benches, in cases or crates, C.R.†—	
in crates or nests, C.R.†	2	carpenters' and Sloyd	1
loose, at owner's risk only, on damageable goods consignment note, rate and half	2	saw	*1
fish, empty (see page 115)		Bench Gauge, in cases, C.R.†	1
Bathbricks, in cases, C.R.†	1	Benzine (see page 27)	
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	Benzol (benzene) (see page 27)	
Bath Heaters, in cases or crates, C.R.†	2	Benzoline (see page 27)	
Bath Screens, in cases or crates, C.R.†	2	Bettabred, produce of Commonwealth, same rates and conditions as condensed milk, produce of Commonwealth	
Batteries (see page 31)		Bevara Beer (dry ingredients), in cases, C.R.†	1
		Bicarbonate of Soda (see Soda)	

* For Concessions to Country Industries, see pages 228 to 236.
 † 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.	Per S.A. Box Truck. Tons. Cwt.
(af) Subject to a minimum of ..	9	9 0	9 0	13 10	13 10	25 0
(d) " " " ..	6	6 0	6 0	8 0	8 0	
(i) " " " ..	5	8 0	8 0	12 0	12 0	
(ah) " " " ..	9½	10 9	11 8	15 4	15 4	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
Bichromate of Potash	A	Blinds—continued.	
Bicycles and Tricycles—		Venetian, in cases, C.R.† ..	2
in cases or crates, C.R.† ..	2 plus	Blue, in cases, C.R.†	2
loose, at owner's risk only, on	25 p.c.	Bluestone—	
damageable goods consignment		in cases or barrels, C.R.† ..	1
note, double rate	2	for spraying purposes and pickling	
Biege*, same as drapery		wheat, when so consigned ..	A
Billiard and Bagatelle Tables, in strong		Boats (see page 125).	
cases, suitably packed, with cloth		Boilers and Coppers, Kitchen, Wash-	
packing between slates and wedged,		ing, &c., n.o.s. (including iron	
C.R.†	2	frames for boilers), in cases or	
Birds, Mutton, dead—		crates, C.R.†	*2
In cases or casks, C.R.	1 plus	Boilers, Steam—	
n.o.s., .. O.R.	10 p.c.	n.o.s., all projecting parts to be	
Birds, n.o.s., in cases or crates, C.R.†	1	crated or removed and cased	
(see page 255 re limitation of Com-		(second-hand to be also subject	
missioners' liability)	1	to inspection by Departmental	
Biscuits, in cases or crates, C.R.† —		Engineer at cost of sender),	
minimum, 2 tons	*1	C.R.†	*1
smaller quantities	*2	old, same as Machinery, old.	
dog	A	Bolts, iron, in cases or bags, latter	
Bitters, in packing in cases, bound		to bear address label inside and	
with wire or hoopiron; in demi-		outside, C.R.†	*1
johns in wickerwork or in cases;		Bone Ash, used in the assaying of	
in bulk in sound casks, C.R.† ..	2	gold, in drums or cases, C.R.† ..	1
Bitumen	C	Bone Dust (see Manure).	
" Kettles	1	Bone Meal (see Manure).	
" " On statutory declara-		Bones (see (d))	M
tion that same have		Bones, Bottles and Scrap Iron, mixed	
been in use for 3		lots (see (d))	M
years or more	C	Bones, crushed for case hardening	
Biturine	A	(see (i))	M
Blackboy Tree Chips (see page 53)		Books in cases, C.R.† (see page 225)	2
Blacking—		Boot Polish, Cream and Gloss, in	
in tins in cases, or bottles in pack-		tins in cases, or bottles in packing	
ing, in cases, C.R.†	2	in cases, C.R.†	2
in bulk in sacks, at owner's risk		Boot Hampers and Trunks—	
only, on damageable goods con-		n.o.s., in crates or hessian covers,	
signment note	1	C.R.†	2
Blacklead, in cases, C.R.†	2	(see Empties).	
Blanketta	C	Boots, Shoes and Goloshes, in	
Blankets, Flannels and Woollens, in-		approved cardboard containers, or	
cluding Woollen Rugs, Woollen		in trunks or cases, C.R.† ..	*2
Socks, and Woollen Cloth—		Borax, and Borax Glass, in cases,	
in approved cardboard containers,		C.R.†	1
or in cases bound with wire, or		Bottles, empty, including pickle	
in wrappers in thick brown paper,		bottles, in cases or crates†	
completely sewn up in hessian,		previously sent full by road or boat	
C.R.† —		truck loads (see (d))	A
n.o.s.	2	smaller lots (must be in bags,	
produce of Commonwealth ..	1	crates or cases) smalls mini-	
" " on Up		mum	B
journey, smalls minimum ..	*C	n.o.s.—	
Bleaching Liquids (see page 31).		truck loads (see (d))	M
Bleaching Powders	C	smaller lots (must be in bags,	
Blinds—		crates, or cases) smalls mini-	
Bamboo, rolled tightly on wooden		mum	A
cores and packed in hessian, C.R.†	2	(see Potteryware)	

* For Concessions to Country Industries, see pages 228 to 236.
† 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.
	Tons.	Tons.	Tons.	Tons.
(d) Subject to a minimum of ..	6	8	8	8
(i) " " " " ..	8	8	12	12

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
Boxes, Cardboard— in cases or crates, C.R.†	2 plus 50 p.c.	Bricktor, in bags, cases or barrels, C.R.†	1
in nests, packed in cases or crates, consigned to Victorian country industries, on Down journey, C.R.†	2	Brittania-metal Goods, not plated, in cases or crates, C.R.†	2
collapsible, sent collapsed, in pack- ages, smalls minimum	C	Briquettes—(see (ak))	Fire- wood
Boxes—		Brooms, in cases or bales, C.R.† — n.o.s.	2
Cable, iron, C.R.	1	Produce of Commonwealth, on up journey	B
Empty for luggage, in crates or hessian covers, C.R.†	2	Brunswick Black, in tins in cases, or in bottles in packing in cases, C.R.† ..	2
Steel or leather hat, in crates or hessian covers, C.R.†	2	Brushware, in cases, crates, or bales C.R.†	2
Empty, n.o.s. (see Empties).		n.o.s.	2
Brackets, iron, for telegraph poles, in bags or cases, C.R.†	1	Produce of Commonwealth, on "Up" journey	B
Braids, in cases bound with wire or hoop iron, C.R.†	*2	Buckets, metal, in cases or crates, C.R.† ..	2
Bran (see (ag) and pages 237 and 247).	Grain	" wooden, in nests or crated, C.R.†	2
Brands, iron, in cases or bales, C.R.† ..	2	" fruit, empty (see page 116). " mining, iron, C.R.	1
Brandy, same as Spirits.		Buggies (see Vehicles).	
Brattice Cloth, same as Bags, new.		Bullock drays (see Vehicles).	
Brass—		Bungs, wooden	B
Burnished, in cases or bales, C.R.† ..	2	" (sausage skins) in barrels or tins, C.R.†	1
Rods, in cases or bales, C.R.†	2	Burry Waste, same as Wool	
Sheet, in cases of bales, C.R.†	2	Butchers Small Goods, viz., Sausages, Saveloys, Frankfurts, Germans, Black and White Puddings, Heads and Feet, Corned Beef, "Smalls" minimum	C
Scrap	A	Butter	BB
Tubing, in cases or bales, C.R.†	2	" in single packages (see page 122). " for Export (see page 226). " Boxes, Kegs and Tubs (see Empties) " on declaration from the Cust- oms Department, returned from Melbourne to Country factories to be re-worked on account of being below stan- dard.	Half classi- fication rates on the back- ward journey
Bread, in baskets or cases, C.R.†	1	Buttermilk, desiccated, produce of Commonwealth	BB
Breakfast Foods, such as— All Bran, Bakedtes, Cerix, Corn Flakes, Crispies, Granola, Granose Biscuits,* Grape Nuts, Kornies, Pep, Vita Brits, and Weeties in packets, in approved card- board containers, or cases, C.R.† ..	1	" (see (a)).	A less 10 p.c.
Bricks—		Butter Barrels (see page 115).	
Air, metal, in cases or crates, C.R.† ..	2	Buttons, in approved cardboard con- tainers, or in cases bound with wire or hoop iron, C.R.†	*2
Air Vents, terra cotta	C	Butts, empty (see page 119).	
Enamelled and camber	A		
Gindcrete	M		
Concrete	M		
Fire, Fire Clay, and Fire Lumps ..	A		
" " " " " "	A, less 25 p.c.		
" " " " " "	(see (ai))		
See page 238.			
produce of Commonwealth, on Up journey	*M		
Ordinary	M		
Vitrified, Acid Proof, and Special Building such as Bull- nose and Facing	A		
" " " " " "	A, less 25 p.c.		

* For Concessions to Country Industries, see pages 228 to 236.

† 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.	Per Q.R. truck. Tons.
(a) Subject to a minimum of	4	4 0	4 0	4 0	4	..
(ag) " " " "	9½	9 10	9 10	14 5	14½	..
(ak) " " " "	8	8 0	8 0	14 0	14	16
(at) " " " "	9½	10 9	11 8	15 4	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.
C.		Cardboard Mounts for photographs, in cases or crates, C.R.†	2
Cabinets, telephone	B	Carnauba, in cases, C.R.†	1
Cable boxes, wooden	B	Carpeting in cases, C.R.†	2
" and cable drums, C.R.†	2	Carrots (see <i>ah</i>)	Grain
Cables Chain, C.R.	1	" Small quantities, "Smalls"	A, less
" Electric, C.R.	2	" minimum	10 p.c.
" " minimum 3 tons per 4-wheeled truck C.R.	1	Cartons, in cases or crates, C.R.†	2
" iron or steel, secondhand	C	" cardboard, collapsed, in bags, crates or cases, "Smalls"	C
" " (see <i>li</i>)	B	" minimum	C
Cages, bird, in cases or crates, rate and half, C.R.†	2	" (see page 116).	
" bird, loose, at owner's risk only on damageable goods consignment note, double rate	2	Cartridges (see page 25).	
" mining, C.R.	1	Carts (see Vehicles)	BB
Calcium Carbide (see pages 30 and 32).		Casein	BB
" Chloride, in iron drums C.R.†	1	Cases, empty (see page 115).	
" " (see <i>li</i>)	C	Casing, wooden for electric wires, in bundles not exceeding 17 ft. 6 in. in length, C.R.†	1
" " forwarded to Butter Factories for refrigerating purposes and so declared on the consignment note	A	Caskets for protecting coffins (see page 116).	
Cyanide (see page 30)	A	Casks, empty (see page 119).	
Calico* (same as Drapery).		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, cast iron balls for grinding purposes, sash weights	*C
Camp Equipment, each item to be consigned separately, and cased or baled, C.R.†	2	as above, see (<i>ai</i>)	*C, less 20 p.c.
Candles, in cases, C.R.†	1	Castings and Forgings, machined and polished, or light and fragile in cases or crates, C.R.†	*2
Canes, in bundles, C.R.†	*2	Cattle tips	B
Cannon, on carriages or otherwise, C.R.	1	Cattle and Poultry Food, liquid or dry, n.o.s.	A
Canoes, in cases or crates, C.R.†	Half Boat rates	Ceilings, Plaster (see Plaster).	
" on trucks fully loaded with other goods, double rate	2	Ceilings and Walls, metal in cases or crates, C.R.†	*1
Cans, empty (see page 116).		" and Walls, metal, loose, at owner's risk only on damageable goods consignment note	*2
Cantilevers, iron, C.R.	2	Celotex	C
Canvas and *duck, in bales, C.R.†	2	Cement in paper bags shall not be accepted for conveyance at Commissioners' risk (see General Condition 6, page 8)	
" cut to approved sizes for agricultural machines and so consigned, in cases or bales, C.R.†	1	Cement	*B
Caps, Tin, for covering bottles and pickle jars, minimum 9d.	C	" (see <i>ai</i>)	*A
Capsules, in cases, C.R.†	2	" (see page 342).	
Carbolized Sanitary Sawdust	A	Cement, liquid, for Congo roofing, in tins in cases, C.R.†	1
Carbon, Bi-sulphide of (see page 28).		" Pipes (see Pipes).	
" (gas) product from Gas retorts (see <i>c</i>)	M		
Carbox Liquid Cleanser	C		
Carboys (see Empties).			
Card Flyings	C		
Card Fettings, same as Wool.			

* For Concessions to Country Industries, see pages 223 to 236.

† 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
(i) " " "	8	8 0	8 0	12 0	12 0
(h) " " "	9½	9 10	11 8	14 5	14 5
(at) " " "	9½	10 9	11 8	15 4	19 0
(ah) " " "	9½	10 9	11 8	15 4	15 4

ALPHABETICAL CLASSIFICATION OF GOODS—continued

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

Article.	Class.	Article.	Class.
Cementone	A	Chaff (see (p) and page 139) ..	Grain
Cement and Concrete Articles as under, (see **)		Chains in cases or canvas packages, C.R.†	
†Bases for Bowser Pumps ..	A	used in the manufacture of Agricultural Implements ..	1
†Blocks for building purposes ..	*A	n.o.s., C.R. ..	2
„ „ „ (see (ai))	*M	„ and Hames (see n) ..	1
†Cell concrete	B	Chairs, on wheels—Invalid, Barbers', or Dentists', in cases or crates, C.R.†	2
†Columns Concrete	A	„ n.o.s., to be packed same as furniture, C.R.† ..	2
†Conduit Blocks	A	Chalk	*A
†Inverts, Plates, Slabs, Curbs, Manhole covers (see (ah)) ..	M	Chandeliers, in cases or crates, C.R.†	2
†Posts, bridge	1	Channels, Iron (see Joists).	
† „ fencing	A	Charcoal, in bags (see (g)) ..	M
„ „ (see (d))	A, less 25 p.c.	„ animal (charred bones) in barrels, C.R.† ..	1
„ „ (see (n))	M	Chardust	M
†† „ Verandah	A	Cheese, in cases or crates.†	
† Telegraph Poles (see (ai)) ..	A	„ „ Minimum 1 ton ..	Bb
† Rollers, Garden	2	„ „ lesser quantities.	B, plus one-eighth
† Sluice Gates and Inspection Shafts	2	„ „ „Smalls" minimum ..	B, plus one-eighth
†† Copper Boiler Stands	B	„ loose, at owner's risk only on damageable goods consignment note, "Smalls" minimum ..	B, plus one-eighth
†† Box Culverts and Gutter Crossings	A	„ in single packages (see page 122).	
†† Fireplaces	2	„ for export (see page 226).	
†† Chimneys in sections	A	„ in jars or tins in packing in cases, C.R.†—	
„ „ (see (ah))	A, less 25 p.c.	Produce of Commonwealth, "Smalls" minimum ..	B, plus one-eighth
†† Troughs—		n.o.s.	2
Washing, n.o.s.	2		
Product of Victorian Country industry, on Up journey ..	*1		
Sheep, pig, cattle or horse ..	A		
†† Window Frames	A		
†† Pipes, cement and monier, and collars (see page 63).			
†† Tanks	B		
„ (see (h))	A		

* For Concessions to Country Industries, see pages 228 to 236.

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

** 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.

	Per 10-ton truck.	Per 11-ton truck.	Per 12-ton truck.	Per 10-ton truck.	Per 20-ton truck.
	Tons.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
(d) Subject to a minimum of ..	6	6 0	6 0	8 0	8 0
(h) „ „	7	7 0	7 0	10 10	10 10
(ah) „ „	9½	10 9	11 8	15 4	15 4
(at) „ „	10	10 9	11 8	15 4	19 0
(n) „ „	10	11 0	12 0	16 0	20 0

	Per 10, 11, or 12 ton truck.	Per 16-ton capacity truck.			Per 20-ton truck.	Per South Austrn. 40-ton truck.	Per 30-ton truck.
	Tons.	Drop Door.	High Sided.	Swing Door.	Tons.	Tons.	Tons.
(p) „ „	7	10	8½	10	10	23	10
(q) „ „	7	10½	8½	10	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.
Cheese Binding, in cases or bales, C.R.†	2	Cinnamon in cases, C.R.†	2
Chemicals (see pages 27 to 33).		Circus Material, Merry-go-rounds, and Switch-back Railways, in cases or crates, C.R.† —	
Chestnuts, in bags or cases, C.R.†	1	Truck. Per mlt. Min. charge.	
n.o.s.		£ s. d. £ s. d.	
produce of Commonwealth on "Up" journey, "Smalls" minimum	A, less 25 p.c.	Per 4-wheeled 0 0 9 .. 0 14 6	
Chevalier Cooking Mixture in cases, C.R.†	1	„ 6-wheeled 0 0 11 .. 0 18 3	
Chicory Roots (see (j))	Grain	„ bogie .. 0 1 1½ .. 2 3 6	
„ dried (see page 141)	A	Citrus Health Saline Powder, in bottles or jars in packing in cases, or in tins in cases, C.R.† —	2
„ manufactured, in cases, C.R.†	2	n.o.s.	
Chimneys, Concrete (see Cement).		Produce of Commonwealth on "Up" journey	*A
Chimney Pots, Earthenware, packed in straw in cases or crates†	0	Clamps, iron in cases, C.R.†	1
„ Tops, iron, in cases or crates, C.R.†	2	Clay	M
Chinaware, n.o.s., in packing in cases, crates or barrels and labelled "Fragile"—		„ Fire (see Bricks).	
Not exceeding £10 in value, C.R.†	2	Cleansers, Household, in cases, C.R.†	1
Exceeding £10 in value and subject to General Condition No. 2, C.R.†	2	—n.o.s.	1
Chloride, in drums, for construction of floors	B	Cleanso (Soap), in cases, C.R.†	C
„ of Barium	C	„ „ (see (ah))	1
„ of Lime (see Lime).		Clifts' Manurial Insecticide, same as Orchard pest specifics	A
Chocolate in cases, C.R.†	2	Chippings Waste from Knitting Mills	C
Churns in cases or crates, C.R.†	1	„ n.o.s. in bales	
Chutney in bottles in packing in cases, C.R.† —		Clocks, in cases—	
n.o.s.	2	Not exceeding £10 in value, C.R.†	2
Produce of Commonwealth— on "Up" journey	*A	Exceeding £10 in value and subject to General Condition 2, C.R.†	2
consigned direct to seaboard for immediate export beyond the State (see page 236)	*AP		
Cicada Compost (see Manures).		Closet Pans, in cases or crates, C.R.†	2
Cider and Perry in packing in cases; in demijohns in wickerwork or in cases; in bulk in sound casks, C.R.† —		Clothes Lines, Hempen or Wire, in bales, C.R.†	1
Produce of Commonwealth, same as Wine.	C	„ Pegs, in cases, C.R.†	*1
n.o.s.		Clothing manufactured in cases bound with wire or hoop iron C.R.†	2
Cigars and Cigarettes, in approved cardboard containers or in cases bound with wire or hoop-iron, C.R.†	2	„ Artificial Silk in approved cardboard containers or in cases bound with wire, C.R.†	2
		n.o.s.	1
		Produce of Commonwealth	
		„ „ on	
		up journey, "Smalls" minimum	*C
		Oiled	2
		Cloves, in cases, C.R.†	2
		Coal, Black, Brown, and Lignite (see (w) and page 228)	M, less 5 p.c.
		Coal, brown, pulverized (see (ar))	F ^{wood}

* For Concessions to Country Industries, see pages 228 to 236.
† 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.
(j) Subject to a minimum of	8	8 0	8 0	12 0	12 0
(sk) " " "	9½	10 9	11 8	15 4	15 4
(ar) " " "	7½	7 10	7 10	12 15	12 15
(w) " " "	9½	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.B." truck.			

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.
Cocoa, in cases, C.R.†	2	Copi—	
„ Bean Husks (see <i>d</i>)	A.P.	n.o.s. (see <i>ai</i>)	A.P.
Cocoa and Milk, in cases, C.R.† —		for manure and so declared	Manure
n.o.s.	1	on consignment note	rate
produce of Commonwealth	Bn	Copper—	
Cocanut, desiccated, in cases, C.R.†	1	Nails, Rivets, Plate or Sheet in	
Cocoanuts (same as Fresh Fruit).		cases or casks C.R.†	2
Coffee or Coffee Essence, in bottles in		Rod in cases, crates, bales, C.R.†	2
packing in cases, C.R.† —		Regulus	M
n.o.s.	2	Ingot and Scrap, in cases or	
Essence, produce of Common-		barrels, C.R.† —	
wealth, on Up journey	*1	n.o.s.	1
Coffee Beans, in bags or cases, C.R.†	2	see (<i>ai</i>)	C
Coffins	*2	Sulphate of (see Bluestone).	
Coin, Gold or Silver (see General Con-		Tubing and piping in cases,	
dition No. 24 and page 14).		crates, or bales, C.R.†	2
Coke (see <i>aa</i>)	M	Carbonate, consigned for treat-	
Colas (Bitumen Emulsion)	C	ment of seed wheat or vines..	A
Collars and fittings, iron or steel,			
for concrete-lined steel pipes or		Copperas, in cases or barrels, C.R.† ..	1
concrete pipes	B	Coppers (see Boilers).	
Colloidion (see page 27).		Cordage, hempen, C.R.†	1
Columns, Iron—		„ „ for mining (see <i>t</i>)	C
Wrought, C.R.	2	Cordials—in barrels, in jars in wicker-	
Cast, in cases or crates, C.R.† ..	2	work, or in packing in cases or	
Rolled "H" Steel, with riveted		covered crates, C.R.† —	
attachments, C.R.	1	n.o.s.	2
Commercial Travellers' Samples (see		produce of Commonwealth,	
Passenger Fares Book).		on Up journey	*1
Compo Board, in cases or crates, C.R.†	1	(See page 141.)	
Composition—		Cordials or any liquid in bottles in	
non-conducting, for boilers and		uncovered crates, at Owner's Risk	
steam pipes	C	only on Damageable Goods consig-	
enamel, anti-fouling (see page 27)		ment note	2, plus
Compounds, Nitro Benzine (see page 31)		Coring (see Stone).	25 p.c.
Concrete Articles (see Cement).		Cork—	
Conduit, metal for electric wires, in		Granulated—	
cases or crates, not exceeding 17 ft.		n.o.s., "Smalls" minimum	C
6 in. in length, C.R.†	1	In hydraulically-pressed bales ..	A
Confectionery—		Pressed into sheets made in Com-	
In cases, in tins or boxes in crates,		monwealth	C
in bottles or jars in packing, in		Sheet, n.o.s., in cases, crates or	
cases or approved cardboard		bales, C.R.†	2
containers, or crates, C.R.† —		Shavings, "Smalls," minimum ..	C
Minimum, 2 tons	*1	Corks, cut, in cases or bags, C.R.† ..	2
Smaller lots	*2	Cornell Board	C
Congo Roofing	C	Corn Flour and Cornina—	
Construction Material, Departmental		In bags	A
(see page 236)		In cases, C.R.†	2
Contractors' plant, second hand, used		Cornsacks (see Bags).	
in building and road construction—		Cornices, Plaster (see Plaster).	
not including vehicles and drays ..	C	Cornish Stone, ground, and Ground	
„ „ (see <i>d</i>)	B	Flint, for Pottery making	A
Conveyors, rotary, for sheep-dipping	C	Cotton—	
Coops, empty (see page 116).		Raw	C
Copal, in cases, C.R.†	*2	„ consigned to Victorian	
		country woollen mills	*B

* For Concessions to Country Industries, see pages 228 to 236.

† 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.
(a4) Subject to a minimum of ..	5	10	6	10	6	10	10	10	10	10
(d) „ „	6	0	6	0	6	0	8	0	8	0
(i) „ „	8	0	8	0	8	0	12	0	12	0
(ai) „ „	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 classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
<i>Cotton—continued.</i>		D.	
Waste, in cases, bales or bags, C.R.† ..	1	Dags, sheep, in bags or loose (see (t))	M
Wool, in cases, C.R.† ..	2	Dampcourse	C
Yarn	C	Dates, in cases, C.R.†	2
„, consigned to Victorian country woollen mills or cotton factories ..	*R	Demijohns (see Empties).	
Cotton, sewing, in approved cardboard containers or in cases bound with wire or hoop iron C.R.† ..	*2	Dextrine, in bottles or jars in packing in cases, or in tins in cases, C.R.†	2
Cotton Goods, in cases bound with wire or hoop iron, C.R.† —		Disc Plates, in cases or barrels, C.R.†	*1
Produce of Commonwealth ..	1	Disinfectants, in bottles or jars in packing in cases, in tins in cases or in drums, C.R.† —	
Produce of Commonwealth on Up journey, "Smalls" minimum ..	*C	n.o.s.	1
Covers (softwood) for Table Tops, returned to original forwarding station, minimum 9d. ..	A	Produce of Commonwealth on Up journey, "Smalls" minimum ..	*C
Covers (canvas) for Sewing Machines, returned to original forwarding station, minimum 9d. ..	A	Disencrustant, Boiler (see page 31).	
Crab Winches (see Machinery).		Disencrusting Fluids, (see page 31).	
Cranes, Derrick	C	Dissolved arsenic (see page 32).	
Crates, empty (see page 116).		Door Frames, in crates, C.R.† ..	2
Cream (see page 120).		Doors—	
„ of Tartar, in kegs or cases, C.R.†	2	Wire, the wire to be wholly protected by timber, C.R.† ..	2
Crockeryware, in packing in cases, crates or barrels and labelled "Fragile," C.R.† ..	2	Furnace, C.R.	2
Crowbars in bundles, C.R.† ..	1	Glazed, glass to be protected by wood not less than half inch thick, C.R.†	2
Crucibles (see Retorts).		Wooden, unglazed, raised mouldings to be protected, C.R.† ..	2
Crystals, sulphuric acid (see page 29).		Doughrine, in bags, C.R.† ..	1
Curds—		Drapery, in approved cardboard containers, or in cases bound with wire or hoop iron, C.R.† ..	2
Minimum, 1 ton	BB	Drays (see Vehicles)	
Lesser quantities, "Smalls" Min.	B, plus one-eighth	Drialine, in tins in cases, C.R.† ..	2
Currants, dried (see Fruit).		Drills, Diamond and Rock (see Machinery).	
Curry Powder, in bottles or jars in packing, or in tins in cases, C.R.† —		Dripping, in kegs, casks or cases ..	B, less 10 p.o.
n.o.s.	2	Drugs, n.o.s., in packing in cases or crates C.R.†	2
Produce of Commonwealth on Up journey	*1	Drums, Empty (see page 119).	
Cutch	A	Dumb Plates, C.R.	2
Cutlery, in cases, C.R.†	2	Durasbestos Sheets (see Plaster).	
Cyanide of Potassium (see page 30).		Durite Sheets (see Plaster).	
„ „ Sodium (see page 30).		Dyes	*C
Cyano Gas (see page 30).		Dynamos, in cases or crates, C.R.† ..	2
Cylinders, iron or steel, in cases or crates C.R.† —			
turned and polished	2	E.	
engine	*2	Earth	M
rough	1	„ Diatomaceous	M
		Earthenware (see page 244).	
		Earthen and Stone Ware, packed in straw in cases, crates or barrels and labelled "Fragile," C.R.† ..	*2

* For Concessions to Country Industries, see pages 228 to 236.

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

	Per 10, 11 or 12	Per 16 or 20
	ton truck.	ton truck.
(t) Subject to a minimum of ..	8 tons	12 tons

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
Eggs, in cases packed in fillers and platforms equal in strength to .035 leatherboard, tops and bottoms to be buffered with straw or wood wool†—		Envelopes, Straw, for bottles, in bales, C.R.† —	
“Smalls” Minimum	Bb	n.o.s.	1
In single packages (see page 122).		Produce of Commonwealth, on Up journey (see <i>f</i>)	*B
Preserved, “Smalls” Minimum ..	Bb	Returned empty in cases, “Smalls” minimum	A
Fillers and Carriers, Min. 9d. ..	C	Essences, Culinary, in bottles or jars in packing in cases or in tins in cases, C.R.†	2
Egg Preservative, Liquid—		(See page ..)	
n.o.s.	C	Ether (see page 28)	
Produce of Commonwealth on Up journey	*A	Ethyl Alcohol (see page 27)	
“Pulp,” “Smalls” minimum	Bb	Eucaiaqua, same as Boiler Disencrustant	
Empties (see page 114).		Eucalyptus Oil (see Oils)	A
Emulsion of Turpentine and Beeswax, in bottles in packing, or in tins in cases, C.R.† —		“ ” Refuse or By-product	
n.o.s.	2	Exhibits for Shows (see page 35)	
Produce of Commonwealth on Up journey	*A	Explosives (see page 21)	
Engines, may be accepted at Commissioners' Risk on the following conditions†—		Ezeccleen.* Same as Cleansers, Household	
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.		F.	
Secondhand to be also subject to inspection by Departmental Engineer at cost of sender.		Fabric, steel or iron, for reinforcement (see page 66).	
Engines—		Farina, in cases, C.R.†	2
Beer, Garden, and n.o.s.	2	Fat—	
Gas, Oil or Steam, stationary	2	n.o.s.	B
Hop washing	2	Copha, produce of Commonwealth	B, less 10 p.c.
Motor	*2	“ n.o.s.	C
as above in truck loads (see (i))	1	Feathers, in cases, bales or bags C.R.†	2
Donkey	C	Fellite (see page 27).	
Locomotives	C	Felloes and Spokes, wooden—	
Oil or Steam, Portable	C	Dressed	*C
Traction	C	“ (see <i>ah</i>)	*B
Old (see Machinery, Old).		Rough	*M
Engravings, Paintings, and Pictures, in cases, suitably packed—		Felspar	M
Not exceeding £10 in value, C.R.†	2	Felt for upholstering, in cases, C.R.†	*2
Exceeding £10 in value and subject to General Condition 2 C.R.† ..	2	Felt, Roofing and Insulating in crates or bales, C.R.†	1
Loose at Owner's Risk only, on Damageable Goods consignment note double rate	2	Felt paper for packing furniture or laying under linoleum	C
Ensilage (see <i>d</i>)	Grain	Felt Paper and Hessian which have been used for packing furniture, when returned in the cases in which furniture was originally packed ..	A
		Fenders and Fire Irons, in cases, C.R.†	2
		Fenders, marble, in packing in cases, C.R.†	2
		Fiberlic	C
		Fibre—	
		Basaltic	C
		Cocoanut, in bales or bags, C.R.†	*1
		Silk (see Silk)	
		Woollen, teased in bales	C

* For Concessions to Country Industries, see pages 228 to 236.
 † 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.	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
(f) " " " " ..	5 0	5 0	5 0	7 10	7 10
(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 Menure M. A. P., Grains, A, B, BB, and C classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Fibrina, in cases, C.R.† ..	2	Flint, calcined	M
Fibro-cement or Plaster Sheets, (see Plaster).		Floatine	C
Fibrolite Asbestos Cement (see Plaster).		Flock, in bales or bags, C.R.† ..	*2
Films, Bioscope (see page 33).		„ dust (see (d))	M
Finings Beer	*1	Floor Cloth (see Linoleums).	
„ In 5 ton lots per 4-wheeled truck	*C	Flour—	
Firearms, n.o.s., in cases, C.R.† ..	2	White and Brown (see (aj) and pages 237, 238, and 247) ..	Grain
Fire Beaters, in cases or bales, C.R.† ..	1	Acrated, Self-raising, Presto ..	A
Fire Blocks, bars, and bearers (see Castings)		Flowers, cut, in boxes, C.R.† ..	1
„ Bricks, Fireclay and Fire Lumps (see Bricks).		Fluid, washing, for woollen mills, in casks or drums, C.R.† ..	*2
Fireirons (see Fenders).		Flyspray liquids (see page 28).	
Firekindlers in cases, C.R.† ..	1	Fodder, compressed (see (l) and p. 237)	Grain
Firewood (see pages 34, 143, and 238).		Food—	
Fireworks (see page 25).		Breakfast (see page 43).	
Fish—		Stock and poultry, condimental	A
Preserved, tinned, in cases (see page 140), C.R.† ..	2	Poultry, n.o.s.	A
Dried, salted and in Brine, in cases or barrels, C.R.† ..	2	„ „ Champion” and	AP
Barracouta, in tins packed in cases, produce of Commonwealth ..	B	„ „ C.M.P.”	AP
„ „ (See (i))	A	Stock, “Iscol”	A
Fresh, smoked, salted or dried, produce of Commonwealth, also oysters and other shell fish (see page 119).		Stock shown below—	
Baskets and Boxes (see Empties)		Meggitt's, Minalic, Halmeg, Uzo	
Fittings—		Viggreen, Wagstaff's ..	AP
Door, in cases, C.R.†	2	Infants, in bottles or jars in packing in cases, or in tins in cases, C.R.† ..	2
Electric Light or Gas, in cases, C.R.† ..	2	Footlights, glass for pavements and floors, in cases, C.R.† ..	1
Shop and Counter in cases, C.R.† ..	2	(Glass over £10 in value to be subject to General Condition 2.)	
Shop fronts (see page 68).		Foot Rot Specifics, in packing in cases, C.R.†	1
Flagging (see Stone).		Forges, Portable, C.R.	2
Flannels (see Blankets).		Forgings (see Castings).	
Flavor for Cordials—		Forks, Hay and Garden, in cases or bales, C.R.†	2
in casks, C.R.†	1	Formalin (as disinfectant).	
in jars in wickerwork, or in packing in cases or crates, C.R.† ..	2	Frames—	
Flax Straw (see (d))	Grain	Picture, in cases, C.R.†	2
„ minimum 3 tons for any quantity loaded in a 4-wheeled truck ..	SAP	Set up, at Owner's Risk only on Damageable Goods consignment note, double rate ..	2
„ less	10 p.c.	Window, glazed in packing in cases, C.R.†	2
Flax Fibre	*A	Unglazed, in secure bundles or packages, C.R.†	2
„ „ Refuse (see (d))	Grain	Chair, set up and partly polished, to be packed the same as Furniture, C.R.†	*2
Flax Yarn	*B	Fruit Bottling Outfits, “ Vacola,” in packing in cases, C.R.† ..	1

* For Concessions to Country Industries, see pages 228 to 236.
 † 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.	S. Austn. 30-ton truck.
(d) Subject to a minimum of	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
(i)	8 0	8 0	8 0	8 0	8 0	..
(j)	8 0	8 0	8 0	12 0	12 0	..
(k)	9 10	9 10	11 8	14 5	14 5	11 0
(aj)	9 10	10 9	11 5	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, Ba, and C classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Fruit—		Fruit—Fresh—continued.	
Canned, bottled, or preserved, in tins, or in bottles or jars in packing in cases, or approved cardboard containers—		In cases without lids—	
n.o.s.	2	n.o.s. (see (an) and page 127)	AA
Produce of Commonwealth on Up journey	* A	Forwarded from country stations to country vigneronns, canneries, jam and sauce factories, "Smalls" minimum	B, less 10 p.c.
Produce of Commonwealth, consigned direct to the sea-board for immediate export beyond the State (see pages 236 and 240)	*AP	" " (see (an))	AA
Dried, in cases, C.R.†—		Consigned direct to the sea-board for immediate export beyond the State (see (ah) and pages 226, 236, and 238).	
n.o.s.	*2	At Owner's Risk‡	Grain
Produce of Commonwealth on Up journey	*A, less 10 p.c.	In single packages (see page 122)	
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)		Intersystem traffic (see page 149.)	
For export see page 238.		Juice, such as Apple, Lemon, Orange and Raspberry, Produce of Commonwealth in bulk, "Smalls" minimum (see page 238)	* A
Produce of Commonwealth, returned to the original forwarding station for distillation purposes on production of declaration	*Half A, less 10 p.c.	Dip, Johnson's (see (ah))	A
Refuse (see (h))	A, less 25 p.c.	Pulp, "Smalls" minimum (see page 238)	*A
Mixture, on Up journey	*A	Cases, empty (see page 115).	2
Fresh—		Fuller's Earth, in cases, C.R.†	C
In cases or bags, "Smalls" minimum	AA	" " for scouring purposes	
In trays or punnets packed in cases or crates, "Smalls" minimum	AA	" " produce of Commonwealth on "Up" journey	*A
In buckets, casks, tubs, or tins, "Smalls" minimum	B, less 10 p.c.	Funnels, Engine, C.R.	2
In baskets, at Owner's Risk only on a Damageable Goods consignment note	1, less 10 p.c.	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.	
		Second-hand Furniture 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

* For concessions to Country Industries, see pages 223 to 236.
 † If not properly protected by packing to be only accepted at Owner's Risk on a Damageable Goods consignment note.
 ‡ May be accepted in cases at Commissioners' Risk on payment of 5 per cent. additional on the Owner's Risk rates.

	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
(ah) " " "	9 10	10 9	11 8	15 4	15 4
(an) " " "	16 10	6 10	6 10	10 0	19 0

19 tons per 10 or 11-ton louvre, 14 tons per 15-ton louvre, and 25 tons per 30-ton louvre

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.
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.†		Gasaliers, in cases or crates, C.R.† ..	2
Per Mille. charge.	Tonnage charged for.	Gasco ..	A
<i>s. d. £ s. d.</i>		Gasoline (see page 27).	
1 6 1 8 0	3 tons per 4-wheeled truck	Gates, Iron or Wood, C.R. ..	2
2 3 2 3 3	4½ tons per 6-wheeled truck	Gelatine, in cases, C.R.† ..	*2
	(Any quantity in excess of the above tonnages loaded in same truck shall be charged <i>pro rata</i>)	Germea, in cases, C.R.† ..	2
Furniture, as above, in vans on wheels, minimum 2 tons gross weight of van and contents ..		Ginger—	
Furniture, Wicker or Sea-grass, double rate ..		Dry or Preserved, in bags or cases, C.R.† ..	2
Furniture Springs, in cases, crates, or bales, C.R.† ..		Green, "Smalls" minimum ..	A, less 25 p.c.
Furs, in cases bound with wire or hoop iron.		Girders, Iron, C.R. —	
Not exceeding £10 in value, C.R.†		n.o.s. ..	2
Exceeding £10 in value, and subject to General Condition 2, C.R.†		(see <i>ah</i>) ..	1
Fuse, Cotton in cases, C.R.† ..		Glass—	
" Safety (see page 25). ..		Broken (see <i>i</i>) ..	M
" Tape, in cases, C.R.† ..		Plate or Window, and Glassware, in packing in cases—	
" Tape, colouring, in cases, C.R.†		Not exceeding £10 in value, C.R.†	*2
G.		Exceeding £10 in value, and subject to General Condition 2, C.R.†	*2
Gambier ..	A	Window, in pieces in cases to be used in the erection of hot-houses and covering tomato plants (see <i>i</i>) ..	C
Game, Dead, n.o.s.—		Glaxo, in cases, C.R.† —	
in cases, C.R. ..	1, plus 10 p.c.	n.o.s. ..	2
n.o.s. O.R. ..	1	produce of Commonwealth, on Up journey ..	Bb
Gangboards, Wooden ..	B	produce of Victorian country industries consigned direct to the seaboard for immediate export beyond the Commonwealth (see <i>g</i>) and page 236)	Bb less 25 p.c. *C
Garden Rollers, n.o.s., C.R. ..	2	Glucose or Maize Syrup ..	*B, plus 25 p.c.
" Mowers, in cases, C.R.† ..	2	" " " in 3-ton lots ..	*C
" Seats, in cases or crates, C.R.†	2	Glue—in bags or cases, C.R.† ..	1
Garlic ..	A	N.O.S.	
Gas Manufacturing Plant, in cases, crates, or bundles, C.R.† ..	2	produce of Commonwealth, on Up journey ..	C
Gas—		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. ..	C
Acetylene, Ammonia, Carbonic Acid, Chlorine, Hydrogen, Oxygen, Laughing (Nitrous Oxide) Sulphur Dioxide (see page 32).		when loaded in same truck with not less than—	
Liquor, in steel drums (see <i>ah</i>)	M	2 tons of leather (same as 10 cwt. of leather) leather P. of C.	1
		Glue, pieces, in bales, C.R.† ..	1

* For Concessions to Country Industries, see pages 223 to 236.

† 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.
(i) Subject to a minimum of	8 0	8 0	8 0	12 0	12 0
(ah) " " "	9 10	10 0	11 8	15 4	15 4
(g) " " "	7 0	7 0	7 0	10 0	10 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.
Glycerine—		Grease—	
Crude, in casks or iron drums, or in tins in cases, C.R.† ..	1	Axle and Anti-friction ..	C
Pure, in bottles or jars in packing in cases, or in tins in cases, C.R.† ..	2	Curriers', for tanning ..	A
Gold, manufactured or unmanufactured (see General Condition 24)		Grids, Wooden, in crates or bundles, C.R.† ..	1
Golden Syrup, Treacle, and Molasses, in casks or cases, C.R.† ..	1	Grindery, n.o.s., in cases or barrels, C.R.† ..	2
Go-carts—		Grindstones, in cases or crates, C.R.† ..	1
in cases or crates, C.R.† ..	2	Grit, Steel, for dressing stone ..	M
Folding, packed, C.R.† ..	2	Groats, in tins in cases, C.R.† ..	2
Loose, at Owner's Risk only on Damageable Goods consignment note, double rate ..	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 141) C.R.† ..	2
Goloshes, in trunks or cases, C.R.† ..	2	Guano (see Manures).	
Goods, n.o.s., in cases or crates, C.R.† ..	2	Gum—	
" fragile or brittle, n.o.s., in cases or crates, suitably packed, C.R.† ..	2	Dry, wattle, in bags or cases, C.R.† ..	1
Goodrich cream products, produce of Commonwealth ..	Bb	Liquid, red, in barrels, C.R.† ..	2
Grain, n.o.s. (see (ah) and pages 237 and 247) ..	Grain	Gum Tips—	
Grains, Brewers' (see (i) and page 241), if loose to be charged truck load minimum (see (i)) ..	Grain	n.o.s. ..	B
Granite (see Stone) ..		in 4 ton lots, per 4 wheeled-louvre truck. ..	B, less 10 p.o.
Grape Skins, crushed see (i) ..	M	Gun Limbers (same as Cannon).	
" Spirit, produce of Commonwealth ..	*B	Gunmetal—	
Graphite, in tins in cases, C.R.† ..	1	in cases, C.R.† ..	2
Grass and Rushes, for brickmaking and thatching (see (d)) ..	A.P.	Scrap ..	*A
" Rope, twisted (see (c)) ..	A.P.	Gunpowder (see page 21).	
" or Black Boy Tree Chips (see (c)) ..	Firewood	Guttering, galvanized iron, in cases or crates, or in secure bundles of three and upwards, C.R.† ..	2
Grates, in packing in cases, C.R.† ..	2	Gypsum (see (ai)) ..	A.P.
Gratings—		Gypsum for manure, and so declared on consignment note ..	Manure
Wooden ..	A	" Building Blocks (see (g)) ..	M
Iron, in packing in cases or crates, C.R.† ..	2	Hair—	
Gravel (see page 239) ..	M	H. Builders', and n.o.s., in bags, C.R.† ..	2
Grave Railings, iron ..	2	Pigs', in bales or bags, C.R.† ..	1
Gravestones—		Upholsterers', in bales or bags, C.R.† ..	2
Dressed, polished, or carved, in packing in cases or crates, C.R.† ..	1	Tanners', waste (see (i)) ..	M
Loose, at Owner's Risk only on Damageable Goods consignment note ..	2	Hams (see Bacon).	
		Hames and Chains, in cases or canvas packages, C.R.† —	
		n.o.s. ..	2
		(see (n)) ..	1
		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

* For Consignments to Country Industries, see pages 223 to 236.
 † 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
(g)	7	7 0	7 0	10 0	10 0
(h)	8	8 0	8 0	12 0	12 0
(ah)	9½	10 9	11 8	15 4	15 4
(ai)	9½	10 9	11 8	16 4	19 0
(n)	10	11 0	12 0	16 0	20 0

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
Hardware, n.o.s., in cases or crates, C.R.† ..	2	Hollowware, n.o.s., in approved cardboard containers or in cases or crates, C.R.† ..	2
Hares—		Honey (to be accepted at Commissioner's Risk only when in cases(†))—	
Dead, minimum 5 cwt. ..	A	minimum 10 cwt.	B, less 10 p.c.
" for export (see page 226).		smaller quantities, "Smalls" ..	C, less 10 p.c.
Harness and Saddlery, n.o.s., in cases, C.R.† ..	2	minimum	
Hats and Millinery, in cases, C.R.† ..	2	Produce of Commonwealth, on Up journey—	
Felt, untrimmed, in cases not marked fragile	2, plus 50 p.c.	minimum 10 cwt.	*A, less 10 p.c.
n.o.s.	2, plus 50 p.c.	smaller quantities, "Smalls" ..	*B, less 10 p.c.
Hay, in bundles or bales (see (ab))	Grain	minimum	
Hearthstones, in cases or crates ..	A	in single packages (see page 122). for export (see page 226). for treatment (see page 240). Tins, empty (see page 118).	
Hemp	*A	Hooks, Reaping, in cases or hessian packages, C.R.†	2
" Yarn	*C	Hoops, Cheese, in cases, C.R.† ..	1
Herbs, in bags or cases, in bottles or jars in packing in cases, C.R.† ..	2	Hops, in packages, minimum 10 cwt. ..	C
Hessian—		Horns and Hoofs	B
in bales or bolts, C.R.† ..	*2	" (see (d))	A
declared on consignment note to be for use in packing blankets and woollens to be forwarded by rail	B	Horseshoe, in cases, bags, or barrels, C.R.† —	
for covering wheat or salt stacks or fruit-drying racks or for wrapping around tobacco forwarded by rail (same as Bags). used for packing furniture (see Felt Paper).		n.o.s.	1
Hides (see page 144)	B	see (ai)	*C
" for country tanneries in Victoria—		Hose—	
minimum 2 tons	*A.P.	Canvas, in stout hessian bundles, C.R.†	2
minimum 10 cwt.	*A, less 25 p.c.	Cashmere, Silk, or Woollen, unfinished produce of the Commonwealth forwarded for finishing to Victorian country knitting mills on Down journey, in approved cardboard containers or in cases bound with wire or hoop iron, C.R.†	1
Smaller lots, "Smalls" ..		Reels, minimum 5 cwt. each in crates or cases, C.R.† ..	2
minimum	*B	Houses or Offices—	
Note.—When loose hides are required to be tallied, an extra charge of 1s. 4d. per ton shall be made in addition to Commissioner's Risk rate. Hides, waste product of, for glue making, when forwarded with leather or basils, produce of the Commonwealth, on the Up journey to be charged same rates and conditions		Wooden (including cooling chambers), whole, or in packages	B
Hide Pieces, waste product, consigned for making glue (see (i)) ..	M	Iron, in pieces, not including doors and windows	C
Hiderow, see (ah)	M	Hurdles, wooden or iron, C.R. ..	1
Hinges, in cases, C.R.†	2	Hydroline	C
Hoes, Garden, in cases or bales, C.R.† ..	2	Hydro-Chloride, (see page 29).	
Hogsheads, empty (see page 119).		Hydro-Peroxide, (see page 29).	
Hoists, Wheat (same as Agricultural Implements)			

* For Concessions to Country Industries, see pages 223 to 236.
† 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.		Per 30-ton truck.	
	Tons.	Cwt.	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	8	0
(i) " " "	8	0	8	0	8	0	12	0	12	0	12	0
(ah) " " "	9	10	10	9	11	8	15	4	15	4	15	4
(at) " " "	9	10	10	9	11	8	15	4	15	4	15	4
	Per 10, 11 or 12 ton truck.		Per 16-ton truck.		Per 16-ton truck.		Per 16-ton truck.		Per "Q.R."		Per "Q.R."	
(ab) Subject to a minimum of	6	10	8		7		8		8	12	11	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
I.		J.	
Ice, in waterproof cases or sacks,		Jadoo Fibre (see Manures).	
"Smalls" minimum ..	B	Jams and Jellies—	
" (see (c)) ..	A	in bottles or jars in packing, in	
" (see page 240).		approved cardboard containers	
Ice Chests, packed same as furniture,		or cases, or in tins in ap-	
C.R.† ..	2	proved cardboard containers or	
Ink, in casks or drums, or in bottles		in cases, C.R.†—	
in packing in cases or in tins in		n.o.s. ..	2
cases, C.R.† ..	2	Produce of Commonwealth, on	
Insecticide and Insectibane, in cases,		Up journey ..	*A
C.R.† ..	2	Produce of Commonwealth con-	
Instruments, Musical, Optical, Scien-		signed direct to the seaboard	
tific, Surgical, and n.o.s., in cases,		for immediate export beyond	
C.R.† ..	2	the State (see pages 236 and 240)	*A.P.
Insulators, for telegraph poles in cases,		Japanned Ware, in cases or crates,	
C.R.† ..	2	C.R.† ..	2
Insulito (Dried Seaweed) for packing		Jars, glass, in packing in cases or	
walls ..	B	crates†—	
Iron and Steel—		Druggists ..	2
Angle, drilled, ready for bolting		Confectionery, "Smalls" mini-	
together ..	1	mum ..	G
" (see (ai)) ..	C	n.o.s. ..	B
Bar, Rod, Plate and Angle, not		Acid and Handed Jars or Bottles	
prepared in any way	*C	for demijohns (see page 244)..	2
" (see (ai)) ..	*B	(See Potteryware).	
Billets and Blooms (same as Bar,		Empty Returns (see page 118).	
Rod, &c.).		Jelly Crystals, in cases, on Up journey	
Chloride of (see page 30).		C.R.† ..	*1
Corrugated, in cases or packages		Jewellery (see General Condition 24).	
in 20 ton lots ..	C	Joinery—	
" secondhand—	C, less	Fragile or polished, in cases or	
minimum 3 tons	10 p.c.	crates, C.R.† ..	2
per 4-wheeled		n.o.s., in cases, crates, or bundles,	
truck ..	C	C.R.† ..	2
smaller lots ..	1	Joists and Channels, Iron—	
Galvanized Sheet, in cases or		to country foundries ..	*C
packages ..	*C	" (see (ah)) ..	*B
Hoop ..	*C	n.o.s. ..	1
" (see (ai)) ..	*B	" (see (ah)) ..	C
" used in the manufacture of		K.	
hogsheads, cream and		Kaisene (see Potato dried, and flour)	
milk cans, on declaration	A	Kaolin ..	M
Liquor (see page 30).		" pulverized and cleaned ..	M
Magnet ..	M	Kapok, in cases or bales, C.R.† ..	*2
Muriate of (see page 30).		Kegs, empty (see page 119).	
Nitrate of (see page 30).		Kellofuge (see page 31).	
Perchloride of (see page 30).		Kerbing (see Stone).	
Pig ..	*M	Kerosene (see page 28).	
Scrap ..	*M	Kilderkins, Empty (see page 119).	
Sheet, in cases or packages ..	*C	Kill-fly, in cases, C.R.† ..	2
Ironmongery, n.o.s., in cases, C.R.† ..	2	Kilmoth, in cases, C.R.† ..	*2
Isinglass, in jars in packing in cases,		Kindlers, fire (see page 60).	
or in cartons in cases, C.R.† ..	2	Kiton, for Roadmaking ..	C
		Klepalo, in cases or barrels, C.R.† ..	2
		Knife Grinders, in cases, C.R.† ..	1
		Kolsenite (flooring composition) ..	B
		Kyra (see page 31)	

* For concessions to Country Industries, see pages 223 to 236.
 † 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
(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, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
L.			
Lace, in cases, bound with wire or hoop iron—		Lead—continued.	
Not exceeding £10 in value, C.R.†	*2	Scrap	A
Exceeding £10 in value, and subject to General Condition 2, C.R.†	*2	Sheet, in rolls wrapped in grass, rope, or bagging, C.R.†	*1
Lactofarina	A	Sugar of, in cases, casks or iron drums, C.R.†	2
Lactogen, in cases, C.R.†	2	Tea	A
n.o.s.	2	Wool, in cases, C.R.†	2
Produce of Commonwealth—		Leaf, Gold or Silver, in cases, C.R.†	2
On Up journey	Ba		
On Down journey consigned direct to the seaboard for immediate export beyond the State (see page 241) ..	Bb	Leather—	
Produce of Victorian Country Industries—		Fancy and Bookbinders', in cases bound with wire or hoop iron, C.R.†	2
Consigned direct to the seaboard for immediate export beyond the Commonwealth (see (g)) ..	Bb, less 25 p.c.	Patent, in cases bound with wire or hoop iron, C.R.†	*1
Lactose (see Sugar of Milk).		Plain and Basils, in cases or bales, C.R.†	*1
Ladders, including step ladders, up to 18 feet in length, rate and half	C.R. 2, plus 10 p.c.	Produce of Commonwealth on Up journey—	
Over 18 feet in length, double rate	O.R. 2	minimum 2 tons	*AP
Lakold (cold mixasphalt)	C	minimum 10 cwt.	*A, less 25 p.c.
Lamp Black, in cases, C.R.†	2	Cloth in cases or secure packages, C.R.†	*2
Lamps, Hall and Street—		Leatherware, in cases bound with wire or hoop iron, C.R.†	2
in cases or crates suitably packed, C.R.†	2	Legs, Chair and Table, sawn or turned in the rough, product of Victorian Country Industry, on Up journey ..	*A
Loose, at Owner's Risk only on Damageable Goods consignment note, rate and half ..	2	Lemon Skins—	
Lamp Posts, iron, C.R.	2	in brine, "Smalls" minimum ..	Aa
Lampware, in packing in approved cardboard containers or in cases, C.R.†	*2	" consigned direct to the seaboard for immediate export beyond the State (see (g)) ..	Grain Aa
Land Graders (see Agricultural Implements).		fresh, in bags, "Smalls" minimum	
Lard (see Bacon).		Lemon Peel, Candied, in cases or barrels, C.R.† —	
Lasts, in cases, C.R.†	2	n.o.s.	2
Lathes, in cases or crates, C.R.†	2	Produce of Commonwealth, on Up journey	*A
Lathing Steel, interlocking, C.R.	1	Lentils, in bags or cases, C.R.†	1
Lattice Bars, Struts and Ties, iron or steel, C.R.	2	Lime (see pages 33 and 241)—	
Laundry, in hampers	2	Bisulphite, in cases or jars, in packing in crates, C.R.†	1
" " " when returned to the original despatching station after having been laundered and so declared on consignment note, half rate	2	Carbonate of (see Manures).	
Lead—		Chloride of, in barrels, C.R.† —	
Arsenate of (see page 30).		n.o.s.	1
Pig	C	(see (i))	C
Red* and White, in tins or barrels, C.R.†	2	Water, in casks, and in bottles in packing in cases, C.R.†	1
		Limestone (see page 241)	M
		Limil—	
		n.o.s.	M
		Minimum 3 tons	A
		Smaller quantities, "Smalls" minimum	B

* For concessions to Country Industries, see pages 228 to 236.
 † 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.
(f) Subject to a minimum of ..	8 0	8 0	8 0	12 0	12 0
(g) " " " " ..	7 0	7 0	7 0	9 10	9 10
(g) " " " " ..	7 0	7 0	7 0	10 0	10 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 13, page 12.

Article.	Class.	Article.	Class.
Limejuice and Limella, in casks, in bottles or jars in packing in cases or covered crates, C.R.† ..	*2	Machinery and Machines—continued.	
Linoleum, rolled tightly on wooden cores and packed in hessian. C.R.†	2	‡Buttermaking and Dairy-cooling plant (including Cheese Hoops and Milking Machinery, but not including Vats, Pasteurizers or Tanks) ..	1
Links, Bucket, iron, for dredging plant, C.R. ..	1	‡Butterworkers and Printers ..	1
Linotol (flooring composition) ..	A	‡Cream Separators ..	1
Linotype Metal, in cases or bags, C.R.†	2	‡Distillery Apparatus ..	2
Linotype Metal, Waste ..	A	‡Drilling ..	2
Linseed (see (a4)). ..	Grain	‡Drills, Diamond and Rock ..	1
Liquids, Inflammable (see pages 27 to 33).		‡Electrical ..	2
Liqueurs, n.o.s. in packing in cases bound with wire or hoop iron, in demijohns in wicker-work or in cases, in bulk in sound casks (see page 140), C.R.† ..	2	‡Flour Dressing ..	1
Liquorice, in cases, C.R.† ..	2	‡Fruit Graders ..	1
Litharge, used in assaying of gold, in drums C.R.† ..	1	‡Grain Grinding ..	1
Live Stock (see page 255).		‡Grain Pickling ..	1
Loam ..	M	‡Grape Crushers ..	2
Locks, in cases, C.R.† ..	2	‡Grubbing ..	1
Logwood, in bags or casks, C.R.† ..	1	§Heavy, n.o.s. including Sole Plates and Fly Wheels ..	2
Lorries (see Vehicles)		‡Hop Sulphurating ..	2
Lotoid (see Plaster).		††Irrigation and Water Supply ..	1
Luggage, in suitable receptacles, C.R.†	2	§Jacks, Stump Grubbing or Lifting ..	1
Lupins (see Seed).		‡Mangles ..	2
Lupol (see (p)) ..	AP	‡Mining ..	1
		††New, for export (see page 236). N.o.s., in cases or crates, or other suitable packing, subject to approval of Stationmaster ..	C
M.		§Pile Driving ..	
Machinery and Machines as under may be accepted when new at Commissioners' Risk under the following conditions—		††Product of country foundries (see page 235).	
‡In cases or crates		§Preases, 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
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		‡Printing ..	2
‡Bone Cutters and Crushers ..	2	‡Pulpers ..	2
§Brickmaking and Scooping ..	1	§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

* For Concessions to Country Industries, see pages 228 to 236.

† 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.
(aA) Subject to minimum of ..	9 10	10 0	11 8	15 4	15 4
(p)	7 0	7 0	7 0	10 0	10 0
				D or of Swing Door.	High Sld.d.

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.
Machinery and Machines—continued.		Manures, Artificial—continued.	
§Stone Breaking	2	Nitrate of Potash	} Manure ***
†Textile, consigned to Victorian country woollen mills	1	Nitrate of Lime	
‡Water Boring	1	Nitrate of Soda (see page 60)	
‡Weighbridges	1	Nitre Cake (see (f))	
§Winches, Crab	2	Nitro Soil	
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.		Paroidium	
On Declaration Form G.F. 104 that machinery has been in use for three years being lodged with consignment note	C	Phoscal	
‡Mabor, in drums, for gold assaying C.R.†	1	Phosphatic Rock	
‡Macaroni in cases, C.R.†	*2	Renovo Manurial Soil	
‡Magnesia, Fluid, in bottles in packing in cases, C.R.†	2	Salt Cake	
‡Magnesite	M	Salt	
‡Mail Bags, Hampers, and Baskets (see Empties).		Stable Manure (see (e))	
‡Maize	Grain	Street Sweepings (see (i))	
„ Syrup (see Glucose).		Sulphate of Iron	
‡Maizena, in cases, C.R.†	2	Sulphate of Potash	
‡Mallee Roots (see page 134)	Fire-wood	Tobacco Plant Refuse (see (l))	
‡Malt (see (aj))	Grain	Urea	
„ Combing (see (al) and page 241)	Grain	Wood Ashes (see (i))	
„ Extract, in tins in cases, C.R.† (see page 247).	2	Forwarded to the seaboard for Export	
‡Malthoid	C	Mantel-pieces, in cases or crates, C.R.†	
‡Manganese	C	Maps, in cases—	
‡Mangel Wurzel (see (ah))	Grain	Not exceeding £10 in value, C.R.†	
Manures, Artificial—		Exceeding £10 in value and subject to General Condition 2, C.R.†	
Ammonia, Sulphate of	} Manure ***	Marble (see Stone).	
Bonedust			Margarine, in cases, kegs, and cases
Bonemeal			Marl
Carbonate of Lime			Matches and Vesuvians (see page 33).
Castor Meal			Matting and Mats, n.o.s., in cases, rolls, or bundles, C.R.†
“Cicada” Compost			Mats, old straw
Diammonphos			Mattresses—
Floraphos			n.o.s., in bales, C.R.†
Floranid			Wire, in cases or crates, C.R.†
Guano			Meal—
Jadoo Fibre			in bags
Lime			in packets in cases, C.R.†
Lime and Hair (see (i))			n.o.s. in cases C.R.†
Lime Sand			gristed from damaged or inferior wheat, for use as pig's feed, and so declared on the consignment note (see (aj))
Muriate of Potash			Castor
Nightsoil, deodorized		„ (see Manures).	
		Linseed, Maize Oil, Cotton Seed for cattle food, and so declared on consignment note—	
		Rice, in bags	
		Velvet Oil, in bags	
		Wheat, for bread making, in bags	

* For Concessions to Country Industries, see pages 228 to 230.
 † 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 the 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.
(e) Subject to a minimum of	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
(f)	8 0	8 0	8 0	10 0	10 0
(g)	9 10	9 10	11 8	14 6	14 6
(ah)	9 10	10 9	11 8	15 4	15 4
(al)	6 0	6 0	6 0	High sided 8 1/4 tons	9 10
(aj)	9 10	10 9	11 8	other 9 1/4 "	17 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.
Meat—		Milk—Concentrated and Condensed—	
Fresh, including Veal and Pork, "Smalls" minimum ..	B, plus 25 p.c.	<i>continued.</i>	
.. in louvre trucks (see (b)) ..	A	Produce of Victorian Country Industries consigned direct to the seaboard for immediate export beyond the Commonwealth, see (g) and page 236..	Bb less 25 p.c.
.. (see (z)), and Rabbits (see (ah)), frozen, 1½d. per ton per mile, minimum charge 25s. per 4-wheeled truck, and 37s. 6d. per 6-wheeled truck		Dried (same as Trufood). Fresh (see page 121).	
.. and Rabbits (see pages 236 and 242).		Malted, in cases, C.R.†—	
Meats—		n.o.s.	2
Extract of and Preserved, in bottles or jars in packing in cases or in tins in cases, C.R.† n.o.s. (see page 141) ..	2	Produce of Commonwealth on Up journey	Bb
Produce of Commonwealth, on Up journey	*B	Sugar of, in cases, C.R.†—	
Meat Wrappers (see Empties).		n.o.s.	1
Medicines, n.o.s., in packing in cases, C.R.†	2	Produce of Commonwealth ..	Bb
Mellis, in tins, cases, or casks—		Milkido,	A
Minimum 19 cwt.	B	Milking in cases, C.R.†—	
Produce of Commonwealth on Up journey, minimum 10 cwt. ..	A	n.o.s.	1
Melons (see (i))	Grain	Produce of Commonwealth ..	Bb
.. small lots must be in bags, crates or cases, same as fresh fruit		Millet Seed (see (d))	Grain
Merry-go-rounds (see page 46).		Millet Straw for broom-making—	
Metal or Steel, expanded—		In bundles—	
in cases, crates or bundles, C.R.†	1	Minimum 3 tons	S.A.P. less 10 p.c.
Loose at Owner's Risk only on Damageable Goods Consignment Note	2	Smaller quantities, "Smalls" minimum	B, less 10 p.c.
Metal—		Loose—	
Aluminium, scrap	B	Minimum 3 tons for any quantity loaded in 4-wheeled truck ..	S.A.P. less 10 p.c.
Old, comprising castings, zinc, old quicksilver bottles, lead and scrap, n.o.s.	*A	Millinery (see Hats).	
Ingot, to country foundries in Victoria	*C	Millstones,	{ C.R. 2, plus 10 p.c. O.R. 2
(see (ai))	*B	Mineral Waters, in bottles, in cases, drums or cans—	
Road (see stones).		Produce of Commonwealth ..	*B
Meters, water and gas, in cases or crates, C.R.†	2	n.o.s.	C
Methyl alcohol (see page 27).		Mirrors and Looking Glasses.—	
Merphalt	C	In cases or crates suitably packed with straw or cleated or wedged, C.R.†	
Mica, in cases, C.R.†	2	(Glass over £10 in value to be packed as above and to be subject to General Condition 2.)	2
Milk—		Unpacked, at Owner's Risk only on Damageable Goods Consignment Note, double rate	2
Preserved and Concentrated, in cases or cans, C.R.†	1	Molasses (Cattle Food) see (i) ..	A.P.
Concentrated and Condensed, produce of the Commonwealth	Bb	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 228 to 236.
 † 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.
(b) Subject to a minimum of ..	5	5	5	8	8
(3)	6	6	6	10	10
(4)	7	7	7	10	10
(5)	8	8	8	12	12
(ai)	9	10	11	15	19
(ah)	9	10	11	15	19
(z)	8	8	8	12	12
(g)	7	7	7	10	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, page 12.

Article.	Class.	Article.	Class.
Mollerne (see <i>p</i>).	A.P.	N.	
Moss, in bags or bales, C.R.†	1	Nails, in cases or barrels, C.R.† —	
„ Fern	A	Boot, iron or Brass	2
Motor Cars (see page 124).		Iron or Wire	*1
„ car bodies or chassis, in cases	*2, plus	Consigned to Victorian country	
C.R.† (see page 243)	25 p.c.	manufacturers of cases	C
„ car body parts, wooden, in	*2	In 20-ton lots	C, less.
„ chassis, on wheels, loose, same		n.o.s.	10 p.c.
„ as Motor cars complete		Napthta (see page 27).	2
„ Cycles (see page 124).		Naves—	
„ in cases or crates, C.R.†	2, plus	Turned and Mortised	*C
Loose at Owner's Risk only on	25 p.c.	„ „ (see <i>ah</i>)	*A
Damageable Goods Consign-		Turned only (see <i>ah</i>)	*M
ment Note, double rate	2	Rough (see <i>ah</i>)	*M
with side car attached, in cases		Nave Blocks (see <i>ah</i>)	M
or crates, C.R.†	2, plus	Nets, Fishing, in cases or canvas	
loose, at Owner's Risk only on	25 p.c.	packages, C.R.†	2
Damageable Goods Consign-		New Char (Brewers Compound)	B
ment Note, double rate	2	Nightsoil, Deodorised (see Manures).	
Motor Cycle Side Cars—		Nitrate of Potash (see Manures).	
in cases or crates, C.R.†	*2, plus	„ Lime (see Manures).	
loose, at Owner's Risk only on	25 p.c.	„ Soda (see Manures).	A
Damageable Goods Consign-		„ Cake „ „	M
ment Note, double rate	*2	„ „ (see Manures).	
Motor Cycle Side Car Chassis, packed		Nitro cellulose solution (see pages 27	
in pairs, in cases or crates, C.R.†	2, plus	and 28).	
Motor Tractors	C	Nitro Soil (see Manures).	
Motor Spirit (see page 27).		„No Dust,“ in bottles in packing in	1
Mould Boards, in hessian bundles, C.R.†	*1	cases or in tins in cases, C.R.†	
Mouldings—		Noil (Woolen Fibre)	*C
Hardwood	B	Nulomoline	*C
Softwood	C	3-ton lots	*B plus
Gilt or n.o.s., in cases or crates,			25 p.c.
C.R.†	2	Nutmegs, in cases or bags, C.R.†	2
Plaster (see Plaster).		Nuts, n.o.s., edible, in cases or bags, C.R.†	2
Mungo	C	Hazel, produce of Commonwealth,	
Muntz Metal, in ingots or cases, C.R.†	2	on Up journey, „Smalls“	
Mushrooms, „Smalls“ minimum	A	minimum	A, less
Mustard, in bottles in packing in		Iron, in cases or bags, latter to	25 p.c.
cases, or in tins in cases, C.R.†		bear address label inside and	
(see page 141).	2	outside, C.R.†	*1
Myrabolams—		O.	
consigned to country tanneries		Oakum, in bales or bags, C.R.†	2
in Victoria—		Oars, Boat, in crates, C.R.†	2
(see <i>c</i>)	*M	Oats (see <i>ah</i>)	Grain
minimum 10 cwt.	*A, less	for seed (see page 245).	
n.o.s.	25 p.c.	Rolled, such as Excelsior, John	
Extract of, in cases, C.R.†	1	Bull, and Tam o' Shanter—	
		in cases, C.R.†	1
		in sacks or bags	A
		Hulled, in bags	A.P.
		Husks (see <i>d</i>)	Grain

* For Concessions to Country Industries, see pages 228 to 236.

† 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
(i) „ „ „	8 0	8 0	8 0	12 0	12 0
(ah) „ „ „	9 10	10 9	11 8	15 4	15 4
(p) „ „ „	7 0	7 0	7 0	10 other.	10 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.
Oatmeal—		Oil—continued.	
in cases, C.R. †	1	Pit	2
in bags or sacks	A	Red, for spraying purposes, as	
Ochre	*A	orchard pests specific	A
Oils may be accepted at Commis-		Salad	2
sioners' Risk in casks, barrels, or		Sheep, Blowfly	1
drums; in jars in wickerwork; in		Tar	*1
bottles in packing in cases; or tins in		" used directly for fuel in open	
cases†—		furnaces, and so declared on	
Acetone (see page 28).		consignment note (see (i))	M
Castor	2	Turpene	1
Chinese	2	Vitriol (see page 29).	
Cocconut,* Oleine, or Palm, in		n.o.s.	2
bulk, Fine and Batching*—		Oil Cake for cattle food (see (i))	A.P.
n.o.s.	1	" Cloth, rolled tightly on wooden	
(see (h))	C	core and packed in hessian, C.R. †	2
Crocosote Ant Exterminator (see		Old Dutch Cleanser, in cases, C.R. †	1
page 40).		Onions (see (a m))	Grain
" Fellite" (see page 27).		" small quantities, " Smalls"	A, less
Oleine, for Soap Making	B	minimum	10 p.c.
Crude or Residual (see page		Opium, in tins in cases—	
27).		Not exceeding £10 in value,	
Eucalyptus	1	double rate, C.R. †	2
(see (h))	C	Exceeding £10 in value and sub-	
produce of Commonwealth, on		ject to General Condition 2,	
Up journey	*C	double rate, C.R. †	2
consigned direct to the sea-		Orchard Pests, specifics—	
board for immediate export		Non-poisonous	A
beyond the State (see (h)		Poisonous (see page 32).	
and page 236)	A	Ore—	
smaller quantities—		Antimony	A
Down journey	1	" partly smelted	B
Up journey	*C	" smelted, in bags, C.R. †	1
Fish, including Cod (unrefined),		" smelted, product of	
Seal, and Whale	A	Victorian industry, on Up journey	*C
Hydro carbon for gas manu-		Copper	A
facture (see page 27).		(see (a i))	A, less
Lubricating	1	Chrome, Crude barytes, Iron, Lead,	25 p.c.
(see (h))	C	Manganese	M
Mineral, consigned to country		Tin	A
tanneries in Victoria—		Gold or Silver (see General Con-	
(see (c))	*M	dition 2).	
minimum 10 cwt.	*A, less	n.o.s.	A
Mirbane (see page 31).		Ornaments—	
Neatsfoot	*1	Plaster, cement and n.o.s.—	
Olive, n.o.s. (see page 141)	2	in packing in cases or crates,	
" produce of the Common-		C.R. †	2
wealth on Up journey	*B	loose, at Owner's Risk, only on	
Optimol for generating gas	1	Damageable Goods Consign-	
Paraffin	2	ment Note, double rate	2
Petroleum (see page 28).		Ovens, Camp and Colonial, in cases or	
		crates, C.R. †	2

* For Concessions to Country Industries, see pages 228 to 236.

† 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
(h) " " " ..	7 0	7 0	7 0	10 10	10 10
(i) " " " ..	8 0	8 0	8 0	12 0	12 0
(sm) " " " ..	9 10	10 0	10 0	13 10	13 10
(a i) " " " ..	9 10	10 0	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 classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Ovolos (see Plaster)		Paper—continued.	
Oxide of Iron—		Pulpboard and Leatherboard, in	
n.o.s.	*A	seuro bales, C.R.†	1
Crudo, to be used for manufactur-		(sec (i))	C
ing purposes and so declared		Roofing and Insulating, in rolls,	
on the Consignment Note (see		C.R.†	1
(ai))	A.P.	Waste and Old, for paper-making	
Oxide—		or packing (see page 243)	A
Spent, for weed killing, &c. (see		Wrappers, Butter (see page 243).	
(ah))	M	Writing, in cases, C.R.†	2
Crudo, for gas purifying (see (ah))	M	Paperboard	C
Red or Green	*A	" (see (i))	A
Oysters and other Shell Fish—		Paroid	C
in bottles in packing in cases, or		Paroidium (see Manures).	
in tins in cases, C.R.†	2	Pastes, Meat or Fish, in tins in cases,	
Fresh in bags (see page 119).		or in bottles in packing in cases,	
		C.R.†	2
		Pasteurizers or Milk Vats, steel, or	
		iron, over 100 gallons capacity—	
		in cases or crates, C.R.†	2
		(see Vats, page 74).	
		Patterns—	
		Wooden, in cases or crates, C.R.†	
		n.o.s.	2
		when sent to or from a	
		country industry in Victoria	C
		Pavers (Large Bricks),	M
		Peach Stones, "Smalls" minimum . .	A
		Peanuts, in cases, C.R.† —	
		n.o.s.	2
		produce of Commonwealth, on	
		Up journey, "Smalls" mini-	A, less
		mum	25 p.o.
		Pease—	
		Field	Grain
		Blue, in packets, in cases, C.R.†	1
		" in bulk, in bags	A
		Green, fresh (same as Vegetables).	
		Split, in cases or bags, C.R.† . . .	1
		produce of Commonwealth, on	
		Up journey	B
		Peat (see (u))	M
		Dust	C
		Pelts, Pickled	*B
		Pentane (see page 27).	
		Pepper, Ground and Whole, also	
		Cayenne, in tins in cases, or in	
		bottles in packing in cases C.R.†	
		(see page 141)	*2
		Perambulators—	
		in cases or crates, C.R.†	2
		in nests, O.R.	2
		loose, at Owner's Risk only on	
		Damageable Goods Consign-	
		ment Note, double rate	2
		Perfumery, in bottles in packing in	
		cases, C.R.†	2

* For Concessions to Country Industries, see pages 228 to 236.
 † 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.
(i) Subject to a minimum of	8 0	8 0	8 0	12 0	12 0
(d) " " "	6 0	6 0	6 0	8 0	8 0
(ah) " " "	9 10	10 9	11 8	15 4	15 4
(a) " " "	9 10	10 9	11 8	15 4	16 0
(at) " " "	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* classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Permasite—		Pipes—continued.	
Building Slates and Blocks ..	B	Earthenware, glazed§¶—	
Flooring Composition ..	B	High pressure (exceeding 13 lb. per square inch) ..	*B
Insulation Plates ..	B	Low pressure (not exceeding 13 lb. per square inch and so declared on consignment note)—	
Window Sills and Door Steps ..	B	" " " (see (c)) ..	*A, less 25 p.c.
Petrol (see page 27).		On Up journey (see (i)) ..	*M
Petroleum—		Filled with concrete ..	A
(see page 27).		(See page 244).	
Jelly, in bottles or jars in packing, or in tins in cases, C.R.† ..	1	Unglazed §¶—	
Petropine (see page 28).		For agricultural purposes (see (g)) (See page 244).	*M
Phoscal (see Manures).		Iron or Steel—	
Phosphatic Rock (see Manures).		Black or Galvanized—	
Phosphorus (see page 30).		n.o.s. ..	*1
Pianos and Organs—		Consigned to Victorian country Water Trusts and Municipalities ..	C
new or second-hand, n.o.s., in cases, C.R.† ..	2	In 20-ton consignments ..	C, less 10 p.c.
second-hand (see Furniture).		Down, in cases or crates, C.R.†	2
Pickeys—		Cast Iron, on wooden cradles, packed with bags of straw to prevent contact with one another and with ends of trucks†—	
in cases, C.R.† ..	*1	For city or town reticulation by public bodies ..	B
loose, at Owner's Risk only on Damageable Goods Consignment note ..	*2	Gas and n.o.s. ..	C
Pickles—		Down, in cases or crates, C.R.† ..	2
in bottles or jars in packing in approved cardboard containers or cases, C.R.† ..	3	Wrought Iron or Steel—	
n.o.s. (see page 141) ..		n.o.s., C.R. ..	*1
produce of Commonwealth, on Up journey ..	*A	Consigned to the country for the Government, Municipalities, and Public Water and Sewerage Trusts for water supply and sewerage purposes ..	B
consigned direct to the seaboard for immediate export beyond the State (see page 236)	*AP	Wooden—	
Pictures (see Engravings).		For irrigation ..	A
Pig Feed (see (i)) ..	Grain	For water supply services ..	B
Pigs' Feet (see page 239) ..	B, less 10 p.c.	Smoking, in packing, in cases, C.R.† ..	2
Piles (see Timber).		Piping—	
Pins, Wooden, for telegraph poles, in cases or bags, C.R.† ..	1	Lead and Compo, in cases or hessian packages, C.R.† ..	2
Pipes—		Pitch ..	C
Brass or Copper, in cases or crates, C.R.† ..	2	Pitchers (see Stone).	
Cement and Monier and collars††—			
High pressure (exceeding 13 lb. per square inch) ..	*B		
" " (see (ao)) ..	*A		
Low pressure (not exceeding 13 lb. per square inch, and so declared on consignment note) ..	*A		
" " " (see (c)) ..	*A, less 25 p.c.		

* For Concessions to Country Industries, see pages 223 to 230.

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

‡ Cement and monier pipes in packing in cases or crates and declared on consignment note to have been manufactured at least five weeks may be accepted at Commissioners' Risk.

§ Earthenware pipes packed in straw in cases or crates may be accepted at Commissioners' Risk.

¶ Articles not so packed shall be accepted only 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.
(ao) Subject to a minimum of	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
(a) " " " "	6 0	6 0	6 0	8 10	8 10
(b) " " " "	6 0	6 0	6 0	8 0	6 0
(c) " " " "	8 0	8 0	8 0	12 0	12 0
(d) " " " "	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 classes, except otherwise provided, see General Condition 15, page 12.

Article.	Class.	Article.	Class.
Plants and Shrubs— in cases or bundles	C	Plates— Earth, Lead, in crates, C.R.† ..	1
loose, at Owner's Risk only on Damageable Goods consigna- ment note	2	Perforated Steel for Fruit Buckets, consigned to Victorian country factories	A
Plasto Fibri } Plasteroid } (see Plaster). Plasterboard }		n.o.s., in bundles, C.R.† ..	1
Plaster Articles as follow, may be ac- cepted at Commissioners' Risk when suitably packed in cases or crates†		Sole and Floor, iron, C.R. ..	*2
Plaster and Fibrous Plaster Sheets* and Strips including— Durasbestos, Durite, Fibro * Cement, Fibroid, Fibrolite, Asbestos, Cement, Lottoid, Plasterboard, Plasteroid, Plasto Fibri	B A	Ploughshares, in cases or barrels C.R.† n.o.s.	1 C
.. .. loose (see (ah))	A	see (h)	
.. .. in cases or crates (see (j))	A	Plumbago— In tins in cases, C.R.† ..	2
Cornices, Mouldings, Ovolo, and Scotia— In cases or crates	C	In sacks or casks, at Owner's Risk only on Damageable Goods Consignment Note	1 B
Loose	2 plus 25 p.c.	Pollite	B
Ceilings, Centre Pieces, and Centre Panels— In cases or crates	2	Poison, Rabbit, n.o.s. (see page 32). .. Prickly Pear (see page 32).	
Loose	2 plus 25 p.c.	Poles— Curtain, Wooden, in cases, crates, or hessian bundles, C.R.† ..	2
Plaster, Dental, in cases or bags, C.R.†	2	Shafts and Bars for Vehicles, n.o.s., C.R.	*2
.. of Paris, n.o.s.	*B	Shafts and Bars, gig and carriage, unfinished and in the rough, C.R.	*1
.. of Paris or Plaster, produce of Commonwealth (see (ai))	*A	Telegraph and Scaffolding, wooden (see Timber). Concrete (see Cement). Telegraph, Iron, C.R. ..	1
On "Up" journey	M	Polish— Knife, metal, and n.o.s., in cases C.R.†	2
Plate or Plated Ware— Gold or Silver (see General Con- dition 24). n.o.s., in cases bound with wire or hoop iron— not exceeding £10 in value, C.R.†	2	Wax, for boots, furniture or lino- leums, produce of Common- wealth, "Up" journey	*A
exceeding £10 in value and subject to General Condi- tion 2, C.R.†	2	Marble, produce of Common- wealth on Up journey, "Smalls" minimum	*C
		Soap, in casks	C
		Stove, n.o.s., in cases C.R.† ..	2
		.. Produce of Commonwealth on Up journey	*A
		Universal Cleanser, in cases, C.R.†	2
		Pollard (see (l) and pages 237 and 247)	Grain
		Polly Feed, for feeding stock (see (l))	A.P.
		Pork and Beef, salted, in casks or bags, "Smalls" minimum	B, plus 25 p.c.
		Porter (see Ale).	
		Posts— Concrete (see Cement). Fencing (see Wire Fencing). Lamp and Verandah, iron C.R. ..	2 A C
		.. softwood	C

* For Concessions to Country Industries, see pages 228 to 230.
† If not properly protected by packing to be only accepted at Owner's Risk on 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.
(A) Subject to a minimum of ..	7 10	7 10	7 10	10 10	10 10
(j) " " " ..	8 10	8 10	8 10	14 10	14 10
(l) " " " ..	9 10	9 10	11 8	14 5	14 5
(ah) " " " ..	9 10	10 9	11 8	15 4	16 4
(ai) " " " ..	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 classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Post and Rails, hardwood (see Timber and page 136).		Pumicestone	C
Potash	1	Pumpkins—	Grain
(see (i))	C	(see (i))	
Bichromate of	A	Small lots, (must be in bags, crates, or cases), "Smalls" minimum	A, less 10 p.c.
Bisulphite of, in barrels, drums or cases, C.R.†	2	Pumps—	
Carbonate of	A	n.o.s., in cases or crates, C.R.†	2
Caustic (see page 31).		Spraying, in cases or crates, C.R.†	1
Chlorate of (see page 30).		Puncheons, empty (see page 119).	
Muriate of (see Manures).		Puroid (cream purifier and butter preserver), produce of Commonwealth on Up journey	A
Permanganate of, in barrels, drums, or cases, C.R.†	1	Putty, in barrels, drums, or in tins packed in cases, C.R.†	2
Potassium hydroxide (see page 31).		Pyrites—	
.. Cyanide of (see page 30).		From mining plants (see (ai))	Firewood
Potato, dried ("Drif") product of Victorian country industries	*A	Arsenical	M
Potato, flour, product of Victorian country industries	*C	.. consigned to Victorian country industries (see (ai))	A.P.
Potatoes (see (ah))	Grain	Colour	*A
Small quantities, "Smalls" minimum	A, less 10 p.c.	Paint	C
Potteryware—			
Including locally manufactured sanitary pedestal pans, bottles and jars, packed in straw in cases, crates, or barrels, and labelled "Fragile"† (see (f))	*A	Q.	
Smaller lots, n.o.s.—		Quartz and Quartz Tailings	M
Packed as above	*C	Quicksilver, in iron bottles, C.R.†	2
Loose at Owner's Risk only on Damageable Goods Consignment Note	*2	Quinces, in crates, "Smalls" minimum	A
(see page 244).			
Pots, Flower, Earthenware, packed in straw in cases, crates, or barrels, and labelled "Fragile"	C	R.	
Poultry, dead—		Rabbits—	
In cases, C.R.	1, plus 10 p.c.	Canned	*B
n.o.s. O.R.	1	.. (see (ah))	*A
For Export (see page 226).		Chilled (see (ac))	A
Living, in crates, coops, and cases, "Smalls" minimum	B, plus 1/4th	Dead, minimum 5 cwt. for export (see page 226).	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	Frozen (see Meat and Rabbits, frozen).	
Preserves, n.o.s., in packing in cases, C.R.†	2	(see pages 226, 242, and 244).	
Presses (see Machinery).		Rabbit—	
Pulleys, Blocks and Pulley Wheels, in cases or crates, C.R.†	1	Poles, minimum 9d.	A
		Frames and Hardwood Rails, now or returned, minimum 9d.	B
		Traps, in bundles, C.R.†	2
		Radiators, in cases or crates, C.R.†	2
		Raffia	C
		Rags—	
		old, for paper or flock making, on declaration	A
		in bags or bales	C
		Rails, Chairs, and Fish-plates, rail and tram, iron	C
		.. (see (ai))	B
		.. (see page 245).	

* For Concessions to Country Industries, see pages 223 to 236.
 † 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.
(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
(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.		
	Tons.		Tons.		
(ac) " " " "	6 1/4		6 1/4		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

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

Article.	Class.	Article.	Class.
Rails, wooden (see Timber).		Rivets—	
Railings, iron, in cases or crates, C.R.†	2	Iron, in cases or bags, C.R.† ..	*1
Railways, switchback (see page 46).		„ for Boilers (see (a)) ..	*B
Raisit (Crushed Malt), in cases, C.R.†	1	„ „ smaller lots ..	*1
Rakes—		when forming part of a truck load	
Hand and Garden, in cases or		with Bar, Rod, Plate, Hoop,	
hessian packages, C.R.† ..	2	and Angle Iron and Steel	
Fire, in bundles, C.R.† ..	1	(see (a)) ..	*B
Rattans, in bundles, C.R.† ..	2	n.o.s., in cases or bags, C.R.† ..	2
Reaping Hooks, in cases or hessian		Rods (see Brass and Copper).	
packages C.R.† ..	2	Rollers—	
Red Venetian ..	B	Land (see Agric. Implements).	
„ Raddle ..	B	Mill, in cases or crates, C.R.† ..	1
Reels—		„ for repairs, half rate on	
Hose, minimum 5 cwt. each, O.R.	2	return journey on de-	
Hose, for fixing inside buildings,		claration.	
in cases or crates, "Smalls"		Road ..	C
minimum, C.R.† ..	2	Wooden, for windlasses ..	A
Reinforcements, fabricated—		Roofing Composition, n.o.s., in crates	
Steel or Iron ..	*C	or bales, C.R.† ..	1
„ „ (see (d)) ..	*C, less	Roofwork, Iron, C.R. ..	2
20 p.c.		Roots—	
Refuse from Gold Smelting, in bags,		Medicinal ..	A
cases, or barrels, C.R.† ..	2	Agricultural and Garden (see	
„ from rabbit canning factories	A	Seeds).	
Renovo (see Manures).		Orris, powdered ..	*2
Resin ..	*A	Rope old, for paper making, on	
Retorts and Crucibles, clay, in pack-		declaration ..	A
ing in cases or crates—		„ Hempen, in bales, C.R.† ..	*1
n.o.s. ..	C	„ Wire and Steel, in coils, C.R. ..	1
produce of Commonwealth, on		„ for mining, on decln. (see (i)) ..	C
Up journey (see (c)) ..	*M	Rosemary Cuttings ..	C
Retorts and Crucibles, Iron, C.R. ..	2	Rubber Goods, in cases, C.R.† ..	*2
„ Iron, old ..	A	„ scrap ..	C
Rhubarb, in bags, crates, or cases,		Rubble (see Stone).	
"Smalls" minimum ..	A less	Ruberoid Roofing Composition ..	C
10 p.c.		Rugs—	
Rice and Rice Flour, in bags ..	C	n.o.s., in cases, C.R.† ..	2
„ Palm or Flaked, in cases, C.R.†	1	Woollen (see Blankets).	
„ Sweepings (see (i)) ..	M	Runners, Undressed, produce of Com-	
„ Paddy (see (ah)) ..	Grain	monwealth, on Up journey ..	B
Ridging, Galvanized Iron, in cases or		Rushes, Green or Dried, n.o.s. (see	
crates, or in secure bundles of three		Grass) ..	A
and upwards, C.R.† ..	2	Rye (see (ah)) ..	Grain
Rims—			
Buggy, unfinished and in the		S.	
rough, in bundles, C.R.† ..	*1	Sackett Board ..	B
Buggy, finished, in bales—singly,		Saddlery (see Harness).	
to be protected by hessian,		Safes—	
C.R.† ..	*2	Iron, protruding parts to be	
Wooden, for harvester wheels		crated, C.R.† ..	2
(same as Agricultural Machines,		n.o.s., in cases or crates, C.R.† ..	2
parts of).			

