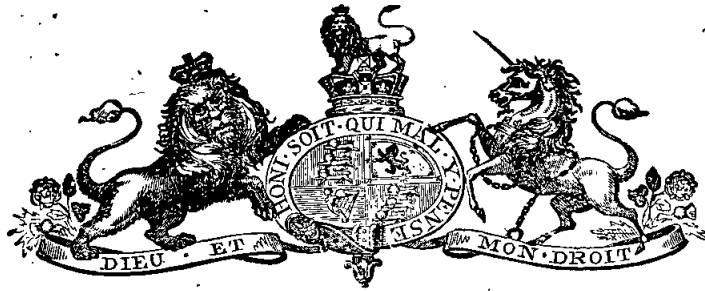


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VICTORIA
GOVERNMENT GAZETTE.

Published by Authority.

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

No. 42.]

THURSDAY, FEBRUARY 26.

[1920.

VICTORIAN RAILWAYS.

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 242.

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.

February 26, 1920

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Victoria Gazette

The provisions of this By-law shall become effective, as from the 1st March, 1920.

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

(Sd.) W. M. SHANNON, { Victorian
C. MISCAMBLE, { Railways
Commissioners.

Confirmed by the Governor in
Council the 24th February, 1920.

(Sd.) 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 21.
Explosives, page 22.
Live Stock, page 133.

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 in 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. 22 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.
	s. d.	s. d.
1 to 101 miles	10 0	2 0
102 to 251 "	20 0	4 0
252 to 500 "	30 0	6 0
501 to 1,000 "	50 0	10 0
1,001 to 1,500 "	60 0	12 0
1,501 to 2,000 "	70 0	14 0
Over 2,000 "	80 0	16 0

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

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.

(B) Nor for damage to any articles of a fragile or brittle nature, such as marble ornaments or statuary, musical instruments, furniture, or toys, which are more than ordinarily hazardous, unless they shall be declared in writing, and properly packed and protected, and the additional Risk rate be paid. Furniture and fragile articles, simply covered with canvas, or paper, or in frail skeleton frames, will be treated as unprotected.

(C) 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.

(D) Nor for the quantity or condition of goods loaded or unloaded by the consignor or consignee at private sidings, unattended stations or sidings, or stations or sidings in charge of caretakers, nor for the quantity or condition of goods forwarded, to such places after the goods are placed upon or left at such places even when the goods are carried at the Commissioners' risk.

(E) 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, nor will they be liable for any loss or injury in connexion with the receipt, carriage, or delivery of goods, unless occasioned by the neglect or default of the Commissioners.

(F) 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 OWNER'S RISK OR CARRIER'S RISK—

(A) Goods classified under Classes M, AP, A, B, and C, and all other goods charged at rates less than Class 1, will be carried at the risk of the owner, unless it be declared on the Consignment Note that the goods are required to be carried at the risk of the Commissioners, and an additional charge (minimum 1s.) be paid of 5 per cent. of the freight charge specified in the Goods Rates Book in respect of such goods. Provided further that the minimum charge shall be 3d. per ton, and that in respect of agricultural produce carried under the Class AP rate the additional charge shall be 3d. per ton for distances not exceeding 200 miles, and 4d. per ton for distances beyond 200 miles.

(B) Any goods in Classes 1 and 2, and in the Vehicles' Class, specified in the Goods Rates Book to be carried at the risk of the owner, may (subject to the provisions of General Condition No. 2) be carried at the risk of the Commissioners, if it be so declared on the Consignment Note, and an additional charge (minimum 1s.) be paid of 10 per cent. of the freight charge specified in the Goods Rates Book in respect of such goods.

(C) The Commissioners shall be exempt from all liability in case of loss, detention, injury, delay, or damage in respect of goods carried at the risk of the owner, except upon proof that such loss, detention, injury, delay, or damage arose from the wilful misconduct or wilful negligence of the Commissioners.

(D) Provided that the Commissioners will not accept for carriage at their risk any frozen or chilled products, fresh meat, honeycomb, fish, poultry, game, or other perishable articles, or any explosives or goods of an inflammable, corrosive, or dangerous nature, neither will they accept any articles, which, on account of their fragile or brittle nature, are more than ordinarily hazardous, unless such goods are properly packed and protected. Furniture and fragile articles simply covered with canvas or paper, or in frail skeleton frames, will be treated as unprotected.

5. 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."

6. 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.

7. ADDRESSING—

All goods must be fully and distinctly addressed, or either branded or marked with the designated Railway Station marks which are scheduled on pages 165 to 195 hereof.

8. 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 157 to 164 hereof, 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 forms prescribed on pages 157 and 164 hereof.

(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 some person authorized by him for the purpose.

(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.

(D) The Commissioners will not accept delivery of goods for carriage to any unattended station or siding unless the consignor, or some person authorized by him for the purpose, signs the consignment note in the form shown on page 157 hereof, and pre-pays all charges in respect of such goods.

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."

9. 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.

10. 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:—

	Saturdays.		Other week days.	
	a.m.	p.m.	a.m.	p.m.
Melbourne "A" Goods Sheds	7	12.30	8	5
Suburban stations	7	1	7.30	5
Country stations where Saturday is the weekly half-holiday	7	1	8	5

NOTE.—At country stations where the weekly half-holiday is observed on a day other than Saturday, the hours for receipt and delivery of goods at such stations shall be as follows:—

Saturdays.	Day of weekly half-holiday.	Other week days.
a.m. p.m.	a.m. p.m.	a.m. p.m.
8 to 5	7 to 1	8 to 5

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 or other day upon which the weekly half-holiday is observed. For suburban Wood Sidings, see page 29.

11. 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 87.

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

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

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

13. 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.

14. 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 employee of the Commissioners that delivery will be taken at the railway station by the consignee.

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

16. CLASS WEIGHT MINIMUMS—

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

"Manure" Rate is applicable to consignments loaded in trucks to their full carrying capacity less 5 per cent. When "Manures" are consigned in quantities of less than the full carrying capacity of the truck less 5 per cent., and not less than 2 tons the rates applicable to Firewood shall be charged, and if less than 2 tons and not less than 10 cwt. the rates applicable to Class "AP," and if less than 10 cwt., the rates applicable to Class "A," provided that the charge shall not be more than as for the full carrying capacity of the truck less 5 per cent., at Manure rates, 2 tons at the Firewood rates, or 10 cwt. at Class "AP" respectively.

"Firewood" rates are applicable to truck loads as specified in the loading scale on page 90.

Class "M" is applicable to consignments of 8 tons per 10 or 12 ton capacity truck and 12 tons per 15 ton capacity truck.

When goods specified in Class "M" are consigned in quantities of less than 8 tons per 10 or 12 ton capacity truck or 12 tons per 15 ton capacity truck and not less than 2 tons, the rates applicable to Class "A" shall be charged, and if less than 2 tons, the rates applicable to Class "B," provided that the charge shall not be more than as for 8 tons per 10 or 12 ton capacity truck or 12 tons per 15 ton capacity truck at Class "M," or 2 tons at Class "A" respectively.

Class "AP" is applicable to consignments loaded in trucks to their full carrying capacity less 5 per cent.

When goods specified in Class "AP" are consigned in quantities of less than the full carrying capacity of the truck less 5 per cent., and not less than 3 tons, the Special "AP" rates shall be charged, and if less than 3 tons, and not less than 2 tons, the rates applicable to Class "A," and if less than 2 tons the rates applicable to Class "B," provided that the charge shall not be more than as for the full carrying capacity of the truck less 5 per cent., at Class "AP," 3 tons at the Special "AP" rate, or 2 tons at Class "A," respectively.

Class "A" is applicable to consignments of 2 tons and upwards—

When goods specified in Class "A" are consigned in quantities of less than 2 tons, the rates applicable to Class "B" shall be charged, provided that the charge shall not be more than as for 2 tons at Class "A,"

The rate in respect of goods chargeable under Class "A" less 25 per cent. shall not be less than the Class "AP" rate.

Class "B" is applicable to consignments of 1 ton and upwards—

When goods specified in Class "B" are consigned in quantities of less than 1 ton, the rates applicable to Class "C" shall be charged, provided that the charge shall not be more than as for 1 ton at Class "B."

The rate in respect of goods chargeable under Class "B" less 10 per cent. shall not be less than the Class "A" rate, and when chargeable under Class "B" plus 25 per cent. the rate shall not be more than the Class "C" rate.

Class "C" is applicable to consignments of 1 ton and upwards—

When goods specified in Class "C" are consigned in quantities of less than 1 ton, the rates applicable to Class 1 shall be charged, provided that the charge shall not be more than as for 1 ton at Class "C."

The rate in respect of goods chargeable under Class "C" less 20 per cent. shall not be less than the Class "B" rate.

Class 1.—The charge shall be for the actual weight.

Class 2.—The charge shall be for the actual weight.

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.

17. 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."

18. DIVIDED CONSIGNMENTS—

Goods, with the exception of the undermentioned articles, consigned at one station by two or more consignors on the same day to the same consignee at the same destination station shall be treated as one consignment, provided the freight charge thereon be paid by such consignee, viz.:—

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

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

(A) Subject to the provisions of clause B of this condition, goods classified in two or more classes consigned to one consignee may, if it be cheaper than to charge separately 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.

Provided that consignments which comprise goods specified in either or both of Classes "M" or "AP," in truck loads of not less than the minimum tonnage specified for the description of goods forwarded from one consignor at one station to one or more consignees at another station, shall be charged in respect of each consignment or portion thereof specified under such class at the truck load rate of the respective class.

(B) If any goods in Classes B, C, 1 and 2 be reduced in class when consigned in specified quantities, or for any other reason, the rate of the class to which such goods are reduced shall be charged only when the specified quantity of such goods is consigned and any other reason under which such goods are reduced in class is complied with. Provided that 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.

20. 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.

21. 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.

22. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE—

The Commissioners do not accept for carriage by Goods trains any consignment weighing less than 14lbs., nor any consignment of rabbit or hare skins weighing less than 28lbs., nor any consignment of gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold and silver coin or bullion, bills, bank notes, orders, notes, or securities for the payment of money, stamps, or title deeds, but such consignments must be forwarded by Passenger trains at Parcels rates.

23. 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.

24. 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 minimum prescribed on page 52 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-foot 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.

25. 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 (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 122.)

26. 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 162.)

27. 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.

28. 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.

29. 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 10s. per four-wheeled truck, £1 per bogie truck, and £2 per 50-ft. Q 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, in writing, 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 10s. per four-wheeled truck, £1 per bogie truck, and £2 per 50-ft. Q 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 re-consigned 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 re-consigned 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 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.

30. LOADING AND UNLOADING CHARGES—(See page 92.)

(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., A, B, 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. 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 92.)

(c) The loading and unloading of all goods at the places shown in italics on pages 165 to 195 hereof, must be performed by or at the cost of the consignor or the consignee, as the case may be.

31. WEIGHING OF GOODS—(See pages 12 and 87.)

(A) All grain, viz., wheat, oats, barley, rye, and maize consigned for delivery at Williams-town, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, 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. 2718.

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. for each four-wheeled truck, and 2s. for each bogie truck, and shall be paid by the consignor or consignee, or both, as the case may be.

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

(c) The Commissioners' Weighing Machines and Weighbridges at the forwarding or destination station may be used to ascertain the weight of any goods if so required by the consignor or consignee at the charges specified hereunder, and weighbridge tickets will be supplied, giving the desired information:—

1. WEIGHING MACHINES—

When the labour is supplied by the Commissioners, 6d. per ton; minimum charge, 3d.
When the consignor or consignee supplies the labour, 2d. per ton; minimum charge, 3d.

2. CART WEIGHBRIDGES—

	At Melbourne. Goods Sheds.	At all other Stations.
Firewood, coal, or coke, load not exceeding 2 tons	3d.	3d.
Goods (except firewood, coal, or coke), load not exceeding 2 tons	6d.	4d.
All goods, load over 2 tons, and not exceeding 5 tons	6d.	6d.
All goods, load over 5 tons	1s.	1s.

3. TRUCK WEIGHBRIDGES—

Each four-wheeled truck	1s.
Each bogie truck	2s.

(D) If the consignor or consignee requires any goods to be weighed over a truck weighbridge at a station *en route*, such goods may be weighed at the charges specified hereunder, and weighbridge tickets will be supplied giving the desired information:—

Each four-wheeled truck	2s. 6d.
Each bogie truck	5s. 0d.