* For Concessions to Country Industries, see pages 228 to 236.
† 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 15-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	6 0	6 0
(i) ..	8 0	8 0	8 0	12 0	12 0
(d) ..	6 0	6 0	6 0	8 0	8 0
(ah) ..	9 10	10 9	11 8	15 4	15 4
(a) ..	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, BU, and C classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Sago, in cases, C.R.†	2	Sauces in bottles or jars in packing in approved cardboard containers, or cases, or in demijohns in wickerwork, C.R.† (see page 141)—	
Salt —		n.o.s.	2
Cake (see (ah))	M	Produce of Commonwealth, on Up journey	*A
Cake (see Manures).		Consigned direct to the seaboard for immediate export beyond the State (see page 236) ..	*A.P.
Refined, in bags or in butter boxes	*A	Sausage Skins and Hog Casings, in barrels, C.R.†	1
" in bags, product of Victorian Country Industry, on Up journey (see (ai))	*A, less 25 p.c.	Sausage Skins (see Runners and Vells). Sausage Meal and Sausagins, in bags or cases, C.R.†	1
n.o.s., in cases, C.R.†	1	Sausages, "Smalls" minimum	O
Lick for Stock	A	Saws, in cases or crates, C.R.†	
Rock	A	n.o.s.	2
Unrefined, in bags or in bulk—		Motor cross-cutting	2
For destroying noxious weeds	Manure	Sawdust (see (i))	M
n.o.s. (see (ai))	A.P.	Scales and Beams, in cases or crates, C.R.†	2
See Manures.		Scarecrows, Mechanical, in cases or crates C.R.†	1
(See page 245).		Screenings—	
Salts —		Coke (see (h))	M
Epsom, in cases, C.R.† —		Stone (see page 239)	M
crude	1	Tarred, in bags	M
in packets (Druggists)	2	Screens, iron, mining, in bundles, C.R.†	1
Glauber, refined, in bottles in packing in cases, C.R.†	*2	Screws and Washers—In cases or bags, latter to bear address label inside and outside, C.R.† —	
" crude	*B	Iron	*1
Wheat	1	n.o.s.	*2
Saltpetre —		Screwjacks, C.R.	2
n.o.s., in bags, C.R.†	1	Scrub Exterminator	A
To Powder Factories, on declaration	B	Scythe Blades, in cases or hessian packages, C.R.†	2
For use in Bacon Factories, on declaration	B	Scythe Stones, in cases, C.R.†	2
Salvitis Specifics	A	Seats —	
Sand —		Church, in pieces, in crates or cases, C.R.†	1
Arsenical, in bags or casks	M	For churches or halls complete, packed as specified for furniture C.R.†	2
n.o.s.	M	Wooden, for chairs, in cases, C.R.†	1
Lime (see Manures).		Seaweed (see (c))	A.P.
Sandrac , in cases, C.R.†	*2	Securities for the payment of money (see General Condition 24).	
Sanitaryware , packed in straw in cases, crates or barrels and labelled "Fragile"	*2	Seeds and Roots —	
(see page 244).		Agricultural, Lupin Grass and Vegetable n.o.s. (see (c)) ..	Grain
Sarsaparilla , in jars in wickerwork or in bottles in packing in cases, C.R.†	2		
Sashes , window, set up—			
glazed, in packing in cases, C.R.†	2		
unglazed, in secure bundles or packages	2		

* For Concessions to Country Industries, see pages 228 to 236.
† If not properly protected by packing to be only accepted at Owner's Risk on a Damagable 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
(a) " " " " ..	9 10	10 9	11 8	15 4	19 0
(b) " " " " ..	7 0	7 0	7 0	10 10	10 10
(ah) " " " " ..	9 10	10 9	11 8	15 4	15 4
(i) " " " " ..	8 0	8 0	8 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 classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Seeds, Roots and Bulbs, Garden and Flower, in cases, C.R.†	2	Silver, manufactured, or unmanufactured. See General Condition 24	
Seeds, Sunflower (see (c))	A.P.	Sisal, teased, same as Hemp.	
„ Carraway, in cases, C.R.†	2	Skewers, Wooden	C
„ Ambergone	A.P.	Skins—	
Seed, prepared for Birds	C	Kangaroo, Wallaby, Opossum, and Goat	1
Seidlitz Powders, in cases, C.R.†	2	Fox—	
Semolina, produce of Commonwealth, in bulk in bags	A	At Owner's Risk on Damageable Goods consignment note	2
in packets in cases, C.R.† —	1	At Commissioners' risk, as Furs	
Shafts (see Poles).		Sheep—	
Shafting, iron or steel, under 1½" in diameter, in crates or cases, C.R.†	2	in bundles	*B
Shale—		loose—	
Oil	B	minimum 3 tons	*B
Other than Oil Shale	M	smaller lots, C.R. , subject to Note	*1 plus 10 p.c.
Sharps (see (l) and page 247)	Grain	O.R.	*1
Shavings, for packing, "Smalls" minimum	C		
Shavings, Wood (see (d))	M	NOTE.—When loose sheepskins are required to be tallied, or are consigned at Commissioners' Risk, an extra charge of 1s. 4d. per ton for tallying shall be made in addition to Commissioners' Risk rate.	
Sheep—		(See pages 144 and 246.)	
Branding Commodities	C	Rabbit and Hare, in bags or in bales bound with hoop iron, C.R.† —	
Dip (see page 32).		Loose	B
Lick (see Salt Lick for Stock).		Smaller lots	2
Shellac, in cases, C.R.†	2	In bundles	B
Shells, gravel	M	Smaller lots	1
Shell Grit	M	(See page 14.)	
Shingles (see Timber).		Skirtings—	
Shop Fronts, in cases or crates, C.R.†		Hardwood	A
Not set up	2	" (see (j))	A, less 25 p.c.
Set up—Double rate	2	Softwood	C
Shot—		Slabs, Ironite	A
In canvas bags and cases, C.R.† and Shell, Cannon, not loaded	2	(see (ai))	A, less 25 p.c.
Shovels and Spades—		Slates and Pencils, School, in cases, C.R.†	2
In cases, C.R.†	1	Slates, in packing in cases or crates† —	
In bales, C.R.†	2	Fibro Cement	C
Shrubs (see Plants).		Asbestos, roofing	C
Sieves, in cases or crates, C.R.†	2	Roofing	B
Signboards, Wooden, signs to be protected, C.R.† —		produce of Commonwealth, on Up journey	*M
up to 18 feet in length	2		
over 18 feet in length, rate and a half	2		
Signs, Electric, in packing in cases, C.R.†	2		
Silks and *Silk Fibre, 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		
Silos, Steel Frame, in sections	C		

* For Concessions to Country Industries, see pages 223 to 235.

† 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
(l)	9 10	9 10	11 8	14 5	14 5
(j)	8 10	8 10	8 10	11 10	14 10
(ai)	9 10	10 9	11 8	15 4	19 0
(c)	6 0	6 0	6 0	6 0	6 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.
Slate Slabs (see Stone).		Spice, Condition, for stock ..	A
Sleepers, Hardwood (see Timber).		Spices, Culinary, in cases, C.R.† ..	2
Slick, for cleansing purposes, in cases, C.R.† ..	1	Spikes, Iron, in cases or bags, latter to bear address label inside and outside C.R.† ..	1
Smutol, for treatment of seed wheat and vines, and so declared on consignment note ..	A	Spindles, Wood or Iron, in cases or bundles, C.R.† ..	1
Snow White (Washing Solution), in cases, C.R.† ..	1	Spirits—	
„ „ (see (ah)) ..	C	May be accepted at Commissioners' Risk when in packing, in cases bound with wire or hoop iron, in demijohns in wickerwork, or in cases; in bulk in sound casks.†	
Snuff, in cases, C.R.† ..	2	Denaturing ..	1
Soap—		n.o.s. (see page 140) ..	2
Fancy, in cases, C.R.† (see page 141)—		Produce of Commonwealth—	
n.o.s. ..	2	“Smalls” minimum ..	*C
Produce of Commonwealth ..	*1	For fortifying wine (Certificate from Customs Department to accompany consignment note) ..	*B
Foam, Extract of, in cases, C.R.† ..	2	Methylated (see page 27).	
Household ..	*C	of Tar, in tins in cases, C.R.† ..	2
„ (see (ah)) ..	*B	of Salts (see page 29).	
Extract of, common household, including Hudson's ..	*C	of Turpentine (see page 23).	
Lye Refuse (see (h)) ..	M	Wood (see page 27).	
Polish, in casks ..	C	S.V.R. ..	*2
Soft ..	*C	Spokes—	
„ accompanying red oil as spraying material ..	A	Wooden (see Felloes).	
Soda Ash ..	*A	Iron, for agricultural machines, in bundles or cases, C.R.† ..	1
Soda—		Spouting, galvanized iron, in cases or crates, or in secure bundles of three and upwards, C.R.† ..	2
Bicarbonate of ..	B	Springs—	
Carbonate of, for fruit dipping and so declared on consignment note ..	A	Carriage, Dray and Truck, in cases or in bundles, wired, C.R.† ..	*2
Caustic ..	*A	Furniture, in cases or packages C.R.† ..	*2
Crystals, washing ..	B	Stable and Street Sweepings (see Manures).	
Hypo-phosphate of ..	B	Stamps (see General Condition 24).	
Hypo-sulphate of ..	A	Standards, Fencing (see Wire).	
Silicate of ..	*A	Starch—	
Sodium—		in cases, C.R.† ..	2
Amalgam, Cyanide of, Hydroxide, Hypochlorite, Peroxide, Sulphide (see pages 30 and 31).		Confectionery, in bags ..	*A
Soil, n.o.s. ..	M	Stationery, in cases, C.R.† ..	2
Solder, in tins, cases, or bags, C.R.† ..	1	Staves, Hardwood and Softwood (see Timber).	
Soldering Fluid (see page 31).		Staves, Hoops, Hoop Iron, and Cask-heads in casks or packages— for the manufacture of casks, hogsheads, &c., on declaration n.o.s. ..	A
Solutions—		Stearine ..	C
Rubber (see page 27).		Steatite, crude or manufactured ..	A
Painters' corrosive (see page 31).			M
Solvol in cases, C.R.† ..	1		
Soup Tablets and Powders, produce of Commonwealth, on Up journey ..	*A		
Spalls (see Stone).			
Spanish Clay, for wine fining, in bags or cases, C.R.† ..	1		

* For Concessions to Country Industries, see pages 228 to 236.
 † 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
(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, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Steel—		Stone—continued.	
Expanded, in cases or bundles, C.R.†	1	Marble Chips	B
Polished, in cases or crates, C.R.†	*2	Slate Slabs, for paving, flooring, building and graves .. .	A
Sheet (see Iron). (See Iron and Lathing).		Slate Slabs for Billiard Tables, in cases or crates, suitably packed with cloth packing between slabs and wedged, C.R.†	1
Stiles, Gate, hardwood .. .	A	Stones, Precious (see General Condition 24).	/
Stone, as under—		Stoneware (see Earthenware).	
Ballast.		Stoves and Stove Pipes, in cases or crates, C.R.† .. .	*2
Coring.		Straw—	
Dust (see page 239).		In bundles or bales (see (ab)) ..	Grain
Flagging.		Liquor	B
Kerbing or Street Paving.		Strawboard	C
Marble and Granite, rough blocks.		„ (see (i))	A
Metal, Road, (see page 239).	M	„ (see page 246).	B
Pitchers.		Stuccolin Sheets	B
Rubble (see page 239).		Sugar—	
Spalls (see page 239).		n.o.s.	*B, plus 25 p.c.
Toppings (see page 239).		Icing, Castor and Loaf in cases, (see pages 140 and 246) C.R.†	2
Undressed (including Slate), n.o.s.		Baskets, empty (see Empties).	
Granite, Marble, and other Stone may be accepted at Commissioners' Risk when packed as under:—		Cane, "Smalls" minimum .. .	A
Polished or Carved, in packing in cases or crates†		Sulkies (see Vehicles).	
n.o.s., under 3" in thickness, in packing in cases or crates†		Sulphate of Ammonia (see Ammonia).	
n.o.s., over 3" in thickness, packed in truck with bagging or other suitable packing provided by senders, to the satisfaction of the Commissioners.†		„ of Iron (see Manures).	
Granite, sawn, but not otherwise dressed	M, plus 33½ p.c.	„ of Potash (see Manures).	
Granite, Marble, and other Stone—		„ of Sodium (see Salts Glauber).	
Dressed for buildings and foundations for monuments, grave railings or headstones, but not polished or carved either wholly or partially .. .	A	Sulphur	*B
Dressed, and only partially polished or carved or wholly polished on only one side	C	„ Lick	B
Wholly polished or carved—		„ Chloride of (see page 31).	A
In cases, C.R.† .. .	*1	„ Water	A
Loose, at Owner's Risk only on Damageable Goods consignment note	*2	Sulphuric Anhydride (see page 29).	A
		Sumach	2
		Swing-boats, in crates, C.R.†	1
		Swingle Bars, in bundles, C.R.†—	2
		For Agricultural Machines .. .	1
		n.o.s.	2
		Syphons, Sodawater, in packing in cases or crates (same as Bottles)†.	
		Syrup (see Golden Syrup).	
		n.o.s., in casks or in tins in cases, C.R.†	2
		T.	
		Tacks, in cases, C.R.† .. .	*2
		Tags, flour in cases, C.R.† .. .	1

* For Concessions to Country Industries see pages 228 to 236.
† 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.B." truck.	
Tons. 6	Tons. 6	Tons. 8	Tons. 8	Tons. 12	
(*) Subject to a minimum of	6	6	8	8	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, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Tallow	*B	Terra-cotta, Lumber, Kerbing, and Channelling	M
Tan, Spent (see (d))	M	Terebine (see page 28).	
Tanning Compounds—		Texaco cold patch (cold mix asphalt)	C
n.o.s.	A	Theatrical Scenery—	
Consigned to a country tannery in Victoria—		In cases or crates, C.R.†	2
(see (c))	*M	In cases or crates when accompanying theatrical companies, C.R.†—	
Minimum 10 cwt.	*A, less 25 p.c.	Truck. Per Mile. Mtnl. mum Charges.	
Tanks, petrol, plate iron—		s. d. £ s. d.	
Crated, C.R.	*2	Per 4-wheeled 0 9 1 8 9	
Not Crated, C.R.	*2 plus 10 p.c.	Per 6-wheeled 0 11 1 16 0	
O.R.	*2	Per bogie 1 1½ 2 3 3	
Tanks, plate iron, empty, n.o.s.—		Theatrical Luggage, in suitable receptacles, C.R.† (same as Theatrical Scenery)	
Up to 400 gallons	C.R.	Thinners and plasticisers (see pages 27 and 28)	
Over 400 gallons and not exceeding 1,000 gallons, rate and a half	2 plus 10 p.c.	Three-ply Timber	C
Over 1,000 gallons, double rate	O.R.	Ticking, in cases, C.R.†	*2
Tanks or Vats, galvanized or corrugated iron—	C.R.	Tiles—	
Up to 1,000 gallons, rate and a half	2 plus 10 p.c.	May be accepted at Commissioners' Risk in packing in cases or crates.†	
Over 1,000 gallons, double rate	O.R.	Asphalt	A
Tanks, Filled. Tanks as above; contents as per Classification.	2	" produce of Commonwealth, on Up journey	*M
Tanks, Concrete (see cement.)		Common Paving	A
Tapioca, in bags or cases, C.R.†	2	" produce of Commonwealth, on Up journey	*M
Taps, Metal or Wooden, in cases, C.R.†	2	Roofing, glazed or unglazed	A
Tar—		" produce of Commonwealth, on Up journey (see (f))	*M
n.o.s.	C	Drain and Edging	A
Crude, used directly for fuel in place of wood, coal, or coke, and so declared on the consignment note (see (h))	M	" produce of Commonwealth, on Up journey (see (i))	*M
Compo (for tarring telegraph poles)	A	Ornamental and Tesselated Glazed	*2
Stock	*C	" produce of Commonwealth, on Up journey	*C
Consigned to the country to be used in combating frosts in orchards or vineyards, and so declared on the consignment note	A.P.	Timber—	
Targets, in crates or cases, C.R.†	1	Hardwood—	
Tarpaulins, in bundles, C.R.†	2	Sawn, including Jarrah, unseasoned, dressed or undressed; also sleepers, sawn or hewn, 30 cubic feet to ton (see (r))	Special M
Tea, in cases, or in tins in crates (see page 141), C.R.†	2		
Tents, in bales or bags, C.R.†	2		
Terra-cotta, architectural (see (f))	C		

* For Concessions to Country Industries, see pages 228 to 236.

† 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 or 20 ton truck.	Per Q.R. truck.
	Tons.	Tons.	Tons.	Tons.
(e) Subject to a minimum of	6	6	6	..
(d) " " " "	6	6	8	..
(f) " " " "	5	5	7½	..
(g) " " " "	8	8	12	..
(h) " " " "	7	7	10½	..
(i) " " " "	7½	7½	11	..
(r) " " " "	8½	8½	14½	20

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.
Timber—continued.		Timber—continued.	
Hardwood—continued.		Hardwood—continued.	
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	A	Hardwood, for case-making (see page 134 re tonnage to be charged)	Special M
(see (g))	A, less 25 p.c.	Locally grown <i>Pinus insignis</i> and Murray Pine (see (g))	Special M
Sawn, cut to approved sizes, for case or box making, at dead weight—		n.o.s. (see (j))	Special M
Unseasoned—		(see page 126).	
“Smalls minimum”	A	Props, Slabs, Lids, Caps, and Laths, undressed, for mining (see page 134 re tonnage to be charged)	Fire-wood
See (ah)	Special M	Firewood and Mallee Roots (see page 134 re tonnage to be charged)	Fire-wood
Seasoned or partially dressed and seasoned—		Telegraph Poles, with arms	C
“Smalls” minimum	A		
See (j)	Special M	Softwood—	
Rough (see page 134 re description and tonnage to be charged) ..		Including imported Oak*, Queensland Beech, Myrtle, and Rimu n.o.s.	C
Stakes, vine (see page 134, re tonnage to be charged)		In truck loads (not including Architraves, Mouldings, and Skirtings (see (ad))	B
Posts and Rails (see page 136 and (j))	Special M	For manufacture of cases or bee frames (see page 247).	
Building Laths and Fodder Boards (sawn), dead weight (see (j)) ..		Cut to sizes and dressed for wire mattresses	C
Palings, Pickets, Battens, Droppers (sawn), 30 cubic feet to ton (see (j))		Cut to sizes for case or box making, in shooks—	
Kanooka and Needlewood Billets, for pipe making, not exceeding 10 feet in length (see page 134 re tonnage to be charged)	Fire-wood	“Smalls” minimum	A
Paving Blocks (see (ah))	Special M	See (e)	A, less 25 p.c. M
Logs, Piles, Poles (including Telegraph Poles, without arms), in long lengths, and Beams, sawn, hewn, squared, or rough (see page 126 and (k))		Droppers, softwood (see (e))	M
Scaffolding Poles (see (e))		White Pine, cut to sizes, for tallow casks	B
Poles, hardwood, for case making, and locally-grown <i>Pinus insignis</i> and Murray Pine		Kauri Edgings (see (e))	M
Logs, in long lengths (see page 126 and (s))		<i>Pinus insignis</i> cut to sizes for case or box making at dead weight—	
		“Smalls” minimum	A
		(see (g))	Special M

* For Concessions to Country Industries, see pages 228 to 238.

	Per 10, 11, or 12 ton truck.	Per 16 or 20 ton truck.	Per “QB” bogie truck.	Per 42-ft. “Q” truck.	Per 50-ft. “Q” truck.
(e) Subject to a minimum of	6	10	10	15	17
(ad) “ “ “ “	5	7½	10	15	17
(g) “ “ “ “	7	10	10	15	17
(j) “ “ “ “	8½	14½	17	24††	24††
(k) “ “ “ “	8½	14½	17	24††	24††
(s) “ “ “ “	8	12	16	24††	24††
(y) “ “ “ “	7	12	16	24††	24††
(ah) “ “ “ “	9½ tons per 10-ton truck, 10 tons 9 cwt. per 11-ton truck, 11 tons 8 cwt. per 12-ton truck, 15 tons 4 cwt. per 16 or 20 ton truck.				

†† The tonnage minimum for piles and poles loaded in “S” trucks shall be 24 tons and for piles and poles in 50 and 55 ft. lengths, loaded in 50 ft. “Q” trucks, 20 tons.

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.
Timber—continued.		Toys—	
Softwood—continued.		In cases or crates, C.R.† ..	2
Sawn Murray Pine, (see-(s))		Loose, at Owner's Risk only on	
Cypress Pine, (see (s)) and		Damageable Goods consign-	
<i>Pinus insignis</i> , (see (j)) locally		ment note, rate and a half. . .	2
grown, unseasoned , dressed or		Tram Cars (see Vehicles).	
undressed, 40 cubic feet to the		Treacle—	
ton	Special	(see Golden Syrup).	
	M	For Cattle Food, on declaration	
Sawn Murray Pine (see (s)) and		(see (h))	A P
<i>Pinus insignis</i> , locally grown		Tree Ferns (see (i))	M
(see (j)), seasoned , dressed or	A, less	Trees, Fruit, Fruit Cuttings, and	
undressed, at dead weight ..	25 p.c.	Shelter Trees, in cases or bundles..	C
Small lots	A	Trellis, Wooden, collapsible, in	
Murray Pine and <i>Pinus insignis</i>		bundles, C.R.†	1
Logs and Poles (see Hardwood).		Tricycles (see Bicycles).	
Staves, softwood	C	Troughing, Iron, in crates or secure	
Veneer, hoop pine	C	bundles, C.R.†	2
Tin foil, in cases, C.R.†	2	Troughs—	
Tin—		Concrete (see Cement).	
Concentrates	A	Iron, in cases or crates, C.R.† ..	-2
Scrap (see (c))	M	Trucks—	
Plate, n.o.s.	C	Cable, C.R.	2
„ (see (ai))	B	Hand, C.R.	2
„ to Victorian country		and Skips, Iron, mining, and	
factories	*A	timber, C.R.	1
Cake, Bar, and Ingot, in cases or		Munro's, for farm use, dismantled	
barrels, C.R.†	2	C.R.	1
Tins—		Smith's and Hilyard's, small	
Empty (see page 118.)		farm, dismantled, not exceed-	
Kerosene, flattened, plain, or		ing 7 cwt. in cases, C.R.† ..	1
corrugated, in bundles, "Smalls"		Trufood (Dried Milk), in cases, C.R.† —	
minimum	B	n.o.s.	1
Tinware, n.o.s., in cases or crates,		Produce of Commonwealth ..	Bb
C.R.†	2	(see page 247)	
Ti-tree Stakes	Fire-	Produce of Victorian Country	
	wood	Industries consigned direct to	
Title Deeds (see General Condition 24).		the seaboard for immediate	
Tobacco—		export beyond the Common-	
Leaf and Stalks, in bales ..	B	wealth (see (g))	Br.
Smoking, n.o.s., in approved card-		less	
board containers or in cases		25 p.c.	
bound with wire or hoop iron		Trunks, Steel, in cases or crates, C.R.†	2
and sealed, or in original		Tubes—	
caddies, C.R.†	2	Boiler, Iron, in crates, C.R.† —	
Sheepwash, in casks, C.R.† ..	2	n.o.s.	1
Plant Refuse (see Manures).		on Down journey (see (ah)) ..	*B
Toluol (see page 27).		Tubing—	
Tomato—		Brass (see Brass).	
Pulp, "Smalls" minimum ..	*A	For Diamond Drill and Water	
Soup (same as Sauce).		Boring, in bundles, securely	
Tomatoes (same as Fruit).		wired, C.R.†	1
Tools, in chests, cases, or properly		Polished, n.o.s., in cases, crates,	
protected packages, C.R.† ..	2	or bales, C.R.†	2
Toppings, Stone (see Stone).		Tubs—	
Tow, in bags or bales	*A	Tin or other metal, in cases or	
		crates, C.R.†	2
		Wooden, in nests or crated, C.R.†	2

* For Concessions to Country Industries, see pages 228 to 236.

† 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.	Per "Q.R." truck.	Per 50-ft. "Q" truck.
(c) Subject to a minimum of	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons.	Tons.
(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	15 0	15 0	16	24
(ai)	9 10	10 0	11 8	15 4	19 0	..	..
(ah)	9 10	10 9	11 8	15 4	15 4	..	..
(g)	7 0	7 0	7 0	10 0	10 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.
Turnery—		Vegetables—continued.	
In cases, crates, or packed in straw covered with hessian, C.R.† ..	2	Preserved, n.o.s., in bottles in packing in cases; in tins or cartons in cases, C.R.† —	
Rough, in bundles or crates, C.R.† ..	2	n.o.s. ..	2
Turnips (see (ah)) ..	Grain	Produce of Commonwealth on up journey ..	*A
in small quantities, "Smalls" minimum ..	A, less 10 p.c.	Vehicles (see page 124).	
Turpentine (see page 28).		Vehicle Parts, wooden, such as hood bows, dash boards and half circles, unfinished and in the rough, C.R. ..	1
Turps, mineral, (see page 28).		Vells, in barrels, C.R.† ..	1
Twine and Lines, n.o.s., in cases, C.R.† ..	*2	Veneer, hoop pine (see Timber)	
Twine Reaper and Binder and Seaming, in bales, C.R.† minimum 8 tons per 4-wheeled truck ..	*C	Ventilators—	
Type, Printing, in cases, C.R.† ..	2	(see Bricks, Terra Cotta Air Vents).	2
Types—		Iron, C.R. ..	2
Iron, C.R. ..	*1	Verandah Posts (see Posts).	2
(see (ai)) ..	*C	Vermicelli, in cases, C.R.† ..	0
Motor and Cycle, in cases or crates, C.R.† ..	*2	Vine Cuttings, in bundles or cases ..	
Motor and Cycle, old, for reconditioning or for scrap ..	C	Vinegar, in jars in wickerwork, in bottles or jars in packing in cases or crates, in barrels, C.R.† ..	2
Setters, iron ..	C	In jars or cases, n.o.s. (see page 141). ..	1
Shrinkers ..	C	In bulk, n.o.s. ..	
Tyre Doctor, in tins in cases, C.R.† ..	2	Produce of Commonwealth, on Up journey ..	*A
U.		Vine Stakes (see Timber).	A
Universal Finish ..	B	Vineyard Waste Products (see (c)) ..	A
" " (see (c)) ..	A	Vulcana (Cattle Spice) ..	2
Unya (powdered onions) ..	2	Vyces, iron—	
Upholstery, in cases, C.R.† ..	2	Large, C.R. ..	2
Urinals, Earthenware, packed in straw in cases, crates or barrels, and labelled "Fragile," C.R.† ..	2	Small, in cases, C.R.† ..	
V.		W.	
Valonia ..	A	Wadding, in cases, C.R.† ..	2
Valves, Metal, in crates or cases, C.R.† ..	2	Wagons (see Vehicles).	
Vans, Furniture (see Vehicles).		" steam ..	C
Varnish Spirit (see pages 27 and 28).		Walls, Metal (see Coilings).	
Vats—		Walnuts, in cases or bags, C.R.† ..	2
Milk, tinned, steel or plain iron, Separator, not exceeding 100 gallons capacity, C.R. ..	1, plus 10 p.c.	n.o.s. ..	
O.R. ..	I	produce of Commonwealth, on Up journey, "Smalls" minimum ..	A, less 25 p.c.
Over 100 gallons capacity, same as Pastourizers ..		Washers (see Screws).	
Wooden (see page 119).		Washing Boards, Glass and n.o.s., in cases, crates, or bundles, securely strapped, singly glass to be wholly protected, C.R.† ..	1
Vegetables—		Wash Easy in cases, C.R.† —	
Compressed, in cases, C.R.† ..	1	n.o.s. ..	1
Fresh, must be in bags, crates, or cases, "Smalls" minimum ..	A, less 10 p.c.	(see (ah)) ..	C
Loose (see (v)) ..	A, less 10 p.c.	Watches (see General Condition 24).	
in single packages (see page 122).		Water—	
		(see page 247 and (c)) ..	M
		Distilled (see (t)) ..	M
		Clarifier, n.o.s. ..	A
		Wattle Tops and Leaves ..	B

* For Concessions to Country Industries, see pages 223 to 236.
 † If not properly protected by packing to be only accepted at Owner's Risk on 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 ..	8 0	8 0	8 0	8 0	8 0
(d) " " " ..	8 0	8 0	8 0	12 0	12 0
(e) " " " ..	9 10	10 0	11 8	15 4	15 4
(f) " " " ..	9 10	10 0	11 8	15 4	19 0
(g) " " " ..	5 1/2 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, Bp, and C classes, except otherwise provided, see General Condition 18, page 12.

Article.	Class.	Article.	Class.
Wax—		Wine—	
Bees, Japan, Paraffin, Ceresine, and Rangoon, in cases or bags, C.R.†	1	may be accepted at Commissioners' Risk when in packing in cases bound with wire or hoop iron, in demijohns in wickerwork or in cases, in bulk in sound casks.	
for sealing bottles, and so described on consignment note, in cases, C.R.†	1	n.o.s. (see page 140)	2
Mineral	B	produce of Commonwealth, "Smalls" minimum	*A, less 10 p.e.
n.o.s., in cases, C.R.†	2	produce of Commonwealth, consigned direct to the sea-board for immediate export beyond the State—in hogsheads (see (ag)), in quarter casks (see (ap)) (see page 236). O.R.† sent intersystem (see page 247).	Grain
Weed Eradicator (see page 32).		produce of Commonwealth, in single packages (see page 122).	
Weights, Iron—		finings	2
Sash, C.R.	1	off, previously carried by rail returned to vigneron at the original forwarding station, shall be charged at half of Class A, less 10 per cent rate, subject to Class A conditions. Declaration to be furnished with consignment note.	
(see Castings, rough).		off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class A, less 10 per cent. rate and conditions in the first instance, and on production of a certificate from the Customs officer that the identical wine has been distilled, the charges may be reduced to Class M, less 10 per cent. (see (h)*).	
used by Municipal Councils for testing Weighbridges	C	off, forwarded to vinegar manufacturers for vinegar making and so declared on the consignment note, shall be charged under Class A, less 10 per cent. rate and conditions in the first instance, and on production of a certificate from the Customs Officer that the identical wine has been used for vinegar making, the charges may be reduced to Class M, less 10 per cent. (see (h)*).	
n.o.s. (56 lb. and under to be cased), C.R.	1	Quinine—	
Weighbridges (see Machinery).		produce of Commonwealth	B
Wheat—		n.o.s.	2
(see pages 237 and 247)	Grain		
Offal and Comings (see (g))	Grain		
Poisoned, for rabbit-killing see (c).	Grain		
Damaged or Inferior, forwarded to the country for conversion into meal for pigs' feed, and so declared on consignment note for seed (see page 245).	Grain, less 10 p.e.		
Salts, in bags or cases, C.R.†	1		
Wheel-barrows, C.R.	2		
Wheels—			
Barrow, C.R.	2		
for Vehicles, C.R.	2		
Rough and Unfinished, C.R.	*1		
Fly, C.R.	*2		
Iron, for mining and timber trucks and traction engines, C.R.	1		
Iron, attached to axles, C.R.	2		
Plow, in cases or crates, C.R.†	1		
n.o.s., in cases or crates, C.R.†	*2		
Whips , in cases or secure hessian bundles, C.R.†	2		
Whipple-trees , in bundles, C.R.†—			
for Agricultural Machines	1		
n.o.s.	2		
Whiting—	*B		
Produce of Commonwealth, on Up journey	*A		
Willows , for basket making	C		
Windmills—			
in cases or crates, C.R.†	*1		
set up, at Owner's Risk only, on Damageable Goods consignment note	*2		
Windows , wire, the wire to be wholly protected by timber, C.R.†	2		

* For Concessions to Country Industries, see pages 228 to 236.
 † If not properly protected by packing to be only accepted at Owner's Risk on Damageable Goods consignments.
 ‡ May be accepted at Commissioners' Risk when packed as above on payment of 5 per cent. additional on the Owner's Risk rates.

	Per 10 or 11 ton truck.	Per 12-ton truck.	Per 16 or 20 ton truck.
(ag) Subject to a minimum of	Tons. 7	Tons. 7	Tons. 7½
(ap) " " "	5	5	8
(g) " " "	7	7	10
(A) " " "	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 18, page 12.

Article.	Class.	Article.	Class.
Wine—continued.		Woodwool	C
Lees—		Wool—	
“Smalls” minimum ..	*B	in bales, bags or fadges (see	
(see (c))	*A	pages 249 and 255).	
Spirit, produce of Commonwealth	*B	to country mills (see page 254).	
Stone	*C	Fluff, by-product from manu-	
Wire—		facture of woollen goods, for	
Brass, in coils in hessian, or in		paper making	A
cases, C.R.†	2	Wool Tops, in bales or bags, C.R.† ..	*1
Copper, in coils in hessian, C.R.†	2	Woolpacks—	
Insulated, in cases or bales, C.R.†	1	n.o.s.	B
Iron*—		(see (i))	A
Fencing, Galvanized and		empty return, minimum 9d. ..	A
Barbed, in bundles; also		Wringers, in cases, C.R.†	2
Droppers, Staples, Clamps,		Wyandotte, (cleanser)	B
Standards, Strainers Wedges,			
and Iron Fencing Posts—		Y.	
n.o.s.	C	Yeast—	
(see (d))	C, less	Liquid, in barrels, or in jars in	
(see (a))	20 p.c.	wickerwork or crates, C.R.† ..	2
Cyclone, woven, for fencing—	A	Powder, in bags, cases or	
n.o.s.	C	crates, C.R.†	2
(see d)	C, less	Yokes, Bullock, C.R.	1
(see a)	20 p.c.	Yarn—	
Netting—	A	Coir, in bales, bags, or bundles,	
n.o.s. (see (l))	Special	C.R.†	1
manufactured in Victoria	M	Cotton (see Cotton).	
(see (a))		Worsted, in cases, C.R.†	2
for Nail Making (same as		consigned to country knitting	
Fencing Wire).		mills or cotton factories	*B
Bright, in cases, C.R.†	1	Flax	*B
Steel, declared on consignment		Hemp	*C
note for binding cases	A	Jute	B
Cutters, in cases, C.R.†	1	Silk, artificial—	
for Wire Mattresses, woven, in		n.o.s.	C
bales, C.R.†	*1	Consigned to Victorian Country	
for Mattress making, on declara-		Knitting Mills	*B
tion, in coils packed in casks ..	*C	Z.	
Cloth, in cases or crates, C.R.† ..	2	Zinc—	
Stands and Frames, in cases or		Chloride of (see page 31).	
crates, rate and a half, C.R.† ..	2	Muriate of (see page 31).	
Tying, for fastening bags	C	in casks or cases, C.R.†	2
Wolfram	A	old, melted into cakes or ingots	
Wood Pulp—		perforated, in cases or crates, C.R.†	2
n.o.s.	B	Scrap, in bags	A
(see (l))	A	Shavings, in cases or bags, C.R.†	2
(see page 342).		Shavings, used in assaying of	
Woodenware, n.o.s., in cases or crates,		gold, in cases, C.R.†	1
C.R.†	2	Sheet, in cases or crates, C.R.† ..	2
Woodmeal (see (i))	M	White Oxide of, in bags or	
		barrels, C.R.†	2

* For concessions to Country Industries, see pages 228 to 236.

† 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)	8 0	8 0	8 0	12 0	12 0
(f)	9 10	9 10	11 8	14 5	14 5
(ga)	6 10	6 10	6 10	10 10	10 10
(ai)	9 10	10 9	11 8	15 4	19 0
(aa)	7 10	7 10	7 10	10 0	10 0

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

NOTES.

1. All goods not specified in the foregoing Classification shall be charged Class 2 rates Owner's Risk.
2. Wherever in the foregoing Classification Up journey rates are specified, they shall apply only for the mileage on the direct Up journey from the forwarding station, but shall not be operative 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 such piers.
3. Up journey rates are not applicable in respect of consignments forwarded from suburban stations within 20 miles of Melbourne (Spencer-street).
4. Raw materials for Victorian Country Industries, consigned at suburban stations situated within 20 miles of Melbourne and forwarded on Up journey to Melbourne or to the junction station and thence on Down journey to destination, shall be charged the reduced Down journey rate where specified for the total mileage from the forwarding station to the destination station.
5. For goods despatched between stations involving an Up and Down journey rate, the charges shall be computed on the sum of the Up and Down journey rates if cheaper than the through Down 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 139, clauses 1 and 2.
6. When goods which are charged at a reduced rate on the Up journey are forwarded over 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.
7. Wherever in the preceding Classification an entry is made after any article thus, "Minimum 9d.," it means that the actual weight of such article shall be charged for at the rate shown, subject only to the minimum charge stated, and irrespective of the tariff for "Smalls."
8. Class "A," less 25 per cent. shall not be less than class "M," or class "AP" rate.
9. Class "B," less 10 per cent. shall not be less than class "A."
10. Class "B," plus 25 per cent. shall not be more than class "C."
11. Class "C," less 20 per cent. shall not be less than class "B."

MILEAGE RATES PER TON FOR GOODS.

For rates other than mileage rates, see pages 139 to 243. For loading and unloading charges where applicable, see pages 17 and 137.
 C.R. indicates the ordinary (Commissioner's Risk) rates when the Commissioners take the ordinary liability of a Common Carrier.
 R. indicates the reduced rate for carriage at Owner's Risk.
 (See General Condition, No. 4, page 8.)

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

The charges at Commissioners' Risk Rate shall not be less than 1¢. 2¢. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.										1.	2.		
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	D.			BB.	C.
24	C.R. 0 3 6	0 2 7	0 4 4	0 4 6	0 4 9	0 4 3	0 5 7	0 7 0	0 4 11	0 9 0	0 7 3	0 12 11	0 13 6	0 16 6
25	O.R. 0 3 2	0 2 7	0 4 4	0 4 6	0 4 9	0 3 11	0 5 3	0 6 8	0 4 11	0 9 0	0 7 3	0 12 4	0 13 6	0 16 6
26	O.R. 0 3 8	0 2 7	0 4 4	0 4 6	0 4 9	0 3 11	0 5 3	0 6 8	0 4 11	0 9 0	0 7 3	0 12 4	0 13 6	0 16 6
27	O.R. 0 3 10	0 2 7	0 4 4	0 4 6	0 4 9	0 3 11	0 5 3	0 6 8	0 4 11	0 9 0	0 7 3	0 12 4	0 13 6	0 16 6
28	O.R. 0 3 6	0 2 3	0 4 2	0 4 5	0 4 7	0 4 1	0 5 7	0 7 8	0 5 2	0 9 3	0 7 6	0 13 10	0 15 0	0 18 3
29	O.R. 0 3 10	0 2 9	0 4 6	0 4 9	0 4 11	0 4 5	0 5 11	0 8 1	0 5 6	0 10 3	0 8 3	0 14 2	0 16 6	0 19 9
30	O.R. 0 3 8	0 2 5	0 4 5	0 4 8	0 4 11	0 4 5	0 5 11	0 8 7	0 6 2	0 10 8	0 8 8	0 14 4	0 17 0	0 20 3
31	O.R. 0 3 8	0 2 5	0 4 5	0 4 8	0 4 11	0 4 5	0 5 11	0 8 7	0 6 2	0 10 8	0 8 8	0 14 4	0 17 0	0 20 3
32	O.R. 0 3 8	0 2 5	0 4 5	0 4 8	0 4 11	0 4 5	0 5 11	0 8 7	0 6 2	0 10 8	0 8 8	0 14 4	0 17 0	0 20 3
33	O.R. 0 4 4	0 3 2	0 4 7	0 4 10	0 5 1	0 4 7	0 5 11	0 8 7	0 6 2	0 11 5	0 9 3	0 15 11	0 18 0	0 21 3
34	O.R. 0 4 6	0 3 2	0 4 7	0 4 10	0 5 1	0 4 7	0 5 11	0 8 7	0 6 2	0 11 5	0 9 3	0 15 11	0 18 0	0 21 3
35	O.R. 0 4 6	0 3 4	0 4 9	0 5 4	0 5 11	0 5 5	0 6 8	0 9 3	0 6 8	0 12 6	0 10 2	0 17 4	0 19 6	0 23 3
36	O.R. 0 4 9	0 3 4	0 4 9	0 5 4	0 5 11	0 5 5	0 6 8	0 9 3	0 6 8	0 12 6	0 10 2	0 17 4	0 19 6	0 23 3
37	O.R. 0 4 5	0 3 0	0 5 1	0 5 4	0 5 11	0 5 5	0 6 8	0 9 3	0 6 8	0 12 6	0 10 2	0 17 4	0 19 6	0 23 3
38	O.R. 0 4 11	0 3 6	0 5 9	0 6 0	0 6 3	0 5 8	0 7 4	0 9 3	0 7 4	0 13 0	0 10 7	0 19 5	0 23 3	0 27 6
39	O.R. 0 4 7	0 3 6	0 5 9	0 6 0	0 6 3	0 5 8	0 7 4	0 9 3	0 7 4	0 13 0	0 10 7	0 19 5	0 23 3	0 27 6
40	O.R. 0 4 11	0 3 6	0 5 9	0 6 0	0 6 3	0 5 8	0 7 4	0 9 3	0 7 4	0 13 0	0 10 7	0 19 5	0 23 3	0 27 6

The charges at Comptons' 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.

CLASSES

Miles.	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	I.	2
41	C.R. 0 5 1	0 3 6	0 5 11	0 6 2	0 6 8	0 6 0	0 7 11	0 10 8	0 7 3	0 14 2	0 11 7	0 4 4	0 2 0	0 7 6
42	O.R. 0 5 1	0 3 6	0 5 11	0 5 10	0 6 4	0 5 8	0 7 6	0 10 2	0 6 11	0 13 6	0 11 0	0 19 4	1 2 0	1 7 6
43	C.R. 0 4 9	0 3 4	0 5 7	0 5 10	0 6 4	0 5 3	0 7 4	0 10 10	0 7 9	0 13 6	0 11 7	0 19 6	1 2 8	1 7 9
44	O.R. 0 4 9	0 3 4	0 5 7	0 5 10	0 6 4	0 5 3	0 7 4	0 10 10	0 7 9	0 13 6	0 11 7	0 19 6	1 2 8	1 7 9
45	C.R. 0 5 5	0 3 10	0 5 9	0 6 4	0 7 0	0 6 3	0 8 1	0 10 10	0 7 9	0 13 6	0 11 7	0 19 6	1 3 3	1 8 3
46	O.R. 0 5 7	0 3 10	0 5 9	0 6 4	0 7 0	0 6 3	0 8 1	0 10 10	0 7 9	0 13 6	0 11 7	0 19 6	1 3 3	1 8 3
47	C.R. 0 5 7	0 3 10	0 5 9	0 6 4	0 7 0	0 6 3	0 8 1	0 10 10	0 7 9	0 13 6	0 11 7	0 19 6	1 3 3	1 8 3
48	O.R. 0 5 3	0 3 6	0 5 11	0 6 3	0 6 8	0 5 11	0 7 11	0 10 10	0 7 5	0 14 4	0 11 8	0 10 10	1 4 9	1 9 6
49	C.R. 0 5 3	0 3 6	0 5 11	0 6 3	0 6 8	0 5 11	0 7 11	0 10 10	0 7 5	0 14 4	0 11 8	0 10 10	1 4 9	1 9 6
50	O.R. 0 5 3	0 3 6	0 5 11	0 6 3	0 6 8	0 5 11	0 7 11	0 10 10	0 7 5	0 14 4	0 11 8	0 10 10	1 4 9	1 9 6
51	C.R. 0 5 5	0 3 8	0 6 2	0 6 10	0 7 2	0 6 6	0 8 3	0 11 11	0 8 6	0 15 10	0 12 3	1 2 1	1 5 3	1 10 0
52	O.R. 0 5 5	0 3 8	0 6 2	0 6 10	0 7 2	0 6 6	0 8 3	0 11 11	0 8 6	0 15 10	0 12 3	1 2 1	1 5 3	1 10 0
53	C.R. 0 5 7	0 3 8	0 6 10	0 7 2	0 7 2	0 6 6	0 8 8	0 12 6	0 8 6	0 15 10	0 12 3	1 2 5	1 5 6	1 11 3
54	O.R. 0 5 7	0 3 8	0 6 10	0 7 2	0 7 2	0 6 6	0 8 8	0 12 6	0 8 6	0 15 10	0 12 3	1 2 5	1 5 6	1 11 3
55	C.R. 0 5 11	0 4 0	0 6 6	0 6 10	0 7 3	0 7 0	0 9 2	0 12 6	0 8 6	0 15 10	0 12 3	1 2 1	1 6 0	1 11 8
56	O.R. 0 5 11	0 4 0	0 6 6	0 6 10	0 7 3	0 7 0	0 9 2	0 12 6	0 8 6	0 15 10	0 12 3	1 2 1	1 6 0	1 11 8
57	C.R. 0 5 11	0 4 0	0 6 6	0 6 10	0 7 3	0 7 0	0 9 2	0 12 6	0 8 6	0 15 10	0 12 3	1 2 1	1 6 0	1 11 8
58	O.R. 0 5 11	0 4 0	0 6 6	0 6 10	0 7 3	0 7 0	0 9 2	0 12 6	0 8 6	0 15 10	0 12 3	1 2 1	1 6 0	1 11 8
59	C.R. 0 5 7	0 3 8	0 6 10	0 7 2	0 7 4	0 6 8	0 8 9	0 11 11	0 8 1	0 15 1	0 12 3	1 3 5	1 7 0	1 13 6
60	O.R. 0 5 7	0 3 8	0 6 10	0 7 2	0 7 4	0 6 8	0 8 9	0 11 11	0 8 1	0 15 1	0 12 3	1 3 5	1 7 0	1 13 6
61	C.R. 0 5 9	0 4 0	0 6 8	0 7 4	0 7 6	0 6 9	0 9 1	0 12 5	0 8 11	0 15 9	0 12 9	1 4 4	1 7 6	1 13 9
62	O.R. 0 5 9	0 4 0	0 6 8	0 7 4	0 7 6	0 6 9	0 9 1	0 12 5	0 8 11	0 15 9	0 12 9	1 4 4	1 7 6	1 13 9
63	C.R. 0 5 9	0 4 0	0 6 8	0 7 4	0 7 6	0 6 9	0 9 1	0 12 5	0 8 11	0 15 9	0 12 9	1 4 4	1 7 6	1 13 9
64	O.R. 0 5 9	0 4 0	0 6 8	0 7 4	0 7 6	0 6 9	0 9 1	0 12 5	0 8 11	0 15 9	0 12 9	1 4 4	1 7 6	1 13 9
65	C.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
66	O.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
67	C.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
68	O.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
69	C.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
70	O.R. 0 5 11	0 4 4	0 7 4	0 7 8	0 7 11	0 7 1	0 9 6	0 13 0	0 8 11	0 17 8	0 14 5	1 3 4	1 8 0	1 14 6
71	C.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
72	O.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
73	C.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
74	O.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
75	C.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
76	O.R. 0 6 8	0 4 4	0 7 8	0 8 1	0 8 4	0 7 5	0 9 9	0 14 2	0 9 6	0 16 10	0 13 9	1 5 0	1 8 3	1 15 0
77	C.R. 0 6 10	0 4 4	0 7 11	0 8 4	0 8 8	0 7 9	0 10 6	0 14 2	0 9 6	0 17 4	0 14 8	1 6 1	1 9 9	1 16 9
78	O.R. 0 6 10	0 4 4	0 7 11	0 8 4	0 8 8	0 7 9	0 10 6	0 14 2	0 9 6	0 17 4	0 14 8	1 6 1	1 9 9	1 16 9
79	C.R. 0 6 10	0 4 4	0 7 11	0 8 4	0 8 8	0 7 9	0 10 6	0 14 2	0 9 6	0 17 4	0 14 8	1 6 1	1 9 9	1 16 9
80	O.R. 0 6 10	0 4 4	0 7 11	0 8 4	0 8 8	0 7 9	0 10 6	0 14 2	0 9 6	0 17 4	0 14 8	1 6 1	1 9 9	1 16 9

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

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	B.	Ba.	C.	1.	2.
58	C.R. 0 6 10	0 4 2	0 7 11	0 8 4	0 8 3	0 7 9	0 10 6	0 15 1	0 10 4	0 18 2	0 14 8	1 7 6	1 11 3	1 18 0
59	O.R. 0 7 0	0 4 2	0 7 6	0 8 1	0 8 3	0 7 5	0 10 0	0 14 0	0 9 10	0 17 4	0 14 0	1 6 2	1 11 3	1 18 0
60	C.R. 0 7 0	0 4 2	0 8 1	0 8 6	0 8 3	0 7 9	0 10 6	0 15 1	0 10 4	0 18 5	0 15 0	1 6 6	1 11 9	1 18 9
61	O.R. 0 7 0	0 4 2	0 8 1	0 8 6	0 8 3	0 7 5	0 10 0	0 14 0	0 9 10	0 18 5	0 15 0	1 6 8	1 12 0	1 19 6
62	C.R. 0 7 0	0 4 2	0 8 1	0 8 6	0 8 3	0 7 5	0 10 0	0 14 0	0 9 10	0 18 5	0 15 0	1 6 8	1 12 0	1 19 6
63	O.R. 0 7 2	0 4 2	0 8 4	0 8 9	0 8 7	0 8 0	0 10 10	0 15 10	0 10 3	1 0 0	0 16 2	1 9 1	1 13 6	2 0 3
64	C.R. 0 7 2	0 4 2	0 8 4	0 8 9	0 8 7	0 8 0	0 10 10	0 15 10	0 10 3	1 0 0	0 16 2	1 9 7	1 13 9	2 1 3
65	O.R. 0 7 4	0 4 5	0 8 6	0 8 11	0 8 7	0 8 0	0 10 4	0 15 10	0 10 3	1 0 0	0 16 2	1 9 11	1 14 6	2 1 8
66	C.R. 0 7 4	0 4 5	0 8 6	0 8 11	0 8 7	0 8 0	0 10 4	0 15 10	0 10 3	1 0 0	0 16 2	1 9 11	1 14 6	2 1 8
67	O.R. 0 7 4	0 4 5	0 8 6	0 8 11	0 8 7	0 8 0	0 10 4	0 15 10	0 10 3	1 0 0	0 16 2	1 9 11	1 14 6	2 1 8
68	C.R. 0 7 4	0 4 5	0 8 6	0 8 11	0 8 7	0 8 0	0 10 4	0 15 10	0 10 3	1 0 0	0 16 2	1 9 11	1 14 6	2 1 8
69	O.R. 0 7 6	0 4 5	0 8 9	0 9 2	0 8 11	0 8 1	0 10 6	0 15 9	0 10 8	1 0 8	0 16 9	1 9 10	1 16 3	2 4 6
70	C.R. 0 7 6	0 4 5	0 8 9	0 9 2	0 8 11	0 8 1	0 10 6	0 15 9	0 10 8	1 0 8	0 16 9	1 9 10	1 16 3	2 4 6
71	O.R. 0 7 8	0 4 7	0 9 10	0 9 4	0 9 6	0 8 7	0 11 7	0 17 8	0 12 0	1 1 8	0 17 7	1 12 5	1 17 0	2 5 9
72	C.R. 0 7 8	0 4 7	0 9 10	0 9 4	0 9 6	0 8 7	0 11 7	0 17 8	0 12 0	1 1 8	0 17 7	1 12 5	1 17 0	2 5 9
73	O.R. 0 8 4	0 4 7	0 9 6	0 10 0	0 9 9	0 8 3	0 11 0	0 16 10	0 11 5	1 0 8	0 16 9	1 10 10	1 17 3	2 6 6
74	C.R. 0 8 4	0 4 7	0 9 6	0 10 0	0 9 9	0 8 3	0 11 0	0 16 10	0 11 5	1 0 8	0 16 9	1 10 10	1 17 3	2 6 6
75	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
76	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
77	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
78	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
79	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
80	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
81	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
82	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
83	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
84	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
85	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
86	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
87	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
88	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
89	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
90	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
91	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
92	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
93	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
94	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
95	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
96	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
97	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
98	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
99	O.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3
100	C.R. 0 8 6	0 4 7	0 9 9	0 10 3	0 10 2	0 8 8	0 11 5	0 16 10	0 11 5	1 0 8	0 17 8	1 11 4	1 18 0	2 7 3

The charges at Commissioners' Risk Rate shall not be less than 1c. 5d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

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

The charges at Commission's Risk Rate shall not be less than 14.3¢ per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued

Miles.	CLASSES.											1.	2.	
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	DB.			C.
92	C.R. 0 9 0	0 5 7	0 11 5	0 12 0	0 11 9	0 10 5	0 14 0	1 1 8	0 14 8	1 8 11	1 3 6	2 1 2	2 8 6	2 19 9
93	O.R. 0 8 0	0 5 7	0 10 10	0 12 0	0 11 9	0 10 5	0 13 4	1 1 8	0 14 8	1 8 11	1 3 6	1 19 2	2 8 6	2 19 9
94	O.R. 0 8 7	0 5 9	0 10 10	0 12 0	0 11 9	0 10 5	0 13 4	1 1 8	0 14 8	1 8 11	1 3 6	2 2 0	2 8 9	3 0 3
95	O.R. 0 8 7	0 5 9	0 11 7	0 12 2	0 11 9	0 10 5	0 13 4	1 1 8	0 14 8	1 7 6	1 4 0	2 2 6	2 9 0	3 1 3
96	O.R. 0 8 9	0 5 9	0 11 7	0 12 2	0 11 9	0 10 5	0 13 8	1 1 8	0 14 7	1 8 2	1 4 0	2 10 0	2 10 3	3 1 0
97	O.R. 0 8 9	0 5 9	0 11 7	0 12 2	0 11 9	0 10 5	0 13 8	1 1 8	0 14 7	1 8 2	1 4 0	2 3 11	2 10 9	3 3 0
98	O.R. 0 8 9	0 5 11	0 11 9	0 12 4	0 12 0	0 10 7	0 14 4	1 3 6	0 15 11	1 10 9	1 5 0	2 4 5	2 11 3	3 4 0
99	O.R. 0 8 9	0 5 11	0 11 9	0 12 4	0 12 0	0 10 7	0 14 4	1 3 6	0 15 11	1 10 9	1 5 0	2 4 8	2 11 9	3 4 3
100	O.R. 0 8 9	0 5 11	0 12 0	0 12 7	0 12 0	0 10 7	0 15 1	1 3 6	0 15 11	1 10 9	1 5 0	2 5 4	2 12 3	3 5 0
101	O.R. 0 8 9	0 5 11	0 12 0	0 12 7	0 12 0	0 10 7	0 15 1	1 3 11	0 16 2	1 10 11	1 5 0	2 5 6	2 12 3	3 5 0
102	O.R. 0 8 9	0 5 7	0 12 5	0 13 2	0 12 0	0 10 7	0 15 1	1 3 11	0 16 2	1 11 1	1 5 2	2 5 10	2 13 6	3 6 0
103	O.R. 0 8 9	0 5 9	0 12 6	0 13 2	0 12 0	0 10 7	0 15 1	1 4 1	0 16 4	1 11 3	1 5 3	2 6 0	2 13 6	3 6 0
104	O.R. 0 8 9	0 5 9	0 12 6	0 13 2	0 12 0	0 10 7	0 15 1	1 4 1	0 16 4	1 11 3	1 5 3	2 6 7	2 14 3	3 6 9
105	O.R. 0 8 9	0 5 9	0 12 8	0 13 4	0 12 0	0 10 7	0 15 1	1 4 1	0 16 4	1 11 3	1 5 3	2 7 5	2 15 0	3 7 6
106	O.R. 0 8 11	0 5 9	0 12 8	0 13 4	0 12 6	0 11 0	0 15 3	1 4 3	0 16 4	1 11 5	1 5 6	2 7 7	2 15 3	3 8 3
107	O.R. 0 8 11	0 5 9	0 12 8	0 13 4	0 12 6	0 11 0	0 15 3	1 4 3	0 16 4	1 11 5	1 5 6	2 7 7	2 15 3	3 8 3
108	O.R. 0 8 11	0 5 9	0 12 10	0 13 6	0 12 6	0 11 0	0 15 3	1 4 7	0 16 9	1 11 11	1 6 0	2 7 11	2 16 3	3 9 3
	O.R. 0 8 11	0 5 9	0 12 10	0 13 6	0 12 6	0 11 0	0 15 3	1 4 7	0 16 9	1 12 5	1 6 3	2 8 2	2 16 9	3 10 0
	O.R. 0 8 11	0 5 9	0 12 10	0 13 6	0 12 6	0 11 0	0 15 3	1 4 7	0 16 9	1 12 5	1 6 3	2 8 2	2 16 9	3 10 0

The charges at Commissioners' Risk Rate shall not be less than 1c. per ton per mile in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	Classes										1.	2.		
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.			Ba.	C.
109	C.R. 0 9 4	0 6 0	0 12 10	0 13 6	0 12 6	0 11 0	0 15 3	1 4 10	0 16 11	1 12 7	1 6 5	2 8 6	2 17 3	3 10 9
110	O.R. 0 8 11	0 5 9	0 12 3	0 12 10	0 11 11	0 10 8	0 14 6	1 3 8	0 16 11	1 11 0	1 5 2	2 6 2	2 17 6	3 11 6
111	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
112	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
113	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
114	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
115	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
116	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
117	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
118	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
119	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
120	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
121	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
122	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
123	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
124	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6
125	O.R. 0 8 11	0 5 11	0 12 3	0 12 10	0 12 3	0 11 0	0 15 8	1 3 10	0 16 11	1 11 0	1 5 2	2 6 8	2 17 6	3 11 6

The charges at Commissionaries' Risk Rates shall not be less than 1a. 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.	Special M.	M.	A.P.	Grain.	S.F.P.	A.	AA.	B.	Bb.	C.	I.	2.
126	C.R. 0 10 4	£ s. d. 0 6 10	£ s. d. 0 14 4	£ s. d. 0 15 1	£ 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 15 10	£ s. d. 3 5 9	£ s. d. 4 1 3
127	O.R. 0 9 10	0 6 6	0 13 8	0 14 4	0 13 5	0 11 6	0 15 6	1 6 1	0 17 8	1 14 4	1 7 11	2 13 2	3 5 0	4 1 3
128	C.R. 0 10 4	0 6 6	0 13 10	0 14 6	0 13 5	0 11 0	0 15 2	1 6 1	0 17 8	1 16 5	1 8 0	2 13 4	3 6 6	4 2 3
129	O.R. 0 10 0	0 6 6	0 14 8	0 15 5	0 13 5	0 11 10	0 16 6	1 7 7	0 18 8	1 16 8	1 8 5	2 13 10	3 6 9	4 3 0
130	C.R. 0 10 6	0 6 10	0 14 8	0 15 5	0 13 5	0 11 10	0 16 6	1 7 9	0 18 10	1 16 9	1 8 9	2 17 1	3 7 0	4 3 3
131	O.R. 0 10 0	0 6 6	0 14 8	0 15 5	0 13 5	0 11 10	0 16 6	1 7 11	0 18 11	1 16 11	1 9 11	2 17 5	3 8 3	4 4 0
132	C.R. 0 10 8	0 6 10	0 15 1	0 15 10	0 13 5	0 11 10	0 16 6	1 7 11	0 18 11	1 17 3	1 8 6	2 17 11	3 8 6	4 4 5
133	O.R. 0 10 2	0 6 6	0 15 1	0 15 10	0 13 5	0 11 10	0 16 6	1 8 3	0 19 2	1 17 3	1 10 2	2 15 2	3 8 6	4 5 0
134	C.R. 0 10 8	0 6 10	0 15 1	0 15 10	0 13 5	0 11 10	0 16 6	1 8 3	0 19 2	1 17 5	1 10 5	2 15 10	3 8 9	4 5 6
135	O.R. 0 10 0	0 7 0	0 15 3	0 16 0	0 13 5	0 11 10	0 16 6	1 8 6	0 19 5	1 17 9	1 10 8	2 16 2	3 9 3	4 6 3
136	C.R. 0 10 10	0 7 0	0 15 3	0 16 0	0 13 10	0 12 2	0 16 11	1 8 6	0 19 5	1 18 3	1 11 0	2 16 6	3 10 0	4 7 3
137	O.R. 0 10 4	0 6 8	0 15 3	0 16 0	0 13 2	0 11 10	0 16 11	1 8 11	0 19 6	1 18 3	1 9 6	3 0 7	3 11 3	4 8 0
138	C.R. 0 10 10	0 7 0	0 15 8	0 16 5	0 13 10	0 12 2	0 16 11	1 8 11	0 19 6	1 16 5	1 11 1	3 0 11	3 11 6	4 8 6
139	O.R. 0 11 0	0 7 0	0 15 8	0 16 5	0 13 10	0 12 2	0 16 11	1 9 1	0 19 8	1 16 7	1 9 7	3 1 1	3 11 9	4 9 0
140	C.R. 0 11 0	0 7 0	0 15 10	0 16 8	0 13 10	0 12 2	0 16 11	1 9 3	0 19 10	1 19 1	1 11 9	3 1 5	3 12 9	4 10 0
141	O.R. 0 11 5	0 7 0	0 15 10	0 16 8	0 13 10	0 12 2	0 16 11	1 9 3	0 19 10	1 19 1	1 11 9	3 1 11	3 13 0	4 10 6
142	C.R. 0 11 5	0 7 2	0 16 2	0 17 0	0 13 10	0 12 2	0 16 11	1 9 7	1 0 0	1 19 3	1 12 0	3 2 6	3 13 3	4 11 3
	O.R. 0 10 10	0 6 10	0 15 5	0 16 2	0 13 2	0 11 10	0 16 11	1 8 2	0 19 1	1 17 8	1 10 6	3 2 8	3 14 0	4 11 9

The charges at Comptroller's Risk Rate shall not be less than 1s. 6d. per ton-mile in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Dn.	C.	1.	2.
143	C.R. 011 5	f. s. d. 0 7 2	f. s. d. 0 16 2	f. s. d. 0 17 0	f. s. d. 0 13 10	f. s. d. 0 12 2	f. s. d. 0 16 11	f. s. d. 1 9 9	f. s. d. 1 0 3	f. s. d. 1 19 9	f. s. d. 1 12 3	f. s. d. 3 3 0	f. s. d. 3 14 6	f. s. d. 4 12 3
144	O.R. 010 10	o. s. d. 0 6 10	o. s. d. 0 15 5	o. s. d. 0 16 2	o. s. d. 0 13 2	o. s. d. 0 12 10	o. s. d. 1 8 4	o. s. d. 1 8 4	o. s. d. 0 19 3	o. s. d. 1 17 10	o. s. d. 1 10 9	o. s. d. 3 0 0	o. s. d. 3 14 6	o. s. d. 4 12 3
145	C.R. 011 5	o. s. d. 0 7 2	o. s. d. 0 16 2	o. s. d. 0 17 0	o. s. d. 0 13 10	o. s. d. 0 12 2	o. s. d. 0 16 11	o. s. d. 1 9 9	o. s. d. 1 0 3	o. s. d. 1 19 11	o. s. d. 1 12 6	o. s. d. 3 3 6	o. s. d. 3 15 3	o. s. d. 4 13 0
146	O.R. 010 10	o. s. d. 0 6 10	o. s. d. 0 15 5	o. s. d. 0 16 2	o. s. d. 0 13 2	o. s. d. 0 12 10	o. s. d. 1 8 4	o. s. d. 1 8 4	o. s. d. 0 19 3	o. s. d. 1 18 0	o. s. d. 1 10 11	o. s. d. 3 0 6	o. s. d. 3 15 3	o. s. d. 4 13 9
147	C.R. 011 7	o. s. d. 0 7 2	o. s. d. 0 16 4	o. s. d. 0 17 2	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 8	o. s. d. 1 9 11	o. s. d. 0 19 4	o. s. d. 1 18 2	o. s. d. 1 10 11	o. s. d. 3 1 8	o. s. d. 3 16 3	o. s. d. 4 14 9
148	O.R. 011 7	o. s. d. 0 6 10	o. s. d. 0 15 7	o. s. d. 0 16 4	o. s. d. 0 13 6	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 8 6	o. s. d. 0 19 4	o. s. d. 1 18 2	o. s. d. 1 10 11	o. s. d. 3 1 4	o. s. d. 3 16 6	o. s. d. 4 14 9
149	C.R. 011 7	o. s. d. 0 7 2	o. s. d. 0 16 6	o. s. d. 0 17 4	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 10 11	o. s. d. 0 19 4	o. s. d. 1 18 10	o. s. d. 1 11 6	o. s. d. 3 1 10	o. s. d. 3 16 6	o. s. d. 4 15 0
150	O.R. 011 7	o. s. d. 0 6 10	o. s. d. 0 15 7	o. s. d. 0 16 4	o. s. d. 0 13 6	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 8 8	o. s. d. 0 19 4	o. s. d. 1 18 10	o. s. d. 1 11 6	o. s. d. 3 1 10	o. s. d. 3 16 6	o. s. d. 4 15 0
151	C.R. 011 9	o. s. d. 0 7 4	o. s. d. 0 18 9	o. s. d. 0 17 7	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 11 1	o. s. d. 0 19 4	o. s. d. 1 19 0	o. s. d. 1 11 8	o. s. d. 3 2 5	o. s. d. 3 17 0	o. s. d. 4 15 6
152	O.R. 011 9	o. s. d. 0 7 4	o. s. d. 0 18 9	o. s. d. 0 17 7	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 11 1	o. s. d. 0 19 4	o. s. d. 1 19 0	o. s. d. 1 11 8	o. s. d. 3 2 5	o. s. d. 3 17 0	o. s. d. 4 15 6
153	C.R. 011 9	o. s. d. 0 7 4	o. s. d. 0 18 9	o. s. d. 0 17 7	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 11 1	o. s. d. 0 19 4	o. s. d. 1 19 0	o. s. d. 1 11 8	o. s. d. 3 2 5	o. s. d. 3 17 0	o. s. d. 4 15 6
154	O.R. 011 9	o. s. d. 0 7 4	o. s. d. 0 18 9	o. s. d. 0 17 7	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 11 1	o. s. d. 0 19 4	o. s. d. 1 19 0	o. s. d. 1 11 8	o. s. d. 3 2 5	o. s. d. 3 17 0	o. s. d. 4 15 6
155	C.R. 012 0	o. s. d. 0 7 4	o. s. d. 0 18 9	o. s. d. 0 17 7	o. s. d. 0 14 2	o. s. d. 0 12 6	o. s. d. 0 17 6	o. s. d. 1 11 1	o. s. d. 0 19 4	o. s. d. 1 19 0	o. s. d. 1 11 8	o. s. d. 3 2 5	o. s. d. 3 17 0	o. s. d. 4 15 6
156	O.R. 011 5	o. s. d. 0 7 4	o. s. d. 0 18 11	o. s. d. 0 17 9	o. s. d. 0 14 4	o. s. d. 0 12 8	o. s. d. 0 17 10	o. s. d. 1 11 5	o. s. d. 0 19 4	o. s. d. 1 19 11	o. s. d. 1 12 3	o. s. d. 3 4 4	o. s. d. 3 19 9	o. s. d. 4 19 0
157	C.R. 012 0	o. s. d. 0 7 4	o. s. d. 0 18 11	o. s. d. 0 17 9	o. s. d. 0 14 4	o. s. d. 0 12 8	o. s. d. 0 17 10	o. s. d. 1 11 5	o. s. d. 0 19 4	o. s. d. 1 19 11	o. s. d. 1 12 3	o. s. d. 3 4 4	o. s. d. 3 19 9	o. s. d. 4 19 0
158	O.R. 011 5	o. s. d. 0 7 4	o. s. d. 0 18 11	o. s. d. 0 17 9	o. s. d. 0 14 4	o. s. d. 0 12 8	o. s. d. 0 17 10	o. s. d. 1 11 5	o. s. d. 0 19 4	o. s. d. 1 19 11	o. s. d. 1 12 3	o. s. d. 3 4 4	o. s. d. 3 19 9	o. s. d. 4 19 0
159	C.R. 012 0	o. s. d. 0 7 4	o. s. d. 0 18 11	o. s. d. 0 17 9	o. s. d. 0 14 4	o. s. d. 0 12 8	o. s. d. 0 17 10	o. s. d. 1 11 5	o. s. d. 0 19 4	o. s. d. 1 19 11	o. s. d. 1 12 3	o. s. d. 3 4 4	o. s. d. 3 19 9	o. s. d. 4 19 0

The charges at Commissionary'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.

CLASSES.

Miles.	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bh.	C.	I.	2.
160	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
161	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
162	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
163	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
164	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
165	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
166	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
167	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
168	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
169	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
170	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
171	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
172	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
173	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
174	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
175	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0
176	C.R. 0 12 2	0 7 8	0 17 6	0 18 5	0 14 4	0 12 7	0 17 10	1 12 5	1 1 11	2 3 5	1 15 2	3 9 8	4 1 6	5 2 0

The charges at Commissioners' Risk Rate shall not be less than 1c. 5d. per ton in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	L.	Z.
177	C.R. 0.12 10	f. s. d. 0 8 1	f. s. d. 0 18 2	f. s. d. 0 19 1	f. s. d. 0 15 3	f. s. d. 0 13 4	f. s. d. 0 18 7	f. s. d. 1 14 7	f. s. d. 1 3 4	f. s. d. 2 7 3	f. s. d. 1 18 5	f. s. d. 3 14 5	f. s. d. 4 8 3	f. s. d. 5 10 6
178	O.R. 0.12 10	0 7 8	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 12 11	1 2 3	2 5 0	1 10 7	3 10 10	4 8 3	5 10 6
179	C.R. 0.12 10	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 14 9	1 3 6	2 7 3	1 16 7	3 15 6	4 8 6	5 11 8
180	O.R. 0.12 10	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 13 11	1 2 5	2 5 0	1 16 7	3 11 10	4 8 6	5 11 8
181	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 14 11	1 3 8	2 7 7	1 16 8	3 15 7	4 9 0	5 11 9
182	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 13 3	1 2 6	2 5 4	1 16 8	3 15 7	4 9 0	5 11 9
183	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 15 1	1 3 10	2 7 11	1 18 10	3 15 11	4 10 0	5 12 3
184	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 13 5	1 2 8	2 5 8	1 17 0	3 12 4	4 10 0	5 13 0
185	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 15 7	1 3 10	2 7 11	1 19 0	3 16 2	4 10 3	5 13 3
186	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 13 5	1 2 8	2 5 10	1 17 2	3 12 6	4 10 3	5 13 3
187	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 15 7	1 4 2	2 8 4	1 19 2	3 16 6	4 10 6	5 13 6
188	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 13 11	1 3 0	2 6 0	1 17 4	3 12 10	4 10 6	5 13 6
189	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 3	0 13 4	0 17 8	1 15 11	1 4 4	2 8 11	1 19 9	3 17 0	4 10 9	5 14 3
190	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 6	0 13 0	0 17 8	1 14 2	1 3 4	2 6 7	1 17 10	3 13 4	4 10 9	5 14 3
191	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 11	1 15 11	1 4 4	2 9 1	1 19 11	3 17 4	4 11 6	5 15 0
192	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 2	1 3 2	2 6 0	1 18 0	3 15 8	4 11 6	5 15 0
193	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 0	1 16 1	1 4 4	2 8 1	1 19 11	3 17 11	4 11 9	5 15 6
194	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 4	1 3 2	2 6 9	1 18 0	3 14 2	4 11 9	5 15 6
195	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 0	1 16 4	1 4 4	2 9 6	2 0 1	3 18 1	4 12 0	5 16 0
196	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 4	1 3 2	2 7 1	1 18 2	3 14 4	4 12 0	5 16 0
197	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 0	1 16 6	1 5 6	2 9 5	2 0 1	3 18 1	4 12 3	5 16 6
198	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 6	1 4 7	2 7 1	1 18 2	3 14 4	4 12 3	5 16 6
199	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 0	1 16 5	1 4 7	2 9 7	2 0 2	3 18 7	4 13 0	5 17 0
200	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 8	1 3 5	2 7 3	1 18 3	3 14 10	4 13 0	5 17 0
201	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 5	0 13 7	0 18 0	1 16 5	1 4 7	2 10 0	2 0 6	3 18 11	4 13 6	5 17 6
202	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 14 8	0 13 3	0 18 0	1 14 8	1 3 5	2 7 7	1 18 3	3 14 10	4 13 6	5 17 6
203	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 16 9	1 4 10	2 10 2	2 0 8	3 19 1	4 13 9	5 17 9
204	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 15 9	1 3 8	2 7 9	1 18 9	3 15 4	4 13 9	5 17 9
205	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 16 9	1 4 10	2 10 2	2 0 8	3 19 1	4 14 3	5 18 3
206	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 15 9	1 3 8	2 7 9	1 18 9	3 15 4	4 14 3	5 18 3
207	C.R. 0.13 0	0 8 4	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 16 11	1 5 0	2 10 7	2 0 11	3 19 5	4 14 9	5 19 3
208	O.R. 0.13 0	0 7 11	0 17 4	0 18 2	0 15 10	0 13 11	0 19 4	1 15 2	1 3 10	2 8 2	1 19 0	3 15 8	4 14 9	5 19 3

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 GOODS—continued.

Miles.	CLASSES.											2.	
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bh.		C.	1
184	C.R. 0.13 5	0.8 8	0.19 1	1.0 0	0.15 10	0.13 11	0.19 4	1.16 11	1.5 0	2.10 9	2.1 2	4.0 6	4.15 0
185	O.R. 0.12 9	0.8 5	0.18 2	0.19 1	0.15 1	0.13 7	0.18 5	1.15 2	1.3 10	2.10 11	1.19 2	3.15 8	4.15 0
186	C.R. 0.13 5	0.8 8	0.19 1	1.0 0	0.15 10	0.13 11	0.19 4	1.17 3	1.5 3	2.11 3	2.1 5	4.0 6	4.15 0
187	O.R. 0.12 9	0.8 5	0.18 2	0.19 1	0.15 1	0.13 7	0.18 5	1.15 6	1.4 1	2.10 10	1.19 5	3.16 8	4.15 0
188	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 9	4.0 10	4.15 0
189	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 9	3.17 0	4.15 0
190	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
191	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
192	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
193	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
194	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
195	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
196	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
197	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
198	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
199	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
200	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
201	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
202	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
203	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
204	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
205	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
206	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
207	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
208	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0
209	O.R. 0.13 2	0.8 3	0.18 5	0.19 4	0.15 1	0.13 7	0.18 5	1.15 8	1.4 1	2.10 10	1.19 10	3.17 6	4.15 0
210	C.R. 0.13 10	0.8 8	0.19 4	1.0 4	0.15 10	0.13 11	0.19 4	1.17 5	1.5 3	2.11 5	2.1 10	4.0 10	4.15 0

The charges at Commissions' Risk Rate shall not be less than 18. 8d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

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

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

MILEAGE RATES PER TON FOR GOODS—continued

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

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

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	CLASSES.										I.	2.	
	Firewood.	Munroe.	Shippl.	M.	A.P.	Grnth.	S.A.P.	A.	AA.	B.			BB.	C.
262	C.R. 0 15 8	C 4 d. 0 10 8	C 4 d. 1 3 0	C 4 d. 1 4 2	C 4 d. 0 17 8	C 4 d. 0 15 7	C 4 d. 1 1 6	C 4 d. 2 4 8	C 4 d. 1 10 2	C 4 d. 2 18 1	C 4 d. 2 9 5	C 4 d. 4 19 5	C 4 d. 5 19 9
263	O.R. 0 14 11	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
264	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
265	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
266	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
267	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
268	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
269	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
270	C.R. 0 15 8	O 10 2	I I II 1 3 0	I I II 1 3 0	O 16 10	O 15 2	I I 1 6	I 8 9	I 8 9	2 18 1	2 7 5	4 14 8	5 19 9
271	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
272	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
273	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
274	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
275	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
276	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
277	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6
278	C.R. 0 15 10	O 11 0	I 3 6	I 3 6	O 17 10	O 15 9	I 1 11	I 9 4	I 9 4	3 2 4	2 10 5	4 15 4	6 1 6

The charges at Commissioners' Risk Rate shall not be less than 1c. 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.	Special M.	M.	A.P.	Grain	S.A.P.	A.	AA.	B.	Bh.	C.	1	2.
279	0.15 10	0.11 0	1 3 11	1 5 1	0.17 10	0.15 9	1 1 11	2 6 8	1 10 1	3 3 5	2 11 5	4 1 8	5 4 0	5 7 19 3
O.R.	0.15 1	0.10 6	1 2 9	1 3 11	0.17 0	0.15 4	1 0 10	2 4 5	1 10 1	3 0 5	2 9 0	4 16 10	5 4 0	7 19 3
280	0.15 10	0.11 0	1 4 1	1 5 3	0.17 10	0.15 9	1 1 11	2 6 8	1 11 7	3 3 5	2 11 5	4 1 8	5 4 0	7 19 6
O.R.	0.15 1	0.10 6	1 2 11	1 4 1	0.17 0	0.15 4	1 0 10	2 4 5	1 10 1	3 0 5	2 9 0	4 16 10	5 4 0	7 19 6
281	0.16 2	0.11 5	1 4 1	1 5 3	0.18 0	0.15 10	1 2 3	2 6 8	1 11 7	3 3 9	2 11 9	4 2 5	5 4 3	7 19 9
O.R.	0.15 5	0.10 10	1 2 11	1 4 1	0.17 2	0.15 5	1 1 2	2 6 11	1 10 1	3 4 0	2 9 3	4 17 6	5 4 3	7 19 9
282	0.16 2	0.11 5	1 4 1	1 5 3	0.18 0	0.15 10	1 2 3	2 6 11	1 11 9	3 4 0	2 11 9	4 2 7	5 4 6	8 0 0
O.R.	0.15 5	0.10 10	1 2 11	1 4 1	0.17 2	0.15 5	1 1 2	2 6 11	1 10 3	3 0 11	2 9 3	4 17 6	5 4 6	8 0 0
283	0.16 2	0.11 5	1 4 1	1 5 3	0.18 0	0.15 10	1 2 3	2 6 11	1 11 9	3 4 0	2 11 9	4 2 7	5 4 6	8 0 0
O.R.	0.15 5	0.10 10	1 2 11	1 4 1	0.17 2	0.15 5	1 1 2	2 6 11	1 10 3	3 0 11	2 9 3	4 17 6	5 4 6	8 0 0
284	0.16 2	0.11 5	1 4 1	1 5 3	0.18 0	0.15 10	1 2 3	2 6 11	1 11 9	3 4 2	2 11 11	4 2 7	5 4 6	8 1 0
O.R.	0.15 5	0.10 10	1 2 11	1 4 1	0.17 2	0.15 5	1 1 2	2 6 11	1 10 3	3 0 11	2 9 3	4 17 6	5 4 6	8 1 0
285	0.16 2	0.11 5	1 4 3	1 5 6	0.18 0	0.15 10	1 2 3	2 7 3	1 11 10	3 4 6	2 12 9	4 18 6	5 5 3	8 1 3
O.R.	0.15 5	0.10 10	1 3 1	1 4 3	0.17 2	0.15 5	1 1 2	2 7 3	1 10 4	3 1 5	2 9 9	4 18 6	5 5 3	8 1 3
286	0.16 2	0.11 5	1 4 3	1 5 6	0.18 0	0.15 10	1 2 3	2 7 3	1 11 10	3 4 6	2 12 9	4 18 6	5 5 6	8 2 0
O.R.	0.15 5	0.10 10	1 3 1	1 4 3	0.17 2	0.15 5	1 1 2	2 7 3	1 10 4	3 1 5	2 9 9	4 18 6	5 5 6	8 2 0
287	0.16 2	0.11 5	1 4 3	1 5 6	0.18 0	0.15 10	1 2 3	2 7 7	1 12 3	3 4 8	2 12 9	4 18 6	5 6 3	8 2 6
O.R.	0.15 5	0.10 10	1 3 1	1 4 3	0.17 2	0.15 5	1 1 2	2 7 7	1 10 4	3 1 5	2 9 9	4 18 6	5 6 3	8 2 6
288	0.16 2	0.11 5	1 4 3	1 5 6	0.18 0	0.15 10	1 2 3	2 7 7	1 12 3	3 4 8	2 12 9	4 18 6	5 6 3	8 3 0
O.R.	0.15 5	0.10 10	1 3 1	1 4 3	0.17 2	0.15 5	1 1 2	2 7 7	1 10 9	3 1 7	2 10 6	4 18 6	5 6 3	8 3 0
289	0.16 2	0.11 5	1 4 3	1 5 6	0.18 0	0.15 10	1 2 3	2 7 7	1 12 3	3 4 10	2 12 7	4 18 8	5 6 9	8 3 3
O.R.	0.15 5	0.10 10	1 3 1	1 4 3	0.17 2	0.15 5	1 1 2	2 7 7	1 10 9	3 1 7	2 10 6	4 18 8	5 6 9	8 3 3
290	0.16 2	0.11 5	1 4 7	1 5 10	0.18 0	0.15 10	1 2 3	2 7 9	1 12 3	3 4 10	2 12 7	4 18 8	5 6 9	8 3 9
O.R.	0.15 5	0.10 10	1 3 1	1 4 10	0.17 2	0.15 5	1 1 2	2 7 9	1 10 9	3 1 9	2 10 1	4 18 8	5 6 9	8 3 9
291	0.16 4	0.11 7	1 4 7	1 5 10	0.18 2	0.16 0	1 2 5	2 7 11	1 12 6	3 5 0	2 12 9	4 18 8	5 6 9	8 4 0
O.R.	0.15 5	0.10 10	1 3 5	1 4 7	0.17 2	0.15 5	1 1 2	2 7 11	1 10 6	3 1 9	2 10 1	4 18 8	5 6 9	8 4 0
292	0.16 4	0.11 7	1 4 7	1 5 10	0.18 2	0.16 0	1 2 5	2 7 11	1 12 6	3 5 5	2 13 1	4 19 0	5 7 3	8 4 3
O.R.	0.15 7	0.11 0	1 3 5	1 4 7	0.17 4	0.15 7	1 1 4	2 7 11	1 10 11	3 1 11	2 10 3	4 19 0	5 7 3	8 4 3
293	0.16 4	0.11 7	1 4 7	1 5 10	0.18 2	0.16 0	1 2 5	2 7 11	1 12 6	3 5 5	2 13 1	4 19 0	5 7 3	8 4 6
O.R.	0.15 7	0.11 0	1 3 5	1 4 7	0.17 4	0.15 7	1 1 4	2 7 11	1 10 11	3 2 4	2 10 7	4 19 0	5 7 3	8 4 6
294	0.16 4	0.11 7	1 4 7	1 5 10	0.18 2	0.16 0	1 2 5	2 8 2	1 12 8	3 5 10	2 13 3	4 19 6	5 7 9	8 4 9
O.R.	0.15 7	0.11 0	1 3 5	1 4 7	0.17 4	0.15 7	1 1 4	2 8 2	1 10 11	3 2 4	2 10 7	4 19 6	5 7 9	8 4 9
295	0.16 4	0.11 7	1 4 10	1 6 1	0.18 2	0.16 0	1 2 5	2 8 2	1 12 8	3 5 10	2 13 3	4 19 6	5 7 9	8 5 0
O.R.	0.15 7	0.11 0	1 3 5	1 4 7	0.17 4	0.15 7	1 1 4	2 8 2	1 10 11	3 2 8	2 10 9	4 19 6	5 7 9	8 5 0
295	0.16 4	0.11 7	1 4 10	1 6 1	0.18 2	0.16 0	1 2 5	2 8 2	1 12 8	3 5 10	2 13 3	4 19 6	5 7 9	8 5 0
O.R.	0.15 7	0.11 0	1 3 8	1 4 10	0.17 4	0.15 7	1 1 4	2 8 2	1 10 11	3 2 8	2 10 9	4 19 6	5 7 9	8 5 0

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.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bh.	C.	1.	2.
286	C.R. 0 16 4	0 11 7	0 4 10	1 6 1	0 18 2	0 16 0	1 2 5	2 8 2	5 8 1	3 6 0	2 13 5	5 4 8	6 8 6	8 6 0
O.R. 0 15 7	0 11 0	1 3 8	1 4 10	1 4 10	0 17 4	0 15 7	1 1 4	2 5 10	1 11 1	3 2 10	2 13 5	4 19 8	6 8 6	8 6 0
287	C.R. 0 16 4	0 11 7	0 4 10	1 6 1	0 18 2	0 16 0	1 2 5	2 8 4	5 8 4	3 6 0	2 13 5	5 4 8	6 8 9	8 6 3
O.R. 0 15 7	0 11 0	1 3 8	1 4 10	1 4 10	0 17 4	0 15 7	1 1 4	2 5 10	1 11 1	3 2 10	2 13 5	4 19 8	6 8 9	8 6 3
288	C.R. 0 16 4	0 11 7	0 4 10	1 6 1	0 18 2	0 16 0	1 2 5	2 8 11	5 8 2	3 6 2	2 13 7	5 4 10	6 8 9	8 6 6
O.R. 0 15 7	0 11 0	1 3 8	1 4 10	1 4 10	0 17 4	0 15 7	1 1 4	2 5 11	1 11 6	3 2 0	2 13 7	4 19 8	6 8 9	8 6 6
289	C.R. 0 16 4	0 11 7	0 4 10	1 6 1	0 18 2	0 16 0	1 2 5	2 8 11	5 8 1	3 6 2	2 13 7	5 4 10	6 8 9	8 6 9
O.R. 0 15 7	0 11 0	1 3 8	1 4 10	1 4 10	0 17 4	0 15 7	1 1 4	2 5 11	1 11 6	3 2 2	2 13 7	4 19 8	6 8 9	8 6 9
300	C.R. 0 16 4	0 11 7	0 4 10	1 6 1	0 18 2	0 16 0	1 2 5	2 8 11	5 8 1	3 6 4	2 13 9	5 4 10	6 9 0	8 7 3
O.R. 0 15 7	0 11 0	1 3 10	1 5 0	1 5 0	0 17 4	0 15 7	1 1 4	2 5 11	1 11 6	3 2 2	2 13 9	4 19 8	6 9 0	8 7 3
301	C.R. 0 16 6	0 11 9	0 4 10	1 6 3	0 18 7	0 16 4	1 2 9	2 9 1	5 8 3	3 6 6	2 13 11	5 5 2	6 9 3	8 7 6
O.R. 0 15 9	0 11 2	1 3 10	1 5 2	1 5 2	0 17 8	0 15 11	1 1 8	2 5 11	1 11 8	3 3 4	2 13 11	4 19 8	6 9 3	8 7 6
302	C.R. 0 16 6	0 11 9	0 4 10	1 6 5	0 18 7	0 16 4	1 2 9	2 9 1	5 8 3	3 6 6	2 13 11	5 5 2	6 9 6	8 8 0
O.R. 0 15 9	0 11 2	1 4 0	1 5 2	1 5 2	0 17 8	0 15 11	1 1 6	2 5 11	1 11 8	3 3 4	2 13 11	4 19 8	6 9 6	8 8 0
303	C.R. 0 16 6	0 11 9	0 4 10	1 6 5	0 18 7	0 16 4	1 2 9	2 9 1	5 8 3	3 6 6	2 14 1	5 5 2	6 10 0	8 8 3
O.R. 0 15 9	0 11 2	1 4 0	1 5 2	1 5 2	0 17 8	0 15 11	1 1 6	2 5 11	1 11 8	3 3 6	2 14 1	4 19 8	6 10 0	8 8 3
304	C.R. 0 16 6	0 11 9	0 4 10	1 6 5	0 18 7	0 16 4	1 2 9	2 9 3	5 8 3	3 7 3	2 14 7	5 6 1	6 10 0	8 8 9
O.R. 0 15 9	0 11 2	1 4 2	1 5 2	1 5 2	0 17 8	0 15 11	1 1 8	2 5 11	1 11 8	3 4 1	2 14 7	4 19 8	6 10 0	8 8 9
305	C.R. 0 16 6	0 11 9	0 4 10	1 6 5	0 18 7	0 16 4	1 2 9	2 9 5	5 8 3	3 7 3	2 14 7	5 6 1	6 10 3	8 9 0
O.R. 0 15 9	0 11 2	1 4 0	1 5 2	1 5 2	0 17 8	0 15 11	1 1 8	2 5 11	1 11 10	3 4 1	2 14 7	4 19 8	6 10 3	8 9 0
306	C.R. 0 16 6	0 11 9	0 4 10	1 6 5	0 18 7	0 16 4	1 2 9	2 9 5	5 8 3	3 7 6	2 14 9	5 6 1	6 10 9	8 10 0
O.R. 0 15 9	0 11 2	1 4 0	1 5 2	1 5 2	0 17 8	0 15 11	1 1 8	2 5 11	1 11 10	3 4 3	2 14 9	4 19 8	6 10 9	8 10 0
307	C.R. 0 16 6	0 11 9	0 4 10	1 6 10	0 18 7	0 16 4	1 2 9	2 9 7	5 8 3	3 7 6	2 14 9	5 6 5	6 11 0	8 10 6
O.R. 0 15 9	0 11 2	1 4 4	1 5 7	1 5 7	0 17 8	0 15 11	1 1 8	2 5 11	1 11 10	3 4 3	2 14 9	4 19 8	6 11 0	8 10 6
308	C.R. 0 16 6	0 11 9	0 4 10	1 6 10	0 18 7	0 16 4	1 2 9	2 9 7	5 8 3	3 7 8	2 14 9	5 6 5	6 11 3	8 10 9
O.R. 0 15 9	0 11 2	1 4 7	1 5 7	1 5 7	0 17 8	0 15 11	1 1 8	2 5 11	1 11 11	3 4 3	2 14 9	4 19 8	6 11 3	8 10 9
309	C.R. 0 16 6	0 11 9	0 4 10	1 6 10	0 18 7	0 16 4	1 2 9	2 9 7	5 8 3	3 7 8	2 14 9	5 6 5	6 11 9	8 10 9
O.R. 0 15 9	0 11 2	1 4 4	1 5 7	1 5 7	0 17 8	0 15 11	1 1 8	2 5 11	1 11 11	3 4 5	2 14 9	4 19 8	6 11 9	8 10 9
310	C.R. 0 16 6	0 11 9	0 4 10	1 6 10	0 18 7	0 16 4	1 2 9	2 10 0	5 8 3	3 7 8	2 14 11	5 6 11	6 11 9	8 11 3
O.R. 0 15 9	0 11 2	1 4 4	1 5 7	1 5 7	0 17 8	0 15 11	1 1 8	2 5 11	1 11 11	3 4 5	2 14 11	4 19 8	6 11 9	8 11 3
311	C.R. 0 16 9	0 11 9	0 4 10	1 6 10	0 18 9	0 16 6	1 3 0	2 10 0	5 8 3	3 8 2	2 15 3	5 6 11	6 12 0	8 11 8
O.R. 0 15 11	0 11 2	1 4 4	1 5 7	1 5 7	0 17 10	0 15 11	1 1 11	2 7 7	1 12 1	3 4 7	2 15 3	4 19 8	6 12 0	8 11 8
312	C.R. 0 16 9	0 11 9	0 4 10	1 6 10	0 18 9	0 16 6	1 3 0	2 10 0	5 8 3	3 8 2	2 15 3	5 7 1	6 12 3	8 11 9
O.R. 0 15 11	0 11 2	1 4 8	1 5 11	1 5 11	0 17 10	0 16 1	1 1 11	2 7 7	1 12 1	3 4 11	2 15 3	4 19 8	6 12 3	8 11 9

The charges at Commissioners' Risk Rate shall not be less than 1s. 6d. per ton in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

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

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.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1.	2.
330	C.R. 0.16 11	0.12 0	0.16 5	1.7 9	0.18 11	0.16 7	1.3 4	2.11 10	1.15 1	3.10 9	2.17 5	5.9 7	6.17 0	8.19 0
331	C.R. 0.17 1	0.11 5	1.5 2	1.7 9	0.18 9	0.16 2	1.3 3	2.9 4	1.13 5	3.11 0	2.14 8	5.9 7	6.17 0	8.19 0
332	C.R. 0.16 3	0.11 5	1.5 2	1.7 9	0.18 2	0.16 4	1.2 5	2.9 8	1.13 6	3.11 0	2.14 9	5.9 7	6.17 0	8.19 6
333	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 8	2.12 2	1.15 2	3.11 2	2.17 8	5.10 1	6.17 3	8.19 9
334	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
335	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
336	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
337	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
338	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
339	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
340	C.R. 0.17 1	0.12 0	1.6 8	1.8 0	0.19 1	0.16 9	1.3 6	2.12 7	1.15 6	3.11 4	2.17 8	5.10 1	6.17 3	8.19 9
341	C.R. 0.17 6	0.12 2	1.6 10	1.8 2	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9
342	C.R. 0.17 6	0.12 2	1.7 5	1.8 9	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9
343	C.R. 0.17 6	0.12 2	1.7 5	1.8 9	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9
344	C.R. 0.17 6	0.12 2	1.7 5	1.8 9	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9
345	C.R. 0.17 6	0.12 2	1.7 5	1.8 9	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9
346	C.R. 0.17 6	0.12 2	1.7 5	1.8 9	0.19 6	0.17 2	1.3 9	2.13 1	1.16 0	3.12 4	2.18 9	5.11 8	6.19 6	9.2 9

The charges at Commissioners' Risk Rate shall not be less than 1s. 8d. per ton in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	—	Flewod.	Manure.	Special M.	XL	A.P.	Grab.	S.A.P.	A.	AA.	B.	Bn.	C.	1.	2.
347	C.R.	0 17 6	0 12 2	1 7 5	1 8 9	0 19 6	0 17 2	1 3 9	2 14 0	1 18 7	3 13 2	2 19 2	5 12 2	7 1 3	9 5 6
	O.R.	0 16 8	0 11 7	1 6 1	1 7 5	0 18 7	0 16 9	1 2 7	2 11 0	1 14 10	3 9 8	2 16 4	5 6 10	7 1 3	9 5 6
348	C.R.	0 17 6	0 12 2	1 7 5	1 8 9	0 19 6	0 17 2	1 3 9	2 14 0	1 18 7	3 13 4	2 19 4	5 12 6	7 1 3	9 5 9
	O.R.	0 16 8	0 11 7	1 6 1	1 7 5	0 18 7	0 16 9	1 2 7	2 11 0	1 14 10	3 9 10	2 16 6	5 7 1	7 1 3	9 5 9
349	C.R.	0 17 6	0 12 2	1 7 5	1 8 9	0 19 6	0 17 2	1 3 9	2 14 3	1 18 9	3 13 4	2 19 4	5 12 6	7 1 3	9 5 9
	O.R.	0 16 8	0 11 7	1 6 1	1 7 5	0 18 7	0 16 9	1 2 7	2 11 8	1 15 0	3 9 10	2 16 6	5 7 1	7 1 3	9 5 9
350	C.R.	0 17 6	0 12 2	1 7 5	1 8 9	0 19 6	0 17 2	1 3 9	2 14 3	1 18 9	3 13 4	2 19 4	5 12 6	7 1 3	9 5 9
	O.R.	0 16 8	0 11 7	1 6 1	1 7 5	0 18 7	0 16 9	1 2 7	2 11 8	1 15 0	3 9 10	2 16 6	5 7 1	7 1 3	9 5 9
351	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 5	1 18 9	3 13 10	2 19 11	5 12 8	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 11 10	1 15 0	3 10 4	2 17 1	5 12 8	7 2 3	9 6 9
352	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 5	1 18 9	3 13 10	2 19 11	5 12 8	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 11 10	1 15 0	3 10 4	2 17 1	5 12 8	7 2 3	9 6 9
353	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 5	1 18 9	3 14 2	3 0 2	5 13 7	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 11 10	1 15 0	3 14 2	3 0 2	5 13 7	7 2 3	9 6 9
354	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 7	1 19 10	3 14 2	3 0 2	5 13 7	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 0	1 15 1	3 10 8	2 17 4	5 8 2	7 2 3	9 6 9
355	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 7	1 19 10	3 14 2	3 0 2	5 13 7	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 0	1 15 1	3 10 8	2 17 4	5 8 2	7 2 3	9 6 9
356	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 7	1 19 10	3 14 6	3 0 6	5 13 7	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 0	1 15 1	3 10 11	2 17 6	5 8 2	7 2 3	9 6 9
357	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 7	1 19 10	3 14 6	3 0 6	5 13 7	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 0	1 15 1	3 10 11	2 17 6	5 8 2	7 2 3	9 6 9
358	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 14 11	1 17 2	3 14 8	3 0 7	5 13 11	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 4	1 15 5	3 11 1	2 17 8	5 8 6	7 2 3	9 6 9
359	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 15 2	1 17 2	3 14 10	3 0 9	5 13 11	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 6	1 15 5	3 11 3	2 17 10	5 8 6	7 2 3	9 6 9
360	C.R.	0 17 8	0 12 2	1 7 9	1 9 2	0 19 10	0 17 5	1 4 1	2 15 2	1 17 2	3 14 10	3 0 9	5 14 5	7 2 3	9 6 9
	O.R.	0 16 10	0 11 7	1 6 5	1 7 9	0 18 11	0 17 0	1 2 11	2 12 6	1 15 5	3 11 3	2 17 10	5 8 6	7 2 3	9 6 9
361	C.R.	0 17 10	0 12 6	1 7 11	1 9 4	0 19 12	0 17 7	1 4 3	2 15 2	1 17 2	3 15 0	3 0 9	5 14 5	7 4 6	9 10 0
	O.R.	0 16 12	0 11 6	1 6 7	1 7 11	0 18 12	0 17 0	1 2 11	2 12 6	1 15 5	3 11 5	2 17 10	5 9 0	7 4 6	9 10 0
362	C.R.	0 17 10	0 12 6	1 7 11	1 9 4	0 19 12	0 17 7	1 4 3	2 15 6	1 17 6	3 15 6	3 1 2	5 15 0	7 4 6	9 10 3
	O.R.	0 16 12	0 11 6	1 6 7	1 7 11	0 18 12	0 17 0	1 2 11	2 12 10	1 15 9	3 11 1	2 18 2	5 9 6	7 4 6	9 10 3
363	C.R.	0 17 10	0 12 6	1 7 11	1 9 4	0 19 12	0 17 7	1 4 3	2 15 8	1 17 9	3 15 8	3 1 4	5 15 0	7 5 0	9 11 0
	O.R.	0 16 12	0 11 6	1 6 7	1 7 11	0 18 12	0 17 0	1 2 11	2 13 0	1 15 11	3 12 1	2 18 5	5 9 6	7 5 0	9 11 0

The charges at Commission's 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 GOODS—continued.