(E) 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, 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."

32. 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 artificial manure is not permitted in sheds.)

Weight of Goods.	In Sheds or Warehouses.	On Platforms.
	Per Day.	Per Day.
10 cwt. or under	2d.	1½d.
Over 10 cwt.—per ton or part of a ton ...	4d.	3d.
Minimum charge	6d.	4d.

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 ... ..		1d.
Over 10 cwt.—per ton or part of a ton ...	2d.	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 93, 133, and 148.

33. TARPULINS—

(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	Circus Material	Ores
Ashes	Contractor's Plant	Pipes
Bark (other than Ground Bark)	Drays	Pyrites
Boats	Ferns	Roofing Slates
Boilers	Firewood	Sand
Bones	Gravel	Scrap Metals
Bottles	Hardwood	Stable Manure
Bricks	Houses	Stone
Clay	Limestone	Terra Cotta
Coal	Iron or Ironwork	Tiles
Coke	Mallee Roots	Waggons
	Mining Timber	Wheelbarrows

(B) If the consignors desire that any goods of the nature of those described above be covered, a charge of 2s. 6d. for each tarpaulin used on the journey shall be made, and a demurrage charge of 2s. 6d. per day shall be imposed for each tarpaulin used in covering the goods if delivery of the consignment be not taken within eight working hours after arrival at the destination station.

(c) When the Consignor is required to perform the loading of any goods for which tarpaulins are necessary, the covering of the truck must also be done to the satisfaction of the proper employee of the Commissioners, by or at the cost of the Consignor, who shall make good any damage to tarpaulins arising from goods insufficiently or negligently covered, secured, or protected. If the covering of the truck be done by the Commissioners, a charge of 6d. for each tarpaulin will be imposed.

(d) The Commissioners do not provide tarpaulins to cover barbed wire, agricultural implements, machinery, 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.

34. RE-CONSIGNMENT OF GOODS—

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

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

(B) A re-consigning charge of 1s. 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 re-consigned.

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

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

(F) Goods unloaded at the Melbourne sheds and consigned to another station 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. 6d. per ton, minimum 6d., 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.

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

ATTENTION IS CALLED TO SECTION 37 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."

36. EXPLOSIVES AND OTHER DANGEROUS GOODS—

The Commissioners do not undertake the duties of Common Carriers in respect of the carriage by rail of gunpowder and other explosives or of aquafortis, oil of vitriol, lucifer matches, or any other inflammable or corrosive article, or any article likely to create damage by or in consequence of fermentation, and will accept such goods for carriage by rail only under special contract. (See pages 22 to 29 for Explosives Regulations.)

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

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

37. COMPUTATION OF MILEAGE—

(1) 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.

(2) Goods between the Eastern lines and Melbourne and Arden-street, shall be charged the actual mileage to or from Spencer-street. In all other cases of goods passing over the Flinders-street viaduct one mile shall be added in computing the through mileage.

- 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, motor-cars, drays, waggons, 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. Live poultry, by passenger trains, shall be charged on the bulk weight of the consignment at one-half of the ordinary parcels rate. Minimum charge 6d.

4. On the return journey any exhibits, or portion thereof, which have been exhibited, and not sold, will, 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 a greater number of vehicles be used for the carriage of exhibits on the return journey 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 on the return journey.

5. Exhibits, accompanied by the aforesaid certificate, may be forwarded on from one Show to another, subject to the freight charges, as prescribed in clause 3 of this division, being prepaid, and when the final destination is reached, they may be returned "free" to the original despatching station, conditionally on the observance of the provisions of clause 4 of this division. 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 over such portion of the line.

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

7. Exhibits may be consigned on the forward journey at owner's or Commissioner's risk, as desired by the consignors; but when carried free on the return journey they must be accepted only at owner's risk.

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.

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 return journeys.

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 return tickets at Holiday Excursion Fares, and such certificate must be forwarded to the Auditor of Receipts, as the authority for the special issue.

12. If a full sheep-truck load of sheep, or a full cattle-truck load of horses, cattle, or pigs, has been paid for on the forward journey, and the whole of the stock has been returned "free," in accordance with the provisions of clause 4 of this division, one stock attendant in respect of each truck will be granted a refund of the return fare paid by him. He must

travel in the truck or in the van of a goods train with the stock, and must provide himself with a copy of Form P69, duly completed by the stationmasters at the forwarding and returning stations respectively. A receipt for the refund must be given on the certificate by the attendant, after which it must be treated in the same manner as a passenger refund order.

(FORM P69.)

Stock Attendant's Certificate.

I hereby certify that Mr. _____ Date _____ Station.
with his Stock to Agricultural Show. travelled in Truck No. 19 train
fare. _____ Stationmaster.
I hereby certify that Mr. _____ returned from _____ Station.
Show in Truck No. _____ train, with unsold exhibits. fare. Agricultural
Stationmaster.
(Stationmasters to have supplies of this form always on hand.)

CONDITIONS FOR THE CARRIAGE OF EXPLOSIVES AND OTHER DANGEROUS GOODS.

The term explosive means Gunpowder, Nitro-glycerine, Guncotton, Fulminate of any metal, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect, and including Fog-signals, Fireworks, Fuses (except safety fuses), Rockets, Percussion-Caps, Detonators, Cartridges, Ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined.

1. Goods of a dangerous nature will only be received and carried subject to the regulations made in accordance with the provisions of the *Explosives Act 1890*. The Commissioners are not common carriers of explosives, Aquafortis, Mineral Acids, Petroleum, Phosphorus, or Lucifer Matches, or any other goods which in their judgment may be of a dangerous character; and when the carriage of such goods is undertaken it must be distinctly understood that it is entirely at the risk of the owner.

The Commissioners are not subject to any risk of loading, stowage, or unloading; nor are they to be answerable for loss or damage, actual or consequential; nor for discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of articles so carried; nor for any consequence arising from over-carriage, detention, or delay in, or in relation to the carriage or delivery thereof.

2. No employee of the Commissioners is authorized to receive or undertake the carriage of Gunpowder or other dangerous or explosive compounds, or to give any receipt or acknowledgement for such goods, unless the consignor thereof has obtained from the proper employee of the Commissioners and signed the special consignment note prescribed on page 160 hereof.

3. No person shall send to the railway station any consignment of explosive unless he has given to the proper employee of the Commissioners 48 hours previously a properly completed consignment note in the form prescribed on page 160 hereof, and has had an intimation in writing from the proper employee of the Commissioners that they are prepared to receive such consignment.

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

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

Attention is called to Section 13 of the *Explosives Act* 1890, No. 1090, repeated hereunder:—

"Any such consignor, consignee, or other person who by his wilful act neglect or default, or by his improper refusal to accept delivery of such explosive from a carrier causes such carrier to violate the provisions of this part of this Act (*i.e.*, *Explosives Act* 1890) shall himself be guilty of a violation of the provisions of this part of this Act, and shall on conviction forfeit a sum not exceeding £100."

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

6. Gunpowder or other dangerous and explosive compounds will not be received for carriage by railway unless packed in kegs or barrels closely bound or hooped without any iron about them, of quarter, half-quarter, or whole barrel sizes, the staves to be of $\frac{1}{4}$ inch minimum thickness; or in canisters made of tin, copper, zinc, or other suitable metal; or in cardboard boxes, strong and impervious to leakage, enclosed in wooden cases of $\frac{1}{2}$ inch thickness at the sides, and 1 inch thickness at the ends; or in metallic cylinders of pattern similar in construction and security to those used by the Imperial Government for the conveyance of small quantities of powder by railway; or in packages made otherwise so strong and secure that no part of the contents can become scattered in the handling or removal thereof.

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

Each keg or package must be plainly and fully addressed, and on the outside thereof shall be affixed a brand, label, or other mark specifying the contents and other particulars as prescribed in the provisions of the regulation under the *Explosives Act* 1890.

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

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

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

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

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

In loading or unloading any explosive, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case shall any such casks or packages be rolled, unless hides, cloths, or sheets have been previously laid down on the platform or ground over which the same are to be rolled. Casks or packages containing explosives shall not be thrown or dropped down, but shall be carefully deposited and stowed.

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

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

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

CARRIAGE OF FIREWORKS.

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.

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

CARRIAGE OF CERTAIN EXPLOSIVES IN PORTABLE MAGAZINES BY MIXED AND GOODS TRAINS.

Authorized explosives, 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.

Definition.—Portable magazine means an approved galvanized-iron cylinder, red in colour, with the name of the firm to whom it belongs shown thereon.

The authorized explosives referred to are enumerated hereunder:—

CLASS 1.—GUNPOWDER.

Gunpowder.

CLASS 2.—NITRATE MIXTURE.

Bobbinite	Excelsior
Chilworth Special Powder	Fortis
Electronite	Safety Blasting Powder

CLASS 3.—NITRO-COMPOUND.

DIVISION 1.

Abbcite	Kolax
Ammon-Ligdyn	Kynarkite
Amberite No. 1	Kynite
Arkite	Lanite
Ballistite	Ligdynite
Blasting Gelatine No. 1	Lig/Dyn. 50 per cent.
Blasting Gelatine No. 1, Dragon brand	Lignin Dynamite
Blasting Gelatine No. 2	Monobel Powder
Cambrite	Nobel Glasgow 40 per cent. Dynamite
Camphorated Gelatine	Nobel Ammonia Powder
Capite	Pitite
Carbo-Dynamite	Pitsea Powder
Carbonite	Rippite
Cordite	Rockite
Cornish Powder	Samsonite
Dynamite No. 1	Saxonite
Dynamite No. 2	Stomonal
Dynobel	Stonite
Erin Gelnignite	Stonax
Excellite	Stowite
Fracturite	Stowmarket Gelnignite
Gelatine Dynamite No. 1	Super Excellite
Gelatine Dynamite No. 1, Dragon brand	Super Excellite No. 3
Gelatine Dynamite No. 2, or Gelnignite	Super Kolax
Gelatine Dynamite No. 2, or Gelnignite, Dragon brand	Super Rippite
Haylite	Victor Powder
Infalible Smokeless Powder	Viking Powder No. 1
Jones' Dynamite No. 2	Viking Powder No. 2
Kallenite	Winter Gelnignite

CLASS 3.—NITRO-COMPOUND—*continued.*

Division 2.

Amberite No. 2
Bellona
Blasting Amberite
Cannonite No. 1
Cannonite No. 2
Collodion Cotton
Cooppal's Powder
Crystal Smokeless Powder
Curtisite
Di-flamyr
Du Pont Smokeless Powder
E.C. Sporting Powder
E.C. Powder Company's Rifle Powder,
J.B. Patent
Empire Powder
Felixite
Gun-cotton
Henrite
Ideal Powder
Imperial Schultze Gunpowder
I.X.L. Blasting Powder
King's Semi-Smokeless Powder
Kynock's Smokeless Powder
Life Safe
Mullerite
Neonite
Nitrated Gun-cotton

Nitro-cotton
Nitrokol
Nitro-lignin
Nobel's Rendite
Normal Sporting Powder
Picric Acid
Potentite
Primrose Smokeless Powder
Red Star
Rendite
Rifleite
Rifle Gun-cotton
Roburite No. 1
Roburite No. 2
Roburite No. 3
Ruby Powder
Sabulite
Schultze Gunpowder
Schultze Blasting Powder
Smokeless Diamond
Smokeless Powder
S.S. Smokeless Gunpowder
Tom Thumb Powder
Tonite or Cotton Powder No. 1
Tonite or Cotton Powder No. 2
Troisdorf Smokeless Powder
Walsrode Powder

NOTE.—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.

CLASS 4.—CHLORATE MIXTURE.

Division 2.

Cheddite.

CLASS 6.—AMMUNITION.

Division 1.

Pin Fire Cartridges
Percussion Caps
Railway Fog Signals
Safety Cartridges

Safety Fuse
Tube Safety Fuse
Safety Firing Tubes No. 1
Safety Instantaneous Fuse

NOTE.—Explosives in this division need not be loaded into a portable magazine, but may be accepted if packed in a strong wooden case, lined with tin, galvanized iron, or zinc, and forwarded in trucks with ordinary goods; provided no other explosives are present. 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.

Division 2.

(Not containing their own means of ignition.)