CLASSES.

Miles.	CLASSES.										2.			
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	D.		BB	C.	1.
364	C.R. 0 17 10	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
365	O.R. 0 17 0	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
366	O.R. 0 17 0	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
367	O.R. 0 17 0	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
368	O.R. 0 17 0	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
369	C.R. 0 17 10	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
370	C.R. 0 17 10	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
371	O.R. 0 17 0	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
372	C.R. 0 18 0	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
373	O.R. 0 17 2	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
374	O.R. 0 17 2	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
375	O.R. 0 17 2	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
376	O.R. 0 17 2	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11
377	O.R. 0 18 0	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
378	O.R. 0 18 0	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
379	O.R. 0 18 0	F. 0 12 6	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11	F. 0 17 11
380	O.R. 0 17 2	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11	O. 11 11

The charges at Commissioners' Risk Rates 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 GOODS—continued.

Miles.	CLASSES.											1.	2.	
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.			C.
381	C.R. 0.18 2	0.12 8	1 8 11	1 10 4	1 0 5	0 17 11	1 5 0	2 17 6	1 18 10	3 18 2	3 3 3	5 17 7	7 10 3	9 18 3
382	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 14 9	1 17 0	3 14 5	3 0 3	5 12 0	7 10 3	9 18 3
383	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 14 11	1 17 0	3 14 7	3 0 6	5 12 0	7 10 3	9 18 3
384	O.R. 0.18 2	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 14 11	1 17 0	3 14 7	3 0 6	5 12 4	7 10 3	9 19 3
385	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 14 11	1 17 0	3 15 1	3 0 10	5 12 4	7 10 3	9 19 6
386	O.R. 0.18 2	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 2	1 17 4	3 15 1	3 0 10	5 12 4	7 10 3	9 19 9
387	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 4	1 17 4	3 15 3	3 1 0	5 12 4	7 10 3	9 19 9
388	O.R. 0.18 2	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 4	1 17 4	3 15 3	3 1 0	5 12 4	7 10 3	9 19 9
389	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 4	1 17 4	3 15 3	3 1 0	5 12 4	7 10 3	9 19 9
390	O.R. 0.18 2	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 6	1 17 5	3 15 5	3 1 1	5 13 0	7 12 0	10 1 6
391	O.R. 0.17 4	0.12 8	1 8 11	1 10 4	1 0 5	0 17 6	1 3 10	2 15 6	1 17 5	3 15 5	3 1 1	5 13 0	7 12 0	10 1 6
392	O.R. 0.18 2	0.12 10	1 9 1	1 10 8	1 0 7	0 18 1	1 3 10	2 15 6	1 17 5	3 15 7	3 1 3	5 13 6	7 12 3	10 2 3
393	O.R. 0.17 8	0.12 3	1 9 1	1 10 6	1 0 7	0 18 1	1 4 0	2 16 0	1 17 0	3 15 11	3 1 7	5 13 10	7 12 3	10 2 3
394	O.R. 0.18 7	0.12 3	1 9 1	1 10 6	1 0 7	0 18 1	1 4 0	2 16 0	1 17 0	3 15 11	3 1 7	5 13 10	7 12 3	10 2 3
395	O.R. 0.17 8	0.12 3	1 9 1	1 10 6	1 0 7	0 18 1	1 4 0	2 16 0	1 17 0	3 15 11	3 1 7	5 13 10	7 12 3	10 2 3
396	O.R. 0.18 7	0.12 3	1 9 1	1 10 6	1 0 7	0 18 1	1 4 0	2 16 0	1 17 0	3 15 11	3 1 7	5 13 10	7 12 3	10 2 3
397	O.R. 0.17 8	0.12 3	1 9 1	1 10 6	1 0 7	0 18 1	1 4 0	2 16 0	1 17 0	3 15 11	3 1 7	5 13 10	7 12 3	10 2 3

The charges at Commission's Risk Rate shall not be less than 11. 2d. per assignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													
	Firewood.	Manure.	Special III.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BE.	C.	I.	2.
398	£ s. d. 0 17 8	£ s. d. 0 12 10	£ s. d. 1 9 1	£ s. d. 1 10 6	£ s. d. 1 0 7	£ s. d. 0 17 8	£ s. d. 1 5 2	£ s. d. 2 19 4	£ s. d. 2 0 2	£ s. d. 4 0 8	£ s. d. 3 5 4	£ s. d. 6 0 5	£ s. d. 7 14 3	£ s. d. 10 4 9
399	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
400	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
401	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
402	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
403	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
404	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
405	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
406	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
407	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
408	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
409	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
410	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
411	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
412	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
413	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9
414	0 17 8	0 12 10	1 9 1	1 10 6	1 0 7	0 17 8	1 5 2	2 19 4	2 0 2	3 16 10	3 5 4	5 14 8	7 14 3	10 4 9

The charges at Commissioners' Risk Rates shall not be less than 1s. 6d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE_RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													1.	2.
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.			
415	C.R. 0.18 11	f. s. d. 0 13 0	f. s. d. 1 9 7	f. s. d. 1 11 1	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 3 1 2	f. s. d. 2 1 5	f. s. d. 4 3 0	f. s. d. 3 7 5	f. s. d. 6 3 0	f. s. d. 7 18 9	f. s. d. 10 11 3	
416	C.R. 0.18 0	f. s. d. 0 12 5	f. s. d. 1 9 7	f. s. d. 1 9 7	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 2 1 5	f. s. d. 1 19 5	f. s. d. 3 10 1	f. s. d. 3 7 5	f. s. d. 6 3 2	f. s. d. 7 19 0	f. s. d. 10 11 3	
417	C.R. 0.18 0	f. s. d. 0 12 5	f. s. d. 1 9 7	f. s. d. 1 9 7	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 2 1 5	f. s. d. 1 19 5	f. s. d. 3 10 1	f. s. d. 3 7 5	f. s. d. 6 3 2	f. s. d. 7 19 0	f. s. d. 10 11 3	
418	C.R. 0.18 0	f. s. d. 0 12 5	f. s. d. 1 9 7	f. s. d. 1 9 7	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 2 1 5	f. s. d. 1 19 5	f. s. d. 3 10 1	f. s. d. 3 7 5	f. s. d. 6 3 2	f. s. d. 7 19 0	f. s. d. 10 11 3	
419	C.R. 0.18 0	f. s. d. 0 12 5	f. s. d. 1 9 7	f. s. d. 1 9 7	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 2 1 5	f. s. d. 1 19 5	f. s. d. 3 10 1	f. s. d. 3 7 5	f. s. d. 6 3 2	f. s. d. 7 19 0	f. s. d. 10 11 3	
420	C.R. 0.18 11	f. s. d. 0 13 0	f. s. d. 1 9 7	f. s. d. 1 11 1	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 3 1 7	f. s. d. 2 1 9	f. s. d. 4 4 0	f. s. d. 3 8 0	f. s. d. 6 3 11	f. s. d. 7 19 6	f. s. d. 10 12 9	
421	C.R. 0.18 11	f. s. d. 0 13 0	f. s. d. 1 9 7	f. s. d. 1 11 1	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 3 1 7	f. s. d. 2 1 9	f. s. d. 4 4 0	f. s. d. 3 8 0	f. s. d. 6 3 11	f. s. d. 7 19 6	f. s. d. 10 12 9	
422	C.R. 0.18 11	f. s. d. 0 13 0	f. s. d. 1 9 7	f. s. d. 1 11 1	f. s. d. 1 1 2	f. s. d. 0 18 6	f. s. d. 1 5 7	f. s. d. 3 1 7	f. s. d. 2 1 9	f. s. d. 4 4 0	f. s. d. 3 8 0	f. s. d. 6 3 11	f. s. d. 7 19 6	f. s. d. 10 12 9	
423	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
424	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
425	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
426	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
427	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
428	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
429	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
430	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 3	
431	C.R. 0.18 2	f. s. d. 0 12 5	f. s. d. 1 8 2	f. s. d. 1 9 7	f. s. d. 1 1 4	f. s. d. 0 18 8	f. s. d. 1 6 1	f. s. d. 3 1 9	f. s. d. 2 1 9	f. s. d. 4 4 2	f. s. d. 3 8 2	f. s. d. 6 4 1	f. s. d. 8 0 0	f. s. d. 10 14 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.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1.	2.
432	C.R. 0.19 6	0.13 3	1.10 1	1.11 7	1.0 6	0.18 11	1.6 3	3.2 10	2.2 6	4.5 10	3.9 8	6.5 8	8.3 3	10.18 0
433	O.R. 0.18 7	0.12 7	1.0 8	1.10 1	1.0 6	0.18 6	1.5 0	2.19 10	2.0 6	4.1 9	3.6 4	5.19 8	8.3 3	10.18 0
434	C.R. 0.19 6	0.13 3	1.10 1	1.11 7	1.0 6	0.18 11	1.6 3	3.3 0	2.2 7	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
435	O.R. 0.18 7	0.12 7	1.0 8	1.10 1	1.0 6	0.18 6	1.5 0	3.0 0	2.2 7	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
436	C.R. 0.19 6	0.13 3	1.10 1	1.11 7	1.0 6	0.18 11	1.6 3	3.0 0	2.2 7	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
437	O.R. 0.18 7	0.12 7	1.0 8	1.10 1	1.0 6	0.18 6	1.5 0	3.0 0	2.2 7	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
438	C.R. 0.19 6	0.13 3	1.10 1	1.11 7	1.0 6	0.18 11	1.6 3	3.3 5	2.2 9	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
439	O.R. 0.18 7	0.12 7	1.0 8	1.10 1	1.0 6	0.18 6	1.5 0	3.0 5	2.2 9	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
440	C.R. 0.19 6	0.13 3	1.10 1	1.11 7	1.0 6	0.18 11	1.6 3	3.3 9	2.3 3	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
441	O.R. 0.18 7	0.12 7	1.0 8	1.10 1	1.0 6	0.18 6	1.5 0	3.0 9	2.3 3	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
442	C.R. 0.19 10	0.13 3	1.10 9	1.12 3	1.0 8	0.18 7	1.6 5	3.4 0	2.3 3	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
443	O.R. 0.18 11	0.12 7	1.0 9	1.10 9	1.0 8	0.18 7	1.5 2	3.4 0	2.3 3	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
444	C.R. 0.19 10	0.13 3	1.10 9	1.12 3	1.0 8	0.18 7	1.6 5	3.4 0	2.3 3	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
445	O.R. 0.18 11	0.12 7	1.0 9	1.10 9	1.0 8	0.18 7	1.5 2	3.4 6	2.3 8	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
446	C.R. 0.19 10	0.13 3	1.10 9	1.12 3	1.0 8	0.18 7	1.6 5	3.4 6	2.3 8	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
447	O.R. 0.18 11	0.12 7	1.0 9	1.10 9	1.0 8	0.18 7	1.5 2	3.4 6	2.3 8	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
448	C.R. 0.19 10	0.13 3	1.10 9	1.12 3	1.0 8	0.18 7	1.6 5	3.4 8	2.3 8	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3
	O.R. 0.18 11	0.12 7	1.0 9	1.10 9	1.0 8	0.18 7	1.5 2	3.4 8	2.3 8	4.6 10	3.9 10	6.5 8	8.3 3	10.18 3

The charges at Commissionaire's Risk Rate shall not be less than is 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.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1.	2.		
449	C.R. 0 19 10	f. s. d. 0 13 3	f. s. d. 1 10 9	f. s. d. 1 12 3	f. s. d. 1 1 8	f. s. d. 0 19 0	f. s. d. 1 6 5	f. s. d. 3 4 10	f. s. d. 2 3 10	f. s. d. 4 8 2	f. s. d. 3 11 6	f. s. d. 5 8 5	f. s. d. 8 7 3	f. s. d. 11 4 6		
450	O.R. 0 18 11	0 12 7	1 9 3	1 10 9	1 0 8	0 18 7	1 5 2	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
451	C.R. 0 18 11	0 12 7	1 9 3	1 10 9	1 0 8	0 18 7	1 5 2	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
452	C.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
453	O.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
454	C.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
455	O.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
456	C.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
457	O.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
458	C.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
459	O.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
460	C.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
461	O.R. 0 19 1	0 12 9	1 9 7	1 11 1	1 1 11	0 18 9	1 5 7	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
462	C.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 2 3	0 19 1	1 5 11	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
463	O.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 2 3	0 19 1	1 5 11	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
464	C.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 2 3	0 19 1	1 5 11	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		
465	O.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 2 3	0 19 1	1 5 11	3 1 9	2 1 9	4 4 0	3 8 1	6 2 4	8 7 6	11 4 9		

The charges at Commodities' Risk Rate shall not be less than 1s. 8d. per ton-mile in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	L.	2.
466	C.R. 1 0 3	0 13 5	1 11 3	1 12 10	1 2 3	0 19 6	1 7 3	3 6 4	2 4 10	4 10 9	3 13 7	6 10 9	8 11 6	11 11 3
467	O.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 4 8	4 6 5	3 10 1	6 10 9	8 11 6	11 11 3
468	C.R. 1 0 3	0 13 5	1 11 3	1 12 10	1 2 3	0 19 6	1 7 3	3 6 6	2 5 1	4 10 9	3 13 7	6 10 9	8 11 6	11 11 3
469	O.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 1	4 10 9	3 13 7	6 10 9	8 11 6	11 11 3
470	C.R. 1 0 3	0 13 5	1 11 3	1 12 10	1 2 3	0 19 6	1 7 3	3 6 6	2 5 2	4 11 0	3 13 9	6 11 7	8 12 6	11 12 0
471	O.R. 0 19 3	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 2	4 11 2	3 13 11	6 11 7	8 12 6	11 12 0
472	C.R. 1 0 5	0 13 10	1 11 5	1 13 0	1 2 5	0 19 8	1 7 5	3 7 3	2 5 6	4 11 4	3 14 0	6 12 2	8 13 0	11 13 3
473	O.R. 0 19 5	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 6	4 11 4	3 14 0	6 12 2	8 13 0	11 13 3
474	C.R. 1 0 5	0 13 10	1 11 5	1 13 0	1 2 5	0 19 8	1 7 5	3 7 6	2 5 8	4 11 6	3 14 0	6 12 6	8 13 3	11 13 6
475	O.R. 0 19 5	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 8	4 11 6	3 14 0	6 12 6	8 13 3	11 13 6
476	C.R. 1 0 5	0 13 10	1 11 5	1 13 0	1 2 5	0 19 8	1 7 5	3 7 8	2 5 8	4 11 6	3 14 0	6 12 6	8 13 3	11 13 6
477	O.R. 0 19 5	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 8	4 11 6	3 14 0	6 12 6	8 13 3	11 13 6
478	C.R. 1 0 5	0 13 10	1 11 5	1 13 0	1 2 5	0 19 8	1 7 5	3 7 10	2 5 10	4 12 3	3 14 10	6 12 8	8 14 3	11 15 9
479	O.R. 0 19 5	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 10	4 12 3	3 14 10	6 12 8	8 14 3	11 15 9
480	C.R. 1 0 5	0 13 10	1 11 5	1 13 0	1 2 5	0 19 8	1 7 5	3 7 10	2 5 10	4 12 5	3 14 11	6 13 0	8 14 9	11 16 0
481	O.R. 0 19 5	0 12 9	1 9 9	1 11 3	1 1 2	0 19 1	1 5 11	3 3 6	2 5 10	4 12 5	3 14 11	6 13 0	8 14 9	11 16 0
482	C.R. 1 0 7	0 13 10	1 11 7	1 13 2	1 2 7	0 19 9	1 7 7	3 8 2	2 6 1	4 12 7	3 15 1	6 13 2	8 15 0	11 16 6
	O.R. 0 19 7	0 13 2	1 10 1	1 11 7	1 1 6	0 19 4	1 6 3	3 4 11	2 3 11	4 8 5	3 11 8	6 6 10	8 15 0	11 16 6

The charges at Commissionaire's Risk Rate shall not be less than 1s. 6d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.													
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	I.	2.
483	C.R. 1 0 7	0 13 10	1 11 7	1 13 2	1 2 7	0 19 9	1 7 7	3 8 4	2 6 1	4 12 10	3 15 3	6 13 2	8 15 9	11 17 9
484	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 0 10	8 15 9	11 17 9
485	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
486	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
487	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
488	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
489	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
490	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
491	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
492	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
493	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
494	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
495	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
496	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
497	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
498	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0
499	O.R. 0 19 7	0 13 2	1 11 7	1 13 2	1 2 7	0 19 4	1 7 3	3 5 1	2 3 11	4 8 5	3 11 8	6 14 1	8 15 9	11 18 0

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

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.										2.			
	Firewood.	Manure.	Special S.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.		Bb.	C.	1.
500	C.R. 1 0 11	f. s. d. 0 14 0	f. s. d. 1 11 11	f. s. d. 1 13 6	f. s. d. 1 2 9	f. s. d. 0 19 11	f. s. d. 1 7 9	f. s. d. 3 10 0	f. s. d. 2 5 1	f. s. d. 4 15 7	f. s. d. 3 17 4	f. s. d. 6 16 0	f. s. d. 9 0 3	f. s. d. 12 4 3
501	O.R. 0 19 11	o 13 4	1 10 5	1 11 11	1 1 8	0 19 6	1 1 8	3 6 8	2 5 1	4 11 0	3 13 8	6 9 0	9 0 3	12 4 3
502	O.R. 1 1 2	o 14 0	1 12 7	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 2	3 13 10	6 10 0	9 0 3	12 4 6
503	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
504	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
505	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
506	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
507	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
508	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
509	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
510	O.R. 1 1 2	o 13 4	1 11 0	1 14 3	1 3 0	0 19 8	1 6 11	3 6 8	2 5 1	4 11 4	3 13 10	6 10 0	9 0 3	12 4 9
511	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3
512	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3
513	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3
514	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3
515	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3
516	O.R. 1 1 4	o 14 2	1 12 9	1 14 5	1 3 4	1 0 5	1 8 6	3 11 2	2 8 2	4 17 3	3 18 9	6 18 1	9 3 0	12 8 3

The charge at Commissioners' Risk Rate shall not be less than 10. 3d. per centum in excess of the charge at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

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

The charges at Commodities' Risk Rate shall not be less than 1s. 6d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

CLASSES.

Miles.	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	I	Z.
534	C.R. 1 0 8	0 14 4	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
535	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
536	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
537	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
538	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
539	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
540	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
541	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
542	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
543	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
544	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
545	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
546	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
547	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
548	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
549	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9
550	C.R. 1 0 8	0 13 8	1 13 5	1 15 1	1 3 9	1 0 9	1 9 1	3 13 6	2 9 9	5 0 6	4 1 6	7 1 7	9 9 3	12 16 9

The charges at Commission's Risk Rate shall not be less than 1c. per ton per mile in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	CLASSES.										2.			
	Firewood.	Manure.	Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	R.		BB.	C.	1.
568	C.R. 1 2 5	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 0	f. a. d. 1 9 9	f. a. d. 3 17 2	f. a. d. 2 12 1	f. a. d. 5 4 11	f. a. d. 4 5 0	f. a. d. 7 6 2	f. a. d. 9 17 6	f. a. d. 13 10 3
569	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 9 7	f. a. d. 4 19 11	f. a. d. 4 0 11	f. a. d. 6 19 2	f. a. d. 9 17 6	f. a. d. 13 10 3
570	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 3	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 0	f. a. d. 13 10 6
571	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 10 9
572	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 11 3
573	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 11 3
574	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 11 3
575	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 11 3
576	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 12 3
577	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 12 3
578	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 12 3
579	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0
580	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0
581	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0
582	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0
583	O.R. 1 1 4	f. a. d. 0 13 10	f. a. d. 1 12 9	f. a. d. 1 14 5	f. a. d. 1 3 5	f. a. d. 1 1 1	f. a. d. 1 8 4	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0
584	O.R. 1 1 2	f. a. d. 0 14 6	f. a. d. 1 14 5	f. a. d. 1 16 2	f. a. d. 1 3 7	f. a. d. 1 1 1	f. a. d. 1 9 9	f. a. d. 3 13 6	f. a. d. 2 12 6	f. a. d. 4 5 5	f. a. d. 4 5 7	f. a. d. 7 7 2	f. a. d. 9 18 3	f. a. d. 13 13 0

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

MILEAGE RATES PER TON FOR GOODS—continued.

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

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.

TARIFF FOR "SMALLS."

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 Condition 4, page 8).

Freight rate not exceeding—		Weight not exceeding—													
		1 qr.	2 qrs.	3 qrs.	1 cwt.	1 c. 1 q.	1 c. 2 q.	1 c. 3 q.	2 cwt.	2 c. 1 q.	2 c. 2 q.	2 c. 3 q.	3 cwt.		
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.	
5 0	C.R.	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 7	
	O.R.	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 4	
7 6	C.R.	2 7	2 7	2 7	2 7	2 7	2 7	2 7	2 8	2 9	2 10	2 11	3 0		
	O.R.	1 4	1 4	1 4	1 4	1 4	1 4	1 4	1 5	1 6	1 7	1 8	1 9		
10 0	C.R.	2 7	2 7	2 7	2 7	2 7	2 7	2 8	2 9	2 10	2 11	3 1	3 2		
	O.R.	1 4	1 4	1 4	1 4	1 4	1 4	1 5	1 6	1 7	1 8	1 10	1 11		
12 8	C.R.	2 7	2 7	2 7	2 7	2 8	2 9	2 10	3 0	3 1	3 3	3 5	3 6		
	O.R.	1 4	1 4	1 4	1 4	1 5	1 6	1 7	1 9	1 10	2 0	2 2	2 3		
15 0	C.R.	2 7	2 7	2 7	2 8	2 10	2 11	3 1	3 3	3 5	3 7	3 8	4 1		
	O.R.	1 4	1 4	1 4	1 5	1 7	1 8	1 10	2 0	2 2	2 4	2 5	2 10		
17 6	C.R.	2 7	2 7	2 7	2 9	2 11	3 1	3 3	3 6	3 8	4 1	4 3	4 5		
	O.R.	1 4	1 4	1 4	1 6	1 8	1 10	2 0	2 3	2 5	2 10	3 0	3 2		
20 0	C.R.	2 7	2 7	2 8	2 11	3 1	3 3	3 6	3 9	4 2	4 4	4 7	4 10		
	O.R.	1 4	1 4	1 5	1 8	1 10	2 0	2 3	2 6	2 11	3 1	3 4	3 7		
25 0	C.R.	2 7	2 7	2 9	3 1	3 4	3 8	4 1	4 5	4 8	5 0	5 3	5 8		
	O.R.	1 4	1 4	1 6	1 10	2 1	2 5	2 10	3 2	3 5	3 9	4 0	4 5		
30 0	C.R.	2 7	2 8	3 0	3 4	3 8	4 2	4 7	4 11	5 3	5 8	6 2	6 6		
	O.R.	1 4	1 5	1 9	2 1	2 5	2 11	3 4	3 8	4 0	4 5	4 11	5 3		
35 0	C.R.	2 7	2 9	3 2	3 7	4 2	4 7	5 0	5 5	6 0	6 5	6 10	7 3		
	O.R.	1 4	1 6	1 11	2 4	2 11	3 4	3 9	4 2	4 9	5 2	5 7	6 0		
40 0	C.R.	2 7	2 10	3 4	3 11	4 6	4 11	5 5	6 1	6 7	7 0	7 7	8 2		
	O.R.	1 4	1 4	1 2	2 8	3 3	3 8	4 2	4 10	5 4	5 9	6 4	6 11		
50 0	C.R.	2 7	3 1	3 9	4 6	5 1	5 9	6 6	7 1	7 10	8 5	9 2	9 10		
	O.R.	1 4	1 10	2 6	3 3	3 10	4 6	5 3	5 10	6 7	7 2	7 11	8 7		
60 0	C.R.	2 8	3 4	3 5	5 0	5 11	6 7	7 5	8 3	9 0	9 10	10 7	11 6		
	O.R.	1 5	2 1	3 0	3 9	4 8	5 4	6 2	7 0	7 9	8 7	9 4	10 3		
70 0	C.R.	2 9	3 7	4 8	5 6	6 6	7 5	8 5	9 4	10 3	11 2	12 2	13 1		
	O.R.	1 6	2 4	3 5	4 3	5 3	6 2	7 2	8 1	9 0	9 11	10 11	11 10		
80 0	C.R.	2 11	3 11	5 0	6 2	7 2	8 3	9 4	10 5	11 7	12 6	13 8	14 9		
	O.R.	1 8	2 8	3 9	4 11	5 11	7 0	8 1	9 2	10 4	11 3	12 5	13 6		
90 0	C.R.	3 0	4 3	5 6	6 8	7 11	9 0	10 4	11 7	12 9	13 11	15 3	16 5		
	O.R.	1 9	3 0	4 2	5 5	6 8	7 9	9 1	10 4	11 6	12 8	14 0	15 2		
100 0	C.R.	3 2	4 6	5 11	7 2	8 7	9 11	11 3	12 8	14 0	15 4	16 8	18 1		
	O.R.	1 11	3 3	4 8	5 11	7 4	8 8	10 0	11 5	12 9	14 1	15 5	16 10		
110 0	C.R.	3 4	4 9	6 4	7 10	9 4	10 8	12 3	13 8	15 4	16 8	18 3	19 9		
	O.R.	2 1	3 6	5 1	6 7	8 1	9 5	11 0	12 6	14 1	15 5	17 0	18 6		
120 0	C.R.	3 6	5 0	6 9	8 4	10 1	11 7	13 4	14 10	16 7	18 1	19 10	21 5		
	O.R.	2 3	3 9	5 6	7 1	8 10	10 4	12 1	13 7	15 4	16 10	18 7	20 2		
130 0	C.R.	3 8	5 3	7 2	8 10	10 9	12 4	14 3	15 11	17 11	19 5	21 5	23 0		
	O.R.	2 5	4 0	5 11	7 7	9 6	11 1	13 0	14 8	16 8	18 2	20 2	21 9		
140 0	C.R.	3 11	5 6	7 9	9 5	11 7	13 3	15 4	17 1	19 2	20 10	22 11	24 8		
	O.R.	2 8	4 3	6 6	8 2	10 4	12 0	14 1	15 10	17 11	19 7	21 8	23 5		
150 0	C.R.	4 2	5 11	8 2	10 0	12 3	14 0	16 4	18 2	20 5	22 2	24 6	26 4		
	O.R.	2 11	4 8	6 11	8 9	11 0	12 9	15 1	16 11	19 2	20 11	23 3	25 1		
160 0	C.R.	4 4	6 2	8 7	10 6	13 0	14 10	17 4	19 3	21 9	23 7	26 1	28 1		
	O.R.	3 1	4 11	7 4	9 3	11 9	13 7	16 1	18 0	20 6	22 4	24 10	26 9		
170 0	C.R.	4 6	6 5	9 0	11 1	13 9	15 8	18 4	20 4	23 0	25 0	27 8	29 9		
	O.R.	3 3	5 2	7 9	9 10	12 6	14 5	17 1	19 1	21 9	23 9	26 4	28 4		
180 0	C.R.	4 8	6 8	9 7	11 8	14 6	16 6	19 4	21 6	24 4	26 4	29 4	31 6		
	O.R.	3 5	5 5	8 4	10 5	13 3	15 3	18 1	20 3	23 1	25 1	27 11	30 0		
190 0	C.R.	4 10	6 11	10 0	12 2	15 3	17 4	20 4	22 7	25 7	27 9	31 0	33 3		
	O.R.	3 7	5 8	8 9	10 11	14 0	16 1	19 1	21 4	24 4	26 5	29 6	31 8		
200 0	C.R.	5 0	7 2	10 5	12 9	15 11	18 2	21 5	23 8	26 11	29 3	32 8	35 0		
	O.R.	3 9	5 11	9 2	11 6	14 8	16 11	20 2	22 5	25 8	27 10	31 1	33 4		
Each ros. or part thereof above 200s. add—		C.R.	0 3	0 4	0 6	0 7	0 9	1 0	1 2	1 3	1 5	1 6	1 8	1 9	
		O.R.	0 2	0 3	0 5	0 6	0 8	0 11	1 1	1 2	1 4	1 5	1 7	1 8	

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 1s. 7d. C.R. or 3s. 4d. 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 113 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) 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. Consignors of returned empties must declare on the consignment note that the identical returned empties were conveyed full by rail on the forward journey, otherwise the higher rates provided in clause (c) shall operate.

(b) **Empty petrol and kerosene cases** which have been used for the carriage of petrol or kerosene by rail on the forward journey, and are so declared on the consignment note, may be returned from the original destination station at the empty return rates, irrespective of whether they are sent to the original despatching station or to the original consignor.

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

Empties specified on pages 115 to 119, 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."

(d) **Empties to or from stations open for goods in truck loads only.**—Empty containers such as tins, cases, cases containing tins, crates, coops, casks, drums, &c., forwarded to or from stations marked (a) (see pages 285 to 342), or private sidings, which are ordinarily only open for goods in truck loads minimum 3 tons, shall be charged at the actual weight subject to a minimum of $\frac{1}{4}$ tons per 4-wheeled truck.

(e) Empty return containers which have contained poisonous chemicals must be thoroughly washed out by senders before being accepted for return by rail. Consignors will be required to give a certificate on the consignment note that all trace of poison has been removed.

RATES FOR CARRIAGE OF EMPTIES—*continued.*

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

Commodity.	Class.	Minimum, ††	
Bags—			
Calico, secondhand	A.	9d.	
Mail, R.E. .. .. .	..	..	†Free, at Owner's Risk
Secondhand .. .. .	..	..	See Bags, page 40.
Sugar, flat	A.	9d.	
Barrels (see page 119)—			
Butter, new or R.E. .. .. .	..	..	§Double butter box rates or Class "B," minimum 9d., when cheaper
*Fruit Pulp	B.	9d.	
Baskets—			
Bread	C.	9d.	
*Fish, new or R.E., in packages, for each 28 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 9d.
Mail, R.E. .. .. .	..	..	†Free, at Owner's Risk
Strawberry	C.	9d.	
Sugar, cut	C.	9d.	
*Sugar, round, R.E. .. .. .	..	..	Same as Coops.
Vegetable	C.	9d.	
Boxes or Cases—			
*Ammunition, with or without spent cartridge cases	..	..	§Up to 101 miles 1½d. each; for each succeeding 100 miles or part thereof 1½d. each additional
Bacon, new or R.E.	A.	9d.	
*Butter, new or R.E. (including wrapping paper up to 1 lb.)— Not exceeding 28 lbs. each .. .. .	..	..	§Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional. Class "B." Minimum 9d., when cheaper
Exceeding 28 lbs. each .. .. .	..	..	§Double above package rates or Class "B." Minimum 9d., when cheaper.
Cheese, new	A.	9d.	
" *R.E.	A.	9d.	
Collapsible—			
Angle Brace, when collapsed, new or R.E.	A.	9d.	
Rainsford, when collapsed, new or R.E.	A.	9d.	
*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 or, if cheaper, Class "B." Minimum 9d.
Fruit—			
New	A.	9d.	
*R.E.	A.	9d.	
Cardboard Boxes, in crates	C.	9d.	
*Kerosene, R.E.	A.	9d.	
Luggage .. .. .	..	..	See Boxes, page 43.
Milk, concentrated, new or R.E.	A.	9d.	
Motor Body	C.R.	2	
New, N.O.S.	A.	9d.	
Petrol Pump	C.	S.M.	
Piano	C.	S.M.	
Raisin—			
New	A.	9d.	
*R.E.	A.	9d.	
*R.E., N.O.S.	A.	9d.	

†† 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 (a), page 114.
† 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.

EMPTYES—continued.

Commodity.	Class.	Minimum. ††	
Boxes or Cases—continued.			
Soap—			
New	A.	S.M.	
In shooks	A.	S.M.	
Sweat—			
New	A.	9d.	
*R.E.	A.	9d.	
Test for Milk or Cream (see pages 120 and 122).			
Buckets, in nests or crated, C.R.† —			
*Fruit	B.	9d.	
*Raspberry, R.E. .. .. .	..	..	\$1d. each per 100 miles; or if cheaper 7d per dozen per 100 miles or Class "B." Minimum 9d.
Canisters, galvanized iron, R.E., for packing bath heaters, in cases or crates C.R.†	1	..	
Cans—			
*Milk and Cream, new or returned empty (see pages 120 and 121).	..	..	\$Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional. Class "B." Minimum 9d., when cheaper
*Mineral Water, small, R.E. .. .. .	..	..	Same as butter boxes
Carboys, protected by bagging or wickerwork 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.	
Cases. See Boxes.			
Caskets, skeleton, wooden, for protecting coffins, R.E.	C.	S.M.	
Casks (see page 119)—			
*Bottled Beer	C.	9d.	
Chests—Ammunition, account Defence Dept. C.R.	1	..	
Coffins—Metal Containers for, on return journey (see Caskets).	C.	S.M.	
Coops—			
Collapsible, wooden and wire—			
In packages, N.O.S.	C.	9d.	
" " Used at agricultural shows .. .. .	..	..	†Free return at Owner's Risk to sending station on production of usual certificate from the Secretary of the show
*Poultry, R.E.—			
Not exceeding 17 cubic feet .. .. .	..	..	} Or Class "B." Minimum 9d. if cheaper
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	..	
Crates—			
Beer, new or R.E.	B.	9d.	
Cheese, new or R.E.	A.	9d.	
Collapsible—			
Wooden and Wire—			
In packages, N.O.S.	C.	9d.	

† 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 General Condition 18, page 12). "S.M." Indicates Special Minimum. R.E. Indicates Returned Empty, see clause (a), page 114.

‡ 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. ††	
Crates—continued.			
Collapsible—continued.			
Used at agricultural shows .. ..	..	..	‡Free return at Owner's Risk to sending station on production of the usual certificate from the Secretary of the show
For packing concrete pipes on return to original forwarding station	A.	9d.	
Fittings for packing asbestos sheets, returned to original forwarding stations	A.	9d.	
For drying potatoes	A.	9d.	
Stove	B.	9d.	
Rainsford, new or R.E., when collapsed	A.	9d.	
Angle Braces, new or R.E. when collapsed	A.	9d.	
Cordial, new or R.E.	B.	9d.	
*Fruit, new or R.E.	A.	9d.	
*Honey, new or R.E.	A.	9d.	
*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.	9d.	
Onion, new or R.E.	A.	9d.	
*Pig, R.E. .. ..	..	..	each \$Not over 50 miles 0s. 9d. \$51 to 101 miles 1s. 4d. \$102 to 150 miles 1s. 11d. \$Over 150 miles 2s. 6d.
Pottery, new or R.E.	C.	9d.	
*Poultry, R.E. .. ..	..	..	Same as Coops, R.E.
Rabbit—			
*N.O.S. New or returned, not exceeding 8 cubic feet, irrespective of weight	..	..	\$Up to 101 miles 1½d. each \$Each succeeding 100 miles or part thereof 1½d. each when cheaper than charging actual weight at Class B," minimum 9d.
Export, new or R.E., or in shooks	A.	9d.	
*Sheep, R.E. .. ..	..	..	Same as Crates, pig
Tinware, for, new or R.E.	C.	9d.	
*Vegetable, R.E. .. ..	..	..	Same as Crates, pig
Cylinders—			
Ammonia, new or R.E.	C.	9d.	
Carbonic Gas	C.	9d.	
Mineral Water, R.E.	A.	9d.	
Drums—			
See page 119.			
N.O.S.	C.	S.M.	
Hampers—			
Boot, not returned	C.R.	2	
Boot, R.E.	C.R.	1	
Mail, R.E. .. ..	..	..	‡Free, at Owner's Risk
Vegetable	C.	9d.	

†† 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 (a) page 114.
 ‡ 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. 8d. per consignment.

EMPTYES—continued.

Commodity.	Class.	†† Mini- mum.	
Jars, in cases or crates—			
†Acid, R.E. (see page 119)	B.		
†Confectionery, R.E.	C.	S.M.	
†Mineral Water, R.E.	A.	9d.	
†Weed Eradicator, R.E.	A.		
Kegs—			
*Butter, new or R.E.			Same as Boxes, butter
Steel, new or R.E.	C.	9d.	
Magazines—Portable, explosives, R.E.			†Free, at Owner's Risk
Mats—Sugar, flat	A.	9d.	
*Tins, new or R.E., as under— may be accepted at Commissioners' Risk when in cases or crates†			
Biscuit Honey			
Boot Polish Kerosene			
Butter Lino Polish			
Confectionery Lubricating Oil			
Custard Motor Spirit			
Disinfectant Preserves			
Egg Preservative Salino			
Eucalyptus Tea			
In cases or bags	A.	9d.	
In bundles	B.	9d.	
Loose—			
In truck loads	B.		
Smaller lots	C.R.	1 Plus 10 p.c. 1	
Biscuit Tins, R.E., packed in Trans- port Vans, fully loaded	A.	9d.	For the total weight of the transport and contents
Milk, condensed or concentrated, in cases, crates, or bags	A.	9d.	
Fruit, in cases, crates, or bags	A.	9d.	
N.O.S., in cases, crates, or bags	C.	9d.	
N.O.S., loose	C.R.	1 plus 10% 1	
Transports, cake (boxes on wheels used as containers for cake), R.E.	B.	S.M.	
Trays—Drying, new	A.	9d.	
Egg			Same as Butter Boxes
Trunks—Boot			Same as Hampers, boot
Tubs—			
*Butter			Same as Boxes, butter
Ice Cream	C.	9d.	
Woolpacks, R.E.			See page 76
Wrappers—			
*Bacon and Meat	A.	9d.	
*Meat and Pork, R.E.	A.	9d.	‡If cheaper, 1d. each for any distance

†† 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 (d), page 114.

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

‡ 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—						
		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 6	0 6	0 10	1 2	1 7	2 0	} Or Class "C" "Smalls" Minimum if cheaper.
Jars, acid, loose (see page 118)	***							
†Kegs, not over 10 gallons	C.							
†Barrels	C.							
†Quarter Casks	C.							
†Kilderkins	C.	0 10	1 2	1 7	1 10	2 3	2 10	
†Octaves	C.							
†Casks, egg, small	C.							
†Hogsheads	†C.	1 2	1 7	2 3	3 1	3 9	4 6	
†Pipes, tallow	Same as							
*** " wine.	as							
*Casks, large, for crockery, &c.	Butts	1 7	2 3	3 1	3 9	4 5	5 1	
***Puncheons, wine	C.							
† " tallow	C.							
†Drums, capacity not exceeding								
70 gal ons	C.	1 6	2 2	2 11	3 7	4 2	4 10	
45 gallons	C.	0 9	1 1	1 6	1 9	2 2	2 8	
25 gallons	C.	0 8	0 10	1 4	1 6	2 0	2 6	

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.

* 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 at same rate as empty returns.

‡ Maximum charge for wine hogsheads, 4s. 5d. each.

** See Potteryware, page 244.

*** Pipes and Puncheons (wine).—The returned empty rate only applies when not exceeding 112 gallons—over 112 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.

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

From	Per ton per mile.	Commissioners' Risk.
	Owner's Risk.	
From 1 to 100 miles	4d.	} Plus 5% Owner's Risk Rates plus 5 per cent., minimum 1s. 3d. per consignment
" 101 ,, 200 ,,	2½d. additional	
Over 200 miles	1½d.	

1s. 1d. per ton terminal (which includes loading and unloading) shall be added, and the charge shall 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 off the foregoing rates provided the fish be loaded in the least possible number of trucks.

Fish forwarded from Geelong to Ballarat by the 5.17 p.m. Down 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, Mil-lars, Carwarp, Hattah, Yatpool, and Nowingi 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.
	<i>s. d.</i>	<i>s. d.</i>
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-qt. Can (100 lbs.)		Per 40-qt. Can (125 lbs.)		Per 50-qt. Can (150 lbs.)	
	Commis- sioners' Risk.	Owner's Risk.	Commis- sioners' Risk.	Owner's Risk.	Commis- sioners' Risk.	Owner's Risk.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 to 15	0 7	0 6	0 7	0 6	0 9	0 8
16 ,, 30	0 3	0 8	0 10	0 9	1 1	1 0
31 ,, 50	1 0	0 11	1 1	1 0	1 4	1 3
51 ,, 70	1 4	1 3	1 5	1 4	1 8	1 7
71 ,, 100	1 7	1 6	1 8	1 7	2 2	2 1
101 ,, 150	2 0	1 11	2 1	2 0	2 5	2 4
151 ,, 200	2 1	2 0	2 2	2 1	2 10	2 8

The charges at the Commissioners' Risk rates shall not be less than 1s. 3d. per consignment 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. Milk from 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 carriage 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	..	..	B.
			C—10% Smalls Minimum.

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

4. Milk forwarded by Passenger trains as under, to Melbourne and suburban stations, shall be charged Goods rates.

From—

Gordon	...	} by the 6.15 p.m. Up.
Bacchus Marsh	...	
Parwan	...	
Rockbank	...	
Deer Park	...	} by the 6.30 a.m. Up Express.
Bungaree	...	
Gordon	...	
Melton	...	
Rockbank	...	} by the 8.27 a.m. Up.
Deer Park	...	
Geelong	...	
Corio	...	
Bradshaw	...	by the 10.50 a.m. Up.
Morwell	...	by the 2.15 p.m. Up.

Trawalgon, and all stations to Tynong, by the 9.15 a.m. Up.

Marshall and stations on the Down side thereof.

Stations on the South-Eastern line.

Stations on the Healesville, Warburton, and Fern Tree Gully lines.

Stations Mordialloc to Frankston inclusive.

Stations on the Whittlesea line.

Stations on the Wonthaggi line.

Sunbury.

Stanhope.

Rushworth.

Werribee.

5. Milk forwarded by the 6.30 a.m. Up Express from Gordon to Bacchus Marsh shall be charged goods rates.

6. Milk carried on Sundays by passenger or goods trains shall be charged Goods rates.

7. Milk from Berwick, Narre Warren, and Hallam, to Melbourne and suburban stations on the direct line, must be forwarded by the 3.0 p.m. goods train ex Moe, and charged goods rates.

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

When waybilling milk 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 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 waybill.

9. **Empty Return Milk Cans.**—When way-billing cans of Milk 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 way-billed 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.

10. 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.

11. **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.

12. **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.

(a) 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.	
	*Commissioners' Risk.	Owner's Risk.	*Commissioners' Risk.	Owner's Risk.	*Commissioners' Risk.	Owner's Risk.	*Commissioners' 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.

(b) 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 CONSIGNMENTS OF GOODS.

(1) Single packages of Country Produce and Fresh Fruit and Tomatoes, fully addressed and not 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 any 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 delivery per carrier, will be delivered from the Melbourne Goods Sheds by the cartage contractor at the under-mentioned scale of charges:—

	DISTRICT "A."	DISTRICT "B."	DISTRICT "C."	DISTRICT "D."
	<p>Abbotsford, Albert Park, Arundale, Auburn, Afoot Vale, Balaclava, Brunswick, Burnley, Camberwell, Carlton, Carlton North, Clifton Hill, Collinswood, Coburg to Bell-street, Elsternwick to Glenhuntly and Kooyong roads, Essendon, Essendon North to Keilor-road, 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, Monce Ponds, Newmarket, Northcote, Princes Park, Parkville, Richmond, St. Kilda, South Yarra, Spotswood to Stony Creek and Melbourne-road, Toorak, Wind-or, Yarraville.</p> <p>Within the City area bounded by Flinders, Spring, Victoria, Peel, William, Larrobe, and Spencer streets.</p>	<p>Alphington, Brighton, Box Hill, Balaclava, (Camberwell East, Canterbury, Caulfield, Carnegie, Coburg (beyond Bell-street), Croxton, Deepdene, Elsternwick (beyond Glenhuntly and Kooyong roads), Essendon North (beyond Keilor-road), 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, Murrumbidgee, Mont Albert, Newport, Oakleigh, Preston, Surrey Hills, Spotswood (beyond Stony Creek and Melbourne-road), Thornbury, Williamstown.</p>	<p>Aspendale, Bentleigh, Black Rock, Beaumaris, Braybrook, Brooklyn, Burwood, Cheltenham, Glen Iris, Hampton, Marlythron, Mentone, Moorabbin, Nardallo, Ormond, Sandringham, South Hawthorn, Sunshine, Tottenham, Wyndham, Racecourses Show grounds, Kew Asylum, Yarra Bend Asylum, Mental Asylum, Royal Park, Williamstown Piers, Bidden Park, Preston Reservoir, Port Melbourne New Pier, Horticultural Gardens, Burnley, Port Melbourne Golf Links, Oakleigh Golf Links, Camberwell Golf Links.</p>	
	s. d.	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	1 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 shown on the way-bill.

NOTE. (a) The Delivery Paid Label must be attached to consignments on which freight and delivery charges have been prepaid.

(b) The delivery charge must not be accepted on consignments which are addressed care of any carrier other than Mayne Nickless Pty. Ltd., the Departmental Cartage Contractors, but the name of such other carrier must not be struck off addresses in such instances.

RATES FOR THE CARRIAGE OF VEHICLES.*

The rates for the carriage by goods train of motor vehicles and other road vehicles not requiring more than one four-wheeled truck, and tram cars, shall be as shown hereunder:—

Class of Vehicle.	Rates per Vehicle.			Minimum Charge per Vehicle.
	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>	<i>s. d.</i>
(1) Motor Vehicles, and other Road Vehicles not otherwise specified—				
Not exceeding 10 cwt.††	0 5	0 4	0 3	10 0
Over 10 cwt. and not exceeding 20 cwt. . .	0 6	0 5	0 4	20 0
Over 20 cwt. and not exceeding 25 cwt. . .	0 7	0 6	0 5	21 0
Over 25 cwt.	0 8	0 7	0 6	22 6
†† Vehicles not exceeding 4 cwt., if loaded with other goods for the same destination station or a station beyond on the same line	0 3	0 2½	0 2½	10 0
(2) Tram Cars—				
Loaded in one four-wheeled truck ..	0 10	0 9	0 8	23 9
Loaded in one "Bogie" truck	1 8	1 6	1 4	47 6
Loaded in one 50-ft. "Q" truck ..	3 4	3 0	2 8	95 0
(3) Steam Wagons (see page 74)... ..				

(a) Any vehicle requiring more than one 4-wheeled truck for its conveyance shall be charged double or quadruple rates in accordance with the description of truck used.

(b) New or second-hand vehicles may be accepted at the above rates at Commissioners' Risk when in cases, or set up protected by a calico or hessian cover. All moveable lamps and tools to be enclosed in case and all accessories to be secured to vehicles and declared on consignment note. Second-hand vehicles set up are subject to inspection by Station master, and second-hand motor vehicles to the proviso that they are driven to the railway station under their own power. 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.

(c) Carriages, Buggies, Cigs, Drays, Wagons, and similar vehicles, when unpainted and in the rough, if in pieces loose or in cases, shall be charged C.R. Class 2.*

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

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

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

(g) Motor Vehicles—No person shall, without the written authority of the Commissioners, send by railway any motor vehicle—

- (1) carrying or accompanied by any petrol or volatile oil or other volatile inflammable substance; nor
- (2) 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
- (3) 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 230) 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.

* For concessions to country industries, see pages 223 to 236.

RATES FOR THE CARRIAGE OF BOATS.

(1) ROWING, FOR RACING, (a), (b)—

Racing boats (rowing), in cases or crates, may be accepted for carriage at Commissioners' Risk.†

Truck.	Per Mile.	Min. Charge.
	<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 6

(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 280)—

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.)		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	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.

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.

1. 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	Skins
Barley	Felloes	Naves	Spokes
Beans	Flagging	Oats	Stone Slabs
Bones	Furniture and Effects	Old Machinery	Straw, Pressed
Boilers	Flax Straw	Old Metals	Street Sweepings
Bottles	Gravel	Onions	Tar
Bricks, Fire	Gypsum	Ores	Timber, Softwood
" of special make	Hay, Pressed	Paving Blocks	Timber, Hardwood
Chaff	Hides	Peas	(Seasoned)
Charcoal	Hoofs	Pumpkins	Wheat (see clause 5)
Chicory	Horns	Potatoes	Wheat Screenings
Clay and Soil	Kaolin	Piles and Logs	Wire Netting
Coal	Limestone	Pyrites	Wool.
Coke	Lime, n.o.s.	Refuse from Live	
Contractors' Plant	Malt	Stock Trucks	

2. 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 :—

Lime—

	Number of Bags to ton.	
	Building.	Agricultural.
Ex Baccus Marsh	16 (large)	
Ex Curdie, Herwood, and Timboon	27 (small)	
Ex Cave Hill (Lilydale)	16	20
Ex Kawarron	18	23
Ex Lara	17	12
Ex Evans Bros., Siding (Walhalla Line)	16½	

Limal 44 small bags per ton.

Salt, lake, unrefined (where actual weight is not ascertained on a departmental cart weighbridge at the forwarding station) 12 bags per ton

	cubic ft. to the ton.		cubic ft. to the ton
Piles, Poles, Logs, and Telegraph Poles (without arms), rough .. 25		STONE—continued.	
Piles, Beams, Logs, and Poles (sawn, hewn, or squared) .. 30		Granite, rough (longest measurement) 14	
Logs, Pinus Insignis .. 40		Granite, dressed " " .. 13	
Scaffolding poles .. 30		Gravel 22	
Blackwood Logs (rough or squared) .. 30		Pitchers 19	
STONE—		Road Metal 25	
Bluestone, rough, longest measurement) .. 14		Rubble 22	
Bluestone, dressed .. 13		Scoria 30	
Freestone (Warrn Ponds) .. 18		Screenings 25	
Freestone (Farrnool) .. 16		Slate, Flagging and Slabs .. 14	
Freestone (Stawell) .. 15		Spalls (Lilydale) 22	
		Spalls (Basalt) 25½	
		Toppings 25	
		Sand 25	
		Shale 13½	

COMPUTATION OF WEIGHTS OF GOODS—continued.

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

Ale and Stout.	Weight to be Charged.			
	From Melbourne Breweries.			Imported.
	Victoria.	Carlton.	Abbotsford.	
In cases containing 4 dozen champagne shaped bottles	c. q. lb.	c. q. lb.	c. q. lb.	c. q. lb.
.. .. . per case	1 2 14	1 2 14	1 2 14	..
In crates containing 2 dozen pint bottles	0 2 8	0 2 24	0 2 22	..
.. .. . per crate	..	1 0 12	1 0 7	..
In crates containing 4 dozen pint bottles .. .. .	..	..	0 2 9	..
.. .. . per case	..	..	1 2 11	..
In cases containing 4 dozen half-pint bottles .. .. .	..	..	..	..
.. .. . per case	..	..	..	1 3 14
In cases containing 12 dozen half-pint bottles .. .. .	..	..	..	..
.. .. . per case	..	..	..	..

Ashes, 44 cubic feet to the ton.

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 Cases, from Melbourne Companies—

Abbotsford Lager	in cases containing 6 dozen pint bottles—1 c. 1 q. 14 lb. per case
Foster's Lager	
Abbotsford Lager	in cases containing 4 dozen wine shaped bottles—1 c. 2 q. 14 lb. per case
Foster's Lager	

Beer Bottled, in crates containing two dozen bottles per crate

Bricks, ordinary building, 9 x 4 1/2 x 3:—

Name of Brick Company.	Weight per 1,000 Bricks.		
	t.	c.	q. l.
Clifton Brick Coy. ..	3 14	0	0
Northote Brick Coy. ..	3 16	0	0
Hoffman Brick Coy. ..	3 16	0	0
Co-op. Brick Coy., Blackburn ..	3 17	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, Bendigo ..	3 14	0	0
Ballarat 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
N.O.S. ..	3 10	0	0
Large (pavers) ..	7 0	0	0

Butter, Export—

Type of Box.	per box	q. lb.
Ordinary heavy	2 11
.. light	2 8
Wire-bound	2 6

Cement—

Ex Burnley per bag ..	..	1 0 13
Ex Fyansford per jute bag ..	..	1 0 13 1/2
.. per paper bag ..	..	0 3 10
Goliath Cement per paper bag ..	..	0 3 10
.. per jute bag ..	..	1 0 13 1/2
N.O.S. per cask ..	..	3 2 7

Beer Casks, Empties—

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

Beer Crates, and Baskets—

Beer Crates containing empty bottles ..	2 16
Beer Crates without bottles ..	1 4
Beer Baskets containing empty bottles ..	2 10
Beer Baskets without bottles ..	0 26

Boxes, Export Butter—

Ordinary heavy, per 100 ..	9 0
.. light ..	6 3
Wire-bound ..	5 0

Cases—Fruit, kerosene, and petrol, second-hand—

Dump and flat bushel fruit ..	10
Petrol and kerosene ..	11

Fish—

Fish, Large Boxes ..	0 3 7
.. Medium Boxes ..	0 2 7
.. Small Boxes ..	0 1 7
.. Large Baskets Murray Cod and Perch ..	1 0 0
.. Barracouta in pineapple cases or large boxes ..	0 2 21
.. Medium Scoops Barracouta ..	0 2 7
.. Medium Baskets other Fish ..	0 2 21
.. Small Baskets all kinds Fish ..	0 0 21

COMPUTATION OF WEIGHTS OF GOODS—continued.

Fruit, Fresh—Local and Inter-system.

Packed in standard bushel cases, the outside dimensions of which are:—Dump cases, 19 in. x 14½ in. x 9½ in.; Flat cases, 28 in. x 14½ in. x 6½ in., either hardwood or softwood:—

(i) For carriage in Victoria and South Australia as under:—

	Cases to ton
Grapes and plums ..	38
Apricots ..	39
Peaches, pears, lemons, oranges, figs, nectarines, gooseberries, loquats, and tomatoes ..	40
Apples and cherries ..	42
Quinces ..	43
Passion fruit ..	56

Fruit from Queensland stations to Melbourne—

For the under mentioned classes of fruit forwarded from Queensland stations to Melbourne the weight for freight purposes shall be computed on the following basis:—

Oranges, Lemons and other Citrus Fruits	}	From North Coast Line, 38 cases to ton
Bananas		" South " " 40 " "
Pineapples	}	" North " " 23 " "
		" South " " 23 " "
	}	" North " " 31 " "
		" South " " 31 " "

Fruit, Berry, in wooden buckets or ¼ petrol tins—14 lb. each.
Fruit, canned, Jam and Sauce—

Commodity.	Description of Container.	Contents of Cases or Tins.	Weight to be Charged.		
			Shepparton (S.P.C.)	Moeroopna (Ardmona).	Kyabram (K.Y.)
			lb. per case.	lb. per case.	lb. per case.
Canned Fruit ..	Softwood case	2 dozen 30-oz. tins (for export)	60	60	60
" " ..	" "	2½ dozen 30-oz. tins ..	75	74	75
" " ..	" "	4 dozen 1-lb. tins ..	67	68	..
" " ..	Petrol case ..	2½ dozen 30-oz. tins ..	78	78	78
" " ..	" "	5 dozen 16-oz. tins ..	..	88	..
Fruit Pulp ..	" "	2/4 gallon tins ..	100	101	100
" " ..	Petrol tins ..	1/4 gallon tin ..	..	45	43
Canned Tomatoes	Petrol case ..	2½ dozen 2-lb. tins ..	..	..	76
Jams	Softwood case	4 dozen 1½-lb. tins ..	95	91	..
" " ..	" "	1 dozen 5-lb. tins ..	76	..	..
" " ..	Petrol case ..	3½ dozen 1½-lb. tins ..	96	91	..
" " ..	" "	1 dozen 5-lb. tins ..	80	80	..
Tomato Sauce ..	" "	3 dozen 13-oz. bottles (packed in sawdust)	..	..	87
" " ..	" "	3 dozen 13-oz. bottles (packed in straw)	..	..	76

Fruit, Dried—

Description of Fruit.	Description of Package.	Weight per Case to be Charged.
Raisins, Lexias, Sultanas, Currants ..	56-lb. case	62
Sultanas	2/28-lb. cases attached (wire bound)	62
Currants	50-lb. case	56

Note.—Currants will require to be described on consignment note and waybilled as 50 or 56 lb. cases.

COMPUTATION OF WEIGHTS OF GOODS—continued.

Firewood and Victorian Timber, N.O.S. See Classification and Loading Scale, page 134.
Posts and Rails, see page 136.

Glaxo—

Commodity.	Packed in Cases Containing.	Weight to be Charged per Case.
Glaxo	1 dozen 3-lb. tins	lb. 57
Glaxo	3 dozen 1-lb. tins	64
Glaxo	3 dozen 20-oz. tins	73
Glaxo	3 dozen 10-oz. tins	42
Glaxo	3 dozen 6-oz. tins	32
Glaxo Malted Food	3 dozen 18-oz. tins	65
Glaxo-ovo	3 dozen 18-oz. tins	58
Glaxo-ovo	3 dozen 10-oz. tins	40
Glaxo Powdered Milk	2/56-lb. tins	140
Glaxo Powdered Milk	1/56-lb. tin (uncased)	61

Honey, 63 lb. per kerosene tin.

	Weight to be charged.
Milk, Condensed, ex Nestlé and Co., Dennington—per 100 boxes	2 tons 7 cwt. 2 qrs.
Supol (Fowls' Food)—Large bags	lb. 112
Small bags	56

OIL, KEROSENE, AND MOTOR SPIRIT.

(i) In tins in cases—

Company—Packed by.	Description of Oil.	Weight to be charged per case.	Company—Packed by.	Description of Oil.	Weight to be charged per case.
Atlantic Union Oil Co.	Motor Spirit—	lb.	Shell Co. of Australia	Benzolene, Shell ..	lb.
	Union, Red label ..	75		Turps, Shell Mineral ..	82
	Atlantic, Blue label ..	75		Motor Spirit (Bear Brand) ..	75
Vacuum Oil Co.	Kerosene—		Texas Oil Co.	Kerosene (Bear Brand)	85
	Union, Green label ..	84		Kerosene, Light of the Age	83
	Atlantic, Orange label ..	84	H. C. Pannifex and Co.	Kerosene, Texaco ..	84
	Kerosene, Laurel ..	84		Benzine, Texaco ..	76
	“ Voco Power	84	Neptune Oil Co. Ltd.	Motor Spirit, Texaco	73
	Motor Spirit, Plume ..	75		Motor Spirit, Sequoia	75
	“ Aviation ..	75	H. C. Sleigh ..	Motor Spirit, Waratah	75
	“ Voco ..	77		Benzine, Trident ..	77
	Benzoline, Plume ..	73	Commonwealth Oil Refineries	Motor Spirit, Golden Fleeco	75
	Petropine ..	80		Motor Spirit, White and Yellow Label ..	76
	Mobiloil, in cases of six tins of 1 gal. each ..	71	R. G. Grant and Co.	Benzine ..	77
	Mobiloil, in cases of twelve tins of 1 qt. each ..	40		Kerosene, Power ..	84
Gargoyle, in cases of two tins of 4 gals. each ..	92	N.O.S.	“ Lighting ..	83	
Kerosene, Pennant ..	84		Motor Spirit, Akbar kerosene ..	76	
“ Co. of Australia	“ Cross ..	87	Akbar power ..	82	
Motor Spirit, Shell ..	74		Kerosene ..	84	
“ “ Imperial Transport	76				

COMPUTATION OF WEIGHTS OF GOODS—continued.

OIL, KEROSENE, AND MOTOR SPIRIT—continued.

(ii) In drums—

Name of Company.	Class of Oil.	Trade Description of Contents.	Containers.		Weight, to be Charged per Drum.
			Class.	No. of (gallons).	
Shell Co. of Aus.	Motor Spirit ..	Shell or Imperial	Ring Hoop ..	40	15 412.
	Kerosene ..	Pennant ..	Ring Hoop ..	40	444
	Kerosene ..	Cross ..	Ring Hoop ..	40	457
	Kerosene ..	Cross ..	Light Swedged Black Iron	40	388
Vacuum Oil Co. ..	Motor Spirit ..	Plume or Voco	Heavy Swedged, including Barrels	44	419
	Kerosene ..	Voco Power ..	" "	44	458
	Kerosene ..	Voco Power ..	Light Swedged Black Iron	44	410
Atlantic Union Oil Co.	Motor Spirit ..	Atlantic—Union	Ring Hoop ..	44	423
	Kerosene ..	Power ..	Ring Hoop ..	44	450
R. G. Grant and Co. Pty. Ltd.	Motor Spirit ..	Akbar ..	Black Iron ..	44	375
	Kerosene ..	Akbar Power ..	Black Iron ..	43	408
A. and R. Ingwersen	Motor Spirit ..	Bear ..	Black Iron ..	44	378
	Kerosene ..	Bear Power ..	Black Iron ..	43	393
H. C. Sleigh ..	Motor Spirit ..	Golden Fleeco ..	Ring Hoop ..	44	436
	Motor Spirit ..	Punch ..	Ring Hoop ..	44	432
	Kerosene ..	Summit ..	Black Iron ..	43	413
Neptune Oil Co. Ltd.	Motor Spirit ..	Waratah ..	Ring Hoop ..	44	429
	Motor Spirit ..	Trident ..	Ring Hoop ..	44	438
	Kerosene ..	Neptune Power	Black Iron ..	40	390
Texas Co. ..	Kerosene ..	Super Power ..	Black Iron ..	45	418
H. C. Pannifex ..	Motor Spirit ..	Sequoia ..	Ring Hoop ..	43	414
	Motor Spirit ..	2nd Grade ..	Ring Hoop ..	43	423

Note.—The average weights shown in clause (ii) only apply to Victorian traffic. The freight on inter-system consignments must be computed on actual weights.

(iii) In Owner's Tank-Wagons—

Shell Company of Australia.

No. of Tank Truck.	Compartments in Tank Truck.	Capacity of Compartment.	Weight to be Charged.				
			Motor Spirit.	Kerosene.		Crude Residual Oil.	Fuel Oil.
				Description.	Weight.		
1	.. .. .	gallons.	t. c. q. lb.	Cross	t. c. q. lb.	t. c. q.	t. c. q.
2	.. .. .	3,200	.. .. .	..	12 5 0 0	.. .. .	13 10 1
3	.. .. .	3,200	.. .. .	..	.. .. .	13 10 0	13 10 1
4	.. .. .	3,240	.. .. .	..	.. .. .	13 2 3	.. .. .
20, 35, 41, 44	1	3,352	.. .. .	..	.. .. .	13 17 2	.. .. .
21, 22, 23, 37, 38, 40	1	3,070	10 0 2 0	Cross	11 11 1 0	.. .. .	.. .. .
24	1	3,070	10 1 1 0	Cross	11 12 0 0	.. .. .	.. .. .
34, 36, 39, 42, 43, 45	1	3,080	10 1 3 0	Cross	11 12 3 0	.. .. .	.. .. .
46, 47	1	3,050	10 0 0 0	Cross	11 10 2 0	.. .. .	.. .. .
48	1	4,480	14 13 2 0	Cross	16 18 2 0	.. .. .	.. .. .
49, 50	1	4,490	14 14 1 0	Cross	16 19 0 0	.. .. .	.. .. .
51	1	4,480	14 13 2 0	Cross	16 18 2 0	.. .. .	.. .. .
52, 53, 54, 55	1	4,490	14 14 1 0	Cross	16 19 0 0	.. .. .	.. .. .
74	1	4,470	14 13 0 0	Cross	16 17 3 0	.. .. .	.. .. .
75	1	4,470	14 13 0 0	Cross	16 17 3 0	.. .. .	.. .. .
76-81, 82-83	1	4,480	14 13 2 0	Cross	16 18 2 0	.. .. .	.. .. .
84	1	4,470	14 13 0 0	Cross	16 17 3 0	.. .. .	.. .. .
34	1	8,600	28 3 2 0	Cross	32 9 2 0	.. .. .	.. .. .

COMPUTATION OF WEIGHTS OF GOODS—continued.

OIL, KEROSENE, AND MOTOR SPIRIT—continued.

(iii) In Owner's Tank-Wagons—continued.

Shell Company of Australia—continued.

No. of Tank Truck.	Compartments in Tank Truck.	Capacity of Compartment.	Weight to be Charged.				
			Motor Spirit.	Kerosene.		Crude Residual Oil.	Fuel Oil.
				Description.	Weight.		
		gallons.	t. c. q. lb.		t. c. q. lb.	t. c. q.	t. c. q.
85 and 91	3 End ..	2,860	9 7 1 20	..	10 16 0 4		
	Centre ..	2,870	9 8 0 10	..	10 16 3 4		
	End ..	2,850	9 6 3 3	..	10 15 1 3		
	3 Compartments	8,580	28 2 1 5	..	32 8 0 11		
86 and 135	3 End ..	2,850	9 6 3 3	..	10 15 1 3		
	Centre ..	2,880	9 8 2 27	..	10 17 2 5		
	End ..	2,860	9 7 1 20	..	10 16 0 4		
	3 Compartments	8,590	28 2 3 22	..	32 8 3 12		
87 and 88	3 End ..	2,850	9 6 3 3	..	10 15 1 3		
	Centre ..	2,880	9 8 2 27	..	10 17 2 5		
	End ..	2,850	9 6 3 3	..	10 15 1 3		
	3 Compartments	8,580	28 2 1 5	..	32 8 0 11		
89	3 End ..	2,880	9 8 2 27	..	10 17 2 5		
	Centre ..	2,880	9 8 2 27	..	10 17 2 5		
	End ..	2,880	9 8 2 27	..	10 17 2 5		
	3 Compartments	8,640	28 6 0 25	..	32 12 2 16		
90 and 94	3 End ..	2,850	9 6 3 3	..	10 15 1 3		
	Centre ..	2,850	9 6 3 3	..	10 15 1 3		
	End ..	2,850	9 6 3 3	..	10 15 1 3		
	3 Compartments	8,550	28 0 1 9	..	32 5 3 9		
92, 133 and 136	3 End ..	2,860	9 7 1 20	..	10 16 0 4		
	Centre ..	2,890	9 9 1 17	..	10 18 1 5		
	End ..	2,860	9 7 1 20	..	10 16 0 4		
	3 Compartments	8,610	28 4 1 1	..	32 10 1 13		
93 and 134	3 End ..	2,860	9 7 1 20	..	10 16 0 4		
	Centre ..	2,860	9 7 1 20	..	10 16 0 4		
	End ..	2,860	9 7 1 20	..	10 16 0 4		
	3 Compartments	8,580	28 2 1 4	..	32 8 0 2		
95-98	3 End ..	2,850	9 6 3 3	..	10 15 1 3		
	Centre ..	2,890	9 9 1 17	..	10 18 1 5		
	End ..	2,850	9 6 3 3	..	10 15 1 3		
	3 Compartments	8,590	28 2 3 23	..	32 8 3 11		
131 and 132	3 End ..	2,860	9 7 1 20	..	10 16 0 4		
	Centre ..	2,880	9 8 2 27	..	10 17 2 5		
	End ..	2,850	9 6 3 3	..	10 15 1 3		
	3 Compartments	8,590	28 2 3 22	..	32 8 3 12		

COMPUTATION OF WEIGHTS OF GOODS—continued.

OIL, KEROSENE, AND MOTOR SPIRIT—continued.

(iii) In Owner's Tank-Wagons—continued.

Shell Company of Australia—continued.

No. of Tank Truck.	Compartments in Tank Trucks.	Capacity of Compartment.	Weight to be Charged.				
			Motor Spirit.	Kerosene.		Crude Residual Oil.	Fuel Oil.
				Description.	Weight.		
137	3 End ..	gallons. 2,860	t. c. q. lb. 9 7 1 20	..	t. c. q. lb. 10 16 0 4	t. c. p.	t. c. q.
	Centre ..	2,850	9 6 3 3	..	10 15 1 3		
	End ..	2,860	9 7 1 20	..	10 16 0 4		
	3 Compartments	8,570	28 1 2 15	..	32 7 1 11		

Commonwealth Oil Refineries.

15 to 19	1	..	..	3,150	10 5 0 0	..	11 4 1 0	
26 to 33	1	..	..	3,150	10 5 0 0	..	11 4 1 0	
68 to 73	1	..	..	4,500	14 12 3 0	..	16 0 1 0	
77 to 83	1	..	..	4,500	14 12 3 0	..	16 0 1 0	
99 to 101	1	..	..	9,000	29 5 2 0	..	32 0 2 0	

Atlantic Union Oil.

115-118	3 End ..	..	..	2,856	9 7 0 19	..	10 6 1 5	
	Centre ..	..	..	2,856	9 7 0 19	..	10 6 1 5	
	End ..	..	..	2,856	9 7 0 19	..	10 6 1 5	
	3 Compartments			8,568	28 1 2 1	..	30 18 3 15	

Vacuum Oil Co.

No. of Tank Truck.	Number of Compartments.	Capacity of Compartment.		Weight to be Charged.			
		Motor Spirit.	Kerosene.	Motor Spirit.	Kerosene.		
56 to 63	2 Ends ..	gallons. 2,277	gallons. 2,080	t. c. q. lb. 7 8 0 23	t. c. q. lb. 7 11 2 26		
	2 Compartments ..	4,554	4,160	14 16 1 18	15 3 1 24		
64 to 67	1 Compartment ..	4,595	4,458	15 5 2 0	16 5 1 0		
104 to 114, 130	3 End	2,867	2,867	9 6 2 12	10 9 0 15
	Centre	2,838	2,838	9 4 2 25	10 7 0 2
	End	2,867	2,867	9 6 2 12	10 9 0 15
142-143	3 Compartments ..	8,572	8,572	27 17 3 21	31 5 1 4		
139 to 141	1 Compartment ..	9,044	9,044	29 8 3 0	32 19 3 0		

Rabbits (22 pairs per crate)—

	Per crate.
	c. q. lb.
Softwood crates ..	1 1 0
Hardwood crates ..	1 1 21
Combined softwood and hardwood crates ..	1 1 7

COMPUTATION OF WEIGHTS OF GOODS—*continued.*

Sugar, in bags—70 lb. per bag : 32 bags=1 ton 0 cwt. 1 qr. 0 lb.
 Tins, empty, kerosene and petrol—per tin : 3 lb. ; per 100 tins : 2 cwt. 2 qrs. 14 lb.
 „ „ „ in case containing 2 tins : 16 lb. per case.
 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.
 Woolpacks, 5 cwt. 1 qr. 7 lbs. per bale.

4. The weights of grain, chaff, carrots, turnips, and other agricultural produce (potatoes and onions excepted) in truck loads, as ascertained over the truck weigh-bridges at Melbourne, shall be the basis for determining the freight charges thereon.

The freight charges on potatoes and onions consigned for delivery at Melbourne shall be computed on the average weight of 15 and 12½ bags to the ton respectively.

5. 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.

6. 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.

7. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3 and 5 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 endorsed with one of the letters as shown hereunder:—

Letter—	To indicate that weight has been arrived at as under—
R.	Weighed by the Department.
A.	Average.
S.	Sender's weighing.
E.	Estimated.

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

Class and Description of Truck	SHORT FIREWOOD. (See Notes † and §)				MALLEE ROOTS.				LONG FIREWOOD AND VINE STAKES. (See Notes * and †)						Ton- nage to be Charged	
	BLOCKS Yellow and Mallee (Sawn) under 3 ft. long.		BLOCKS Sapling and Red Box (Sawn or not sawn) under 3 ft. long.		Height of Loading.	Ton- nage to be charged.	ft. in. Up to 2ft. above water level.	Ton- nage to be charged.	ft. in. Height of Loading.	Ton- nage to be charged.	ft. in. Height of Loading.	Ton- nage to be charged.	ft. in. Height of Loading.	Height of Loading.		
	Height of Loading.	Ton- nage to be charged.	Height of Loading.	Ton- nage to be charged.										ft. in. Staves for Cask Making.		ft. in. Other Timber.
II. and M S&L	7 10	6 0	6 0	6 0	4 6	5 10	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 0
I. Medium	7 0	6 0	6 0	6 0	4 6	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	3 9	3 4	8 0
I. Medium	7 0	6 0	6 0	6 0	4 6	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 0
I. High-sided	12 0	11 5	10 5	10 5	4 6	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
Do.	12 0	11 5	10 5	10 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
I. Swing-door	16 0	15 5	14 5	14 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
Do.	16 0	15 5	14 5	14 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
I. Drop-door	16 0	15 5	14 5	14 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
I. Swing-door	20 0	19 5	18 5	18 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
I.Z.	25 0	24 5	23 5	23 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
I.Z.	25 0	24 5	23 5	23 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
R. Borigis	20 0	19 5	18 5	18 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
Q.R. Bogies	26 0	25 5	24 5	24 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
Q.R.	30 0	29 5	28 5	28 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
N.Q.R. (narrow gauge)	10 0	9 5	8 5	8 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10
	11 0	10 5	9 5	9 5	4 11	6 0	4 6	7 10	4 6	7 10	4 6	7 10	4 6	4 0	3 4	8 10

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† When used as 16-ton trucks.

‡ Marked "IA" for use as 11-ton trucks.

Narrow-gauge "QR" 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.

NOTES.

* The loading of trucks containing long firewood and split staves for cask making must be secured by a fence consisting of pieces of timber placed upright along the ends and sides of trucks. When the timber is not long enough to obtain the requisite height otherwise, a foundation must first be made by placing sufficient wood along the floor of the truck to attain the necessary height, and the fence built on such foundation. Trucks loaded in excess of the heights specified will not be permitted to go forward, but will be detained until adjusted at the expense of the owner.

† Rough and split timbers, comprising—(a) droppers, pickets, shingles, fellerboards, bottoms, billets for cask-making, blackwood, billets, Kanooka and needlewood billets (timber standing up), spars, posts, rails and cuds. (b) Pickets, mining laths, mining slabs and logs, hardwood, for cask-making, with least possible number standing up. Logs, hardwood, for cask-making, shall be loaded to a height of 3 ft 1 in. from the floor level of narrow-gauge trucks.

‡ Rough and split timber for mining.—Mining timber exceeding 8 feet in length shall, when forwarded in 26 and 30 ton capacity "Q. R." trucks, be loaded to a height of 40 inches, and the freight computed as for 25 tons. A sufficient number of upright stays and lashing is to be used to secure loading.

§ (a) Rough firewood of varying lengths which cannot be safely secured above water level according to the loading scale for long firewood shall be loaded to water level and charged to scale weights applicable to short firewood, N.O.S.

(b) Waste ends bagged from firewood cutting mills shall be charged a minimum of 9½ tons per 10, 11, or 12 ton truck, and 15 tons per 16 or 20 ton truck.

¶ (a) The tonnage to be charged in respect of box, red box, and ironbark firewood cut from limbs of trees and axed into lengths under 3 feet long shall be computed under the scale prescribed for other short firewood.

(b) Truck loads of mixed descriptions of firewood shall be charged the highest tonnage minimum prescribed for any of the descriptions of firewood contained in the truck.

‡ Rough and split timbers, comprising—(a) droppers, pickets, shingles, fellerboards, bottoms, billets for cask-making, blackwood, billets, Kanooka and needlewood billets (timber standing up), spars, posts, rails and cuds. (b) Pickets, mining laths, mining slabs and logs, hardwood, for cask-making, with least possible number standing up. Logs, hardwood, for cask-making, shall be loaded to a height of 3 ft 1 in. from the floor level of narrow-gauge trucks.

‡ Rough and split timber for mining.—Mining timber exceeding 8 feet in length shall, when forwarded in 26 and 30 ton capacity "Q. R." trucks, be loaded to a height of 40 inches, and the freight computed as for 25 tons. A sufficient number of upright stays and lashing is to be used to secure loading.

POSTS AND RAILS.

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.			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				
							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 trucks, 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 "Special Class M" rate, subject to a minimum of 8½ tons per 10, 11 or 12-ton trucks, and 14½ tons per 16 or 20-ton truck, and weight calculated by measurement on the basis of 25 cubic feet to the ton. If exceeding 10 feet in length "Special Class M" rate subject to a minimum of 8½ tons per 10, 11 or 12-ton trucks, 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	8d.	1s. 1d.	1s. 0d.	9d.
Sawn and other hardwood timber..	8d.	1s. 1d.	1s. 0d.	9d.
Grain and other produce in bags ..	8d.	1s. 1d.	1s. 0d.	9d.
Goods not otherwise specified—				
Not over 10 cwt., per package ..	8d.	1s. 1d.	1s. 0d.	10d.
Over 10 cwt., per package ..	8d.	1s. 1d.	1s. 6d.	10d.
Iron Ore	8d.	—	—	10d.
Material, account Way and Works and Construction Branches (pieces excepted)	8d.	1s. 1d.	1. 0d.	9d.
Piles (including Scaffolding Poles) ..	8d.	1s. 1d.	—	10d.
Live Stock, per Narrow Gauge Truck	1s.	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 line 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 goods between stations on Narrow or Broad Gauge lines, the following charges shall be made for the delay to the train :—

On Narrow Gauge lines . . 6s. 8d. for the first 15 minutes detention or part thereof.
2s. 2d. for each 5 minutes detention or part thereof beyond the first 15 minutes.

On Broad Gauge lines . . 10s. 0d. 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 cwt. at stations marked (b) on pages 284 to 341 which have no siding accommodation. The consignors shall be responsible for any damage to rolling stock resulting from the loading of heavy consignments due to lack of proper loading or discharging facilities.

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 32, page 17.

1. MELBOURNE—

- (A) Full truck loads, for one consignee, of ashes, asphalt, bark, bones, bone dust, bottles, bricks, clay, coal (loose or in bags), coke, empty returned cases, crates, and jars, fellos, fuller's earth, gravel, gypsum, hay, hides, horns, lime, manure, potteryware, old metal, old rope, road metal, pitchers, sand, scrap iron, screenings, shell grit, skins, straw, slates, tallow, vegetables (loose), tiles may be loaded and unloaded by the owners; if done by the Commissioners, a charge of 1s. 4d. per ton for each service shall be made.
- (B) No charge shall be made for loading or unloading kerosene, other than in 8 or 12 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. 4d. 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. 1d. 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-	Roots and seeds, agricul-
Carrots	making	tural, grass, and vege-
Chaff	Millet	table
Ensilage	Molascuit (cattle food)	Rye
Flour, white and brown	Molasses and treacle for	Salt, unrefined
Fodder, compressed	cattle food, on declara-	Seaweed
Fruit, fresh,	tion	Sharps
Grain not otherwise specified	Oats	Turnips
Hay and straw in bundles or	Oil cake for cattle food	Wheat
bales	Onions	Wheat, poisoned, for rab-
Linseed	Peas	bit killing

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. 4d. 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	11		3	0		1	11	
„ 16 or 20-ton truck	3	4		5	0		3	8	
„ bogie truck	3	10		5	0		5	3	
Mallee Roots—									
Each 8, 10, 11, or 12 ton truck				†			1	10½	
„ 16 or 20-ton truck				†			3	7	
Palings—									
Each 8, 10, 11, or 12 ton truck	4	9		5	3		2	0	
„ 16 or 20-ton truck	6	8		7	9		4	0	
„ bogie truck	8	7		7	9		5	9	
Piles, Logs, Sawn and other Timber—									
Each 8, 10, 11, or 12 ton truck	3	10		5	3		2	2	
„ 16 or 20-ton truck	6	0		7	9		3	11	
„ bogie truck	7	8		7	9		5	6	

† 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. 4d. per ton or part of a ton exceeding 1 ton per day or part thereof.
	Over 2 cwt., Over 5 cwt., Over 10 cwt.
	Not exceed- and not ex- and not ex- Over 10 cwt.
	ing 2 cwt. ceeding 5 cwt. ceeding 10 cwt. per ton or part thereof.
For consignments of less than 1 ton	{ First day ... 4½d. ... 5½d. ... 8d. ... 1s. 4d.
	{ Second day ... 3d. ... 4½d. ... 5½d. ... 11d.
	{ Each succeeding day ... 2d. ... 3d. ... 4½d. ... 8d.

Any portion of a day shall be charged for as one day. Minimum charge, 6d.

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. 4d. 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 255 and 274.

4. Williamstown Pier.—See page 274.

5. Contractors' Plant.—The charges for the storage of contractors' engines and trucks shall be 1s. 4d., and 9d., 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 waybilling stations.

2. Chaff consigned to Melbourne (Cowper-street) from any outside place shall be deemed as 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 direct from the truck into road vehicle, whether such truck be placed for delivery at a siding alongside 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 such unloading and discharging shall be performed by the Commissioners and paid for by the consignee at the rates prescribed on page 137, clause 1, sub-clause (c), but in any such case the chaff so unloaded or discharged must be removed from the railway premises not later than 5 p.m. on the working day next following the day upon which the same was unloaded or discharged, and failing removal of such chaff as aforesaid a storage charge of 1s. 4d. per ton or part of a ton per day—or part of a day—shall be imposed 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 placed in 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 13s. per four (4) wheeled truck, and of 26s. 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 discharging purposes beyond the time hereinbefore specified. This provision shall not apply in any case where 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 railway premises for the storage of chaff. The consignee shall, except as hereinbefore provided, forthwith upon unloading or discharging chaff from any truck placed in any siding for delivery remove from the railway premises the chaff so unloaded or discharged.

7. The foregoing conditions shall be and be deemed to be incorporated in any contract made or 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 of 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 to place 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 20 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 situated—
 - (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 Melbourne and from the District Rate Station to the suburban station.
 - (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 rate from the District Rate Station to the junction station and the mileage rate 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 whole 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, Wines and Spirits in bulk and bottled, Groceries, &c.	Sugar—		Kerosene 8 tons. Owners' 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 11	15 0	18 6	..	..	..	..	..
	O.R. 12 3	9 11	14 2	15 0	18 6	..	..	..	..	..
Geelong ..	C.R.* 12 10	10 5	14 11	15 0	18 6	..	13 2	..	..	..
	O.R. 12 3	9 11	14 2	15 0	18 6	..	12 6	..	..	..
South Geelong	C.R.* 14 2	11 6	16 3	16 3	19 9	..	..	..	..	..
	O.R. 13 6	10 11	15 6	16 3	19 9	..	..	..	..	..
Colac ..	C.R.* ..	..	..	43 3	50 0	43 3	..	..	..	..
	O.R. ..	..	..	43 3	50 0	43 3	..	..	..	..
Ballarat ..	C.R.* ..	..	29 7†	31 3	38 9	35 3	24 6	..	..	..
Ballarat East }	O.R. ..	..	28 2†	31 3	38 9	35 3	23 4	..	..	..
Golden Square	C.R.* ..	..	..	..	..	55 9	..	..	..	..
	O.R. ..	..	..	..	..	55 9	..	..	..	..
Bendigo ..	C.R.* ..	..	..	..	..	55 9	33 7	..	..	..
	O.R. ..	..	..	..	..	55 9	32 0	..	..	..
California Gully	C.R.* ..	..	..	..	..	58 9	..	..	..	..
	O.R. ..	..	..	..	..	58 9	..	..	..	..
Eaglehawk	C.R.* ..	..	..	..	..	58 9	..	..	..	..
	O.R. ..	..	..	..	..	58 9	..	..	..	..
Nunga ..	C.R.* ..	..	..	122 0	144 0	..	..	..	..	..
	O.R. ..	..	..	122 0	144 0	..	..	..	..	..
Ouyen ..	C.R.* ..	..	..	119 6	140 9	..	..	..	..	98 8
	O.R. ..	..	..	119 6	140 9	..	..	..	..	94 0
Kiamal ..	C.R.* ..	..	..	117 0	137 6	..	..	82 1	..	96 7
	O.R. ..	..	..	117 0	137 6	..	..	78 2	92 0	92 0
Trinita ..	C.R.* ..	..	..	112 9	133 0	..	..	80 0	..	92 8
	O.R. ..	..	..	112 9	133 0	..	..	76 2	88 3	88 3
Hattah ..	C.R.* ..	..	106 2	107 9	127 0	..	..	77 1	..	89 6
	O.R. ..	..	101 2	107 9	127 0	..	..	73 5	85 3	85 3
Nowingi ..	C.R.* ..	..	100 10	102 3	119 3	..	..	72 9	..	84 3
	O.R. ..	..	96 0	102 3	119 3	..	..	69 3	80 3	80 3
Booonoanar	C.R.* ..	..	99 3	100 0	117 0	..	..	70 7	..	82 8
	O.R. ..	..	94 6	100 0	117 0	..	..	67 3	78 9	78 9
Carwarp ..	C.R.* ..	..	97 3	97 3	113 3	..	..	69 5	..	80 10
	O.R. ..	..	92 8	97 3	113 3	..	..	66 1	77 0	77 0
Yatpool ..	C.R.* ..	..	93 9	93 9	109 0	..	..	66 0	..	77 5
	O.R. ..	..	89 4	93 9	109 0	..	..	62 10	73 9	73 9
Redcliffs ..	C.R.* ..	..	92 3	92 3	106 6	..	..	66 0	..	76 2
	O.R. ..	..	88 0	92 3	106 6	..	..	62 10	72 6	72 6
Irymple ..	C.R.* ..	..	..	..	..	..	..	..	..	..
Mildura ..	C.R.* ..	68 4	55 5	84 9	98 6	..	..	58 3	..	68 9
Merbein ..	O.R. ..	65 1	52 9	80 10	98 6	..	..	55 6	65 6	65 6
Merbein West }	C.R.* ..	..	..	..	..	..	..	..	..	..
Yelta ..	O.R. ..	..	..	..	..	..	..	..	..	..
Thurla ..	C.R.* ..	..	..	94 10	95 0	110 3	..	..	67 1	..
	O.R. ..	..	..	90 4	95 0	110 3	..	..	63 11	74 9
Benetook ..	C.R.* ..	..	..	98 0	98 9	114 6	..	..	69 5	..
	O.R. ..	..	..	93 4	98 9	114 6	..	..	66 1	77 9

For notes see next page.