Abel's Electric Tubes
Abel's Electric Fuses
Bickford's Patent Volley Firers
Brain's Electric Fuses
Cartridges for Small Arms (which are not Safety Cartridges)
Cartridges for Cannon, Shells, Mines, Blasting, or other like purposes
Cordeau Bickford
Electric Fuses—Smith's Patent
Electric Fuses
Elswick Electric Tubes
Electric Gunpowder Fuses
Fraser's Fuse Igniters
Fuses for Shells

German Spills
Gunpowder Fuses
Gun-cotton Fuses
High Tension Electric Fuses
High Tension Electric Fuses (Brain's Patent)
Instantaneous Fuse
Low Tension Electric Fuses
Low Tension Fuses
Miners' Squibs
Pain's Instantaneous Pyrotechnic Fuses
Spon's Electric Fuses
Tubes for Firing Explosives
War Rockets

CLASS 6.—AMMUNITION—*continued.*

DIVISION 3.

(Containing their own means of ignition.)

Abel's Electric Detonator Fuses	Electric Detonator Fuses
Bornhardt's Electric Detonator Fuses	Elswick Mechanical Tubes
Brain's Electric Detonator Fuses.	Fuses for Shell
Cartridges for Small Arms (which are not Safety Cartridges)	High Tension Electric Detonator Fuses
Colliery Safety Lighters	Low Tension Electric Detonator Fuses
Detonators	Safety Firing Tubes No. 2
Electric Detonators	Spon's Electric Detonator Fuses
Electric Detonator Fuses (Smith's Patent)	Tubes for Firing Explosives (other than Detonators)

CLASS 7.—FIREWORKS.

DIVISION 1.—Firework Composition.

Nil.

DIVISION 2.—Manufactured Fireworks.

Aluminium Torches	Manufactured Fireworks
Magnesium Torches	Socket Sound Signals
Amorces	Socket Distress Signals
Crack Shots	Sound Signal Rockets
Distress Signal Rockets	Socket Light Signals
Incendiary Stars	Snaps for Bonbon Crackers
Incendiary Shells	Throwdowns
Lightning Paper	Very Signal Cartridges
Magic Candle Pin Crackers	

CONVEYANCE OF NITROUS OXIDE AND OXYGEN GASES BY PASSENGER AND MIXED TRAINS.

In cases of urgency, Nitrous Oxide Gas, when contained in approved cylinders, packed in strong wooden cases, and Oxygen Gas in approved metal tubes or cylinders, may be carried in limited quantities (maximum five cylinders) by passenger or mixed trains.

CHARGES FOR THE CARRIAGE OF EXPLOSIVES.

(A) In Powder 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 10s. for each consignment.
- (2) For consignments forwarded to all places not covered by the fixed radius, or to places within the fixed radius on other than the prescribed loading days, the charges shall be—
 - (a) Where a regular goods train is run for the whole distance, as for a minimum quantity of one ton.
 - (b) Where a special goods train is necessary on any portion of the journey, the ordinary freight charge shall be imposed as for a minimum quantity of one ton up to the point the consignment can be carried by a regular goods train, thence an additional minimum charge, including the freight charges of £2 15s. 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 powder 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 £5 10s.; and between Woodend and Daylesford, £2 15s.
- (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 £2 15s. 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 3s. for each portable magazine or cylinder, provided that this charge shall not exceed Class 2 mileage rates, subject to a minimum charge of 10s. when cheaper than the rate of 3s. per portable magazine or cylinder.

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) Fireworks shall be charged the mileage rates subject to the Tariff for "Smalls."
- (d) Safety Cartridges, also 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 explosives consignments be given the benefit of any Tariff rates lower than the mileage rates.
- (e) 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.

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

INFLAMMABLE LIQUIDS—GROUP A.

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

Each package to have label attached, printed in conspicuous characters, bearing the words "Highly Inflammable," and stating the contents and name and address of consignor.

Name of Article.	To be packed in.
Acetone	(A) In casks, iron drums or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or
Benzoline	
Carburine	(B) In hermetically sealed tins or bottles, packed in sawdust in cases
Enamel Anti-fouling Composition	
*Naphtha	(C) In sound hermetically sealed 2 or 4 gallon petrol tins, protected against damage by wooden cases, or other approved method, provided sufficient air space is allowed in the tins for expansion of the contents, and provided not more than eight (8) gallons are enclosed in any one outer package
Petroleum, including Benzine, Motor Spirit and Petrol	
Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids	In iron drums, strongly made and securely closed, so as to prevent all possibility of leakage
Toluol	
Wood Naphtha or Wood Spirit	In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
Hydro-Carbon, from Oil Gas manufacture	
Benzine Collas	(A) In approved iron drums, hermetically sealed; or
Collodion	
Ether	(B) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
	Gasoline
Pentane	
	Bisulphide of Carbon
Compressed Liquid Ammonia or Anhydrous Ammonia	
	Carbonic Acid
Laughing Gas	In approved metal cylinders, packed in sawdust in cases
Carbide of Calcium	
Oxygen Gas	

* Mineral naphtha may be accepted if contained in original tins (hermetically sealed) and cases.

INFLAMMABLE LIQUIDS.—GROUP B.

(Vapour inflammable between 73 deg. and 150 deg. Fahrenheit.)

When the following come under the above definition they may be received for conveyance in casks, cans, tins, or iron drums strongly made and securely closed, so as to prevent all possibility of leakage:—

Paraffin Oil, and Petroleum Oil, Naphtha, Wood Naphtha, or Wood Spirit, Turpentine (Spirits of), Turpentine Substitute, Terebinte or Sun Driers, Turpentine Varnish, Methylated Spirits, Spirit of Wine, and Spirit Varnish.

DANGEROUS OR CORROSIVE CHEMICALS.

Name of Article.	To be packed in.
Muriatic Acid	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases; or in jars packed with bagging and enclosed in cases or crates.
Bromide	
Hydrochloric Acid or	
Spirit of Salt	
Fluoric Acid	
Oil of Vitriol	In gutta-percha bottles.
Sulphuric Acid	
Nitric Acid or	In glass carboys, or in bottles packed in cases or hampers; or in lead cisterns, hermetically sealed and enclosed in wooden cases, containing not more than 1 cwt. of acid; or in jars packed with bagging and enclosed in cases or crates; or in 10-gallon steel barrels; or in iron or steel drums (38 inches long by 25 inches in diameter); the gross weight per drum not to exceed 1,400 lbs. The drums must not be accepted unless in good condition and free from rust.
Aquafortis	
Potassium	
Sodium	
Sulphuric Anhydride or Sulphuric Acid Crystals	
Peroxide of Sodium	In iron drums, hermetically sealed.
Phosphorus	In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly-bound wooden cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight.
Amorphous Phosphorus	
Bleaching Liquids, Corrosive	(A)—In iron drums, hermetically sealed; or (B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases.
Chloride of Sulphur	
Perchloride of Iron	In glass carboys, or in bottles packed in cases or hampers.
Chromic Acid, Liquid	(A)—In glass carboys, or in bottles packed in cases or hampers; or (B)—In carboys, or in casks or iron drums.
Painters' Solution, Corrosive	In jars or carboys.
Reake's Vulcan Soldering Fluid	In carboys, earthenware jars, tins, or casks.
Sodium Amalgam	In iron drums, hermetically sealed.
Solderine	In carboys, earthenware jars, tins, or casks.
Tin Solution	In jars or carboys, or in bottles packed in cases.
Disencrusting Fluids	In casks.
Sulphurous Acid	(A)—In casks. (B)—In glass bottles (not carboys), packed in hampers.
Acetic or Wood Acid	In tins, drums, or casks.
Arsenic Acid	
Carbolic Acid	
Chloride or Muriate of Zinc	
Iron Liquor, or Muriate of Iron, or Chloride of Iron	
Nitrate of Iron	
Tin Liquor	

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

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

BIOSCOPE FILMS.

Owing to their inflammable nature, bioscope films may only be accepted for carriage by rail when enclosed in tins or iron receptacles, or in zinc or iron lined wooden boxes, or in the specially prepared fibre coverings as used by certain firms.

LUCIFER MATCHES, WAX MATCHES, AND SAFETY MATCHES.

Cases not exceeding 2 cwt. gross, to consist of wood at the sides, top, and bottom, $\frac{1}{2}$ of an inch thick, ends $\frac{3}{4}$ of an inch thick, to be strengthened with two battens across the lid outside, and two battens at each end outside, battens to be not less than $2\frac{1}{2}$ inches wide, and $\frac{1}{2}$ an inch thick.

Cases, the gross weight of which exceeds 2 cwt., and does not exceed 3 cwt.; the sides, top, and bottom to consist of wood $\frac{1}{2}$ of an inch thick, and the ends $\frac{3}{4}$ of an inch thick, and to be strengthened by battens of the same width and thickness, and in the same position, as the 2-cwt. case.

Where the cases are composed of wood thicker than the description mentioned above, battens need not be used.

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

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

VESUVIANS, FUSEES, AND GAS LIGHTING COMPOSITION.

These must be securely packed in strong boxes, the sides, bottoms, and lids of which must be of a thickness not less than half an inch, and the ends not less than three-quarters of an inch. The ends of the case must each be strengthened on the outer face by two battens not less than $2\frac{1}{2}$ inches wide by half 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 as above described for Vesuvians must be used.

OIL OF MYRRANE AND CHLORATE OF POTASH.

These two articles must not be accepted for carriage in the same truck unless the Chlorate of Potash is packed in a case lined with strong zinc or tinned iron to prevent the possibility of their becoming mixed.

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. 6d. 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. 6d. 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 rail-leased allotments, consignments for which no receipts have been given, or for which the rail-leased allotments, consignments for which no receipts have been given, or for which the rail-leased allotments, consignments for which no receipts have been given, or for which the rail-leased allotments, consignments for which no receipts have been given, 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. 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. 6d. 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 92.

ALPHABETICAL CLASSIFICATION OF GOODS.

o.r. means "Owner's Risk."

n.o.s. means "Not Otherwise Specified."

Article.	Class.	Article.	Class.
A.			
Accumulators, Electric, consisting of Lead Plates and Cells (glass jars) o.r. ...	2	Agricultural Machines, &c.— continued. Mowers Reapers Reapers and Binders Seed Cleaners Seed Drills Strippers Thrashers (see page 128). Winnowers Agricultural Motors 2 Agricultural Implements and Machines in pieces in cases (see footnote*) C Agricultural Implements in pieces, in bundles (see footnote*) C Agricultural Implements and Machines, old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form GF.104 C Agricultural Implements and Machines, parts of, including castings and mouldings, finished, n.o.s., o.r. 1 Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough, and not machined or polished, n.o.s. C Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough and not machined or polished, n.o.s. (see footnote*) C, less 20 p.c. Agricultural Implements and Machines (see pages 123 and 126). Agricultural Produce, n.o.s. (see page 117) A.P. Ale, Beer, and Porter, bulk (see page 87) C Ale, Beer, and Porter, certified by Customs Department to be unfit for consumption (see footnote *) M Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates, o.r. (see pages 88 and 95) 2 Ale, Beer, and Porter, bottled, in uncovered crates, o.r. 2, plus 25 p.c. Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates o.r. (see footnote *) 1 Ale, Beer, and Porter, bottled, produce of Commonwealth, o.r. 1 Ale, Beer, and Porter, bottled, produce of Commonwealth (see footnote *) C	
Acetate of Lime, "Smalls" minimum	B		
" " (see footnote†)	A		
Acetone (see page 25)	2		
" " produce of Commonwealth on up journey (see page 56)	C		
" Oil	1		
Acids and Compounds, dangerous, n.o.s., o.r. (see list, pages 27 and 28)	2		
Acids, n.o.s. (in cases and carboys), o.r. (see page 27)	2		
Acid, Acetic (see page 28)	C		
" Citric	2		
" Lactic	A		
" Sodium Sulphate	A		
" Sulphuric and Muriatic (see page 28)	A		
" Tartaric, o.r.	2		
Acid Jars, returned empty, in cases	B		
Advertising Plates, tin or iron	1		
Aegyptio (flooring material)	B		
Aerated Waters	B		
Agricultural Implements, as under, o.r.	1		
Cultivators (plain)			
Disc Harrows			
Disc Ploughs			
Earth Scoops			
Fire Rakes			
Hand Drills			
Hand Sowers			
Harrows			
Hay Rakes			
Hay Tedders			
Land Rollers			
Ploughs			
Potato Planters			
Scufflers			
Agricultural Machines, as under, o.r.	1		
Baggers			
Chaff Cutters			
Clod Crushers			
Corn Crushers			
Corn Shellers and Screens			
Cultivators (with grain boxes)			
Disc and Hoe Drills			
Farm Water Carts			
Grain Pickling			
Harvesters			
Hay Presses			
Horseworks			
Land Graders			
Motor Baling Presses (set up)			

* Subject to a minimum of

† " " "

Per 10 or 12-ton truck. Per 15-ton truck.