DISTRICT RATES BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS —
continued.

Between Melbourne and—	Class B.**	Class BB.**	Class C.**	Class 1.	Class 2.	Beer, bottled, Cordials in bulk and bottled, in cases and spirits 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.
Pirlita ..	C.R.* ..	..	100 3	100 9	117 9	..	..	71 6	..	83 9
	O.R. ..	..	95 6	100 9	117 9	..	..	68 1	79 9	79 9
Merrinee ..	C.R.* ..	..	102 5	104 0	121 3	..	..	73 7	..	85 10
	O.R. ..	..	97 6	104 0	121 3	..	..	70 1	81 9	81 9
Karrawinna	C.R.* ..	..	105 6	108 9	125 6	..	..	75 7	..	89 0
	O.R. ..	..	100 6	106 9	125 6	..	..	72 0	84 9	84 9
Werrimull ..	C.R.* ..	..	107 10	110 6	129 0	..	..	78 2	..	91 1
	O.R. ..	..	102 8	110 6	129 0	..	..	74 5	86 9	86 9
Bambill ..	C.R.* ..	..	109 5	112 9	133 0	..	..	80 0	..	92 8
	O.R. ..	..	104 2	112 9	133 0	..	..	76 2	88 3	88 3
Yarrara ..	C.R.* ..	..	111 6	115 3	135 9	..	..	81 6	..	94 9
	O.R. ..	..	106 2	115 3	135 9	..	..	77 7	90 3	90 3
Meringur ..	C.R.* ..	..	113 11	117 9	139 0	..	..	83 6	..	97 2
	O.R. ..	..	108 6	117 9	139 0	..	..	79 6	92 6	92 6

* 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. — ** Not including loading and unloading. — † Including loading and unloading. — †† For concessions to country industries see pages 228 to 236. — † To be accepted at Commissioners' Risk rate only when packed as prescribed in the classification, pages 39 to 76. — †† The term "Groceries" shall, for the purposes of these rates, comprise the following only, viz.:— Almonds, Apples (dried), Arrowroot, Baking Powder, Blacking, Black Lead, Blue, Camp Pie, Chicory, Chocolate, Chocolate and Milk, Cinnamon, Citrus Health-Saline Powder (including Seltz), Cocoa, Cocoa and Milk, Coffee, Coffee and Milk, Cream of Tartar, Currants, Dates, Essence (Coffee), Essences (Culinary), Figs, Fish (Ling), Fish (Tinned), Fruits (Dried), Ginger, Ginger (Preserved), Groats, Jams and Jellies, Jelly Crystals, Liquorice, Magnesia (Fluid), Malt Extract, Safety Matches, Meat (Preserved), Mustard, Nuts, Oil (Castor), O (Salad, bottled), Oil Olive, Paste (Meat), Peanuts, Peel (Candied), Pepper, Pickles, Powder (Custard), Preserves, Prunes Raisins, Sago, Salts (Epsom, in packets), Sauces, Seidlitz Powders, Soap (fancy), Starch, Tapioca, 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, page 139, 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 such stations 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., Mildura, Merbein, Irymple, Redcliffs, Merbein West and Yelta, 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 or 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, Redcliffs, Merbein West or Yelta, 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 North Geelong shall also apply between Melbourne and the Ford Co.'s Siding, North Shore, the Phosphate Co.'s Siding, and Distillers Agency 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 roots, dried. Rail Minimum 10 cwt. **		Rice, Salt, Sugar, Gal. Iron, Kerosene (at owner's risk only), Softwood or Mixed Consignments thereof. Rail Min., 1 ton. **		Butter. Rail Minimum, 1 ton. **		Class M. Rail Minimum, 2 tons.		Class A.P. Rail Minimum, 2 tons.		Class Grain. Rail Minimum, 2 tons.		Class A. Rail Minimum, 1 ton. **		Class B. Rail Minimum, 1 ton. **		Class C. Rail Smalls Minimum.		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.	s.	d.
Rail proportion	9	1	9	1	8	2	7	3	7	2	6	6	9	1	9	1	15	9	15	9	19	6	19	6
††C.R.	8	8	8	8	7	9	6	11	6	10	6	2	8	8	8	8	15	9	15	9	19	6	19	6
O.R.																								
Steamer proportion (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	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	10	0

** Smaller quantities shall be charged to Class C rate Smalls Minimum specified above when cheaper than charging ordinary mileage rate.
 †† 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 143.

2. STEAMER CHARGES.

- (i) FOR CONSIGNMENTS (WITH THE EXCEPTION OF 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)		(b)			(a)		(b)	
	s.	d.	s.	d.		s.	d.	s.	d.
3 lb.	0	6	0	9	Cream, large cans, each	1	3	1	3
2S lb.	0	9	1	0	Cream, small cans "	1	0	1	6
1 cwt.	1	0	1	3	Box Butter (single)	1	0	1	3
1½ cwt.	1	6	2	0	Porkers and Vealers per				
2 cwt.	2	0	2	6	carcase	1	6	2	0
3 cwt.	2	6	3	3	Mutton per carcase	1	0	1	3
5 cwt.	3	6	4	6	Beef per side	2	6	3	3
10 cwt.	5	6	7	0					
20 cwt.	8	0	10	0					

- (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)	(b)		
	s.	d.	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	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 Ruggies	7	6	7	6
Buggies, heavy	10	0	10	0

DISTRICT RATES—*continued.*

	(a)	(b)
	s. d.	s. d.
Waggonettes each	15 0	15 0
Wagons ,,	20 0	20 0
Wool per bale	4 0	4 0
Motor Bicycles each	5 0	5 0
Motor Bicycles with side cars ,,	7 6	7 6
Bicycles and Perambulators ,,	1 0	1 0
Dogs ,,	1 0	1 0
Oysters per bag	1 3	1 3
Fish per basket	0 4	0 4
Furniture per ton	16 0	16 0
Tanks (not exceeding 200 gals. each)	5 0	5 0
(each additional 100 gals.)	1 3	1 3
Seaweed per bale	1 0	1 0
Cattle up to 20 head	100 0	100 0
Ponies, each	7 6	7 6
Sheep, up to 50	17 6	17 6
,, per hundred	30 0	30 0
Empty returns which contained Island Produce ... ree		free

3. WHARFAGE CHARGES.

Wharfage Charges.—Wharfage charges shall be imposed on goods (with the following exemptions consigned to Cowes, Newhaven, San Remo, Tankerton, Rhyll, and adjacent districts, to be forwarded via Stony Point, as under:—

General Cargo.—1s. per ton, with a minimum of one penny for single packages, and a maximum of 2s. 6d. on each agricultural implement.

Stakes (rough hewn) for fencing purposes, 7d. per ton. Returned Empties (not new), including casks, cases, boxes, crates and baskets, packages of biscuits and confectionery tins, bags (second-hand), 3d. per ton, with a minimum charge of One Penny for single returned empties (not new).

Firewood, sea-shell, sea-weed, and ballast, whether stone, sand or shingle, 2d. per ton.

Exemptions.—Goods belonging to His Majesty's Government, Artificial manures (including guano, bones, bone dust, lime and salt for agricultural purposes), Live Stock, Fresh Fish, Fishing and second-hand boats, and Ice landed for use in preservation of fish being sent to market.

4. TRANSFER CHARGES.

A transfer charge of 7d. per ton, minimum 1d. per consignment, shall be imposed on all goods to or from Phillip Island, San Remo, adjacent districts, or French Island per s.s. *Genista* or s.s. *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. WAY-BILLING.

Goods consigned to or from Phillip Island, San Remo, and adjacent districts per steamers *Genista* or *Alvina* shall be way-billed through on New and Old lines way-bills showing Rail and transfer charges and steamer and wharfage charges separately.

THROUGH TRAFFIC BETWEEN MELBOURNE AND FRENCH ISLAND.

Through consignments between Melbourne and French Island, conveyed by boats other than the s.s. *Genista* and s.s. *Alvina*, shall also be charged the rail proportion of the rates shown in Clause 1 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 carriage between Melbourne and Echuca, Kerang, Swan Hill, Mildura, Merbein, or Yelta, or between Geelong and Mildura, Merbein or Yelta, of goods forwarded to or from any place in the Darling River District shall be as 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 production of certified bills of lading or a certificate or such other proof as the Commissioners may require as 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 employee of 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 Mildura, Merbein or Yelta.**
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Class B*	C.R. .. .. .	.. .. .	.. .. .	62 0
	O.R. .. .. .	.. .. .	.. .. .	62 0
Class C*	C.R. 40 0	59 0	59 0	62 0
	O.R. 40 0	59 0	59 0	62 0
Class 1	C.R. 40 0	59 0	59 0	62 0
	O.R. 40 0	59 0	59 0	62 0
Class 2	C.R. 46 3	66 3	66 3	69 3
	O.R. 46 3	66 3	66 3	69 3
Softwood*†	C.R. 35 3	54 0	54 0	.. .. .
	O.R. 33 7	51 5	51 5	.. .. .
Sugar†	C.R. 24 10	46 3	46 3	.. .. .
	O.R. 23 8	44 1	44 1	.. .. .
Kerosene†‡	O.R. only .. .. .	.. .. .	.. .. .	62 0
Fencing wire*†‡	C.R. 38 7	59 0	59 0	62 0
	O.R. 36 9	57 3	57 3	62 0
Wire netting*†	C.R. 31 11	37 5	42 5	.. .. .
	O.R. 30 5	35 8	40 5	.. .. .
Wool packs*	C.R. 24 10	46 3	46 3	.. .. .
	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, Merbein or Yelta.

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, Merbein or Yelta shall be charged O.R. 44s. 1d. per ton, C.R. 46s. 3d. per ton plus the specified tallying charges shown on page 68.

INTERSYSTEM TRAFFIC BETWEEN VICTORIA, NEW SOUTH WALES, AND QUEENSLAND.

1. JUNCTION CHARGES.—

The following charges for carriage between Wodonga and Albury shall operate in every case, except where through rates are quoted:—

	Per ton.	Proportions.	
		Victoria.	N.S.W.
(a) All goods in Classes 1 and 2	2s. 11d.	7d.	2s. 4d.
Empty returns, wool, vehicles, and live stock, see below.			
All other goods	1s. 9d.	7d.	1s. 2d.
Minimum charge for each consignment, 1s. 9d.		7d.	1s. 2d.
(b) Empty returns	1s. 2d.	5d.	9d.
Minimum charge, 5d.		2d.	3d.

(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 mile 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. s. d.	One-third. s. d.
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.

(g) Live Stock hauled locally between Wodonga and Albury shall be charged:—

32s. per Victorian 4-wheeled truck used (all Victorian proportion), and
20s. 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, whether consigned direct or to the care of an agent shall be charged for as under:—

	Per ton.	Minimum charge per consignment.
Goods in Classes 1 and 2	1s 10d	8d.
Loose vegetables	2s. 11d.	2s. 11d.
Wool	1s. 9d.	1s. 9d.
Timber	1s. 9d.	1s. 9d.
Other traffic	1s. 2d.	1s. 2d.

(All New South Wales proportion.)

(b) **Tocumwal.** (See page 212).—All goods railed between Victoria and New South Wales via Tocumwal are transhipped by the Victorian Railway Department at the charges shown hereunder:—

	Per Ton.	Proportions.	
		Victoria.	N.S.W.
	s. d.	s. d.	s. d.
Goods in classes 1 and 2	2 3	1 3	1 0
Wool	2 1	1 2	0 11
Artificial Manure	1 5	0 10	0 7
Gypsum, loose	2 0	1 2	0 10
Machinery, n.o.s.	2 3	1 3	1 0
Timber	2 0	1 2	0 10
Bricks	2 0	1 2	0 10
Empty Returns	2 0	1 2	0 10
Other Traffic	1 9	1 0	0 9
Minimum Charges { per single package, 8d.		0 5	0 3
{ per consignment of two or more packages, 1s. 2d.		0 8	0 6

INTERSYSTEM TRAFFIC BETWEEN VICTORIA, NEW SOUTH WALES AND
QUEENSLAND—*continued.*

(b) **Tocumwal**—Transshipping Charges—*continued.*

	Per ton.	Proportions.	
		Victoria.	N.S.W.
Loose Vegetables	<i>s. d.</i> 3 6	<i>s. d.</i> 2 0	<i>s. d.</i> 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
Exceeding 16 „	5 0	2 10	2 2

(c) **Wallangarra.**—

The charges for transshipping shall be as under:—

	Per ton. actual cost	Minimum charge. per consignment. 1s. 5d.
Theatrical scenery .. .. .	.. .. .	.. .. .
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.	10d.

(Divided equally between New South Wales and Queensland.)

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.

3. **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" in the New South Wales classification, in transit between Intersystem 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 or 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.:—

(a) 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.

(b) 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.

(c) 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, 5s. 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.

INTERSYSTEM THROUGH GOODS RATES.

The following shall be the through rates per ton for General Goods Traffic between the under-mentioned stations, provided that the through rates for specified commodities as quoted on pages 148 to 152 shall be maintained:—

GOODS RATES. (See notes (A) to (C), pages 148 and 149.)

(I.) BETWEEN MELBOURNE AND GEELONG AND ADELAIDE.

		A.	B.	C.	1.	2.	3.	Minimum Charge per Consignment.
		Proportions.						
Miles.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria ...	287	C.R. 2 1 8	2 14 4	3 17 4	4 0 5	5 2 9	5 2 9	0 6 4
		O.R. 1 19 8	2 11 9	3 13 8	4 0 5	5 2 9	5 2 9	0 5 1
South Australia 194	*	1 6 10	1 15 0	2 9 10	2 14 4	3 9 6	4 3 6	0 3 5
	<u>481</u>							

(II.) BETWEEN MELBOURNE AND SYDNEY.

		A.	B.	C.	1.	2.	3.	Minimum Charge per Consignment.
		Proportions.						
Miles.		£ s. d.	£ 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	..	0 3 7
		O.R. 1 6 10	1 14 6	2 5 11	2 11 10	3 1 4	..	0 2 4
New South Wales ..	403	* 2 16 8	3 12 9	4 16 10	5 9 5	6 9 5	..	0 4 11
	<u>594</u>							

(III.) BETWEEN MELBOURNE AND NEWCASTLE.

		A.	B.	C.	1.	2.	3.	Minimum Charge per Consignment.
		Proportions.						
Miles.		£ s. d.	£ 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	..	0 3 8
		O.R. 1 11 1	1 14 4	2 5 8	2 11 7	3 1 1	..	0 2 5
New South Wales ..	492	* 3 2 11	4 8 5	5 17 7	6 12 11	7 17 5	..	0 6 1
	<u>683</u>							

(IV.) BETWEEN MELBOURNE AND BRISBANE.

		A.	B.	C.	1.	2.	3.	Minimum Charge per Consignment.
		Proportions.						
Miles.		£ s. d.	£ 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	0 3 9
		O.R. 1 15 0	2 7 9	2 17 1	2 17 1	3 4 3	3 4 3	0 2 6.
New South Wales ..	768	* 3 14 11	5 7 1	7 9 10	9 14 7	11 13 8	11 13 6	0 10 3
Queensland	223	* 1 12 3	3 0 5	3 6 7	3 6 7	3 15 0	3 15 0	0 3 0
	<u>1,182</u>							

* 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 for in the Goods Rates Book of the State concerned, and to which reference should be made for the COMMISSIONER'S RISK rates and conditions.

INTERSYSTEM THROUGH GOODS RATES—*continued.*

(V.) BETWEEN BRISBANE AND ADELAIDE.

		Proportions.						Minimum Charge per Consignment.
		A.	B.	C.	1.	2.	3.	
Miles.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Queensland	223	* 1 12 3	2 7 5	2 15 2	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 9
Victoria ..	476	{ C.R. 3 7 8	4 11 11	6 3 8	6 1 6	7 3 7	7 3 7	0 7 11
		{ O.R. 3 4 5	4 7 6	5 17 9	6 1 6	7 3 7	7 3 7	0 6 8
South Australia ..	194	* 1 10 11	2 1 3	2 8 0	2 9 6	2 18 6	2 18 6	0 2 9
	<u>1,661</u>							

(VI.) BETWEEN SYDNEY AND ADELAIDE.

		Proportions.						Minimum Charge per Consignment.
		A.	B.	C.	1.	2.	3.	
Miles.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New South Wales ..	403	* 2 15 7	3 9 0	4 8 1	5 1 7	5 19 0	5 19 0	0 5 9
Victoria ..	476	{ C.R. 3 7 8	4 5 7	5 9 2	6 0 0	7 0 6	7 0 6	0 8 0
		{ O.R. 3 4 5	4 1 6	5 4 0	6 0 0	7 0 6	7 0 6	0 6 9
South Australia ..	194	* 1 6 9	1 13 3	2 2 5	2 8 11	2 17 3	2 17 3	0 2 9
	<u>1,073</u>							

NOTES.

(A) 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 Intersystem 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. 9d. per ton
Bb	" B, plus 2s. 9d. "
Cc	" C, plus 2s. 9d. "

* 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.

INTERSYSTEM THROUGH GOODS RATES—*continued.*

(m) Attention is directed to the instructions on pages 145 and 146 relative to the following incidental charges :—

At Albury—Transshipping and Counting.

At Wallangarra—Transshipping, Counting, and Terminal.

(o) 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 Intersystem Through Goods Rate between the Capitals when such rates would 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, 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 it is cheaper than either of the methods set out in clause (ii) above.

INTERSYSTEM FRESH FRUIT RATES.

(1) Between (i) Melbourne, Toolamba, Tatura, Murrigum, Kyabram, Tongala, Mooroomba, Shepparton and Darling Harbour.

(ii) Melbourne and the following New South Wales Stations, viz., Darling Harbour, Richmond, Emu Plains, Liverpool, Hawkesbury River, Nth. Sydney Goods, Rogans Hill, and Intermediate Stations.

When sent to or from stations other than those shown above, mileage rates shall be charged to or from the nearest station shown, plus the intersystem rates when such a method is cheaper than charging the sum of the local rates.

	Proportions per ton.		
	Victoria.		*New South Wales.
	C.R.	O.R.	
	£ s. d.	£ s. d.	£ s. d.
In full truck loads, subject to minimums in Note (i) (p.152)	0 15 5	0 14 8	1 14 3
Minimum 6 tons per 4-wheeled truck	0 15 5	0 14 8	2 2 6

(2) From Murwillumbah, New South Wales, to Melbourne.

	Proportions per ton.		
	Victoria.		*New South Wales.
	C.R.	O.R.	
	£ s. d.	£ s. d.	£ s. d.
In full truck loads, subject to minimums in Note (i) (p.152)	0 15 5	0 14 8	2 10 7
Minimum 6 tons per 4-wheeled truck	0 15 5	0 14 8	3 2 5
†Smaller quantities Smalls Minimum	1 4 11	1 3 9	4 6 0

* The rates published for the New South Wales proportion are the OWNER'S RISK rates in such State 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.

†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.

INTERSYSTEM FRESH FRUIT RATES—continued.

(3.) Between Melbourne, Kyabram, Merrigum, Mooroopna, Toolamba, Tatura, Tongala, Shepparton and Brisbane—

	Proportions per ton.				
	Victoria.		*New South Wales.		*Queenland
	C.R.	O.R.	(a) †Via Enfield.	(b) †Via Werris Ck.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
In full truck loads subject to the minimum in Note (i) page 152	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 consignment 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 145) between Wodonga and Albury, where applicable, but do not include the following incidental charges:—

At Albury—Transshipping (see page 145).

Counting (see clause (b), below).

At Wallangarra—Transshipping (see page 146).

Counting (see clause (b), below).

Terminal (see page 146).

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	7d.	7d.	..	..
"	Queensland	7d.	7d.	10d.	10d.
South Australia	New South Wales	7d.	7d.	..	..
"	Queensland	7d.	7d.	10d.	10d.
Queensland	Victoria	7d.	7d.	10d.	10d.
"	South Australia	7d.	7d.	10d.	10d.
New South Wales	Victoria	7d.	7d.	..	..
"	South Australia	7d.	7d.	..	..

Counting and checking charges at Albury and Wallangarra respectively shall not be imposed in respect of consignments for D. G. Wills and The Committee of Direction of Fruit Marketing.

(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 as 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 Chillies, per bushel or portion thereof	0	0½
Fruit, other than Pineapples or Bananas, per ½ bushel, not exceeding 1 bushel	0	0½

INTERSYSTEM FRESH FRUIT RATES—*continued.*

		<i>s.</i>	<i>d.</i>
Melons, any variety, per dozen or portion thereof	0	0	1
Potatoes, per ton of 15 bags or portion thereof	0	0	6
Plants, Tubers, Bulbs, Corms, and Rhizomes, other than onions or potatoes, $\frac{1}{2}$ cwt. or under	0	6	0
Over $\frac{1}{2}$ cwt., but not exceeding 1 cwt.	1	6	0
For every additional 1 cwt. or part thereof	1	0	0
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	0	3	0

(d) Consignments between Victorian stations beyond Melbourne and the above-named New South Wales stations and Brisbane shall be charged the above rates, plus the tariff rates between Melbourne and Victorian stations beyond, unless it is cheaper to charge the Victorian mileage rate from the sending station to Wodonga, plus junction charges thence to Albury (see page 145), added to the New South Wales and Queensland mileage rates respectively. The New South Wales and Queensland mileage rates are as follow:—

		In trucks loaded to their full weight carrying capacity, excepting N.S.W. bogie louvered vans of 24 or 40 tons capacity, for which the minimum shall be 21 tons.	Minimum 6 tons per 4-wheeled truck.	In smaller quantities ("Small" minimum).
Miles.		*Per ton. £ s. d.	*Per ton. £ s. d.	*Per ton. £ s. d.
Albury to Sydney .. 403		1 13 1	2 1 4	2 17 11
Albury to Wallangarra via Enfield .. 835		2 5 6	2 16 11	3 19 7
Wallangarra to Brisbane .. 223		1 1 6	1 1 6	1 12 3

and to these rates must be added junction and incidental charges referred to in clause (a), and shown on pages 146, and 146.

(e) When more than 6 tons of fruit are forwarded in one truck, the excess weight shall be charged *pro rata* at the above rates.

(f) 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.

(g) Consignments in truck loads from different consignors to one consignee on the same 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, shall be subject to the following minimum charges of C.R. 17s. 8d., O.R. 16s. 10d. per truck between Box Hill and Melbourne.

(4.) From Murwillumbah, New South Wales, to Mile End.

	Proportions per ton.			
	*N.S.W.	Victoria.		*S.A.
		C.R.	O.R.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
In truck loads, subject to the minimums in Note (i), page 152.	2 10 7	2 5 3	2 3 1	1 2 4
Minimum, 6 tons per 4-wheeled truck	3 2 5	2 5 3	2 3 1	1 2 4

(5.) Between Mile End and Darling Harbour.

	Proportions per ton.			
	*S.A.	Victoria.		*N.S.W.
		C.R.	O.R.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
In full truck loads, subject to the minimums in Note (i), page 152.	1 2 4	2 5 3	2 3 1	1 14 3
Minimum, 6 tons per 4-wheeled truck	1 2 4	2 5 3	2 3 1	2 2 6

These rates include junction charges between Wodonga and Albury (see page 146), but do not include the incidental charges at Albury referred to in sub-clause (a), of clause 3.

* 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.

INTERSYSTEM FRESH FRUIT RATES—continued.

(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 2 4	2 5 3	2 3 1	2 6 8	2 4 0	1 1 6	
Minimum, 6 tons per 4-wheeled truck	1 2 4	2 5 3	2 3 1	2 18 1	2 14 9	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 145), but do not include the incidental charges at Albury and Wallangarra, referred to in clause 3, sub-clause (a).

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, Warrabee, and Mile End (Adelaide), Aldgate, Ambleside, Blackwood, Belair, Birdwood, Bahannah, Bugle Ranges, Charleston, Littlehampton, Mount Lofty, Mount Pleasant, Mount Torrens, Murray Bridge, Nairns, Oakbank, Philcox Hill, Strathalbyn, Tailm Bend, and Woodside.

	Proportions per ton.			
	Victoria.		*South Australia.	
	C.R. £ s. d.	O.R. £ s. d.	£ s. d.	
In 6-ton consignments	1 9 10	1 8 5	1 2 4	

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 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 COMMISSIONER'S 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 between the undermentioned stations:—

(a) BETWEEN MELBOURNE AND KALGOORLIE.

		A.P.	M.	A.	B.	C.	1.	2.	3.
		Proportions per ton.							
	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	237	G.R. 0 14 6	0 17 1	1 5 2	1 11 11	1 18 8	2 4 10	2 14 6	2 14 6
		O.R. 0 13 9	0 16 3	1 4 0	1 10 5	1 16 10	2 4 10	2 14 6	2 14 6
South Australia	429	* 0 16 4	1 6 6	1 15 11	2 5 6	2 15 1	3 7 1	4 1 5	4 1 5
C.W. Quorn to Port Augusta	25	* 0 0 11	0 1 6	0 2 1	0 2 8	0 3 3	0 3 11	0 4 9	0 4 9
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

(b) BETWEEN MELBOURNE AND PERTH.

		A.P.	M.	A.	B.	C.	1.	2.	3.
		Proportions per ton.							
	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	237	G.R. 0 14 6	0 17 0	1 5 0	1 11 5	1 17 6	2 5 0	2 14 3	2 14 3
		O.R. 0 13 10	0 16 2	1 3 10	1 9 11	1 15 9	2 5 0	2 14 3	2 14 3
South Australia	429	* 0 16 5	1 6 5	1 15 7	2 4 9	2 13 6	3 7 3	4 1 1	4 1 1
C.W. Quorn to Port Augusta	25	* 0 0 11	0 1 6	0 2 1	0 2 7	0 3 1	0 3 11	0 4 9	0 4 9
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
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

(c) BETWEEN GEELONG AND KALGOORLIE.

		A.P.	M.	A.	B.	C.	1.	2.	3.
		Proportions per ton.							
	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	237	G.R. 0 14 6	0 17 1	1 5 0	1 11 5	1 17 6	2 5 0	2 14 3	2 14 3
		O.R. 0 13 9	0 16 3	1 4 0	1 10 5	1 16 10	2 4 10	2 14 6	2 14 6
South Australia	429	* 0 16 4	1 6 6	1 15 11	2 5 6	2 15 1	3 7 1	4 1 5	4 1 5
C.W. Quorn to Port Augusta	25	* 0 0 11	0 1 6	0 2 1	0 2 8	0 3 3	0 3 11	0 4 9	0 4 9
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

(d) BETWEEN GEELONG AND PERTH

		A.P.	M.	A.	B.	C.	1.	2.	3.
		Proportions per ton.							
	Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	237	G.R. 0 14 6	0 17 0	1 5 0	1 11 5	1 17 6	2 5 0	2 14 3	2 14 3
		O.R. 0 13 10	0 16 2	1 3 10	1 9 11	1 15 9	2 5 0	2 14 3	2 14 3
South Australia	429	* 0 16 5	1 6 5	1 15 7	2 4 9	2 13 6	3 7 3	4 1 1	4 1 1
C.W. Quorn to Port Augusta	25	* 0 0 11	0 1 6	0 2 1	0 2 7	0 3 1	0 3 11	0 4 9	0 4 9
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
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

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 the case may be, are the D.W.M.'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 shown above the conditions applicable under such circumstances to goods carried on the Victorian Railways, as prescribed in General Condition 13, 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, unless it be cheaper to charge the sum of each system's minimum charge at the ordinary rate, 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 OFFICE'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
Bs	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.			
Adams and Co. (Alphington) ..	162	Beechworth Carriage Dock ..	166
Albion Quarry ..	210	Beet Siding (Maffra) ..	190
Albion Quarrying Co. (Smythesdale) ..	205	Bendigo Plaster Co. ..	169
Albion Sand Co. Pty. Ltd. (Koo-wee-rup) ..	185	Benalla Cattle Siding ..	166
" " (Seaford) ..	203	Benalla Shire Quarry (Glenrowan) ..	181
Altona Beach ..	195	" " discharging site on Tatong line ..	166
Anderson a/o Pearce (Bacchus Marsh) ..	163	Bendigo Cattle Yards Platform ..	167
Angliss (Bell) ..	166	Bendigo Gas Co. ..	167
" (Footscray) ..	177	Bendigo Pottery Co. (G. D. Guthrie and Co. Pty. Ltd.) ..	167
" (Ouyen) ..	199	Blackburn Co-operative Brick Co. ..	168
Anglo-Persian Oil Co. Ltd. ..	200	Black (Lilydale) ..	188
Ardmona Fruit Products Co-operative Co. ..	193	Blackwell (Wangaratta) ..	216
Atlantic Union Oil Co. (Colac) ..	171	Block's Oil Pipe Site (Jeparit) ..	183
" " " (Eureka) ..	176	Bond's Shed (Heywood) ..	182
" " " (Spotswood) ..	206	Borthwick Freezing Co. (Newport) ..	195
" " " (Sale) ..	203	Bottoms, T. ..	187
" " " (South Geelong) ..	205	Braybrook Quarries Pty. Ltd. ..	211
" " " (Wodonga) ..	218	Breen's Shed ..	187
Aurora Packing Co. Pty. Ltd. (Merbein) ..	191	Brim Farmers' Grain Shed Site ..	168
" " " (Redcliffs) ..	201	Brooklyn Stone Crushing Co. (Korong Vale) ..	186
Austral Coal Co. ..	186	" Quarries Pty. Ltd. ..	211
Australian Brick and Tesselated Tile Co. ..	192	Brophy, Foley and Co. (Bungaree) ..	169
Australian Cement Ltd. (Fyansford) ..	197	" " " (Newlyn) ..	194
" " " Arden St. ..	163	Brown and Roeger (Arden St.) ..	163
Australian Diatomaeel Co. Ltd. ..	211	Brunton, T. and Co. (Arden-street) ..	163
Australian Mercantile Land and Finance Co. ..	205	" " " (Rupanyup) ..	202
Australian Paper and Pulp Mills Co. Pty. Ltd. (Fairfield Park) ..	176	Builders' Roofing Tile Works ..	192
Australian Reinforced Concrete En- gineering Co. Pty. Ltd. ..	210	Bungaree and District Co-operative Society ..	169
Australian Glass Manufacturers Co. Ltd. (Carrum) ..	169	Bungaree Shire Council (Ballarat) ..	165
" (Spotswood) ..	206	Burnley Flour Mills Pty. Ltd. (Burnley) " " " (Donald) ..	169 173
		Burrows Pty. Ltd. ..	165
		Bywater ..	185
B.		C.	
Bairnsdale Butter Factory ..	163	Caelli (Nagambie) ..	194
Bairnsdale Farmers' Cool Storage Shed ..	163	Camberwall City Council ..	201
Bairnsdale Station and Wharf ..	163	Cameron Bros. (Koo-wee-rup) ..	186
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RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS AND SIDINGS.

- (a) The Sidings shown are open for consignments in truck loads (minimum, 3 tons), In and Out, a/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.
- (d) Where Sidings are situate on Narrow Gauge lines, transfer charges as prescribed on page 136 shall be imposed.

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.	
ALPHINGTON— Adams and Co.'s Sdg.	0½			
ANDERSON— Kilcunda Coal Mining Co.'s Sdg. A/c Sdg. Gippsland Coal Mining Co.	78½	1 11	3 10	Minimum 7s. 8d., maximum 15s. 4d., per trip. The minimum and maximum charges shall be apportioned pro rata between the companies
ARARAT— Shell Co. of Australia's Siding	132	The mileage in every case shall be computed via Ararat A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s. shall be imposed for the time that the engine is engaged in placing or removing trucks—time shall be computed from when the engine leaves Ararat station until its return thereto. The Siding shall be operated during the hours of daylight only, and at times during such hours as are suitable to the Commissioners. A shunting charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s. for the time that the engine is engaged in each trip to the siding shall be imposed; time to be computed from when the engine leaves Ararat yard until its return thereto
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Location	Quantity	Time	Rate	Notes
ARDEN STREET—				
(a) Melbourne City Council Sidg.	1	1 11	3 10	The shunting charge, minimum 3s. 10d., shall only apply when trucks are at firm's request specially sorted and placed opposite the portion of shed leased by the Company or Brown and Roeger
(b) Australian Cement Ltd. Shed	1	1 11	3 10	
(c) Brunton, T., and Co.'s Sidg.	1			
AXEDALE—				
Ingham	80½	1 11	3 10	Open for consignments s/o Dean only. Minimum 7s. 8d., maximum 15s. 4d., per trip Minimum 7s. 8d., maximum charge 10s. 4d., for each placing
Trench & Company's Siding	80½	1 11	3 10	
BACCHUS MARSH—				
(a) Federal Milk Pty. Ltd. Cool Storage Shed	31½	3 4	6 8	This charge shall be made for placing all trucks, either for loading or unloading, opposite the Company's siding frontage
(b) Durley Firebrick Co.'s Siding Frontage	31½	1 11	3 10	
(c) Anderson's Sidg. (F. C. Pearce)	31½	1 11	3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d.
(d) F. C. Pearce's Sidg.	32	1 11	3 10	
BAIRNSDALE—				
(a) Between Station and Wharf	..	..	..	Goods between Bairnsdale station and the Wharf shall be charged the mileage rates (1 mile) to or from Bairnsdale
(b) Bairnsdale Farmers' Co-op. Ltd. Cool Storage Shed near Wharf	172½	6 8	..	
(c) Butter Factory at Wharf	172½	6 8	..	Leather, tallow, and skins received at the Wharf for despatch by rail at the convenience of the Department shall be charged 1s. 4d. per ton, minimum 6s. 8d. per 4-wheeled truck, in addition to the tariff rate from Bairnsdale
(d) G. J. Goodman's Sidg.	172½	1 11	3 10	
(e) Palmer and Co.'s Sidg.	172½	1 11	3 10	When it is necessary to remove loaded trucks at times other than when the engine is ordinarily required to clear loading from Wharf line

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from Mainline 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.	
BAINSDALE— <i>continued</i> (f) Shell Co. of Australia and Vacuum Oil Co.'s Siding	Miles. 170½	s. d. 1 11	s. d. 3 10	Minimum charge 3s. 10d., maximum 7s. 8d., for each placing or removing trucks, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed; time shall be computed from when engine leaves Bainsdale until its return thereto when trucks for both companies are placed at the one time the charges shall be debited to each company proportionately
(g) Postal Department's Storage Site	171½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
BALLARAT— (a) Ballarat and District Co-op. Freezing Co.'s Sidg.	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 40s. per trip shall be made (b) When traffic is worked in conjunction with the traffic to the cattle-yards a charge of 20s. 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
(b) Ballarat Flour Mill Ltd.'s Siding	74½	..	..	(a) The siding shall be operated at a time suitable to the Department (b) 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 (c) 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 (d) That in addition to freight charges shunting charges shall be imposed as follow:— (1) When sidings are worked by the regular Doveton-street Wood Pilot a charge of 1s. 11d. for each four (4) or six (6) wheeled and 3s. 10d. for each bogie truck placed on the siding, minimum charge 7s. 8d., maximum 15s. 4d.

(c) Shell Co. of Australia and Vacuum Oil Co.'s Siding	73½	1 11	3 10	(2) When a special trip is run at the request of siding holder to place or clear trucks, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged, time to be computed from the time engine leaves the Ballarat Yard until its return thereto Minimum charge 3s. 10d. for each placing In cases where the Companies desire the loaded trucks to be placed or empty trucks to be cleared by special service a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed An additional charge shall be made of 6s. 8d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding Minimum charge 7s. 8d., maximum 13s. 4d., for each placing
(d) Selkirk's Sdg.	75	..	..	In cases where the Companies desire the loaded trucks to be placed or empty trucks to be cleared by special service a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed An additional charge shall be made of 6s. 8d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding Minimum charge 7s. 8d., maximum 13s. 4d., for each placing
(e) Selkirk's Sdg., a/c Ronaldson Bros. and Tippet and Bungaree Shire Council	75	1 11	3 10	An additional charge shall be made of 6s. 8d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding Minimum charge 7s. 8d., maximum 13s. 4d., for each placing
(f) Show Grounds Platform, a/c J. White and Co.	75½	..	..	An additional charge shall be made of 6s. 8d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding Inward consignments to be way-billed to Ballarat, and trucks carded "Show Grounds Platform, Ballarat"
(g) Wardle and Son	74½	1 11	3 10	Minimum charge 3s. 10d. for each placing
(h) Commonwealth Oil Refineries Ltd., Site, Devon-st.	73½	1 11	3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing
BARNAWARTHA— Burrows Pty. Ltd. Sdg.	174	..	..	The shunting charge shall not be made in respect of— (a) Empty vehicles placed on the siding and which are loaded Outwards with firewood within the prescribed time allowed for loading, viz., 8 working hours (b) Loaded vehicles placed on the siding and which are loaded Outwards with firewood within the above period, the shunting charges shall in these circumstances operate in regard thereto
BEACONSFIELD— Hargreaves' Sdg.	30½	1 11	3 10	Minimum 3s. 10d. 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
" a/c Hume Pipe Co. (Australia) Ltd.	30½	..	..
BEALIBA— Bealiba Farmers Co.-op. Scty. Ltd.'s Sided, Ballast Sdg.	137½	1 11	3 10	
BEAUFORT— Carriage Dock	102½	1 11	3 10	

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.	
BEECH FOREST— <i>E. Smedley Pty. Ltd. Storage Site</i>	124½	..	s. d. 1 11	
BEECHWORTH— <i>Carriage Dock</i>	171½	1 11	3 10	Minimum 3s. 10d. 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. 10d. for each placing
<i>Zwar Bros. Oil Discharging Site</i>	171½	1 11	3 10	
BELL— <i>Anglia, W. C., and Co.'s Sidg.</i>	8½			
BENALLA— (a) <i>Head and Green's Sidg.</i> (b) <i>Vacuum Oil Co.'s Siding</i>	131½ 122½	..	..	Freight charges shall be paid on actual mileage to or from the Siding via Benalla. In addition a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time 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 For placing trucks for discharging metal at the site a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the use of the engine; time to be computed from when the engine leaves Benalla until its return thereto Freight charges shall be computed on the actual mileage as to or from Benalla, and in addition a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that the engine is engaged in placing trucks on the siding; time shall be computed from when the engine leaves the Benalla Station Yards until its return thereto Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(c) <i>Shire's Site on Tabor Line</i>	..	..	..
(d) <i>Cattle Yards Siding</i>	121½	..	..
(e) <i>State Electricity Commission's Storage Site</i>	121½	1 11	3 10	

Item	Code	Rate	Notes
BENDIGO—			
(a) <i>Dazael Paint Co's. loading platform</i>	100½	3 10	The charge shall be imposed when it is necessary to specially place trucks opposite the site leased; minimum 3s. 10d., maximum 7s. 8d. for each placing
(b) <i>Northern Bendigo Brick Co. Pty. Ltd.</i>	102½	3 10	Minimum 3s. 10d., maximum 7s. 8d., for each placing. The freight shall be computed on the actual mileage to or from the Siding via Bendigo station
(c) <i>Bendigo Gas Co.'s Sdg.</i>	102½		
(d) <i>Bendigo Pottery Co.'s (G. D. Guthrie and Co. Pty. Ltd.) Sdg. (Epsom)</i>	101½	3 10	
(e) <i>Electric Supply Co.'s Sdg.</i>	100½	3 10	
(f) <i>Fruitgrowers' Sdg.</i>	100½	3 10	
(g) <i>Old Cattle Yards Platform, a/c Hume & Iser Sdg.</i>	101½	3 10	
(h) <i>Tomlins, Simmie and Co.'s Sdg.</i>	101½	3 10	
(i) <i>Victorian Co-op. Freezing Co.'s Sdg.</i>	99½	3 10	
(j) <i>Departmental Gravel Siding, White Hills, a/c Lessees of Sites on Spur Line</i>	103½	3 10	
(k) <i>North Bendigo</i>	101½	3 10	
BET BET—			
<i>State Rivers and Water Supply Commission's Sdg.</i>	..	..

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 empty truck placed on the Siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
	Miles.	s. d.	s. d.	
BERRYBANK— Morris's Bros.' Sdg.	94½	1 11	3 10	Minimum 3s. 10d., maximum 7s. 8d., for each placing
BEULAH— W. C. Thomas & Sons' Sdg.	239	1 11	3 10	Subject to a minimum as for three four-wheeled trucks in respect of each placing
BIRCHIP— Hogan and Noonan's Shed Site	214½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
BLACKBURN— (a) Blackburn Co. op. Brick Co.'s Sdg.	11½	1 11	3 10	
BLOWHARD— Dixon Bros.' Stacking Site	85	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
BOX HILL— Standard Brick Co.'s Sdg.	10½	1 11	3 10	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
Nunawading Shire Council's Sdg.	10½	1 11	3 10	
BRIAGOLONG— Kennedy's Cutting Site	144½	1 11	3 10	Minimum charge 3s. 10d., for each placing
BRIDGEWATER— Sloan's Sdg.	126½			Minimum 3s. 10d., maximum charge 3s. 8d. for each placing. When two or more trucks are placed at the one time the charges shall be apportioned between the respective consignees
Water and Kerang Flour-mills Sdg.	126½			
BRIM— Farmers' Grain Shed Site	229	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
BRITANNIA— Yelland Bros.' Siding	44	1 11	3 10	

BUNGAREE— Brophy, Foley, and Co.'s Site .. Bungaree and District Co-op. Sidg.	64 64	1 11 1 11	3 10 3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing Provided that when empty trucks are placed on dead-end sidings for Brophy, Foley and Co. and District Co-op. Co. by horse power from the public siding and no expense to the Department is incurred and that the engine by which the trucks so placed are subsequently cleared, has also to pick up loading from the dead-end siding which had been placed by engine power, no shunting charges shall be imposed for the trucks placed by horse power In the event of such trucks being cleared by engine and no other trucks for which charges have been paid are cleared at the same time, shunting charges shall be imposed
BUNG BONG— Road Builders Ltd.	119½	..	..
BURNLEY— Burnley Flour Mills Pty. Ltd. Sidg.	3½	1 11	3 10	
BURRUMBEET— Stewart's Chaff Mill Sidg.	86½	1 11	3 10	
CALIFORNIA GULLY— Commonwealth Oil Refineries Sidg.	104½	1 11	3 10	Minimum 3s. 10d., for each placing
Bendigo Plaster Co. Pty. Ltd. Sidg.	104½	1 11	3 10	Minimum, 3s. 10d., maximum charge 7s. 8d., for each placing
CAMPERDOWN— Vacuum Oil Co.'s Siding	123½	..	..	The Siding will be worked by an engine from Camperdown; a charge shall be made of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s. for the time that the engine is engaged in placing trucks on the Siding; time shall be computed from when the engine leaves Camperdown until its return thereto
CANADIAN— Potato Products Ltd. Storage Site	75½	1 11	3 10	
CARISBROOK— State Rivers and Water Supply Commission's Sidg.	106½	1 11	3 10	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. a/c Australian Glass Manufacturers Co. Ltd.	22½ 22½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
CASTERTON— Share of Glenady Storage Site .. G. Harris' Shed Site	245½ 245½	1 11 1 11	3 10 3 10	Minimum charge 3s. 10d., maximum 7s. 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 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.	
CASTLEMAINE— Thompson and Co.'s Sdg. ..	78½	..	..
CHARLTON— Charlton Cattle Sdg. ...	173½	1 11	3 10	Minimum 3s. 10d. for each placing. Live stock is exempt from shunting charges
Yoske Bros.' Sdg. ...	173½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Shell Co. of Australia, and Vacuum Oil Co.'s Sdg. ...	173½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
CHELTENHAM— Postal Department's Storage Site ..	14½	..	..	A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that the engine is employed placing trucks at the site
CHILTERN— State Rivers and Water Supply Commission's Siding ..	165½	..	..	The freight on gravel forwarded to the Commission's Siding at Eldon shall be computed at the mileage from Siding to Siding, viz., 34½ miles A shunting charge of 20s. shall be made for each trip to the Siding whether to place empty or clear loaded trucks
COBDEN— Cardies River Lime Co.'s Sdg. ...	146½	..	..
COBURG— Lincoln Knitting Mills Sdg. ...	7	..	..	A special of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be made for the time that an engine is employed in working the siding; the time to be computed from when the engine leaves Coburg until it returns thereto
COUNCIL'S Storage Site ..	6½	1 11	3 10	
COHUNA— (a) Federal Milk Pty. Ltd. Sdg. (b) Cohuna Shire's Storage Site ..	185½ 185½	3 4 1 11	6 8 3 10	Minimum 3s. 10d., maximum 7s. 8d., for each placing at Site "A" between chaff loading platform and cattle race
(c) State Rivers and Water Commission's Storage Site ..	185½	1 11	3 10	

Station Name	Rate	Rate	Rate	Notes
COLAC— Shell Co. of Australia's Sidg.	93½	..	..	Freight charges shall be computed on the actual mileage to or from the siding via Colac. A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that the engine is engaged in placing or removing trucks; time shall be computed from when the engine leaves Colac until its return thereto.
Colac Farmers' Co.-op. Shed. n/c Sallan & Sons	95½	3 4	6 8	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing.
Colac Shire's Storage Site Atlantic Union Oil Co.'s Sidg.	95½	1 11	3 10	Mileage shall be computed on actual mileage to Colac plus quarter of a mile. A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that the engine is engaged in placing or removing trucks; time to be computed from when the engine leaves Colac until its return thereto.
CORIO— Geelong Grammar School Sidg. Phosphate Co.'s Sidg.	39½ 45½	1 11 ..	3 10 ..	Inwards traffic only. When not less than 20 trucks, whether loaded or empty, are placed at any one time, a shunting charge of 20s. shall be imposed. When less than 20 trucks, whether loaded or empty, are placed at any one time, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, computed from the time the engine leaves North Geelong until its return thereto, shall be imposed; minimum charge 20s.
Distillers Agency Co.'s Sidg.	40½	1 11	3 10	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. Minimum 3s. 10d., maximum charge 7s. 8d., for each ordinary placing. When a special trip is run from North Geelong to place trucks at or clear trucks from the siding, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed; time to be computed from when the engine leaves North Geelong until its return thereto.
COWANGIE— Kelly and Wills' Gypsum Storage Site	345½	1 11	3 10	The freight on consignment forwarded between Melbourne and suburban stations and the siding shall be computed in accordance with the conditions of the District rates between Melbourne and suburban stations and North Geelong plus the shunting charges specified.
CRANBOURNE— Cranbourne Sand Pty. Ltd.	30½	..	..	On the Down journey the mileage shall be computed via the Junction which is situated on the Main Line at a point 23 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.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from Melbourne to be charged.	Additional Shunting Charge, whether truck empty, placed on the Siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
	Miles.	s. d.	s. d.	
CRANBOURNE—continued. Cranbourne Sand Pty. Ltd.— continued.				(b) When the number of trucks ready to be cleared is less than 20 (approximate full train load) as set out in preceding clause a shunting charge of 1s. 11d. for each four-wheeled truck less than 20 will be imposed, but such charge must not exceed 23s. 4d. (c) When a proportion of the 20 trucks are loaded for stations on the Down side of Cranbourne they must be loaded in destination order for a straight kick off at latter station
Earlstone Pty. Ltd. Sdg.	30½	..	..	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 engine placing empties, no shunting charge shall be made (2) When the number of trucks ready to be cleared is less than 20, a shunting charge of 1s. 11d. 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. 10d., maximum charge 7s. 8d., for each placing. Mileage rates shall be charged as to or from Cranbourne, plus 2 miles.
Earlstone Pty. Ltd. Sdg., a/c G. H. Hope	30½	1 11	3 10	
CRIB POINT— Naval Base Sdg.	..	..	..	A special charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum 20s., 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
" used by Contractors to Works and Railways Department	40½	..	..	If shunting is performed for both Naval Base and Works and Railways Departments the charges shall be apportioned between the two Departments
CROWES— Kincaid's Sdg. (G. W. Knott Pty. Ltd.)	131	..	1 11	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing. Open for timber Outwards and goods Inwards on account of G. W. Knott Pty. Ltd. only
Pile Siding (Pettitt Bros.)	130½	..	..	Open for Inwards and Outwards goods in any quantity on account or care of Pettitt Bros.
Pettitt Bros.' Sdg.	134	..	..	Open for Inwards and Outwards goods account Pettitt Bros.

DANDENONG—									
(a) State Electricity Commission of Victoria	19½	1 11	3 10	Minimum charge 7s. 8d., maximum charge 15s. 4d., for each placing					
(b) Gippsland Co-op. Bacon Co.'s Works	19½	1 11	3 10	Outwards traffic may be sent in less than truck loads					
(c) Gippsland Co-op. Bacon Co.'s Works, a/c	19½	1 11	3 10						
(d) Shell Co. of Australia	..	..	..	The siding is situated on the Down side of Dandenong, 20½ miles from Spencer-street, and freight charges shall be computed on the actual mileage to the siding via Dandenong. The charge for placing trucks on or removing them from the siding shall be 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged in placing or removing trucks; the time to be computed from when the engine leaves Dandenong until its return thereto. Minimum 7s. 8d., maximum charge 15s. 4d., for each placing					
(e) Dehydrated Food Products Co.'s Sidg.	19½	1 11	3 10						
DENNINGTON—									
Nestlé & Anglo-Swiss Condensed Milk Co.'s Sidg.	169	1 11	3 10	When an engine is ordered from Warrambool 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 26s. 3d. per hour, or part thereof, shall be imposed, the time to be computed from when the engine leaves Warrambool until its return thereto					
Shell Co. of Australia's Sidg. ..	169	1 11	3 10	Minimum charge 7s. 8d., shall be imposed for placing trucks whether loaded or empty in the siding by an ordinary goods train or by an engine performing ordinary daily trip from Warrambool.					
DIMBOOLA—									
Dimboola Flour Mill Co.'s Sidg.	224½	1 11	3 10	When a special trip is run at the request of the siding holder to place or clear trucks, a charge of 10s. shall be imposed for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., that the engine is engaged; time to be computed from when the engine leaves Warrambool Yard until its return thereto					
Dimboola Shire's Discharging Site for Oil in bulk	224½	1 11	..						
Vacuum Oil Co.'s Sidg. ..	224½	1 11	3 10	Minimum charge 3s. 10d. for each placing					
DONALD—									
Donald Island Freezing Co. Ltd. Sidg.	181½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing					
Furnley Flour Mills Pty. Ltd. Sidg.	182½			When it is necessary to make a special trip to the siding from Donald to place trucks, a special charge of 8s. 8d. shall be imposed for each 15 minutes or part thereof that an engine is so engaged, the time to be computed from when the engine leaves Donald station yard until its return thereto. No charge shall be made for special trips to remove trucks					

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from Melbourne to be charged.	Additional Shunting Charge for each truck, whether loaded or empty, placed on the Siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
DONALD—continued— Vacuum Oil Co.'s Sdg. Commonwealth Oil Refineries Sdg.	Miles. 182½	..	..	A shunting charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged in placing trucks shall be imposed; time to be computed from when the engine leaves Donald Yard until its return thereto.
Farmers' Grain Shed Site	182½	1 11	3 10	In the event of trucks being placed on the Siding for both companies, only one charge shall be imposed, the charges being divided <i>pro rata</i> between the companies.
DRYSDALE— Carriage Dock Sdg.	57½	1 11	3 10	Minimum charge 3s. 10d. 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— Warrenhip Distillery (Federal Distilleries Ltd.) Sdg.	67½	..	..	Gravel from the Commission's Siding at Chiltern shall be charged the mileage from Siding to Siding (34½ miles). Other traffic shall be charged the mileage as to or from Ebden.
EBDEN— State Rivers and Water Supply Commission's Sdg., Ebden Weir	192½	..	..	In addition a shunting charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed; time to be computed from when the engine leaves Ebden until its return thereto.
ECHUCA— (a) McCulloch Carrying Co.'s Siding	145	1 11	3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing. The minimum charge for each placing shall not be enforced under the following conditions:— (a) When two trucks are ordered and only one supplied (b) When two trucks are supplied one of which is used for loading trucks, account the Department
(b) Echuca Wharf	..	..	..	(1) Except as prescribed in clause (2) hereof, the stevedoring charge at the Wharf shall be 1s. 1d. 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:—

Commodity.	Rate per Ton.
Timber (Murray Pine) ..	2s. 6d.
" (Hardwood) ..	1s. 4d.
Bricks ..	2s. 6d.
Furniture ..	2s. 6d.
Firewood ..	1s. 4d.
Red Gum Paving Blocks ..	1s. 11d.
Telegraph Poles ..	1s. 4d.

(3) Grain, from the wharf to the station or to the local mills, shall be charged 11d. 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 applicable to goods in truck loads consigned to Echuca station and after arrival at Echuca reconsigned to the wharf.

Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing

Minimum charge 3s. 10d. 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 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., 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 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that an engine is engaged; time to be computed from when engine leaves Echuca until its return thereto

Minimum 3s. 10d., maximum charge 7s. 8d. for each placing

Minimum charge 7s. 8d. for each placing. Mileage shall be computed as to Echuca plus $\frac{1}{2}$ mile

Minimum 3s. 10d. 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

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. Nobelin of an additional charge of 1s. 4d.

(c) With (a) and (b), passengers holding tickets for the next station (longer mileage) may join or alight

(c) Shaw's lease of shed ..	145	3	4	0	8
(d) R. J. Evans' Saw-mill Site ..	146	1	11	3	10
		1	11	3	10
(e) Kitcham and Co.'s Siding ..	145 1/2	1	11		
(f) Echuca Motor Garage's Oil Discharging Site ..	146				
(g) Sutherland's Cutting Site ..	145	1	11	3	10
(h) Shell Co. of Australia and Vacuum Oil Co.'s Sidg. ..		1	11	3	10
ELMORE—					
Carrage Dock Sidg. ..	128 1/2	1	11	3	10
EMERALD—					
Nobelin's Sidg. ..					

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and siding.	Miles from station to be charged.	Additional Shunting Charges to be made for each truck, whether loaded or empty, placed on the siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
EMERALD—continued. Nobelius' Sdg.—continued.	Miles.	s. d.	s. d.	(d) For passengers when there are no goods, as above, on payment by Mr. Nobelius of 1s. 4d. 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. Actual mileage rates shall be charged One trip daily (if required) (Sundays and holidays excepted) will be run from Ballaras to place and clear trucks Should any consignee or consignee 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. 8d. 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 consignee, only one charge of 6s. 8d. shall be imposed (in addition to freight) for such trip, and the amount debited in equal parts to each firm concerned.
EUREKA (Ballarat)	74½	..	..
Atlantic Union Oil Co.'s Sdg.	74½	1 11	3 10	Maximum shunting charge 7s. 8d.
Eureka Terra Colta and Tile Co.'s Sdg.	74½	1 11	3 10	Minimum shunting charge 19s. 6d. for each special service
FAIRFIELD PARK— Astration Paper and Pulp Mills Co., Pty. Ltd., Sdg.	6½	1 11	3 10	Minimum 7s. 8d., maximum charge 16s. 4d., for each placing
FISH CREEK— Country Roads Board's Sdg.	100½	1 11	3 10	This charge shall be made for placing all trucks (either for loading or unloading) for all lesses opposite their sites on the siding frontages in the goods yard
FITZROY— (a) Shell Co. of Australia Sdg. (b) Murray City Council's Sdg. (c) State Electricity Commission's Storage Site (d) Pinewood Siding Frontages	6 6 6 6	1 11 1 11 1 11 1 11	3 10 3 10 3 10 3 10	

FOOTSCRAY—

(a) <i>Anglies' Sidg.</i>	..	..	3	..	..	..
(b) <i>State Electricity Commission's Sidg. (Maribyrnong River Loop)</i>	4	1 11	3 10	..	..	..
(c) <i>Co-operative Box Co. of Victoria Ltd. (Maribyrnong River Loop)</i>	4	3 4	6 8	..	..	..
(d) <i>Cuming, Smith Pty. Ltd. Sidg. (Maribyrnong River Loop)</i>	4	3 4	6 8	..	..	..
(e) <i>Colonial Gas Association's Sidg.</i>	4	1 11	3 10	..	..	..
FORREST— <i>W. H. Henry's Site and Shed</i>	103½	1 11	3 10	..	..	..
FOSTER— <i>Gravel Pits</i>	..	1 11	3 10	..	..	..
<i>Bullcote Sidg.</i>	..	..	..	..	..	..

(a) *Inwards Traffic.*—Goods or live stock forwarded to the Siding shall be subject to a special charge of 6s. 8d. per truck—minimum £1 6s. 6d. for each special trip—in addition to the tariff rates from the forwarding station

(b) *Outwards Traffic.*—Meat, see page 242. Tallow forwarded from the Siding to Port Melbourne Pier or Williamstown Pier shall be charged the ordinary rates (for skins see page 246), 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 226)

Minimum 3s. 10d. for each placing

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 8d. 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 8d. per ton

Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

Minimum charge 3s. 10d. for each placing but shunting charges shall not be imposed for placing trucks at the dead-end at Down end of station yard

In addition, a charge of 1s. 5d. 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. 11d. for each four or six wheeled and 3s. 10d. for each bogie truck, minimum 3s. 10d., maximum 7s. 8d., shall be imposed for each placing of trucks 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 on each truck, whether loaded or empty, placed on the Siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
FRANKSTON— H. J. McCulloch's Siding ..	29½	..	..	The freight charges shall be computed at the tariff rates as shown hereunder:— (a) For inwards traffic from, and trucks loaded outwards for stations on Frankston side of Siding, mileage as to or from Siding (b) For inwards traffic from, and trucks loaded outwards for stations on "down" side of Siding, mileage from Siding, plus 4 miles (c) When not less than 20 fully loaded trucks are available for clearance by engine placing empties, no shunting charge shall be imposed (d) When the number of loaded trucks ready to be cleared is less than 20, a shunting charge shall be imposed of 1s. 11d. for each 4 or 6 wheeled, and 3s. 10d. for each bogie truck less than 20, but such charge must not exceed 23s. 4d. Minimum 7s. 8d., maximum charge 16s. 4d., for each placing
Wedges' Siding ..	26	1 11	3 10	
GEELONG— Geelong Station and Pier ..	..	..	..	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:— Per ton. Geelong Station 3s. 10d. (not including loading) Brougham-street Crossing 3s. 1d. At owner's risk, not including loading or unloading Wool (in full truck loads) 44d. 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 Commission The traffic shall be subject to the following minimums:— (a) Between Geelong Pier and Geelong— Minimum Charge per consignment. Not exceeding 10 cubic feet or 5 cwt. 2s. 5d. Over 10 cubic feet or 5 cwt. 2s. 10d. (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, see page 254) shall be subject to a minimum of 6 tons per four-wheeled truck 2. Coal from Pier to Huddart, Parker and Co.'s coal gears, 1s. 4d. per ton in truck loads. Coal from Pier to Crossing, 1s. 4d. 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. 4d. per four-wheeled truck and 6s. 8d. 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 $\frac{1}{4}$ of a mile in addition to the mileage to or from Geelong, but the charge shall not be less than the freight between Geelong Pier and Geelong Station shown in Clause 1
 4. Wool from Goods Shed, Denuys, Lascelles' Siding to Pier, 4½d. per bale
 5. (a) Wheat previously railed to stores and stacking sites at Geelong, and subsequently hauled from such locations to piers in the vicinity, shall be charged for such haulage at the rate of 11d. per ton in trucks loaded to full carrying capacity less 5%
 (b) Grain rejected at the ship's side and forwarded from the Pier to Geelong or North Geelong, or to any sheds or stacking sites thereat, shall be charged 11d. 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, Messrs. Denuys, Lascelles and Company's Siding, the Crossing, and the Pier, shall be charged 11d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.
 (d) Local Haulage—The charges for consignments from the siding to Geelong Pier shall be as follows:—Wool, 4½d. per bale; Grain, 11d. 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 despatch by rail
 Export butter
 Wheat in full truck loads less 5% transferred between Corio Quay and Geelong Pier, 11d. per ton

45½	1 11	3 10	
46	1 11	3 10	
44½	1 11	3 10	
44½	..	..
44½	1 11	3 10	
44½	..	..

Dalgely & Co.'s Sidg. ..
 Denuys, Lascelles Ltd. Sidg. ..
 Corio Quay—Geelong Harbour
 Trust's Sidings
 Corio Quay—Geelong Harbour
 Trust's Sidings—
 (Stus, Cooper and Co.'s
 Freezing Works)

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from station 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.	
GEEHLONG—continued.	Miles.	s. d.	s. d.	
Corio Quay—Cresco Fertilizer's Ltd. Sidg.	44½	1 11	3 10	The shunting charges shall be subject to a minimum charge as for three trucks
Oriental Timber Co.'s Sidg. a/s Sinus Cooper	41½	1 11	3 10	Minimum 6s. 8d., 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 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time 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. 8d. per ton is to be made for the second service; consignments so dealt with to be subject to the usual truck load minimum
<i>Geelong Freezing Co.'s Works, North Shore (see page 223)</i>	43½			
<i>Geelong Gas Co.'s Sidg., North Geelong</i>	45½			
<i>Huddart, Parker Ltd. Sidg. (see page 178)</i>	48½			
<i>Cheribon Salt Co.'s Sidg. (see page 245)</i>	45½	1 11	3 10	
<i>G. Nash's Loading Site</i>	45	5 9	11 6	Minimum 11s. 6d., maximum charge 17s. 3d. for each placing
<i>McDonald's Storage Site</i>				
GELLIBRAND—				
<i>G. Henricke's Sidg.</i>	109	..	1 11	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
GEMBROOK—				
<i>Russell's Stacking Sites</i>	..	..	..	A charge of 6s. 8d. 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>Canfield City Council's Sidg. ..</i>	8½	1 11	3 10	

G. ENROWAN— Benalla Shire Quarry Siding ..	136½	1 11	3 10	In cases where pigs are delivered at Golden Square by special pilot engine, a charge of 10s. for the first 15 minutes and 3s. for each subsequent 5 minutes or part thereof, minimum charge 10s., shall be imposed; time to be computed from when engine leaves Bendigo depot until its return thereto
GOLDEN SQUARE— Foggitt Jones Pty. Ltd. ..	..	..	..	Minimum charge 3s. 10d. for each placing. Freight shall be computed as follows:— Outwards.—Traffic from the siding shall be charged actual mileage as from Golden Square. Inwards.—
Shell Co. of Aust. ..	..	1 11	3 10	(a) Traffic from stations on the "Down" side, actual mileage to Golden Square station (b) Traffic from stations on "Up" side actual mileage to Golden Square Station plus 3 miles
Vacuum Oil Co.'s Shed Site ..	99½	1 11	3 10	Minimum 3s. 10d., maximum 7s. 8d., for each placing
Commonwealth Oil Refineries Sdg.	..	1 11	3 10	Minimum charge, 3s. 10d. for each placing. Freight charges shall be computed as follow:— Outwards.—Traffic from the siding shall be charged actual mileage as from Golden Square Inwards.—
GREAT WESTERN— Seppelt and Sons' Sdg. ..	141½	1 11	3 10	(a) Traffic from stations on the "Down" side, actual mileage to Golden Square station plus 3 miles (b) Traffic from stations on "Up" side actual mileage to Golden Square station plus 3 miles
GUNBOWER— Cobuna Shire's Storage Site ..	172	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing Minimum charge 3s. 10d., maximum 7s. 8d., for each placing. If the Contractor horse-shunts the loaded in trucks to the dead-end siding and fails to return the empty trucks to the shed road, or if the loaded trucks are specially sorted out and placed at the Up end of the shed road for easy removal, by horse or hand to the dead-end siding shunting charges shall be imposed
HAMILTON— Gas. Co ..	197½	5 6	..	Minimum 11s. per placing
Saltan and Son Pty. Ltd. Sdg. ..	197½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Shell Co. of Aust. Sdg. ..	197½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Commonwealth Oil Refineries Sdg.	197½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Vacuum Oil Co.'s Sdg. ..	197½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Postal Department's Storage Site ..	197½	5 6	11 0	Minimum charge 11s. for each placing
HASTINGS— Peninsula Fruit Growers Assoc. Shed Site ..	40½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Laastings and District Co-op. Cool Stores Ltd.'s Site ..	40½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siting.	Miles from Melbourne to be charged.	Additional Shunting Charge, whether loaded or empty, placed on the sliding truck.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
	Miles.	s. d.	s. d.	
HEATHCOTE— Tranter Bros.' Loading Site ..	73½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing. No shunting charges shall be imposed for placing or removing trucks when they are hand shunted from No. 3 or No. 4 road
HARCOURT— Co-operative Cool Stores Oil Discharging Site	82½	1 11	3 10	Minimum 3s. 10d.
HEYFIELD— Stracey and Co.'s Loading Site Müller and Donoghue	121½	1 11	3 10	
HEYWOOD— Bond's Shed Site ..	235½	1 11	3 10	
HOPETOUN— J. Barrett's Storage Site ..	254½	1 11	3 10	
HORSBURY— (a) Horsham Tramway ..	203½	..	..	1. Bogie trucks must not be allowed to run on the tramway under any circumstances 2. Departmental trucks, other than bogie, to be loaded on the tramway, may be allowed to run to the place where tramway junctions with the Nordsjula and Skawell 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. 4d. 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"
(b) Wimmera Shire's Storage Site on Horsham Tramway (c) McKenzie Creek Quarrying Co.'s Site on Horsham Tramway.	..	..	..	These sites shall be operated under the charges and conditions provided for the Horsham Tramway.

(d) Noske Bros.' Sidg. (e) Fernewan, Wright, and Co.'s Sidg. (f) Shell Co. of Australia Site	203½ 203½ 203½	1 11 1 11 ..	3 10 3 10 ..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
INVERLEIGH— Harvey, Dann and Co.'s Shed Site	62½	..	..	Mileage rates shall be charged as to or from the siding and in addition the following charges shall be imposed:— (i) In a case where 17 fully loaded trucks all of which are consigned in one direction from the siding are available for clearance therefrom by the Commissioners' locomotive employed to place trucks thereat, no charge will be made for the placing of trucks by that locomotive; (ii) In a case where 17 fully loaded trucks all of which are consigned in one direction from the siding, are not available for clearance therefrom by the locomotive of the Commissioners employed to place the trucks thereat — a charge of 1s. 11d. for each four or six-wheeled vehicle less than 17 shall be made: provided that the maximum charge in any such case shall be 15s. 4d. A special trip will not be made to the siding for the purpose of placing trucks thereat unless at least nine fully loaded trucks all consigned in one direction from the siding, are available for clearance therefrom; (iii) In a case where trucks are placed at the siding by the locomotive of a passing train, the charge to be made shall be computed at the rate of 1s. 11d. for each four or six-wheeled vehicle, and 3s. 8d. for each bogie vehicle, whether loaded or empty, placed on the siding, with a minimum charge of 7s. 8d. and a maximum charge of 15s. 4d. in respect of each occasion upon which such a service is performed by such a locomotive
IRREWARRA— Country Roads Board Sidg. ..	93½	..	..
IRYMPLE— Irymple Packing Co.'s Sidg. .. Midura Co-op. Fruit Co. Ltd. Sidg.	347½ 347½	1 11 1 11	3 10 3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
JEPARIW— H. Black's Oil Pipe Site .. Seate's Timber Loading Site ..	247½ 247½	1 11 1 11	3 10 3 10	
JUMBUNNA— Jumbunna Coal Co.'s Sidg. ..	75½	..	..
JUNG— State Rivers and Water Supply Commission's Storage Site	192	1 11	3 10	Minimum charge 3s. 10d. for each placing

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—*continued.*

Station and Siding.	Mileage to be charged.	Additional Shunting Charges 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.	
KAYAMATITE— O'Kane's Stacking Site	147	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
KENSINGTON— Kington and Son's Sdg. Yonghusband Ltd. Sdg.	24 24	.. ..	.. ..	} See page 309
KERANG— J. R. Maxwell's Sdg. Water and Kerang Flour Mill Sdg.	179½ 179½	1 11	3 10	
CC KERNOT— Maybrooke Gravel Co.'s Site ..	66½	1 11	3 10	The charges shall only apply when trucks are specially placed at the loading platform by an engine
KEW— Firewood Siding Frontages ..	51	1 11	3 10	This charge shall be made for placing all trucks (either for loading or unloading) opposite sites on the siding frontages in the goods yard
Postal Department's Storage Site	53	1 11	3 10	
KINGSTON— W. and R. Tynes's Sdg. ..	92½	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d. The following instructions shall be observed:— (1) Trucks placed by an engine Shunting charges shall be imposed subject to the minimum charge of 3s. 10d. and maximum charge of 7s. 8d. 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. 10d. and maximum charge of 7s. 8d., 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. 10d. will not apply in respect of the truck which was hand-shunted into the siding; for this truck the rate of 1s. 11d. 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.

KOO-SLEEY—
Bywater's Sidg. 83

KOO-WEE-RUP—
Koo-wee-rup Water Washed
Sand Co.'s Siding 46

Albion Sand Co. Pty. Ltd.'s
Sidg. 42

3 10

Minimum charge 7s. 8d.

(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 (approximately full train load) as set out in clause (a) a shunting charge of 1s. 11d. for each 4-wheeled truck less than twenty shall be imposed, but such charge must not exceed 23s. 6d.

(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.

Minimum charge 3s. 10d., maximum 7s. 8d.

3 10

(a) No shunting charge shall be imposed for removing trucks from siding, by engine for trucks previously placed by engine and on which a shunting charge was imposed.

(b) Trucks hand shunted to the siding, and subsequently removed by engine shall be charged for.

(c) For trucks placed and removed by engine power, siding holders must accept and give delivery with last truck in, and first truck out, between Notice Board and Scotch Block. Outwards trucks to be coupled together, doors closed and secured, and as far as practicable loaded in station order ready for a straight pick-up.

(d) Trucks hand shunted from the public siding to the private siding, and subsequently hand shunted back to public siding shall not be subject to shunting charges, but no trucks shall be moved from or to the private siding by hand until authority is obtained from the station-master, Koo-wee-rup.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and siding.	Miles. 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.		s.	d.	
W. Flourmill's Sdg.	45	1	11	Minimum charge 3s. 10d., maximum charge 7s. 8d. for each placing
Cameron Bros.' Sdg.	42	..	..	Trucks for this firm shall be placed in the dead-end extension of No. 2 road
P. W. and Co.'s Shed Site	42	1	11	Minimum charge 3s. 10d. for each placing
Mt. Lyell Chemical Works Shed Site	42	1	11	Minimum charge 3s. 10d.
KOOLOONONG—				
F. N. McKenna's Storage Site	257½	1	11	Charges shall be imposed on each truck placed at Down end of shed road
W. H. Gibbome's ..	..	..	..
KORONG VALE—				
Country Roads Board Gravel Sdg.	156½	1	11	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing
A/c Brooklyn Stone Crushing Co. ..	..	..	..
KORUMBURRA—				
(a) Austral Coal Co.'s Sdg.	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. 2d. per ton, minimum 1s. 2d. per consignment, also a transfer charge of 1s. 1d. per ton, minimum 7d. haulage and transfer charges are to be entered separately on way-bills by forwarding station. When no transfer cost is incurred, S.M., Korumburra, Local Consignments from Korumburra to the siding.—Ordinary tariff rates 1-10 miles shall apply

(b) <i>Coal Creek Sdg.</i>	70½	..	..	..	Outwards traffic in truck loads (coal excepted) shall be subject to an additional haulage charge of 9d. per ton, which shall be entered separately from freight on way-bills
(c) <i>Draz-End Siding</i>	71½	..	..	..	Inwards metal
(d) <i>Wynne's Sdg.</i>	71	1 11	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing. The shunting charge is not applicable to empty trucks placed in the siding to be loaded outwards with coal
(e) <i>T. Bottoms' Sdg.</i>	71½	1 11	1 11	3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing
KYABRAM— <i>Green's Shed</i>	124	3 4	3 4	6 8	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Gann's Shed</i>	124	1 11	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Kyabram Co-op. Fruit Preserving Co.'s Shed</i>	124	1 11	1 11	3 10	Maximum charge 7s. 8d. for each placing
<i>Kyabram Co-op. Fruit Preserving Co.'s Sdg.</i>	124	1 11	1 11	3 10	
<i>State Rivers and Water Supply Commission's Storage Site</i>	124	1 11	1 11	3 10	
KYNETON— <i>R. M. Watson's Sdg.</i>	57	1 11	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
LAKE BOGA— <i>Lake Boga Grain Association's Shed</i>	205	1 11	1 11	3 10	Minimum 3s. 10d., maximum charge, 7s. 8d., for each placing
LAL LAL— <i>Victorian Central Coal and Iron Mining Co.'s loading point on Lignite Sdg.</i>	78½	1 11	1 11	3 10	Minimum 11s. 6d. for each trip
<i>Race-course Siding</i>	85½	1 11	1 11	3 10	The charge shall be imposed for each truck placed for firewood loading. Minimum charge for each placing, 11s. 6d.
LANCEFIELD— <i>Firewood storage sites in the vicinity of Lancefield on dis-mantled Lancefield to Kilmore line</i>	46	2 10	2 10	5 8	Open for outwards firewood traffic only account the lessees of firewood and cutting sites

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 single truck.	
LANGI LOGAN— (a) <i>New Langi Logan G.M. Co.'s Sdg.</i>	137½	1 11	3 10	
(b) <i>Country Roads Board Sdg.</i>	135	..	..
LAVERTON— <i>Defence Department's Aircraft Sdg.</i>	14½	1 11	3 10	
<i>Defence Department's Aircraft Sdg., a/c Loud</i>	14½	1 11	3 10	
LEONGATHA— <i>Knox Sdg.</i>	80½	1 11	3 10	
<i>J. Keeble's Storage Site</i>	79	..	..
LEATHERBRIDGE— <i>Nash's Sdg.</i>	62½	..	..
LILYDALE— <i>Blaek's Sdg.</i>	26	..	..
<i>Cave Hill (D. Mitchell) Sdg.</i>	24½	..	..
<i>J. Firwood Storage Site</i>	24½	1 11	3 10	

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

(a) When not less than fourteen fully loaded trucks are available at any one time for clearance by an engine, no shunting charges shall be imposed

(b) When the number of fully loaded trucks available for clearance by an engine at any one time is less than fourteen, a shunting charge of 1s. 11d. for each vehicle less than fourteen will be made subject to a maximum charge of 15s. 4d. for each placing

Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

These charges shall also be imposed for placing trucks in any particular portion of the "back" road for any consignment

LINGA— Mount Lyell Mining and Rail- way Co.'s Sidg.	326½	..	..	Trucks shall be placed on No. 2 or No. 3 road from where the Company will take delivery
LITCHFIELD— Grain Shed Site	192	1 11	3 10	
LOCKINGTON— Banamuah Citrus Association Site	..	1 11	3 10	Minimum charge 3s. 10d. for each placing
LUBECK— Farmers' Grain Shed Site	175	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
LYNDHURST— Lindsay and Hall's Tramway Loading Platform	24	1 11	3 10	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 Sidg.	2	1 11	3 10	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". Freight shall be computed on actual mileage rates to Macaulay, and, in addition to the freight and siding shunting charges, a special charge of 1s. 11d. per ton, minimum 3s. 10d. per truck shall be imposed for assembling and reloading small consignments into truck loads at Melbourne. Goods Superintendent to raise debit for the assembling and reloading, and to render the account for these services to the Co. Hides, skins, &c., account this Company, are to be way-billed to Melbourne Grain, including wheat, in truck loads, may be accepted for Macaulay for the above company
(b) Phosphate Co-op. Co. of Australia	2	1 11	3 10	
(c) Reynolds, c/o Goldsbrough, Mort and Co.	2	1 11	3 10	
MACEDON— Jackson and Scott's Storage Site	43½	1 11	3 10	
MACKNOTT— Northern Timber Mills	135½	..	1 11	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
MACLEOD— Mont Fure	12½	1 11	3 10	Open for light goods for Public Works Department and Hospital for Insane only Subject to a minimum of 7s. 8d. for each trip made by engine to place trucks

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from Mombasa 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.	
MAFFRA—	Miles.	s. d.	s. d.	
(a) Nestle and Anglo Swiss Condensed Milk Co. (Australasia) Ltd. Sdg.	132½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(b) Maffra Co-op. Milk Products Co.'s Sdg.	132½	1 11	3 10	
(c) Beet Sugar Sdg.	132½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(d) Little and Co's. Storage Site	132½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(e) Commonwealth Milk Products Pty. Ltd. On Discharging Site	132½	1 11	3 10	
MANGALORE—				
Corey's Loading Platform	68	1 11	3 10	Minimum charge 3s. 10d. for each placing
MANSFIELD—				
Phosphate Co-op. Co. of Australasia's Sdg.	129½	1 11	3 10	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
MARYBOROUGH—				
(a) Maryborough District Co-op. Stores Society Ltd. Sdg.	112	1 11	3 10	Maximum charge 7s. 8d., for each placing
(b) Maryborough District Co-op. Factory Co. Ltd. Sdg.	112	1 11	3 10	Maximum charge 7s. 8d., for each placing

(e) Gas Works	112½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(d) Flour Mills Pty. Ltd. Sdg.	112	1 11	3 10	
(e) Shell Co. of Aust. Sdg.	112	1 11	3 10	
(f) Vacuum Oil Co. Pty. Ltd.	112	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
MATHOURA— Douglas Bros. Sdg.	169½	1 11	3 10	
MELBOURNE (see page 221).				
MELTON— H. S. K. Ward	23½	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d. The charge shall be enforced whenever it is necessary for trucks to be specially sorted out for the Company
Abbott Kelby Pty. Ltd.	23½			
MENTONE— Caudwell Bros. Sdg.	15½			
MERRBEIN— Mildura Co-op. Fruit Co. Ltd.	358½			
Aurora Packing Co. Pty. Ltd.	358½			
Argyle Packing Co.	358½			
MILDURA— South Australian Public Works Department's Sdg.	351½	1 11	3 10	The freight shall be computed at actual mileage to Siding, which is situated on a spur line half a mile from Mildura
State Rivers and Water Supply Commission's Sdg.	351½	1 11	3 10	Minimum charge 15s. 4d. for each placing. Trucks of oil &/o the Mildura Urban Water Trust, or trucks of firewood or poles &/c the Mildura Town Council may, subject to the charges shown, be placed on the siding
Postal Dept's Sdg.	351½	1 11	3 10	Minimum charge, 3s. 10d. for each placing
Shell Co. of Aust. and Vacuum Oil Co.'s Sdg.	352	..	..	A special charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for each trip made by engine to place trucks at the Siding; time to be computed from when engine departs from Mildura Yard until its return thereto
Mildura Co-op. Fruit Co.'s Ltd. Sdg.	350½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d. for each placing
Commonwealth Oil Refineries Sdg.	351½	1 11	3 10	Minimum 7s. 8d., maximum 15s. 4d., for each placing.
MINYIP— Minyip Co-op. Flour-mills Sdg.	198½	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d., for each placing For each truck whether loaded or empty, placed clear of points leading to Mill 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, place don the Siding		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
MINYIP—continued. Loading Sites on Flour-mills Sdg.	Miles. 108½	£. d. 1 11	s. d. 3 10	
MITCHAM— (a) <i>Osba, Sell, and Co. (Park Orchard Co.)</i>	14			
(b) <i>Builders' Roofing Tile Works Sdg.</i>	14½	1 11	3 10	
(c) <i>Australian Brick and Related Tile Co.'s Sdg.</i>	14½			
MOOROODUC— <i>Frankston and Hastings Shire Council Sdg.</i>	36	..	..	On occasions when trucks can be placed at this Siding by an engine which otherwise would be standing idle under steam at Baxter, shunting charges as under shall apply:— (a) If six trucks are placed or cleared at any one time at the siding, no shunting charge shall be imposed in addition to freight from the Siding. (b) For every truck short of six per trip placed or removed, a shunting charge of 1s. 11d. per 4 or 6 wheeled truck, minimum 3s. 10d. per trip shall be charged.
<i>Two Bays Nurseries and Orchard Co.'s Sdg.</i>	35½	1 11	3 10	Minimum, 3s. 10d., maximum charge, 7s. 6d., for each placing. Charges shall be imposed for each truck placed at "Up" end of the Public Loop Siding
MOOROPUNA— <i>McLennan and Co.'s Sdg.</i>	110			

Armona Fruit Products Co-operative Co.'s Sidg.	110	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
MORELAND—				
(a) Victor Plaster Mills	5½	1 11	3 10	For placing trucks at "Up" and of "A" Siding clear of points to Pender's Siding, trucks will be sorted out, when necessary, by Moreland Timber Co.
(b) Moreland Timber Co.	5½			
(c) Pender	5½			
(d) Moreland Grain and Fire Stores	5½			
MORLAC—				
Grand Ld.'s Sidg. on Wensleydale Line	67½	..	..	In addition to freight, a shunting charge of 15s. 4d. shall be imposed for each occasion that the engine places or clears trucks on or from the siding, whether carried out by special train or by a train run in conjunction with other loaders on the Morac Wensleydale lines but no special trip will be run for the purpose of placing empty trucks on the siding unless there are at any one time at least nine loaded trucks available for clearance
MORWELL—				
State Electricity Commission's Storage Site	90	1 11	3 10	Minimum, 3s. 10d., maximum charge, 7s. 8d., for each placing
MOUNT EVELYN—				
Melbourne and Metropolitan Board of Works Sidg.	28½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d. for each placing
Melbourne and Metropolitan Board of Works Site	28½	1 11	3 10	Trucks will not be placed opposite the site unless the Department can conveniently do so
MOYHU—				
Hansen Dairy Co.'s Sidg.	161½			
MURCHISON EAST—				
Hammond and Son's Sidg.	96½			
MURRAYVILLE—				
Manures Sheds a/c, Jones Cresco Fertilizers, Tharlow H. L. Yard's Chaff Cutting Site	356½	1 11	3 10	Minimum charge, 3s. 10d. for each placing
	356½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 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.	
	Miles.	s. d.	s. d.	
MURTOA— (a) <i>Wimmera Inland Pressing Co. Ltd. Sidg.</i>	185½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., and in addition a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is detained at the works shall be imposed
(b) <i>Thomas, W. C., and Sons Pty. Ltd. Sidg.</i>	185½			
NAGAMBIE— <i>Coals</i>	79½			
NATHALIA— <i>Thomas, W. C., and Sons Pty. Ltd. Sidg.</i>	147½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Barry's Loading Site</i>	147½	1 11	3 10	Maximum 3s. 10d. These charges shall be imposed for clearing loaded trucks from the site. Lessees shall take delivery of empty trucks wherever available in the yard, remove them to their site under supervision of the Stationmaster
<i>Sled Sites, a/c Hawkes and Henty and Fairman</i>	147½	1 11	3 10	Maximum charge 3s. 10d. for each placing. Trucks will be placed by horse shunting supplied by the Department
NATIMUK— <i>Noble Bros.' Sidg.</i>	219			
<i>Emmerton's Storage Site</i>	218½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
NETHERBY— <i>NBH Shire Council's Lease</i>	267½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
NEWLYN— <i>Stewart and Co.'s Sidg.</i>	90½	1 11	3 10	Minimum 7s. 10d., maximum charge 7s. 8d., for each placing
<i>Stewart and Co.'s Shed Site</i>	90½			
<i>Brophy, Foley and Co.'s Site</i>	90½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

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NEWMARKET—

Royal Agricultural Show Grounds Sdg.

3½

Flemington Race-course

3½

NEWPORT—

(a) *Altona Beach*

10½

(b) *Northwick Freezing Co.'s Sdg.*

8½

(c) *Forestry Department's Sdg.*

9½

(d) *Commonwealth Oil Refineries Sdg., Kororoit Creek*

9½

(a) Agricultural Implements and Machinery from suburban stations shall be charged the mileage rates, subject to a minimum freight charge of 19s. 8d. per four-wheeled truck and 39s. 4d. per bogie truck.

(b) Firewood from Newmarket Station shall be charged 3s. 4d. per four-wheeled truck, and 6s. 8d. per bogie truck.

Trucks arriving at Newmarket 2/5 V.R.C. may be placed with local engine at race-course siding.

A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed; time to be computed from when engine leaves Newmarket until its return thereto.

In the event of trucks being placed for both the Agricultural Society and V.R.C. the placing charge shall be apportioned Agricultural Society one-third, V.R.C. two-thirds.

Inwards trucks will be placed, and Outwards trucks cleared by ordinary Mixed trains, but should a special service be necessary to perform the goods work, which, however, must only be arranged at the request of the Altona Beach Estate Co., a charge of 26s. 3d. 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 19s. 3d. will be made to cover the cost of providing the service on such days.

For fresh or frozen meat see page 242.

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 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time during which the engine of any such train is detained at the Siding for the purpose of handling such traffic.

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 placed on the Siding empty, placed on the Siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
NEWPORT—continued. (d) Commonwealth Oil Refineries—continued.	Miles.	s. d.	s. d.	
(c) Texas Oil Co.'s Sidg.	7½	1 11	3 10	(b) Traffic in less than Full Train Loads Operated by a Special Engine from Newport.—A charge shall be imposed of 10s. for the first 15 minutes and 3s. for each 5 minutes beyond the first 15 minutes occupied by the engine handling such traffic in proceeding to the Siding, working thereat, and returning therefrom: time to be computed from when the engine leaves Newport until its return thereto (c) Traffic in Full Train Loads.—A charge to be imposed of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time during which the engine handling such traffic is detained at the Siding
(f) Prosser (Western & Murray Dist. Co.-op. Bacon Co.)	9½	..	..	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 15s. 3d. 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 12s. 3d. shall be imposed for the special trip if run from Melbourne, or £1 6s. 3d. for the special trip if run from Newport Fresh fruit in truck loads may be accepted for conveyance to the Siding
(g) Thomas, W. C. and Sons, Pty. Ltd. Sidg.	7	..	..	Open for truck loads "Out" and goods "In"
(h) McKenzie and Holland (Aust.) Pty. Ltd.	7½	..	..
NHILL—North's Sidg. Extension a/c. Louisa Shire	248½	1 11	3 10	Maximum charge as for two trucks per trip Minimum 7s. 8d., maximum charge 16s. 4d., for each placing
	..	1 11	3 10	

NOOJEE— <i>Troonaga River Extension</i>	90½	3 4	6 8
<i>Goodwood Siding</i>	89½	1 11	3 10
NORTH FITZROY— <i>W. Ferras' lease</i>	5	3 4	6 8
NORTHCOTE— <i>Northcote Brick Co.'s Sidg.</i>	6		
NORTH GEELONG— <i>(a) Vacuum Oil Co.'s Sidg.</i>	43½	1 11	3 10
(b) <i>Ford Motor Co of Austral. Pty. Ltd.</i>	..	..	..
(c) <i>Australian Cement Ltd., Fyansford (see page 342)</i>	..	..	..

Minimum charge 3s. 10d. 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

Minimum charge 7s. 8d., maximum charge 15s. 4d., 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 will be subject to the usual demurrage charges 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 from the siding
Motor Spirit between Geelong Pier and the Siding shall be charged at Owner's Risk 5s. 4d. per ton, not including loading or unloading (see page 27)

This siding is situated ¼ mile from North Shore and mileage shall be computed to North Shore plus ¼ mile
The freight charges on consignments forwarded between Melbourne and Suburban Stations and the siding shall be computed in accordance with the conditions of the District rates between Melbourne and Suburban stations and North Geelong; a charge of £1 shall be imposed for each special trip run from North Geelong Station to place trucks at or remove trucks from the siding

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. 11d. for each 4 or 6-wheeled, and 3s. 10d. for each bogie truck, with a minimum charge of 3s. 10d., 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 inter-siding truck movements

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and siding.	Mileage from minimum 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.	
NORTH GEELONG—continued.				
(d) Federal Woolen Mills Pty. Ltd. Storage Site	43½	1 11	3 10	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing Freight charges shall be computed at the Tariff Rates as from or to North Geelong
(e) Shell Co. of Aust. Siding	43½	1 11	3 10	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing Freight charges shall be computed at the Tariff rates as from or to North Geelong
(f) East Siding, Country Roads Board's Gravel Site	43½	1 11	3 10	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing
(g) Commonwealth Oil Refineries Site	43½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
NUMURKAH—				
A. G. Girdler's Storage Shed	133½	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d., for each placing
Holdensen and Neilson's Oil Pipe Site	133½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
OAKLEIGH—				
Luxford Bros. Sdg.	10½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Oakleigh Council Siding	10½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Oakleigh Land Co. Pty. Ltd.	11½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
" a/c Plaster Board Ltd.	11½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Workmaster's Yard	10½	1 11	3 10	Charges are to be imposed on all trucks for the public placed at the cranes in the Works Master's Yard for loading or unloading
O'Shea and Bennett's Timber Site	10½	1 11	3 10	Minimum 7s. 8d., maximum 15s. 4d., for each placing
OUTTRIM—				
(c) Outtrim Extended Coal Co.'s Sdg.	76½	1 11	3 10	

(b) <i>Outtrim Coal Mining Syndicate's Coal Chute on Outtrim Line</i>	70½	..	..	A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., 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. 10d., maximum charge 7s. 8d., for each placing
(c) <i>Wallis and Burgess Platform Site</i>	70½	1 11	3 10	
(d) <i>Outtrim Howitt Co.'s Sidg.</i>	70½	..	..	In addition to freight, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed; time to be computed from when the engine leaves the Outtrim station until its return thereto. When it is necessary to specially supply an engine from Korumburra time is to be computed from when engine leaves Korumburra station until its return thereto
(e) <i>Outtrim Mt. Pleasant Colliery Co.'s Bin and Chute Site.</i>	70½	..	..
OUTTRIM NORTH— <i>Jumburra Coal Pty. Ltd. Sidg.</i>	75½	1 11	3 10	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing
OUYEN— <i>Angliss and Co.'s Site</i>	288½	1 11	3 10	
<i>McGregor and Co.'s Mill Site</i>	288½	1 11	3 10	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 Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Walpeup Shire's Oil Discharging Site</i>	288½	1 11	3 10	
PARWAN— <i>C. E. Barrie's Sidg.</i>	29½	1 11	3 10	Shunting charge to be imposed for all trucks specially placed at up end of shed road
PATCHEWOLLOCK— <i>G. Patuello's Manure Shed Site</i>	281½	1 11	3 10	
PORT FAIRY— <i>(a) Wharf Sidg.</i>	..	..	..	All goods, except fish and rabbits, between country stations and the Wharf, shall, unless otherwise provided, be charged 5d. per ton in addition to the rate to or from Port Fairy Station
<i>(b) Joseph Nathan and Co. (Aust.) Pty. Ltd.</i>	185½	..	..	A special charge of 10s. for each trip shall be imposed for placing trucks in the Sidg.