Tons.

Tons.

7

10½

6

6

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Ale, Beer, and Porter, bulk, produce of Commonwealth, on up journey (see page 56) ...	B	Asbestos, sheets ...	B
Ale, Bux, Camp, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, Neer Beer, and similar kinds in casks, cases, and covered crates ...	B	" roofing slates ...	C
Ale, Bux, Camp, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, Neer Beer, and similar kinds in uncovered crates, o.r. ...	1	" and Silicate Cotton for Steam Pipe Covering ...	C
Almonds, n.o.s. ...	2	Ashes, n.o.s. (see page 87)...	M
Almonds, produce of Commonwealth, on up journey, "Smalls" minimum (see page 56) ...	A, less 25 p.c.	Ashes, Wood (see Manures) ...	2
Alpinite (for packing walls) ...	1	Ash-pans, for portable engines ...	1
Alum (Alumina Sulphate) and Alum Cake ...	C	Axe Handles, in bundles or cases ...	1
Aluminoferric (water clarifier) ...	A	Axes, in cases or secure packages ...	2
Alumite ...	M	" loose, o.r. ...	1
Ammonia liquid, o.r. (see page 27) ...	2	Axle Arms and Boxes ...	1
" liquor, o.r. (see page 27) ...	2	" Grease. ...	C
" phosphate of ...	2		
Ammunition o.r. ...	2	B.	
" Boxes, empty (see p. 79).	1	Bacon, Hams, and Lard (see page 84)	B, less 10 p.c.
Anchors and Chain Cable ...	1	" " " for export (see page 123).	2
Animals (see Live Stock, page 133).	C	Bagatelle and Billiard Tables ...	2
Anti-friction and Axle Grease ...	C	" " " when unpacked, o.r.	2
Antimony (see Ores).	1	Bagging, Bags, and Rope, old, for paper-making ...	A
Anvils ...	1	Bag Lifters, o.r. ...	2
Apple Juice, produce of Commonwealth, "Smalls" minimum ...	A	Bags, Bagging, Brattice Cloth, and Cornsacks, new, empty, in bales and bundles ...	B
Aqueous Liquid.—(By-product of charcoal manufacture) (see footnote †)	M	Bags and Cornsacks, new, empty (see footnote *) ...	A
Architraves, common wood, not gilded (see Timber)	A	Bags and Cornsacks, second-hand, empty, whether returns or otherwise, also Hessian Wrappers returned, minimum 6d. ...	A
Arkilite (cement composition) ...	A, less 25 p.c.	Bags, Calico ...	1
" (see footnote §) ...	2	" Paper (see Paper).	1
Arrowroot, manufactured ...	B	Bakerine ...	2
" produce of Commonwealth in bulk, in bags	A	Baking Powder ...	2
Arsenic, Crude (see page 117) ...	A, less 25 p.c.	Bananas, in cases and crates, "Smalls" minimum ...	A, less 25 p.c.
" " (see footnote §) ...	2	" loose, or in bundles "Smalls" minimum ...	A, less 25 p.c.
" in kegs (see page 117) ...	2	Bark, bundled, or in sheets, n.o.s. ...	B
" for noxious weeds (see page 117)	2	" (see footnote †) ...	A
Art, Works of, n.o.s., in cases, o.r., rate and half ...	2	" " consigned to Country Bark Mills in Victoria (see footnote †)	M
" " loose, o.r., double rate	2	" cut-soap ...	2
Artificial Manures (see Manures)	M	" Extract of ...	A
Asphalt, in bags ...	A	" " consigned to country tanneries in Victoria (see footnote †) ...	M
Asphalt, in blocks ...	A	" " consigned to country tanneries in Victoria (minimum 10 cwt.)	A, less 25 p.c.
Asphaltum ...	A		
Asbestos, flake ...	A		
" fire lumps ...	2		

* Subject to a minimum of ...
 † " " " " ...
 ‡ " " " " ...
 § " " " " ...
 Per 10 or 12-ton truck. Per 15-ton truck.
 Tons. Tons.
 8 12
 6 8
 7 10‡
 full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Bark, Ground, chopped, bundled or in sheets, consigned to country tanneries in Victoria (see footnote †) ...	M	Billiard and Bagatelle Tables ...	2
" " in bags ...	B	" " " when un-packed, o.r. ...	2
" " (see footnote †) ...	A	Bilz, sparkling, o.r. ...	2
" stringy, in sheets for roofing ...	M	Bioscope Films (see Explosives, page 28) ...	2
Barley (see page 129) ...	A.P.	Birds, in boxes, o.r. ...	1
Barmenit, food preservative ...	2	Biscuits, o.r. ...	2
Barrels, empty (see page 80). ...	2	" minimum 2 tons, o.r. ...	1
Barriers, comprising Posts and Rails ...	1	" dog (see Cracklings) ...	2
Barrows and Barrow Wheels ...	2	Bisulphide of Carbon, o.r. (see page 27) ...	2
Basaltic Fibre ...	C	" " for rabbit killing, on declaration, o.r. (see page 27) ...	1
Basils (see Leather). ...	2	Bisulphite of Lime ...	1
Baskets and Basketware, o.r. ...	2	" of Potash ...	2
" Fish, empty (see page 79). ...	2	Bitters, in bulk, o.r. ...	2
Bathbricks ...	1	" bottled, in cases, o.r. ...	2
Baths, wooden, or metal, o.r. ...	2	Bitumen ...	C
Bath Heaters, o.r. ...	2	Biturine ...	A
Bay Leaves, for flavoring ...	C	Blackening ...	2
Beams and Scales, o.r. ...	2	" in bulk, in sacks ...	1
Beans, n.o.s. (see footnote *) ...	A.P.	Blacklead ...	2
Beaver Board ...	C	Blanketta ...	C
Bedsteads, in cases ...	2	Blankets, Flannels, and Woollens (including Woollen Rugs) produce of Commonwealth ...	1
" loose, or in packages, o.r. ...	2	Blankets, Flannels, and Woollens (including Woollen Rugs), produce of Commonwealth, on up journey "Smalls" minimum (see page 56)...	C
Bedding ...	2	Blankets, Flannels, and Woollens (including Woollen Rugs), n.o.s. ...	2
Beef and Pork, salted, in casks, "Smalls" minimum ...	B, plus 25 p.c.	Bleaching Liquids and Powders (see page 28) ...	C
Beehives, with bees, in truck loads... Full sheep truck rate. ...	2	Blinds, Bamboo, o.r. ...	2
" " lessor quantities, o.r. ...	C	" Venetian, in cases ...	2
" set up without bees ...	A	" " in packages, o.r. ...	2
" in pieces, in bundles, "Smalls" minimum ...	A	Blocks and Pulleys ...	1
Beer (see Ale). ...	2	Blue ...	2
" engines, o.r. ...	1	Bluestone, in kegs and cases ...	1
Beeswax ...	A.P.	" for spraying purposes and so consigned ...	A
Best-root (see page 117 and footnote *) ...	2	Boats, motor, o.r., when loaded in 4-wheeled trucks, 1s. per mile, minimum charge £2; when loaded in QR trucks, 1s. 6d. per mile, minimum £3; when loaded in 50ft. Q trucks, 2s. 6d. per mile, minimum £5 (see page 86) ...	2
Bellows, o.r. ...	C	Boats, 6d. per four-wheeled truck per mile; minimum 20s.; bogie trucks, 9d. per mile; minimum 30s.; additional 4-wheeled trucks, 3d. per mile; minimum 10s., o.r. Boats loaded on trucks fully loaded with other goods, half the above rates. o.r. ...	2
" produce of Commonwealth, on up journey (see page 56) ...	2		
Bells, of all kinds, o.r. ...	2		
Belting, leather and rubber ...	2		
Benches, Carpenters and Sloyd ...	1		
Bench Gauge ...	1		
Benzine, o.r. (see page 27) ...	1		
Benzoline, o.r. (see page 27) ...	1		
Bicarbonate of Soda ...	B		
Bichromate of Potash ...	A		
Bicycles, and Tricycles, in cases, o.r. ...	2		
" " loose, o.r., double rate ...	2		
Bicycles, motor, loose, o.r., double rate (see page 86) ...	2		
" motor, with side car attached, o.r., double rate (see page 86) ...	2		

* Subject to a minimum of

† " " "

Per 10 or 12-ton truck.	Per 15-ton truck.
Tons. 8	Tons. 12
6	8

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Boats for regattas at convenience of the Commissioners; above rates on forward journey, subject to rebate to half rates on proof that full crew travelled by rail, o.r. On production of certificate from Secretary of Regatta Committee that they have competed in at least one race, the boats may be returned free, o.r.		Brass Tubing, lacquered	2
Boiler Disencrustant	A	" Wire	2
Boiler Fluid for cleaning Boilers	A	Bread	1
Boiler Tubes (see Iron).		Breakfast Delight, in bags	A
Boilers and Coppers, Kitchen. Washing, &c., n.o.s., o.r.	2	" " " in packages, cased	1
" new, for export, &c. (see page 123).		Bricks, Air, Metal	2
Boilers, Steam; o.r.	1	" Enamelled	A
" old, on statutory declaration of their having been in use 3 years and upwards (declaration to be made on Form GF.104)	C	" Fire, Fireclay, and Fire Lumps	A
Bolts	1	" Fire, Fireclay, and Fire Lumps (see footnote §)	A, less 25 p.c.
Bone Ash, used in assaying of gold	1	" Fire, Fireclay, and Fire Lumps produce of Commonwealth, on up journey (see pages 56 and 120, and footnote §)	M
Bone Cutters and Crushers, o.r.	2	" Ordinary (see page 87, and footnote §)	M
Bone-dust (see Manure)		" Vitritified, Acid Proof	A
Bonemeal (see Manure)	M	" " " " (see footnote §)	A, less 25 p.c.
Bones (see footnote §)	M	Bricktop	1
Bones, Bottles, and Scrap Iron (mixed lots)	M	Britannia-metal Goods, o.r.	2
Bones, crushed for case-hardening	M	Brooms, in cases, bales and bundles produce of Commonwealth, on up journey, in cases, bales, or bundles (see page 56)	B
Books, in cases	2	" " " " " " (see footnote *)	A.P.
Boot Cream and Gloss	2	Brunswick Black	2
" Hampers and Trunks, returned empty	1	Brushware	2
" Hampers and Trunks, not returned empty	2	Buckets and Tubs, wooden or metal, in nests, o.r.	2
Boots, Shoes and Goloshes, in trunks and cases	2	" fruit, empty (see page 80)	1
Borax and Borax Glass	1	Buckets, Mining	1
Bottles, empty (see page 125, and footnote §)	M	Buggies (see Vehicles, page 86).	
" small lots (must be in bags, crates, or cases), "Smalls" minimum	A	Bullock Drays (see Vehicles, page 86).	
Boxes, cardboard, in crates and cases, o.r.	2	Bungs, wooden (see Timber Miscellaneous).	
" empty, for luggage	2	" (sausage skins)	1
" Steel or Leather, Hat	2	Butchers' Small Goods, viz., sausages, saveloys, frankfurts, Germans, black and white puddings, heads and feet, and corned beef "Smalls" minimum	C
" empty, n.o.s. (see pages 79 and 88).		Butter (see page 83)	B, less 10 p.c.
Brackets, iron, for telegraph poles	1	" in single packages (see p. 84) &c., for export (see page 117).	
Bran (see pages 119 and 129)	A.P.	" Boxes, Kegs, and Tubs (see pages 79 and 88).	
Brands, iron	2	" on declaration from the Customs Department returned from Melbourne to Country factories to be re-worked on account of being below the standard making, &c., plant (see Machinery)	Half classification rates on the backward journey
Brandy, in bulk, demijohns, or bottled, produce of Commonwealth, "Smalls" minimum	C	Buttermilk, desiccated (produce of Commonwealth)	B, less 10 p.c.
Brandy, in bulk, demijohns, or bottled, n.o.s., o.r.	2	" (see footnote †)	A
Brass, Burnish	2		
" Rods	2		
" Sheet	2		

Per 10 or 12-ton truck. Per 15-ton truck.