PORTLAND (see page 223).

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage from Melbourne to be charged.	Additional Shunting Charges 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.	
PORT MELBOURNE— (a) Anglo-Persian Oil Co.'s (Ltd.) Sdg.	3½	1 11	3 10	When placed on the siding by ordinary trains carrying out operations at the new pier Subject to a minimum charge of £1 13s. 4d. and maximum charge of £2 6s. 8d. These charges apply when it is necessary to make special arrangements for the placing of trucks, whether loaded or empty, on the siding.
(b) Commonwealth Oil Refineries Ltd. Sdg.	3½	6 8	13 4	When placed on the Siding by ordinary trains carrying out operations at the new pier Subject to a minimum charge of £1 13s. 4d. and maximum charge of £2 6s. 8d. These charges apply when it is necessary to make special arrangements for the placing of trucks, whether loaded or empty, on the Siding
(c) Swallow and Aitch's Factory	3½	1 11	3 10	Minimum charge 3s. 10d. for each placing for manure inwards, and for empty trucks for loading of chaff, barley or wheat when service is performed by "Up" or "Down" goods train
POWENS COURT	135½	6 8	13 4	If special engine is required to place trucks a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s. shall be imposed for the time from when the engine leaves Mafra until its return thereto. Permission from General Superintendent to be obtained in every case. Minimum 3s. 10d., maximum charge 7s. 8d.
PYALONG— Molton Sand and Gravel Co. Pty Ltd.	56½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
QUAMBATOOK— Shell Co. of Aust. Site	101	1 11	3 10	Fish traffic only Minimum charge, 6s. 8d. per special trip for other traffic Maximum charge as for two trucks per trip
QUENSLIEF— Fishermen's Pier	67½	1 11	..	
RAINBOW— W. C. Thomas and Sons' Sdg.	266½	1 11	3 10	

REDCLIFFS—

Mildura Shire Council's Sdg.
Mildura Shire Council's a/c
State Rivers and Water
Supply Commission
Mildura Shire Council's a/c
Country Roads Board
Mildura Shire Council's Storage
Site
Redcliffe Co-operative Society
Ltd. Sdg.
State Rivers and Water Supply
Commission's Sdg.
State Rivers and Water Supply
Commission's Shed
Red Star Packing Co.'s Shed
Aurora Packing Co.'s Shed

Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing

RESERVOIR—

Epping Quarrying Co.'s Sdg. ...

Provided not less than 16 fully loaded trucks are available for clearance by engine placing empties, ordinary mileage rates only shall apply. When the number of trucks ready to be cleared is less than 16, a shunting charge of 1s. 11d. for each 4 or 6 wheeled truck less than 16 shall be imposed
Minimum 7s. 8d., maximum charge 15s. 4d., for each placing

RIVERSDALE—

Camberwell City Council

Minimum 7s. 8d., maximum charge 15s. 4d., for each placing

ROCHESTER—

A. G. Fuller's Grain Shed Site
Rochester Shire Storage Site

Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
When not less than 20 fully loaded trucks are available for clearance by engines at any one time no shunting charge shall be made

ROCKBANK—

J. Cockburn's Sdg. ...

Minimum 7s. 8d., maximum charge 15s. 4d., for each placing

ROSEBROOK—

Warrambrook Shire Quarry

Minimum 7s. 8d., maximum charge 15s. 4d., 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 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof, beyond the first 15 minutes, minimum charge 10s., shall be imposed; time shall be computed from when engine leaves Port Fairy until its return thereto

ROSEDALE—

Sylvester's Saw-milling Site

Minimum charge 7s. 8d., maximum 15s. 4d., for each placing

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and Siding.	Mileage 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.	
	Miles.	s. d.	s. d.	
RUPANYUP— <i>T. Brunton and Co.'s Flour Mill Sidg.</i>	185			
RUSHWORTH— <i>Sheep's Shed Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>Waranga Shire's Storage Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>Berry and Paulson's Cutting Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>Curtis Bros., Cutting Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>Jones Bros., Cutting Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>Curtis, E.W. and M. J., Cutting Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
<i>State Rivers and Water Supply Commission's Shed Site</i>	104½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 4d., for each placing
RUTHERGLEN— <i>Carriage Dock</i>	169½	1 11	3 10	Goods placed at the request of consignors or consignees, and it is convenient for the Department to do so. Minimum charge 3s. 10d. for each placing
<i>Shed Sites, a/c. Buckman and Co. and P. H. Pickering</i>	169½	1 11	3 10	Minimum charge 3s. 10d., maximum charge 7s. 8d., for each placing
ROBINVALE— <i>New South Wales Public Works Department's Site</i>	283½	1 11	3 10	Goods between Sale Station and the Wharf shall be charged the mileage rates (1 mile) 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 connection 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. 11d. per four-wheeled truck and 3s. 10d. per bogie truck shall be made for the service between Sale Station and the Wharf
SALE— <i>(r) Wharf</i>	129½	..	..

(b) Silver Lake Flour Milling Co.'s Sidg.	130½	1 11	3 10	Minimum charge 3s. 10d.; maximum 7s. 8d. for each placing when performed by an engine engaged in working between the Sale Station and Sale Wharf
(c) Shell Co. of Australia's Sidg.	129½	1 11	3 10	When a special trip is necessary between Sale and the Siding a fixed charge of 10s. for each return trip shall be imposed
(d) Sale Dist. Co-op. Butler & Coed Storage Co.'s Sidg.	129½	1 11	3 10	In the event of the company desiring the removal of an empty truck by special engine, a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed
(e) Froud's Loading and Unloading Site	128½	3 10	7 8	Trucks will only be placed and cleared from the Siding at such times as the engine is working between Sale Station and the Wharf
(f) Vacuum Oil Co.'s Discharging Site	128½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d.
(g) Atlantic Union Oil Co.'s Sidg.	129½	1 11	3 10	When a special trip is run by an engine a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed; time to be computed from when engine leaves Sale until its return thereto
SEAFORD— Kevin Sidg. (McCulloch and Co.) McCulloch and Co.'s Sidg.	24½ 25½	..	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing When a special trip is run by an engine a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed; time to be computed from when the engine leaves Sale yard until its return thereto
Crystal Sand (Frankston) Pty. Ltd.	..	..	..	(a) Where less than 20 fully loaded trucks, bogie trucks being counted as equal to 2 four-wheeled trucks, are available for clearance from the siding at any one time, a charge of 1s. 11d. for each truck less than 20, with a maximum charge of 15s. 4d. for each trip for the purpose of clearing trucks from the Siding, shall be imposed. (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
Albion Sand Co. Sidg.	24½	..	..	This siding is situated 2½ miles from Melbourne (Spencer-street) Freight charges shall be computed as follows:—(a) 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. Inwards traffic— Mileage rates to Seaford, plus 1 mile (a) Where less than 20 fully loaded trucks, bogie trucks being counted as equal to two 4-wheeled trucks, are available for clearance from the Siding at any one time, a shunting charge of 1s. 11d. for each truck less than 20, with a maximum charge of 15s. 4d. for each trip, for the purpose of clearing trucks from the Siding shall be imposed (b) Where 20 or more fully loaded trucks are available for clearance from the Siding at any one time, no shunting charge shall be made

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.	
SEA LAKE— Shell Co. of Australia and Vacuum Oil Co.'s Sidg.	Miles. 238	s. d. 1 11	s. d. 3 10	Minimum charge 3s. 10d. for each placing
SERVICETON— Lawloit Shire's Storage Sids ..	287	1 11	3 10	Minimum charge 3s. 10d. for each placing
SEYMOUR— Defence Dept.'s Mobilization Store	62½	..	..	A charge shall be made of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that an engine is employed on the Siding (the time to be computed from when the engine leaves Seymour Station until it returns thereto)
Colonial Gas Co.'s Lease Seymour Stand and Gravel Co.'s Sidg.	61½ 61½	1 11 ..	3 10 ..	Minimum 3s. 10d., maximum 7s. 8d. for each placing The siding shall be operated at such times as will be suitable to the Department by pilot engine from Seymour Mileage rates shall be charged as to or from Seymour, and in addition 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for the time that pilot engine is employed in the Siding. The time shall be computed from when the engine leaves Seymour until its return thereto A placing charge of 7s. 8d. per truck shall be imposed Trucks will only be placed at the convenience of the department and only during day light
Seymour Council Oil Site on Commonwealth Sidg.	61½	..	..	Trucks must be discharged and ready for clearance within one hour of being placed. The Department will not be responsible for any delay in placing trucks at the valve site, and if delay to trucks is caused by the use of the siding by the Commonwealth, demurrage charges shall be enforced and paid by the shire
SHEPPARTON— (a) Goulburn Valley Industries Co. Ltd. Sidg.	112½	1 11	3 10	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
(b) Shepparton Fruit Preserving Co.'s Siding	113½	..	..	A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for specially sorting out and placing the loaded or empty trucks at locations desired by the Company; the time to be computed from the time the engine leaves the Shepparton Station Yard until its return thereto

(c) Shepparton Shire Council's Metal Sidg.	113	1 11	3 10	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. 8d., maximum charge 15s. 4d., for each placing
(d) Lamrock (Deane and Range) Sidg.	124½	..	..	A charge shall be made of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time 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 more than one of the companies concerned, the charges shall be debited to each company proportionately
(e) Shell Co. of Australia, Commonwealth Oil Refineries, and Vacuum Oil Co.'s Sidg.	113	..	..	Minimum charge 3s. 10d. for each placing
(f) Gaylard's Site... Commission Site	113	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(g) State Electricity Alton Quarrying Co.'s Siding	87	1 11	3 10	Minimum charge 3s. 10d. for each placing Tariff rates as to or from South Geelong shall be charged
SOUTH BRUNSWICK— Cornwall's Sidg. Hoffman and Co.'s Sidg.	4½ 4½	..	..	Minimum £1 6s. 8d. per special trip for Inwards traffic. (See page 242.) See page 329.
SOUTH GEELONG— Atlantic Union Oil Co.'s Siding	46½	1 11	3 10	(a) Minimum shunting charge as for 4 trucks
SOUTH KENSINGTON— City Abaloor's Sidg. Minife and Co. New Zealand Loan and Mercantile Co. Austrian Mercantile Loan and Finance Co.	2½ 2½ 2½ 2½	6 8	13 4	(b) Haulage Charges—A haulage charge of 13s. per four-wheeled truck and 20s. per bogie truck shall be imposed for all loaded trucks hauled between Spotwood Wharf and the Shell Company's Works Siding. No shunting charge shall be imposed in respect of this traffic Works Siding is open for truck loads in and out and the Wharf Siding for truck load Outwards only
SPOTSWOOD— Shell Co. of Australia's Sidg.— (a) Works Sidg. and New dead-end Siding (b) Wharf Sidg....	0½ 7	1 11 1 11	3 10 3 10	

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 empty, placed on the siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per hoyle truck.	
SPOTSWOOD—continued. <i>Shell Co. of Australia's Sdgs.</i> —continued.	Miles.	s. d.	s. d.	
(c) Departmental Newport Power House	7	..	..	(c) Special Train Services.—When special train services are arranged at the request of the Shell Company to place or remove trucks loaded or empty, the following conditions for the special service shall apply:— (1) A charge of £2 12s. 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. 8d. 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
(d) Sharp and Taylor's Sdg. and International Harvester Co., (e) Lennon, H., Sdg., (f) Australian Glass Manufacturers' Sdg., (g) Metropolitan Board of Works Sdg., (h) Robinson and Co.'s Sdg., (i) Victoria Ammonia Co.'s Sdg., (j) Vacuum Oil Co.'s Sdg.	5½ 5½ 5½ 5½ 5½ 5½ 8	1 11 1 11 ..	3 10 3 10 ..	Minimum 15s. 4d., maximum charge 23s. 4d., for each placing If special trips are arranged a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is engaged shall be imposed; the time to be computed from when the engine commences the special service until its return to the same point A shunting charge of 7s. 8d. shall be imposed for each placing of trucks, whether loaded or empty, at the siding
(k) Atlantic Union Oil Co.'s Sdg.	5½	..	..

SPRINGHURST— <i>Young's Sidg.</i>	100	..	..	..	Open for Inwards and Outwards Goods in truck loads only under special arrangements with the General Superintendent of Transportation
SPRING VALE— (a) <i>Necropolis</i>	..	..	..	..	Monumental stone and railings from Melbourne to the Necropolis in bogie trucks shall be charged for at 6s. 10d. per ton, minimum 10 tons per truck, plus loading charge of 1s. 4d. per ton
(b) <i>Kelly and Lewis Pty. Ltd.</i>	154	1 11	3 10	..	A charge of 13s. 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
(c) <i>Concrete Specialities Coy. Pty. Ltd.</i>	163	1 11	3 10	..	Open for traffic, account Messrs. Kelly and Lewis, and Spring Vale Foundry Co. Minimum charge 7s. 8d., maximum 15s. 4d., for each placing. Only one minimum or maximum charge shall be imposed for each placing
ST. ALBANS— <i>St. Albans Quarry Co. Pty. Ltd.</i>	114	..	..	..	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing The freight shall be computed on the actual mileage to or from Spring Vale, plus a quarter of a mile
ST. ARNAUD— <i>Malcolm and Co., Sidg.</i>	1584	1 11	3 10	..	Minimum charge 7s. 8d. for each placing
<i>Postal Department's Storage Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Shell Co. of Australia's Sidg.</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>St. Arnaud Council's Oil Pipe Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Cresco Fertilizers Shed Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Gunning Smith's Shed Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Mount Lyell Co.'s Shed Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
<i>Wischer and Co.'s Shed Site</i>	1584	1 11	3 10	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
STATE MINE— <i>Stating to Sidings</i>	..	1 11	3 10	..	Charge shall be imposed for each truck transferred from one siding to another
<i>Dudley, Eastern, or Station Area Sidings</i>	..	1 11	3 10	..	Charge shall be imposed for each truck placed in the Sidings mentioned
<i>Phillip Island and Woolamai Shire Council's Unloading Site</i>	574	..	..	..	A charge of 10s. shall be made for each placing
STAWELL— (a) <i>Grampians Tramway</i>	..	..	..	..	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

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—continued.

Station and siding.	Mileage from Melbourne to be charged.	Additional Shunting Charge for each truck, whether loaded or empty, placed on the siding. Per 4 or 6 wheeled trucks. Per bogie truck.	Remarks.
STAWELL—continued. (a) <i>Grampians Tramway</i> —continued.	Miles. s. d.	s. d. s. d.	<p>(b) The traffic offering shall consist of not less than seven (7) trucks loaded to the minimum weights prescribed for the description of traffic specified.</p> <p>(c) The amount of £4 8s. 3d., 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</p> <p>(d) The ordinary through tariff rates for the mileage to or from the loading place on the Grampians line and the final destination station shall be imposed in addition to the special charge.</p> <p>(e) A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., 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. 2d. per ton, minimum 1s. 2d. per consignment, in addition to the ordinary tariffs for the distance carried. The surcharge of 1s. 2d. per ton, minimum 1s. 2d. 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. 4d. 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>

(k) Duplicate Guards' Truck Sheets must be prepared, showing particulars of trucks placed or cleared at the various loading points (mileage to be shown), time of departure from Stavell, time of arrival and departure from each stopping place, time trucks placed and time loading is finished at Fyan's Creek and any remarks necessary in regard to detention. These sheets are to be numbered consecutively, and kept for future reference.					
2. Traffic in full truck loads to or from any loading place on the Gramplains line (Stavell Brick Co.'s Siding excepted) less than 8 miles from Stavell:—					
(a) Subject to Departmental convenience, a special train may be arranged by the Stationmaster, Stavell, to place and clear trucks on payment of 7s. 8d. per mile or part thereof for each placing in addition to through tariff rate 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., Stavell, for reference.					
(e) Particulars of special charges to be reported on Form T.R.9b Minimum 7s. 8d., maximum charge 10s. 4d., 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.	3	10			
(b) Stavell Woollen Mills	160½	1	11		
(c) Stavell Pressed Brick Co.'s Sidg.	150	1	11		
(d) Wimmera Flour Milling Co.'s Sidg.	150½				
(e) Wimmera Flour Milling Co.'s Sidg. a/c Carl Welt and Son	150½				
STONY POINT— A. K. T. Sambell's Coal Bins Site	46½	1	11		
STRATFORD— Napper's (late Fulcher's) Sidg.	148½	1	11		
Hopkins' Storage Site	138½	1	11		
Radern's Gippsland Municipal Pipe Works' Loading Site	138½	1	11		
SUNBURY— Naughton's Sidg.	27½	1	11		

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 empty truck placed on the siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
	Miles.	s. d.	s. d.	
SUNBURY—continued. <i>Naughton's Sdg.</i> —continued.	10	1 11	3 10	<i>Outwards.</i> —Traffic from the siding to stations on the Melbourne side of the Siding shall be charged mileage from the Siding to Lancofield 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.
SUNSHINE— (a) <i>Nobel (Australasia) Ltd.</i> <i>Nobel's Chemical Finishers Aust. Ltd. Sdg.</i> . . . . .	..	1 11	3 10	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 26s. shall be made, and for each special trip for other goods the charge shall be 13s., and a further charge of 6s. 8d. shall be imposed for each period of fifteen minutes (or part thereof) engine is detained at the Siding after the first such period. Minimum 7s. 8d., maximum charge, 15s. 4d. for each placing. The freight charges shall be computed at tariff rates on mileage to or from Deer Park, plus one-quarter mile. Minimum charge, 3s. 10d. for each placing.
(b) <i>Australian Reinforced Concrete Engineering Co. Pty. Ltd.</i>	8½	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d., for each placing. When trucks are sorted out and placed at particular locations at the request of the Company an additional charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the engine is so employed shall be imposed.
(c) <i>Victorian Iron Rolling Co. Pty. Ltd.</i>	9	1 11	3 10	Minimum charge 3s. 10d., maximum 7s. 8d., for each placing. Truck loads out, and goods in. Truck loads outwards, minimum 3 tons, may be accepted when comprised of various consignments of crated fibro-plaster sheets for consignees at different destination stations. Truck loads out, and goods in.
(d) <i>Darling and Sons</i>	7½	1 11	3 10	
(e) <i>McKay & H. V. Pty. Ltd.</i>	7½	1 11	3 10	
(f) <i>Albion Quarry</i>	8½	1 11	3 10	
(g) <i>Jas. Hardie & Co.</i>	8½	1 11	3 10	
(h) <i>Commonwealth Quarry</i>	10½	..	..
(i) <i>Haye</i>	10½	..	..
<i>F. Watkins Pty. Ltd.</i>	10½	..	..
<i>Furniss and Moran</i>	10½	..	..

(j) Kingscille Quarries Contractor's Ltd. Sidg.	9	..	..	Truck loads out, and goods in
(k) Highfield's Quarry	9½	..	..	Truck loads out, and goods in
(l) Munro (S. J. Willis Pty. Ltd.)	9½	..	..	Truck loads out, and goods in
(m) Prahran City Council	9½	..	..	Minimum charge 7s. 8d. for each placing
(n) Melbourne Quarries Pty. Ltd.	9½	..	..	Minimum charge 7s. 8d., maximum 15s. 4d., for each placing
(o) Russell's (Brooklyn Quarries Pty. Ltd.)	8	..	..	When the output of the quarry approximates twenty trucks per day, the following charges shall apply:—
(p) Broughook Quarries Pty. Ltd.	9½	1 11	3 10	(a) Provided not less than twenty fully loaded trucks are available for clearance by engine, no shunting charge shall be made
(q) Stanley Quarries Pty. Ltd.	10½	1 11	3 10	(b) When the number of trucks to be cleared is less than 20, a shunting charge of 1s. 11d. each for 4 or 6-wheeled truck less than 20 shall be imposed, but such charge shall not exceed 15s. 4d.
(r) Stanley Quarries, a/c Consolidated Concrete Co. Pty. Ltd.	10½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(s) Sandringham Quarry Trust Sidg.	11½	..	..	The freight on metal forwarded from Sidings on the Newport-Sunshine Loop Line shall be computed for the shortest mileage either via Sunshine or via Newport respectively. The freight on all other traffic either inwards or outwards shall be computed on the mileage via Newport
(t) State Electricity Commission's Storage Site	7½	..	..	When inward goods which arrive too late for a boat are unloaded into Goods Sled and subsequently reloaded into a truck and placed at the Wharf a charge of 1s. 4d. per ton minimum 2s. 8d. 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
(u) Sunshine Loop Sidg.	..	..	..	For placing trucks at the Wharf siding account Rose Bros., Permewan, Wright and Coy., and State Rivers and Water Supply Commission, minimum charge 3s. 10d.
SWAN HILL—	..	..	..	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Wharf ..	..	..	..
Sydney Hill Shire's Oil Discharging Site	214½	1 11	3 10	
Postal Department's Pole Dept	214½	1 11	3 10	
Shell Co. of Australia and Vacuum Oil Co.'s Sidg.	214½	1 11	3 10	
SYDENHAM—	..	..	..
J. Sloan and Son's Sidg.	15	1 11	3 10	
TALBOT—	..	..	..
(a) Australian Diatomite Co. Ltd. Sidg.	107½	..	..

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 when placed on the siding, empty, placed on the siding.		Remarks.
		Per 4 or 6 wheeled truck.	Per bogie truck.	
TALBOT— <i>continued.</i> (b) <i>Road Builders Ltd. (late Talbot Quarries)</i> (c) <i>Road Builders Ltd. (late Bihemetal Quarries)</i>	Miles. 107½ 107½	s. d. 1 11 ..	s. d. 3 10 ..	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. 11d. for each 4-wheeled truck less than 13 shall be imposed with a maximum charge of 15s. 4d.
TERANG— <i>Terang and District Co-operative Society Ltd. Site</i> <i>Glemorsion Butter and Cheese Factory's Site</i> <i>Trafalgar of Australia Ltd. Site</i> <i>Montgomery and Bradshaw</i> <i>Hampten Shire's Storage Site</i>	137½ 137½ 137½ 137½ 137½	1 11 1 11 1 11 1 11 1 11	3 10 3 10 3 10 3 10 3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
THORNBURY— <i>Old Iris Brick and Tile Co. Sidg.</i>	7½			
TOCUMWAL— (a) <i>Wise Bros.' Sidg.</i>	166½	1 11	3 10	For consignments <i>s/o</i> Wise Bros. or T. Boyle 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. 4d. per ton, minimum 6s. 8d. per consignment This charge shall also apply to trucks of Gypsam consigned to Tocumwal and there re-consigned to New South Wales stations

S.M. Tounwal 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 Tounwal, and consigned after arrival to Victorian stations, shall be charged 1s. 4d. per ton for unloading and 1s. 4d. per ton for loading instead of the transhipping charges specified on page 145.

A signature for the contents of the New South Wales truck must be obtained and a consignment note lodged for the journey from Tounwal to the Victorian station.

If such consignments ex New South Wales be divided at Tounwal and consigned in different quantities to Victorian destination stations thereby involving extra shunting by engine at Tounwal, an additional charge of 1s. 4d. per ton, minimum 6s. 8d. per consignment shall be imposed.

Minimum charge 3s. 10d., for each placing

3 10

1 11

1504

(b) Lee's Grain Shed and Site

TOOBORAC—
McIvor 634

Trucks used on the Company's tramway shall be charged for at the rate of 2s. 2d. for each four-wheeled truck, except 16-ton trucks; 3s. 4d. for each 16-ton truck; 4s. 4d. for each bogie truck; and in addition demurrage charges as per agreement in force. These charges shall be debited to the Company, and must not be included on the way-bills.

Trucks loaded at the saw-mill near the railway line are subject to the ordinary demurrage regulations.

Goods in any quantity may be accepted for despatch to Molvor Siding, subject to the following conditions:—

1. Truck Loads.—Goods in truck loads (minimum 3 tons), are to be consigned and invoiced to Molvor, freight to be charged on the mileage to Molvor Siding, and freight must be prepaid.
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-payment and despatch of any consignments, which it may be desired to forward to the Molvor Siding for transportation on the Molvor Timber Co's. tramway, and trucks used in this connexion are to be regarded as portion of the supply for the Molvor Timber Co.

- (b) Consignees shall arrange with the Molvor 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 Molvor 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 Molvor Siding of 2s. 2d. per ton, minimum 1s. 2d. per consignment, and a transfer charge of 1s. 1d. per ton, minimum 7d.

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.	
TOOBORAC—continued. <i>McIvor</i> —continued.				
TOORAK— <i>Firewood Siding Frontages</i> ..	..	1 11	3 10	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 (J) Tarpaulins.—If tarpaulins are required, a charge of 3s. 5d. per day shall be made for each tarpaulin used
TRAFALGAR— <i>Trafalgar Butter Co.'s Sidg.</i> .. <i>Gippsland and Northern Co. Sidg.</i> ..	75 ..	3 4	..	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
<i>Gippsland and Northern Co. Site</i> <i>Gippsland Blue Metal and Fuel Ltd. Sidg.</i>	75 77½	1 11 1 11	3 10 3 10	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 3s. 10d., maximum charge 7s. 8d., for each placing Minimum 7s. 8d., maximum 15s. 4d., for each placing; no abutting charge shall be imposed when traffic for a full special train load is available
TURRIEF— <i>J. R. Torpey's Sidg.</i> ..	286½	1 11	3 10	Minimum charge 3s. 10d. for each placing
TYABB— <i>Tyabb and District Co-op. Cool Stores Shed</i>	37½	1 11	3 10	Traffic in full truck loads only shall be placed at or received from the shed site
UNDERBOO— <i>W. J. Weath's Shed Site</i> ..	319½	1 11	3 10	Minimum charge 3s. 10d. for each placing
UPPER FEEN TREE GULLY— (g) <i>Dandenong Shire Council Quarry Sidg.</i>	23½	1 11	3 10	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) <i>Midern Council Quarry Sdg.</i>	23½	1 11	3 10	Open for Outwards traffic only
(c) <i>Ferriss Gully Shire Council's Sdg. (Narrow-gauge line)</i>	23½	..	1 11	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
VICTORIA PARK— <i>Stradon and Co. Pty. Ltd., Carlton and United Electric Coal Storage Site</i>	3½ 3½	1 11	3 10	Minimum charge 7s. 8d. for each placing
VIOLET TOWN— <i>Shire Council's Pipe Site</i>	105½	1 11	3 10	Minimum charge 3s. 10d. for each placing
WAHGUNYAH— (a) <i>Carriage Dock Sdg.</i>	174	1 11	3 10	Minimum charge 3s. 10d. for each placing. The shunting charge 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
(b) <i>Federal Manure Co., Com- ming Smith Pty. Ltd. and Mount Lyell Co.'s Manure Sheds</i>	174	1 11	3 10	Minimum charge 3s. 10d. for each placing
(c) <i>Shell Co. of Australia, and Vacuum Oil Co.'s Sdg.</i>	174	1 11	3 10	Minimum charge 7s. 8d., maximum charge 15s. 4d., for each placing
WANDONG— <i>Harper's Shed Site</i>	34½	1 11	3 10	Minimum charge 3s. 10d. for each placing
WAHRING— <i>Noorlim Sdg. a/c N. Fajl wa-</i>	87½	1 11	3 10	Minimum charge 3s. 10d.
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 241
(b) <i>White Rock Lime Co.'s Sdg.</i>	101½	..	..	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
(c) <i>E. Fullwood's Sdg.</i>	101	..	..	If a special service be required to clear less than six loaded trucks an extra charge of 6s. 8d. for the first 15 minutes detention or part thereof, and 2s. 2d. 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)
(d) <i>O'Shea and Bennett's Sdg.</i>	101½	..	..

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.	
WANGARATTA—				
Cool Storage Shed (J. Hickey, lessee)	145½	1 11	3 10	
Vacuum Oil Co. Pty. Ltd.'s Oil Discharging Site	145½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Wangaratta Flour Mill Co.'s Shed Site	145½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Shell Co. of Australia's Oil Discharging Site	145½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
P. Smith's Shed Site	145½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Stock Sigs., a/c Blackwell	146½	1 11	3 10	Minimum charge 3s. 10d. for each placing
WARBURTON—				
Melbourne and Metropolitan Board of Works Shed Site	48½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
WARRACKNABEAL—				
Thomas, W. C. and Sons, Pty. Ltd.	216½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Shell Co. of Australia's Site	216½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
Electric Supply Co.'s Pipe Sigs.	217	..	..	The siding is situated ¼ mile on "Down" side of Warracknabeal, and mileage rates to or from the siding shall be charged in addition to a shunting charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes; minimum charge 10s., for the time engaged by an engine in each trip made to the siding; time to be computed from when the engine leaves the Warracknabeal station yard until its return thereto
Vacuum Oil Co.'s Sigs.	217	..	..

WARRAGUL — <i>Holden and Neilson Sdg.</i> ..	62½	1 11	3 10	Charges are only to be imposed when the trucks that are placed in the Siding are not fully loaded
<i>D. & S. Shell Co. of Australia</i> ..	62½	1 11	3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
<i>Vacuum Oil Co.'s Site</i> ..	62½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
WARRNAMBOOL — (see page 220)—				
(a) <i>P. J. McCannan's Sdg.</i> ..	166	0 9	1 6	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
(b) <i>P. J. McCannan's Sdg. a/c</i> ..	166	1 11	3 10	Traffic between the Siding and the Pier, or Warrnambool, shall be charged the rates applicable to traffic between the Pier and Warrnambool (see page 220), plus shunting charges
(c) <i>Co-operative Box Co. of Victoria, Ltd.</i> ..	166½	1 11	3 10	Traffic between the siding and the Pier, or Warrnambool, shall be charged 3s. 1d. per ton. Coal, loose, from the Pier to the Siding shall be charged 2s. 2d. per ton (owners to load and unload) subject to prescribed minimums for coal, plus shunting charges
(d) <i>Woolten Mills Sdg.</i> ..	166½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
(e) <i>Sallau and Sons' Platform</i> ..	166	1 11	3 10	Minimum 5s. 8d., maximum charge 7s. 8d. for each placing
(f) <i>Sallau and Sons' Grain Store</i> ..	166	1 11	3 10	
WATCHEM — <i>Grain Shed Sites</i>	202½	1 11	3 10	A charge of 3s. 10d. shall be imposed for placing trucks at the site
WAURRA — <i>R. Torney's Mill Site</i> ..	95½	..	..	(a) When trucks are ordered and a train run in conjunction with other loaders on this line a charge of 1s. 11d. for each 4-wheeled, and 3s. 10d. 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. 8d., and a maximum charge of 15s. 4d., for each placing
WENSLEYDALE — <i>Onagy Coal Co.'s Ltd. Sdg.</i> ..	71½	..	..	(b) When not less than 20 trucks are ordered from Geelong and are to be loaded the same day, a shunting charge of 15s. 4d. shall be imposed. Train may be detained for at the hours for trucks to be loaded, any time excess of four hours to be charged for at the rate of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., that the train is detained above four hours waiting for trucks to be loaded, in addition to the shunting charges
WERRIBEE — <i>Federal Milk Pty. Ltd.'s Sdg.</i> ..	19½	1 11	3 10	(c) When a trip is made with less than 20 vehicles (empties) a charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., for the time that the train is detained at the siding beyond 20 minutes shall be imposed in addition to the shunting charges

Minimum charge, 3s. 10d. for trucks placed at a point on the Up end of No. 3 road, between Keast and Co.'s chaff mills, and points leading into Dead End Extension. The Company will require to accept delivery of all inwards trucks and to give delivery of all Outwards trucks at this point

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 trucks.	Per bogie truck.	
WERRIEBE—continued. F. C. Robertson and Co.'s Sidg. Acost and Co.'s Chaff Mill Site	Miles. 20 19½	s. d. 1 11	s. d. 3 10	Minimum 7s. 8d., maximum charge 15s. 4d., for each placing
WEST FOOTSCRAY— (a) Nobel (Australia) Ltd. (b) Schutt and Barrie's Sidg. (c) Footscray Council Storage Site. (d) Parkinson Store Co.'s Sidg.	4½ 4½ 4½ ..	1 11 1 11 1 11 1 11	3 10 3 10 3 10 3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing Minimum charge 3s. 10d. for each placing Freight charges shall be computed as to or from West Footscray plus ¼ mile; minimum 3s. 10d., maximum charge 7s. 8d., for each placing Minimum charge 3s. 10d., maximum 7s. 8d.
WILLAURA— Salkau and Sons Pty., and Waller's Bros. Shed Sites	15½	1 11	3 10	
WILLIAMSTOWN PIER— Thompson and Co. (Castlemaine) Pty. Ltd.'s Sidg. Thompson and Co. (Castlemaine) Pty. Ltd.'s New Extension Sidg.	9½ 9½ 9½ 9½	1 11 1 11	3 10 3 10	Charges shall be imposed for all trucks placed on the principal Siding at the entrance to new Siding.
WODONGA— Atlantic Union Oil Co.'s Site	187	3 4	..	In addition to freight charges a shunting charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., on each occasion that an engine is employed placing trucks on the siding, the time to be computed from the time the engine leaves Wodonga until its return thereto shall be imposed
WOORI YALLOCK— Pearce, W., Sidg.	38½	..	..

YAAPEET— Dart's and W. A. Frew's Measure Sheds	270½	1 11	3 10	For placing trucks, whether loaded or empty, opposite the site
YALLOURN— State Electricity Commission of Victoria— (a) Brown Coal (old Open Cut)	90	..	..	When less than 13 trucks are ready for clearance, in addition to the freight charges, a shunting charge of 1s. 11d. for each 4 or 6 wheeled and 3s. 10d. for each bogie truck shall be imposed, subject to a minimum charge of 7s. 8d. and a maximum charge of 15s. 4d. for each engine operation
(b) Briquetting Sidg...	80	..	..	No shunting charge shall be imposed when 13 or more trucks are cleared from the briquetting siding by one engine operation. When less than 13 trucks are ready for clearance, in addition to the freight charges, a shunting charge of 1s. 11d. for each of 4 or 6 wheeled, and 3s. 10d. for each bogie truck shall be imposed, subject to a minimum charge of 7s. 8d. and a maximum charge of 15s. 4d. for each engine operation
(c) New Briquetting Sidg.	80	..	..	A charge of 10s. for the first 15 minutes and 3s. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 10s., shall be imposed for placing trucks in the siding
(d) Commission's Store Sidg. (Cement, Woodwork and Sand Road)	88½	..	..	The charges for placing trucks on these sidings shall be 1s. 11d. for each 4 or 6 wheeled and 3s. 10d. for each bogie truck, subject to a minimum charge of 3s. 10d. for each placing
(e) Other Sidings, (Turntable, Workshops, Shovel and Dead-end Easten.)	88½	..	..	When trucks are utilized locally for the conveyance of any traffic to the Commission's sidings from the public siding in the station yard, or between any other points on the Commission's sidings, a truck hire charge of 22s. per day for each 4 or 6 wheeled and 44s. for each bogie truck shall be made. These charges shall be imposed for each day until the trucks are released for ordinary service
(f) Use of Trucks at Local Sidings	..	..	..	Minimum charge 3s. 10d. for each placing
YARRARA— State Rivers and Water Supply Commission's Oil Site	388	1 11	3 10	
YARRA JUNCTION— Victorian Hardwood Co. Pty. Ltd.'s Sidg.	43½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing
W. J. Fitzpatrick's Platform Site	43½	1 11	3 10	In the event of trucks being placed for more than one lessee at any one time, the minimum and maximum charges shall be apportioned pro rata between the lessees.
YARRAWONGA— Platform Sites	101½	1 11	3 10	Trucks placed for grain traffic are exempt from the abovementioned shunting charges :
Young's Firewood Cutting Site	161½	1 11	3 10	
YEA— McRae's Firewood Site	79½	1 11	3 10	Minimum 3s. 10d., maximum charge 7s. 8d., for each placing

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	..	..	3 1
N.O.S. per ton, measurement	..	3	1	Hides, loose, each	..	..	0 2
Cultivators and seed drills, each	..	3	10	Lye in drums, each	..	..	1 4
Reapers and binders, each	..	5	0	Manures, per ton	..	..	3 1
Beer in casks and cases, per package	..	0	6	Motor cars set up or in cases, each	..	..	5 0
Beer in hogsheads, each	..	0	10	Skins, in bales, not over 4 cwt. per bale..	0	10	
Butter boxes and cheese cases, each	..	0	0½	Skins in bundles, per bundle	..	..	1 4
Coal, loose, owners to load and unload, subject to class weight minimums per ton	2	2		Tallow, in casks, each	..	..	0 6
Empty hogsheads and casks, each	..	0	3	Tallow, in hogsheads, each	..	..	0 10
Empty tallow pipes and lye drums, each	..	0	6	Tallow, in pipes, each..	..	..	1 4
Fish in baskets (subject to minimum of 3s. 10d. per truck), per basket	..	0	1½	Timber, owners to load and unload, per ton	..	..	2 2
Fish in boxes, per box	..	0	3	Vehicles, each	..	..	5 0
Fish in baskets and boxes, if a special trip be required the minimum charge per truck shall be	..	11	6	Wool in bags, each	..	..	0 2
				Wool and cotton, in bales and fadges, each	0	10	

(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. :—

	Per ton.
	<i>s. d.</i>
General cargo	.. .. 1 5
Coal (subject to the prescribed minimums)	.. .. 1 2
Sugar	.. .. 1 5
Milk	.. .. 1 5
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.

	Per ton.
	<i>s. d.</i>
Agricultural produce	.. .. 1 5
General cargo	.. .. 3 1
Coal (subject to the prescribed minimums, owners to load and unload)	.. .. 1 2

(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 11
Over 5 cwt. or 10 cubic feet, and up to 10 cwt., or 20 cubic feet	.. .. 1 7
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 trollies 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	.. .. 8d. 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. 4d. per ton
Goods in Classes 1 and 2 in either direction	.. .. 6s. 6d. "
All other goods (including timber) in either direction	.. .. 5s. 6d. "
Firewood to Jetty, per tram load	.. .. 4s. 5d. per load

MINIMUM CHARGES—Any package not exceeding 28 lbs., 5d.; any package not exceeding 56 lbs., 8d.; any consignment over 56 lbs., 11d.

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 private sidings at Commissioners' or Owner's Risk rates, see General Conditions 4 and 5, page 8.)

(See also page 226.)

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) Houghton & Co. (for traffic to store only) ..	1 1	Inwards
Melbourne Harbour Trust	0 7	" Coal from Victorian Coal Mines
Melbourne Hydraulic Power Co. ..	1 4	Outwards
(b) Victorian Stevedoring and General Contracting Co. Pty. Ltd.	1 11	Inwards and Outwards in truck loads account siding holder only
(c) Metropolitan Gas Co. ..	0 9	Inwards and Outwards a/c Metrop. Gas Co.
(d) Victorian Butter Factories Co. (see page 226) ..	1 11	Inwards timber and straw
	† 1 11	" coal in truck loads from Victoria Dock
	0 7	" " from Victorian coal-fields
	† 1 11	} Outwards new empty boxes in truck loads to the Victoria Dock
	minimum, 13 0	
	per special trip 1 11	" all other consignments
(2) Straw Siding and open Roads on Cowper Street Siding	..	(a) Truck loads of goods specified in Clause 1, sub-clause (a), page 137, Fresh Fruit in unlidded cases and cement, shall be placed without charge
		(b) Jam, Canned Fruit, Dried Fruit and Flour shall be charged 1s. 11d. per 4-wheeled truck and 3s. 10d. per bogie truck for placing
		(c) Other consignments shall not be placed without the authority of the General Passenger and Freight Agent and the Superintendent of Goods Train Service
(3) Victoria Dock— In truck loads to and from vessels lying at berths ac- cessible by rail	0 2	Inwards grain, hay, straw, flour, bran, pollard, compressed fodder, and chaff
	0 9	" wool (see page 254) and all other goods unless otherwise specified
	0 7	" frozen meat (see page 242) " 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 Melbourne except where marked †)	For traffic.
(3) Victoria Dock— <i>continued.</i> In truck loads to and from vessels lying at berth accessible by rail— <i>continued.</i>	Per ton. <i>s. d.</i> † 4 minimum, 13 0 if special trip is required † 1 11 Nil 0 7 0 7 0 9 1 4 ..	Goods in classes 1 and 2 despatched from stations other than Melbourne to the Victoria Dock— When way-billing goods consigned to the Victoria Dock for direct shipment which are charged for under class 1 or class 2 a deduction of 6d. per ton from the tariff rate (which will not include unloading) shall be made and consignments way-billed accordingly 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 Classification rates to or from Melbourne plus the following additional charges between Melbourne and the crane siding, viz. — Haulage .. 2s. 10d. per ton. Special Train .. £1 10s. for each trip Service .. either to place or remove trucks. Supervision .. 16s. 6d. for each trip when delivery or acceptance of traffic is involved. Detention .. 10s. for the first 15 minutes and 3s. for each 5 mins. or part thereof beyond the first 15 mins., minimum charge 10s., shall be imposed for detention to engine when utilized for such work as the movement of trucks at the Crane Siding in connexion with the discharging of heavy consignments of machinery The haulage charge of 2s. 10d. 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 goods 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 North Geelong, shall be charged 21s. per truck; minimum, £4 4s. per special trip.
- (b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged £1 11s. 6d. per T truck; minimum, £6 6s. 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 21s. per truck; minimum per special trip, £1 16s.
- (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. 10d. per truck. This additional charge shall be subject to a minimum of 19s. 6d. for special trips arranged by Geelong.
- Live stock from any station other than Geelong and North Geelong to the Works shall be subject to the Tariff rates to the Siding with an additional charge of 1s. 11d. per truck, subject to a minimum charge of 9s. 9d. per trip between North Geelong and the Works.
- (e) T trucks specially sent from Melbourne or Suburban stations to carry frozen produce between the Works and Geelong, or between the Works and North Geelong, shall be charged 21s. 3d. each for the empty running from Melbourne.
- (f) Special trips (except for live stock) with empties, or to remove empties, engine running light one way, shall be charged 19s. 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 light one way, shall be charged for at 9s. 9d. per trip.
- (g) Not more than thirty minutes' time is allowed the engine at the Works free; extra time shall be charged 8s. 6d. per half-hour or part thereof, 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 loading, and twenty minutes for each truck of live stock.
- (h) Consignments for W. and R. Fletcher Ltd., Geelong Freezing Works, shall be way-billed to Geelong Freezing Works siding, and charged rates as per clause (d). S.M. Geelong supervises.

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.

The Geelong Freezing Works Siding is situated half-a-mile from the main line, and the distance on Melbourne to the junction point on the main line is 42½ miles.

PORTLAND STATION AND PIER (OWNER'S RISK RATES)—For conditions under which goods 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 Station, and not sent thence by rail, shall be charged 1s. 4d. 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 11d. per ton in truck loads of full carrying capacity, less 5 per cent.

3. Wheat and other grain consigned from country stations to Portland Pier shall be charged half of a mile in addition to the mileage to Portland.

4. Ship stores railed from Portland station to the new Portland Pier shall be charged 4s. 2d. per ton minimum 3 tons per 4-wheeled truck. Small lots loaded in trucks containing other goods for shipment, shall be subject to the following minimums:—

	Minimum charge per consignment.				
	s. d.				
Not exceeding 10 cubic feet or 5 cwt. 2 5
Over 10 cubic feet or 5 cwt. 2 10

RATES FOR GOODS, ETC.—*continued.*

5. Portland Freezing Works Siding—

- (a) Goods between the Siding and Stations other than Portland shall be charged 3s. 4d. per four-wheeled truck, and 6s. 8d. per bogie truck, with a minimum charge of 6s. 8d. 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 Truck of 8 tons, 31s. 6d. | } Excess tonnage to be charged <i>pro rata</i> . |
| Per 6-wheeled T Truck of 12 tons, 45s. 6d. | |
- 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 2s. 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, provided that this charge shall not be imposed for three refrigerator trucks loaded with tallow pipes or other goods at the Company's Newport Works for conveyance to Portland.
- (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 19s. 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 £19 10s. 6d. 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 19s. 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. 4d. per 4-wheeled truck and 6s. 8d. per bogie truck, with a minimum charge of 6s. 8d. per each trip, shall be imposed.
- (j) Wool forwarded from Portland Freezing Works Siding to Portland Pier shall be charged 1s. 1d. 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. 4d. per ton for the latter journey, minimum 25s. per 4-wheeled truck.

COMMODITY RATES.

RAILWAY ADVERTISING MATERIALS (INTERSYSTEM).

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 to any port outside of Melbourne which is situated nearer to the forwarding station than Williamstown Pier for export beyond the State, a rebate shall in such cases as it may be necessary, and subject to the production of satisfactory proof of export, 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 AND STATIONS NORTH AND WEST OF HORSHAM TO PORTLAND for export beyond the State, a rebate shall, in such cases as it may be necessary, and subject to the production of satisfactory proof of export, 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 30).

Arsenic in kegs and drums from the undermentioned stations shall be charged as follows:—

From—	To—	Rate to be Charged.	
		Truck Loads. †	Smaller Quantities. Minimum 1 ton.
Spotswood and Yarraville ..	Port Melbourne and Williams- town Pier	Class B.	Class C.
Ballarat, Bendigo, and Cali- fornia Gully	Melbourne, Port Melbourne, Yarraville, and Williams- town Pier	B. less 17 per cent.	C., less 19 per cent.

† Minimums—Full carrying capacity, less 5 per cent., for 1, 11, 12, or 16 ton trucks—15 tons 4 cwt. for 20-ton trucks.

ARSENIC AND ARSENICAL COMPOUNDS FOR ERADICATION OF NOXIOUS WEEDS (For Conditions of Carriage see page 30).

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.

BOOKS AND PERIODICALS.

Books and Periodicals, manufactured at Warburton, and railed on the Up journey from Warburton to Melbourne, shall be charged Class 2 rate less 15 per cent.

BEEF-ROOT, BEEF-ROOT PULP, AND BEEF-ROOT SLICES.

Beet-root, Beet-root Pulp, and Beet-root Slices forwarded to and from Maffra Beet Sugar Factory, shall be charged the following rates, subject to a minimum of 8 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 11 %
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 charges way-billed "paid," and debited to the Honorable the Treasurer by voucher account 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 3 2 3 1 1 1 1 in addition to tariff rate to Melbourne per package 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, 15s. 3d. 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 ton 5 0 Minimum charge, 15s. 3d. per four-wheeled truck
(d) Hares, Poultry, and Rabbits	City Market Govt. Cool Stores at Victoria Dock .. Vic. Butter Factories' Siding .. Melbourne Goods Sheds .. Angliers' Siding, Footscray .. Newport Freezing Works ..	Port Melbourne or Williamstown Piers	Per crate Hares not exceeding and Rabbits cubic feet. Poultry. 3½ 5d. 3½d. 7 8d. 6d. 9 9d. 8d. Minimum charge per truck, 15s. 3d. Maximum charge— per four-wheeled truck, £2 1s. 6d. per six-wheeled truck, £2 12s. 6d.
(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) 19s. 3d. maximum charge per four- wheeled truck
(f) Rabbits,	Port Melbourne Siding ..	Port Melbourne Pier ..	per ton 5 0

COMMODITY RATES—continued.

BACON, BUTTER, CHEESE, EGGS, HONEY, MEAT, FRUIT, POULTRY, RABBITS, AND HARES FOR EXPORT—continued.

Commodity.	From—	To—	Charge.
(g) Rabbits (frozen)	Between City Market and ..	Borthwick's Siding ..	£2 5s. 0d. per four-wheeled truck £2 17s. 9d. per six-wheeled truck when forwarded by ordinary goods train
(h) Rabbits (frozen)	Mitcham ..	Port Melbourne Pier ..	£2 5s. 6d. per four-wheeled truck £2 17s. 9d. per six-wheeled truck
	Borthwick's Siding ..	Williamstown Pier ..	
	Victoria Butter Factory Sdg. ..	Victoria Dock ..	
(i) Rabbits (frozen)	Victoria Butter Factory Sdg. ..	Victoria Dock ..	5s. per ton, minimum charge 15s. 3d. per four-wheeled truck. Maximum charge of 41s. 6d. per four-wheeled and 52s. 6d. per six-wheeled truck.
(j) Butter, Cheese, and Rabbits	City Market ..	Victoria Dock ..	per ton s. d. 5 0 } Minimum charge, 16s. 3d. 5 4 } per four-wheeled truck
	Govt. Cool Stores at Victoria Dock ..	" ..	3 4

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(k) Produce shunt 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. 10d. per ton.

In each case the consignments will be forwarded back to the Pier for export, free.

(l) 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, (m) Consignments of butter, cheese, honey, poultry, and game for export will not be accepted at country stations for carriage direct to any vessels at the Pier except by special arrangement with the General Superintendent of Transportation.

(n) For charges in respect of frozen meat, also special trains, see page 242.

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.

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. 2d. per ton and O.R. 3s. 10d. 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 882 pence per ton per mile 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, on 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. 10d. per ton; 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).)

The following concessions to Victorian Country Industries are in all cases subject to the following conditions:—

1. That such concessions shall apply only where the person, firm, or body corporate or unincorporate obtaining the benefit of the concession rates uses the railways solely for the transportation of goods where in the opinion of the General Passenger and Freight Agent railway facilities are available and might reasonably be used.

2. That if at any time the General Passenger and Freight Agent is of opinion that any goods are being or have been forwarded by road or any method of transportation other than by rail for or on behalf of any person, firm, or body corporate or unincorporate obtaining the benefit of the concession rates when railway facilities were available and might reasonably have been used for such transportation, the General Passenger and Freight Agent may direct that the said concessions and the rates specified therein shall not apply to any goods of the nature described in such concessions consigned to or by or on behalf of any such person, firm, or body, and in the event of the General Passenger and Freight Agent so directing the ordinary full tariff rates shall thenceforth be charged and paid in respect of such goods so consigned.

1. RAW MATERIALS TO BE USED IN THE MANUFACTURE OF 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 the following percentages:—

Class.	Percentage.
M	33
A	28½
B	28¼
C	31½
1	26½
2	26½

* 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 Cons'gned to.	Commodity.			
Agricultural Implement Works (see clause (a))	Iron and Steel, viz.—	} On Down journey		
	Bar, rod, plate, angle, hoop, pig, polished, sheet, and galvanized			
	Mouldboards			
	Piping, black			
	Discs			
	Bolts, nuts and rivets ..			
	Rims, wooden, for harvester wheels			
Eacon Factories	Salt (refined) in bags or butter boxes	On Down journey		
Bark Mills	Bark, bundled			
Biscuit and Confectionery Fac- tories (see clause (b))	Confectionery starch ..	} On Down journey		
	Nulomoline			
Blind Manufacturers	Duck	On Down journey		
Boot Manufacturers	Leather	On Down journey		
Canned Fruit Manufacturers (see clause (b))	Canner's Alkali	On Down journey		
Cement Pipe Manufacturers ..	Cement	} On Down journey		
	Fabricated Reinforcements ..			
	Iron and steel rod			
	Wire, iron			
Cement Tile Manufacturers ..	Cement	} On Down journey		
	Oxide, green			
Cement Wash-trough Manu- facturers	Cement	On Down journey		
Coachbuilders (see clause (b))	Axle arms and boxes	} On Down journey		
	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 dis- tillers and accompanied by a declaration that it is to be used for distilling purposes		
	"		Returned to the original forward- ing station for distillation pur- poses on production of de- claration	
	Wine off, for distillation			

COMMODITY RATES—continued.

CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—continued.

Country Industry Consigned to.	Commodity.	
Fibrous Plaster	Hemp	} On Down journey
	Plaster of Paris	
	Tow	
Foundries (see clause (c))	Boiler tubes	} On Down journey
	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, nuts and rivets	
	Blooms, ingots, ingot metal	
Fruit Dip Buckets	Metal scrap	} On Down journey
	Gunmetal scrap	
Grocers' Sundries Manufacturers (see clause (b))	Galvanized and hoop iron, wire, washers and steel rods	} On Down journey
	Acetic Acid	
	Resin	
	Caustic soda	
	Soda ash	
	Mineral oils (petroleum)	
Insect Exterminator Manufacturers	Spirits, S.V.R.	} On Down journey
	Tar, stock	
Knitting Mills and Cotton Factories	Orris root, powdered	} On Down journey
	Pepper	
	Ammonia	
	Cotton, raw	
	Cotton and worsted yarn	
	Fibre Silk	
	Hydro-chloric	
	Hydro-chloride	
	Hydro-peroxide	
	Laces and braids	
Mattress Manufacturers (see clause (b))	Wool Tops	} On Down journey
	Silk yarn, artificial	
	Sulphur	
Motor Bodies, Motor Vehicles, and Chassis—Manufacturers and Assemblers	Bolts, iron	} On Down journey
	Wire, woven, for wire mattresses	
	Wire in coils, packed in casks, for mattress making on declaration	
	Tow in bags	
	Tin plates	
	Bolts and Washers	
	Castings	
	Wooden parts	
	Tyres and Tubes, Rubber	
	Iron and Steel Wire	
	Iron, sheet	
	Tacks, nails, screws, and rivets	
Felt		
Rubber manufactures		
Accumulators and Storage Batteries		

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—*continued.*

Country Industry Consigned to.	Commodity.	
Paper Mills	Glass paper	On Down journey
Polish Manufacturers	Methylated spirits	} On Down journey
	Resin	
	Copal	
	Sandrac	
Pottery Works	Lead, red	} On Down journey
	Oxide, red	
	Canes	
	Plaster of Paris	
	Whiting	
Rope and Twine Works	Flax, fibre and yarn	} On Down journey
	Hemp and hemp yarn	
Sheep Dip Manufacturers	Acid, sulphuric and muriatic	} On Down journey
	Arsonic, refined	
	Sulphur	
Soap Manufacturers	Resin	} On Down journey
	Caustic soda	
	Soda ash	
	Tallow	
	Cocconut oil	
Tanneries	Bark extract	} On Down journey
	„ ground, chopped, or in sheets	
	*Hides, in less than 2-ton lots	
	Myrabolams	
	Oil, mineral	
	Pelts, pickled	
Textile Machinery Manufacturers	Lead and bar iron	On Down journey
	Spirits for fortifying wine	On Down journey
	Wine or Grape Spirit	
Vinegar Manufacturers	„ stone	
	Wine off, for vinegar making	
Windmill Manufacturers	Acetic Acid	
	Iron, bar, rod, plate, angle and galvanized	} On Down journey
Woolwashing Establishments (including Albury)	Galvanized iron piping	
Woolen Mills	Sheepskins	} On Down journey
	Wool	
Woolen Mills	Soda ash	On Down journey
	Wool tops	} On Down journey
	Acid, acetic	
	„ sulphuric	
	Dyes	
	Salts, Glauber, crude or refined	
	Soap, common	
	Soda ash	
	Oil, Neatsfoot, and Eatching	
	Woolen Nails	
Washing fluid		

* Hides, minimum 2 tons, shall be charged Class AP, less 20 per cent.

(b) The undermentioned Raw Materials on Down Journey consigned to the Victorian country industries shown hereunder, shall be charged the ordinary Tariff rates in the first instance, and a rebate to the extent of the percentages shown below 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).

Class.				Rebate Percentage.
M	..	..	..	33
A	..	..	..	28½
B	..	..	..	28½
C	..	..	..	31½
1	..	..	..	26½
2	..	..	..	26½

(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.)

Country Industry Consigned to.	Commodity.	
Biscuit and Confectionery Factories	Glucose Sugar	
Canned Fruit Manufacturers ..	Sugar	The freight may be computed and waybilled in the first instance at tariff rates, less the percentage above mentioned, as the case may be, subject to the authority of the General Passenger and Freight Agent being obtained by the forwarding station
Coachbuilders	Lamps, Leather, Motor Tyres, Paints and colours	
Dried Fruit Mixture ..	Dried Fruit	Rebate shall be granted to Class A and conditions, less 17 per cent. on consignments of dried fruit forwarded from Melbourne and subsequently returned thereto as Dried Fruit Mixture
Furniture Manufacturers ..	Frames, chair, set up and partly polished Springs, furniture Hessian .. Fibre, coconut Leather .. Leather cloth Imported oak	The rebate rate shall be granted irrespective of whether the manufactured products are subsequently railed outwards or not
Grocers' Sundries Manufacturers	Sugar Tartaric acid Gelatine Tar oil Turpentine	
Jam Manufacturers	Sugar	The freight may be computed and waybilled in the first instance at tariff rates, less the percentage above mentioned, as the case may be, subject to the authority of the General Passenger and Freight Agent being obtained by the forwarding station

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—*continued.*

Country Industry Consigned to.	Commodity	
Joinery Works	Glass used in manufacture of windows	The rebate rate shall be granted irrespective of whether the manufactured products are subsequently railed outwards or not
Mattress Manufacturers ..	Flock, Kapok, Ticking ..	The freight may be computed and waybilled in the <i>first instance</i> at tariff rates, less the percentage above mentioned, as the case may be, subject to the authority of the General Passenger and Freight Agent being obtained by the forwarding station
Metal Ceiling and Wall Manufacturers	Sheet iron or steel Galvanized sheet iron	
Milk Condenseries	Sugar	On production of a Statutory Declaration that such sugar has been converted into condensed milk which has been subsequently conveyed by rail from the place of manufacture to the seaboard and consigned direct for export beyond the Commonwealth a rebate shall be granted to 28½ per cent. less than the classification rate, provided that the net rate on sugar shall not be thereby reduced below 7s. 4d. per ton
Foundries	Cylinders and Flywheels	
Manufacturers of Motor Tractors	Motor engines, transmissions, wheels, and gears	Rebate shall be granted to Class "C" and conditions, less 31½ per cent.
Manufacturers of Tanks, Sanitary Pans, Spouting, Ridging, 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	Buttons Cotton (sewing) Calico Bioge	Rebate shall be granted to Class B and conditions, less 28½ percent.

NOTE.—When materials for a country industry are chargeable under Class I, less 26½ per cent., loading and unloading charges are not to be imposed on account of the net rate being less than Class I.

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—RAW MATERIALS, ETC.—*continued.*

(c) 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 33 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:—

Glass.	Percentage.
M	21
A	17
B	17
C	19
1	15
2	15
A.P.	4½
S.A.P.	4½

Aid-u.	Flock.
Aerated Waters.	Fruit, dried,* canned, bottled, preserved.
Ale, Beer, and Porter, bottled.	Fruit dried mixture.
Ale, Beer, and Porter, bulk.	Fruit Juices, in bulk.
Bacon and Hams.	Fuller's Earth.
Baking Powder.	Furniture, new.
Bedding and Bedsteads.	Handles, seasoned.
Beeswax.	Honey.
Biscuits.	Jams and Jellies.
Blankets, Flannels, and Woollens, including	Jelly Crystals.
Woollen Rugs, Woollen Socks, and Woollen	Joinery.
Cloth.	Kilmoth.
Boots and Shoes.	Lard.
Brandy.	†Leather.
Chalk.	Legs, Chair and Table, sawn or turned in the
Chutney.	rough.
*Cider.	Lemon Peel, candied.
Citrus Health Saline Powder.	Macaroni.
Clothes Pegs.	Mattresses.
Clothing, Artificial Silk	Meat, extract of and preserved.
Coffee Essence.	Mineral Waters.
Coffins.	Motor-car Bodies.
Concrete Building Blocks.	Motor-cycle side-cars.
Confectionery.	Noils.
Cordials and Temperance Drinks.	Ochre.
Cotton Goods.	Oil, eucalyptus.
Crucibles, clay.	Oil, olive.
Curry Powder.	Ore, antimony smelted.
Disinfectants.	Oxide of Iron.
*Earthenware.	Oxide, Red.
Ezecclean	*Perry.
Egg Preservative.	Pickles.
Emulsion of Turpentine and Beeswax.	Pipes, earthenware and cement.
Envelopes, straw.	Polish, wax, for boots, furniture and linoleum.
Felloes and Spokes.	" marble and stove.
Fibre flax	Potato, dried.
Fibrous Plaster Sheets.	" flour.
Finings, Beer.	*Potteryware, including sanitary pedestal
Fire Bricks, Fire Clay, and Fire Lumps.	pans.

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—*continued.*2. Products of Victorian Country Industries—*continued.*

Pyrites, colour.	Soup Tablets and Powders.
Pulp, tomato and fruit.	Stoves.
Rabbits, canned.	Tiles.
Retorts, clay.	Troughs, Cement, Wash.
Rope, hempen.	Twine and Lines.
Salt, refined.	Twine, reaper and binder and seaming.
*Sanitaryware.	Vegetables, preserved.
Sauces.	Vinegar, in bulk.
Sewing Machines.	Whiting.
Slates, roofing.	*Wine.
Sheep Dip.	Wine less.
Spirits.	Woollen and Knitting Mills, products of.
Spirit, Wine or Grape.	Wool Tops.
Soap.	

* The reduced rates shall not apply in respect of earthenware, potteryware, and sanitaryware, for which a special rate is provided on page 241, 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 215).

3. STONE, PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES FOR EXPORT.

Granite and marble, wholly polished or carved, loose or in cases (specified in the classification under Classes 1 and 2), which are the product of Victorian Country Industries consigned by rail direct for export from the place of manufacture to Melbourne, Geelong or Portland, shall be charged the full tariff rates in the first instance, and a rebate to half rates less 15 per cent. shall be granted on satisfactory proof of export being furnished.

4. PRODUCTS OF VICTORIAN COUNTRY FOUNDRIES.

Products (new) of Victorian country foundries, including Metal Ceilings and Walls, Stoves, Windmills, and Agricultural Implements and Machines on the "Up" journey from the place of manufacture, shall be charged one rate lower than the tariff rate, less the percentages shown in clause 2 for the respective classes, provided that such reduced rate shall not be applicable in respect of consignments which are subject to rebate, as prescribed in clause 5 hereof.

When consignments ordinarily scheduled under Class I, which are entitled to the reduction of one class, weigh less than 1 ton, they may be charged at the actual weight at Class "C," less 19 per cent., subject to Tariff for "Smalls" instead of being subject to the weight conditions of Class "C."

5. MACHINERY, MACHINES, VEHICLES, ETC., NEW, MANUFACTURED IN THE COMMON WEALTH FOR EXPORT.

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, stoves and copper frames, plate iron petrol tanks, windmills 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 in respect of consignments which are classified under the following classes, viz. :—

Class.	Percentage.
M	21
A	17
B	17
C	19
1	15
2	15

(a) In respect of machinery, &c., intended for export, the full tariff rates shall be charged in the first instance, and a 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.

COMMODITY RATES—*continued.*CONCESSIONS TO VICTORIAN COUNTRY INDUSTRIES—*continued.*5. MACHINERY, MACHINES, &c—*continued.*

- (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 from the forwarding station to the destination station shall not be more than the reduced rates from the forwarding station to a station 50 miles from Melbourne and not less than the full tariff rates from Melbourne to a station 50 miles therefrom.
- (d) In respect of motor vehicles and other road vehicles sent from country stations to stations, situated within 20 miles of Melbourne, the rate shall not be more than the rate to a station 50 miles beyond Melbourne.
- (e) The Tariff for "Smalls," where applicable, shall be applied on the actual tonnage rate charged.
- (f) 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 Intersystem 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-System Through Rate thence to destination.

CONSIGNMENTS FOR EXPORT.

A reduced rate is provided for the following commodities when consigned direct for export, viz.:—Condensed Milk, Chatney, Fruit (canned, bottled and preserved), Fruit (fresh), Glace, Jams and Jollies, Lactogen, Lemons, Skins in brine, Oil (Eucalyptus), Pickles, Potteryware, Sauces, Wine, Trufool.

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:—

		Subject to the following minimums.	
	Rate, Per ton per mile.	Capacity of Truck, Tons.	Minimum tonnage to be charged. Tons.
Truck loads	.. ½d. plus 5%	10, 11, or 12 16, or 20 Q.R. Bogie 50 ft. Q	9 14 18 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.

In computing the charges to be made for gravel, road-metal, or ashes in full truck-loads required for use in connexion with Departmental Works, the cost of which is debited against Capital, the freight shall be calculated on the basis of the rates and conditions charged for similar materials for Borough and Shire Councils, page 230, if cheaper than the Construction rates and conditions shown above.

LOADING AND UNLOADING.—In cases where construction material is loaded or unloaded by the Transportation Staff a charge of 1s. 4d. 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 St. Kilda-Brighton Electric Street Railway and the Sandringham-Beaumaris Electric Street Railway, shall be charged under the above rates and conditions.

COMMODITY RATES—*continued.*CONSTRUCTION MATERIAL—*continued.*

In the event of a special train being run with equipment from Newport to Elsterawick or St. Kilda on account of the electric street railway, an additional charge of £2 12s. 3d. shall be made for the 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 of not less than 30 tons in trucks loaded to full carrying capacity less 5 per cent., shall be charged C.R., 2s. 2d. per ton; O.R., 1s. 10d. 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 Pier Victoria Dock
	South Kensington	
	Arden-street	
	Burnley	
	Kensington	
	Newmarket	
	Moreland	
	Thomas's Mill (Newport)	
	North Carlton	
	Fitzroy	
	North Fitzroy	
	Victoria Park	
	Sunshine	
	West Footscray	
Williamstown Pier	Port Melbourne Pier Victoria Dock	
Port Melbourne	Williamstown Pier Victoria Dock	
Victoria Dock	Williamstown Pier Port Melbourne Pier	
Export Flour, Bran, Pollard, and Compressed Fodder manufactured from grain or produce previously carried by rail	Melbourne	} Williamstown Pier Port Melbourne Pier Victoria Dock
	Kensington	
	South Kensington	
	Burnley	
	Arden-street	
	Newport	
	Fitzroy	
	Victoria Park	
	Sunshine	
	West Footscray	
	Williamstown Pier	
Port Melbourne	Williamstown Pier Victoria Dock	
Victoria Dock	Williamstown Pier Port Melbourne Pier	
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	} Melbourne or suburban stations within 10 miles of Melbourne
	Port Melbourne Pier	

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.

COMMODITY RATES—*continued.***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, Corowa and Tocumwal, and forwarded to Victorian ports direct for export.

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.

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 fruit railed has 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.

FRUIT JUICE AND FRUIT PULP—

Fruit Juice and Fruit Pulp forwarded from Mildura to Melbourne shall be subject to a maximum rate of 35s. per ton, subject to the Tariff for smalls.

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.

GENERAL MERCHANDISE BETWEEN MELBOURNE, BALLARAT, AND ADELAIDE.

General Merchandise railed between Melbourne and/or Ballarat and Adelaide shall be charged at the rate of £7 10s. per ton, provided a guarantee is furnished to the Commissioners, as follows:—

- (i) That the whole of such General Merchandise from one consignor or for one consignee shall be forwarded by rail;
- (ii) That such General Merchandise shall amount to at least 250 tons per annum.

COMMODITY RATES—*continued.***GOODS CARRIED IN BOILER TRUCKS (QB) AND PLATE GLASS TRUCK
(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 4-wheeled trucks plus 19s. 3d. for the use of the special truck.

GRAVEL, METAL, METAL SCREENINGS (DRY), RUBBLE, STONE DUST, TOPPINGS, AND SPALLS.

The rates for the carriage of Gravel, Metal, Metal Screenings (Dry), Rubble, Stone Dust, Toppings and Spalls, consigned to Victoria Borough and Shire Councils and the Country Roads Board, for the construction and maintenance of roads, including footpaths, culverts and bridges, shall be as prescribed hereunder:—

Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.
	<i>s. d.</i>		<i>s. d.</i>		<i>s. d.</i>
1-10	3 10	111-112	11 6	205-206	19 10
11-26	4 2	113-114	11 9	207-210	20 0
27-28	4 5	115-116	11 11	211-212	20 3
29-31	4 8	117-118	12 2	213-216	20 7
32-33	4 10	119-120	12 7	217-221	20 11
34-35	5 0	121-122	12 9	222-226	21 2
36-37	5 4	123-124	13 0	227-231	21 4
38-40	5 6	125-127	13 2	232-236	21 6
41-42	5 10	128-130	13 3	237-241	21 8
43-50	5 11	131-132	13 8	242-246	21 11
51-60	6 1	133-134	14 0	247-249	22 5
61-70	6 8	135-136	14 3	250-254	22 7
71-72	6 9	137-138	14 5	255-259	22 9
73-74	7 1	139-140	14 6	260-264	23 0
75-76	7 4	141-142	14 11	265-269	23 4
77-78	7 7	143-144	15 1	270-274	23 6
79-80	7 11	145-147	15 4	275-279	23 11
81-82	8 2	148-150	15 8	280-284	24 1
83-84	8 4	151-153	16 1	285-289	24 3
85-86	8 5	154-157	16 7	290-294	24 7
87-88	8 7	158-165	17 5	295-299	24 10
89-90	9 2	166	17 8	300-301	25 0
91-92	9 5	167-173	17 10	302-306	25 2
93-94	9 7	174-176	18 0	307-311	25 7
95-96	9 8	177-181	18 2	312-316	25 11
97-98	10 0	182-186	18 7	317-321	26 1
99-100	10 3	187-191	18 11	322-326	26 3
101-102	10 5	192-196	19 1	327-331	26 5
103-104	10 9	197-200	19 4	332-336	26 8
105-107	10 11	201-204	19 6	337-341	26 10
108-110	11 4	..	..	342-360	27 5

The above rates are Owner's Risk rates, and are subject to a minimum tonnage of full carrying capacity of the truck used, less 5 per cent.

HAMS AND BACON—

(a) Hams and Bacon (including Lard and Figs' Feet), produce of Victorian country industries 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 Way-bills 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.

COMMODITY RATES—*continued.***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, a rebate will be granted, in respect of the inwards consignments, to the following rates and conditions, according to the direction in which the honey is railed outwards after treatment.

<i>Railed Outwards on—</i>	<i>Inwards Freight to be rebated to—</i>
"Up" journey ..	Class A, less 10 per cent. less 17 per cent. for consignments received in 10 cwt. lots
	Class B, less 10 per cent. less 17 per cent. for consignments received in smaller quantities
"Down" journey	Class A, less 10 per cent. for consignments received in 10 cwt. lots
	Class B, less 10 per cent. for consignments received in smaller quantities.

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 dépot.

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 way-bill 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 pages 27 and 28).

Kerosene, Benzine, Petrol, and Motor Spirit in truck loads consigned in train loads of not less than 150 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 "Down" journey to Victorian Coastal Ports for carriage by sea to another Victorian Port for immediate transshipment there to an interstate or oversea vessel for export beyond the State shall be charged Class "2" rate in the first instance. On production of a statutory declaration and satisfactory proof that the identical goods have been exported, a rebate to Class "Bn" shall be granted in respect of consignments exported beyond the State, and to Class "Bn" less 25 per cent., in respect of consignments exported beyond the Commonwealth. The latter rate is subject to a minimum of 7 tons per 10, 11 or 12 ton truck, and 10 tons per 16 or 20 ton truck.

LIME AND LIMESTONE, OWNER'S RISK (For conditions of carriage for Lime see page 33)—

- (a) Lime and Limestone, forwarded from Stations and Sidings on the Timboon line to Melbourne and suburbs within a radius of 20 miles of Melbourne shall be charged one penny per ton per mile plus 5 per cent. Consignments forwarded from these stations to stations other than Melbourne and suburbs shall be subject to the ordinary tariff rates, unless it be cheaper to charge the sum of the rates from the sending Station to Melbourne, thence tariff rate to the destination.
- (b) Limestone, to be used in the manufacture of cement, forwarded from Pettavel and Lara to Burnley, shall be charged 6s. 3d. and 4s. 1d. per ton respectively.
- (c) Lime forwarded from Kawarren to Melbourne shall be charged 11s. per ton plus transfer charges (see page 136).
- (d) Lime forwarded from Heywood to Melbourne shall be charged 11s. 8d. per ton.
- (e) Lime and limestone forwarded from Evans Bros.' Siding, Walhalla line, to Melbourne, shall be charged 10s. 6d. per ton, plus transfer charges (see page 136).
- (f) Lime and limestone forwarded from White Rock Lime Co.'s Siding, Walhalla line, to Melbourne shall be charged 10s. 3d. per ton, plus transfer charges (see page 136).
- (g) Clause 1 of General Instructions governing the District Rates, page 159, shall also apply in respect to Lime from Heywood, Lime and Limestone from Evans Bros.' Siding and White Rock Lime Co.'s Siding, Walhalla line, and Lime from Kawarren to suburban stations within a radius of 20 miles of Melbourne.
- (h) These rates shall be subject to trucks being loaded to full carrying capacity less 5 per cent.

MALT COMBINGS AND BREWERS' GRAINS FOR MANURE—

Malt Combing and Brewers' Grains shall be charged the ordinary tariff rates. But if used for manurial purposes, the rate shall be reduced to Manure Rates and conditions (subject to minimums 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 are or will be used for manure. Station-masters must satisfy themselves as far as practicable of the accuracy of the statement.

The full rate is to be collected in the first instance, and in every case where a reduction to manure rate is claimed application is to be made to the General Passenger and Freight Agent 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

COMMODITY RATES—continued.

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.	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 Port Melbourne Pier ...	31s. 6d.	46s. 9d.	189s.
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... ..	21s. 0d.	...	126s.
From Newmarket, Angliss' Siding, the City Abattoirs, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ...	31s. 6d.	...	189s.
From Angliss' Siding or the City Abattoirs to Victoria Freezing Company's Works ...	31s. 6d.	...	189s.
From Newport and Borthwick's Siding to Williamstown Pier	21s. 0d.	...	126s.

(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	31s. 6d.	45s. 6d.	189s.
From Victoria Dock to Port Melbourne or Williamstown Pier	31s. 6d.	45s. 6d.	189s.
From Government Cool Stores at the Victoria Dock, or the Victorian Butter Factories Siding to ships berthed at the Victoria Dock	17s. 0d.	25s. 0d.	...
Between Government Cool Stores, Victoria Dock, and the Victorian Butter Factories Siding	17s. 0d.	25s. 0d.	...
From Port Melbourne Siding to Port Melbourne Pier ...	17s. 0d.	25s. 0d.	...

(3) RABBITS (see page 226).

(4) 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.

(5) 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 4 a.m. and 2.30 p.m. daily.

For Williamstown Pier—

At 4.30 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 £9 8s. 6d.; but if it is desired that frozen produce in any quantity

COMMODITY RATES—*continued.*(5) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—*continued.*

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 13s. 6d. in each instance to cover the cost of the special clearance.

(c) For special trips not otherwise specified a minimum charge shall be imposed as may be arranged by the General Passenger and Freight Agent.

(6) FROZEN MEAT SHUT OUT OR REJECTED AT PORT MELBOURNE OR WILLIAMSTOWN PIERS—

Frozen meat shut out or rejected at the Piers and returned to Melbourne or suburban sidings, 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.

MOTOR BODIES—

Motor Bodies, dismantled and nested (including floors and seats without upholstering) forwarded between Mile End and the Ford Motor Company's Siding, North Geelong, shall be charged Class 2 for the Victorian and South Australian proportions of the special Interstate rate Mile End and Geelong, subject to a minimum of 4 tons per 16 or 20 ton truck.

PAPER—

Paper railed from Melbourne to Warburton to be used in the manufacture of books, periodicals, &c., shall be charged as follows:—

In truck loads of 8 tons per 10, 11, or 12 ton truck, and
12 tons per 16 or 20 ton truck Class C, less 31½ per cent.
Smaller quantities Class I, less 28½ per cent.

PAPER, PARCHMENT, VEGETABLE—

Paper, parchment, for printing butter wrappers, forwarded from Melbourne to Terang shall be charged the ordinary rate in the first instance, but on production of a statutory declaration that the vegetable parchment paper railed inwards has been manufactured into paper butter wrappers, which have been subsequently railed outwards, a rebate will be granted to Class C and conditions.

All claims for rebato must be lodged with the General Passenger and Freight Agent within 6 months from the date the consignments are forwarded.

PAPER WRAPPERS—

Paper wrappers, butter, printed, railed outwards from Terang shall be charged Class C "small minimum."

PAPER, WASTE—

Provided that a guarantee be furnished to the General Passenger and Freight Agent that the traffic will amount to 1,000 tons per annum, Waste Paper and secondhand bagging or waste jute loaded with waste paper forwarded from Mile End to Melbourne, Fairfield Park or McDougall shall, subject to the following truck load minimums:—

6 tons per 10, 11, or 12 ton truck,
8 tons per 16 or 20 ton truck,

be charged the rates shown hereunder:—

	Total Rate per ton.	Victorian Proportion per ton.	South Australian Proportion per ton.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
To Melbourne	41 9	22 0	19 9
To Fairfield Park	42 1	22 4	19 9
To McDougall	43 11	24 2	19 9

COMMODITY RATES—continued.

POTTERYWARE, EARTHENWARE, AND SANITARY WARE—

	From.	To.	Per ton.		
			* C.F. s. d.	O.R. s. d.	
f(a) Potteryware, Earthenware and Sanitaryware	Epsom ...	Melbourne ...	16 1	15 4	} Subject to a minimum of 5 tons per truck, 11 or 12 tons per truck, 7½ tons per 16 or 20 ton truck
f(b) " " "	" ...	Yarraville ...	16 10	16 0	
f(c) " " "	" ...	Deer Park ...	16 10	16 0	
f(d) Potteryware, consigned direct for export**	" ...	Melbourne ...	K class M less 21%		
(e) Acid jars, handled jars or bottles (for demijohns)	Epsom or Huntly	Stations on Up journey	M less 21%		
(f) Earthenware Pipes	Epsom ...	Any station ...	M less 21%		
(g) Earthenware Bottles	" ...	" ...	M less 21%		See footnote (ah)

* May be accepted at Commissioners' Risk—

(f) when properly packed as prescribed in the classification, and

(h) subject to the conditions for the carriage of goods to and from caretaker and unattended stations. See General Conditions 4 and 5, page 8.

† The reduction provided on page 234 for Products of Victorian Country Industries is not applicable in respect 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 apply.

** When this traffic is consigned to Melbourne for export it 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 called 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 months from the date consignments are forwarded.

(ah) 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.

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, or by the Commonwealth Government Printer from Canberra to Melbourne, shall be charged two-thirds rate for each system, 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.

COMMODITY RATES—*continued.***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) Salt in trucks loaded to their carrying capacity forwarded by the company from the siding to Melbourne shall be charged for at the rate of O.R. 6s. 9d. (see General Conditions 4 and 5, page 8), O.R. 6s. 5d. 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 133, shall also be applicable in respect of salt from the siding to suburb 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.

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.

(C) The reduction provided on page 231 for Products of Victorian Country Industries is not 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, Dookie Agricultural College,

to consignees at Victorian Country stations shall, when forwarded in less than truck loads, be charged under Grain rate, subject to Smalls Minimum in the first instance, provided a certificate is furnished from the Principal of the Agricultural College or the State Farm Manager 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 Grain rate "Smalls Minimum."

COMMODITY RATES—*continued.***SKINS AND LEATHER—**

Skins and leather in bales from Kensington, South Kensington, Newmarket, and Angliis and Co.'s Siding (Footscray) to Williamstown Pier, Port Melbourne Pier, or the Victoria Dock, shall be charged the same rates as to Melbourne.

STRAWBOARD AND WRAPPING PAPER—

(a) Provided that a guarantee be furnished to the General Passenger and Freight Agent that the traffic in strawboard will amount to 750 tons per annum, and wrapping paper (including paper for the manufacture of paper bags), 250 tons per annum, Strawboard and Wrapping Paper (including paper for the manufacture of paper bags), and secondhand Woolpacks loaded with Strawboard and Wrapping Paper, forwarded from Melbourne, Fairfield Park and McDougall to Mile End shall, subject to truck loads minimums of 8 tons per 10, 11, or 12 ton truck, and 12 tons per 16 or 20 ton truck be charged the undermentioned rates:—

	Total Rate per ton.	Victorian Proportion per ton.	South Australian Proportion per ton.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
From—			
Melbourne	50 10	30 4	20 6
Fairfield Park	54 5	33 11	20 6
McDougall	60 6	40 0	20 6

(b) Strawboard railed from Melbourne to Warburton to be used in the manufacture of books, periodicals, and Granose Biscuit Cartons shall be charged—

In truck loads of 8 tons per 10, 11, or 12 ton truck
and 12 tons per 16 or 20 ton truck .. Class A, less 28½ per cent.
Smaller quantities Class C, less 28½ per cent.

SUGAR—

(a) Sugar in 20-ton lots forwarded from Yarraville to the undermentioned stations shall be charged as follows:—

To Ballarat and Ballarat East ..	C.R. ..	24s. 6d. per ton
	O.R. ..	23s. 4d. "
To Bendigo	C.R. ..	32s. 7d. "
	O.R. ..	31s. "
To Geelong	C.R. ..	12s. 11d. "
	O.R. ..	12s. 4d. "

(b) Sugar from Maffra shall be charged as follows:—

To Melbourne, minimum 1 ton, **C.R., 28s. 2d.** per ton, O.R. 27s. 4d. per ton.
To stations on Eastern Lines.—Ordinary tariff rate, subject to the rate from Maffra to Melbourne as a maximum for any intermediate station on Eastern main line.
To stations on South-Eastern Line and branches of Eastern lines or South-Eastern lines.—
Ordinary tariff rate when cheaper than charging the special rate as from Maffra to Melbourne, for the journey to the junction station on Eastern lines plus ordinary tariff rate from such junction station to the destination station.

Consignments from Maffra to suburban stations shall be subject to clause 1 of the General Instruction governing the application of District Rates (see page 139). Consignments to stations outside a radius of 20 miles beyond Melbourne (Spencer-street), shall be charged the special rate and conditions from Maffra to Melbourne, plus the local rate from Melbourne to the destination station when cheaper than the mileage rate from Maffra to the destination station.

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—

(A) **Service of Special train.**

6s. 8d. per mile shall be charged for the forward journey, and 3s. 4d. per mile for the return journey, minimum charge, £3 11s. 9d. plus supervision charges (if any).

(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.

COMMODITY RATES—*continued.***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 5 tons per 10, 11, or 12 ton truck, and } Class "A," less 25%.
 " " " " 7½ tons per 16 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 Torang 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

WINE, PRODUCE OF COMMONWEALTH—

Wine, produce of Commonwealth, in truck loads, forwarded between Melbourne and Mile End shall be charged the following rates:—

	Minimum Tonnage.		Rate per ton. Proportion.
	Per 10, 11, or 12 ton truck.	Per 16 or 20 ton truck.	
In Quarter Casks	Tons. 5	Tons. 8	} Victorian 1 12 1 } South Australian 1 1 9 } £2 13 10
In Hogsheads	7	9½	
In mixed lots of quarter casks and hogsheads provided that not less than eight hogsheads are included therein .. .. .	..	8

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 to any station situate within a radius of ten (10) miles thereof, or to Portland, Geelong, Warrnambool, or Port Fairy, or to any station intermediate between Geelong and Port Fairy, or to any station on the Queenscliff, Beac, Forrest, 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 other country station, with the exception of Geelong, which is provided for in sub-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 a 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 3s. 1d. 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 afterwards 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 wheat 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 afterwards 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 side of 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 will first be taken into account, and then the quantity of wheat similarly consigned from each 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 wheat consigned to country malt houses, and reconsigned thence in the shape of malt.

(3) The rebate provisions above prescribed shall apply in respect of wheat railed from Victorian stations to Albury and subsequently forwarded therefrom as flour, bran, pollard, or sharps to Victorian stations. The junction charges between Wodonga and Albury on the wheat and between Albury and Wodonga on the flour, bran, pollard, or sharps shall be added to the rebate rate.

NOTES.—The 10 miles radius of Melbourne will include Stations within 10 miles of Flinders-street or Spencer-street.

All claims for rebate must be lodged with the General Passenger and Freight Agent within 12 months of the railing of wheat inwards and within six months of the railing of flour outwards.

MILEAGE RATES PER TON FOR WOOL.

Subject to the tariff for smalls, page 113.

Including loading and unloading (except otherwise specified).

For rates other than mileage rates, see page 254.

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.	—	Rate per Ton.	Miles.	—	Rate per Ton.	Miles.	—	Rate per Ton.
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 8
	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 8	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. 3d. per consignment in excess of the charges at the Owner's Risk Rate.

MILEAGE RATES PER TON FOR WOOL—continued.

Miles.	—	Rate per Ton.	Miles.	—	Rate per Ton.	Miles.	—	Rate per Ton.
		s. d.			s. d.			s. d.
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 9		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 the charges at the Owner's Risk Rate.

MILAGE RATES PER TON FOR WOOL—continued.

Miles.	—	Rate per ton.	Miles.	—	Rate per ton.	Miles.	—	Rate per ton.
187	C.R.	s. d. 75 4	219	C.R.	s. d. 81 11	251	C.R.	s. d. 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.	75 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.		Rate per ton.	Miles.		Rate per ton.	Miles.		Rate per ton.
		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 Consignments' 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.	—	Rate per ton.	Miles.	—	Rate per ton.	Miles.	—	Rate per ton.
		<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 255, clause 4.)

Between—	And—	Per ton	
		*C.R.	O.R.
		s. d.	s. d.
Goroke ...	Melbourne, Kensington, South Kensington or Newmarket ...	63 3	60 3
Gymbowen ...	do ...	63 3	60 3
Mortat ...	do ...	64 10	61 9
Carpolac ...	do ...	65 8	62 6
Goroke ...	Geelong ...	58 10	56 0
Gymbowen ...	do ...	58 10	56 0
Mortat ...	do ...	60 1	57 3
Carpolac ...	do ...	61 2	58 3
Geelong and North Geelong ...	Melbourne, Victoria Park, Port Melbourne, Williamstown Pier or Victoria Dock ...	15 0	14 6
South Geelong ...	Melbourne or Kensington ...	16 10	16 0

Wool forwarded to the Victoria Dock from stations other than Melbourne or Geelong shall be charged 9d. per ton in addition to the mileage rates to Melbourne.

Wool consigned to Country Woollen Mills shall be charged under Class "C" rate and conditions, when cheaper than computing the charges at the ordinary tariff rate.

The rate for the carriage of wool between Albany and Victorian stations shall be based on the mileage between Albany and the Victorian station concerned, the whole of the rate being payable to Victoria. No junction charge shall be made.

RATES PER TON FOR WOOL FROM THE DARLING RIVER DISTRICT.

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, Mildura, Merbein, or Yelta, 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 shall be 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 Merbein or Yelta.	
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.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
C.R. 39 5	44 1	47 3	52 0	55 2	59 7	63 3	63 3
O.R. 37 6	42 0	45 0	49 6	52 6	56 9	60 3	60 3

WILLIAMSTOWN AND PORT MELBOURNE PIERS, VICTORIA DOCK, AND CORIO QUAY.

	† Per Single Bale	
	*C.R.	O.R.
	s. d.	s. d.
1. Melbourne, Macaulay, South Kensington, Kensington, and Newmarket to Williamstown Pier or Port Melbourne Pier, and vice versa ...	1 1	1 0
2. South Kensington, Kensington, and Newmarket to Victoria Dock ...	1 1	1 0
3. Port Melbourne Pier to Williamstown Pier, or vice versa ...	1 7	1 6
4. Port Melbourne Pier or Williamstown Pier to Victoria Dock or vice versa ...	1 7	1 6
5. Geelong—Brougham-street Crossing, Dennys, Lascelles' and Dalgety and Co's Sidings (plus shunting charges thereat, see page 179) to Corio Quay ...	1 1	1 0

† 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 or Williamstown Piers, at a minimum cost of £3 11s. 9d., in addition to the ordinary freight charge.

* 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—*continued.***PORTLAND FREEZING WORKS.**

Wool forwarded from country stations to Portland Freezing Works Siding, and thence to Portland (see page 221).

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 231).

For conditions under which goods may be forwarded at Commissioners' Risk from or to unattended 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 138) wool placed in the Commissioners' sheds, for storage will be charged for at the rate of 2d. per bale per diem, until the wool is removed by the 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 in force.
3. If detailed weight lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be 6d. per bale. Consignors requiring weight lists must pay for same at the 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 139.
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, and without negligence on the Commissioners' part.

The Commissioners' liability is limited as follows, viz.:—For any horse, £50. For any neat cattle, per head, £20. For any sheep, pig, dog, or other small animal, or bird, per head, 1s.

LIVE STOCK—*continued.*

The increased charges are as under, and must be prepaid upon consignment of the 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 Rams) Dogs, or other small Animals or Birds.
	£ s. d.	£ s. d.	£ s. d.
From 1 to 150 miles ...	4 0 0	1 0 0	0 2 6
„ 151 to 200 „ ...	5 0 0	1 10 0	0 5 0
„ 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 insured only under special agreement.

2. The Commissioners may decline to receive live stock for carriage on Sunday, Good 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 to or from any railway station which is not equipped with platforms, yards, and other suitable 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 owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 280 hereof.