	Tons.	Tons.
* Subject to a minimum of	8	12
† " " " " " " " " " " " " " " " "	6	6
‡ " " " " " " " " " " " " " " " "	4	4
§ " " " " " " " " " " " " " " " "	6	6
|| " " " " " " " " " " " " " " " "	6	6
¶ " " " " " " " " " " " " " " " "	6	6

full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Butterworkers and Printers, o.r. ...	1	Casein	B, less 10 p.c.
Butts, empty (see page 80).		Cases, empty (see page 79).	
Butter Barrels, empty (see page 79).		Casing and covering, wooden (see Timber Miscellaneous).	
C.			
Cabinets, telephone	B	Caskets, skeleton, wooden, for pro- tecting coffins, empty returned, "Smalls" minimum	C
Cable boxes, wooden	B	Casks, empty (see page 80).	
" " iron	1	Castings (see Iron).	
" " and cable drums	2	Cattle tips	B
" " trucks	2	Cattle and Poultry Food, liquid or dry, n.o.s.	A
Cables, chain	1	Caustic Soda	A
" " electric	2	Ceilings, fibrous or infibrous plaster, " " packed, o.r.	2
" " electric, minimum 3 tons	1	" " loose, o.r.	2 plus 25 p.c.
Cages, bird, in cases, o.r.	2	" and Walls, plaster, produce of Commonwealth, on up journey (see page 56)	A
" " bird, loose, double rate, o.r.	2	" and Walls, metal, packed, o.r.	1
" " mining	1	" " loose, o.r.	2
Calcium Carbide, o.r. (see page 27)	1	Cement (see pages 88 and 118)	B
" " (see footnote *)	C	" (see footnote ¶)	A
" " Chloride	1	" Blocks, for building purposes	A
" " (see footnote *)	C	" " (see footnote ¶)	A, less 25 p.c.
Camp Equipment	2	" Liquid, for Congo roofing	1
Candles	1	" Pipes (see Pipes).	
Canes and Rattans	2	Chaff (see footnote † and page 94)	A.P.
Cannon, on carriages and otherwise	1	Chain Cables and Anchors	1
Canoes, half Boat rates (see Boats).		Chains, used in the manufacture of agricultural machinery	1
Cans, empty (see page 79).		" n.o.s.	2
Cantilevers, for verandahs	2	Chairs, Invalid, on wheels, o.r.	2
Canvas, in bales and bolts	2	" in pieces, in cases	2
" cut to approved sizes for agricultural machines and so consigned	1	Chalk and Ochre	A
" hose	2	Chandeliers and Gasaliers, o.r.	2
Capsules	2	Charcoal, in bags (see page 87 and footnote ¶)	M
Carbolized Sanitary Sawdust	A	Cheese binding	2
Carbon (gas) product from gas retorts (see footnote **)	M	" boxed, minimum 1 ton	B, less 10 p.c.
" Balls	1	" " lesser quantities, " " " "Smalls" minimum	B, plus 25 p.c.
Carbonic Gas, in iron cylinders, o.r.	2	" loose, "Smalls" minimum	B, plus 25 p.c.
" " cylinders, empty, (see Empties, page 79).		" in jars or tins, in cases	2
Carboys, acid, returned, empty	B	" in single packages (see page 84).	
" new or not returned empty	C	" for export (see page 117).	
Card Flyings	C	Chemicals, n.o.s., o.r. (see pages 28 and 195)	2
Cardboard Boxes (see Boxes)		Chestnuts, n.o.s.	1
Cardboard Mounts for photographs, o.r.		" produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 56)	A, less 25 p.c.
Carnauba	1	Chevalier (Cooking Mixture)	1
Carpeting	2		
Carraway Seeds	2		
Carriages (see Vehicles, page 86).			
Carrots	A.P.		
" small quantities, "Smalls" minimum	A		
Cartons, in cases	2		
Cartridges, sporting and rifle, metal cased (see page 27)	2		
" sporting and rifle, not metal cased (see page 27)	2		
Carts (see Vehicles, page 86).			

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of	8	12
† " " " "	7	10
‡ " " " "	6	10½
¶ " " " "	6	6
	full carrying capacity less 5 per cent.	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Chicory Roots (see page 118 and footnote *)	A.P.	Conduit Stone Blocks	A
" dried	A	Confectionery, o.r.	2
" manufactured a...	2	" minimum, 2 tons, o.r.	1
Chimney Pots, Earthenware	C	Congo (roofing)	C
" Tops, iron	2	Construction material (see page 119).	
Chinaware, n.o.s., o.r.	2	Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway Works, Buildings, &c. (see page 93)	C
Chlorate of Potash (see page 29)	1	Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway Works, Buildings, &c. (see page 93 and footnote f)	B
Chloride of Barium	C	Coops, empty (see page 79).	
" of Lime (see Lime).	2	Copi, (see Manure)	2
Chocolate	1	Copper Nails, Rivets, and Rods	2
Churns, o.r.	2	" Plates	M
Chutney	2	" Regulus	A
Cicada Compost (see Manures)		" Scrap	2
Cider and Perry, in bulk or bottled, n.o.s.	C	" Sheet, Ingot, and Bar	1
" in bulk or bottled, produce of Commonwealth, same rate as Wine, produce of Commonwealth (see page 84).		" Sulphate of, in kegs and cases	2
Cigars and Cigarettes, o.r.	2	" Wire, Tubing, and Piping	1
Cinnamon	2	Copperas, packed	1
Circus Material, Merry-go-rounds, and Switch-back Railways—Four-wheeled trucks, 6d. per mile; minimum 10s.; bogie trucks, 9d. per mile; minimum 30s., o.r.		Coppers (see Boilers).	1
Citric Acid	2	Cordage, Hempen	1
Citrus Health Saline Powder	2	" for mining (see footnote *)	C
Clay (see page 87 and footnote §)	M	Cordials, in bulk or bottled (such as Raspberry Vinegar, Cloves, Peppermint, Lime Juice, Quinine Wine, Ginger Wine, &c.), o.r.	2
" Fire (see Bricks).		Cordials or any liquid in bottles forwarded in uncovered crates, o.r.	2, plus 25 p.c.
Cleansers, Household, n.o.s.	1	Cordials (see page 95).	
Cleaso (Soap)	1	Cork, Granulated, and Cork Shavings, "Smalls" minimum	C
" (see footnote *)	C	" Sheet	2
Clippings, in bales	2	Corks, Cut	2
Clocks, in cases, o.r.	2	Cornell Board	C
Closets, and Closet-pans	2	Corn Flour and Cornina, in bags	A
Clothes Lines, hempen or wire	1	" " " in packets	2
" Pegs	1	" " " in cases	2
Clothing, manufactured and oiled	2	" Sacks (see Bags).	
Cloves	2	Cornices, fibrous or infibrous plaster, packed, o.r.	2
Coal, black (see page 118 and footnote §)	M less 5 p.c.	" fibrous or infibrous plaster, loose, o.r.	2, plus 25 p.c.
Coal, brown, and lignite (see page 118 and footnote ‡)	M less 5 p.c.	" Poles, Centre Pieces, n.o.s. packed, o.r.	2
Cocoa	2	Cornish Stone, ground, and Ground Flint, for pottery making	A
Cocoanut, desiccated	1	Cotton, Raw	C
" Fibre	1	" consigned to country	B
Cocoanuts (same as Fresh Fruit).	2	" woollen mills	1
Coffee or Coffee Essence	2	" Waste	2
" Beans	2	" Wool	2
Coke (see page 104, and footnote ||)	M		
Colours and Paints, n.o.s., in secure packages	2		
Columns, Iron and Steel (see Iron).	2		
Commercial Travellers' Samples, o.r.	1		
Compo. Board	1		
Composition, non-conducting, for boilers and steam pipes	C		
Condimental Food for Stock and Poultry	A		

* Subject to a minimum of
 † " " "
 ‡ " " "
 § " " "

Per 10 or 12-ton truck.	Per 15 ton truck.
Tons.	Tons.
8	12
8	8
8½	14½
7	10½
full carrying capacity less 5 per cent.	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Cotton, Yarn	C	Drugs, Chemicals, and Medicines, n.o.s., o.r.	2
" " consigned to country woolen mills or cotton factories	B	Drums, empty, minimum 6d. (see page 80)	C
" Goods, produce of Commonwealth	1	Dumb Plates	2
" " produce of Commonwealth on "Up" journey (see page 56) "Smalls" minimum	C	Durasbestos sheets for walls and ceilings	B
Crab Winches, o.r. (see Machinery).		Durite building sheets and walls	B
Cracklings (Dog biscuits)	A	Dyes	C
Cranes, Derrick	C	Dynamos, o.r.	2
Crates, empty (see page 80).		E.	
Cream (see page 83).		Earth (see Soil)	
" of Tartar	2	Earth, Diatomaceous (See footnotes)	M
Crockeryware (see Earthenware).		Earthenware (see page 125).	
Crowbars	1	Earthen, Stone, and Crockery Ware, in crates, casks, cases, and semi-hogsheads, o.r.	2
Crucibles (see Retorts).		Eggs, "Smalls" minimum	B, less 10 p.c.
Culverts, corrugated nestable	2	" in single packages (see page 84).	
Curds	B, less 10 p.c.	" preserved, "Smalls" minimum	B, less 10 p.c.
Currants, dried (see Fruit).	2	" Fillers and Carriers, minimum 6d.	C
Curry	A	Egg Preservative, liquid, n.o.s., produce of Commonwealth on "Up" journey (see page 56)	A
Cutch	2	" Pulp, "Smalls" minimum	B, less 10 p.c.
Cutlery	2	Electric Accumulators (see Accumulators).	
Cyanide of Potassium	1	" Light Fittings, o.r.	2
" Sodium	1	Empties (see page 79).	
Cylinders, mineral water, returned empty (see Empties, page 80).		Emulsion of Turpentine and Beeswax	2
Cylinders, iron (see Iron).		" produce of Commonwealth on "Up" journey (see page 56)	A
D.		Engines, Beer, Fire, Garden, and n.o.s., o.r.	2
Dags, sheep, in bags or loose	M	" Donkey	C
Damp Course	C	" Gas, oil or steam, stationary, o.r.	2
Dates, in boxes or packages	2	" Hop washing, o.r.	2
Demijohns, empty, earthenware or glass, o.r.	2	" Motor, o.r.	2
" " in wickerwork, o.r.	2	" Oil or Steam, Portable	C
" " returned (see page 80).		" Traction	C
Dental Plaster	2	" petrol or steam	C
Dextrine	2	Engine Packing	2
Disc Plates, for Drills, Harrows, and Ploughs, o.r.	1	Engravings, Paintings, Pictures and Photographs, n.o.s., in cases, or otherwise securely packed, o.r.	2
Disinfectants, n.o.s.	1	" Loose, o.r., double rate	2
Distillery Apparatus, o.r.	2	Ensilage (see footnote *)	A.F.
Dobbins (see Vehicles, page 86).		Envelopes, Straw, for bottles	1
Door Fittings	2	Essence, Coffee	2
" Frames, set up, o.r.	2	Essences, Culinary (see page 95)	2
Doors, Fly	2		
" Furnace	2		
" Glazed, o.r.	2		
" Wooden and Wire, o.r.	2		
Doughrine	1		
Drapery, packed	2		
Drays (see Vehicles, page 86).			
Drialene	2		
Drills, Diamond and Rock (see Machinery).			
Dripping, in casks, kegs and cases	B, less 10 p.c.		

* Subject to a minimum of

Per 10 or 12-ton truck. Per 15-ton truck.
Tons. Tons.
8 8
full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Ethyl-Methyl-Ketone ...	1	Fishing Nets ...	2
Eucalaqua (Boiler Disencrustant) ...	A	Fittings, Door ...	2
Eucalyptus leaves ...	C	“ Electric Light, packed, o.r. ...	2
“ Oil, see Oils.		“ Gas, packed, o.r. ...	2
“ Refuse or By-product ...	A	“ Shop and Counter ...	2
Exhibits for Shows (see page 21).		Flagging (see Stones).	
Explosives (see Special Regulations, page 22).		Flannels (see Blankets).	
		Flavour for Cordials, in bulk ...	1
		“ “ in jars or cases ...	2
		Flax Straw (see footnote *) ...	A.P.
F.		“ “ minimum 3 tons for any quantity loaded in a 4-wheeled truck ...	S.A.P.
Fabric, Clinton ...	C	“ Fibre ...	A
“ “ (see footnote *) ...	C, less 20 p.c.	“ Refuse (see footnote *) ...	A.P.
Farina, in bags, casks, or cases ...	2	“ Yarn ...	B
Fat and Tallow ...	B	Flock ...	2
Feathers... ..	2	“ Dust (see footnote *) ...	M
Felloes and Spokes (see Timber Miscellaneous).	+	Floorcloths and Linoleums, o.r. ...	2
Felt or Paper, Roofing and Insulating, in bundles... ..	1	Flour, Aerated, self-raising, Presto, &c. “ white and brown (see pages 119, 120 and 129)... ..	A
Felt Paper and Hessian which have been used for packing furniture, when returned in the cases in which the furniture was originally packed	A	Flower Pots, Earthenware ...	A.P.
Fenders and Fireirons, packed	2	“ Seeds, Roots, and Bulbs ...	2
“ “ loose, o.r. ...	2	Fly Wheels, o.r. ...	A.P.
Fibre, Basaltic ...	C	Fodder, compressed (see page 119) ...	2
Fibrina ...	2	Foods, grain, patent, n.o.s. ...	2
Fibro-Cement Sheets ...	B	“ Infants' ...	2
“ Roofing Slates ...	C	Footlights, Glass, for pavements and floors, o.r. ...	1
Fibro Slab Partitions ...	1	Forges, Portable ...	2
Fibroid Sheets ...	B	Forgings, Rough (see Iron) ...	2
Fibrous Plaster Board, King's	B	Forks, Hay and Garden ...	1
Firearms. n.o.s. ...	2	Formalin (disinfectant) ...	2
Fire Beaters ...	1	Frames, Door and Window, set up, o.r. “ Picture, o.r., in bundles ...	2
“ Blocks, Bars and Bearers (see Iron)		“ “ set up, o.r., double rate ...	2
“ Bricks, Fire Clay, and Fire Lump (see Bricks).		Frigeroid ...	1
“ Fighters ...	1	Fruit, Dried, Canned, Bottled, and Preserved, n.o.s. ...	2
Fireirons (see Fenders).	1	“ Dried, Canned, Bottled, and Preserved, produce of Commonwealth, on "Up" journey, (see page 56) ...	A
Firekindlers ...	1	“ Dried, consigned direct to distillers and accompanied by a declaration that it is to be used for distilling purposes ...	A
Fire Rakes, o.r. ...	1	“ Dried, for Export (see page 122).	
Firewood (see pages 88, 90 and 120).	2	“ Dried, produce of Commonwealth, returned to the original forwarding station for distillation purposes on production of declaration ...	A, less 50 p.c.
Fireworks (see Explosives, page 27) ...	2	“ Dried, Refuse (see footnote †)	A, less 25 p.c.
Fish Pastes ...	2		
“ preserved, tinned (see page 95)	2		
“ dried, salted, and in brine ...	2		
“ barracoota, produce of Commonwealth, in tins packed in cases ...	B		
“ barracoota, produce of Commonwealth, in tins packed in cases (see footnote †) ...	A		
“ fresh, smoked, salted, or dried, produce of Commonwealth, also oysters and other shell fish, fresh (see page 81).			
“ Baskets and Boxes, empty (see pages 79 and 88).			

Per 10 or 12-ton truck. Per 15-ton truck.

* Subject to a minimum of ... Tons. 6, 8, 12; † " " " " " " 7, 10

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Fruit, Canned, Bottled, or Preserved, produce of Commonwealth, consigned direct for export (see page 123) ..	A.P.	Garden Rollers and Mowers ...	2
„ Fresh, in cases or bags—“Smalls” minimum (see page 87) ...	A, less 25 p.c.	„ Seats ...	2
„ „ „ trays in packages fastened together—“Smalls” minimum ...	A, less 25 p.c.	„ Seeds ...	2
„ „ „ buckets, casks, crates, or tubs—“Smalls” minimum ...	R	„ Produce, in single packages (see page 84) ...	A
„ „ „ in baskets, o.r. ...	1	Garlic ...	A
„ „ „ consigned direct, for export (see page 117) ...	A.P.	Gas, Acetylene, Manufacturing Plant, o.r. ...	2
„ „ „ in single packages (see page 84) ...	A.P.	„ Oxygen (see pages 26 and 27) ...	2
„ „ „ Inter-State Traffic (see pages 120 and 121) ...	A.P.	„ (Coal or Oil), Manufacturing Plant, o.r. ...	2
„ „ „ Cases, empty (see page 79) ...	A	„ Fittings, packed, o.r. ...	2
„ „ „ Pulp, “Smalls” minimum ...	2	„ Liquor in steel drums (see footnote †) ...	M
„ „ „ Stoves, n.o.s. ...	2	Gasaliers and Chandeliers, o.r. ...	2
Fuller's Earth ...	C	Gasco ...	A
„ „ „ for scouring purposes ...	C	Gates, Iron and Wood ...	2
Fungusine ...	1	Gate Stiles (see Timber Miscellaneous) ...	2
Funnels, Engine, o.r. ...	2	Gelatine ...	2
Furniture and Upholstery, n.o.s., o.r. ...	2	Germea ...	2
„ „ and Household Effects, including sewing machines, pianos, organs, perambulators and go-carts, second-hand, o.r., in 4-wheeled truck loads of 3 tons, 1s. per mile, minimum, 20s.; and in 6-wheeled truck loads of 4½ tons, 1s. 6d. per mile, minimum 3s. Any excess quantity, loaded in the same truck, <i>pro rata</i> ...	2	Ginger, dry or preserved ...	2
„ „ „ in vans (see page 122) ...	2	„ green, “Smalls” minimum ...	A, less 25 p.c.
„ „ „ Springs ...	2	Girders (see Iron) ...	M
Furs, o.r. ...	2	Glass, broken ...	M
Fuze Cotton ...	2	„ „ plate or window, o.r. ...	2
„ Safety (see page 25) ...	2	Glassware, packed, o.r. ...	2
„ Tape ...	2	Glorcol ...	1
„ Tape colouring ...	1	„ „ (see footnote *) ...	C
		Glucose or Maize Syrup ...	C
G.		„ „ „ in 3-ton lots ...	B, plus 25 p.c.
Gambier ...	A	Glue ...	1
Game, Dead, n.o.s., o.r. ...	1	„ „ pieces in bales ...	1
Gangboards (see Timber Miscellaneous) ...	Miscellaneous	Glycerine, crude ...	1
		„ „ nitro (see Explosives, page 22) ...	2
		„ „ pure ...	2
		Go-carts, folding, packed ...	2
		„ „ loose, o.r., double rate ...	2
		Golden Syrup, Treacle, and Molasses, in casks and cases, o.r. ...	1
		„ „ in jars and tins, loose, o.r. ...	2
		Goloshes ...	2
		Goods, n.o.s., o.r. ...	2
		Grain, n.o.s. (see pages 118 and 129) ...	A.P.
		„ „ Foods, patent, n.o.s. ...	2
		Grains, Brewers' (see page 124 and footnote *). If loose, to be charged truck load minimums) ...	A.P.
		Granite (see Stone) ...	2
		Granuma ...	2
		Grape Juice, produce of the Commonwealth, “Smalls” minimum ...	A
		„ Nuts ...	2
		„ „ Skins, crushed ...	M
		„ „ Spirit, produce of Commonwealth ...	B
		Graphite ...	1

* Subject to a minimum of ...
 Per 10 or 12-ton truck. Per 15-ton truck.
 Tons. Tons.
 8 12
 .. full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

Article	Class.	Article.	Class.
Ice (see page 123).			
„ Chests	2		
India-rubber Goods, o.r.	2		
„ old	C		
Ink, in bottles in cases, or in casks, tins, or tins	2		
Insecticide and Insectifane	2		
Instruments; Musical, Optical, Scientific, Surgical, and n.o.s., o.r.	2		
Insulators for telegraph poles	2		
Insulte (dried seaweed) for packing walls	B		
IRON AND STEEL.			
Anchors	1		
Anvils	1		
Axle Arms and Boxes	1		
Bar, Rod, Plate, and Angle, (see page 126)	C		
„ „ „ „ (see footnote*)	B		
Bearers, also floor, sole, and bed-plates	2		
Boilers, Steam, o.r.	1		
„ Old, on statutory declaration being furnished of their having been in use 3 years and upwards; the declaration to be made on form G.F.104	C		
Boiler Tubes	1		
„ on down journey (see footnote*)	B		
Bolts (see page 126)	1		
Brackets, for telegraph poles	1		
Buckets, Mining	1		
Cable Boxes, iron	1		
Cables, Chain	1		
„ Electric	2		
„ minimum 3 tons	1		
Cages, Mining	1		
Cantilevers	2		
Castings and Forgings, Rough, and not machined or polished, or light and fragile, including Stamper Heads, Shoes and Cams, Hammered Shafts, Stamper Boxes and Fire Blocks, Bars and Bearers	C		
„ (see page 123 and footnote*)	C, less 20 p.c.		
„ in cases, o.r.	2		
„ machined and polished, or light and fragile, loose, o.r.	2		
		Iron and Steel—<i>continued.</i>	
		Chains used in the manufacture of Agricultural Implements	1
		„ n.o.s.	2
		Channels and Rolled Joists, n.o.s. (see footnote*)	1
		„ „ Rolled Joists to Country Foundries	C
		„ „ (see footnote*)	B
		Chimney Tops	2
		Clamps	1
		Columns, wrought or cast	2
		Corrugated or weathered iron, in cases or packages	C
		„ or weathered iron, loose	2
		Crab Winches, o.r.	2
		Crowbars	1
		Cylinders, turned and polished, o.r.	2
		„ rough	1
		Disc Plate for Drills, Harrows, and Ploughs, o.r. (see page 126)	1
		Fabricated Reinforcements (KM Units and KM Mesh)	C
		„ „ (see footnote*)	C, less 20 p.c.
		Galvanized sheet or sheet iron, in cases, or packages	C
		„ „ loose	1
		Gates	2
		Girders	2
		„ (see footnote*)	1
		Gratings, o.r.	2
		Grave Railings, o.r.	2
		Hoop	C
		„ see footnote*)	B
		„ used in the manufacture of Hogsheads, Cream and Milk Cans, on declaration	A
		Hurdles	1
		Joists (see Channels, &c.)	2
		Lathes	1
		Lathing Steel, interlocking	1
		Lattice Bars, Struts, and Ties	2
		Links, bucket, for Dredging plants	1
		Magnet (see footnote*)	M
		Mining Cages, Screens, and Tips	1
		Nails and Spikes	1
		Nuts	1
		Pickeys, loose (see page 123)	2
		„ in cases	1
		Pig (see footnote*)	M
		Piles, screw and other for bridge-building	1
		Pipes, Black or galvanized, $\frac{1}{2}$ inch and upwards	1
		„ Cast Iron, for Water Supply services, including bends and junctions	T
			B