4. The number of animals must be so limited that the gross weight in any one 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 held free from all risk and responsibility, in respect of loss of or damage to such live stock arising in connexion with loading or unloading, or from suffocation, or being trampled on, bruised, or otherwise injured in transit, or from fire, or where the loss or injury arises from fear or restiveness, or from any other cause whatsoever, not arising from negligence as aforesaid; and all fastenings in either horse boxes or trucks must be made secure by the consignor, upon whom shall rest the sole responsibility therefor.

The Commissioners will not be responsible for any particular number of live stock specified as being loaded into any truck for carriage by rail.

6. 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.

7. All live stock must be removed from the railway premises immediately after it is unloaded; or if left will remain at the owner's risk and expense, and may be sent to agistment 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 authorized charges; and such stock, if not removed within seven days, may be sold by auction by order of the Commissioners, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

8. Rugs, bridles, saddles, or other trappings forwarded with horses, or other animals, are 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 280 hereof, unless it be necessary to requisition therefor by telegram or letter, or through an employee of the Commissioners at any station or siding, when such 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 not less than 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 26s., for each live stock truck, and 13s., 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 reduced, or the specified loading or destination station altered, except as follows:—

- (A) Where it can be shown to the satisfaction of the Commissioners that such withdrawal, reduction or alteration will not cause loss to the Department in hauling trucks unnecessarily, or necessitate other orders being declined, or that the failure to load was due to the travelling route being impassable owing to the effects of heavy rains or bush fires.
- (B) Or on the forfeiture of the cash deposit lodged in respect of each truck so withdrawn, reduced or altered.
- (C) Or on the payment of the equivalent of the prescribed cash deposit in respect of each truck so withdrawn, reduced or altered.

The Commissioners, however, reserve to themselves the right to charge for all trucks ordered and not used on the date and at the station specified in the order as if used.

13. ALTERATION OF DESTINATION OF LIVE STOCK TRUCKS IN TRANSIT.—When an alteration is made in the destination while live stock trucks are in transit, a charge of 2s. 8d. 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 trains specified by the proper employé of the Commissioners. If such live stock be not loaded 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 specially relieved of all responsibility occasioned thereby.

16. The Commissioners may refuse to carry any horse, cattle, sheep, swine, bird, or other live 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 yard, shed, or premises of the Commissioners, any horse, cattle, sheep, swine, bird, or other live 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 should be lodged not less than 48 hours prior to the time at which the loading is required to be done. A cash deposit of 26s. 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 CARRIED BY GOODS OR MIXED TRAINS.

"Off day" and "Store" rates must not be charged without special authority from the General Passenger and Freight Agent.

When large cattle trucks are specially ordered and supplied an additional charge of 10 per cent. will be made.

The Commissioners may at their option supply goods or cattle trucks for the carriage of Sheep, and in such cases two goods or cattle trucks will be charged the rate for one sheep truck instead of the goods or cattle truck rate.

When the whole of a consignment of Sheep cannot be loaded in a sheep truck, and a goods or cattle truck is used to complete it, one-half of full sheep truck rate shall be charged for the latter.

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.
1	1 12 0	1 9 0	1 4 6	0 17 0	47	2 17 0	2 11 6	2 3 3	1 18 0
2	1 12 0	1 9 0	1 4 6	0 17 0	48	2 18 6	2 12 10	2 4 5	1 18 6
3	1 12 0	1 9 0	1 4 6	0 17 0	49	2 19 0	2 13 4	2 4 9	1 19 0
4	1 12 0	1 9 0	1 4 6	0 17 0	50	3 0 6	2 14 8	2 5 11	2 0 6
5	1 12 0	1 9 0	1 4 6	0 17 0	51	3 1 0	2 15 1	2 6 3	2 1 0
6	1 12 0	1 9 0	1 4 6	0 17 0	52	3 2 6	2 16 5	2 7 5	2 1 6
7	1 12 0	1 9 0	1 4 6	0 17 0	53	3 3 6	2 17 4	2 8 2	2 2 6
8	1 12 0	1 9 0	1 4 6	0 17 0	54	3 4 0	2 17 10	2 8 6	2 3 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 4 6
10	1 12 0	1 9 0	1 4 6	0 17 0	56	3 7 0	3 0 6	2 10 9	2 5 6
11	1 12 0	1 9 0	1 4 6	0 17 0	57	3 8 0	3 1 5	2 11 6	2 6 0
12	1 12 0	1 9 0	1 4 6	0 17 0	58	3 10 0	3 3 2	2 13 0	2 7 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 7 6
14	1 12 0	1 9 0	1 4 6	0 17 0	60	3 12 0	3 5 0	2 14 6	2 7 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 8 0
16	1 12 0	1 9 0	1 4 6	0 17 0	62	3 13 6	3 6 4	2 15 8	2 9 0
17	1 12 0	1 9 0	1 4 6	0 17 0	63	3 14 6	3 7 3	2 16 5	2 10 6
18	1 12 0	1 9 0	1 4 6	0 17 0	64	3 16 0	3 8 7	2 17 0	2 11 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 11 6
20	1 12 0	1 9 0	1 4 6	0 17 6	66	3 19 0	3 11 4	2 19 9	2 12 0
21	1 12 0	1 9 0	1 4 6	0 18 6	67	4 0 0	3 12 2	3 0 6	2 12 6
22	1 12 0	1 9 0	1 4 6	0 19 6	68	4 0 6	3 12 8	3 0 11	2 13 0
23	1 12 0	1 9 0	1 4 6	1 0 0	69	4 2 0	3 14 0	3 2 0	2 15 0
24	1 12 0	1 9 0	1 4 6	1 0 6	70	4 3 0	3 14 11	3 2 9	2 16 0
25	1 12 0	1 9 0	1 4 6	1 1 6	71	4 4 6	3 16 3	3 3 11	2 16 6
26	1 14 0	1 10 10	1 6 0	1 2 6	72	4 5 6	3 17 2	3 4 8	2 17 6
27	1 15 0	1 11 8	1 6 9	1 3 6	73	4 6 0	3 17 7	3 5 0	2 18 0
28	1 15 6	1 12 2	1 7 2	1 4 0	74	4 7 6	3 18 11	3 6 2	2 18 6
29	1 17 0	1 13 6	1 8 3	1 4 6	75	4 8 0	3 19 5	3 6 6	2 19 6
30	1 18 0	1 14 5	1 9 0	1 5 0	76	4 10 0	4 1 2	3 8 0	3 0 0
31	1 19 0	1 15 4	1 9 9	1 6 6	77	4 10 6	4 1 8	3 8 5	3 1 0
32	1 19 6	1 15 0	1 10 2	1 7 0	78	4 11 6	4 2 7	3 9 2	3 1 0
33	2 0 0	1 16 2	1 10 6	1 7 6	79	4 12 6	4 3 5	3 9 11	3 2 0
34	2 2 0	1 18 0	1 12 0	1 8 0	80	4 14 0	4 4 10	3 11 0	3 2 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 3 0
36	2 4 6	2 0 3	1 13 11	1 10 0	82	4 16 6	4 7 1	3 12 11	3 4 6
37	2 5 6	2 1 2	1 14 8	1 11 0	83	4 18 6	4 8 10	3 14 5	3 5 6
38	2 7 0	2 2 6	1 15 9	1 11 6	84	4 19 6	4 9 9	3 15 2	3 6 0
39	2 8 0	2 3 5	1 16 6	1 12 0	85	5 0 6	4 10 8	3 15 11	3 6 6
40	2 9 0	2 4 4	1 17 3	1 12 0	86	5 1 0	4 11 1	3 16 3	3 7 0
41	2 10 0	2 5 2	1 18 0	1 14 0	87	5 1 6	4 11 7	3 16 8	3 8 0
42	2 11 6	2 6 7	1 19 2	1 14 6	88	5 3 6	4 13 4	3 18 2	3 9 6
43	2 12 6	2 7 5	1 19 11	1 15 0	89	5 4 0	4 13 10	3 18 6	3 10 0
44	2 13 0	2 7 11	2 0 3	1 16 0	90	5 5 0	4 14 8	3 19 3	3 11 0
45	2 14 0	2 8 10	2 1 0	1 17 0	91	5 6 0	4 15 7	4 0 0	3 11 6
46	2 16 9	2 10 7	2 2 6	1 17 6	92	5 7 0	4 16 6	4 0 9	3 12 0

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 6	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 9 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 0	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.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
211	9 9 0	8 10 9	7 2 8	6 14 6	270	12 1 0	10 17 1	9 1 3	8 12 0
212	9 10 0	8 11 2	7 3 0	6 15 6	271	12 2 0	10 18 0	9 2 0	8 12 6
213	9 11 0	8 12 1	7 3 9	6 16 6	272	12 3 0	10 18 11	9 2 9	8 13 6
214	9 11 6	8 12 7	7 4 2	6 17 0	273	12 4 0	10 19 10	9 3 6	8 15 0
215	9 13 0	8 13 11	7 5 3	6 18 0	274	12 5 0	11 0 8	9 4 3	8 15 0
216	9 14 0	8 14 10	7 6 0	6 18 0	275	12 6 0	11 1 7	9 5 0	8 15 6
217	9 14 6	8 15 3	7 6 5	6 19 0	276	12 6 6	11 2 1	9 5 5	8 16 0
218	9 15 0	8 15 8	7 6 9	7 0 6	277	12 7 6	11 2 11	9 6 2	8 16 6
219	9 16 0	8 16 7	7 7 6	7 1 0	278	12 8 6	11 3 10	9 6 11	8 17 0
220	9 16 6	8 17 1	7 7 11	7 1 6	279	12 9 0	11 4 4	9 7 3	8 17 0
221	9 17 0	8 17 6	7 8 3	7 1 6	280	12 9 6	11 4 9	9 7 8	8 18 6
222	9 18 6	8 18 10	7 9 5	7 2 0	281	12 11 0	11 6 1	9 8 9	8 19 0
223	10 0 0	9 0 2	7 10 6	7 2 6	282	12 11 6	11 6 7	9 9 2	8 19 6
224	10 0 6	9 0 8	7 10 11	7 3 6	283	12 12 0	11 7 0	9 9 6	8 19 6
225	10 1 0	9 1 1	7 11 3	7 4 0	284	12 12 6	11 7 5	9 9 11	9 0 0
226	10 3 6	9 3 4	7 13 2	7 4 0	285	12 13 0	11 7 11	9 10 3	9 1 6
227	10 4 0	9 3 10	7 13 6	7 5 0	286	12 15 6	11 10 2	9 12 2	9 2 0
228	10 4 6	9 4 3	7 13 11	7 5 6	287	12 16 6	11 11 1	9 12 11	9 3 6
229	10 5 0	9 4 8	7 14 3	7 6 6	288	12 17 0	11 11 6	9 13 3	9 3 6
230	10 6 0	9 5 7	7 15 0	7 7 0	289	12 18 6	11 12 10	9 14 5	9 4 0
231	10 6 6	9 6 1	7 15 5	7 7 0	290	12 19 0	11 13 4	9 14 9	9 5 0
232	10 8 0	9 7 5	7 16 6	7 8 0	291	13 0 0	11 14 2	9 15 6	9 5 6
233	10 8 6	9 7 10	7 16 11	7 8 6	292	13 1 0	11 15 1	9 16 3	9 6 0
234	10 9 6	9 8 9	7 17 8	7 10 6	293	13 1 6	11 15 7	9 16 8	9 6 0
235	10 10 0	9 9 2	7 18 0	7 10 6	294	13 2 0	11 16 0	9 17 0	9 6 6
236	10 10 6	9 9 8	7 18 5	7 11 0	295	13 2 6	11 16 5	9 17 5	9 8 6
237	10 11 0	9 10 1	7 18 9	7 11 6	296	13 3 6	11 17 4	9 18 2	9 8 6
238	10 12 6	9 11 5	7 19 11	7 12 0	297	13 5 0	11 18 8	9 19 3	9 9 0
239	10 14 0	9 12 10	8 1 0	7 12 6	298	13 6 0	11 19 7	10 0 0	9 9 6
240	10 15 0	9 13 8	8 1 9	7 13 0	299	13 6 6	12 0 1	10 0 5	9 9 6
241	10 16 6	9 15 1	8 2 11	7 14 6	300	13 7 0	12 0 6	10 0 9	9 10 6
242	10 17 6	9 15 11	8 3 8	7 15 0	301	13 8 6	12 1 10	10 1 11	9 12 0
243	10 18 0	9 16 5	8 4 0	7 15 6	302	13 9 6	12 2 9	10 2 6	9 13 0
244	10 18 6	9 16 10	8 4 5	7 16 0	303	13 10 0	12 3 2	10 3 0	9 13 0
245	10 19 0	9 17 4	8 4 9	7 16 0	304	13 10 6	12 3 8	10 3 5	9 13 6
246	11 0 0	9 18 2	8 5 6	7 17 0	305	13 11 6	12 4 7	10 4 2	9 14 0
247	11 0 6	9 18 8	8 5 11	7 17 6	306	13 13 0	12 5 11	10 5 3	9 15 0
248	11 1 0	9 19 1	8 6 3	7 18 0	307	13 14 0	12 6 10	10 6 0	9 15 0
249	11 2 0	10 0 0	8 7 0	7 19 0	308	13 15 0	12 7 8	10 6 9	9 15 6
250	11 4 0	10 1 10	8 8 6	7 19 0	309	13 15 6	12 8 2	10 7 2	9 16 0
251	11 4 6	10 2 3	8 8 11	8 0 0	310	13 16 6	12 9 1	10 7 11	9 17 0
252	11 5 0	10 2 8	8 9 3	8 1 0	311	13 17 0	12 9 6	10 8 3	9 17 6
253	11 5 6	10 3 2	8 9 8	8 2 0	312	13 17 6	12 9 11	10 8 8	9 18 6
254	11 7 0	10 4 6	8 10 9	8 2 6	313	13 18 0	12 10 5	10 9 0	9 18 6
255	11 7 6	10 4 11	8 11 2	8 2 6	314	13 19 6	12 11 9	10 10 2	9 19 0
256	11 9 0	10 6 4	8 12 3	8 3 0	315	14 0 6	12 12 8	10 10 11	9 19 6
257	11 10 0	10 7 2	8 13 0	8 4 6	316	14 2 0	12 14 0	10 12 0	10 0 6
258	11 11 0	10 8 1	8 13 9	8 5 0	317	14 2 6	12 14 5	10 12 5	10 0 6
259	11 12 0	10 9 0	8 14 6	8 5 0	318	14 3 6	12 15 4	10 13 2	10 2 6
260	11 12 6	10 9 5	8 14 11	8 5 6	319	14 4 0	12 15 10	10 13 6	10 3 0
261	11 13 6	10 10 4	8 15 8	8 6 0	320	14 4 6	12 16 3	10 13 11	10 3 6
262	11 14 6	10 11 3	8 16 5	8 6 6	321	14 5 6	12 17 2	10 14 8	10 4 0
263	11 15 0	10 11 8	8 16 9	8 8 6	322	14 6 0	12 17 7	10 15 0	10 5 0
264	11 15 6	10 12 2	8 17 2	8 8 6	323	14 7 0	12 18 6	10 15 9	10 5 6
265	11 16 6	10 13 1	8 17 11	8 9 0	324	14 9 6	13 0 9	10 17 8	10 6 0
266	11 17 6	10 13 11	8 18 8	8 9 6	325	14 10 0	13 1 2	10 18 0	10 7 0
267	11 18 0	10 14 5	8 19 0	8 11 0	326	14 10 6	13 1 8	10 18 5	10 7 6
268	11 18 6	10 14 10	8 19 5	8 11 6	327	14 11 0	13 2 1	10 18 9	10 7 6
269	11 19 6	10 15 9	9 0 2	8 11 6	328	14 11 6	13 2 7	10 19 2	10 8 6

LIVE STOCK—MILEAGE RATES—continued

Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.				Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.			
	£ 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 0
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 0	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 0	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 Cattle Trucks.	On-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.	On-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	16 0 0
448	19 17 6	17 17 11	14 18 8	14 3 6	507	22 8 6	20 3 10	16 16 11	16 1 0
449	19 1 0	17 18 5	14 19 0	14 4 6	508	22 9 0	20 4 4	16 17 3	16 1 6
450	19 10 0	17 19 4	14 19 9	14 5 0	509	22 10 6	20 5 8	16 18 5	16 2 6
451	19 19 6	17 19 9	15 0 2	14 5 0	510	22 11 6	20 6 7	16 19 2	16 2 6
452	20 0 6	18 0 8	15 0 11	14 6 0	511	22 12 6	20 7 5	16 19 11	16 3 0
453	20 1 0	18 1 1	15 1 3	14 6 6	512	22 13 6	20 8 4	17 0 8	16 3 6
454	20 3 6	18 3 4	15 3 2	14 8 6	513	22 15 0	20 9 8	17 1 9	16 4 0
455	20 4 0	18 3 10	15 3 6	14 9 0	514	22 15 6	20 10 2	17 2 2	16 5 6
456	20 4 6	18 4 3	15 3 11	14 9 0	515	22 16 6	20 11 1	17 2 11	16 6 0
457	20 5 0	18 4 8	15 4 3	14 9 6	516	22 17 6	20 11 11	17 3 8	16 6 6
458	20 6 0	18 5 7	15 5 0	14 10 0	517	22 18 0	20 12 5	17 4 0	16 6 6
459	20 6 6	18 6 1	15 5 5	14 10 6	518	22 18 6	20 12 10	17 4 5	16 7 0
460	20 8 0	18 7 5	15 6 6	14 11 6	519	22 19 6	20 13 9	17 5 2	16 8 0
461	20 8 6	18 7 10	15 6 11	14 11 6	520	23 0 6	20 14 8	17 5 11	16 9 0
462	20 9 6	18 8 9	15 7 8	14 12 6	521	23 1 6	20 15 7	17 6 8	16 9 6
463	20 10 0	18 9 2	15 8 0	14 13 0	522	23 2 0	20 16 0	17 7 0	16 10 6
464	20 11 6	18 10 7	15 9 2	14 13 6	523	23 2 6	20 16 5	17 7 5	16 10 6
465	20 13 0	18 11 11	15 10 3	14 14 6	524	23 3 0	20 16 11	17 7 9	16 11 0
466	20 13 6	18 12 4	15 10 8	14 15 6	525	23 4 6	20 18 3	17 8 11	16 11 6
467	20 14 0	18 12 10	15 11 0	14 15 6	526	23 5 6	20 19 2	17 9 8	16 13 0
468	20 14 6	18 13 3	15 11 5	14 16 0	527	23 6 6	21 0 1	17 10 5	16 13 6
469	20 15 0	18 13 8	15 11 9	14 17 0	528	23 8 0	21 1 5	17 11 6	16 14 0
470	20 17 0	18 15 6	15 13 3	14 17 6	529	23 9 0	21 2 4	17 12 3	16 14 0
471	20 17 6	18 15 11	15 13 8	14 18 6	530	23 9 6	21 2 9	17 12 8	16 15 6
472	20 18 0	18 16 5	15 14 0	14 19 0	531	23 10 0	21 3 2	17 13 0	16 16 0
473	20 18 6	18 16 10	15 14 5	14 19 0	532	23 11 6	21 4 7	17 14 2	16 16 6
474	20 19 6	18 17 9	15 15 2	14 19 6	533	23 12 0	21 5 0	17 14 6	16 17 0
475	21 0 6	18 18 8	15 15 11	15 0 0	534	23 12 6	21 5 5	17 14 11	16 17 6
476	21 1 6	18 19 7	15 16 8	15 0 6	535	23 13 6	21 6 4	17 15 8	16 17 6
477	21 3 6	19 1 4	15 18 2	15 2 0	536	23 14 6	21 7 3	17 16 5	16 18 6
478	21 4 0	19 1 10	15 18 6	15 3 0	537	23 15 0	21 7 8	17 16 9	17 0 0
479	21 4 6	19 2 3	15 18 11	15 3 0	538	23 16 0	21 8 7	17 17 6	17 0 6
480	21 5 0	19 2 8	15 19 3	15 3 6	539	23 17 0	21 9 6	17 18 3	17 1 0
481	21 7 0	19 4 6	16 0 9	15 4 0	540	23 18 0	21 10 5	17 19 0	17 1 6
482	21 7 6	19 4 11	16 1 2	15 5 0	541	23 19 0	21 11 4	17 19 9	17 1 6
483	21 8 0	19 5 5	16 1 6	15 5 6	542	23 19 6	21 11 9	18 0 2	17 2 0
484	21 8 6	19 5 10	16 1 11	15 7 0	543	24 0 0	21 12 2	18 0 6	17 3 0
485	21 9 0	19 6 4	16 2 3	15 7 0	544	24 1 6	21 13 7	18 1 8	17 3 6
486	21 10 0	19 7 2	16 3 0	15 7 6	545	24 3 0	21 14 11	18 2 9	17 4 6
487	21 11 6	19 8 7	16 4 2	15 8 0	546	24 3 6	21 15 4	18 3 2	17 5 0
488	21 12 0	19 9 0	16 4 6	15 9 0	547	24 4 0	21 15 10	18 3 6	17 6 0
489	21 12 6	19 9 5	16 4 11	15 9 6	548	24 5 0	21 16 8	18 4 3	17 6 6
490	21 14 0	19 10 10	16 6 0	15 10 0	549	24 5 6	21 17 2	18 4 8	17 6 6
491	21 15 0	19 11 8	16 6 9	15 11 0	550	24 7 0	21 18 6	18 5 9	17 8 0
492	21 16 0	19 12 7	16 7 6	15 11 0	551	24 8 6	21 19 10	18 6 11	17 9 0
493	21 17 0	19 13 6	16 8 3	15 12 0	552	24 9 0	22 0 4	18 7 3	17 10 0
494	21 18 0	19 14 5	16 9 0	15 12 6	553	24 9 6	22 0 9	18 7 8	17 10 6
495	21 18 6	19 14 10	16 9 5	15 13 0	554	24 10 0	22 1 2	18 8 0	17 10 6
496	21 19 0	19 15 4	16 9 9	15 13 6	555	24 11 0	22 2 1	18 8 9	17 11 0
497	22 0 6	19 16 8	16 10 11	15 14 0	556	24 12 0	22 3 0	18 9 6	17 11 6
498	22 1 0	19 17 7	16 11 8	15 14 0	557	24 13 0	22 3 11	18 10 3	17 12 0
499	22 2 0	19 18 0	16 12 0	15 14 6	558	24 13 6	22 4 4	18 10 8	17 13 0
500	22 2 6	19 18 5	16 12 5	15 16 6	559	24 14 0	22 4 10	18 11 0	17 14 0
501	22 3 6	19 19 4	16 13 2	15 17 0	560	24 15 0	22 5 8	18 11 9	17 14 0
502	22 4 6	20 0 3	16 13 11	15 18 0	561	24 16 0	22 6 7	18 12 6	17 14 6
503	22 5 6	20 1 2	16 14 8	15 18 0	562	24 18 0	22 8 5	18 14 0	17 15 0
504	22 6 6	20 2 1	16 15 5	15 18 0	563	24 19 0	22 9 4	18 14 9	17 15 6
505	22 7 6	20 3 11	16 16 2	15 19 6	564	24 19 6	22 9 9	18 15 2	17 16 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.	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 3	19 6 9	18 8 0
566	25 0 6	22 10 6	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 6
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 0
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.
	<i>Trucks.</i>		
<i>Pigs</i>	Cattle or goods trucks; sheep trucks, one tier	Full truck rate, less 10 per cent.	s. d. 29 0
	Sheep trucks, top and bottom tier	Full truck rate, plus 20 per cent.	38 6
<i>Young Calves</i> ..	Cattle or goods trucks ..	Full truck rate ..	32 0
Mixed consignments of—			
(a) Pigs and Sheep ..	Sheep trucks, top and bottom tiers	Full truck rate, plus one- third	43 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, not exceeding £50 in value, and so declared on the consignment note shall be charged 4½d. per mile, minimum 14s.

One Bull, under 2 years old, exceeding £50 in value, shall be charged half the rate for cattle in full truck loads, subject to the maximum charges under 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 shall 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, 4½d. per mile, subject to a minimum charge of 14s. per consignment. (A reduction of 10 per cent. shall be made in this 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.

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 or Pigs over 3 months old.
25 Calves, under 3 months old
37 Lambs or Small Pigs (Pigs not exceeding 3 months old) which can be loaded in one compartment
If more than 25 Calves (under three months old), Sheep, Goats, or Pigs over three months old, or more than 37 Lambs or Small Pigs not exceeding 3 months old be loaded, ½d. 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.

Shall be charged two-thirds of the rate for cattle in full truck loads, subject to maximum charges (see clause 3).

(b) HALF TRUCKS.

2 Head Cattle other than Bulls
15 Sheep or Goats or Pigs over 3 months old.
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 three months old), Sheep, or Goats, or Pigs over 3 months old, or more than 22 and less than 37 Lambs or Small Pigs not exceeding 3 months old be loaded, ½d. per mile additional shall be charged for each animal in excess of 15 or 22 as the case may be if the rate be thereby less than two-thirds of the rate for cattle in full truck loads.

Shall be charged one-half of the rate for cattle in full truck loads, subject to maximum charges (see clause 3).

- (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.

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.
1-18	..	14 0	..	18 0
19	..	14 6	..	18 0
20	..	15 0	..	18 6
21	..	15 6	..	19 0
22	..	16 0	..	20 0
23	..	16 6	..	21 0
24 miles and over, half and two-thirds of full truck rates.				

Figs.—The maximum charges for pigs shall be 10 per cent. less than the rates shown above.

Note.—The charge for sheep is not to exceed the mileage rate for goods and cattle truck rate for sheep only.

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 1½d. 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 thereof, 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 PL. 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, PL. 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 PL. 11, must be used, and altered to 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 six pence per truck for Sheep in sheep trucks and Cattle in cattle trucks and 1s. 4d per truck for sheep in goods or cattle trucks shall be added to the mileage rates to or from Bendigo, for haulage to or from the Cattle siding. No additional 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 Ballarat 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. 11d. for each 4 or 6 wheeled truck, placed by ordinary pilot of these yards, and the same charge shall apply but subject to a *minimum charge of 8s. 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 crew of the local goods train for the conveyance of live stock on account of Messrs. Hutton and Company, Watson and Paterson and others, a charge of 33s. per trip, in addition to freight rates, shall be imposed. If the special trip is run on account of more than one consignee, the charge shall be apportioned on the basis of the number of trucks conveyed for each.

5. **Borthwick Freezing Company's Siding, Newport.** (See page 95.)

6. **City Abattoirs Siding.** (See page 205.)

7. **Eureka.**—Pigs in truck loads for Farmer & Co. may be forwarded to Eureka. The haulage charge from Ballarat East to Eureka shall be 6s. 8d. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding. In the event of an engine being used to place trucks for Cowley (goods), and Farmer, in the one trip, only one charge of 6s. 8d. 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 Company's Freezing Works.** (See page 179.)

9. **Geelong Freezing Works' Siding, North Shore.** (See page 223.)

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" rate in all cases.

11. **Murtoa (Wimmera Inland Freezing Company's Siding).** (See page 194.)

12. **Portland Freezing Works' Siding.** (See page 224.)

13. **Prossor (Western and Murray District Co-operative Bacon Company's Siding).** (See page 196.)

14. **Warrnambool.**—The charges on Live Stock forwarded to or from Warrnambool Cattle siding shall be computed on actual mileage, viz., 167 miles from Melbourne.

15. **Horses forwarded from Newmarket to the Victoria Dock, Port Melbourne and Williamstown Piers** in consignments of six or not exceeding ten trucks shall be charged 47 12s. 6d. for the lot, and each additional truck shall be charged 15s. 6d. If forwarded in consignments of less than six trucks, the charge shall be 32s. per truck. Charges shall be prepaid.

16. **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.

17. **Horses and other Live Stock** forwarded from country stations to the Victoria Dock, Port Melbourne Pier, or Williamstown Pier, for shipment, and discharged from the trucks at the ship's side, shall be charged the rates to Melbourne, Port Melbourne Pier, or Williamstown Pier respectively. Charges shall be prepaid.

18. **Sheep and Lambs for Export.**—Sheep and lambs, consigned direct to recognised exporters of frozen meat, shall, subject to the production of satisfactory proof of export, be carried on all days 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 from the date the consignments are forwarded.

19. **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

20. **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 trucks are detached from the train for the purpose of picking up or setting down animals at the race.

21. **Rates for Stock to Agricultural Shows.** (See page 35.)

22. **Rates for Stock for Settlers on Crown Lands, &c.** (See page 233.)

23. **Junction Charges for Live Stock between Albury and Wodonga.** (See page 145.)

24. **Store Stock.** (See page 268.)

25. **Refund fee on Live Stock Rebates.** (See page 269.)

STORE STOCK RATES AND CONDITIONS.

1. In the construction of this regulation, the following expressions shall have the meanings hereby 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 question 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 rebate 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, or cannot conveniently be reached, a person, who is employed by such owner, and is entrusted 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 offered 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 country;

(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 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 a 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 when 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 when 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 6 hereof are complied with a rebate of the difference between the freight paid and the charges as prescribed in Clause 5 will be arranged after the expiry of the period of 8 weeks specified.

(b) In respect of store stock despatched from Newmarket, Ballarat, Bendigo, or Dandenong, the reduced rates specified in sub-clause (a) of this clause shall be charged at the time when such store stock is forwarded, provided that—

(i) the consignor endorses the consignment note as follows:—

“I
We 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 when delivery is being effected endorses the way-bill as follows:—

“I
We declare that the ^{sheep} ~~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 an authority in writing to the person whom he delegates to take delivery to make the 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) With the exception of bona fide store stock forwarded from Newmarket 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 6 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. The conditions referred to in Clause 3 hereof are:—

(i) 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 despatched, 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 despatched, 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 despatched, 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.

(ii) 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 supported by a statutory declaration made by the applicant in the form (G.F. 18c) (page 270);
- (c) 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.

(iii) 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.

(iv) That no rebate will be granted in respect of any consignment of store stock forwarded to the Newmarket, Ballarat, or Bendigo stations.

Rebates of Freight on Live Stock.

7. From any gross rebate which may be granted in respect of—

- (a) store stock on up or down journey or combined up and down journey;
- (b) stock ex agricultural shows or returning from stud, and horses returning from race meetings for which the necessary certificates were not presented at the time of consigning;

the Commissioners will deduct the sum of 1s. per truck, and the surplus remaining over after such deduction has been made shall be the net rebate payable to the owner or to his order.

*Here insert name in full.
 †Here insert usual address and occupation
 ‡Here insert name of station from which stock were consigned.
 §Here insert name of station to which stock were consigned.

G.F.18c.
 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 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.

§Here insert name in full and usual address.
 ¶Here insert occupation.
 **Here set out the full names and addresses of any co-owners of the live stock in question.
 ††Here set out full name and address of employer or employers.

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†† _____ who is the owner of the live stock referred to in the column numbered 4 in the foregoing application, and that I am intrusted by ††him with the management of ††his business 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.
 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* _____ railway station on the _____ of _____ 192____, and from that date, and for a period of eight clear weeks thereafter they were ††used for stocking country _____ depastured _____ at‡ _____ in the State of _____
 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 ††slaughtered for sale for human consumption.
 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 is made.

Declared at†† _____ day of _____ 192____ in the State of Victoria this _____
 Before me _____ Signature of Declarant.
 Peace for the _____ a Justice of the
 State of Victoria. Balliwick of the _____
 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. 9d. Maximum charge, 65s.
Store Cattle, 3d. per head	... ..
Pigs, 1½d. per head	... ..
Sheep and Goats, ¾d. 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, 3d. per head for each 24 hours or part thereof	} Minimum charge, 7s. Maximum charge, 32s. 6d.
Sheep, ¼d. 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 PORT
MELBOURNE AND WILLIAMSTOWN PIERS. (Not including loading or
unloading at Port Melbourne and Williamstown Piers).**

INWARDS CARGOES.

TO MONTAGUE SHIPPING SHED FROM PORT MELBOURNE, VIC- TORIA DOCK OR WIL- LIAMSTOWN PIERS	<i>s. d.</i>
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 WIL-
LIAMSTOWN PIERS—

<i>s. d.</i>
General cargo, n.o.s.
13 9 per ton.

OUTWARDS CARGOES.

FROM MONTAGUE SHIP- PING SHED TO PORT MELBOURNE OR WIL- LIAMSTOWN PIERS—	<i>s. d.</i>
General cargo, n.o.s.	5 0 per ton.
Basils and Skins pressed, not exceeding 4 cwt.	0 10 per bale.
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 ster- ling or part thereof.
Gold Coin	2 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 ex- ceeding 2 cwt.	0 10 „
Hair, dumped	0 10 „
„ undumped	1 8 „
Hemp, in bales not exceed- ing 4 cwt.	1 9 „

TO GRAHAM-STREET SID- ING FROM PORT MELBOURNE PIER—	<i>s. d.</i>
General cargo, n.o.s.	4 0 per ton.

TO WILLIAMSTOWN
SIDINGS OR SHEDS
FROM WILLIAMS-
TOWN 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 the
Piers to Montague Shipping Shed as a
minimum.

FROM MONTAGUE SHIP-
PING SHED TO PORT
MELBOURNE OR WIL-
LIAMSTOWN PIERS—
continued.

<i>s. d.</i>	
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 ex- ceeding 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 ton.
Tanks, empty	4 9 each.
Vehicles	Same as Inwards.
Goods in the Grain or AP class from Melbourne to Port Melbourne or Williams- town 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 from
Melbourne Goods Sheds to the Port Melbourne
and Williamstown Piers direct for export, is
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—

<i>s. d.</i>
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— <i>continued.</i>		
FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—	<i>s. d.</i>	FROM OTHER STATIONS TO PORT MEL- BOURNE OR WILLIAMSTOWN PIERS—
Coal, n.o.s., including weighing; owners to load and unload	3 10	1. The Tariff rates and conditions shall be applicable subject to the rates from Montague Shipping Shed to the Piers as a minimum.
Coal, for steamer <i>Hygeia</i> , in- cluding weighing; owners to load and unload	1 10	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 Williams- town Pier, for direct shipment, which are charged for under Class 1 or Class 2, a deduc- tion of 6d. per ton from the tariff rate shall be made and consignments way-billed accordingly.
Tallow, in truck loads; owners to load	4 0	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.
FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS—		JAM AND CANNED FRUIT FOR EXPORT—
General cargo, n.o.s.	13 9	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.

Norm.—(i) See also pages 242, 240 and 254 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 5
Over 10 cubic feet or 5 cwt.	2 10

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. 6d. 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 242.

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.
Fallos	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.
Wood Cellulose	80 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 such haulage at the rate of 11d. per ton in trucks loaded to full carrying capacity less 5 per cent.

(b) Agricultural produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 11d. 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 11d. 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 11d. 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. 9d. 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. 4d. 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 11d. 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 sidings, 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. 5d. for each tarpaulin in addition to the usual charge of 9d. per tarpaulin for the service.

STORAGE CHARGES ON IMPORTS AT MONTAGUE SHIPPING SHED.

Supplementary to General Condition 34, page 17.

Any goods discharged from vessels at the Williamstown and Port Melbourne Railway 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. 4d. 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. 4d. 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.—3d. per ton per week or part thereof. Minimum charge, 1s. 4d.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain consignee to find labour, and storage not required, 2d. 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.

Track 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

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 19

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 and 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 CABETAKERS, OR PRIVATE SIDINGS.

If the Goods be consigned to an unattended Station Platform or Siding, Station in charge of a Caretaker or Private Siding, it is hereby expressly agreed by the Consignor that the Commissioners' responsibility in regard to such goods shall absolutely cease when the goods are placed upon or left at such place.

Signature of Consignor or Agent.

Address of Consignor.

Truck No.	No. of Packages.	Description of Goods.	Marks and Numbers.	Weight.				*Declared Value.			Freight Payable 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.

G.F 1B.

VICTORIAN RAILWAYS.

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	Doors, wire and glazed	Motor Cars, new
Ale, Beer, Porter		Drapery	Motor Cars, secondhand
Ale, Bux, Camp, &c.		Earthenware	Motor Car bodies and chassis
Art, Works of		Engravings	Motor Cycles
Accumulators, Electric		Eggs	Motor Cycles, with sidecar at- tached
Baths, Metal		Furniture	Motor Cycle Sidecars
Bath Heaters		Furs	" " sidecar chassis
Bath Screens		Flavor, for cordials	Mouldings, gilt and N.O.S.
Billiard and Bagatelle Tables		Fragile and Brittle Goods, N.O.S.	Oil, in tins, uncased
Biscuits		Fenders, marble	Ornaments, plaster and cement
Bicycles and Tricycles		Flower Pots	" " N.O.S.
Boats, rowing, racing		Glass, plate or window	Ovens, camp
Bottles		Glassware	Potteryware
Blankets, Flannels, Woollens and Rugs		Go-carts and Perambulators	Pipes, glazed and unglazed earthenware
Boilers, Washing, Kitchen and N.O.S., including iron frames		Grates	Paintings
Cages, Bird		Granite	Plaster and Fibrous Plaster Sheets
Cement in paper bags		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
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, 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.
Demijohns		Lampware	Syphons, sodawater
		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
			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.

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 Railways Commissioners from all liability for loss or injury to the same except upon proof that such loss or injury are so from wilful misconduct on the part of the Commissioners' servants.

Signature of Consignor or Agent.

Address of Consignor.

Track 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

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.

19

TO 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 whereof hereby agree to relieve the Commissioners from all liability of whatsoever nature howsoever 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.

* Insert business. I, _____, of _____, in the State of Victoria (*) do solemnly and sincerely declare—

† Insert whether old mining machinery, old machinery not mining, or old boiler, as the case may be. That the undermentioned (‡) _____ has been in use for a period of not less than three years, viz.:—

‡ 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 _____ 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, _____, of _____, in the State
 WE, _____, of Victoria (†) declare in respect of the motor
 *vehicle hereby described
 *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 ;
 vehicles ;
- (b) That all petrol, volatile oils, and other volatile inflammable substances, have been removed from any tanks, piping, carburettors, or other receptacles on the said motor *vehicle ;
 vehicles ;
- (c) That the connecting cables and wires of all batteries on the said motor *vehicle have been disconnected from the battery terminals; and that 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 _____ Station, on the day of _____ 19 _____, and the undersigned hereby agree to pay full rates for every truck not loaded up at the place and on the day mentioned, and in time to be despatched by the trains to be specified by the General Superintendent of Transportation or the Live Stock Agent; also to accept all risk of injury to animals while on Railway premises, or while being loaded or unloaded 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.

2623

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 to (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 the stationmaster at the Station from which the return journey is commenced, and attached to Way-bill.)

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

19 .

Certificate for Outward Journey.

I hereby certify that the above-mentioned Horse ^{is} _{are} this day consigned for the above purpose from Station to Station.

Name and Address of Consignee } 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 Station to Station.

Name and Address of Consignee } Station

Sex and Colour of Animal. Brands any).

Signed—
Address—
Owner or Owner's Agent.

Certificate for Return Journey.

I, the Consignee named above, hereby certify that the said Horse having been at my stables for the purpose stated, ^{is} _{are} 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.)

2625

E.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.
	Cattle.	Horses.	Pigs.	Sheep.			Tons	Cwt.						

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 155 to 224.)
 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 (a) have no shed accommodation, and are open for goods in truck loads only (minimum 3 tons).
 Exceptions:—Furniture and household effects—
 Per Four-wheeled goods or louvre truck Minimum Weight.
 " Six-wheeled louvre truck 2 tons
 " Four-wheeled louvre truck 3 "
 Per Six-wheeled louvre truck
 Per Four-wheeled truck 2 "
 Empties See page 114.
- (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 package sent to such stations must exceed 5 cwt. in weight unless the approved guarantee (see General Condition 23) re discharging is lodged with the consignment note.
- (c) Stations marked thus (c) are open for goods of all descriptions (see General Condition 25).

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.																								
					Special M.		M.		A.P.		Grath.		S.A.P.		A.		A.A.		B.		Bn.		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.	A D	346	Addington	92½	C.R.	11	5	12	0	11	9	10	5	14	0	21	8	14	8	28	11	23	6	42	0	48	9	60	3
G.	A G	1987	Agnes	117½	O.R.	10	10	11	5	11	2	10	1	13	4	20	8	14	0	27	6	22	5	40	0	48	9	60	3
G.	A H	6330	Albacutya	272½	O.R.	13	4	14	0	12	5	11	2	15	5	24	10	16	11	32	9	26	7	50	6	61	9	76	6
G.	A T	1992	Alborton	133½	O.R.	22	5	23	6	17	0	15	4	20	10	43	7	29	6	59	8	48	5	106	2	122	3	157	3
(c)	A Y	650	Albury (see page 146)	100½	O.R.	14	6	15	3	12	9	11	6	15	9	27	2	18	6	35	11	20	2	56	6	70	0	87	0
					O.R.	19	9	20	8	16	5	15	0	19	9	36	1	24	11	48	10	39	11	76	1	94	11	118	11

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE EXPORT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.											
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2
(c)	A X R	6579	Alexandra ..	102	C.R. 12 6	d. 13 2	e. 12 0	d. 10 7	d. 15 1	d. 23 11	d. 16 2	d. 2 31	d. 25 2	d. 45 10	d. 53 6	d. 66 0
G.	A F	866	Allansford ..	159	O.R. 11 6	d. 18 5	d. 14 4	d. 12 7	d. 17 10	d. 31 14	d. 21 8	d. 43 3	d. 69 2	d. 81 3	d. 101 6	d. 101 6
G.	A E	144	Allendale ..	90 1/2	C.R. 16 8	d. 17 6	d. 13 8	d. 12 3	d. 17 0	d. 30 5	d. 20 8	d. 41 2	d. 65 10	d. 81 3	d. 101 6	d. 101 6
G.	A R	2027	Almarla ..	68	O.R. 11 5	d. 12 0	d. 11 9	d. 10 5	d. 14 0	d. 21 8	d. 14 8	d. 27 11	d. 40 11	d. 48 3	d. 59 0	d. 59 0
(a) In, G out	A P	2289	Alphington ..	6 1/2	O.R. 8 0	d. 9 2	d. 8 11	d. 8 1	d. 10 6	d. 16 6	d. 11 2	d. 21 7	d. 31 4	d. 36 3	d. 44 6	d. 44 6
(a)	A L T	5794	Allona Beach	10 1/2	O.R. 3 8	d. 4 0	d. 3 6	d. 3 2	d. 4 0	d. 9 3	d. 8 5	d. 10 8	d. 16 9	d. 29 10	d. 36 3	d. 44 6
G.	A L V	5707	Albrie ..	105	O.R. 4 0	d. 4 2	d. 3 8	d. 3 4	d. 4 4	d. 5 1	d. 3 7	d. 5 1	d. 6 2	d. 6 6	d. 7 0	d. 7 0
(c)	A M	306	Amphitheatre	136 1/2	O.R. 12 8	d. 13 4	d. 12 6	d. 11 0	d. 15 3	d. 24 3	d. 16 4	d. 31 5	d. 47 5	d. 55 3	d. 68 3	d. 68 3
G.	A R N	2030	Anderson ..	77	O.R. 14 6	d. 15 3	d. 13 2	d. 11 10	d. 16 1	d. 28 11	d. 19 6	d. 38 3	d. 51 0	d. 60 7	d. 71 3	d. 88 0
G.	A N O	5195	Ananello ..	274	O.R. 9 10	d. 10 4	d. 10 0	d. 9 0	d. 11 17	d. 45 11	d. 31 10	d. 62 8	d. 85 10	d. 101 2	d. 122 3	d. 157 6
G.	A N	1321	Antwerp ..	235 1/2	O.R. 22 5	d. 23 6	d. 17 0	d. 15 4	d. 20 10	d. 43 9	d. 29 7	d. 59 8	d. 85 4	d. 122 3	d. 157 6	d. 157 6
G.	A S	1305	Araripa ..	223 1/2	O.R. 20 6	d. 21 6	d. 16 1	d. 14 6	d. 19 11	d. 39 9	d. 26 11	d. 54 7	d. 89 0	d. 110 9	d. 141 0	d. 141 0
(c)	A	702	Ararat ..	131	O.R. 20 2	d. 21 2	d. 15 11	d. 14 4	d. 19 7	d. 38 8	d. 26 2	d. 52 10	d. 85 2	d. 106 6	d. 134 6	d. 134 6
G.	A C	1666	Aradia ..	98	O.R. 14 4	d. 15 1	d. 12 9	d. 11 6	d. 15 9	d. 26 7	d. 17 11	d. 35 6	d. 52 2	d. 68 6	d. 85 0	d. 85 0
§	A R D	22	Arden-street	1	O.R. 11 2	d. 11 9	d. 11 5	d. 10 3	d. 13 8	d. 22 5	d. 15 2	d. 29 3	d. 44 5	d. 51 3	d. 64 0	d. 64 0
G.	A R G	1560	Argyle ..	71 1/2	O.R. 3 8	d. 3 10	d. 3 2	d. 2 10	d. 3 8	d. 4 5	d. 3 4	d. 5 1	d. 6 2	d. 6 6	d. 7 0	d. 7 0
G.	A K	1320	Arkona ..	231 1/2	O.R. 9 1	d. 9 6	d. 9 8	d. 8 8	d. 11 5	d. 16 10	d. 11 5	d. 21 8	d. 31 4	d. 38 0	d. 47 3	d. 47 3

§ Arden-street is open for Inwards Goods in truck load, account Lloyd Bros. and Magnus, W. Haughton and Coy., T. Brunton and Coy., Eureka Tilo Coy., M. J. Gleeson, Australian Cement Ltd., Brown and Row, F. Campbell, Fidelity Storage Coy. or consignees c/o this Company, and for logs, poles, timber, firewood, bark, and coal for any consignee, also for agricultural produce other than hay, straw, and chaff in truck loads account the Gippsland and Northern Co-operative Selling Co., and for radio materials 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 No.	Station.	Miles.	CLASSES.																						
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	B.B.	C.	1	2											
G.	A O	703	Armstrong ..	136½	C.R.	4	5	13	10	12	2	16	11	23	11	19	6	38	5	31	1	60	11	71	6	88	6
G.	A R M	844	Armytage ..	76½	O.R.	14	11	15	8	13	2	11	10	16	1	27	6	18	7	29	7	58	0	71	0	88	6
G.	A B	366	Arnold ..	139½	O.R.	10	10	10	4	10	0	9	0	11	11	17	4	11	10	23	1	18	9	33	10	41	0
(a)	A S H	2209	Aenbarion ..	9½	O.R.	15	1	15	10	13	2	11	10	16	1	27	10	18	11	37	3	30	3	59	0	73	0
G.	A S P	1914	Aspendale ..	19	O.R.	4	0	4	0	3	2	4	0	4	0	4	0	4	0	4	0	4	1	6	2	6	0
G.	A T H	7015	Athlone ..	61	O.R.	8	1	8	6	8	7	9	10	6	15	1	10	4	19	4	15	9	28	6	33	0	
G.	A U	7237	Aura †	30½	O.R.	4	9	5	0	5	5	4	11	6	3	9	0	6	2	10	8	8	15	7	17	9	
G.	A L	1438	Avonell ..	72	O.R.	9	6	10	0	10	2	9	0	17	8	7	5	10	10	2	8	3	14	10	17	9	
(c)	A V	394	Avoca ..	127	O.R.	14	6	15	2	13	5	11	10	16	6	27	5	18	7	36	5	29	0	66	6	82	3
G.	A M E	71	Avenmore ..	124½	O.R.	13	10	14	6	12	9	11	0	15	9	26	1	17	8	34	8	28	0	53	6	66	0
(c)	A X	1565	Azedale ..	89½	O.R.	11	5	12	0	11	5	10	2	13	10	21	8	14	8	27	11	22	8	40	5	47	9
(b)	B A A	6749	Baarmitua ..	168½	O.R.	10	10	11	5	10	10	9	10	13	2	20	8	14	0	26	7	21	7	38	6	47	9
(c)	B M	807	Bacchus Marsh ..	31½	O.R.	4	11	5	2	5	5	4	11	6	3	9	0	6	2	11	5	9	3	15	11	18	0
G.	B A	1448	Baddaginnie ..	113½	O.R.	13	3	13	11	12	10	11	4	15	8	25	7	17	4	33	5	27	2	50	11	59	3
G	B A G	67	Bageshol ..	112	O.R.	12	7	13	3	12	3	11	0	14	11	24	4	16	6	31	10	25	10	48	6	59	3
(c)	B D	1873	Bairnsdale (see page 163)	171½	O.R.	12	5	13	0	12	3	11	0	14	11	24	0	16	2	31	6	25	7	47	6	58	9
(b)	B L D	329	Bald Hills ..	82½	O.R.	17	2	18	0	14	0	12	7	17	2	32	5	21	11	43	9	35	5	69	8	86	9
(*)	B L	811	Ballan ..	49½	O.R.	10	10	11	5	11	0	9	9	13	3	20	0	13	7	26	1	21	2	38	0	43	9
					O.R.	6	10	7	2	7	8	7	0	9	5	12	7	19	1	12	11	24	10	20	2	36	2
					O.R.	6	6	0	10	7	4	6	8	8	9	12	5	8	6	15	9	12	9	22	4	27	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.												
					Special M.	M.	A P.	Grain.	S.A.P.	A.	A.A.	B.	Bb.	C.	1	2	
(c)	B	687	Ballarat (see page 139)	73½	a. d. 9 9	s. 10 3	d. 10 2	a. d. 9 0	s. 12 0	d. 12 5	a. d. 12 5	s. 23 6	d. 19 0	a. d. 19 0	s. 29 7	d. 31 3	a. d. 33 9
(c)	B E	686	Ballarat East (see page 139)	73½	a. d. 9 9	s. 10 3	d. 10 2	a. d. 8 8	s. 11 5	d. 17 4	a. d. 11 10	s. 22 5	d. 18 2	a. d. 18 2	s. 28 2	d. 31 3	a. d. 38 9
(a)	B A K	5593	Ballbank	199	a. d. 9 3	s. 9 9	d. 10 2	a. d. 8 8	s. 11 5	d. 17 4	a. d. 11 10	s. 22 5	d. 18 2	a. d. 18 2	s. 28 2	d. 31 3	a. d. 38 9
G.	B A L	1444	Balmastum	98½	a. d. 19 4	s. 20 4	d. 15 10	a. d. 13 11	s. 19 4	d. 37 9	a. d. 25 6	s. 51 10	d. 42 0	a. d. 51 9	s. 97 0	d. 122 0	a. d. 122 0
G.	B R L	6183	Balmoral	238½	a. d. 11 5	s. 11 9	d. 11 5	a. d. 13 8	s. 22 5	d. 29 3	a. d. 23 10	s. 42 5	d. 31 0	a. d. 44 8	s. 51 9	d. 64 3	a. d. 64 3
G.	B N R	6940	Balnarring	46½	a. d. 20 8	s. 21 8	d. 16 1	a. d. 14 6	s. 19 11	d. 40 3	a. d. 27 3	s. 54 11	d. 44 6	a. d. 89 8	s. 112 3	d. 142 6	a. d. 142 6
(c)	B R D	5632	Balranald	272	a. d. 6 2	s. 6 6	d. 6 10	a. d. 6 8	s. 8 8	d. 12 6	a. d. 15 10	s. 22 5	d. 25 6	a. d. 31 3	s. 31 3	d. 31 3	a. d. 31 3
G.	B A M	5401	Bambill (see page 139)	383½	a. d. 23 6	s. 24 8	d. 17 10	a. d. 15 9	s. 21 11	d. 45 9	a. d. 31 0	s. 62 6	d. 50 8	a. d. 101 0	s. 122 0	d. 157 0	a. d. 157 0
G.	B N E	5497	Bannerton	285½	a. d. 28 11	s. 30 4	d. 20 5	a. d. 17 11	s. 25 0	d. 57 8	a. d. 39 0	s. 78 10	d. 63 11	a. d. 109 5	s. 112 9	d. 133 0	a. d. 133 0
G.	B K N	673	Bannockburn	55½	a. d. 27 6	s. 28 11	d. 19 5	a. d. 17 6	s. 23 10	d. 37 2	a. d. 31 0	s. 64 6	d. 52 3	a. d. 103 5	s. 125 6	d. 162 0	a. d. 162 0
G	B N L	5918	Banool †	116½	a. d. 23 1	s. 24 3	d. 17 2	a. d. 15 5	s. 21 2	d. 45 0	a. d. 30 4	s. 61 5	d. 49 9	a. d. 98 6	s. 125 6	d. 162 0	a. d. 162 0
G.	B A N	1260	Banyena	194½	a. d. 7 8	s. 8 1	d. 8 8	a. d. 7 9	s. 10 6	d. 14 2	a. d. 9 6	s. 18 2	d. 14 8	a. d. 26 11	s. 29 9	d. 36 9	a. d. 36 9
G.	B A R	5155	Barfold	72	a. d. 13 5	s. 14 1	d. 13 0	a. d. 11 6	s. 16 2	d. 26 1	a. d. 17 9	s. 34 5	d. 27 11	a. d. 52 10	s. 61 3	d. 75 9	a. d. 75 9
(c)	B R N	1466	Barnawartha	174	a. d. 12 9	s. 13 5	d. 12 5	a. d. 11 2	s. 15 5	d. 24 10	a. d. 16 11	s. 32 9	d. 20 7	a. d. 30 4	s. 61 3	d. 75 9	a. d. 75 9
G in, (c) Out	B A R N	5084	Barnes	192½	a. d. 18 2	s. 18 0	d. 14 0	a. d. 12 7	s. 17 2	d. 32 0	a. d. 22 3	s. 44 3	d. 35 11	a. d. 70 0	s. 87 3	d. 109 0	a. d. 109 0
G.	B N K	5912	Barongarook †	102½	a. d. 15 11	s. 16 9	d. 13 6	a. d. 12 2	s. 16 8	d. 29 7	a. d. 20 0	s. 39 11	d. 32 3	a. d. 64 6	s. 79 0	d. 98 6	a. d. 98 6
G.	B P B	5902	Barpinba	90½	a. d. 12 6	s. 13 2	d. 12 0	a. d. 10 7	s. 15 1	d. 24 1	a. d. 16 4	s. 31 3	d. 25 3	a. d. 46 0	s. 54 3	d. 66 9	a. d. 66 9
G.	B K	428	Barralee	108½	a. d. 11 5	s. 12 0	d. 11 9	a. d. 10 5	s. 14 0	d. 21 8	a. d. 14 8	s. 27 11	d. 22 8	a. d. 40 11	s. 48 3	d. 59 0	a. d. 59 0
					a. d. 10 10	s. 11 5	d. 11 2	a. d. 10 1	s. 13 4	d. 20 8	a. d. 14 0	s. 26 7	d. 21 7	a. d. 39 0	s. 48 3	d. 59 0	a. d. 59 0
					a. d. 17 0	s. 17 10	d. 14 0	a. d. 12 7	s. 17 2	d. 31 10	a. d. 21 7	s. 43 5	d. 35 1	a. d. 68 6	s. 85 6	d. 106 9	a. d. 106 9

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† Including loading and unloading.

‡ 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.													
					Special M.	M.	A.P.	Gram.	S.A.P.	A.	AA.	B.	BB.	C.	1	2		
G.	B P T	471	Barraport ..	177	a. d. 18 2	19 1	15 3	13 4	18 7	34 7	34 7	23 4	23 4	38 5	38 5	74 5	88 3	a. d. 110 6
(b)	B W O	1678	Barcoo ..	150½	a. d. 17 4	18 2	14 0	13 0	17 8	32 11	32 11	22 3	22 3	36 7	36 7	70 10	88 3	a. d. 110 6
(c)	B D N	5394	Barcoo ..	98½	a. d. 15 11	16 9	13 6	12 6	16 8	29 7	29 7	20 0	20 0	30 7	30 7	63 4	78 6	a. d. 97 6
(a)	B A T	1278	Batchels ..	221½	a. d. 11 2	11 9	10 3	10 3	13 8	22 5	22 5	15 2	15 2	20 3	20 3	42 6	51 9	a. d. 64 3
G.	B X R	1925	Baxter ..	32½	a. d. 20 2	21 2	15 11	14 4	19 7	38 2	38 2	25 10	25 10	42 6	42 6	84 4	105 9	a. d. 133 9
G.	B A S	7010	Bayles ..	46½	a. d. 10 4	10 5	11 1	11 1	11 8	21 1	21 1	15 8	15 8	21 1	21 1	42 2	51 5	a. d. 83 3
G.	B A Y	2227	Bayswater ..	19½	a. d. 6 2	6 6	6 10	7 2	6 8	12 6	12 6	8 1	8 1	15 1	15 1	30 2	37 6	a. d. 63 3
G.	B F	1826	Beaconsfield ..	20½	a. d. 4 0	4 2	3 8	3 4	4 9	6 3	6 3	4 5	4 5	8 1	8 1	16 2	20 0	a. d. 20 0
(c)	B E A	182	Bealiba ..	137½	a. d. 4 5	4 8	4 7	4 1	5 7	8 7	8 7	5 10	5 10	8 3	8 3	14 4	17 9	a. d. 20 0
(c)	B Q	696	Beaufort ..	102½	a. d. 14 11	15 8	13 2	11 10	16 1	27 8	27 8	18 9	18 9	36 11	36 11	58 2	71 9	a. d. 89 0
(c)	B C	901	Beac ..	90½	a. d. 11 11	12 6	11 5	10 3	14 4	22 11	22 11	15 7	15 7	29 9	29 9	43 10	54 3	a. d. 66 9
(c)	B F T	5923	Beech Forest †	124½	a. d. 11 0	11 7	11 5	10 3	13 8	21 8	21 8	14 7	14 7	28 2	28 2	41 10	50 9	a. d. 63 0
(c)	B H	6750	Beechworth ..	171½	a. d. 13 8	14 4	12 8	11 6	15 9	25 7	25 7	17 4	17 4	34 4	34 4	52 10	65 3	a. d. 81 0
G.	B M B	5484	Beetomba ..	245½	a. d. 17 2	18 0	14 0	12 7	17 2	32 5	32 5	21 11	21 11	43 9	43 9	69 8	86 9	a. d. 108 6
G.	B E G	7234	Belgrave † ..	26½	a. d. 20 10	21 11	16 3	14 7	20 2	40 11	40 11	27 9	27 9	56 0	56 0	91 6	115 0	a. d. 146 0
G.	B E L	1522	Bell ..	7½	a. d. 4 2	4 2	4 1	4 1	5 7	7 8	7 8	5 2	5 2	9 3	9 3	13 8	15 0	a. d. 18 3
G.	B N	1964	Bena ..	66	a. d. 3 0	3 5	3 0	3 2	4 0	4 9	4 9	3 3	3 3	5 5	5 5	9 6	12 6	a. d. 17 0
(c)	B J	1450	Benalla ..	121½	a. d. 8 7	9 0	8 7	7 8	10 4	15 9	15 9	10 8	10 8	20 2	20 2	29 4	35 0	a. d. 43 3

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.													
					Special M.	M.C.	A.P.	Grain.	S.A.P.	A.	AA.	B.1	BB.	V.C.C.	1	2		
G.	B C C	5600	Benarca ..	158½	G.R. 17 6 18 5 14 4	12 7	17 10	31 11	21	43 3	35 1	69 2	81 3	101 6				
(c)	B O	63	Bendigo (see page 139)	100½	O.R. 10 8 17 0 13 8	12 3	17 0	30 5	20	41 2	33 5	65 10	81 3	101 6				
G.	B T K	5392	Benatook (see page 139)	355	G.R. 11 5 12 0 11 5	10 3	14 2	22 9	15	29 5	23 10	43 4	53 3	65 9				
G.	B N Y	310	Ben Nevis ..	144	O.R. 27 9 29 2 19 10	17 5	24 1	54 7	36 10	74 6	60 5	98 0	98 9	114 6				
G.	B.N.S	1985	Bennison ..	111½	G.R. 16 2 17 0 13 10	12 1	16 11	29 9	20	39 11	32 6	63 6	75 3	93 0				
G.	B B G	5624	Berambong ..	237½	O.R. 15 5 16 2 13 2	11 0	16 1	28 4	19	38 0	30 11	60 6	75 3	93 0				
G.	B.G.A	6118	Berringa ..	99	G.R. 13 0 13 8 12 10	11 4	15 8	25 2	17 0	33 1	26 10	49 11	58 9	72 9				
(c)	P.E.R	441	Berrillook ..	225½	G.R. 21 8 22 9 16 11	14 11	20 11	42 3	29 7	57 6	48 8	83 9	111 9	142 3				
G.	B B	980	Berrybank ..	94½	G.R. 11 9 12 4 12 0	10 7	14 4	23 6	15 11	30 9	25 0	44 8	51 9	64 3				
G.	B.W.	1325	Berwick ..	28	O.R. 21 2 22 3 16 9	14 9	20 7	40 11	27 9	55 8	45 2	89 7	107 0	136 0				
G.	B E T	177	Bet Bet ..	121	O.R. 11 7 12 2 12 0	10 7	14 4	22 9	15 4	29 7	24 0	42 11	50 0	61 9				
(c)	B U	-1282	Beulah ..	238½	O.R. 11 0 11 7 11 5	10 3	13 8	21 8	14 7	28 2	22 10	45 10	59 0	61 9				
G.	B E V	1422	Beveridge ..	26	G.R. 4 6 4 6 4 6	4 3	5 7	8 1	5 6	9 9	7 11	14 6	15 9	18 9				
(c)	J.B.P.	202	Birchip ..	214½	G.R. 4 2 4 5 4 7	4 1	5 7	7 8	5 2	9 3	7 0	13 10	15 9	18 9				
G.	B.G.E	846	Birregurra ..	83½	O.R. 14 0 14 8 13 0	11 6	16 2	26 5	17 10	31 11	23 3	53 11	63 9	78 6				
G.	B I T	1929	Bittern ..	43	O.R. 13 4 14 0 12 5	11 2	15 5	25 2	17 0	33 3	20 11	51 4	63 9	78 6				
G.	B L K	2165	Blackburn ..	11½	G.R. 21 8 22 9 16 11	14 11	20 11	42 3	28 7	57 8	46 9	84 2	112 3	142 6				
G.	B L W	343	Blouhard ..	85	G.R. 4 4 4 4 4 4	4 3	5 7	8 1	5 6	9 9	7 11	14 6	15 9	18 9				
G.	B G T	443	Botobeat ..	232½	O.R. 4 0 4 2 4 5	3 11	5 3	7 8	5 2	9 3	7 0	13 10	15 9	18 9				
					G.R. 20 7 21 7 15 4	14 5	20 3	39 9	26 10	54 3	44 0	86 8	103 0	130 0				
					O.R. 10 7 10 10	6 9	12 7	19 1	12 11	24 10	20 2	36 6	44 0	55 0				
					G.R. 10 10 11 5 11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 4	44 0	55 0				
					O.R. 10 4 10 10	6 9	12 7	19 1	12 11	24 10	20 2	36 6	44 0	55 0				
					G.R. 6 1 6 4 7 0	6 3	8 4	11 5	7 9	14 2	11 7	20 10	23 3	28 3				
					O.R. 5 9 6 0	5 8	5 11	7 11	10 10	7 5	13 6	19 10	23 3	28 3				
					G.R. 4 4 4 6 3 8	3 4	4 4	5 5	3 11	5 5	4 11	7 0	7 0	8 6				
					O.R. 4 0 4 2 3 4	3 0	4 0	5 1	3 7	5 1	4 7	7 0	7 0	8 6				
					G.R. 11 0 11 7 11 0	6 9	13 3	20 0	13 7	26 1	21 2	38 4	44 0	55 0				
					O.R. 10 6 11 0	10 6	0 5	12 7	19 1	12 11	24 10	20 2	36 6	44 0	55 0			
					G.R. 21 6 22 7 18 11	14 11	20 11	41 7	28 1	56 9	45 11	82 1	110 0	139 3				
					O.R. 20 6 21 6 16 1	14 6	19 11	39 7	26 9	54 1	43 9	87 8	110 0	139 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.																			
					Special V	M.	A.P.	Orsb.	S.A.P.	A.	AA.	R.	BB	C.	1	2								
G.	B O K	5175	Boinka	332	C.R. 26	a. 8	d. 26	a. 19	d. 1	a. 16	d. 9	a. 23	d. 6	a. 52	d. 2	a. 71	d. 5	a. 110	d. 1	a. 137	d. 3	a. 179	d. 9	
G.	B O I	7140	Boisdale	139½	O.R. 25	5	28	8	18	2	16	4	22	5	49	8	33	6	67	9	54	11	104	101
G.	B G M	6264	Boasungum	206½	O.R. 15	1	15	10	13	2	11	10	16	1	27	10	18	11	37	3	30	3	59	0
G.	B O L	1474	Bolga	207½	O.R. 19	1	20	0	15	5	13	10	18	11	36	11	25	0	50	4	50	9	80	0
G.	B I N	5121	Botinda	35	O.R. 19	1	20	0	15	5	13	10	18	11	36	11	25	0	50	4	50	9	80	0
G.	B T N	5193	Bolton	265½	O.R. 4	9	5	0	5	7	5	1	6	8	9	3	6	4	11	11	9	8	16	6
(b)	B G L	1470	Bonegilla	193½	O.R. 22	3	23	4	16	10	15	2	20	6	43	1	29	2	58	5	47	5	95	2
(c)	B I	6587	Bonnie Doon	118	O.R. 18	2	19	1	15	1	13	7	18	5	35	2	23	10	48	4	39	2	76	8
G.	B O O	2107	Boolarra	102	O.R. 13	4	14	0	12	5	11	2	12	5	24	10	16	11	32	9	26	7	50	6
G.	B N N	229	Boonoomar (see page 138)	327	O.R. 11	11	12	6	11	5	10	3	14	4	22	9	15	5	29	7	24	0	43	8
G.	B O R	858	Boorcan	131½	O.R. 25	2	26	5	18	0	16	2	22	3	49	2	33	3	67	2	54	6	94	6
G.	B H H	6770	Boorhaman	156½	O.R. 14	4	15	1	12	9	11	6	15	0	26	11	18	3	35	6	28	9	55	10
(c)	B Z	469	Boort	169	O.R. 16	1	16	11	13	8	12	3	17	0	30	1	20	4	40	9	33	1	65	4
G.	B N G	466	Borong	156	O.R. 17	0	17	10	14	1	12	7	17	2	31	10	21	7	43	5	35	1	68	6
G.	B O W	1761	Bowman	169	O.R. 16	1	16	11	13	8	12	3	17	0	30	1	20	4	40	9	33	1	65	4
G.	B W R	1459	Bowser	149	O.R. 17	0	17	10	14	1	12	7	17	2	31	10	21	7	43	5	35	1	68	6
G.	B O X	2163	Box Hill	10½	O.R. 15	9	16	6	13	6	12	2	16	8	29	5	19	10	39	2	31	10	52	4
A.	B O Y	1981	Boys	98½	O.R. 4	0	4	2	3	4	3	0	4	0	5	1	3	7	5	1	4	7	6	0
(b)	B C K	812	Bradshaw	62	O.R. 11	9	12	4	12	0	10	7	14	4	23	6	15	11	30	9	25	0	44	8
					O.R. 11	2	11	9	11	5	10	3	13	8	22	5	15	2	29	3	23	10	42	6
					O.R. 7	0	7	4	7	1	7	1	9	6	13	0	8	11	16	6	13	5	24	6
					O.R. 6	8	7	0	7	6	6	9	9	1	12	5	8	6	15	9	12	9	23	4

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Number	Station.	Miles.	CLASSES.											
					Special N.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	E.	BB.	C.	1	2
G.	B X	1161	Branzholme	213½	a. d. 20 7	a. d. 21 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. 86 5	a. d. 102 3	a. d. 129 6
G	B A V	7063	Branzholme	69½	a. d. 19 7	a. d. 20 7	a. d. 15 9	a. d. 14 9	a. d. 19 3	a. d. 37 8	a. d. 25 7	a. d. 51 8	a. d. 41 1	a. d. 82 4	a. d. 102 3	a. d. 129 6
(c)	B R I	7142	Briegslong	144½	a. d. 8 11	a. d. 9 4	a. d. 9 1	a. d. 8 3	a. d. 11 0	a. d. 18 10	a. d. 11 5	a. d. 20 8	a. d. 16 9	a. d. 30 10	a. d. 37 0	a. d. 45 9
(c)	B D G	417	Bridgewater	126½	a. d. 16 2	a. d. 17 0	a. d. 14 2	a. d. 12 6	a. d. 17 6	a. d. 29 11	a. d. 20 4	a. d. 40 1	a. d. 32 6	a. d. 64 1	a. d. 75 9	a. d. 93 9
(c)	B T	1768	Bright	196	a. d. 15 5	a. d. 16 2	a. d. 13 6	a. d. 12 2	a. d. 16 8	a. d. 28 6	a. d. 19 4	a. d. 38 2	a. d. 30 11	a. d. 61 0	a. d. 75 9	a. d. 93 9
(c)	B R M	1280	Brim	229	a. d. 13 10	a. d. 14 6	a. d. 12 9	a. d. 11 4	a. d. 15 9	a. d. 26 1	a. d. 17 6	a. d. 34 8	a. d. 28 0	a. d. 53 4	a. d. 66 6	a. d. 82 3
(a)	B R S	2257	Briannia	44	a. d. 18 2	a. d. 19 1	a. d. 15 1	a. d. 13 1	a. d. 18 5	a. d. 35 6	a. d. 24 1	a. d. 48 10	a. d. 39 5	a. d. 77 0	a. d. 95 6	a. d. 120 6
(c)	B V	1430	Broadford	46½	a. d. 21 4	a. d. 22 5	a. d. 18 9	a. d. 14 6	a. d. 20 7	a. d. 41 2	a. d. 27 9	a. d. 56 3	a. d. 45 6	a. d. 86 4	a. d. 108 6	a. d. 137 3
G.	B R Q	1414	Broadmeadows	10½	a. d. 6 1	a. d. 6 10	a. d. 6 2	a. d. 6 6	a. d. 8 8	a. d. 12 6	a. d. 8 6	a. d. 15 10	a. d. 12 10	a. d. 22 5	a. d. 25 8	a. d. 31 3
G.	B R Z	219	Bronzeaving	279½	a. d. 4 0	a. d. 4 2	a. d. 3 3	a. d. 3 4	a. d. 4 4	a. d. 5 5	a. d. 3 11	a. d. 5 4	a. d. 11 6	a. d. 9 6	a. d. 9 9	a. d. 10 8
G.	B R F	1760	Brookfield	164½	a. d. 24 1	a. d. 25 3	a. d. 17 10	a. d. 15 9	a. d. 21 11	a. d. 48 8	a. d. 31 7	a. d. 63 5	a. d. 51 4	a. d. 101 8	a. d. 124 0	a. d. 159 8
(b)	B R O	145	Broomfield	89	a. d. 22 11	a. d. 24 1	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. 49 0	a. d. 96 10	a. d. 124 0	a. d. 159 8
(c) In, G Out	B S	1505	Brunswick	4½	a. d. 17 8	a. d. 18 7	a. d. 14 8	a. d. 12 7	a. d. 17 2	a. d. 31 6	a. d. 21 3	a. d. 42 4	a. d. 34 4	a. d. 67 6	a. d. 83 6	a. d. 104 9
(c)	B H N	6879	Bruthen	180½	a. d. 10 6	a. d. 11 0	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. 21 7	a. d. 38 2	a. d. 47 3	a. d. 58 0
G.	B G R	699	Buangor	116½	a. d. 4 0	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 0	a. d. 4 9	a. d. 3 8	a. d. 5 4	a. d. 5 4	a. d. 6 6	a. d. 6 6	a. d. 7 0
G.	B U K	840	Beckley	64½	a. d. 3 8	a. d. 3 10	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 2	a. d. 6 6	a. d. 7 0
(e)	B K L	427	Buckrabsyule	166	a. d. 18 11	a. d. 19 10	a. d. 15 10	a. d. 13 11	a. d. 19 4	a. d. 36 9	a. d. 24 10	a. d. 50 2	a. d. 40 8	a. d. 79 1	a. d. 93 9	a. d. 117 9
G.	B U F	1980	Buffalo	96½	a. d. 13 5	a. d. 14 7	a. d. 11 5	a. d. 10 3	a. d. 15 5	a. d. 24 10	a. d. 16 11	a. d. 32 9	a. d. 26 7	a. d. 50 4	a. d. 61 3	a. d. 75 9

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Station Mark.	Station Number	Station.	Miles.	CLASSES											
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2
G.	BUL	361	Bullabul ..	134½	d. 15 3	d. 16 0	d. 13 10	d. 12 2	d. 18 11	d. 28 6	d. 19 5	d. 38 3	d. 31 0	d. 59 10	d. 70 6	d. 87 3
G.	BLH	6477	Bullioh ..	217	d. 14 6	d. 15 13	d. 11 16	d. 11 10	d. 27 2	d. 18 6	d. 36 5	d. 29 9	d. 6 57	d. 70 6	d. 87 3	d. 131 3
G.	BTO	134	Bullarto ..	69½	d. 20 11	d. 22 0	d. 16 4	d. 14 5	d. 20 3	d. 39 9	d. 26 10	d. 54 5	d. 44 2	d. 87 3	d. 103 6	d. 131 3
G.	BLN	7052	Bullarto ..	69½	d. 9 4	d. 9 10	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	LBK	196	Bullarto ..	67½	d. 8 11	d. 9 0	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BBH	6877	Bullarto ..	187½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BUN	817	Bullarto ..	64	d. 8 9	d. 9 2	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BON	302	Bullarto ..	119½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BLO	5606	Bullarto ..	173½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BYG	6007	Bullarto ..	80½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BY	1834	Bullarto ..	49½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BLY	2151	Bullarto ..	3½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BBI	5616	Bullarto ..	204½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BRR	6289	Bullarto ..	259½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BRU	1259	Bullarto ..	190½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BUR	693	Bullarto ..	86½	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BWD	2208	Bullarto ..	9	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 3
G.	BPK	7141	Bullarto ..	141	d. 8 2	d. 9 8	d. 15 7	d. 14 10	d. 19 3	d. 37 10	d. 25 7	d. 51 10	d. 42 1	d. 83 0	d. 103 6	d. 131 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												
					Special	M.P.	A.P.	G.Mh.	S.A.P.	A.	AA.	B.	Bh.	C-1	C-2		
G.	B Y L	1551	Bylands	38½	G.R.	5 9	6 3	6 3	5 8	7 4	10 8	7 3	13 0	10 7	19 7	21 0	26 0
G.	B Y N	1647	Byrneside	31½	O.R.	5 5	5 8	5 11	5 4	7 0	10 2	6 11	12 5	10 1	18 8	21 0	26 0
G.	C A L	1937	Caldermeade	46½	O.R.	13 3	13 3	12 3	11 0	14 11	24 4	16 6	31 8	25 8	50 5	59 0	73 3
G.	C W L	610	Caldwell	164½	O.R.	6 6	6 10	7 2	6 6	8 6	12 6	8 6	15 10	12 10	22 5	25 6	31 3
G.	C G H	411	California Gully (see page 139)	104½	O.R.	18 7	18 6	15 5	13 7	18 11	35 11	24 4	49 1	39 11	77 4	91 6	115 0
G.	C L S	6995	Calrossie	142½	O.R.	17 8	18 4	12 6	11 3	18 0	34 2	23 2	46 9	38 0	73 8	91 6	115 0
(a)	C L V	1147	Calvert	160½	O.R.	16 2	17 0	13 10	12 2	18 11	29 9	20 3	39 9	32 3	45 2	55 3	68 3
(c)	C L	2156	Camberwell	6½	O.R.	15 5	16 2	13 2	11 10	16 1	28 4	19 3	37 10	30 0	60 0	74 6	92 3
G.	C A M	106	Campbell	80½	O.R.	4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 5	4 5	6 6	6 6	7 0
(c)	C D	856	Camperdown	123½	O.R.	3 8	3 10	3 7	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0
G.	C A N	6003	Canadian	75½	O.R.	10 4	10 10	10 2	9 1	12 3	18 5	12 5	24 0	19 6	35 4	43 0	52 3
G.	C I E	477	Cannie	198½	O.R.	14 4	15 1	13 0	11 6	18 2	26 10	18 2	35 11	29 0	55 2	65 0	80 3
G.	C P E	188	Carapooze	152½	O.R.	13 8	14 4	12 5	11 2	15 5	25 7	17 4	34 2	27 7	52 6	65 0	80 3
G.	C N A	5386	Carina	301½	O.R.	10 2	10 8	10 6	9 4	12 6	18 2	12 6	23 6	19 0	35 4	40 6	49 6
(c)	C B	173	Carisbrook	107½	O.R.	19 4	20 4	15 10	13 11	19 4	37 9	25 6	51 10	42 0	81 5	97 0	122 0
G.	C R U	46	Carlruhe	53	O.R.	16 8	17 4	15 1	13 7	18 5	35 11	24 3	49 4	40 0	77 0	97 0	122 0
G.	C P O	6313	Carrolac	254½	O.R.	15 11	16 9	13 6	12 2	16 6	29 7	20 0	39 11	32 3	64 4	79 0	98 6
G.	C A R	1919	Carrum	22½	O.R.	27 11	29 4	20 0	17 7	24 3	55 6	37 6	75 6	61 2	115 0	145 0	191 0
G.	C W P	230	Carwarp (see page 139)	332	O.R.	12 10	13 6	12 6	11 0	15 3	24 7	16 9	32 5	26 3	48 2	56 9	70 0
					O.R.	7 4	7 8	7 11	7 1	9 6	13 0	6 11	17 8	14 5	25 0	28 3	35 0
					O.R.	22 9	23 11	17 6	16 5	21 4	44 1	29 9	59 11	48 7	98 2	117 9	150 3
					O.R.	21 8	22 9	16 8	15 0	20 4	42 0	28 0	57 1	45 3	93 6	117 9	150 3
					O.R.	4 4	4 2	4 0	3 7	4 9	6 8	4 7	8 7	6 11	12 2	13 3	15 9
					O.R.	26 8	28 0	19 1	16 9	23 6	52 2	35 2	71 2	57 8	97 3	113 3	143 3
					O.R.	25 5	26 8	18 2	16 4	22 5	49 8	33 6	67 9	54 11	92 8	113 3	143 3

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.															
					Special	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	O.	1	2				
(c)	C N	6223	Casterton	245½	G.R. 21 11	a. d. 23 0	a. d. 17 1	a. d. 15 0	a. d. 21 2	a. d. 43 0	a. d. 39 2	a. d. 58 10	a. d. 47 7	a. d. 96 1	a. d. 1115 0	a. d. 146 0				
(c)	C	54	Castlemaine	78	O.R. 20 10	a. d. 21 11	a. d. 16 3	a. d. 14 7	a. d. 20 2	a. d. 40 11	a. d. 37 0	a. d. 56 0	a. d. 45 4	a. d. 91 6	a. d. 115 3	a. d. 146 0				
G.	C A T	7011	Colangi	50½	O.R. 10 4	a. d. 10 10	a. d. 10 8	a. d. 9 5	a. d. 12 10	a. d. 18 4	a. d. 13 0	a. d. 24 3	a. d. 18 8	a. d. 36 1	a. d. 41 3	a. d. 50 6				
G.	C T H	1577	Cathkin	98½	O.R. 7 0	a. d. 7 4	a. d. 7 11	a. d. 7 1	a. d. 9 6	a. d. 13 0	a. d. 18 11	a. d. 16 6	a. d. 13 6	a. d. 24 4	a. d. 27 6	a. d. 33 9				
G.	C T D	1806	Caulfield	7½	O.R. 11 0	a. d. 11 7	a. d. 11 2	a. d. 10 5	a. d. 11 8	a. d. 14 2	a. d. 15 9	a. d. 12 9	a. d. 23 2	a. d. 27 6	a. d. 33 9	a. d. 61 3				
G.	C A V	6178	Cavendish	213½	O.R. 4 0	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 0	a. d. 4 8	a. d. 5 3	a. d. 5 5	a. d. 6 6	a. d. 6 6	a. d. 6 6	a. d. 7 0				
(c)	C A	429	Charlton	173½	O.R. 20 7	a. d. 21 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. 86 5	a. d. 102 3	a. d. 129 6				
G.	C S A	1917	Chelsea	21	O.R. 19 7	a. d. 20 7	a. d. 15 7	a. d. 14 0	a. d. 19 3	a. d. 37 8	a. d. 23 7	a. d. 51 8	a. d. 41 11	a. d. 82 4	a. d. 102 3	a. d. 120 6				
G.	C J	1909	Cheltenham	14½	O.R. 18 0	a. d. 18 11	a. d. 14 8	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. 73 6	a. d. 87 3	a. d. 109 0				
G.	C H A	1690	Cherney	127½	O.R. 17 2	a. d. 18 0	a. d. 14 0	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. 70 0	a. d. 87 3	a. d. 109 0				
(c)	C F	6575	Cherid	83½	O.R. 4 4	a. d. 4 6	a. d. 4 3	a. d. 3 7	a. d. 4 4	a. d. 5 11	a. d. 4 1	a. d. 7 8	a. d. 6 4	a. d. 11 4	a. d. 11 9	a. d. 14 3				
G.	C I	53	Chewton	74½	O.R. 4 4	a. d. 4 6	a. d. 4 3	a. d. 3 7	a. d. 4 4	a. d. 5 11	a. d. 4 1	a. d. 7 8	a. d. 6 4	a. d. 11 4	a. d. 11 9	a. d. 14 3				
(c)	C H L	486	Chillingollah	241½	O.R. 4 0	a. d. 4 2	a. d. 3 4	a. d. 3 0	a. d. 4 0	a. d. 5 11	a. d. 4 0	a. d. 7 8	a. d. 6 4	a. d. 11 4	a. d. 11 9	a. d. 14 3				
(c)	C H	1464	Chiltern	168½	O.R. 14 8	a. d. 15 5	a. d. 13 5	a. d. 11 10	a. d. 16 6	a. d. 27 7	a. d. 18 8	a. d. 36 5	a. d. 29 5	a. d. 58 6	a. d. 66 9	a. d. 83 0				
G.	C N K	5188	Chinook	249½	O.R. 14 0	a. d. 14 8	a. d. 12 9	a. d. 11 6	a. d. 15 9	a. d. 26 3	a. d. 17 0	a. d. 34 8	a. d. 28 0	a. d. 53 10	a. d. 66 0	a. d. 83 0				
G.	C F D	39	Clarkefield	31½	O.R. 10 10	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. 36 0	a. d. 44 0	a. d. 55 0				
G.	C L A	1814	Clayton	13	O.R. 10 2	a. d. 10 8	a. d. 10 6	a. d. 9 4	a. d. 12 6	a. d. 18 2	a. d. 12 5	a. d. 23 6	a. d. 19 0	a. d. 34 6	a. d. 39 9	a. d. 48 9				
G.	C L M	7238	Clematis	32	O.R. 9 8	a. d. 10 2	a. d. 10 0	a. d. 9 0	a. d. 11 11	a. d. 17 4	a. d. 11 10	a. d. 22 5	a. d. 18 1	a. d. 32 10	a. d. 39 9	a. d. 48 9				

† Not including transfer charge

STATION AND TATIONS AND LOADINGS PER FOR THE RENT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.													
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	B.	BB.	C.	1	2		
(c)	C U	334	Clunes	96½	11 7	12 2	12 0	10 3	14 4	14 4	22 8	15 4	29 7	24 0	43 1	50 9	63 0	
G.	C L Y	1952	Clyde	31½	4 11	5 2	5 5	4 11	6 3	8 9	8 7	11 5	9 3	15 11	18 0	21 3		
G.	C V	6096	Coalville	86½	4 7	4 10	5 1	4 7	5 11	8 7	5 10	10 10	8 10	15 2	18 0	21 3		
G.	C O	942	Cobden	135½	10 6	11 0	10 10	9 13	10 2	13 0	20 2	25 9	20 11	37 8	45 9	56 9		
(c)	C M	1686	Cobram	155½	16 11	17 9	14 4	12 7	17 10	31 5	21 4	42 5	34 5	86 1	80 3	100 0		
(c)	C O B	1509	Coburg	61	4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 4	5 3	6 8	6 6	7 0		
G	C O C	5190	Cocamla	255½	3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0		
G.	C R K	7442	Cockatoo†	37½	21 8	22 9	16 8	15 0	20 4	42 0	28 4	57 3	46 6	93 6	117 9	150 6		
(c)	C O H	5588	Cohuna	185½	5 5	5 8	5 11	5 4	7 0	10 2	6 11	12 5	10 1	18 6	20 0	25 6		
(c)	C K	849	Colac (see page 138)	95½	17 8	18 7	14 8	13 1	18 0	34 4	23 2	46 9	38 0	74 2	91 9	115 6		
(c)	C L B	1636	Colbabin	117½	11 0	11 7	11 5	10 3	13 8	21 8	14 7	28 2	22 10	41 6	43 3	50 0		
G.	C S	2179	Coldstream	27	13 4	14 0	12 5	11 2	15 5	24 10	16 11	32 9	26 7	50 6	61 9	76 6		
(c)	C E	6210	Coleraine	22½	4 2	4 5	4 7	4 1	5 7	7 8	5 2	9 3	7 6	13 8	15 0	18 3		
G.	C O S	7082	Collins Siding	98½	20 2	21 2	15 11	14 1	19 7	38 2	25 10	52 6	43 6	84 1	105 9	133 0		
(c)	C X N	6881	Colquhoun	199½	11 9	12 4	12 0	10 7	14 4	23 6	15 11	30 9	25 0	44 6	51 9	64 3		
G.	C O N	1163	Condah	22½	19 4	20 4	15 10	13 11	19 4	38 1	25 10	51 10	42 0	81 7	97 3	122 3		
G.	C R D	1612	Concupna-road	110½	18 5	19 4	15 1	13 7	18 5	36 3	24 7	49 4	40 0	77 8	97 3	122 3		
G.	C O L	5566	Coobool	219	20 2	21 2	15 11	14 1	19 7	38 2	25 10	52 6	42 6	84 1	105 9	133 0		
G.	C N R	5551	Commur	246½	13 4	14 0	12 5	11 2	15 5	25 2	17 0	33 1	26 0	51 0	62 6	78 0		
(c)	C P	193	Cope Cope	175	20 11	22 0	16 4	14 5	20 3	38 11	26 11	54 7	44 3	88 0	104 9	132 0		
					19 11	20 11	15 7	14 0	19 3	38 0	25 8	52 0	42 2	83 10	104 9	132 0		
					21 4	22 5	16 3	14 7	20 2	40 11	27 9	56 0	45 4	91 10	115 3	146 6		
					18 0	18 11	15 3	13 4	18 7	34 5	23 4	46 8	37 11	73 10	87 6	110 0		
					17 2	18 0	14 6	13 0	17 8	32 9	22 3	44 5	35 1	70 4	87 6	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.	Station Number	Company Station	Miles	CLASSES											
				Special	S.M.O.	M.P.	Chanc	S.A.P.	S.A.	S.A.	R.	Bm.	Tc.	10.	
G.	5906	Corangulac	1022	12 9	13 2	12 0	10 7	15 1	24 1	16 4	31 3	25 3	46 0	54 3	68 9
(b)	660	Corio	391	11 12	6 11	5 10	3 14	4 4	22 11	15 7	29 9	24 1	43 10	54 3	66 9
G.	5905	Corcorbie	101	15 5	8 6	4 5	8 7	10 2	10 8	7 3	13 0	10 7	19 11	21 9	26 9
G.	1276	Corumbly	1901	11 5	12 7	12 0	10 7	15 1	23 11	16 2	30 11	25 0	45 6	53 3	65 9
G.	1663	Coegrave	1261	18 11	19 10	15 10	13 11	19 4	36 9	24 10	50 2	40 8	79 1	93 9	117 9
O.	5380	Cowangie	3451	14 6	15 3	13 5	11 10	16 6	27 5	18 7	36 8	28 0	56 1	66 6	82 3
G.	2123	Cowarr	1143	27 5	28 9	19 6	17 2	23 9	54 0	37 7	73 2	59 2	112 2	141 0	185 0
G.	1418	Craigieburn	161	13 3	13 11	13 0	11 6	16 2	25 11	17 7	33 9	27 6	48 8	60 3	74 6
G.	1931	Cranbourne	281	4 4	5 0	3 3	4 1	5 5	11 8	5 1	7 0	5 8	10 3	10 3	11 9
G.	1442	Creighton	89	4 5	4 8	4 7	4 4	5 7	7 8	5 2	10 2	8 3	14 2	16 6	19 9
(c)	978	Cressy	851	11 0	11 7	11 0	9 9	13 3	21 2	14 5	27 0	22 0	38 10	45 3	56 3
(c)	330	Creswick	851	10 6	11 0	10 6	9 5	12 7	20 2	13 9	25 9	20 11	37 0	45 3	56 3
G.	1930	Crib Point	451	6 3	6 7	7 2	5 6	8 8	12 6	8 6	15 1	12 3	22 1	25 3	30 0
G.	874	Crosley	1771	5 11	6 3	6 10	5 2	8 3	11 11	8 1	11 4	11 8	21 0	24 3	30 0
(c)	7665	Croaker	731	18 2	19 1	15 13	13 0	18 7	34 9	23 6	47 3	38 5	75 5	88 6	111 6
G.	5934	Crouzet	189	17 4	18 2	14 6	13 0	17 8	33 1	22 5	45 0	36 7	71 10	88 6	111 6
G.	5316	Crownlands	148	9 3	9 9	9 8	8 8	11 5	17 4	11 10	22 5	19 0	33 6	39 6	48 6
G.	7173	Croydon	191	15 10	16 8	13 2	11 10	16 1	27 10	18 11	37 3	30 3	61 6	72 9	90 0
				18 6	17 4	14 2	12 6	17 6	30 9	20 10	40 11	33 3	65 1	77 0	95 6
				15 9	16 6	13 6	12 2	16 8	29 3	19 10	39 0	31 8	62 0	77 0	95 6
				4 4	4 6	4 0	3 8	4 9	6 3	4 5	8 1	6 8	11 5	11 6	13 8
				4 0	4 2	3 8	3 4	4 4	5 11	4 1	7 8	6 4	10 10	11 6	13 9