* Subject to a minimum of

1	Per 10 or 12-ton truck.	Tons.	Per 15-ton truck.	Tons.
2		8		12
3		6		8

full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Iron and Steel—continued.		Iron and Steel—continued.	
Pipes, Cast Iron, Gas, including T bends, junctions and plugs ...	C	Tanks, iron " corrugated } see Tanks	1
" Down, Cast Iron, o.r. ...	2	Telegraph Poles ...	2
" Wrought Iron, riveted, not exceeding 12 inches ...	1	Troughing, o.r. ...	1
" Wrought Iron, riveted, not exceeding 12 inches, for Water Truets and Shires ...	B	Trucks and Skips, Mining, and Timber ...	1
" Wrought Iron, riveted, exceeding 12 inches (see page 125) ...	2	Tubing for Diamond Drills and water boring ...	1
Piping, galvanized, o.r. ...	2	Tyres ...	1
Plates, perforated steel for fruit buckets (see page 125) ...	1	" (see footnote †) ...	C
Ploughshares and Mouldboards, o.r. ...	1	Tyre Setters ...	C
Plough Wheels, o.r. ...	1	Valves ...	2
Posts, Lamp and Verandah, o.r. ...	2	Vyces ...	2
" fencing (see Wire, Fencing, &c) ...	1	Weights ...	1
Pulleys and Blocks ...	1	" used by Municipal Councils for testing Weighbridges	C
Rails, Chairs, and Fishplates, Railway and tram	C	Wheels, Fly, Truck and Barrow o.r. n.o.s., o.r. ...	2
" (see page 126 and footnote §)	B	Whippletrees ...	2
Railings, o.r. ...	2	" for Agricultural Machines	1
Retorts, o.r. ...	2	Wire, fencing, woven (for fencing) and barbed, in bundles, also droppers, staples, clamps, standards, strainers, wedges, and iron fencing posts	C
Ridging, galvanized, o.r. ...	2	" &c., as above (see footnote*) ...	C, less 20 p.c.
Rivets, for Boilers ...	1	" &c., as above (see footnote §) for nail-making (same as Wire, fencing).	A
" when forming part of a truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel (see footnote †) ...	B	" Bright, o.r. ...	1
Rivets, n.o.s. ...	2	" Cutters ...	1
Roofwork ...	2	" for Wire Mattresses, woven for mattress making, on declaration, in coils packed in casks ...	1
Ropes, Wire and Steel ...	1	" Insulated ...	C
" for mining, on declaration (see footnote †) ...	C	" Netting (see footnote §) ...	M
Safes ...	2	" (see pages 87 and 88)	2
Sash Weights ...	1	Ironmongery, n.o.s. ...	2
Scrap (see footnote §) ...	M	Isinglass ...	2
Screws and Washers ...	1	Ivory Cement Plaster ...	B
Shafting ...	2	" (see footnote †)	A
Sheet Iron (see Galvanized). ...	1	" Wood Fibre Plaster ...	B
" Steel (see page 126) ...	2	" " " (see footnote †)	A
Sole and Floor Plates ...	1	J.	
Spokes for Agricultural Machines	1	Jadoo Fibre (see Manures).	2
Spotting, Galvanized, o.r. ...	2	Jams and Jellies, n.o.s., o.r. ...	2
Springs, Carriage, Dray, and Truck	2	" " produce of Commonwealth, on "Up" journey (see page 58) ...	A
Standards for fencing (see Wire, fencing)	2		
Steel or Metal expanded, in cases or bundles ...	1		
" Loose ...	2		
" Polished ...	2		
" Trunks ...	2		
Swinglebars ...	2		
" for Agricultural Machines	1		
Tacks ...	2		

* Subject to a minimum of
 † " " "
 ‡ " " "

Per 10 or 12-ton truck. Per 15 ton truck.
 Tons. Tons.
 6 8
 8 12
 8 6
 full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Jams and Jellies, produce of Commonwealth, consigned direct for export (see page 123)	A.P.	Lamps, Hall and Street, packed, o.r.	2
Japan Wax	1	" " " loose, o.r.	2
Japanned Ware, o.r.	2	" " " rate and a half	2
Jars, confectionery, in cases, "Smalls" minimum	C	Lamp posts, o.r.	2
" empty returns (see page 80).		Lampware, in cases, o.r.	2
" preserving, glass	B	Land Graders (see page 30)	
" acid, and handled jars or bottles for demijohns (see page 125).		Lard, in casks, kegs, and cases (see Bacon)	B, less 10 p.c.
Joinery, n.o.s., o.r.	2	Lasts	2
Jute Yarn	B	Lathes (see Iron).	
K.		Lead and Compo. Piping	2
Kainit	1	" Ore	A
" (see Manures).		" Pig	C
Kaolin (see page 87 and footnote †)	M	" Red and White	2
Kapok, in bales	2	" Scrap	A
Kassina	1	" Sheet	1
Kauri Edgings (see Timber).		" Sugar of	2
Kegs, empty (see page 80).		" " as orchard pests specific, on declaration	A
Kellofuge	A	Lead, Tea	A
Kerbing (see Stone).		Lead Wool	2
Kerosene, in bulk, in owners' trucks, minimum full carrying capacity of truck	B	Leaf, Gold and Silver, o.r.	2
" in cases and in bulk, also in approved tins or drums, uncased	C	Leather, Fancy and Bookbinders', o.r.	2
" in cases and in bulk, also in approved tins or drums, uncased, (see footnote *)	B	" Plain and Patent, also Basils	1
" taps, metal	2	" also Basils, produce of Commonwealth, on "Up" journey—minimum 2 tons (see pages 56 and 128)	A.P.
" (see pages 88 and 95).		" also Basils, produce of Commonwealth, on "Up" journey—minimum 10cwt. (see pages 56 and 128)	A, less 25 p.c.
Kilderkins, empty (see page 80).		" compounds used in manufacture of (see Tanning Compounds)	
Kill-Fly	2	Leatherware, o.r.	2
King's Fibrous Plaster Board	B	Lemon Skins, in brine	A
Kitchens, Travelling	2	" Juice, produce of Commonwealth, "Smalls" minimum	A
Kiton, for Roadmaking	C	" Peel, Candied	2
Klepalo	2	" " " produce of Commonwealth, on "Up" journey (see page 56)	A
Klingon, roofing composition	1	Lentils	1
Knife-Grinders	1	Lestout Foyers (orchard pests specific)	A
L.		Lime, Carbonate of (see Manures)	
Lactofarina	A	Lime, Chloride of	1
Lactogen	2	" " (see footnote *)	C
" produce of Commonwealth, on "Up" journey (see page 56)	B, less 10 p.c.	" in bags (see footnote †)	M
Ladders, up to 18 feet in length, rate and half	2	" in bags, minimum 3 tons	A
" over 18 feet in length, double rate	2	" (see pages 88 and 123)	
Lamp Black	2	" (see Manures)	
		" water in casks	1
		" and Hair (Tanners' refuse) (see Manures)	
		Limejuice and Limella, o.r.	2
		Lime Sand (see Manures)	
		Limestone (see page 123 and footnote †)	M
		Linoleum, o.r.	2
		" cork, o.r.	2
		Linotype metal	2
		Linseed	A.P.

* Subject to a minimum of

† " " "

Per 10 or 12 ton truck.

Tons.

Per 15-ton truck.

Tons.

8 full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—*continued*.

Article.	Class.	Article.	Class.
Liquids, Inflammable, n.o.s., o.r. (see page 27)	2	Machinery and Machines— <i>continued</i> .	
Liquors, in bulk or bottled, n.o.s., o.r. (see page 95)	2	New, for export, &c. (see page 123).	2
Liquorice	2	Not otherwise specified, o.r.	C
Litharge, used in assaying of gold	1	Pile Driving	2
Live Stock (see page 133).		Printing	2
Loam (see footnote †)	M	Pulpers	1
Locks and Hinges	2	Rabbit Exterminating	1
Logwood	1	Rabbit Poisoning	1
Logs (see Timber).		Refrigerating	1
Lorries (see Vehicles, page 86).	2	Road Graders	1
Lubrine	2	Road Carriers	C
" produce of Commonwealth, on up journey (see page 56)	B	Sausage, o.r.	2
Luggage, o.r.	2	Saw Milling	1
Lupins (see Agric. Seed).		Sewing, o.r.	2
M.		Sheep Shearing	1
Machinery and Machines—		Spraying Machines and Pumps	1
Agricultural Machines (see pages 30 and 123).		Stone Breaking	2
Bag Lifters, o.r.	2	Stump Grubbing, or Lifting Jacks	1
Bone Cutters and Crushers, o.r.	2	Water Boring	1
Brick Making and Scooping	1	Weighbridges	1
" (see footnote *)	C	Winches, Crab, o.r. (see page 123)	2
Bulk Grain Handlers (provided whole of machine and equipment can be loaded in 1 4-wheeled truck)	1	Wine and Wool Processes	2
Butter Making and Dairy Cooling Plant (including Cheese Hoops, and Milking Machinery (but not including Vats, Pasteurisers, or Tanks), o.r.	1		
Cheese Presse, o.r.	1	Machinery and Machines—	
Cream Separators, o.r.	1	Old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form G F 104	C
Distillery Apparatus, o.r.	2	Mabor, used in assaying of gold	1
Drilling	2	Macaroni	2
Drills, Diamond and Rock	1	Mack Ceilings, Building Sheets and Walls	B
" " (see footnote *)	C	Magic Wash	1
Electrical	2	Magnesia, Fluid	2
Fire Fighting	1	Magnesite (see footnote †)	M
Flour Dressing, o.r.	1	Mail Bags, Hampers, and Baskets (see Empries, page 80)	
Grain Grinding	1	Maize	A.P.
" Pickling, o.r.	1	" Syrup (see Glucose).	2
Grape Crushers	2	Maizena	2
Grubbing, o.r.	1	Mallee Roots (see page 80)	Fire-wood
Hay Steamers	1		
Heavy, n.o.s., including Sole Plates and Fly Wheels (see page 123)	2	Malt	A.P.
Hop Sulphurating	2	Malt Combing (see page 124 and footnote *)	A.P.
Irrigation and Water Supply	1	" Extract	2
Machinery, products of Country Foundries (see pages 123 and 126).	2	" (see page 129).	
Mangles, o.r.	1	Malthoid	C
Mining	1	Manganese	C
" (see footnote *)	C	" Ore (see Ore)	
		Mangel Wurzel	A.P.
		Manures, Artificial	
		" Ammonia, sulphate of	} Manure. †
		" Bone-dust	
		" Bonemeal	
		" Carbonate of Lime	
		" Castor Meal	
		" "Cicada" Compost	
		" Copi	

† 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 notes.

Per 10 or 12 ton truck. Per 15 ton truck.

Tons. Tons.

8 12

• Subject to a minimum of ... full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Manures, Guano ...		Meat Fresh, including Veal and Pork "Smalls" minimum	B, plus 25 p.c.
" Jadoo Fibre ...		" " in louvre trucks (see footnote †)	A
" Lime, (see pages 87 and 123)		" " (see page 124).	
" Lime and Hair (Tanners' Refuse) ...		Meat and Rabbits, Frozen, minimum tonnage full carrying capacity of truck used, less 5 per cent.; 1½d. per ton per mile, minimum charge 20s. per 4-wheeled truck, and 30s. per 6-wheeled truck.	
" Lime Sand ...		Meat and Rabbits, (see pages 117 and 124).	
" Muriate of Potash ...		" Pastes ...	2
" Night-soil, deodorized ...		Meats, Extract of and Preserved, n.o.s. (see page 95)	2
" Nitrate of Potash ...		" Extract of and Preserved, produce of Commonwealth on "Up" journey (see page 56)	B
" " Lime ...		Meat Wrappers, minimum, 6d.	A
" " Soda ...		Medicines, n.o.s., o.r.	2
" Nitre Cake ...		Melliss, in tins, cases, or casks, minimum, 10 cwt.	B
" Paroidium ...		" produce of Commonwealth on "Up" journey, minimum, 10 cwt.	A
" Phoscal ...		Melons ...	M
" Phosphatic Rock ...		" small lots, must be in bags, crates or cases, as Fresh Fruit	
" Salt Cake ...		Merry-go-rounds (see "Circus Material")	
" Salt ...		Metal or Steel, Expanded, in cases or bundles	1
" Stable Manure (see footnote †)		Metal loose	2
" Street Sweepings (see footnote*)		Metal, old, comprising Castings, Zinc, old Quicksilver Bottles, Lead, and Scrap, n.o.s.	A
" Sulphate of Iron ...		Metal, Road (see pages 83, 88, and 122).	
" Sulphate of Potash ...		Methyl Alcohol ...	1
" Tobacco Plant Refuse ...		Meters, Water and Gas, o.r.	2
" Wood Ashes ...		Mica ...	2
" for Export (see footnote §)	M	Milk, Preserved and Concentrated ...	1
Mantel-pieces, o.r.	2	" Concentrated and Condensed, produce of Commonwealth...	B, less 10 p.c.
Marble (see Stone).		" Dried (see Trunilk).	
" Fenders, o.r.	2	" Fresh (see page 82).	
Margarine, in casks, kegs, and cases	C	Milkido ...	A
Marl (see footnote §)	M	Milkine ...	1
Marline ...	1	" produce of Commonwealth	B, less 10 p.c.
Matches, Vestas, and Vesuvians, o.r. (see page 95)	2	Millet (see footnote ||)	A.P.
Material, Railway, Old (see page 126).		Millstones, o.r.	2
Matting, Chinese	2	Mineral Waters, in bottles, in cases, drums or cans, produce of the Commonwealth	B
" and Mats, Cocoa-nut, Coir, and Jute	2	" " in bottles, in cases, drums or cans, n.o.s.	C
" and Mats, n.o.s.	2		
Mats, old straw ...	C		
Mattresses ...	2		
Meal, in bags	A		
" in packets in cases	1		
" n.o.s.	2		
" Gristed from damaged or inferior wheat for use as pigs' feed, and so declared on the consignment note (see footnote §)	A.P., less 10 p.c.		
" Castor ...	A.P.		
" (see Manures)			
" Linseed, fine or coarse for cattle food, on declaration	A.P.		
" Maize Oil, for cattle food, on declaration	A.P.		
" Rice, in bags	A.P.		
" Velvet Oil, in bags	A.P.		
" Wheat, for bread making, in bags	A.P.		