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Number	Name of Station	Misc.	CLASSES.													
					Special	M.A.	Omni.	S.A.P.	A.	AA.	BB.	CC.	DD.	EE.	FF.	GG.		
G.	C.X.	865	Cudgex	155	16.9	17.7	14.4	12.7	17.10	31.5	21.4	42.5	34.5	57.11	80.0	99.3	0	99.3
(c)	C.U.P.	6486	Cudgex	265	15.1	16.9	13.3	12.3	17.10	20.4	30.5	32.9	64.8	80.0	99.3	150.3	0	99.3
(c)	C.U.L.	439	Culgoon	217	22.9	23.1	17.6	15.5	21.4	44.1	29.9	59.11	48.7	98.2	117.9	150.3	0	150.3
G.	C.R.L.	829	Carlisle	55	20.1	22.0	16.4	14.5	30.3	39.9	26.0	54.5	46.3	87.2	103.6	131.3	0	131.3
G.	C.C.	5945	Curdie	140	7.8	8.1	18.4	7.5	19.3	14.2	9.6	17.8	14.5	25.7	29.6	36.3	0	36.3
G.	C.U.R.	206	Curyo	227	16.4	17.2	14.2	12.5	17.6	30.1	20.4	40.9	33.1	64.11	76.6	95.0	0	95.0
(a)	D.B.G.	721	Dahlen	209	21.4	22.5	16.9	14.9	20.7	40.11	27.9	55.10	45.4	90.8	107.9	136.9	0	136.9
G.	D.M.E.	1954	Dalnore	381	20.0	21.0	16.2	14.3	19.10	39.1	26.5	53.1	43.0	84.6	100.9	127.3	0	127.3
G.	D.A.Y.	2034	Dalyton	83	5.5	5.8	15.11	5.4	17.0	10.2	6.11	12.5	10.1	18.8	21.0	26.0	0	26.0
(c)	D.D.G.	1820	Dandenong	191	10.4	10.10	10.6	9.5	12.7	19.1	12.11	24.10	20.2	36.6	44.0	55.0	0	55.0
G.	D.N.Y.	5382	Dargo	360	4.4	4.2	3.8	3.3	4.5	5.11	4.1	7.3	6.6	11.5	11.3	13.9	0	13.9
G.	D.V.S.	6479	Darbyshire	224	29.2	29.10	17.5	14.3	24.1	54.5	36.9	73.10	59.11	112.8	142.6	187.0	0	187.0
G.	D.L.A.	2109	Dartimurka	100	26.5	27.0	21.1	17.9	22.1	51.10	35.0	65.4	57.1	107.4	142.6	187.0	0	187.0
(a)	D.L.G.	2195	Darling	8	12.8	13.4	12.6	11.0	15.3	24.7	16.9	31.11	26.0	47.1	56.3	69.3	0	69.3
(e)	D.U.	1841	Darnum	60	4.0	4.2	3.6	3.2	4.0	4.9	3.8	5.6	5.1	6.2	6.6	7.0	0	7.0
G.	D.T.M.	6238	Dartmoor	261	9.0	9.5	9.4	8.1	11.0	16.6	11.2	21.2	17.2	31.0	38.0	43.9	0	43.9
G.	D.A.T.	6291	Dartuck	265	21.1	23.0	16.9	15.7	21.6	44.6	30.2	61.0	49.6	99.5	119.9	152.6	0	152.6
(b)	D.V.D.	7995	David	86	11.0	11.7	11.0	10.6	13.3	20.0	13.7	26.1	21.2	38.6	45.0	55.6	0	55.6

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES													
					Special V.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2		
G.	D E	521	Dingee	131½	a. d. 15 10	a. d. 13 5	a. d. 11 10	a. d. 16 6	a. d. 18 3	a. d. 19 2	a. d. 28 3	a. d. 19 2	a. d. 37 3	a. d. 30 2	a. d. 58 8	a. d. 68 9	a. d. 85 6	
G.	D M T	5921	Dinmont †	121½	a. d. 14 4	a. d. 12 9	a. d. 11 6	a. d. 15 9	a. d. 18 3	a. d. 18 3	a. d. 26 11	a. d. 18 3	a. d. 35 1	a. d. 28 0	a. d. 55 10	a. d. 68 0	a. d. 85 6	
(b)	D C Y	5922	Ditcheley †	124½	a. d. 13 6	a. d. 11 2	a. d. 10 5	a. d. 15 5	a. d. 17 2	a. d. 17 2	a. d. 25 5	a. d. 17 2	a. d. 33 5	a. d. 27 2	a. d. 51 6	a. d. 65 3	a. d. 79 0	
G	D B	701	Dobie	125½	a. d. 13 8	a. d. 11 4	a. d. 10 6	a. d. 15 9	a. d. 17 6	a. d. 17 6	a. d. 25 7	a. d. 17 4	a. d. 34 4	a. d. 27 11	a. d. 52 10	a. d. 65 9	a. d. 81 0	
G.	D O C	6724	Doekert †	157½	a. d. 13 8	a. d. 11 4	a. d. 10 6	a. d. 15 9	a. d. 17 6	a. d. 17 6	a. d. 25 7	a. d. 17 4	a. d. 34 4	a. d. 27 11	a. d. 52 10	a. d. 65 9	a. d. 81 0	
(c)	D O	195	Donald	182½	a. d. 17 8	a. d. 15 3	a. d. 14 0	a. d. 19 3	a. d. 21 0	a. d. 21 0	a. d. 29 4	a. d. 21 0	a. d. 38 4	a. d. 31 0	a. d. 65 4	a. d. 81 0	a. d. 101 3	
G.	D Z	972	Doroq	66½	a. d. 17 8	a. d. 15 3	a. d. 14 0	a. d. 19 3	a. d. 21 0	a. d. 21 0	a. d. 29 4	a. d. 21 0	a. d. 38 4	a. d. 31 0	a. d. 65 4	a. d. 81 0	a. d. 101 3	
G.	D F	1420	Donnybrook	20½	a. d. 8 7	a. d. 7 9	a. d. 6 4	a. d. 11 5	a. d. 13 1	a. d. 13 1	a. d. 18 3	a. d. 13 1	a. d. 21 2	a. d. 16 4	a. d. 31 0	a. d. 36 0	a. d. 43 9	
G.	D H	719	Doosen	198½	a. d. 4 0	a. d. 4 2	a. d. 3 7	a. d. 9 5	a. d. 11 4	a. d. 11 4	a. d. 17 8	a. d. 11 4	a. d. 18 6	a. d. 14 1	a. d. 29 6	a. d. 36 0	a. d. 43 9	
(c)	D I	1664	Dookie	130	a. d. 18 5	a. d. 16 1	a. d. 14 8	a. d. 20 6	a. d. 22 2	a. d. 22 2	a. d. 30 0	a. d. 22 2	a. d. 38 1	a. d. 31 0	a. d. 65 4	a. d. 81 0	a. d. 101 3	
(c)	D J	1837	Drouin	57½	a. d. 14 0	a. d. 12 9	a. d. 11 6	a. d. 15 9	a. d. 17 6	a. d. 17 6	a. d. 25 7	a. d. 17 4	a. d. 34 4	a. d. 27 11	a. d. 52 10	a. d. 65 9	a. d. 81 0	
G.	D Q	830	Drysdale	57½	a. d. 7 11	a. d. 6 8	a. d. 5 5	a. d. 10 6	a. d. 12 3	a. d. 12 3	a. d. 16 4	a. d. 12 3	a. d. 18 6	a. d. 14 1	a. d. 29 6	a. d. 36 0	a. d. 43 9	
G.	D O A	435	Dumasa	200½	a. d. 19 6	a. d. 17 2	a. d. 15 8	a. d. 22 4	a. d. 24 1	a. d. 24 1	a. d. 32 0	a. d. 24 1	a. d. 40 8	a. d. 33 0	a. d. 67 7	a. d. 82 9	a. d. 99 0	
(c)	D K	1153	Dunkeld	178½	a. d. 18 2	a. d. 16 1	a. d. 14 6	a. d. 20 6	a. d. 22 2	a. d. 22 2	a. d. 30 0	a. d. 22 2	a. d. 38 1	a. d. 31 0	a. d. 65 4	a. d. 81 0	a. d. 101 3	
G.	D U N	311	Dunsevorothy	141½	a. d. 16 2	a. d. 14 0	a. d. 12 8	a. d. 18 3	a. d. 20 0	a. d. 20 0	a. d. 28 0	a. d. 20 0	a. d. 38 1	a. d. 31 0	a. d. 65 4	a. d. 81 0	a. d. 101 3	
G.	D C	818	Dunnstown	67½	a. d. 15 5	a. d. 13 2	a. d. 11 10	a. d. 16 1	a. d. 18 8	a. d. 18 8	a. d. 26 6	a. d. 18 8	a. d. 26 6	a. d. 20 8	a. d. 45 4	a. d. 59 0	a. d. 74 0	
(*)	D Y	179	Dunolly	126½	a. d. 9 2	a. d. 8 8	a. d. 7 4	a. d. 12 3	a. d. 14 0	a. d. 14 0	a. d. 18 3	a. d. 14 0	a. d. 21 2	a. d. 16 4	a. d. 31 0	a. d. 36 0	a. d. 43 9	
G.	D V R	979	Dunerney	89½	a. d. 14 4	a. d. 12 9	a. d. 11 6	a. d. 15 9	a. d. 17 6	a. d. 17 6	a. d. 25 7	a. d. 17 4	a. d. 34 4	a. d. 27 11	a. d. 52 10	a. d. 65 9	a. d. 81 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.	Station Code Number	Mark.	Station.	Miles.	CLASSES																							
					Special	A.P.	Genl.	S.A.P.	A	A.A.	B	B.B.	C	I	2													
(a)	1434	D S A	Dyart	68½	8	1	6	6	8	8	7	9	10	6	15	1	4	19	4	15	9	27	10	31	9	38	9	
(c)	412	E A	Englehawk (see page 139)	105½	8	1	8	8	8	8	7	9	10	6	15	1	4	19	4	15	9	27	10	31	9	38	9	
(a)	2218	E K W	East Kew	94	12	3	6	3	6	3	4	5	10	6	15	1	4	19	4	15	9	27	10	31	9	38	9	
G.	5153	E M	East Metcalfe	60½	4	2	3	2	3	2	3	4	5	11	0	16	6	11	2	21	2	17	2	31	0	38	0	
(a)	1303	E N T	East Natimuk	217	20	11	22	0	16	4	14	5	20	3	38	9	28	10	54	5	44	2	87	2	103	6	131	3
(c)	1471	E B	Ebden	195½	19	1	20	0	15	10	13	11	19	3	37	10	25	7	51	10	42	1	83	0	103	6	131	3
(c)	80	E.	Echuca	145	18	2	19	1	15	1	13	7	13	5	35	6	24	1	48	10	39	7	77	0	95	6	120	6
(c)	5151	E C	Edgecombe	62½	15	5	16	2	13	0	12	2	16	8	28	6	19	4	38	2	30	11	61	0	75	9	93	9
G.	6730	E D	Edi	187½	17	10	18	9	14	8	7	8	10	4	15	1	10	3	10	1	15	5	28	2	33	9	41	3
G.	680	E L	Elaine	76½	16	4	10	10	10	6	9	4	12	6	18	2	12	5	24	3	19	8	33	6	41	0	50	3
G.	5943	E X	Ellingarnite	140½	15	10	16	8	13	10	12	2	16	11	29	7	20	0	39	7	32	0	62	6	73	3	91	3
G.	1326	E L M	Ellam	255	22	9	23	11	17	6	15	5	21	4	44	1	29	9	59	11	48	7	98	2	117	9	150	3
(c)	308	E H	Elmhurst	144½	21	8	22	9	16	8	15	0	20	4	42	0	28	4	57	1	46	3	93	6	117	0	150	3
(c)	72	E O	Elmore	128½	15	5	16	2	13	6	13	2	16	8	28	6	19	4	38	2	30	11	61	0	75	9	93	9
(c)	52	E P	Elphinstone	70½	8	6	10	0	9	6	12	0	11	6	26	5	17	11	35	0	28	4	54	4	67	0	83	3
(a) and Empty returns in any quantities In G Out.	2331	E S	Elsternwick	17	9	1	9	2	0	9	1	3	11	0	16	10	11	5	21	8	17	8	31	0	37	3	46	6
G.	2300	E L T	Eltham	17½	4	0	4	2	3	6	3	2	4	0	4	9	3	8	5	5	4	5	6	6	6	7	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.	Station Code Number	Station.	Miles.	CLASSES.												
				Special M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BR.	G.	U.	1	2	
G.	5154	Emberton ..	69½	9 10	9 6	8 7	11 7	17 8	12 0	21 8	17 7	32 5	37 0	45 9		
G.	7239	Emerald†	33	9 4	9 1	8 3	11 0	16 10	11 5	20 8	16 9	30 10	37 0	45 9		
G.	186	Emu ..	145½	4 7	5 1	4 7	5 1	10 10	10 8	15 8	18 3	21 9				
G.	6182	Englefield ..	233	16 4	17 2	16 6	17 2	28 6	28 6	38 2	40 1	64 5	76 3	94 9		
G.	1529	Epping ..	14	21 6	22 7	16 11	14 11	20 11	20 11	28 1	56 9	45 11	92 1	110 0	139 3	
G.	65	Epsom ..	105½	4 4	4 6	3 8	4 4	5 5	5 3	11 6	3 3	6 8	8 6	10 3		
G.	7083	Erica †	99½	12 8	13 4	12 6	11 0	15 3	16 4	31 9	25 10	47 7	55 9	68 9		
G.	6634	Erwen ..	109	12 0	12 7	12 0	10 7	15 1	23 6	15 11	30 9	25 0	45 2	52 3	65 0	
G.	1466	Essendon ..	5	11 5	12 0	11 5	10 3	14 4	22 5	15 2	29 3	23 10	43 2	52 3	65 0	
(a) In, G Out	7000	Eureka (see page 176)	74½	12 3	12 10	11 11	10 8	14 6	23 8	16 1	31 0	25 2	46 2	57 3	70 0	
(c)	1443	Euroa ..	92½	4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 5	5 4	6 6	6 6	7 0	
G.	1766	Eurobin ..	187½	10 2	10 8	10 6	9 4	12 6	18 2	12 5	23 6	19 0	34 6	39 9	48 9	
G.	309	Everley ..	147½	9 3	10 2	10 0	9 0	11 11	17 4	11 10	22 5	18 1	32 10	39 9	48 9	
G.	1747	Everton ..	161	11 7	12 2	11 9	10 5	14 0	22 9	15 4	28 11	23 6	42 6	49 9	61 3	
(a) In, G Out	2288	Fairfield Park	6	18 11	19 10	15 5	13 7	18 11	36 3	24 5	49 5	40 1	78 1	92 3	116 6	
G.	535	Fairley ..	184½	16 6	17 4	14 2	12 6	17 6	30 9	20 10	40 11	33 3	65 1	77 0	95 6	
G.	432	Fairview ..	186½	15 9	16 6	13 6	12 2	16 8	29 3	19 10	39 0	31 8	62 0	77 0	95 6	
G.	5925	Ferguson †	127½	17 8	18 5	13 5	11 10	16 6	27 7	18 8	36 5	29 5	56 6	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.

Inward.	Mark.	Station Code Number.	Station.	Miles.	Specis		M.		A.P.		U.P.M.		S.A.P.		A.		A.A.		B.		Bh.		U.		1		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.	a.	d.	a.	d.	
G.	F K	1867	Fernbank	163½	16	9	17	7	14	2	12	6	31	3	21	2	42	3	34	4	67	7	79	9	99	0	0	0	0				
(e)	F H	131	Fern Hill	58½	15	11	16	0	13	6	12	8	20	9	20	2	40	3	32	8	64	4	70	0	99	0	0	0	0	0			
G.	F C	1982	Fish Creek	100½	7	8	8	1	8	3	7	9	10	6	15	1	10	4	19	4	15	9	28	0	32	0	39	6	6	6			
(e)	F Y	1517	Fitzroy	6	12	0	12	7	12	0	10	7	15	1	23	11	25	0	45	6	53	0	32	0	35	9	0	0	0	0			
G	F L	1855	Flynn	107	11	5	12	0	11	5	10	3	14	4	22	9	15	5	29	5	4	5	6	6	6	7	0	0	0	0	0		
§	F C Y	751	Footscray	4	12	8	13	4	12	6	11	0	15	3	24	7	16	9	31	11	26	0	47	11	56	3	69	3	0	0	0		
(e)	F O	5987	Footscray	103½	4	0	4	2	3	6	2	10	3	8	4	5	1	4	1	6	2	6	6	6	6	7	0	0	0	0	0		
G.	F S	1984	Foster	108½	12	8	13	4	12	0	10	7	15	1	24	1	16	4	31	3	25	3	46	7	55	0	67	6	0	0	0	0	
G.	F N	1923	Frankton	27½	12	10	13	6	12	6	11	0	15	3	24	10	16	11	32	7	26	5	48	6	57	3	70	9	0	0	0	0	
G.	F M	1859	Fulham	124½	4	6	4	9	4	11	4	5	5	11	8	1	5	6	9	9	7	11	14	6	15	8	18	9	0	0	0	0	
..	F I	821	Fyansford (see page 342).	288	14	4	15	1	13	5	11	10	15	6	26	10	18	2	36	1	29	4	55	6	65	3	81	0	0	0	0	0	
G.	G A H	5367	Galah	234½	24	10	28	1	18	2	16	0	22	5	48	11	33	1	68	2	53	7	104	8	128	9	166	6	0	0	0	0	
G.	G A L	1281	Galauhil	253½	23	8	24	10	17	4	15	7	21	4	46	7	31	6	63	0	51	0	90	8	128	9	166	6	0	0	0	0	
G.	G A M	213	Gama	173½	20	6	21	6	16	1	14	6	19	11	39	9	26	11	54	7	44	3	88	2	110	6	140	9	0	0	0	0	0
G.	G A P	1762	Gapsted	48½	21	6	22	7	16	8	15	0	20	4	42	0	28	4	57	1	46	3	93	0	117	6	149	9	0	0	0	0	0
G.	G A R	1832	Garfield	144½	17	2	18	0	14	0	12	7	17	2	32	9	22	3	44	3	35	11	70	0	87	3	109	0	0	0	0	0	0
G.	G A V	862	Garvoe	223½	6	2	6	6	6	10	6	2	8	3	11	11	8	1	15	1	12	1	21	4	25	6	31	3	0	0	0	0	0
G.	G A T	6180	Odum	223½	15	5	16	2	13	6	12	2	16	8	28	6	19	4	38	2	30	11	61	0	75	9	93	9	0	0	0	0	0
					20	2	21	2	15	11	14	4	20	7	38	8	26	2	52	10	42	11	85	2	106	6	134	6	0	0	0	0	0

§ Footscray is open for:—Inwards—Agricultural machinery or parts for repairs, sugar and manure for reconditioning, and consignments in truck loads. Outwards—Agricultural machinery, sugar in 10 cwt. lots, and consignments in truck loads.

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.											
					Special M.	M.	A.P.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	1	2
(c)	G	665	Geelong (see page 130)	45	a. d. 6 3	a. d. 6 7	a. d. 6 8	a. d. 6 3	a. d. 6 3	a. d. 7 9	a. d. 12 10	a. d. 10 5	a. d. 14 11	a. d. 15 0	a. d. 18 6	
G.	G B D	5917	Gallibrand †	112½	a. d. 13 3	a. d. 13 11	a. d. 12 10	a. d. 11 4	a. d. 15 8	a. d. 17 4	a. d. 33 3	a. d. 26 11	a. d. 50 5	a. d. 58 0	a. d. 73 3	
G.	G E L	1991	Gallondale	130½	a. d. 12 7	a. d. 13 3	a. d. 12 3	a. d. 11 10	a. d. 14 11	a. d. 16 6	a. d. 31 8	a. d. 25 8	a. d. 48 0	a. d. 59 0	a. d. 73 0	
G	G M	7244	Gambrook †	41½	a. d. 15 1	a. d. 15 1	a. d. 12 9	a. d. 11 6	a. d. 15 9	a. d. 17 11	a. d. 35 6	a. d. 28 9	a. d. 55 2	a. d. 68 6	a. d. 85 0	
(c)	G N G	727	Gerang Gerang	235½	a. d. 5 7	a. d. 5 10	a. d. 6 4	a. d. 5 8	a. d. 7 6	a. d. 10 10	a. d. 7 5	a. d. 13 6	a. d. 11 0	a. d. 19 2	a. d. 27 9	
G.	G E R	5895	Gerangamade	99½	a. d. 20 6	a. d. 21 6	a. d. 16 1	a. d. 14 6	a. d. 19 11	a. d. 39 9	a. d. 26 11	a. d. 54 7	a. d. 44 3	a. d. 89 0	a. d. 110 9	
G.	G P	672	Gheringhap	51½	a. d. 11 5	a. d. 12 0	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. 43 2	a. d. 52 3	
G.	G G A	6643	Girgarre	118½	a. d. 7 0	a. d. 7 4	a. d. 7 11	a. d. 7 1	a. d. 9 6	a. d. 13 0	a. d. 8 11	a. d. 16 6	a. d. 13 5	a. d. 24 6	a. d. 28 0	
(c)	G I	41	Gisborne	40	a. d. 14 0	a. d. 14 8	a. d. 13 0	a. d. 11 6	a. d. 18 2	a. d. 26 3	a. d. 17 0	a. d. 34 7	a. d. 27 11	a. d. 53 6	a. d. 62 3	
G.	G B	420	Glenalbyn	139½	a. d. 5 9	a. d. 5 8	a. d. 6 4	a. d. 5 8	a. d. 7 6	a. d. 10 2	a. d. 6 11	a. d. 12 5	a. d. 10 1	a. d. 19 0	a. d. 21 9	
G.	G N F	2028	Glen Forbes	69½	a. d. 15 10	a. d. 13 2	a. d. 11 16	a. d. 11 16	a. d. 17 8	a. d. 12 0	a. d. 21 8	a. d. 17 7	a. d. 32 5	a. d. 37 0	a. d. 45 9	
G.	G F	5944	Glenfyne	142½	a. d. 8 11	a. d. 9 4	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. 16 9	a. d. 30 10	a. d. 37 0	
(c)	G Y.	2120	Glengarry	104½	a. d. 15 5	a. d. 16 2	a. d. 13 2	a. d. 11 10	a. d. 16 11	a. d. 29 9	a. d. 37 10	a. d. 30 9	a. d. 60 0	a. d. 74 6	a. d. 92 3	
G.	G L N	1900	Glen Huntly	81	a. d. 12 1	a. d. 12 8	a. d. 11 11	a. d. 10 8	a. d. 14 6	a. d. 23 1	a. d. 15 7	a. d. 29 11	a. d. 24 3	a. d. 45 2	a. d. 55 3	
G.	G Z	431	Glenloch	183	a. d. 4 0	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 0	a. d. 4 9	a. d. 3 8	a. d. 5 4	a. d. 6 6	a. d. 6 6	a. d. 7 0	
(c)	G C	710	Glenorchy	162½	a. d. 3 8	a. d. 3 10	a. d. 3 2	a. d. 2 10	a. d. 3 8	a. d. 4 5	a. d. 3 4	a. d. 4 2	a. d. 4 1	a. d. 4 1	a. d. 4 1	
G.	G L	1456	Gleadowan	136	a. d. 18 7	a. d. 18 7	a. d. 14 6	a. d. 13 0	a. d. 17 8	a. d. 33 11	a. d. 23 0	a. d. 46 0	a. d. 37 4	a. d. 72 10	a. d. 80 6	
G.	G N Y	1412	Glenroy	9	a. d. 17 8	a. d. 18 7	a. d. 14 4	a. d. 12 7	a. d. 17 10	a. d. 32 7	a. d. 22 0	a. d. 44 3	a. d. 36 0	a. d. 70 6	a. d. 83 0	
					a. d. 16 10	a. d. 17 8	a. d. 13 8	a. d. 12 3	a. d. 17 0	a. d. 31 0	a. d. 20 11	a. d. 42 2	a. d. 34 3	a. d. 67 2	a. d. 83 0	
					a. d. 15 3	a. d. 16 0	a. d. 13 10	a. d. 12 2	a. d. 18 11	a. d. 28 11	a. d. 19 6	a. d. 38 3	a. d. 31 0	a. d. 60 7	a. d. 71 3	
					a. d. 14 0	a. d. 15 3	a. d. 13 2	a. d. 11 10	a. d. 16 1	a. d. 27 6	a. d. 18 7	a. d. 36 5	a. d. 29 6	a. d. 57 8	a. d. 71 3	
					a. d. 4 0	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 0	a. d. 4 9	a. d. 3 8	a. d. 5 4	a. d. 6 6	a. d. 6 6	a. d. 7 0	
					a. d. 3 8	a. d. 3 10	a. d. 3 2	a. d. 2 10	a. d. 3 3	a. d. 4 5	a. d. 3 4	a. d. 5 1	a. d. 4 1	a. d. 6 2	a. d. 6 6	

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.															
					Special M.N.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	1	2					
G.	G T	1151	Glen Thompson	167½	d. 17 10	s. 18 9	d. 8 12	s. 11 10	d. 18 0	s. 22 6	d. 33 3	s. 36 9	d. 45 3	s. 51 11	d. 58 0	s. 68 0	d. 71 11	s. 85 0	d. 106 0	s. 100 0
G.	G N K	981	Guarkeet	99½	d. 17 0	s. 17 10	d. 12 7	s. 12 7	d. 17 2	s. 21 5	d. 31 8	s. 36 9	d. 43 1	s. 45 4	d. 52 3	s. 55 0	d. 68 6	s. 71 11	d. 85 0	s. 100 0
(c)	G S	62	Golden Square(see p. 139)	99½	d. 11 5	s. 12 0	d. 10 10	s. 10 10	d. 14 4	s. 15 10	d. 23 6	s. 25 0	d. 29 3	s. 30 9	d. 35 2	s. 40 4	d. 45 4	s. 52 3	d. 65 0	s. 65 0
G.	G H	180	Goldborough	129½	d. 11 5	s. 12 0	d. 10 10	s. 10 10	d. 14 4	s. 15 10	d. 23 6	s. 25 0	d. 29 3	s. 30 9	d. 35 2	s. 40 4	d. 45 4	s. 52 3	d. 65 0	s. 65 0
G.	G A	1692	Goorambat	131½	d. 14 0	s. 14 8	d. 12 0	s. 11 6	d. 15 0	s. 16 6	d. 26 7	s. 28 6	d. 31 0	s. 33 0	d. 37 3	s. 40 8	d. 45 8	s. 51 6	d. 68 0	s. 84 0
(c)	G O	69	Goornong	118	d. 14 4	s. 15 1	d. 12 9	s. 11 6	d. 15 0	s. 16 6	d. 26 7	s. 28 6	d. 31 0	s. 33 0	d. 37 3	s. 40 8	d. 45 8	s. 51 6	d. 68 0	s. 84 0
G.	G E	1169	Gora	246½	d. 13 4	s. 14 0	d. 12 5	s. 11 2	d. 15 5	s. 16 10	d. 24 10	s. 26 11	d. 28 3	s. 30 6	d. 35 6	s. 40 6	d. 45 6	s. 51 6	d. 68 0	s. 84 0
(e)	G D	814	Gordon	56½	d. 7 11	s. 8 4	d. 8 8	s. 9 10	d. 14 7	s. 15 6	d. 24 11	s. 26 11	d. 28 3	s. 30 6	d. 35 6	s. 40 6	d. 45 6	s. 51 6	d. 68 0	s. 84 0
(c)	G K	1311	Goroke	245½	d. 7 6	s. 8 3	d. 7 11	s. 8 3	d. 14 7	s. 15 6	d. 24 11	s. 26 11	d. 28 3	s. 30 6	d. 35 6	s. 40 6	d. 45 6	s. 51 6	d. 68 0	s. 84 0
G.	G V	7078	Gouk	91½	d. 10 10	s. 11 5	d. 10 10	s. 10 10	d. 14 4	s. 15 10	d. 23 6	s. 25 0	d. 29 3	s. 30 9	d. 35 2	s. 40 4	d. 45 4	s. 52 3	d. 65 0	s. 65 0
G.	G O W	482	Gowersford	226½	d. 21 4	s. 22 5	d. 20 2	s. 19 9	d. 24 10	s. 26 11	d. 33 3	s. 35 6	d. 38 0	s. 40 4	d. 45 4	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 0
G.	G J	1285	Joyuro	249	d. 21 4	s. 22 5	d. 20 2	s. 19 9	d. 24 10	s. 26 11	d. 33 3	s. 35 6	d. 38 0	s. 40 4	d. 45 4	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 0
G.	G R	6216	Grassdale	222½	d. 21 4	s. 22 5	d. 20 2	s. 19 9	d. 24 10	s. 26 11	d. 33 3	s. 35 6	d. 38 0	s. 40 4	d. 45 4	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 0
G.	G W	705	Great Western	141½	d. 16 2	s. 17 0	d. 13 10	s. 12 2	d. 16 11	s. 18 8	d. 29 7	s. 32 0	d. 37 8	s. 40 6	d. 45 6	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 0
G.	G X	472	Gridgwin	180½	d. 15 5	s. 16 2	d. 13 2	s. 12 10	d. 16 11	s. 18 8	d. 29 7	s. 32 0	d. 37 8	s. 40 6	d. 45 6	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 0
G.	G H L	5152	Green Hill	64½	d. 17 4	s. 18 2	d. 14 6	s. 13 0	d. 18 7	s. 20 2	d. 24 10	s. 26 11	d. 28 3	s. 30 6	d. 35 6	s. 40 6	d. 45 6	s. 51 6	d. 68 0	s. 84 0
G.	G R B	2298	Greensborough	14½	d. 8 1	s. 8 6	d. 8 7	s. 8 10	d. 14 4	s. 15 10	d. 23 6	s. 25 0	d. 29 3	s. 30 9	d. 35 2	s. 40 4	d. 45 4	s. 52 3	d. 65 0	s. 65 0
G.	G R N	5236	Greenwald	254	d. 22 7	s. 23 9	d. 21 4	s. 20 4	d. 24 10	s. 26 11	d. 33 3	s. 35 6	d. 38 0	s. 40 4	d. 45 4	s. 51 6	d. 58 0	s. 68 0	d. 84 0	s. 100 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.												
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	DB.	C.	1	2	
G.	G Q	6208	Gritjark ..	216½	20 7	21 7	16 4	14 5	20 3	39 9	26 10	64 5	44 2	87 0	103 3	130 9	130 9
G.	G U	167	Guildford ..	84½	19 7	20 7	15 7	14 0	19 3	37 10	25 7	51 10	42 1	82 10	103 3	130 9	130 9
G.	G L P	5090	Gulpha ..	177½	11 0	11 7	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 6	45 0	55 6	55 6
(c)	G W N	5585	Gunbower ...	172	18 2	19 1	15 3	13 4	18 7	34 9	23 6	47 3	38 5	75 5	88 6	111 6	111 6
G.	G N	1399	Gymhoven ..	238½	17 4	18 2	14 6	13 0	17 8	33 1	23 5	45 0	36 7	71 10	88 6	111 6	111 6
G.	G Y H	1975	Gwyther ..	82	18 0	18 11	14 8	12 11	18 0	34 0	23 0	45 11	37 2	73 2	86 9	108 6	108 6
G.	G Y P	218	Gypsum Siding	274	21 8	22 9	16 11	14 11	20 11	42 3	28 7	57 8	46 9	94 2	112 3	142 6	142 6
G.	H N	6112	Haddon ..	84½	10 4	10 10	10 2	9 1	12 3	19 1	12 11	24 0	19 6	35 8	43 6	53 6	53 6
G.	H R	1822	Hallam ..	23½	23 6	24 8	17 0	15 4	20 10	43 0	29 7	59 8	48 5	96 4	122 3	157 6	157 6
(c)	H	1138	Hamilton ..	197½	11 0	11 7	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 6	45 0	55 6	55 6
G.	H A M	1631	Hammond ..	96½	10 6	11 0	10 6	9 5	12 7	19 1	12 11	24 10	20 2	36 8	45 0	55 6	55 6
(c)	H T	57	Harcourt ..	82½	4 4	4 6	4 9	4 3	5 7	7 0	4 11	9 0	7 3	12 11	13 6	16 6	16 6
G.	H S	1928	Hastings ..	40½	4 0	4 2	4 5	3 11	5 3	6 8	4 7	8 7	6 11	12 4	13 6	16 6	16 6
G.	H A T	226	Hattah (see page 139)	310½	19 4	20 4	15 10	13 11	19 4	37 5	25 3	51 8	41 10	81 5	96 6	121 6	121 6
G.	H K	176	Havelock ..	118½	11 7	12 2	12 0	10 7	14 4	22 9	15 4	29 7	24 0	43 11	50 9	63 0	63 0
G.	H W	5958	Hawkesdale..	189½	11 0	11 7	11 5	10 3	13 8	21 8	14 7	28 2	22 10	41 10	50 9	63 0	63 0
(a) In, G Out	H A	2133	Hawthorn ..	4½	10 10	11 5	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 0	43 9	54 3	54 3
G.	H Z	2105	Hazelwood ..	93½	10 4	10 10	10 6	9 5	12 7	19 1	12 11	24 10	20 2	36 8	45 0	55 6	55 6
					5 7	5 10	6 4	5 8	7 6	10 2	6 11	13 6	11 0	19 4	22 0	27 6	27 6
					25 7	26 10	18 9	16 6	23 0	50 0	33 8	68 2	55 3	106 2	107 9	127 0	127 0
					24 4	25 7	17 10	16 1	21 11	47 7	32 1	64 11	52 7	101 2	107 9	127 0	127 0
					14 0	14 8	13 0	11 6	16 2	26 3	17 10	34 7	27 11	53 5	62 3	77 0	77 0
					13 4	14 0	12 5	11 2	15 5	25 0	17 0	32 11	26 7	50 10	62 3	77 0	77 0
					18 11	19 10	15 5	13 7	18 11	38 5	24 7	50 0	40 6	78 11	93 6	117 6	117 6
					18 0	18 11	14 8	13 3	18 0	34 9	23 8	47 5	38 7	75 2	93 6	117 6	117 6
					4 0	4 2	3 6	3 2	4 0	9 3	6 5	14 1	11 6	22 6	26 6	33 0	33 0
					3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0	7 0
					11 7	12 2	11 9	10 5	14 0	22 9	15 4	28 11	23 6	42 6	49 9	61 3	61 3
					11 0	11 7	11 2	10 1	13 4	21 8	14 7	27 6	22 5	40 6	49 9	61 3	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.													
					Special M.	M.	A.P.	Gmin.	S.A.P.	A.	AA.	B.	DB.	C.	1	2		
(c)	H E	2184	Healeviii.	40	C.R. 5 9	6 0	6 8	6 0	6 0	7 11	10 8	7 3	13 0	10 7	19 11	21 9	a. d. 25 9	
(c)	H C	1561	Heathcote	73½	O.R. 5 5	8 6	4 4	5 8	7 6	12 0	18 2	12 5	23 6	19 0	33 5	39 6	a. d. 48 6	
G.	H E A	7013	Heathmill	55½	O.R. 9 3	9 9	8 8	8 8	11 5	17 4	17 4	9 6	18 2	14 8	26 11	29 9	a. d. 36 9	
G.	H M R	1168	Heathmere	241½	O.R. 7 4	7 8	8 3	7 7	10 0	13 6	6 9	17 4	5 8	1 4	25 8	29 9	a. d. 36 9	
G.	H F	1989	Heathley	124½	O.R. 20 10	21 11	16 3	14 7	20 2	24 2	28 10	16 2	36 1	29 4	55 6	65 3	a. d. 81 0	
G.	H B	2293	Heidelberg	9	O.R. 14 4	15 1	13 5	11 0	16 6	26 10	18 2	36 1	29 4	27 11	52 10	65 3	a. d. 81 0	
G.	H J	7219	Henry	236½	O.R. 3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	4 1	6 2	6 6	a. d. 7 0	
(c)	H D	2125	Heyfield	121½	O.R. 20 8	21 8	16 1	14 6	19 11	26 11	26 11	39 11	26 11	54 9	44 5	89 0	a. d. 141 3	
(c)	H Q	1166	Heywood	235½	O.R. 13 6	14 2	12 5	11 2	15 5	25 5	17 2	33 5	27 2	51 6	64 0	79 0	a. d. 79 0	
G.	H C P	1555	High Camp	51½	O.R. 21 6	21 6	16 1	14 11	20 11	41 9	28 3	57 4	48 6	93 5	110 9	141 0	a. d. 141 0	
G.	H X	1871	Hillside	164	O.R. 7 0	7 4	7 11	7 1	9 6	13 0	8 11	16 6	13 5	24 6	28 0	34 6	a. d. 34 6	
G.	H G	1983	Hoodia Range	103½	O.R. 17 8	17 8	13 8	12 3	17 0	31 2	21 1	42 2	34 3	67 6	83 3	104 0	a. d. 104 0	
G.	H U	303	Homebush	123½	O.R. 12 1	12 8	11 5	10 3	14 2	22 11	15 7	29 9	24 1	44 4	55 0	67 6	a. d. 67 6	
G.	H O	6573	Hometwood	74½	O.R. 13 8	14 4	12 5	11 2	15 5	25 7	17 4	34 2	27 7	52 6	65 0	80 3	a. d. 80 3	
(c)	H P	1287	Hopetoun	254½	O.R. 9 8	10 2	10 0	9 0	11 11	17 4	11 10	22 5	18 1	32 10	39 0	48 9	a. d. 48 9	
(c)	H M	720	Horsham	203½	O.R. 22 8	23 11	17 6	15 5	21 4	44 1	29 9	59 11	48 7	98 2	117 9	150 3	a. d. 150 3	
G.	H T R	5576	Hunter	135½	O.R. 19 6	20 6	16 2	14 3	19 10	38 5	26 0	52 9	42 9	83 2	98 9	124 3	a. d. 124 3	
G.	H Y	66	Huntly	108	O.R. 15 3	16 0	13 10	12 2	16 11	28 11	19 6	38 3	31 0	60 7	71 3	88 0	a. d. 88 0	
					O.R. 12 10	13 6	12 6	11 0	15 3	24 7	16 9	32 5	26 3	48 2	58 9	70 0	a. d. 70 0	

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station.	Miles.	CLASSES.													
				Special N.	M.	A.P.	Gmnl.	S.A.P	A.	AA.	B.	BB.	C.	I	2		
G.	H H	Hurstbridge ..	23½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	H L	Huon ..	201	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I L	Ilbarook ..	100	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I A	Illowa ..	172	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I M P	Impimisi ..	259	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
(a)	..	Ingham ..	86½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
s/o V. A. Deane	I	Inglewood ..	131	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
(c)	I N	Ingleston ..	45	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I H	Inverleigh ..	62½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I R	Irrewarra ..	91½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	I R Y	Irymple (see page 139)	347½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
(a) In, G Out	I V	Ivanhoe ..	7½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	J A C	Jackson ..	180½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	J L	Jalumba ..	230½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	J E	Jeetho ..	62½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	J R	Jeffries ..	240½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
(c)	J P	Jeparit ..	247½	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4
G.	J I M	J'मारिंगले ..	212	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4	a. d. 4 4

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Station Code Number	Station	Miles.	CLASSES.																							
				Special	M.	A.P.	Grain.	S.A.P.	A.	AA.	II.	BB.	C.	1	2												
'G.	J O	Jod	154½	C.R. 16	17	14	12	10	13	11	17	17	10	31	5	21	4	42	5	34	5	67	11	80	0	99	3
'G.	J'C	Joyce's Creek	95½	O.R. 15	16	13	12	10	13	11	17	10	31	5	21	4	42	5	34	5	67	11	80	0	99	3	
'G.	J J	Jumbunna	74	O.R. 11	11	7	11	5	10	8	14	7	28	2	10	4	29	7	24	0	43	7	50	3	62	3	
'G.	J S	Jumbunna Coal Co.'s Sy.	75½	O.R. 9	9	10	3	10	9	8	11	10	22	5	18	1	31	6	22	10	41	6	50	3	62	3	
'G.	J G	Jung	192	O.R. 10	2	10	8	10	6	9	11	10	22	5	18	1	31	6	22	10	41	6	50	3	62	3	
'G.	K G K	Kangarik	245½	O.R. 18	1	15	10	13	11	17	14	11	10	22	5	18	1	31	6	22	10	41	6	50	3	62	3
'G.	K A N	Kangaroo Flat	97½	O.R. 21	11	23	0	17	15	0	21	2	40	11	37	9	56	1	45	4	91	6	115	0	146	0	
'G.	K X	Kaniva	272½	O.R. 11	9	12	4	12	0	10	7	14	4	23	6	15	11	30	9	25	0	44	5	51	3	64	0
'G.	K B	Kanumbra	101½	O.R. 23	5	23	6	17	10	15	9	21	11	45	9	31	0	62	8	50	10	101	0	122	3	157	3
'G.	K A	Kanyapella	139½	O.R. 11	11	12	6	11	5	10	3	14	4	22	9	15	29	7	24	0	43	8	53	0	66	0	
'G.	K C	Kardalla	72½	O.R. 15	1	15	10	13	12	11	10	16	1	27	10	18	11	37	3	30	3	59	0	73	0	90	6
'G.	K A R	Karn	128½	O.R. 9	9	9	9	8	8	8	11	5	16	10	11	5	21	8	17	8	31	6	38	9	48	0	
'G.	K R K	Karook	110½	O.R. 14	8	14	8	12	0	11	6	15	0	26	5	17	11	35	0	28	4	54	1	67	0	83	3
'G.	K Y E	Karyrie	221	O.R. 12	5	13	0	12	3	11	0	14	1	24	9	16	2	31	6	25	7	47	2	58	0	71	9
'G.	K W A	Karravinna (see p. 139)	372½	O.R. 20	11	22	0	16	9	14	9	20	7	40	1	27	2	55	2	44	8	88	7	105	6	133	6
'G.	K T	Katamatite	147	O.R. 19	11	20	11	15	11	14	4	19	7	38	2	25	10	52	6	42	6	84	4	105	6	133	6
'G.	K F	Katunga	140½	O.R. 27	2	28	16	19	3	17	4	23	8	53	11	36	5	73	2	59	3	100	6	106	9	125	6
'G.	K A W	Kawarrant	108½	O.R. 16	4	17	2	14	2	12	6	17	6	30	1	20	4	40	9	33	1	64	11	76	6	95	0
				O.R. 15	1	15	10	13	10	12	2	16	11	29	7	20	0	39	7	32	0	62	6	73	3	91	3
				O.R. 12	10	13	6	12	6	11	0	15	3	24	10	16	11	32	7	26	5	48	6	57	3	70	9
				O.R. 12	3	12	10	11	11	10	8	14	0	23	8	16	1	31	0	25	2	46	2	57	3	70	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.	Miles.	CLASSES.																		
				Special N.	M.	A.P.	Ordn.	S.A.P.	A.		AA.		B.		BB.		C.		1		2	
									s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
G.	K L	Kirkstall	179	18 2	19 1	15 3	13 4	18 7	16 7	34 11	23 8	47 7	38 8	75 7	89 0	111 9						
(b)	K T T	Knott	101	17 4	18 2	14 6	13 0	17 8	33 3	22 6	45 4	30 8	72 0	89 0	111 9							
G.	K N	Knawley	83	12 0	12 7	12 0	10 7	15 1	23 11	18 2	30 11	25 0	45 6	53 3	65 9							
G.	K B O	Koimbo	269½	11 5	12 0	11 5	10 4	14 4	22 9	15 2	29 5	23 10	43 4	53 3	65 9							
G.	K T G	Kodong	229	10 10	11 5	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 0	43 9	54 3							
(c)	K N G	Kooloonong	267½	10 4	10 10	10 6	9 5	12 7	19 1	12 11	24 10	20 2	36 2	43 9	54 3							
G.	K U	Koomaarra	84	23 6	24 8	17 8	15 7	21 6	45 7	30 10	62 4	50 5	100 1	121 6	156 3							
G.	K O O	Koorub	261½	22 5	23 6	16 9	14 9	20 7	41 2	27 6	56 3	45 8	80 6	108 6	137 3							
(c)	K P	Koo-wee-rup	42	20 4	21 4	15 11	14 4	19 7	39 2	26 5	53 7	43 0	95 4	121 6	156 3							
G.	K O R	Koridilla	97½	22 9	23 11	17 6	15 5	21 4	44 3	29 11	60 6	49 0	99 1	118 9	151 0							
G.	K S	Koroit	176½	21 8	22 9	16 8	15 0	20 4	42 2	28 6	57 7	40 8	94 4	118 9	151 0							
(c)	K V	Korong Vale	161	10 10	11 5	11 0	9 9	13 6	20 0	13 7	26 1	21 2	38 0	44 0	55 0							
(c)	K M	Korumburra	69½	10 4	10 10	10 6	9 5	12 7	19 1	12 11	24 10	20 2	36 2	44 0	55 0							
G.	K T A	Kotta	162½	23 0	24 2	16 8	14 6	20 6	42 6	28 9	58 1	47 1	94 8	119 9	152 6							
G	K Q	Koyuga	135	5 11	6 2	6 8	6 0	7 11	11 5	7 9	14 2	11 0	19 6	22 9	27 9							
G.	K U L	Kulwin	276½	11 9	12 4	12 0	10 7	14 4	23 6	15 11	30 9	25 0	44 5	51 3	64 0							
G.	K Z	Kuring	135	11 2	11 9	11 5	10 3	13 8	22 5	15 2	29 3	23 10	42 4	51 3	64 0							
(c)	K Y	Kyabram	124	18 0	18 11	15 3	13 2	19 1	32 11	22 3	44 8	36 3	70 10	88 0	110 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.											
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Br.	C.	1	2
(e)	K	48	Kyneton ..	57	C.R. 7 11 8 4	C.R. 8 4	C.R. 8 8	C.R. 7 9	C.R. 10 6	C.R. 14 2	C.R. 9 6	C.R. 18 2	C.R. 14 8	C.R. 27 4	C.R. 30 0	C.R. 37 0
G.	K Y V	6177	Kyngp ..	209	C.R. 7 6 7 11	C.R. 8 3	C.R. 10 0	C.R. 13 6	C.R. 9 1	C.R. 17 4	C.R. 14 0	C.R. 26 0	C.R. 30 0	C.R. 43 0	C.R. 61 0	C.R. 127 3
(e)	..	2261	La La (Warburton) ..	49	C.R. 10 1 20 0	C.R. 15 5	C.R. 13 10	C.R. 18 11	C.R. 37 3	C.R. 25 2	C.R. 50 7	C.R. 40 11	C.R. 80	C.R. 100 0	C.R. 127 3	C.R. 32 6
G.	L A H	1279	Lah ..	225 1/2	C.R. 6 6 6 10	C.R. 7 4	C.R. 7 4	C.R. 9 11	C.R. 11 11	C.R. 8 1	C.R. 15 1	C.R. 12 3	C.R. 22 0	C.R. 12 3	C.R. 22 0	C.R. 32 9
(e)	L B	541	Lake Boga ..	205	C.R. 21 2 22 3	C.R. 16 9	C.R. 14 4	C.R. 19 7	C.R. 39 0	C.R. 26 5	C.R. 53 0	C.R. 43 0	C.R. 85	C.R. 40 7	C.R. 136 0	C.R. 125 3
G.	L C	537	Lake Charm ..	190 1/2	C.R. 18 11 19 10	C.R. 15 5	C.R. 13 10	C.R. 18 11	C.R. 36 7	C.R. 24 9	C.R. 50 3	C.R. 40 9	C.R. 79	C.R. 6 99	C.R. 125 3	C.R. 117 9
(e)	L B T	478	Lalbert ..	205 1/2	C.R. 18 0 18 11	C.R. 15 1	C.R. 13 7	C.R. 18 5	C.R. 35 0	C.R. 23 8	C.R. 47 9	C.R. 38 0	C.R. 75	C.R. 4 93	C.R. 117 9	C.R. 125 6
G.	L A L	682	Lal Lal ..	78 1/2	C.R. 19 10 19 10	C.R. 16 2	C.R. 14 3	C.R. 19 10	C.R. 38 9	C.R. 26 3	C.R. 52 11	C.R. 42 9	C.R. 84	C.R. 0 99	C.R. 125 6	C.R. 125 6
(e)	L D	5125	Lancefield ..	46	C.R. 18 11 19 10	C.R. 15 5	C.R. 13 10	C.R. 18 11	C.R. 36 11	C.R. 23 0	C.R. 50 3	C.R. 46 9	C.R. 80	C.R. 0 99	C.R. 125 6	C.R. 125 6
G.	L D B	5319	Landborough ..	158 1/2	C.R. 10 8 11 2	C.R. 10 8	C.R. 9 9	C.R. 12 10	C.R. 19 4	C.R. 13 0	C.R. 24 3	C.R. 19 8	C.R. 36	C.R. 5 41	C.R. 51 3	C.R. 30 0
G.	L N G	1958	Lang Lang ..	48 1/2	C.R. 6 3 6 7	C.R. 7 2	C.R. 6 6	C.R. 8 8	C.R. 12 6	C.R. 8 1	C.R. 15 1	C.R. 14 4	C.R. 11 8	C.R. 21 0	C.R. 25 3	C.R. 30 0
G.	L L	1142	Langi Logan ..	136 1/2	C.R. 17 6 18 5	C.R. 14 4	C.R. 12 7	C.R. 17 10	C.R. 31 11	C.R. 21 8	C.R. 43 3	C.R. 35 1	C.R. 69	C.R. 2 81	C.R. 3 101	C.R. 6 101
G.	L G N	1924	Langwarrin ..	30 1/2	C.R. 16 8 17 6	C.R. 7 2	C.R. 7 8	C.R. 9 2	C.R. 12 6	C.R. 8 6	C.R. 15 10	C.R. 12 10	C.R. 23 1	C.R. 26 9	C.R. 32 9	C.R. 32 9
G.	L V	659	Lars ..	35 1/2	C.R. 6 6 6 10	C.R. 7 4	C.R. 6 8	C.R. 8 9	C.R. 11 11	C.R. 8 1	C.R. 15 1	C.R. 12 3	C.R. 22 0	C.R. 26 0	C.R. 32 9	C.R. 32 9
G.	L P	850	Larpet ..	100 1/2	C.R. 15 8 16 5	C.R. 13 10	C.R. 12 2	C.R. 18 11	C.R. 19 6	C.R. 38 5	C.R. 31 1	C.R. 60	C.R. 11 71	C.R. 6 88	C.R. 6 88	C.R. 6 88
G.	L A S	212	Laacelles ..	248 1/2	C.R. 14 11 15 8	C.R. 13 2	C.R. 11 10	C.R. 16 1	C.R. 27 6	C.R. 18 7	C.R. 36 7	C.R. 29 7	C.R. 58	C.R. 0 71	C.R. 6 88	C.R. 6 88
(e)	L A P	2255	Launching Place ..	42	C.R. 4 5 4 8	C.R. 5 1	C.R. 4 7	C.R. 5 11	C.R. 8 7	C.R. 6 4	C.R. 10 2	C.R. 8 3	C.R. 14	C.R. 10 17	C.R. 20 9	C.R. 20 9
G.	L A U	357	Laurie ..	132 1/2	C.R. 5 1 5 10	C.R. 6 4	C.R. 5 8	C.R. 7 11	C.R. 11 5	C.R. 7 9	C.R. 14 2	C.R. 11 7	C.R. 20	C.R. 6 22	C.R. 9 27	C.R. 9 27
					C.R. 15 1 15 10	C.R. 13 5	C.R. 11 6	C.R. 16 6	C.R. 28 3	C.R. 19 2	C.R. 37 5	C.R. 30 5	C.R. 59	C.R. 2 59	C.R. 3 86	C.R. 3 86

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	Special M.	CLASSES.									
						A.P.	Grain.	S.A.P.	A.	AA.	E.	BB.	C.	I	2
G.	L V H	5933	Laver's Hill†	137½	15 8 14 11 4 4 4 0 11 0	12 2 11 10 3 3 3 0 10 2	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L A V	653	Laverton	13	11 0 10 10 4 4 4 0 11 0	10 10 9 10 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L M	344	Learmonth	88½	14 0 13 0 4 4 4 0 11 0	13 0 12 0 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L K	415	Leichardt	117½	13 4 12 4 4 4 4 0 11 0	12 4 11 4 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L L E	5586	Leitchville	177	17 4 16 4 4 4 4 0 11 0	16 4 15 4 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L P R	5155	Leitpar	270½	23 6 22 6 4 4 4 0 11 0	22 6 21 6 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L H	139	Leonard	82½	10 10 9 10 4 4 4 0 11 0	10 10 9 10 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
(c)	L G	1972	Leongatha	79	10 4 9 4 4 4 4 0 11 0	10 4 9 4 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L E O	828	Leopold	62	10 2 9 2 4 4 4 0 11 0	10 2 9 2 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L E S	1550	Lestie	35½	7 0 6 0 4 4 4 0 11 0	7 0 6 0 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L E G	675	Lethbridge	61½	8 4 7 4 4 4 4 0 11 0	8 4 7 4 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L I L	7061	Lilloo	65½	9 0 8 0 4 4 4 0 11 0	9 0 8 0 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
(c)	L J	741	Lillimur	278½	23 11 22 11 4 4 4 0 11 0	22 11 21 11 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L T	1775	Lillyput	165	17 8 16 8 4 4 4 0 11 0	17 8 16 8 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
(c)	L	2177	Lilydale	24½	4 4 4 0 4 4 4 0 11 0	4 4 4 0 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L M A	6712	Lima	135½	15 3 14 3 4 4 4 0 11 0	15 3 14 3 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
(c)	L W	1869	Lindonow	300½	14 5 13 5 4 4 4 0 11 0	14 5 13 5 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	
G.	L G A	5374	Linga	326½	26 5 25 5 4 4 4 0 11 0	26 5 25 5 3 0 3 0 10 10	16 11 16 1 4 4 4 0 13 10	29 1 27 8 5 5 2 1 2 1	19 8 18 9 3 11 14 5 13 9	38 9 36 11 5 5 2 1 2 1	51 5 49 11 4 4 4 0 13 10	61 1 58 11 7 11 4 0 2 1	71 9 71 9 8 0 6 8 5 8	89 0 89 0 9 6 0 6 58 0	

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND STINKS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.													
					Special N.	M.	A.P.	Grain.	S.S.A.P.	A.	AA.	B.	DB.	G.	1	2		
(c)	L N	6126	Linton	98½	C.R. 11 9	12 4	12 0	10 7	14 4	23 6	15 11	30 9	25 0	44 8	51 9	64 3		
G.	L S	982	Lismore	103½	O.R. 11 2	11 9	11 5	13 8	22 5	15 2	29 3	23 10	42 6	51 9	64 3			
G.	L F	197	Litchfield	102	O.R. 12 1	12 8	11 5	10 3	14 4	22 11	15 7	29 9	24 1	44 4	55 0			
(a)	L E B	779	Little Brooklyn	9	O.R. 19 1	20 0	15 10	13 11	19 4	36 9	24 0	40 8	79 1	94 3	118 3			
G.	L R	657	Little River	29½	O.R. 18 2	19 1	15 1	13 7	18 5	35 10	23 8	47 0	38 0	75 4	94 3			
(a) Out	L R	813	Llandilo	53½	O.R. 13 8	14 9	10 3	8 8	11 5	11 6	10 8	8 8	15 1	17 0	20 0			
G.	L N Y	359	Lianelly	138½	O.R. 17 0	7 4	7 11	7 1	9 3	13 0	9 1	16 10	13 9	24 2	28 9			
G.	L A	1962	Loch	60	O.R. 15 1	15 10	13 2	11 10	16 1	29 3	19 10	39 1	31 9	61 5	72 9			
G.	L O C	5579	Lockington	147½	O.R. 7 8	8 1	8 3	7 5	10 0	15 1	10 4	19 4	15 9	28 0	39 6			
G	L O X	1440	Locksley	79½	O.R. 16 6	17 4	14 2	12 6	17 6	30 9	20 10	40 11	33 3	65 1	77 0			
G.	L O N	1745	Londrigan	162½	O.R. 15 9	16 6	13 0	12 2	16 8	29 3	19 10	30 0	31 8	62 0	77 0			
G.	L E A	1566	Longlea	93	O.R. 10 8	11 2	10 8	9 9	12 10	19 4	13 0	25 2	20 6	36 11	42 0			
(c)	L Y	1835	Longwarry	52	O.R. 16 9	17 14	12 6	11 6	17 6	31 1	21 0	41 11	33 10	67 7	79 0			
G.	L O	1441	Longwood	84½	O.R. 15 11	16 9	13 6	12 2	16 8	29 7	20 0	39 11	32 3	64 4	79 0			
G.	L O R	6341	Lorquon	261½	O.R. 10 10	11 5	11 2	10 1	13 4	20 8	14 0	27 6	22 5	40 0	48 9			
G.	L V T	5916	Lowat	111	O.R. 7 0	7 4	7 11	7 1	9 6	13 0	8 11	16 6	13 5	24 6	28 0			
G.	L X	2229	Lower Fernree Gully	22½	O.R. 11 0	11 7	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 6	45 0			
G.	L Z	1854	Loy Yang	102½	O.R. 10 6	11 0	10 6	9 5	12 7	19 1	12 11	24 10	20 2	36 8	43 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 Number	Station.	Miles.	CLASSES.															
					Special.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	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.	a. d.	a. d.		
G.	L U	713	Lubeck ..	175	C.R. 18 0	18 11	15 3	13 4	18 7	34 5	23 4	46 8	37 11	73 10	87 6	110 0				
G.	L Y N	1950	Lyndhurst ..	24	O.R. 17 2	18 0	14 6	13 0	17 8	32 9	22 3	44 5	30 1	70 4	87 6	110 0				
G.	L N S	6234	Ljona ..	248	O.R. 4 0	4 4	6 4	9 4	3 7	7 0	4 11	9 0	7 3	12 11	13 6	16 6				
G.	L Q	133	Lyonville ..	67½	O.R. 22 5	23 6	17 1	15 0	21 2	43 0	29 2	59 0	47 9	96 5	115 6	147 3				
			Macaulay (See page 180)		O.R. 21 4	22 5	16 2	14 7	20 11	27 9	56 2	45 0	91 10	115 6	147 3					
(c)	M D N	42	Macedon ..	43½	O.R. 8 9	9 2	8 11	8 1	10 6	15 9	10 8	20 8	16 9	29 10	36 3	44 6				
(c)	M A	531	Macorna ..	185½	O.R. 6 1	6 4	7 0	6 3	8 4	11 5	7 9	15 1	12 3	21 6	24 6	29 3				
(a) Out		184	Maffioni's Siding ..	141½	O.R. 17 8	18 7	14 8	12 11	18 0	33 1	22 4	44 8	36 3	71 5	84 0	105 6				
(c)	M F	2138	Maffra ..	132½	O.R. 16 2	17 0	13 10	12 2	16 11	29 7	20 0	39 7	32 0	62 8	74 0	91 9				
G.	M P L	6588	Maldampole ..	122½	O.R. 15 5	16 2	13 2	11 10	16 6	28 3	19 2	37 5	30 5	59 0	69 3	86 3				
(c)	M N	162	Maldon ..	89	O.R. 14 4	15 1	12 9	11 6	15 9	20 11	18 3	35 8	29 0	56 2	69 3	86 3				
(b)	M L M	6713	Mallum ..	136½	O.R. 13 6	14 2	12 5	11 2	15 5	25 5	17 2	33 11	27 5	52 4	64 3	79 9				
(c)	M Y	50	Malsbury ..	63½	O.R. 10 6	11 7	11 5	10 2	13 10	21 2	14 5	27 11	22 8	40 1	47 3	58 0				
(a)	M A L	1804	Malvern ..	6½	O.R. 15 8	16 5	13 10	12 2	16 11	28 11	19 6	38 5	31 1	60 11	71 6	88 6				
(c)	M N G	5491	Manangatang ..	259½	O.R. 8 6	8 11	8 0	8 0	10 10	15 10	10 9	20 0	16 2	29 11	34 6	41 9				
G.	M G R	1437	Mangalore ..	68	O.R. 8 1	8 6	8 7	7 8	10 4	15 1	10 3	19 5	15 2	28 6	34 6	41 9				
G.	M A N	831	Mannerim ..	61	O.R. 4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 5	4 5	6 6	6 6	7 0				
G.	M N X	656	Manor ..	24½	O.R. 3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0				
(c)	M D	1590	Mansfield ..	131½	O.R. 23 0	24 2	17 6	15 5	21 4	44 5	30 1	60 8	49 2	99 1	119 3	152 0				
					O.R. 21 11	23 0	16 8	15 0	20 4	42 4	28 8	57 9	46 10	94 4	119 3	152 0				
					O.R. 9 2	9 8	9 4	8 11	10 6	15 9	10 8	20 8	16 9	29 10	36 3	44 6				
					O.R. 8 1	8 6	8 8	7 9	10 6	15 1	10 4	19 4	15 9	28 6	33 0	40 3				
					O.R. 7 8	8 1	8 3	7 5	10 0	14 6	9 10	18 5	15 0	27 2	33 0	40 3				
					O.R. 4 4	4 8	4 9	4 3	5 7	7 0	4 11	8 0	7 3	13 4	14 3	17 6				
					O.R. 4 0	4 2	4 5	3 11	5 3	6 8	4 7	8 7	6 11	12 8	14 3	17 6				
					O.R. 15 1	15 10	13 5	11 10	16 6	28 3	19 2	37 3	30 2	58 8	68 9	85 6				
					O.R. 14 4	15 1	12 9	11 6	15 9	26 11	18 3	35 6	28 9	55 10	68 9	85 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.																							
					Special M.		M.		A.P.		Grain.		S.A.P.		A.		A.A.		B.		B.B.		C.		1		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.	MGA	5196	Margopoin	279½	G.R.	24	1	25	3	17	10	15	9	46	8	31	7	63	5	51	5	101	8	124	0	159	6	
(c)	M RN	1262	Marnoo	200	O.R.	22	11	24	4	17	0	15	4	20	10	44	5	30	1	40	0	66	10	124	0	159	6	
G.	M G	414	Marong	112½	G.R.	18	5	19	4	15	1	13	7	18	5	30	3	24	7	49	4	40	0	77	8	97	3	
G.	M A R	1145	Maroona	144½	G.R.	13	3	13	11	12	10	11	4	15	8	25	7	17	4	33	3	28	11	50	5	59	0	
G.	M R P	6240	Marp	267	G.R.	16	2	17	0	14	2	12	6	17	6	29	11	20	4	38	2	30	11	61	0	75	9	
G.	M S L	835	Marshall	48½	G.R.	23	4	24	6	17	8	15	7	21	8	45	3	30	8	47	7	50	0	99	11	120	9	
(c)	M	r74	Maryborough	112	G.R.	6	10	7	4	7	8	7	0	9	2	13	0	8	11	16	6	13	6	23	5	27	0	
G.	M S Y	198	Masssey	187½	G.R.	13	0	13	8	12	10	11	4	15	8	25	2	17	0	33	1	26	10	49	11	58	9	
(c)	M T H	5088	Mathoura	169½	G.R.	18	5	19	4	15	1	13	7	18	5	35	8	24	1	49	2	39	10	77	6	96	6	
G.	M C C	5578	McColl	144½	G.R.	17	0	17	10	14	0	12	7	17	2	32	2	21	8	43	5	35	1	69	0	85	9	
G.	M C D	1431	McDonnell	48	G.R.	15	5	16	2	13	2	10	8	12	6	28	6	19	4	38	2	30	11	61	0	75	9	
G.	M E T	479	Mezian	212½	G.R.	6	6	6	10	6	10	6	2	8	3	11	11	8	1	15	1	12	3	21	10	26	0	
(a)	M E D	677	Medina	66	G.R.	20	7	21	7	16	4	14	5	20	3	39	7	28	10	64	0	43	10	86	5	102	0	
G.	M E Y	1978	Meenyan	80	G.R.	19	7	20	7	15	7	14	0	19	3	37	8	25	7	51	5	41	9	82	4	102	0	
..	X	I*	Melbourne (see pages 221 and 222)	212½	G.R.	9	0	9	5	9	0	8	0	10	10	16	6	11	2	21	2	17	2	30	10	35	0	
G.	M L S	1276	Melisse	23½	G.R.	11	0	11	7	11	5	10	2	13	10	21	2	14	5	27	11	22	8	40	1	47	3	
(c)	M E	804	Melton	16½	G.R.	10	6	11	0	10	10	9	10	13	2	20	2	13	9	26	7	21	7	38	2	47	3	
G.	M E N	1910	Mentone	16½	G.R.	20	7	21	7	16	4	14	5	20	3	39	7	28	10	54	0	43	10	86	5	102	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	Miles.	Succell. N.	CLASSES.																					
						M.	A.P.	Grub.	S.A.P.	A.	AA.	B.	BE.	C.	1	2											
(c)	M R E	239	Merbein (see page 139)	358½	O.R.	27	9	29	2	19	10	17	5	24	1	55	2	37	5	84	9	84	9	98	6		
G.	M B W	5241	Merbein West (see page 139)	361½	O.R.	26	5	27	9	18	11	17	0	22	11	32	5	65	1	52	0	80	10	84	9		
(c)	M H	678	Meredith	71	O.R.	26	7	27	11	19	1	17	7	24	3	55	6	68	4	55	5	84	9	98	6		
G.	M N O	6218	Merino	231½	O.R.	9	6	10	0	9	6	7	11	7	17	8	12	0	22	9	18	7	32	7	46	6	
G.	M E G	5403	Meringur (see page 139)	393½	O.R.	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	7	45	10	92	1109	3	
G.	M N A	1533	Mernda	21	O.R.	29	1	30	6	20	7	18	1	25	2	59	0	39	11	80	2	64	11	113	1117	9	
G.	M R K	6941	Merricks	49½	O.R.	4	4	4	6	4	4	3	11	5	1	8	3	4	1	6	8	11	9	11	9	14	3
G.	M E R	1648	Merrigum	117½	O.R.	16	10	7	2	7	8	7	0	9	2	13	0	8	11	16	6	13	5	23	5	27	0
G.	M N E	5396	Merrins (see page 139)	366	O.R.	14	0	14	8	13	0	11	6	16	2	26	1	17	9	34	5	27	11	53	0	81	9
G.	M T N	6584	Merton	108½	O.R.	25	7	27	11	19	11	17	2	23	1	53	2	35	11	72	3	58	8	97	6	104	0
G.	M I D	342	Midas	82½	O.R.	12	10	12	10	11	11	10	8	14	6	23	8	16	1	31	0	25	2	46	2	57	3
(a) In, G Out	M B M	2334	Middle Brighton	91	O.R.	10	4	10	10	10	6	9	9	13	3	20	0	13	7	26	1	21	2	38	0	43	9
G.	M C K	698	Middle Creek	112½	O.R.	13	8	13	10	13	2	12	10	13	8	4	5	13	4	5	1	4	1	6	2	6	7
(c)	M D A	237	Mildura (see page 139)	351½	O.R.	12	7	13	13	12	13	11	0	14	11	24	4	16	6	31	8	25	8	48	0	59	0
G.	M I L	815	Millbrook	58½	O.R.	26	5	27	9	18	11	17	10	22	11	51	10	35	0	65	1	52	0	80	10	84	9
G.	M G V	2259	Millgrove	46½	O.R.	7	8	7	8	7	1	18	13	17	5	10	9	14	4	9	10	8	5	15	0	26	6
G.	M L M	1165	Millhorn	227½	O.R.	6	2	6	10	6	10	6	7	2	6	6	8	6	12	6	15	10	12	10	22	5	
G.	M C	529	Mineha	159½	O.R.	20	4	22	5	16	9	14	9	20	7	40	11	27	9	55	10	45	4	90	8	107	9
					O.R.	17	6	18	5	14	4	12	7	17	0	39	0	26	5	53	2	43	2	86	4	107	9
					O.R.	16	8	17	6	13	8	12	3	17	0	30	10	20	10	41	4	33	6	66	4	81	6
					O.R.	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Station Number	Station.	Miles.	Special M.	CLASSES.											
					A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	I	2		
G.	MIH 5960	Mrihamite ..	190½	O.R.	19 4	20 4	15 10	13 11	19 4	37 5	25 3	51 5	41 9	81 0	98 3	120 9
G.	MIN 992	Mrihamite ..	138½	O.R.	18 5	19 4	15 1	13 7	18 5	35 1	24 1	49 0	39 9	77 2	96 3	120 9
(c)	MI 1272	Mrihamite ..	198½	O.R.	15 10	16 8	13 10	12 2	16 11	29 3	19 10	33 1	31 9	61 5	72 9	90 0
G.	MRL 5549	Minyip ..	238	O.R.	19 4	20 4	15 10	13 11	19 4	37 5	25 3	51 5	41 9	81 0	98 3	120 9
(c)	MV 737	Mitralite ..	266½	O.R.	20 8	21 8	16 1	14 11	20 11	42 3	28 7	57 6	46 8	93 8	111 9	142 3
G.	MCH 2169	Mitram ..	144	O.R.	22 3	23 4	10 10	15 2	20 6	43 1	29 2	58 8	47 7	95 2	120 9	154 6
(c)	MIT 524	Mitcham ..	142½	O.R.	4 4	5 5	3 3	4 4	5 5	3 3	4 4	5 5	3 3	4 4	5 5	3 3
G.	MLK 1306	Mitiamo ..	227½	O.R.	15 5	16 2	13 2	11 10	16 1	28 4	19 3	37 10	30 9	66 0	74 6	92 3
G.	MYC 5454	Mitre ..	266½	O.R.	21 4	22 5	16 9	14 9	20 7	40 11	27 9	55 10	45 4	90 8	107 9	138 9
G.	MOA 82	Mittigack ..	146½	O.R.	20 4	21 4	15 11	14 11	19 7	30 0	20 6	33 2	31 2	62 4	70 9	91 6
(c)	MO 1845	Moama ..	81½	O.R.	16 4	17 2	14 2	12 6	17 6	30 1	20 4	40 9	33 1	64 11	76 6	95 0
G.	MRA 5086	Moe ..	160½	O.R.	10 10	11 5	10 8	9 5	12 10	20 0	13 7	25 2	20 6	37 5	43 6	53 6
G.	MWH 6576	Moira ..	90½	O.R.	17 6	18 5	14 4	12 7	17 10	32 5	21 11	43 11	35 6	70 4	82 3	102 3
G.	MOL 526	Molesworth ..	147	O.R.	11 5	12 0	11 9	10 8	14 0	21 8	14 8	27 11	22 8	40 11	48 3	59 0
G.	MEA 1439	Mologa ..	75½	O.R.	15 7	16 4	13 6	12 2	16 8	28 1	19 4	38 10	31 6	61 10	76 6	95 0
G.	MON 122	Monca ..	36½	O.R.	9 8	10 2	10 0	9 0	11 11	17 4	11 10	22 5	18 1	33 8	40 6	49 9
G.	MOU 1956	Mongeetta ..	44	O.R.	5 1	5 4	5 11	5 4	7 0	9 3	6 4	11 11	9 8	18 0	20 3	25 0
..	..	Monometh ..	..	O.R.	5 1	5 4	5 11	5 4	7 0	9 3	6 4	11 11	9 8	18 0	20 3	25 0
..	..	Montague Shipping Shed (see page 272)	8	O.R.	-5	-6	-6	-8	-5	-11	7	-11	10	10	7	-5

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.													
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	O.	1	2		
G.	M T O	1862	Montgomery	134½	a. d. 15 3	a. d. 16 0	a. d. 13 10	a. d. 12 2	a. d. 16 11	a. d. 19 6	a. d. 38 3	a. d. 31 0	a. d. 59 10	a. d. 70 6	a. d. 87 3			
G.	M L T	171	Moolort	100½	a. d. 14 6	a. d. 15 3	a. d. 12 10	a. d. 11 10	a. d. 16 1	a. d. 18 6	a. d. 36 5	a. d. 29 0	a. d. 57 0	a. d. 70 6	a. d. 87 3			
G.	M P A	5627	Moolpa	232½	a. d. 11 5	a. d. 12 0	a. d. 11 5	a. d. 10 3	a. d. 14 4	a. d. 22 9	a. d. 15 5	a. d. 23 10	a. d. 43 3	a. d. 53 3	a. d. 65 9			
G.	M N D	7080	Moondarra†	96	a. d. 21 6	a. d. 22 7	a. d. 16 8	a. d. 15 0	a. d. 22 9	a. d. 29 7	a. d. 43 3	a. d. 59 9	a. d. 87 3	a. d. 107 3	a. d. 149 6			
G.	M B N	1906	Mooraubin	11½	a. d. 11 7	a. d. 12 2	a. d. 10 0	a. d. 9 3	a. d. 13 8	a. d. 21 8	a. d. 31 1	a. d. 41 1	a. d. 50 3	a. d. 62 3	a. d. 86 6			
G.	M B L	670	Moorabool	48½	a. d. 4 0	a. d. 4 2	a. d. 3 4	a. d. 3 0	a. d. 4 0	a. d. 5 1	a. d. 7 5	a. d. 10 12	a. d. 12 10	a. d. 23 1	a. d. 32 9			
(c)	M D C	1935	Mooroocac	35½	a. d. 6 0	a. d. 6 10	a. d. 7 4	a. d. 6 8	a. d. 8 9	a. d. 11 11	a. d. 15 1	a. d. 22 0	a. d. 26 9	a. d. 32 9	a. d. 44 8			
G.	M B K	2175	Mooroobark	21½	a. d. 4 0	a. d. 4 4	a. d. 4 6	a. d. 4 4	a. d. 5 1	a. d. 6 8	a. d. 9 3	a. d. 11 11	a. d. 13 0	a. d. 15 0	a. d. 18 6			
(c)	M P	1009	Mooroopna	110	a. d. 12 10	a. d. 13 6	a. d. 12 10	a. d. 11 4	a. d. 15 8	a. d. 25 0	a. d. 32 7	a. d. 41 1	a. d. 50 3	a. d. 62 3	a. d. 86 6			
G.	M O R	1554	Morandiny	49½	a. d. 12 3	a. d. 12 10	a. d. 12 3	a. d. 11 0	a. d. 14 11	a. d. 23 10	a. d. 31 0	a. d. 39 2	a. d. 46 8	a. d. 57 6	a. d. 71 6			
G.	M X	1912	Mordialloc	17½	a. d. 6 0	a. d. 6 10	a. d. 7 4	a. d. 6 8	a. d. 8 9	a. d. 11 11	a. d. 15 1	a. d. 22 0	a. d. 26 9	a. d. 32 9	a. d. 44 8			
(a)	M L D	1507	Morland	6½	a. d. 4 0	a. d. 4 2	a. d. 3 8	a. d. 3 4	a. d. 4 5	a. d. 5 11	a. d. 6 8	a. d. 8 5	a. d. 10 9	a. d. 12 9	a. d. 15 0			
G.	M R C	839	Morniac	60	a. d. 3 8	a. d. 3 10	a. d. 3 2	a. d. 2 10	a. d. 3 8	a. d. 4 5	a. d. 5 11	a. d. 6 8	a. d. 8 5	a. d. 10 9	a. d. 12 9			
(c)	M Q	1936	Mornington	40½	a. d. 7 8	a. d. 8 1	a. d. 8 3	a. d. 7 5	a. d. 10 0	a. d. 14 4	a. d. 18 4	a. d. 22 0	a. d. 27 6	a. d. 33 6	a. d. 41 8			
G.	M A T	6312	Mortat	25½	a. d. 5 7	a. d. 5 10	a. d. 6 4	a. d. 5 8	a. d. 7 6	a. d. 10 2	a. d. 13 6	a. d. 17 0	a. d. 20 6	a. d. 24 2	a. d. 27 6			
(c)	M T	5950	Mortlake	160½	a. d. 21 0	a. d. 22 7	a. d. 16 8	a. d. 15 0	a. d. 20 4	a. d. 28 4	a. d. 36 4	a. d. 44 4	a. d. 52 4	a. d. 60 4	a. d. 74 3			
G.	M P N	200	Morton Plains	207½	a. d. 15 11	a. d. 16 0	a. d. 13 0	a. d. 12 2	a. d. 16 8	a. d. 20 7	a. d. 26 3	a. d. 32 1	a. d. 38 6	a. d. 44 8	a. d. 51 3			
(c)	M Z	1851	Morwell	90	a. d. 20 0	a. d. 21 0	a. d. 16 2	a. d. 14 3	a. d. 19 10	a. d. 26 3	a. d. 33 6	a. d. 40 9	a. d. 48 2	a. d. 56 5	a. d. 64 8			

† 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.													
					Special.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BR.	C.	1	2		
					s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
G.	M S F	6378	Mooseface ..	188½	18 11	19 10	15 5	13 7	18 11	36 5	24 7	49 7	40 2	78 7	93 0	117 0	117 0	
(c)	M M N	5622	Moulamein ..	231½	18 0	18 11	14 8	13 3	18 0	34 8	23 5	47 3	38 2	74 10	103 0	117 0	117 0	
G.	M Y L	2250	Mount Evelyn ..	28½	21 6	22 7	16 11	14 11	20 11	41 7	28 1	56 1	45 10	92 1	108 3	139 0	139 0	
..	..	..	Mount Gambier Border**	280	4 9	5 0	4 11	4 6	5 11	8 1	5 6	10 8	8 8	14 11	16 6	19 9	19 9
G.	M J P	1154	Mountguy ..	184½	4 5	4 8	4 7	4 5	5 7	7 8	5 2	10 2	8 3	14 2	16 6	19 9	19 9	
G.	M H U	6726	Moyahat ..	161½	24 11	24 11	17 0	15 4	20 10	44 5	30 1	60 5	49 0	96 10	124 0	159 6	159 6	
G.	M O Y	876	Moyn ..	181½	17 8	18 7	14 8	13 3	18 0	34 2	23 2	46 9	38 0	73 8	91 6	115 0	115 0	
G.	M U K	161	Muckletford ..	84½	17 8	18 7	14 4	12 7	17 10	32 7	22 0	44 1	35 8	70 4	82 9	103 0	103 0	
G.	M R O	1865	Muzro ..	146½	16 10	17 8	13 8	12 3	17 0	31 0	20 11	42 0	34 0	67 0	82 9	103 0	103 0	
G.	M U	1630	Murchison ..	93½	18 7	19 6	15 3	13 4	18 7	35 1	23 10	48 2	39 0	76 2	90 3	113 3	113 3	
(c)	M U E	1604	Murchison East ..	91½	17 8	18 7	14 6	13 0	17 8	33 5	22 8	45 10	37 2	72 6	90 3	113 3	113 3	
(a)	M L G	970	Murghobac ..	57	10 0	11 0	11 0	9 9	13 3	20 0	13 7	26 1	21 2	38 6	45 0	55 6	55 6	
(c)	M V L	5384	Murrayville ..	356½	16 4	17 2	14 2	12 6	17 6	29 11	20 4	40 1	32 6	64 5	76 3	94 9	94 9	
G.	M B T	5562	Murrabit ..	194½	11 7	12 2	11 9	10 5	14 0	22 9	15 4	28 11	23 6	42 6	49 9	61 3	61 3	
G.	M U R	5893	Murroon ..	95½	11 0	11 7	11 2	10 1	13 4	21 8	14 7	27 6	22 5	40 6	49 9	61 3	61 3	
(a)	M U B	1810	Murrumbena ..	9½	10 10	11 5	11 2	10 1	13 4	20 8	14 0	27 6	22 5	39 2	48 6	59 9	59 9	
(c)	M R	715	Murtoa ..	185½	7 6	7 11	8 3	7 5	10 0	13 6	9 1	17 4	14 0	26 0	30 0	37 0	37 0	
					26 5	27 0	18 11	17 0	22 11	52 4	35 5	71 1	57 8	108 6	143 9	189 3	189 3	
					18 2	19 1	15 1	13 7	18 5	35 6	24 1	48 6	39 5	76 8	95 3	120 0	120 0	
					11 0	11 7	11 5	10 3	13 8	21 8	15 4	29 7	24 0	43 7	50 3	62 3	62 3	
					4 0	4 2	3 6	3 2	4 0	9 3	8 5	14 7	12 10	22 10	41 6	50 3	62 3	
					3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0	7 0	
					18 7	19 6	15 13	13 7	18 11	36 1	24 4	49 1	39 11	77 11	91 9	115 6	115 6	
					17 8	18 7	14 8	13 3	18 0	34 4	23 2	46 9	38 0	74 2	91 9	115 6	115 6	

‡ 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 inter-system consignments by this route the mileage rates to or 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.															
					Special P.M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Bb.	C.	I.	2				
G.	M S K	135	Musk	72½	C.R. 9 9	10 3	10 2	10 2	9 8	9 8	12 0	17 8	12 0	22 9	18 7	33 1	38 9	48 0	48 0	
G.	M Y N	1164	Mynamyn	224½	O.R. 9 3	9 0	9 8	11 8	16 10	11 5	21 8	31 6	38 9	48 0	48 0	48 0	48 0	48 0	48 0	
G.	M Y A	5561	Mysell	190½	C.R. 21 2	22 3	16 9	14 9	20 7	40 9	27 8	55 8	45 2	89 5	106 9	135 6	135 6	135 6	135 6	
(b)	M Y R	515	Myer's Flat	107½	O.R. 18 11	19 10	15 10	13 11	19 4	36 9	24 10	50 2	40 8	79 1	93 9	117 9	117 9	117 9	117 9	
(c)	M L	1763	Myrtleford	177½	O.R. 18 2	19 1	15 3	13 4	18 7	34 9	23 6	47 3	38 5	75 5	88 6	111 6	111 6	111 6	111 6	
G.	M S	467	Mysia	160½	O.R. 17 6	18 5	14 4	12 7	17 10	32 5	21 11	43 11	35 6	70 4	82 3	102 3	102 3	102 3	102 3	
G.	M K	539	Mythic Park	196½	O.R. 16 8	17 6	13 8	12 3	17 0	30 10	20 10	41 10	33 10	67 0	82 3	102 3	102 3	102 3	102 3	
G	M Y E	6621	Mynze	150	O.R. 18 3	19 4	15 10	13 11	19 4	37 5	25 3	51 5	41 9	81 0	96 3	120 8	120 8	120 8	120 8	
G.	N A C	5564	Nacarrrie	204	O.R. 16 6	17 4	14 2	12 6	17 6	30 11	20 10	41 2	33 5	66 0	78 3	97 0	97 0	97 0	97 0	
(c)	N A	1601	Nagambie	78½	O.R. 19 6	20 6	16 2	14 3	19 10	38 5	26 0	52 9	42 9	83 2	98 9	124 3	124 3	124 3	124 3	
G	N A N	5451	Nandaly	256½	O.R. 18 7	19 6	15 5	13 10	18 11	36 7	24 9	50 3	40 9	79 2	98 9	124 3	124 3	124 3	124 3	
G.	N P R	6998	Napier	151½	O.R. 10 2	10 8	10 2	9 1	12 1	18 5	12 5	23 1	18 9	34 8	41 9	51 3	51 3	51 3	51 3	
G.	N N G	1830	Nar-Nar-Goon	41	O.R. 22 9	23 11	17 6	15 5	21 4	44 1	29 9	60 1	48 10	98 2	117 9	150 6	150 6	150 6	150 6	
G.	N G	5911	Naroghid	131½	O.R. 21 8	22 9	16 8	15 0	20 4	42 0	28 4	57 3	46 6	93 6	117 9	150 6	150 6	150 6	150 6	
G.	N R	7997	Narrazen	88½	O.R. 15 11	16 9	13 6	12 2	16 8	29 7	20 0	39 9	32 3	63 8	78 9	98 0	98 0	98 0	98 0	
G.	N W	1823	Narre Warren	25½	O.R. 5 7	5 10	6 4	5 8	7 6	10 2	6 11	13 6	11 0	19 4	22 0	27 6	27 6	27 6	27 6	
(c)	N H	1677	Nathalia	147½	O.R. 14 4	15 1	12 9	11 6	15 9	26 11	18 3	35 6	28 9	55 10	68 9	85 6	85 6	85 6	85 6	
(c)	N T	1304	Natimuk	218½	O.R. 11 0	11 7	11 5	10 2	13 10	21 2	14 5	27 11	22 8	40 1	47 3	58 0	58 0	58 0	58 0	
G.	N A T	5552	Natija	250½	O.R. 10 6	11 0	10 10	9 10	13 2	21 8	13 0	26 7	21 7	38 2	47 3	58 0	58 0	58 0	58 0	
					O.R. 4 4	4 2	4 4	3 11	5 3	7 8	5 2	9 3	7 6	13 4	14 6	18 0	18 0	18 0	18 0	
					O.R. 16 6	17 4	14 2	12 6	17 6	30 9	20 10	40 11	33 3	65 1	77 0	95 6	95 6	95 6	95 6	
					O.R. 15 9	16 6	13 6	12 2	16 8	29 3	19 10	39 0	31 8	62 0	77 0	95 6	95 6	95 6	95 6	
					O.R. 20 11	22 0	16 4	14 5	20 3	39 11	26 11	54 7	44 3	88 0	104 9	132 0	132 0	132 0	132 0	
					O.R. 19 11	20 11	15 7	14 0	19 3	38 0	25 8	52 0	42 2	83 10	104 9	132 0	132 0	132 0	132 0	
					O.R. 22 7	23 9	17 6	15 5	21 4	43 11	29 9	59 4	48 2	97 6	117 0	148 9	148 9	148 9	148 9	
					O.R. 21 6	22 7	16 8	15 0	20 4	41 10	28 4	56 6	45 10	92 10	117 0	148 9	148 9	148 9	148 9	

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.															
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	B.	DB.	C.	1	2				
(c)	N V	5322	Navarre	166½	C.R. 17 10	C.R. 17 10	C.R. 14 8	C.R. 12 11	C.R. 18 0	C.R. 33 3	C.R. 22 6	C.R. 44 10	C.R. 36 5	C.R. 71 7	C.R. 84 9	C.R. 105 8				
G.	N Y K	7069	Nayook	83½	O.R. 17 0	O.R. 17 10	O.R. 14 8	O.R. 12 7	O.R. 17 3	O.R. 31 8	O.R. 21 5	O.R. 42 8	O.R. 34 8	O.R. 68 2	O.R. 84 0	O.R. 105 9				
G.	N R M	7068	Nearin	80½	O.R. 10 4	O.R. 10 10	O.R. 6 0	O.R. 5 12	O.R. 19 4	O.R. 13 0	O.R. 20 2	O.R. 20 6	O.R. 37 1	O.R. 44 0	O.R. 55 0	O.R. 55 0				
(c)	N S	7066	Nearin South	75½	O.R. 10 4	O.R. 10 10	O.R. 6 0	O.R. 5 12	O.R. 18 5	O.R. 12 3	O.R. 18 5	O.R. 24 0	O.R. 19 6	O.R. 35 4	O.R. 43 0	O.R. 52 3				
G.	N N R	938	Nerrin Nerrin	126½	O.R. 9 8	O.R. 10 2	O.R. 10 0	O.R. 9 0	O.R. 11 11	O.R. 11 11	O.R. 17 4	O.R. 11 10	O.R. 22 5	O.R. 18 1	O.R. 33 8	O.R. 49 9				
G.	N B Y	6343	Netherby	207½	O.R. 13 10	O.R. 14 6	O.R. 12 9	O.R. 11 6	O.R. 15 9	O.R. 27 5	O.R. 17 8	O.R. 34 8	O.R. 28 0	O.R. 53 4	O.R. 66 6	O.R. 82 3				
G.	N Z	142	Newlyn	90½	O.R. 22 3	O.R. 23 4	O.R. 16 10	O.R. 15 2	O.R. 20 6	O.R. 43 1	O.R. 29 2	O.R. 58 10	O.R. 47 8	O.R. 85 0	O.R. 120 9	O.R. 155 3				
(a) In and Out.	NE W	1402	Newmarket	2½	O.R. 10 10	O.R. 11 5	O.R. 11 2	O.R. 10 1	O.R. 13 4	O.R. 20 8	O.R. 14 0	O.R. 27 11	O.R. 21 7	O.R. 39 0	O.R. 48 3	O.R. 59 0				
G. In and Out					O.R. 4 0	O.R. 4 2	O.R. 3 6	O.R. 3 2	O.R. 4 0	O.R. 4 9	O.R. 3 8	O.R. 5 5	O.R. 4 5	O.R. 6 6	O.R. 6 6	O.R. 7 0				
and Co. only.††					O.R. 3 8	O.R. 3 10	O.R. 3 2	O.R. 2 10	O.R. 3 8	O.R. 4 5	O.R. 3 4	O.R. 5 1	O.R. 4 1	O.R. 6 2	O.R. 6 6	O.R. 7 0				
Empty live stock crates In	(c)		Newport	6½	C.R. 4 0	C.R. 4 2	C.R. 3 6	C.R. 3 2	C.R. 4 0	C.R. 4 9	C.R. 3 8	C.R. 5 6	C.R. 4 5	C.R. 6 6	C.R. 6 6	C.R. 7 0				
(c)	N P	757	Newstead	92½	O.R. 3 8	O.R. 3 10	O.R. 3 2	O.R. 2 10	O.R. 3 8	O.R. 4 5	O.R. 3 4	O.R. 5 1	O.R. 4 1	O.R. 6 2	O.R. 6 6	O.R. 7 0				
(c)	N D	169	Newtown	92½	O.R. 11 5	O.R. 12 0	O.R. 11 9	O.R. 10 5	O.R. 14 0	O.R. 21 8	O.R. 14 8	O.R. 28 11	O.R. 23 6	O.R. 42 0	O.R. 48 9	O.R. 60 3				
(c)	N E	6116	Nhill	248½	O.R. 10 10	O.R. 11 5	O.R. 11 2	O.R. 10 1	O.R. 13 4	O.R. 20 8	O.R. 14 0	O.R. 27 6	O.R. 22 5	O.R. 40 0	O.R. 48 9	O.R. 60 3				
(c)	N	732	Nicmar	216½	O.R. 11 5	O.R. 12 0	O.R. 11 9	O.R. 10 5	O.R. 14 0	O.R. 21 8	O.R. 14 8	O.R. 28 11	O.R. 23 6	O.R. 42 0	O.R. 48 9	O.R. 60 3				
G.	N M R	5618	Nicholson	177½	O.R. 10 10	O.R. 11 5	O.R. 11 2	O.R. 10 1	O.R. 13 4	O.R. 20 8	O.R. 14 0	O.R. 27 6	O.R. 22 5	O.R. 40 0	O.R. 48 9	O.R. 60 3				
G.	N I C	6975	Nilma	64½	O.R. 21 4	O.R. 22 5	O.R. 16 3	O.R. 14 7	O.R. 20 2	O.R. 41 2	O.R. 27 11	O.R. 56 4	O.R. 45 8	O.R. 82 4	O.R. 116 0	O.R. 147 6				
G.	N L A	1840	Nivada	244½	O.R. 19 11	O.R. 20 11	O.R. 15 7	O.R. 14 0	O.R. 19 3	O.R. 37 10	O.R. 25 7	O.R. 51 10	O.R. 43 1	O.R. 83 0	O.R. 103 6	O.R. 131 3				
G.	N N A	5447			O.R. 18 2	O.R. 19 1	O.R. 15 3	O.R. 13 4	O.R. 18 7	O.R. 34 9	O.R. 23 6	O.R. 47 3	O.R. 38 5	O.R. 75 5	O.R. 88 6	O.R. 111 6				
					O.R. 17 6	O.R. 18 11	O.R. 14 6	O.R. 13 0	O.R. 17 8	O.R. 33 1	O.R. 22 5	O.R. 45 0	O.R. 36 7	O.R. 71 0	O.R. 88 6	O.R. 111 6				
					O.R. 8 1	O.R. 8 6	O.R. 8 7	O.R. 8 0	O.R. 10 4	O.R. 15 10	O.R. 10 9	O.R. 21 2	O.R. 17 2	O.R. 30 5	O.R. 34 9	O.R. 43 0				
					O.R. 21 11	O.R. 23 0	O.R. 17 1	O.R. 15 0	O.R. 21 2	O.R. 42 9	O.R. 29 0	O.R. 68 3	O.R. 47 4	O.R. 95 11	O.R. 114 3	O.R. 145 6				
					O.R. 20 10	O.R. 21 11	O.R. 16 3	O.R. 14 7	O.R. 20 2	O.R. 40 9	O.R. 27 7	O.R. 55 6	O.R. 45 1	O.R. 91 4	O.R. 114 3	O.R. 145 6				

†† Consignments for Dalgety and Coy. Ltd. shall be charged the same rate as to Melbourne for Inward traffic and actual mileage rates for Outwards traffic unless otherwise specified.

GOODS RATES FOR THE NEWBYN MILLS, STATIONS AND STIKES OPEN FOR THE FREIGHT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Number	Station.	Miles.	—	CLASSES.												
						Special M.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	B.	B.B.	G.	I.	2	
(e)	N J E	7971	Noojee ..	89½	O.R.	11 5	12 0	11 5	10 10	13 10	21 8	14 8	14 8	27 11	22 8	40 5	47 9	58 3
G.	N I	1693	Nooramunga ..	134½	O.R.	10 10	11 5	10 10	9 10	13 2	20 8	14 8	26 7	21 7	38 0	47 9	58 3	87 3
G.	N X	1191	Noradajula ..	223½	O.R.	15 3	16 0	13 10	11 10	16 1	27 6	18 6	36 5	29 6	57 0	70 6	87 3	134 6
(a)	N J	1515	North Carlton ..	4½	O.R.	20 2	21 2	15 14	14 4	19 7	38 8	26 2	52 10	42 11	85 2	106 6	134 6	170 0
G.	N C E	1519	Northcote ..	5½	O.R.	3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0	7 0
G.	N C	331	North Creswick ..	86½	O.R.	3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0	7 0
G.	N B N	2333	North Brighton ..	8½	O.R.	10 6	11 0	10 10	9 10	13 2	20 2	13 9	25 9	20 11	37 8	45 9	56 9	70 0
(a) In. O. Out	N F	1516	North Fitzroy ..	5	O.R.	4 0	4 2	3 6	3 2	4 0	4 5	3 8	5 1	4 1	6 2	6 6	7 0	7 0
G.	N O	664	North Geelong (see page 139)	43½	O.R.	3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0	7 0
G. Account R. Crossthwaite only	N L H	345	North Learmonth ..	89½	O.R.	6 1	6 4	5 10	5 11	7 11	10 10	7 5	12 3	9 11	14 2	15 0	18 6	18 6
(c)	N M	2110	North Mirboo ..	110	O.R.	10 10	11 5	10 10	9 10	13 2	20 8	14 8	27 11	22 8	40 5	47 9	58 3	71 6
(b)	N Q	5123	North Monessita ..	38½	O.R.	12 10	13 6	12 10	11 4	15 8	25 0	16 11	32 7	26 5	49 0	57 6	71 6	71 6
(e)	N W	759	North Williamstown ..	7½	O.R.	5 8	6 0	6 3	5 8	7 4	10 8	7 3	13 0	10 7	19 7	21 0	26 0	26 0
(c)	N W N	6883	Nowa Nowa ..	208½	O.R.	4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 5	4 5	6 6	6 6	7 0	7 0
G.	N O W	228	Nowingi (see page 139)	322½	O.R.	20 0	21 0	16 2	14 3	19 10	39 1	28 5	53 1	43 0	84 6	100 9	127 3	127 3
G.	N L	1273	Nullien ..	202½	O.R.	19 1	20 0	15 5	13 10	18 11	37 3	25 2	50 7	40 11	80 6	100 9	127 3	119 3
G.	N U	437	Nullawil ..	207	O.R.	25 0	26 3	18 0	16 2	22 3	49 0	33 1	66 6	53 11	96 0	102 3	119 3	124 0
(e)	N K	1616	Numurkah ..	133½	O.R.	18 7	19 6	15 5	13 10	18 11	36 7	24 9	50 1	40 7	79 0	98 6	124 0	126 3
					O.R.	20 0	21 0	16 2	14 3	19 10	39 1	28 5	53 1	43 0	84 6	100 9	127 3	126 3
					O.R.	19 1	20 0	15 5	13 10	18 11	36 7	24 9	50 1	40 7	79 0	98 6	124 0	126 3
					O.R.	14 6	15 3	12 9	11 6	15 9	27 2	18 6	35 11	29 2	56 6	70 0	87 0	87 0

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	CLASSES.																								
					Special.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	R.	RR.	.O.	1	2													
					s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.									
G.	NGA	220	Nungga (see page 139) ...	284	24	1	25	3	18	0	15	10	22	3	46	11	31	9	64	2	51	11	102	7	122	0	144	0	
(a)	NB	1307	Nurcoong ..	232½	22	11	24	1	17	2	15	5	21	2	44	8	30	3	61	1	49	5	97	8	122	0	144	0	
(c)	NXH	5517	Nyahwest ..	232½	20	6	22	7	16	11	14	11	19	11	39	7	28	9	54	1	43	9	87	8	110	0	139	3	
G.	NYN	5449	Nyarrin ..	250	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	NY	1900	Nyora ..	56½	20	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	OA	1812	Oakleigh ..	10½	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	OK	473	Oakdale ..	185½	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	OF	1828	Officer ..	32	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	ON	900	Onadi ..	90½	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
(e)	OB	1889	Orbost ..	231½	21	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
G.	OU	2047	Outtrim ..	76½	20	6	22	7	16	11	14	11	20	11	41	7	28	1	56	9	45	11	92	1	110	0	139	3	
(e)	OY	221	Onyen (see page 139) ..	288½	10	4	10	10	10	6	9	12	6	19	11	39	7	26	9	53	11	43	8	87	8	109	3	139	0
G.	OV	1764	Ovens ..	180½	9	10	10	4	10	0	9	0	11	17	4	11	10	23	1	18	9	33	10	41	0	50	3	140	9
G.	OX	6722	Oxley ..	152	23	1	24	3	17	2	15	5	21	2	45	4	30	9	61	9	50	1	98	8	119	6	140	9	
G.	PW	356	Painesick ..	130½	17	4	18	2	14	6	13	0	17	8	33	5	22	8	45	8	37	0	72	4	90	0	113	0	
G.	PK	1829	Pakenham ..	36½	15	11	16	0	13	6	12	2	16	8	20	7	20	0	39	0	32	3	63	10	78	9	98	0	
G.	PTY	5388	Paninya ..	368	15	1	15	10	13	5	11	10	16	8	27	11	18	10	37	3	30	2	57	11	68	6	85	0	
G.	PV	864	Pannure ..	150½	4	4	15	1	12	9	11	6	15	9	26	7	17	11	35	6	28	9	55	2	68	6	85	0	
					5	6	5	8	6	3	6	8	7	4	9	9	8	8	12	6	10	2	18	11	20	3	25	0	
					27	11	29	4	20	0	17	7	24	3	65	10	37	9	76	0	61	8	115	8	146	8	193	9	
					16	9	17	7	14	2	12	6	17	6	31	1	21	0	41	7	33	8	66	6	78	6	97	6	
					15	11	16	9	13	6	12	2	16	8	29	7	20	0	39	7	32	1	63	4	78	6	97	6	

† Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Code Number	Station.	Miles.	Special M.	CLASSES.											
						M.	A.P.	Gmbl.	S.A.P.	A.	A.A.	B.	DB.	C.	1	2	
G.	P N	806	Parwan	29½	C.R. 4 9	4 5	5 0	4 11	4 5	5 11	9 0	8 7	10 8	8 8	8 15	1 17	0 20
(c)	P A T	6297	Putechellock	281½	O.R. 24 1	25 3	18 0	15 10	15 10	22 11	46 11	31 9	64 0	51 9	102 7	124 6	160 0
G.	P T H	5283	Patho	166½	O.R. 22 11	24 1	17 2	15 5	15 5	21 2	44 8	30 3	60 11	49 3	97 8	124 6	160 0
G.	P F E E	6771	Peechelba	161½	O.R. 17 8	18 7	14 8	12 11	18 0	33 1	22 4	44 8	36 3	71 6	84 0	105 6	105 6
G.	P R	5492	Pennyroyal	93	O.R. 17 8	18 7	14 8	12 11	18 0	33 1	22 4	44 8	36 3	71 6	84 0	105 6	105 6
(c)	P T	5963	Penshurst	208½	O.R. 16 10	17 8	13 8	12 3	17 0	31 0	20 11	42 0	34 0	67 0	82 0	103 0	103 0
G.	P E N	542	Pewal	209½	O.R. 10 10	11 5	11 2	10 1	13 4	21 8	14 8	28 11	23 6	42 0	48 9	60 3	60 3
G.	P K T	5626	Perakerten	247½	O.R. 20 0	21 0	16 2	14 3	19 10	39 1	26 5	53 1	43 0	84 0	100 9	127 3	127 3
G.	P T V	838	Pettavel	56½	O.R. 19 1	20 0	15 5	13 10	18 11	37 3	25 2	50 7	40 11	80 0	100 9	127 3	127 3
(c)	P N G	5550	Piangil	242	O.R. 19 1	20 0	15 5	13 10	18 11	37 3	25 2	50 7	40 11	80 0	100 9	127 3	127 3
(c)	P I	1679	Picola	154½	O.R. 20 0	21 0	16 2	14 3	19 10	39 1	26 5	53 1	43 0	84 0	100 9	127 3	127 3
G.	P R N	5452	Pier Millan	260	O.R. 22 5	23 6	17 1	15 0	21 2	43 0	29 2	59 0	47 9	96 5	115 6	147 3	147 3
G.	P O	722	Pimpinio	213½	O.R. 21 4	22 5	16 3	14 7	20 2	40 11	27 9	56 2	45 6	91 0	115 6	147 3	147 3
(c)	P N G	5550	Piangil	242	O.R. 7 11	8 3	7 11	8 3	7 5	10 0	13 6	9 1	17 4	14 0	26 0	30 0	37 0
(c)	P I	1679	Picola	154½	O.R. 21 11	23 0	17 1	15 0	21 2	42 5	28 9	58 1	47 2	95 0	113 3	143 9	143 9
G.	P R N	5452	Pier Millan	260	O.R. 20 10	21 11	16 3	14 7	20 2	40 11	27 9	56 2	45 6	91 0	115 6	147 3	147 3
G.	P O	722	Pimpinio	213½	O.R. 16 9	17 7	14 4	12 7	17 10	31 6	21 4	42 5	34 5	67 11	80 0	99 3	99 3
(c)	P N G	5550	Piangil	242	O.R. 15 11	16 9	13 8	12 3	17 0	29 11	20 4	40 5	32 9	64 8	80 0	99 3	99 3
G.	P L	1660	Pine Lodge	121	O.R. 23 0	24 2	17 6	15 0	21 4	44 5	30 1	60 8	49 2	99 1	119 3	152 0	152 0
G.	P R A	5546	Pira	227½	O.R. 21 11	23 0	17 1	15 0	21 2	42 5	28 9	58 1	47 2	95 0	113 3	143 9	143 9
G.	P I R	5394	Pirilla (see page 138)	360½	O.R. 19 7	20 7	15 7	14 0	19 3	37 8	25 7	51 8	41 11	82 4	102 3	129 6	129 6
G.	P Y	851	Pirron Yallock	104½	O.R. 27 11	29 4	20 0	17 7	24 3	56 3	38 1	76 4	61 10	116 2	147 3	194 3	194 3
(c)	P N G	5550	Piangil	242	O.R. 26 7	27 11	19 1	17 2	23 1	53 7	36 3	72 8	58 11	110 8	147 3	194 3	194 3
G.	P R A	5546	Pira	227½	O.R. 14 0	14 6	13 0	11 6	16 2	26 5	17 10	34 11	28 3	53 11	63 9	76 6	76 6
G.	P I R	5394	Pirilla (see page 138)	360½	O.R. 13 4	14 0	12 5	11 2	15 5	25 2	17 0	33 3	20 11	41 4	63 9	78 6	78 6
G.	P Y	851	Pirron Yallock	104½	O.R. 20 4	21 4	15 11	14 4	19 7	39 0	26 5	53 2	43 2	86 4	107 9	136 9	136 9
(c)	P N G	5550	Piangil	242	O.R. 27 11	29 4	20 0	17 7	24 3	56 3	38 1	76 4	61 10	116 2	147 3	194 3	194 3
(c)	P N G	5550	Piangil	242	O.R. 26 7	27 11	19 1	17 2	23 1	53 7	36 3	72 8	58 11	110 8	147 3	194 3	194 3

** No station is provided on the South Australian border (which is called Pinnaroo border for convenience), but in arriving at the Victorian proportion of freight charges on inter-system engagements by this route the mileage rates to or from Pinnaroo 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.	Miles.	CLASSES.																							
				Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	Br.	C.	I	2												
(b)	P C	Piegah	81½	10	10	11	5	10	8	9	5	12	10	20	0	13	7	25	2	20	6	37	5	43	6	53	6
G.	P I T	Pittong	104½	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
G.	P Z	Plainsnet	103½	12	8	13	4	12	6	11	0	15	3	24	3	16	4	31	5	25	6	47	5	55	3	68	3
(b)	P O L	Pollard	95½	12	8	13	4	12	6	11	0	15	3	24	3	16	4	31	5	25	6	47	5	55	3	68	3
G.	P B	Pombornait	113½	11	7	12	2	12	0	10	7	14	4	22	9	15	4	29	7	24	0	43	7	50	3	62	3
G.	P O O	Pombornait	113½	13	3	13	11	12	10	11	4	15	8	25	7	17	4	33	5	27	2	50	11	59	3	73	9
G.	P O R	Pombornait	284	21	6	21	3	16	11	14	11	20	11	41	9	28	3	56	9	45	11	92	5	110	3	139	6
G.	P O R	Pombornait	70½	10	8	10	2	10	8	10	2	9	1	12	3	18	5	12	5	24	0	19	6	35	2	42	0
G.	P U	Porepukukh	182½	19	1	20	0	15	10	13	11	19	4	36	11	25	0	50	7	40	11	79	5	94	9	119	3
G.	P A	Port Albert	137½	15	8	16	5	13	10	12	2	16	11	29	1	19	8	38	9	31	5	61	1	71	9	89	0
(c)	P F	Port Fairy (see page 223)	186½	18	11	19	10	15	5	13	7	18	11	36	1	24	4	49	5	40	1	78	1	92	0	116	0
(c)	P	Portland (see page 223)	251½	22	7	23	9	17	6	16	5	21	4	43	11	29	9	59	9	48	5	97	8	117	3	149	3
G.	P L N	Portland North	260½	21	6	22	7	16	8	15	0	20	4	41	10	28	4	56	11	46	1	93	0	117	0	148	9
(a) In, a, min. 10 ext. Out	P M	Port Melbourne	3½	4	0	4	2	3	6	3	2	4	0	4	9	3	8	5	5	4	5	6	6	6	6	7	0
G. to or from stations	..	Port Melbourne Pier (see page 272)	3½	4	0	4	2	3	6	3	2	4	0	4	9	3	8	5	5	4	5	6	6	6	6	7	0
(a) Beet only Out	..	Pongercourt (see page 200)	135½	15	3	16	0	13	10	12	2	16	11	28	11	19	6	38	3	31	0	60	7	71	3	88	0
G.	P E	Prairie	136½	14	6	15	3	13	2	11	10	16	1	27	6	18	7	36	5	29	6	57	8	71	3	88	0
G.	P U L	Pullat	269	14	11	15	8	13	2	11	10	16	1	27	6	18	7	36	5	29	6	57	8	71	3	88	0
G.	P K A	Paraka	274	21	8	22	9	16	8	15	0	20	4	41	10	28	4	56	11	46	1	93	0	117	0	148	9
				22	5	23	6	17	0	15	4	20	10	43	9	29	7	59	8	48	5	101	2	122	3	157	6

† 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.												
					Special	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2	
G.	R G	2205	Riverdale ..	7½	a. d. 4 0 4 2	a. d. 3 6 3 2	a. d. 4 0 4 0	a. d. 4 9 3 8	a. d. 3 8 3 3	a. d. 3 8 3 3	a. d. 5 5 5 1	a. d. 6 6 6 6	a. d. 6 6 6 6	a. d. 6 6 6 6	a. d. 6 6 6 6	a. d. 7 0 7 0	
G.	R O B	5498	Robinvale ..	203½	a. d. 24 7 25 10	a. d. 18 2 2 2	a. d. 22 5 48 2	a. d. 32 8 39 10	a. d. 32 8 39 10	a. d. 32 8 39 10	a. d. 50 9 51 5	a. d. 61 5 62 8	a. d. 61 5 62 8	a. d. 61 5 62 8	a. d. 61 5 62 8	a. d. 61 5 62 8	a. d. 61 5 62 8
(e)	R O	75	Rochester ..	138½	a. d. 23 5 24 7	a. d. 17 4 15 7	a. d. 21 4 19 7	a. d. 28 1 26 4	a. d. 28 1 26 4	a. d. 28 1 26 4	a. d. 31 9 31 9	a. d. 31 9 31 9	a. d. 31 9 31 9	a. d. 31 9 31 9	a. d. 31 9 31 9	a. d. 31 9 31 9	a. d. 31 9 31 9
G.	R K	803	Rockbank ..	18½	a. d. 15 1 15 10	a. d. 13 2 11 10	a. d. 16 1 14 4	a. d. 27 10 25 3	a. d. 27 10 25 3	a. d. 27 10 25 3	a. d. 30 3 28 6	a. d. 30 3 28 6	a. d. 30 3 28 6	a. d. 30 3 28 6	a. d. 30 3 28 6	a. d. 30 3 28 6	a. d. 30 3 28 6
G.	R O C	141	Rocklyn ..	86½	a. d. 4 0 4 2	a. d. 3 8 3 4	a. d. 4 5 4 1	a. d. 5 11 4 5	a. d. 5 11 4 5	a. d. 5 11 4 5	a. d. 6 8 5 4	a. d. 6 8 5 4	a. d. 6 8 5 4	a. d. 6 8 5 4	a. d. 6 8 5 4	a. d. 6 8 5 4	a. d. 6 8 5 4
G.	R B	7064	Rokeby ..	70½	a. d. 10 6 10 0	a. d. 10 10 9 6	a. d. 10 13 2 20	a. d. 13 0 13 0	a. d. 13 0 13 0	a. d. 13 0 13 0	a. d. 18 7 17 8	a. d. 18 7 17 8	a. d. 18 7 17 8	a. d. 18 7 17 8	a. d. 18 7 17 8	a. d. 18 7 17 8	a. d. 18 7 17 8
G.	R F	6120	Rokewood ..	95	a. d. 9 1 9 6	a. d. 10 7 10 3	a. d. 11 0 10 3	a. d. 16 10 11 5	a. d. 16 10 11 5	a. d. 16 10 11 5	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8
G.	R M	5124	Romsey ..	40½	a. d. 11 7 12 2	a. d. 12 0 10 7	a. d. 14 4 12 9	a. d. 15 4 14 7	a. d. 15 4 14 7	a. d. 15 4 14 7	a. d. 22 9 22 9	a. d. 22 9 22 9	a. d. 22 9 22 9	a. d. 22 9 22 9	a. d. 22 9 22 9	a. d. 22 9 22 9	a. d. 22 9 22 9
(c)	R Y	1284	Roseberry ..	246	a. d. 5 7 5 10	a. d. 6 4 5 8	a. d. 7 6 10 2	a. d. 13 6 11 0	a. d. 13 6 11 0	a. d. 13 6 11 0	a. d. 19 4 19 4	a. d. 19 4 19 4	a. d. 19 4 19 4	a. d. 19 4 19 4	a. d. 19 4 19 4	a. d. 19 4 19 4	a. d. 19 4 19 4
..	..	877	Rosebrook (see page 201)	..	a. d. 20 10 21 11	a. d. 16 3 14 7	a. d. 20 2 40 11	a. d. 27 9 27 9	a. d. 27 9 27 9	a. d. 27 9 27 9	a. d. 31 6 31 6	a. d. 31 6 31 6	a. d. 31 6 31 6	a. d. 31 6 31 6	a. d. 31 6 31 6	a. d. 31 6 31 6	a. d. 31 6 31 6
(c)	R S	1856	Rosedale ..	112½	a. d. 13 3 13 11	a. d. 12 10 11 4	a. d. 15 8 25 7	a. d. 17 4 17 4	a. d. 17 4 17 4	a. d. 17 4 17 4	a. d. 23 3 23 3	a. d. 23 3 23 3	a. d. 23 3 23 3	a. d. 23 3 23 3	a. d. 23 3 23 3	a. d. 23 3 23 3	a. d. 23 3 23 3
G.	R O S	5581	Roslynwood ..	167½	a. d. 17 6 18 5	a. d. 14 4 12 7	a. d. 17 10 31 7	a. d. 21 4 21 4	a. d. 21 4 21 4	a. d. 21 4 21 4	a. d. 28 10 28 10	a. d. 28 10 28 10	a. d. 28 10 28 10	a. d. 28 10 28 10	a. d. 28 10 28 10	a. d. 28 10 28 10	a. d. 28 10 28 10
G.	R W	808	Rosley ..	34½	a. d. 16 8 17 6	a. d. 13 8 12 3	a. d. 17 0 30 1	a. d. 20 4 20 4	a. d. 20 4 20 4	a. d. 20 4 20 4	a. d. 26 11 26 11	a. d. 26 11 26 11	a. d. 26 11 26 11	a. d. 26 11 26 11	a. d. 26 11 26 11	a. d. 26 11 26 11	a. d. 26 11 26 11
G.	R U	1971	Ruby ..	75½	a. d. 4 9 5 0	a. d. 5 7 5 1	a. d. 6 8 9 3	a. d. 6 4 11 11	a. d. 6 4 11 11	a. d. 6 4 11 11	a. d. 9 8 9 8	a. d. 9 8 9 8	a. d. 9 8 9 8	a. d. 9 8 9 8	a. d. 9 8 9 8	a. d. 9 8 9 8	a. d. 9 8 9 8
(c)	R P	1257	Rupeanyup ..	184½	a. d. 9 8 10 2	a. d. 10 0 0 0	a. d. 11 11 17 4	a. d. 11 10 22 5	a. d. 11 10 22 5	a. d. 11 10 22 5	a. d. 18 1 18 1	a. d. 18 1 18 1	a. d. 18 1 18 1	a. d. 18 1 18 1	a. d. 18 1 18 1	a. d. 18 1 18 1	a. d. 18 1 18 1
(c)	R H	1633	Rushworth ..	104½	a. d. 17 8 18 7	a. d. 14 8 13 3	a. d. 18 0 34 2	a. d. 23 2 23 2	a. d. 23 2 23 2	a. d. 23 2 23 2	a. d. 26 9 26 9	a. d. 26 9 26 9	a. d. 26 9 26 9	a. d. 26 9 26 9	a. d. 26 9 26 9	a. d. 26 9 26 9	a. d. 26 9 26 9
(e)	R	1777	Rutherglen ..	169½	a. d. 12 8 13 4	a. d. 12 6 11 0	a. d. 15 3 24 3	a. d. 16 4 15 7	a. d. 16 4 15 7	a. d. 16 4 15 7	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8
G.	S A I	138	Sailor's Falls ..	80½	a. d. 17 0 17 10	a. d. 14 0 12 7	a. d. 17 2 32 2	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 21 8 21 8	a. d. 25 2 25 2	a. d. 25 2 25 2	a. d. 25 2 25 2	a. d. 25 2 25 2	a. d. 25 2 25 2	a. d. 25 2 25 2	a. d. 25 2 25 2
(e)	S B	1860	Sale ..	128½	a. d. 10 4 10 10	a. d. 10 2 9 1	a. d. 12 3 18 5	a. d. 12 5 24 0	a. d. 12 5 24 0	a. d. 12 5 24 0	a. d. 19 6 19 6	a. d. 19 6 19 6	a. d. 19 6 19 6	a. d. 19 6 19 6	a. d. 19 6 19 6	a. d. 19 6 19 6	a. d. 19 6 19 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.																							
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2												
..	S B W	1860	Sale Wharf (see page 202)	129½	4	8	15	5	13	5	11	10	16	6	27	11	18	10	36	11	28	11	57	5	68	3	84	0
G.	S A L	730	Stairbury ..	242½	14	0	14	8	12	9	11	9	26	2	17	11	35	2	28	6	28	6	54	8	68	3	84	0
G.	S A N	6221	Sandford ..	242½	20	10	21	11	16	3	14	7	20	2	42	9	29	0	58	1	47	2	95	7	113	6	144	0
G.	S H M	2339	Sandringham ..	12½	20	10	21	11	16	3	14	7	20	2	42	9	29	0	58	1	47	2	95	7	113	6	144	0
G.	S D E	6115½	Scarredale ..	90½	4	0	4	2	3	4	3	0	4	4	5	5	3	11	5	5	4	11	7	11	8	0	9	8
G.	S F O	1921	Seaford ..	24½	10	10	11	5	11	2	10	1	13	4	20	8	14	0	26	7	21	7	39	0	48	3	59	0
(e)	S L	445	Sea Lake ..	238	4	0	4	2	4	5	3	11	5	3	6	8	4	7	8	7	6	11	12	8	14	3	17	6
G.	S E	517	Sebastian ..	116	20	8	21	8	16	1	14	6	19	11	40	3	27	3	54	9	44	5	89	2	111	9	142	3
(b)	S E Y	7235	Selby ..	28½	12	0	13	5	12	5	11	2	15	5	24	8	16	9	32	5	26	4	49	10	60	6	75	6
(e)	S N	744	Serviceon ..	287	4	5	4	8	4	7	4	1	5	7	8	5	2	10	2	8	2	14	2	16	6	19	9	
G.	S E V	2252	Seville ..	33½	24	3	25	6	18	0	15	10	22	3	47	7	32	3	64	8	52	0	103	5	126	3	162	6
(e)	S	1435	Seymour ..	61½	23	1	24	3	17	2	15	5	21	2	45	4	30	9	61	7	50	0	98	0	126	3	162	6
(e)	S H P	1274	Sheepshills ..	208½	8	1	5	4	5	8	4	11	8	3	9	9	6	8	11	5	9	3	16	10	18	9	22	9
(e)	S L B	164	Sheburne ..	90½	7	11	8	4	8	7	7	8	10	4	15	10	3	19	1	15	5	27	8	33	6	41	0	
G.	S H Y	6482	Shelley ..	235½	20	0	21	0	16	2	14	3	19	10	15	10	10	9	20	0	16	2	29	1	33	6	41	0
(s)	S P	1610	Shepparton, ..	113	10	1	20	0	15	5	13	10	18	11	25	0	50	5	40	0	90	0	80	0	90	9	126	3
(s)	S I N	6231	Stadair ..	241	11	5	12	0	11	5	10	3	14	4	22	5	15	2	29	3	23	10	43	2	52	3	65	0
G.	S K T	6129	Skipton ..	111½	20	6	21	6	16	1	14	6	19	11	39	9	26	11	54	7	44	3	89	0	110	9	141	0
					12	7	13	11	12	10	11	4	15	8	25	7	17	4	33	3	26	11	50	5	59	0	73	3
					20	8	22	8	17	1	15	0	21	2	42	5	28	9	57	11	47	0	94	6	113	0	143	6
					13	0	13	8	12	10	11	4	15	8	25	2	17	0	33	1	26	10	49	11	58	9	72	8
					12	5	13	0	12	3	11	0	14	11	24	0	16	2	31	6	25	7	47	6	58	9	72	9

‡ Not including transfer charges.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station.	Miles.	CLASSES.															
				Special M.	A.P.F.	Grain.	S.A.P.	A.	AA.	B.	BB	C.	O.	1	2				
G.	S M I	6114 Smythesdale ..	88½	a. d. 11 0	a. d. 7 11	a. d. 10 2	a. d. 13 10	a. d. 21 2	a. d. 14 5	a. d. 27 11	a. d. 22 8	a. d. 40 1	a. d. 47 3	a. d. 58 0	a. d. 58 0	a. d. 58 0	a. d. 58 0		
G.	S M	1416 Somerton ..	13½	a. d. 10 6	a. d. 11 0	a. d. 10 10	a. d. 13 2	a. d. 20 2	a. d. 13 9	a. d. 26 7	a. d. 21 7	a. d. 38 2	a. d. 47 3	a. d. 58 0	a. d. 58 0	a. d. 58 0	a. d. 58 0		
(c)	S V	1926 Somerville ..	35	a. d. 4 4	a. d. 4 6	a. d. 3 8	a. d. 3 4	a. d. 5 5	a. d. 3 11	a. d. 6 3	a. d. 5 3	a. d. 8 5	a. d. 8 10	a. d. 10 3	a. d. 10 3	a. d. 10 3	a. d. 10 3		
G.	S O B	1503 South Brunswick ..	4	a. d. 4 9	a. d. 5 4	a. d. 5 11	a. d. 5 5	a. d. 7 0	a. d. 6 8	a. d. 12 6	a. d. 10 2	a. d. 17 4	a. d. 19 6	a. d. 23 3	a. d. 23 3	a. d. 23 3	a. d. 23 3		
(c)	S G	825 South Geelong (see page 139)	46½	a. d. 3 8	a. d. 3 10	a. d. 3 2	a. d. 2 10	a. d. 3 8	a. d. 3 4	a. d. 5 11	a. d. 4 5	a. d. 6 2	a. d. 6 6	a. d. 7 0	a. d. 7 0	a. d. 7 0	a. d. 7 0		
T	S K N	9 South Kensington ..	2½	a. d. 4 0	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 9	a. d. 3 8	a. d. 5 5	a. d. 4 5	a. d. 6 2	a. d. 6 6	a. d. 7 0	a. d. 7 0	a. d. 7 0	a. d. 7 0		
(b)	S K G	533 South Kerang ..	174½	a. d. 18 0	a. d. 18 11	a. d. 15 3	a. d. 13 4	a. d. 18 7	a. d. 34 5	a. d. 48 8	a. d. 37 11	a. d. 73 10	a. d. 87 6	a. d. 110 0	a. d. 110 0	a. d. 110 0	a. d. 110 0		
G.	S M G	1531 South Morang ..	17½	a. d. 17 2	a. d. 18 0	a. d. 14 6	a. d. 13 0	a. d. 17 8	a. d. 32 9	a. d. 44 5	a. d. 36 1	a. d. 70 4	a. d. 87 6	a. d. 110 0	a. d. 110 0	a. d. 110 0	a. d. 110 0		
(a)	S D N	5993 Southdown ..	182½	a. d. 4 4	a. d. 4 6	a. d. 4 0	a. d. 3 8	a. d. 4 9	a. d. 6 3	a. d. 7 0	a. d. 8 5	a. d. 10 6	a. d. 10 9	a. d. 12 9	a. d. 12 9	a. d. 12 9	a. d. 12 9		
G.	S P E	216 Speed ..	204½	a. d. 17 8	a. d. 18 7	a. d. 14 6	a. d. 13 0	a. d. 17 8	a. d. 33 11	a. d. 46 0	a. d. 37 4	a. d. 72 10	a. d. 90 6	a. d. 113 6	a. d. 113 6	a. d. 113 6	a. d. 113 6		
f	S P D	755 Spotswood ..	63	a. d. 23 4	a. d. 24 6	a. d. 17 8	a. d. 15 7	a. d. 21 6	a. d. 44 10	a. d. 30 2	a. d. 61 4	a. d. 49 8	a. d. 69 7	a. d. 120 3	a. d. 153 6	a. d. 153 6	a. d. 153 6		
G.	S T	1462 Springhurst ..	160	a. d. 3 8	a. d. 4 2	a. d. 3 6	a. d. 3 2	a. d. 4 9	a. d. 3 8	a. d. 5 5	a. d. 4 5	a. d. 6 6	a. d. 6 6	a. d. 7 0	a. d. 7 0	a. d. 7 0	a. d. 7 0		
G.	S R	1816 Spring Vale ..	15½	a. d. 17 6	a. d. 18 5	a. d. 14 4	a. d. 12 7	a. d. 17 10	a. d. 32 5	a. d. 21 11	a. d. 43 5	a. d. 35 2	a. d. 69 8	a. d. 81 6	a. d. 102 0	a. d. 102 0	a. d. 102 0		
G.	S T A	30 St. Albans ..	11½	a. d. 16 8	a. d. 17 6	a. d. 13 8	a. d. 12 3	a. d. 17 0	a. d. 30 10	a. d. 41 4	a. d. 33 6	a. d. 66 4	a. d. 81 6	a. d. 102 0	a. d. 102 0	a. d. 102 0	a. d. 102 0		
G.	S T L	5931 Stalker† ..	134½	a. d. 4 4	a. d. 4 6	a. d. 3 4	a. d. 3 0	a. d. 4 4	a. d. 5 1	a. d. 3 7	a. d. 5 11	a. d. 4 11	a. d. 9 0	a. d. 11 3	a. d. 11 3	a. d. 11 3	a. d. 11 3		
(c)	S T H	5642 Stanhope ..	116½	a. d. 4 0	a. d. 4 2	a. d. 3 4	a. d. 3 0	a. d. 4 0	a. d. 5 1	a. d. 3 7	a. d. 5 1	a. d. 7 0	a. d. 7 0	a. d. 8 6	a. d. 8 6	a. d. 8 6	a. d. 8 6		
				a. d. 15 3	a. d. 16 0	a. d. 13 10	a. d. 12 2	a. d. 16 11	a. d. 28 6	a. d. 19 5	a. d. 38 3	a. d. 31 0	a. d. 59 10	a. d. 70 6	a. d. 87 3	a. d. 87 3	a. d. 87 3		
				a. d. 14 6	a. d. 15 3	a. d. 11 10	a. d. 10 16	a. d. 11 27	a. d. 18 6	a. d. 30 5	a. d. 29 6	a. d. 57 9	a. d. 70 6	a. d. 87 3	a. d. 87 3	a. d. 87 3	a. d. 87 3		
				a. d. 13 5	a. d. 14 1	a. d. 13 0	a. d. 11 6	a. d. 18 2	a. d. 25 11	a. d. 17 7	a. d. 34 0	a. d. 27 8	a. d. 49 10	a. d. 60 6	a. d. 75 6	a. d. 75 6	a. d. 75 6		
				a. d. 12 9	a. d. 13 5	a. d. 12 5	a. d. 11 2	a. d. 15 5	a. d. 24 8	a. d. 16 9	a. d. 32 5	a. d. 26 4	a. d. 49 10	a. d. 60 6	a. d. 75 6	a. d. 75 6	a. d. 75 6		

† Not including transfer charges.
 ‡ South Kensington is open for—(a) In and Out, account Minife and Co. (g) In and Out, account New Zealand Loan and The Australian Mercantile Land and Finance Co. Inwards traffic to South Kensington shall be charged the same rates as to Melbourne and actual mileage rates, unless otherwise specified, for Outwards traffic from South Kensington.
 § Not allowed in open for—Inwards Traffic—Agricultural machines and parts for engines, Trunk loads, account Metropolitan Board of Works, Lennon and Coy., Melbourne Glass Bottle Works, V. V. Amos and Coy., T. Robt. and Coy., International Harvester Coy., A. Y. Eggo and William James & Co. Melbourne Glass Bottle Works, Shell Coy. of Australia, Vacuum Oil Coy., and Atlantic Union Oil Coy. Outwards Traffic—Agricultural machines and implements. Truck loads account Metropolitan Board of Works, Lennon and Co., Melbourne Glass Bottle Works, W. Amos and Coy., Shell Coy. of Australia, Vacuum Oil Coy., International Harvester Coy., Atlantic Union Oil Coy., and T. Robinson and Coy.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

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Reference.	Mark.	Station Code Number.	Station.	Mileage.	CLASSES.																									
					Special M.		M.		A.P.		Grain.		S.A.P.		A.		A.A.		B.		Dn.		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.
(c)	S A	190	St. Arnaud ..	158½	G.R.	17	6	18	5	14	4	12	7	17	10	31	11	21	8	43	3	35	1	89	2	81	3	101	6	
†	S M E	2036	State Mine ..	86½	O.R.	16	8	17	6	13	8	12	3	17	0	30	5	20	8	41	2	33	5	65	10	81	3	101	6	
(a)	S T N	805	Stoughton's Siding ..	26½	O.R.	10	6	11	0	10	10	10	13	20	2	20	2	13	9	25	9	20	11	37	8	45	9	56	9	
G.	S V Y	1150	Stoney ..	162	O.R.	4	2	4	5	4	11	4	5	7	8	5	6	9	9	7	11	34	4	15	0	18	3			
(c)	S W	707	Stowell ..	150	O.R.	17	8	18	7	14	4	12	7	17	10	32	7	22	0	44	1	35	8	70	4	82	9	103	0	
G.	S J	1695	St. James ..	141½	O.R.	15	9	16	6	13	6	12	2	16	8	29	5	19	10	39	2	31	10	62	10	73	3	97	0	
(a)	S T K	2324	St. Kilda ..	4½	O.R.	15	5	16	2	13	2	11	10	16	1	28	2	19	1	37	8	30	6	59	8	74	0	91	9	
G.	S D	853	Stoneyford ..	111	O.R.	3	8	3	10	3	2	2	10	3	8	4	5	3	4	5	1	4	1	6	2	6	6	7	0	
G.	S C	1979	Stony Creek ..	91	O.R.	12	5	13	0	12	3	11	0	14	11	24	0	16	2	31	6	25	7	47	2	58	0	71	9	
G.	S O	1931	Stony Point (see p. 142)	46½	O.R.	10	10	11	5	11	2	10	5	14	0	21	8	14	8	27	11	22	6	40	11	48	3	59	0	
G.	S T R	168	Stranquay ..	88½	O.R.	6	2	6	6	6	10	6	2	8	3	11	11	8	15	1	15	1	12	3	21	4	25	6	31	3
(c)	S T D	1863	Stratford ..	138½	O.R.	10	6	11	0	10	10	9	10	13	2	20	2	13	9	26	7	21	7	38	2	47	3	58	0	
G.	S H L	77	Strathallen ..	146½	O.R.	15	1	15	10	13	2	11	10	16	1	27	10	18	11	37	3	30	3	58	6	72	9	90	0	
G.	S K R	1156	Strathkellar ..	192	O.R.	15	7	16	4	13	6	12	2	16	8	28	8	19	4	38	10	31	6	61	5	76	9	90	0	
(c)	S X	1620	Strathmerton ..	146	O.R.	18	2	19	1	15	1	13	7	18	5	35	0	23	8	47	9	38	9	75	4	94	3	118	3	
G.	S T Z	7018	Strzelecki ..	72½	O.R.	15	7	16	4	13	6	12	2	16	8	28	6	19	4	38	2	30	11	61	4	76	3	94	9	
G.	S K	328	Sully ..	80½	O.R.	9	3	9	9	9	8	8	8	11	5	16	10	11	5	21	8	17	8	31	6	38	0	48	0	
G.	S I	36	Sunbury ..	23½	O.R.	10	4	10	10	10	2	9	1	12	3	18	5	24	5	24	0	19	6	35	4	43	0	52	3	
					O.R.	4	4	4	6	4	9	4	3	5	7	7	0	4	11	9	0	7	3	12	11	13	6	16	6	
					O.R.	4	0	4	2	4	5	3	11	5	3	6	8	4	7	8	7	8	7	6	11	12	13	6	16	6

† Open for goods account the State Mine only.

GOODS RATES PER TON BETWEEN MELBOURNE AND STATIONS AND SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—continued.

Reference.	Mark.	Station Number	Station.	Miles.	CLASSES.															
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	R.	Bb.	O.	1	2				
G.	S U N	26	Sunshine ..	7½	4 2	3 6	3 2	3 2	3 2	4 0	4 0	3 8	3 8	5 5	5 5	6 6	6 6	6 6	7 0	7 0
G.	S Z	2160	Surrey Hills ..	8½	4 2	3 6	3 2	3 2	3 2	4 0	4 0	3 8	3 8	5 5	5 5	6 6	6 6	6 6	7 0	7 0
G.	S U	191	Sutherland ..	105½	4 2	3 6	3 2	3 2	3 2	4 0	4 0	3 8	3 8	5 5	5 5	6 6	6 6	6 6	7 0	7 0
(c)	S H	543	Swan Hill ..	214½	17 8	14 8	12 11	18 0	33 1	22 4	44 3	71 5	84 0	105 6	105 6	105 6	105 6	105 6	105 6	105 6
G.	S Q	192	Swanwater ..	170½	16 10	14 8	12 11	18 0	33 1	22 4	44 3	71 5	84 0	105 6	105 6	105 6	105 6	105 6	105 6	105 6
G.	S Y	32	Sydenham ..	16	17 8	14 8	12 11	18 0	33 1	22 4	44 3	71 5	84 0	105 6	105 6	105 6	105 6	105 6	105 6	105 6
G.	T K	1600	Tabilk ..	74	17 8	14 8	12 11	18 0	33 1	22 4	44 3	71 5	84 0	105 6	105 6	105 6	105 6	105 6	105 6	105 6
G.	T O	5964	Tabor ..	210	17 8	14 8	12 11	18 0	33 1	22 4	44 3	71 5	84 0	105 6	105 6	105 6	105 6	105 6	105 6	105 6
(c)	T Q	336	Talbot ..	107½	19 1	16 2	14 3	19 10	39 1	26 5	53 3	84 6	101 3	127 6	127 6	127 6	127 6	127 6	127 6	127 6
(c)	T A	1476	Tallangatta ..	212½	20 7	18 4	16 4	20 3	39 7	26 10	54 0	86 10	102 0	129 0	129 0	129 0	129 0	129 0	129 0	129 0
(c)	T L	1433	Tallaroek ..	56	19 7	16 4	14 3	19 10	39 7	26 10	54 0	86 10	102 0	129 0	129 0	129 0	129 0	129 0	129 0	129 0
(c)	T P	1613	Tallygaroopna ..	123½	19 7	16 4	14 3	19 10	39 7	26 10	54 0	86 10	102 0	129 0	129 0	129 0	129 0	129 0	129 0	129 0
G.	T D	520	Tandara ..	127	14 4	12 5	11 2	15 3	25 7	17 4	34 2	52 7	66 6	82 3	82 3	82 3	82 3	82 3	82 3	82 3
G.	T T N	5608	Tanlonan ..	179	14 6	13 5	12 4	16 7	27 6	16 7	36 5	52 7	66 6	82 3	82 3	82 3	82 3	82 3	82 3	82 3
G.	T D L	51	Tanvalde ..	67½	17 4	15 2	14 6	18 3	33 3	22 6	45 4	72 0	89 0	111 9	111 9	111 9	111 9	111 9	111 9	111 9
G.	T G	358	Tarnagulla ..	136½	17 4	15 2	14 6	18 3	33 3	22 6	45 4	72 0	89 0	111 9	111 9	111 9	111 9	111 9	111 9	111 9
G.	T I N	734	Tarranginitie ..	255½	15 8	13 10	12 2	16 11	28 11	19 6	38 5	53 1	60 11	71 6	88 6	88 6	88 6	88 6	88 6	88 6
G.	T Y K	1323	Tarranyurk ..	242	14 11	13 8	12 6	15 5	21 4	14 4	28 9	44 1	55 4	68 6	88 6	88 6	88 6	88 6	88 6	88 6
G	T A R	2182	Tarrawarra ..	35	21 8	19 11	17 3	21 4	40 5	27 5	55 4	72 0	89 0	111 9	111 9	111 9	111 9	111 9	111 9	111 9

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.												
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2	
G.	TWG	1746	Tarrasanges	167½	d. 17 6	d. 18 5	d. 14 4	d. 12 7	d. 17 10	d. 31 7	d. 21 4	d. 43 0	d. 43 0	d. 34 11	d. 88 7	d. 81 0	d. 101 3
G.	TWN	1977	Tarwin	87½	d. 16 8	d. 17 6	d. 13 8	d. 12 3	d. 17 0	d. 31 7	d. 21 4	d. 40 11	d. 40 11	d. 33 3	d. 65 4	d. 58 4	d. 101 3
(c)	TAT	1714	Tatong	139½	d. 10 6	d. 11 0	d. 10 10	d. 9 10	d. 13 21	d. 20 13	d. 13 0	d. 27 0	d. 27 0	d. 38 11	d. 46 6	d. 57 3	d. 57 3
(c)	TU	1646	Tatura	110	d. 15 1	d. 15 0	d. 13 2	d. 12 2	d. 16 11	d. 29 3	d. 18 10	d. 35 9	d. 35 9	d. 31 9	d. 61 11	d. 73 0	d. 80 8
G.	TYO	993	Tatyoon	144½	d. 12 3	d. 12 0	d. 11 0	d. 11 0	d. 18 11	d. 37 3	d. 30 3	d. 37 3	d. 37 3	d. 26 5	d. 49 0	d. 57 6	d. 90 6
G.	TED	430	Teddyaadly	178½	d. 18 2	d. 17 0	d. 14 2	d. 12 2	d. 16 8	d. 29 11	d. 20 4	d. 40 1	d. 40 1	d. 32 6	d. 64 1	d. 75 9	d. 83 9
G.	TE	1698	Telford	154½	d. 17 4	d. 17 2	d. 14 6	d. 13 0	d. 17 8	d. 33 3	d. 22 6	d. 45 4	d. 45 4	d. 36 8	d. 75 7	d. 88 0	d. 111 9
G.	TM Y	217	Tempy	208½	d. 22 3	d. 23 4	d. 20 6	d. 17 8	d. 21 6	d. 45 7	d. 30 10	d. 40 5	d. 40 5	d. 32 9	d. 64 8	d. 80 0	d. 99 3
(c)	TNG	866	Terang	137½	d. 16 8	d. 16 5	d. 13 10	d. 12 2	d. 16 11	d. 29 1	d. 19 8	d. 38 9	d. 38 9	d. 31 6	d. 61 1	d. 71 9	d. 89 0
G.	T S N	1527	Thomastown	12	d. 14 11	d. 15 8	d. 13 2	d. 11 10	d. 10 1	d. 27 8	d. 18 9	d. 36 11	d. 36 11	d. 29 11	d. 58 2	d. 71 0	d. 86 6
..	..	1521	Thornbury (see page 212)	..	d. 4 0	d. 4 2	d. 3 4	d. 3 0	d. 4 0	d. 5 1	d. 3 7	d. 5 1	d. 5 1	d. 4 7	d. 7 0	d. 7 0	d. 8 6
G.	TH	7099	Thorpdale	92½	d. 11 5	d. 12 0	d. 11 5	d. 10 5	d. 14 0	d. 21 8	d. 14 8	d. 26 11	d. 26 11	d. 23 6	d. 42 0	d. 48 9	d. 60 3
G.	TH L	5390	Thurlia (see page 139)	348½	d. 27 5	d. 28 8	d. 19 6	d. 17 2	d. 23 9	d. 54 3	d. 36 9	d. 73 4	d. 73 4	d. 59 4	d. 94 10	d. 95 0	d. 110 3
G.	TH Y	5604	Thyru	168	d. 26 1	d. 27 5	d. 18 7	d. 16 9	d. 22 7	d. 51 8	d. 35 0	d. 69 10	d. 69 10	d. 56 6	d. 90 4	d. 95 0	d. 110 3
G.	TIE	5366	Tiega	285½	d. 17 0	d. 17 10	d. 14 0	d. 12 7	d. 17 2	d. 31 8	d. 21 5	d. 43 1	d. 43 1	d. 35 0	d. 68 6	d. 85 0	d. 106 0
G.	TIM	5946	Timboon	149½	d. 23 8	d. 24 10	d. 17 4	d. 15 7	d. 21 4	d. 45 10	d. 31 1	d. 62 10	d. 62 10	d. 50 10	d. 89 8	d. 128 0	d. 166 0
G	TI	7127	Tinamba	127½	d. 18 6	d. 17 4	d. 13 6	d. 12 2	d. 16 8	d. 29 5	d. 19 10	d. 39 2	d. 39 2	d. 31 10	d. 62 10	d. 78 3	d. 97 0
(c)	T O C	6644	Tocumwal	156½	d. 14 0	d. 14 8	d. 12 9	d. 11 6	d. 15 9	d. 26 3	d. 17 9	d. 34 8	d. 34 8	d. 29 5	d. 53 10	d. 66 9	d. 83 0
					d. 18 11	d. 17 9	d. 14 4	d. 12 7	d. 17 10	d. 31 7	d. 21 4	d. 42 9	d. 42 9	d. 34 8	d. 68 7	d. 80 6	d. 100 9
					d. 16 1	d. 16 11	d. 13 8	d. 12 3	d. 17 0	d. 30 1	d. 20 4	d. 40 9	d. 40 9	d. 33 1	d. 65 4	d. 80 6	d. 100 9

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.															
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2				
G.	T J	1651	Tongala	130½	s. d. 15 1	s. d. 15 5	s. d. 12 9	s. d. 11 10	s. d. 16 6	s. d. 27 11	s. d. 18 10	s. d. 37 3	s. d. 30 2	s. d. 57 11	s. d. 68 6	s. d. 85 0				
G.	T B C	1558	Tooboroac (see page 213)	82½	s. d. 14 4	s. d. 15 1	s. d. 9 9	s. d. 10 10	s. d. 15 9	s. d. 26 7	s. d. 17 11	s. d. 35 6	s. d. 28 9	s. d. 55 2	s. d. 68 6	s. d. 85 0				
(c)	T L A	1607	Toosamba	103½	s. d. 7 11	s. d. 8 4	s. d. 8 7	s. d. 8 10	s. d. 10 3	s. d. 19 1	s. d. 10 3	s. d. 19 1	s. d. 15 5	s. d. 28 7	s. d. 33 9	s. d. 41 3				
G.	T O O	6188	Toondoo	23½	s. d. 12 1	s. d. 12 8	s. d. 11 5	s. d. 10 10	s. d. 14 4	s. d. 22 11	s. d. 15 7	s. d. 29 9	s. d. 24 1	s. d. 44 4	s. d. 55 0	s. d. 67 6				
G.	T B	2122	Toongabbie	109½	s. d. 20 6	s. d. 21 6	s. d. 16 1	s. d. 14 6	s. d. 19 11	s. d. 39 9	s. d. 26 11	s. d. 54 7	s. d. 44 3	s. d. 88 2	s. d. 110 6	s. d. 140 9				
(c)	T O A	1986	Toora	114½	s. d. 12 3	s. d. 12 10	s. d. 12 3	s. d. 11 6	s. d. 14 11	s. d. 23 10	s. d. 16 1	s. d. 31 0	s. d. 25 2	s. d. 46 8	s. d. 57 6	s. d. 71 0				
G.	T D N	1953	Tooradin	30½	s. d. 12 7	s. d. 13 3	s. d. 12 5	s. d. 11 2	s. d. 15 5	s. d. 24 8	s. d. 16 9	s. d. 32 2	s. d. 26 2	s. d. 48 8	s. d. 60 3	s. d. 74 0				
(c)	T O K	1802	Toorak	5½	s. d. 5 1	s. d. 5 4	s. d. 5 11	s. d. 4 7	s. d. 7 0	s. d. 9 9	s. d. 8 8	s. d. 12 6	s. d. 10 2	s. d. 18 11	s. d. 20 3	s. d. 25 0				
G.	T G A	2192	Tooronga	0½	s. d. 3 8	s. d. 3 10	s. d. 3 2	s. d. 2 10	s. d. 3 8	s. d. 4 5	s. d. 3 4	s. d. 5 1	s. d. 4 1	s. d. 6 2	s. d. 6 6	s. d. 7 0				
G.	T O P	7016	Topiram	64½	s. d. 3 8	s. d. 3 10	s. d. 3 2	s. d. 2 10	s. d. 3 8	s. d. 4 5	s. d. 3 4	s. d. 5 1	s. d. 4 1	s. d. 6 2	s. d. 6 6	s. d. 7 0				
G.	T R T	370	Torrifa	312½	s. d. 8 1	s. d. 8 6	s. d. 8 7	s. d. 8 10	s. d. 10 4	s. d. 15 1	s. d. 10 3	s. d. 20 2	s. d. 16 4	s. d. 29 0	s. d. 34 0	s. d. 43 0				
(c)	T S T	6885	Tostaree	214½	s. d. 25 11	s. d. 27 3	s. d. 17 10	s. d. 16 1	s. d. 21 11	s. d. 37 9	s. d. 32 3	s. d. 65 1	s. d. 52 9	s. d. 102 1	s. d. 132 3	s. d. 172 6				
G.	T L O	333	Tourello	83	s. d. 19 7	s. d. 20 7	s. d. 15 7	s. d. 14 0	s. d. 19 3	s. d. 37 10	s. d. 25 7	s. d. 51 8	s. d. 41 11	s. d. 82 6	s. d. 103 0	s. d. 130 0				
G.	T W	1843	Trafalgar	75	s. d. 10 2	s. d. 10 8	s. d. 10 6	s. d. 9 4	s. d. 12 6	s. d. 18 2	s. d. 12 5	s. d. 23 6	s. d. 19 0	s. d. 34 6	s. d. 39 9	s. d. 48 9				
G.	T R G	532	Tragowel	170½	s. d. 9 8	s. d. 10 2	s. d. 10 0	s. d. 9 0	s. d. 11 11	s. d. 17 4	s. d. 11 10	s. d. 22 5	s. d. 18 1	s. d. 32 10	s. d. 39 9	s. d. 48 9				
(c)	T N	1853	Traralgon	98½	s. d. 17 0	s. d. 17 10	s. d. 14 0	s. d. 12 7	s. d. 17 2	s. d. 32 2	s. d. 21 8	s. d. 43 7	s. d. 35 3	s. d. 69 0	s. d. 86 3	s. d. 107 9				
G.	T R	695	Travalla	97½	s. d. 11 2	s. d. 11 6	s. d. 11 5	s. d. 10 3	s. d. 13 8	s. d. 22 5	s. d. 15 2	s. d. 29 3	s. d. 23 10	s. d. 42 0	s. d. 51 9	s. d. 64 3				
G.	T R A	6570	Trarwood	63	s. d. 11 9	s. d. 11 9	s. d. 11 5	s. d. 10 3	s. d. 13 8	s. d. 22 5	s. d. 15 2	s. d. 29 3	s. d. 23 10	s. d. 42 4	s. d. 51 3	s. d. 64 0				
(c)	T M	134	Trencham	63½	s. d. 8 4	s. d. 8 9	s. d. 8 7	s. d. 7 8	s. d. 10 4	s. d. 15 1	s. d. 10 3	s. d. 19 1	s. d. 15 5	s. d. 28 2	s. d. 33 0	s. d. 41 3				
					s. d. 8 6	s. d. 8 11	s. d. 8 0	s. d. 8 0	s. d. 10 10	s. d. 15 10	s. d. 10 9	s. d. 20 0	s. d. 18 2	s. d. 29 11	s. d. 34 6	s. d. 41 9				
					s. d. 8 1	s. d. 8 6	s. d. 8 7	s. d. 7 8	s. d. 10 4	s. d. 15 1	s. d. 10 3	s. d. 19 1	s. d. 15 5	s. d. 28 6	s. d. 34 6	s. d. 41 9				

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.											
					Special M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	EB.	C.	1	2	
G.	T S O	540	Treaco	20½	a. d. 19 6	a. d. 20 6	a. d. 16 2	a. d. 16 2	a. d. 14 3	a. d. 19 10	a. d. 38 3	a. d. 25 10	a. d. 52 7	a. d. 82 11	a. d. 88 0	a. d. 123 9
G.	T R H	7017	Trishalm	67½	a. d. 18 7	a. d. 19 6	a. d. 15 5	a. d. 15 5	a. d. 13 10	a. d. 18 11	a. d. 36 5	a. d. 24 7	a. d. 40 7	a. d. 70 0	a. d. 88 0	a. d. 123 9
G.	T R N	224	Trismita (see page 139)	302	a. d. 8 9	a. d. 9 2	a. d. 8 11	a. d. 8 11	a. d. 8 1	a. d. 15 9	a. d. 10 8	a. d. 16 6	a. d. 21 8	a. d. 29 10	a. d. 36 3	a. d. 44 6
G.	T U E	5570	Tueloga	229½	a. d. 25 2	a. d. 26 5	a. d. 18 7	a. d. 18 7	a. d. 16 4	a. d. 22 9	a. d. 49 1	a. d. 33 3	a. d. 53 11	a. d. 105 2	a. d. 112 9	a. d. 133 0
G.	T U L	5321	Tulkara	163½	a. d. 20 4	a. d. 22 5	a. d. 16 9	a. d. 16 9	a. d. 14 9	a. d. 20 7	a. d. 41 2	a. d. 27 9	a. d. 45 8	a. d. 81 2	a. d. 108 9	a. d. 137 9
(c)	T	1697	Tungamah	149½	a. d. 17 8	a. d. 18 7	a. d. 14 4	a. d. 14 4	a. d. 12 7	a. d. 17 10	a. d. 32 9	a. d. 22 4	a. d. 36 0	a. d. 70 11	a. d. 83 3	a. d. 104 0
(b)	T S	2167	Tunestall	13½	a. d. 16 10	a. d. 17 8	a. d. 13 8	a. d. 13 8	a. d. 12 3	a. d. 17 0	a. d. 31 2	a. d. 21 1	a. d. 42 2	a. d. 67 6	a. d. 83 3	a. d. 104 0
G.	T R F	215	Turriff	260½	a. d. 16 6	a. d. 17 4	a. d. 13 6	a. d. 13 6	a. d. 12 6	a. d. 17 6	a. d. 30 11	a. d. 20 10	a. d. 41 2	a. d. 66 0	a. d. 78 3	a. d. 97 0
G.	T T	5378	Tutye	339	a. d. 15 9	a. d. 16 6	a. d. 13 6	a. d. 13 6	a. d. 12 4	a. d. 16 8	a. d. 29 5	a. d. 19 10	a. d. 39 2	a. d. 62 10	a. d. 78 3	a. d. 97 0
G.	T V	1927	Tysabb	37½	a. d. 4 4	a. d. 4 6	a. d. 3 8	a. d. 3 8	a. d. 3 4	a. d. 4 4	a. d. 5 3	a. d. 5 3	a. d. 6 3	a. d. 8 5	a. d. 10 3	a. d. 10 3
G.	T Y	130	Tylden	56½	a. d. 4 0	a. d. 4 2	a. d. 3 4	a. d. 3 4	a. d. 3 0	a. d. 4 0	a. d. 5 1	a. d. 5 1	a. d. 6 1	a. d. 8 0	a. d. 10 3	a. d. 10 3
G.	T Z	1831	Tynong	44½	a. d. 23 0	a. d. 24 2	a. d. 17 8	a. d. 17 8	a. d. 15 7	a. d. 21 6	a. d. 44 5	a. d. 30 1	a. d. 61 0	a. d. 99 5	a. d. 119 9	a. d. 162 3
(c)	U L	481	Ultima	221½	a. d. 21 11	a. d. 23 0	a. d. 16 10	a. d. 16 10	a. d. 15 2	a. d. 20 6	a. d. 42 4	a. d. 28 8	a. d. 58 1	a. d. 94 1	a. d. 119 9	a. d. 152 3
(c)	U B	5372	Underbool	319½	a. d. 26 10	a. d. 28 2	a. d. 18 2	a. d. 18 2	a. d. 16 4	a. d. 22 5	a. d. 50 5	a. d. 34 0	a. d. 68 5	a. d. 105 6	a. d. 139 3	a. d. 182 3
(c)	U G	2231	Upper Ferntree Gully	23½	a. d. 5 9	a. d. 6 0	a. d. 5 8	a. d. 5 8	a. d. 5 8	a. d. 7 4	a. d. 10 8	a. d. 7 3	a. d. 12 5	a. d. 18 1	a. d. 20 9	a. d. 25 6
(b)	U P	7232	Upwey†	25½	a. d. 7 11	a. d. 8 4	a. d. 5 11	a. d. 5 11	a. d. 5 10	a. d. 7 9	a. d. 10 2	a. d. 9 6	a. d. 12 5	a. d. 18 2	a. d. 24 0	a. d. 37 0
G.	U R	6179	Urangara	218	a. d. 7 6	a. d. 7 11	a. d. 6 3	a. d. 6 3	a. d. 6 3	a. d. 8 4	a. d. 11 5	a. d. 7 9	a. d. 15 1	a. d. 21 3	a. d. 24 9	a. d. 29 6
G.	V A	6181	Vasey	228	a. d. 5 11	a. d. 6 3	a. d. 4 5	a. d. 4 5	a. d. 4 5	a. d. 6 3	a. d. 8 1	a. d. 5 6	a. d. 9 9	a. d. 14 0	a. d. 18 0	a. d. 21 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.													
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2		
G.	V	1301	Veetie	211½	d. 20	d. 19	d. 16	d. 14	d. 14	d. 20	d. 39	d. 31	d. 26	d. 54	d. 43	d. 88	d. 110	d. 128
..	..	..	Victoria Dock (see pages 221 and 222).	..	3	3	3	3	3	3	3	3	3	3	3	3	3	3
(c)	V K	2284	Victoria Park	3½	d. 4	d. 3	d. 3	d. 3	d. 3	d. 4	d. 4	d. 4	d. 4	d. 5	d. 4	d. 6	d. 6	d. 7
(e)	V T	1446	Violet Town	103½	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3	d. 3
G.	V V	985	Vite Vite	115½	d. 12	d. 12	d. 11	d. 11	d. 11	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12
G.	W A	1675	Wania	140½	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13	d. 13
(b)	W B A	6485	Wabba	250	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15	d. 15
(c)	W G	1778	Wahguyyah	174	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22	d. 22
G.	W Q	1602	Wahring	84½	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17
G.	W A I	724	Wail	219½	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10	d. 10
G.	W I E	484	Waitchie	233½	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19	d. 19
G.	W A K	5614	Wakool	197½	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20	d. 20
(c)	W L A	7990	Walhallat	107½	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18	d. 18
G.	W C	816	Wallace	61½	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12	d. 12
G.	W K	6423	Wallan	28½	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7	d. 7
G.	W L P	5369	Walpeup	307½	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4	d. 4
G.	W A L	712	Walwal	160	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24	d. 24
G.	W L T	6635	Wanabba	112½	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17	d. 17

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.													
					Special M.	M.	A.P.F.	Grain.	S.A.P.	A.	A.A.	E.	BR.	C.	1	2		
G.	W A N	2251	Wandin	31½	4 11	5 2	5 5	4 11	4 11	6 3	9 0	6 2	4 11	5 9	3 15	11 18	0 21	3 3
G.	W J	1426	Wandong	34½	4 7	4 10	5 1	4 7	5 11	5 11	8 7	5 10	8 10	15 2	18 0	21 3	23 3	3 3
(*)	W	1458	Wangaratta	145½	4 0	5 0	5 7	5 1	6 8	9 3	29 11	20 4	40 1	32 6	64 5	76 3	94 9	3 3
G.	W V	6206	Wannon	210½	15 7	16 4	13 6	12 2	16 8	28 6	19 4	38 2	30 11	61 4	76 3	94 9	128 6	6 6
G.	W X	1632	Waranga	99½	19 3	20 3	15 7	14 0	19 3	37 5	25 5	51 3	41 7	80 10	101 6	128 6	128 6	6 6
(*)	W A R	2260	Warburton	48½	11 5	12 0	11 5	10 3	14 4	22 5	15 11	30 9	25 0	45 4	52 3	65 0	85 0	0 0
G.	W A K	847	Warracoort	87	6 6	6 10	7 4	6 8	8 0	11 11	8 1	15 1	12 3	22 0	39 6	45 9	56 9	0 0
(c)	W L	1277	Warracknabeal	218½	10 6	11 0	10 10	9 10	13 2	20 2	13 9	25 9	20 11	37 8	45 9	56 9	131 3	3 3
(c)	W I	1839	Warragul	65½	20 11	22 0	16 4	14 6	20 3	39 9	28 10	64 5	44 2	87 2	103 6	131 3	131 3	3 3
G.	W Y N	312	Warra Yadn	136	8 4	8 9	9 0	8 0	10 10	15 10	10 9	20 0	16 2	29 7	33 9	41 3	41 3	0 0
G.	W R N	438	Warne	213	7 11	8 4	8 7	7 8	10 4	15 1	10 3	19 1	15 5	28 2	33 9	41 3	88 0	0 0
G.	W R G	5577	Warragamba	140½	20 7	21 7	18 4	14 5	20 3	39 7	28 10	64 0	43 10	86 5	102 0	129 0	129 0	0 0
G	W H P	685	Warrenheip	69½	15 10	16 8	13 10	12 2	16 11	29 7	20 0	39 2	20 0	39 2	62 6	73 3	91 3	0 0
(*)	W B	868	Warrnambool (see page 220)	186	15 1	15 10	13 2	11 10	16 1	28 2	19 1	37 8	30 6	59 6	73 3	91 3	45 9	0 0
G.	W N G	5955	Warrong	179	8 11	9 4	9 1	8 3	11 0	16 10	11 5	20 8	16 9	30 10	37 0	45 9	105 6	0 0
(*)	W C H	199	Watchem	202½	16 10	17 8	14 8	12 11	17 2	31 6	22 4	44 8	36 3	71 5	84 0	105 6	105 6	0 0
G.	W H A	208	Watchuppa	234½	17 4	18 2	14 6	13 0	17 8	33 11	23 8	47 7	36 8	75 7	89 0	111 9	111 9	0 0
(*)	W T N	7081	Watson†	97½	19 6	20 6	16 2	14 3	19 10	38 5	26 0	52 1	42 7	82 11	98 6	124 0	124 0	0 0
(*)					18 7	19 6	15 5	13 10	18 11	36 7	24 9	50 1	40 7	79 0	98 6	124 0	140 9	0 0
(*)					21 6	22 6	16 1	14 6	19 11	39 9	26 11	54 7	44 3	88 2	110 6	140 9	140 9	0 0
(*)					11 9	12 4	12 0	10 7	14 4	23 6	15 11	30 9	25 0	44 5	51 3	64 0	64 0	0 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 Number	Station.	TARE Miles.	CLASSES.																							
					Special M.	M.	A.P.	Gmsh.	S.A.P.	A.	AA.	B.	Bb.	C.	1	2												
G.	W A J	347	Wandra	95½	11	7	12	2	12	0	10	7	14	4	22	9	15	4	29	7	24	0	43	7	50	3	62	3
(c)	W Y G	6887	Waggarra	222½	11	0	11	7	11	5	10	3	13	8	21	8	14	7	28	2	22	10	41	6	50	3	62	3
(c)	W E D	5495	Wedderburn..	151	20	2	21	2	15	11	14	19	7	38	8	26	2	52	10	42	11	84	8	100	0	134	3	
G.	W J N	422	Wedderburn Junction	146	16	9	17	7	14	2	12	6	17	6	31	1	21	6	74	7	33	8	66	6	78	6	97	6
G.	W E A	5926	Weaproninah†	129½	15	7	16	4	13	6	12	2	16	8	28	6	19	4	38	2	30	11	61	4	76	3	94	9
G.	W E R	855	Weerite	117½	14	0	14	8	12	9	11	6	15	9	26	7	17	11	35	2	28	6	54	8	68	3	84	0
G.	W L F	68	Welford	115½	13	4	14	0	12	5	11	2	15	5	24	10	16	11	32	9	34	5	27	11	53	0	61	9
G.	W P L	1988	Welshpool	120½	12	9	13	5	12	5	11	2	15	5	24	8	16	9	32	5	26	4	49	10	60	6	75	6
G.	W P J	2050	Welshpool Jetty (see page 220)	90½	13	4	14	0	12	5	11	2	15	5	25	2	17	0	33	3	26	11	51	4	63	9	78	6
G.	W R H	6121	Werneth	191	11	5	12	0	11	9	10	5	14	0	21	8	14	8	27	11	22	8	40	11	48	3	59	0
(c)	W R	655	Werrabee	191	10	10	11	5	11	2	10	1	13	4	20	8	14	0	26	7	21	7	39	0	48	3	59	0
G.	W M L	5400	Werrimul (see page 139)	378	4	0	4	2	3	8	3	4	4	5	11	4	4	5	11	4	1	7	8	6	10	10	11	6
(c)	W E S	2258	Wesburn	45½	27	2	28	6	19	3	17	9	24	10	57	4	38	8	77	6	62	10	107	10	110	6	129	0
G.	W S Y	5560	Westby	186	6	3	6	7	2	6	6	6	8	8	12	6	8	6	15	1	12	3	22	1	25	3	30	0
(c)	W S M	990	Westmere	132½	5	11	6	3	6	10	6	2	8	3	11	11	8	1	14	4	11	8	21	0	25	3	30	0
(c)	W F Y	24	West Footscray	4½	18	7	19	6	15	5	13	7	18	11	36	1	24	4	49	1	39	11	77	11	91	9	115	6
G.	W E T	5565	Wetappa	212	17	8	18	7	14	8	13	3	18	0	34	2	23	2	46	0	38	0	74	2	91	9	115	6
G.	W L W	1965	Whitlaw	67½	16	1	16	10	13	5	11	10	16	6	28	3	19	2	37	5	30	5	59	0	69	3	86	3
					19	3	20	3	15	7	14	0	19	3	37	5	25	5	51	5	41	9	82	0	101	9	128	9
					8	2	9	8	9	4	8	5	11	0	16	6	11	0	21	8	17	7	31	4	38	3	44	6
					8	9	9	2	8	11	8	1	10	6	15	9	10	8	20	8	16	9	29	10	36	3	44	6

† 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.																									
					Special.	M.	A.P.	Gmbl.	S.A.P.	A.	AA.	B.	BB.	C.	I	3														
Fruit and Vegetables, Ont. warts, Empty cases In	..	64	White Hills Siding	103½	C.R.	12	8	13	4	12	0	10	7	15	1	24	1	16	4	31	3	25	3	46	7	55	0	67	6	
					O.R.	12	1	12	8	11	5	10	3	14	4	22	11	15	7	29	9	24	1	44	4	55	0	67	6	
G.	WFD	6736	Whitfield†	175½	C.R.	18	0	18	11	15	3	13	4	18	7	34	7	23	4	46	11	38	1	74	5	88	0	110	3	
					O.R.	17	2	18	0	14	6	13	0	17	8	32	11	22	3	44	8	36	3	70	10	88	0	110	3	
G.	WS	1537	Whittlesea	20½	C.R.	4	6	4	9	4	11	4	5	5	11	8	1	5	6	9	9	7	11	14	4	15	0	18	3	
					O.R.	4	2	4	5	4	7	4	1	5	7	8	5	2	9	3	7	6	13	8	15	0	18	3		
G.	WHL	5890	Whorel	87½	C.R.	11	0	11	7	11	5	10	2	13	10	21	2	14	5	27	0	22	0	39	11	46	6	57	3	
					O.R.	10	6	11	0	10	10	9	10	13	2	20	2	13	9	25	9	20	11	38	0	46	6	57	3	
G.	WLL	6295	Willia	277	C.R.	23	11	25	1	17	10	15	9	21	11	46	1	31	3	63	0	51	1	101	6	123	3	158	6	
					O.R.	22	9	23	11	17	0	15	4	20	10	43	11	29	9	60	0	48	8	96	8	123	3	158	6	
(c)	WIL	1148	Willaura	164½	C.R.	16	9	17	7	14	4	12	7	17	10	31	5	21	4	42	5	34	5	67	11	80	0	99	3	
					O.R.	15	11	16	0	13	8	12	3	17	0	29	11	20	4	40	5	32	9	64	8	80	0	99	3	
G.	WP	762	Williamstown Pier (see page 272)	9½	C.R.	4	0	4	2	3	6	3	2	4	0	4	9	3	8	5	5	4	5	6	6	6	6	7	0	
					O.R.	3	8	3	10	3	2	2	10	3	8	4	5	3	4	5	1	4	1	6	2	6	6	6	7	0
G	WVN	1553	Willemacra.	45½	C.R.	6	3	6	7	7	2	6	10	6	2	8	3	11	11	8	15	1	12	3	22	1	25	3	30	0
					O.R.	5	11	6	3	6	10	6	2	8	3	11	11	8	1	14	4	11	8	21	0	25	3	30	0	
(b)	WMB	5919	Wimbat	118½	C.R.	14	0	14	8	13	0	11	6	16	2	26	3	17	10	34	7	27	11	53	5	62	3	77	0	
					O.R.	13	4	14	0	12	5	11	2	15	5	25	0	17	0	32	11	26	7	32	7	50	10	62	3	77	0
G.	WH	842	Winchelsea	70½	C.R.	9	6	10	0	9	6	8	7	11	7	17	8	12	0	22	9	18	7	32	7	37	3	46	6	
					O.R.	9	1	9	6	9	1	8	3	11	0	16	10	11	5	21	8	17	8	31	4	37	3	46	6	
G.	WT	692	Wimmera	83½	C.R.	10	10	11	5	11	0	9	9	13	3	20	0	13	7	26	1	21	2	36	4	44	0	55	0	
					O.R.	10	4	10	10	10	0	9	5	12	7	19	1	12	11	24	10	20	2	36	6	44	0	55	0	
(c) In, G Out	WIN	2328	Windsor	5	C.R.	4	0	4	2	3	6	3	2	4	0	4	9	3	8	5	5	4	5	6	6	6	6	7	0	
					O.R.	3	8	3	10	3	2	2	10	3	8	4	5	3	4	5	1	4	1	6	2	6	6	6	7	0
G.	WGI	974	Wingzel	73½	C.R.	9	9	10	3	10	2	9	0	12	0	18	2	12	5	23	6	19	0	33	5	39	6	48	6	
					O.R.	9	3	9	9	9	8	8	11	5	17	4	11	10	22	5	18	1	31	10	39	6	48	6		
G.	WNP	6237	Winnap	268	C.R.	22	9	23	11	17	6	15	5	21	4	44	3	29	11	60	8	49	0	99	1	118	9	151	0	
					O.R.	21	8	22	9	16	8	15	0	20	4	42	2	28	6	57	7	46	8	94	4	118	9	151	0	
G.	WNN	1452	Winton	127½	C.R.	14	8	15	5	13	5	11	10	16	6	27	7	18	8	36	5	29	5	56	6	66	9	83	0	
					O.R.	14	0	14	8	12	0	11	6	15	9	26	3	17	9	34	8	28	0	53	10	66	9	83	0	
(c)	WDD	1468	Wodonga	187	C.R.	18	11	19	10	15	5	13	7	18	11	36	1	24	4	49	5	40	1	78	1	92	0	116	0	
					O.R.	18	0	18	11	14	8	13	3	18	0	34	4	23	2	47	1	38	2	74	4	92	0	116	0	
G.	WMM	140	Wombat	85	C.R.	11	0	11	7	11	0	9	9	13	3	20	0	13	7	26	1	21	2	38	6	45	0	55	6	
					O.R.	10	6	11	6	10	6	9	5	12	7	19	1	12	11	24	10	29	2	36	8	45	0	55	6	

† 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 Number	Station.	Miles.	CLASSES.											
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	E.	BB.	G.	1	2
G.	W O T	560z	Wombopa ..	163	G.R. 17 8	18 7	14 4	12 7	17 10	32 7	22 0	44 3	36 0	70 6	83 0	103 6
(c)	W N W	6996	Won Won ..	145½	O.R. 16 10	17 8	13 8	12 3	17 0	31 0	20 11	42 2	34 3	67 8	83 0	103 6
(c)	W O N	2037	Wenthaagi ..	87½	O.R. 15 7	16 4	13 6	12 2	16 8	28 6	10 1	38 2	30 11	61 4	76 3	94 2
G.	W O D	137	Woodburn ..	78½	O.R. 10 6	11 7	11 5	10 2	13 10	21 2	14 5	27 0	22 0	39 11	46 6	57 3
(c)	W E	44	Woodend ..	48½	O.R. 10 2	10 8	10 2	9 1	12 3	18 5	12 5	23 1	18 9	34 8	41 9	51 3
G	W F	6586	Woodfield ..	114½	O.R. 6 6	7 2	7 4	6 8	9 11	11 11	8 1	15 1	12 3	22 0	26 9	32 9
G.	W D L	2025	Woodleigh ..	63½	O.R. 8 6	8 11	9 0	8 0	10 10	15 10	10 9	20 0	16 2	29 11	34 6	41 9
G.	W D E	6999	Woodside ..	155½	O.R. 16 11	17 9	14 4	12 7	17 10	31 5	21 4	42 5	34 5	68 1	80 3	100 0
G.	W V E	516	Woodvale ..	112	O.R. 16 1	16 11	13 8	12 3	17 0	29 11	20 4	40 5	32 9	64 10	80 3	100 0
G.	W L M	2029	Woodman ..	73½	O.R. 12 5	13 0	12 3	11 0	14 11	24 0	16 2	31 6	25 7	47 6	58 9	72 9
G.	W S P	5957	Wood-shorpe ..	185	O.R. 9 3	9 9	9 8	8 8	11 5	17 4	11 10	22 5	18 1	31 10	39 6	48 6
(c)	W M G	210	Woomelang ..	241½	O.R. 17 8	18 7	14 8	13 3	18 0	34 2	23 2	46 9	38 0	73 8	91 6	115 0
G.	W O	6752	Woorragee ..	178½	O.R. 21 11	23 0	17 1	15 0	21 2	42 5	28 9	58 1	47 2	95 0	113 3	143 9
G.	W Y K	2254	Woori Yallock	38½	O.R. 20 10	21 11	10 3	14 7	20 4	40 5	27 5	55 4	44 11	90 0	113 3	143 9
G	W N N	5545	Woorinen ..	222	O.R. 18 2	19 1	15 3	13 0	17 8	33 3	22 6	45 4	36 8	72 0	89 0	111 9
G.	W U	1615	Wunghnu ..	129½	O.R. 5 5	5 8	5 11	5 4	7 0	10 2	6 11	12 5	10 1	18 8	21 0	26 0
(c)	W Y	433	Wyehproof ..	190½	O.R. 21 2	22 3	16 9	14 9	20 7	40 1	27 2	55 2	44 8	88 7	105 9	133 9
G.	W Z	425	Wyghtella ..	159½	O.R. 14 8	15 5	13 5	11 10	16 6	27 11	18 10	36 11	29 11	57 5	68 3	84 0
					O.R. 18 0	18 11	15 1	13 7	18 5	35 0	23 8	47 9	38 9	75 4	93 9	117 9
					O.R. 17 6	18 5	14 4	12 7	17 10	32 5	21 11	43 5	35 2	69 8	81 6	102 0
					O.R. 16 8	17 6	13 8	12 3	17 0	30 10	20 10	41 4	33 0	66 4	81 6	102 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.											
					Special M.	M.	A.P.	Grain.	S.A.P.	A.	AA.	B.	BB.	C.	1	2
(c)	W Y L	5929	Wygelangla†	133	C.R. 15 1	15 10	13 5	11 10	16 6	28 3	19 2	37 5	30 5	59 0	69 3	86 3
G.	Y T	6331	Yaapeet	278‡	O.R. 14 4	15 1	12 9	11 6	15 9	26 14	18 3	35 8	29 0	56 2	69 3	86 3
G.	Y N	1666	Yabba North	138‡	O.R. 22 9	23 11	17 0	15 4	20 10	43 11	29 9	60 0	48 8	96 8	123 3	158 9
G.	Y S	1665	Yabba South	133‡	O.R. 15 1	15 10	13 5	11 10	16 6	28 3	19 2	37 5	30 5	59 0	72 9	90 0
(c)	Y A	6753	Yaakaandah	184	O.R. 14 6	15 3	12 0	11 6	15 9	27 2	18 6	35 11	29 2	56 6	70 0	87 0
G.	Y K L	5612	Yallakool	191	O.R. 17 8	18 7	14 6	13 0	17 8	34 9	23 2	46 7	37 10	73 4	90 9	114 3
G.	Y A L	6850	Yalloburn	88‡	O.R. 18 11	19 10	15 10	13 11	19 4	36 9	24 10	50 2	40 8	79 1	93 9	117 9
(c)	Y B	6345	Yanac	279‡	O.R. 10 6	11 7	11 5	10 2	13 10	21 2	14 5	27 11	22 8	40 1	47 3	58 0
G.	Y G K	5630	Yangabake	268‡	O.R. 24 1	25 3	17 0	15 4	20 10	44 5	30 1	60 5	49 0	96 10	124 0	159 6
G.	Y A N	7012	Yannabhan	53‡	O.R. 23 4	24 6	17 8	15 7	21 6	45 3	30 8	61 7	50 0	99 11	120 9	154 6
G.	Y E	4535	Yan Yean	23	O.R. 22 3	23 4	16 10	15 2	20 6	43 2	29 6	58 8	47 7	95 2	120 9	154 6
G.	Y K	6581	Yarck	97	O.R. 7 4	7 8	4 4	3 11	9 3	13 6	9 1	16 10	13 9	24 2	28 0	35 3
(c)	Y L	2181	Yarra Glen	31‡	O.R. 7 0	7 4	4 7	3 11	9 3	13 6	9 1	16 10	13 9	24 2	28 0	35 3
G.	Y O	1842	Yarragon	70	O.R. 4 0	4 4	2 4	2 0	3 7	4 9	6 8	4 7	8 7	6 11	12 2	13 3
(c)	Y J T	2256	Yarra Junction	43‡	O.R. 11 7	12 2	12 0	10 7	14 4	22 9	15 4	29 7	24 0	43 11	50 9	63 0
(c)	Y A R	6993	Yarram	137‡	O.R. 11 0	11 7	11 5	10 3	13 8	21 8	14 7	28 2	22 10	41 10	50 9	63 0
G.	Y R R	5402	Yarrara (see page 139)	388	O.R. 4 11	5 2	5 5	4 11	6 3	9 0	6 2	11 5	9 3	15 11	18 0	21 3
§§	Y V	754	Yarraville	4‡	O.R. 4 7	4 10	5 6	4 7	5 11	8 7	5 10	10 10	8 10	15 2	18 0	21 3
					O.R. 8 11	9 4	9 1	8 3	11 0	16 10	11 5	20 8	16 0	30 10	37 0	45 9
					O.R. 5 9	6 0	6 8	5 11	7 11	10 10	7 5	14 4	11 2	20 0	24 6	29 3
					O.R. 14 11	15 8	13 2	11 10	16 1	29 1	19 8	38 9	31 5	61 1	71 9	89 0
					O.R. 28 11	30 4	20 5	17 11	25 0	58 1	39 2	79 2	64 2	111 6	115 3	135 9
					O.R. 27 6	28 11	19 5	17 6	23 10	55 4	37 4	75 5	61 1	106 2	115 3	135 9
					O.R. 4 0	4 2	3 6	3 2	4 0	4 9	3 8	5 4	5 4	6 6	6 6	7 0
					O.R. 3 8	3 10	3 2	2 10	3 8	4 5	3 4	5 1	4 1	6 2	6 6	7 0

† Not including transfer charges. § Yarraville is open for Inwards—Truck loads, manure and sugar for reconditioning, empty return cases, jars, bags, &c., a/c Colonial Sugar Coy., Guming, Smith, and Coy., and Victor Leggo and Coy. Outwards—General goods not requiring crane power.

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.											
					Special Mt.	M.	A.P.	Grain.	S.A.P.	A.	A.A.	B.	BB.	C.	1	2
(c)	Y G	1699	Yarrawonga ..	161½	a. d. 17 8	a. d. 18 7	a. d. 14 4	a. d. 12 7	a. d. 17 10	a. d. 32 7	a. d. 22 0	a. d. 44 1	a. d. 35 8	a. d. 70 4	a. d. 82 9	a. d. 103 0
G.	Y H	1685	Yarroweeyah ..	160½	a. d. 16 10	a. d. 17 8	a. d. 13 8	a. d. 12 3	a. d. 17 0	a. d. 31 0	a. d. 20 11	a. d. 42 0	a. d. 34 0	a. d. 67 0	a. d. 82 9	a. d. 103 0
G.	Y T O	6193	Yarto ..	271½	a. d. 16 9	a. d. 17 7	a. d. 14 2	a. d. 12 6	a. d. 16 8	a. d. 29 7	a. d. 20 0	a. d. 39 7	a. d. 32 1	a. d. 63 4	a. d. 78 6	a. d. 97 6
G.	Y C	5966	Yatchaw ..	204½	a. d. 23 6	a. d. 24 8	a. d. 17 0	a. d. 15 9	a. d. 21 11	a. d. 45 9	a. d. 31 0	a. d. 62 6	a. d. 50 8	a. d. 101 0	a. d. 122 0	a. d. 157 0
G.	Y P	232	Yatpool (see page 139)	338½	a. d. 19 10	a. d. 20 10	a. d. 16 2	a. d. 14 3	a. d. 19 10	a. d. 38 5	a. d. 26 0	a. d. 52 9	a. d. 42 9	a. d. 83 6	a. d. 99 0	a. d. 125 3
G.	Y U	5896	Yaughter ..	102½	a. d. 18 11	a. d. 19 10	a. d. 15 5	a. d. 13 10	a. d. 18 11	a. d. 36 7	a. d. 24 9	a. d. 50 3	a. d. 40 3	a. d. 70 6	a. d. 99 0	a. d. 109 0
(c)	Y	6574	Yea ..	79½	a. d. 25 7	a. d. 26 10	a. d. 18 2	a. d. 16 4	a. d. 22 5	a. d. 50 5	a. d. 34 0	a. d. 68 5	a. d. 55 0	a. d. 89 4	a. d. 93 9	a. d. 100 0
G.	Y E L	5243	Yelta (see page 139) ..	364	a. d. 12 6	a. d. 13 2	a. d. 12 0	a. d. 10 7	a. d. 15 1	a. d. 34 1	a. d. 24 1	a. d. 43 0	a. d. 31 3	a. d. 46 0	a. d. 54 3	a. d. 66 9
G.	Y D	683	Yendon ..	75	a. d. 10 8	a. d. 11 2	a. d. 10 8	a. d. 9 1	a. d. 12 3	a. d. 28 5	a. d. 12 5	a. d. 24 0	a. d. 19 6	a. d. 35 2	a. d. 42 0	a. d. 52 0
G.	Y I	2180	Yering ..	29½	a. d. 27 11	a. d. 27 11	a. d. 19 1	a. d. 17 2	a. d. 23 1	a. d. 53 0	a. d. 35 11	a. d. 65 1	a. d. 55 5	a. d. 84 9	a. d. 98 8	a. d. 98 8
G.	Y R	2106	Yinnar ..	97½	a. d. 10 2	a. d. 10 8	a. d. 10 2	a. d. 9 0	a. d. 11 11	a. d. 17 4	a. d. 6 2	a. d. 10 8	a. d. 8 8	a. d. 15 1	a. d. 17 0	a. d. 20 0
G.	Y M	1667	Younnamite ..	142	a. d. 4 9	a. d. 5 0	a. d. 4 11	a. d. 4 5	a. d. 5 11	a. d. 9 0	a. d. 6 2	a. d. 10 8	a. d. 8 8	a. d. 14 4	a. d. 17 0	a. d. 20 0
G.	Y G A	5556	Yungera ..	264½	a. d. 4 5	a. d. 4 8	a. d. 4 4	a. d. 4 7	a. d. 5 7	a. d. 8 7	a. d. 6 15	a. d. 11 30	a. d. 9 25	a. d. 14 5	a. d. 17 3	a. d. 20 0
					a. d. 11 9	a. d. 12 4	a. d. 11 5	a. d. 10 3	a. d. 13 8	a. d. 23 5	a. d. 15 2	a. d. 29 3	a. d. 23 10	a. d. 42 4	a. d. 51 3	a. d. 64 0
					a. d. 11 2	a. d. 11 9	a. d. 11 0	a. d. 10 2	a. d. 16 11	a. d. 29 7	a. d. 20 0	a. d. 39 8	a. d. 32 0	a. d. 62 8	a. d. 74 0	a. d. 91 9
					a. d. 15 5	a. d. 16 2	a. d. 13 2	a. d. 11 10	a. d. 12 2	a. d. 19 1	a. d. 28 2	a. d. 19 1	a. d. 37 8	a. d. 30 6	a. d. 59 8	a. d. 74 0
					a. d. 23 4	a. d. 24 6	a. d. 17 8	a. d. 15 7	a. d. 21 6	a. d. 44 10	a. d. 30 8	a. d. 61 4	a. d. 49 9	a. d. 99 7	a. d. 120 3	a. d. 153 6
					a. d. 22 3	a. d. 23 4	a. d. 16 10	a. d. 15 2	a. d. 20 6	a. d. 42 8	a. d. 28 9	a. d. 58 5	a. d. 47 5	a. d. 94 10	a. d. 120 3	a. d. 133 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 197.)

(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 139, 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 139, 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 27 to 33.

In witness whereof the Common Seal of The Victorian Railways Commissioners was affixed hereto this sixth day of July, in the year of Our Lord One thousand nine hundred and twenty-nine in the presence of—

(SEAL)

HAROLD W. CLAPP,
T. B. MOLOMBY,

} Victorian
Railways
Commissioners.

Confirmed by the Governor in Council
the 22nd July, 1929.

F. W. MABBOTT,
Clerk of the Executive Council.

By Authority: H. J. GREEN, Government Printer, Melbourne.