† 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 notes.

	Per 10 or 12-ton truck.	Per 15 ton truck.
* Subject to a minimum of	Tons.	Tons.
† " " " "	8	12
‡ " " " "	6	10
§ " " " "	6	8
¶ " " " "	5 tons per louvre truck.	
‡ " " " "	full carrying capacity less 5 per cent.	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Mining Buckets, Trucks, Cages, Tips, Screens, and Skips, Iron	1	Nightsoil, Deodorized (see Manures)	
Mirrors and Looking Glasses, in cases, o.r.	2	Nitrate of Potash (see Manures)	
Mirrors and Looking Glasses in skeleton cases, o.r., rate and half	2	" Lime (see Manures)	A
Mirrors and Looking Glasses, unpacked, o.r., double rate	2	" Soda	
Molascuit (Cattle Food) (see footnote *)	A.P.	" (see Manures)	M
Molasses, in casks, cases, and tins (see Golden Syrup).		Nitre Cake	
" for cattle food, on declaration (see footnote †)	A.P.	" (see Manures)	
" for distillation purposes (see footnote †)	A.P.	No Dust (floor sweeping preparation)	1
Monier Cattle Troughs	A	Noil (Woolen fibre)	C
" Plates, Flaps, and Curl-pieces	M	Normissa	1
" Pipes (see Pipes).		" (see footnote *)	C
Moss, in bags	1	Nutmegs	2
" Fern	A	Nuts, Edible, n.o.s.	
Motor Cars (see page 86)		" Iron (see Iron)	
" Car Bodies or Chassis, packed in cases, o.r.	2		
" Car Bodies or Chassis, loose, o.r. same as motor cars complete		O.	
" Cycle Side Cars (double rate), o.r.	2	Oakum	2
" Engines, o.r.	2	Oars, Boat	2
Motor Spirit, o.r. (see page 27)	1	Oats	A.P.
Mouldboards (see page 126), o.r.	1	" Excelsior, John Bull, Rolled, and Tam o' Shanter, in cases	1
Mouldings, common wood, not gilded (see Timber).		" " " " in sacks or bags	A
Mouldings, gilt, and n.o.s., o.r.	2	" Quaker, in cases	2
Mulsine	C	" hulled, in bags	A.P.
Mungo	2	Oatmeal, including Flaked and Emo, in cases	1
Muntz Metal	1	" in bags or sacks	A
Murato	1	Ochre and Chalk	A
Mushrooms, " Smalls " minimum	A	Oils, Cocoa-nut, Oleine, or Palm, in bulk, Eucalyptus, Pine, and Batching, o.r.	1
Mustard (see page 95)	2	" Cocoa-nut, &c. as above, (see footnote †)	C
Musthita	1	" Castor, in bottles, o.r.	2
" (see footnote *)	C	" Chinese, o.r.	2
Myrabolans	A	" Crude or Residual, in tins or drums (used as fuel for motive power in internal combustion engines)	B
" consigned to country tanneries in Victoria (see footnote †)	M	" Eucalyptus, produce of Commonwealth on "Up" journey (see page 56)	C
" consigned to country tanneries in Victoria, minimum 10 cwt.	A, less 25 p.c.	" Fish, including Cod (unrefined), Seal and Whale	A
" Extract of	1	" in casks, drums, and tins, n.o.s., o.r.	2
		" Kerosene (see Kerosene).	
N.		" Lubricating, in casks, drums, and tins, o.r.	1
Nails, Boot, iron or brass	2	" Lubricating " (See footnote †)	C
" Iron or wire and iron spikes	1	" Neatsfoot, o.r.	2
" n.o.s.	2	" Olive, n.o.s., o.r.	2
Naphtha, mineral, o.r. (see page 27)	1	" " produce of Commonwealth, on "Up" journey (see page 56)	B
Naves and Nave Blocks (see Timber—Miscellaneous).		" Optimal for generating gas	1
Nets, Fishing	2	" Petrol and Petroatum, o.r. (see page 27)	1
New Char. Brewers Compound	B		

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of	8	12
† " " "	7	10
‡ " " "	6	6

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Oils, Pit	2	Paper, Paper Bags, &c., as above (see footnote *)	C
Red in casks or cases for spraying purposes as orchard pests specific	A	Bags, produce of the Commonwealth, on "Up" journey (see page 56)	B
Salad, o.r.	2	Emery, Glass, and Sand	2
Shale	B	Fly	2
Sheep, Blo. Fly, o.r.	1	for lining Strawboard	A
Tar, o.r.	1	for paper-bag manufacture "Smalls" minimum (see footnote *)	C
Turpene, o.r.	1	Giant Building (for roofing)	B
Turpentine, o.r. (see page 27)	2	Hangings	1
n.o.s., o.r.	2	Patterns	2
used directly for fuel in open furnaces in place of wood or coal, also for road making, on declaration	M	Roofing and Insulating	1
Oil-cake for cattle food (see footnote *)	A.P.	Waste and Old, for paper-making or packing	A
Oilecloth (floor), o.r.	2	Writing	2
Oiled Clothing, o.r.	2	Paperboard	C
Old Dutch Cleanser	1	(see footnote *)	A
Oleine, for soapmaking	B	Paraffin, o.r. (see page 27)	2
Onions (see page 87, and footnote *)	A.P.	Paroid	C
Small quantities "Smalls" minimum	A	Paroidium (see Manures)	2
Opium, o.r., double rate	2	Pastes, Meat or Fish	2
Orchard Pests Specifics n.o.s., in bags or casks	A	Pasteurisers not exceeding 400 gallons capacity	2
Ores, n.o.s.	A	over 400 gallons capacity rate and a half	2
Ore, Antimony	A	Patterns, Wooden, for Castings	2
partly smelted	B	Pavers (Large Bricks) (see footnote †)	M
smelted	1	Peach Stones. "Smalls" minimum	A
Chrome (see footnote †)	M	Peanuts (see page 95)	2
Copper	A	Pearl Barley	1
(see footnote †)	A, less 25 p.c.	Produce of Commonwealth on "Up" journey (see page 56)	B
Crude, Barytes (see footnote †)	M	Pease (see page 87)	A.P.
Iron (see footnote †)	M	Blue, in packets, in cases	1
Lead	A	in bulk, in bags	A
Manganese (see footnote †)	M	Split	1
Tin	A	Produce of Commonwealth on "Up" journey (see page 56)	B
Ornaments, n.o.s., o.r.	2	Peat (see footnote †)	M
Ovens, Camp and Colonial, loose, o.r. in cases	2	Dust	C
Oxide of Iron, n.o.s.	A	Peel, Candied (see page 95)	2
spent, for weed-killing, &c. (see footnote †)	M	Pegmol	2
crude, for Gas Purifying (see footnote †)	M	Pepper, Ground and Whole, also Cayenne (see page 95)	2
Red	A	Perambulators and Go-Carts, in boxes and nests, o.r.	2
Oysters and other Shell Fish, bottled	2	loose, o.r.	2
and other Shell Fish, fresh, in bags (see page 81).	2	double rate	2
P.		Perfumery, o.r.	2
Packing (Engine)	2	Permaistic Building Slates and Blocks	B
Paintings (see Engravings).		Flooring Composition	B
Paints and Colours, in secure packages, n.o.s.	2	Insulation Plates	B
Palings (see Timber).		Window Sills and Door Steps	B
Paper, Paper Bags, n.o.s., Wrapping Paper, Pulpboard, and Leather-board, in packages (see page 195)	1	Petrol (see Oils).	

Per 10 or 12-ton truck. Per 15-ton truck.
Tons. Tons.
8 12
full carrying capacity less 5 per cent.

* Subject to a minimum of
† " " " "

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Petroleum Jelly, o.r. ...	1	Plaster Ceilings, Walls, &c., produce of Commonwealth on "Up" journey (see page 56) ...	A
Phoscal (see Manures) ...		Plaster of Paris ...	B
Phosphate of Ammonia ...	2	" " on "Up" journey ...	M
Phosphatic Rock (see Manures) ...		" " and Cement Ornaments packed, o.r. ...	2
Photographs (see Engravings) ...		" " " loose, o.r. ...	2
Pianos and Organs, new or second-hand, n.o.s., o.r. ...	2	" " " double rate ...	2
" " secondhand, accompanying secondhand furniture (see pages 38 and 122) ...		Plated Ware, o.r. ...	2
Pickeys, loose (see page 123) ...	2	Plates, floor, sole and bed ...	2
" in cases ...	1	" " Earth Lead ...	1
Pickles, n.o.s. (see page 95) ...	2	Ploughs, Ploughshares, and Plough Wheels, o.r. ...	1
" produce of Commonwealth, on "Up" journey (see page 56) ...	A	Plumbago ...	2
" produce of Commonwealth consigned direct for export ...	A.P.	" in bulk, in sacks or casks ...	1
Pictures (see Engravings) ...	A.P.	Ply Wood ...	C
Pig Feed (see footnote *) ...	B, less 10 p.c.	Polite ...	B
Pigs' Feet (see page 123) ...		Poisons, Rabbit ...	1
Piles (see Timber) ...		Poles, Shafts and Bars, for vehicles, n.o.s., o.r. ...	2
Pins, Wooden (see Timber, Miscellaneous) ...		Poles, Shafts and Bars, gig and carriage, unfinished and in the rough ...	1
Pipes—Brass and Copper ...	2	Poles, Telegraph and Scaffolding, wooden (see Timber) ...	
" Cement and Monier high pressure for City or Town Reticulation ...	B	Poles, composite telegraph, rough or finished (see footnote *) ...	A
" Empty (see page 80) ...		Poles, Telegraph, Iron ...	1
" Glazed Earthenware, Cement, or Monier, n.o.s. low pressure for irrigation or drainage ...	A	Polish, Knife and Metal ...	2
" Do., do., exceeding 15" in diameter (see footnote †) ...	A, less 25 p.c.	" Universal Cleanser ...	2
" Glazed Earthenware on "Up" journey (see page 56) ...	M	Pollard (see pages 119 and 129) ...	A.P.
" Iron or Galvanized (see Iron) ...		Poly Feed for feeding stock ...	A.P.
" Unglazed Earthenware, for agricultural purposes ...	M	Pork and Beef, salted, in casks or bags "Smalls" minimum ...	B, plus 25 p.c.
" Water Wooden, for irrigation ...	A	Porter (see Ale) ...	
" " " for water supply services ...	B	Posts, concrete for bridges ...	1
" Smoking, clay or wood ...	2	" concrete fencing—in trucks loaded to full carrying capacity ...	M
Stove, o.r. ...		" concrete fencing (see footnote †) ...	A less 25%
Piping, Guttering, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r. ...	2	" Lamp and Verandah, iron (see Iron) ...	A
" Lead and Compo. ...	2	" Verandah, hardwood, dressed ...	C
Pitch and Tar ...	C	" Verandah, softwood ...	
Plants and Shrubs, o.r. ...	2	" and Rails, hardwood (see Timber and also page 91) ...	
" (see footnote *) ...	C	Potash ...	1
Plaster, Dental ...	2	" (see footnote") ...	C
		" Bichromate of ...	A
		" Bisulphite of ...	2
		" Muriate of (see Manures) ...	
		" Permanganate of ...	1
		Potatoes (see pages 87 and 125) ...	A.P.
		" small quantities "Smalls," minimum ...	A
		Potteryware, including bottles and jars (see footnote§) ...	A

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of ...	8	12
† " " " ...	6	6
‡ " " " ...	6	6
§ " " " ...	6	7½

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Table with 4 main columns: Article, Class, Article, Class. It lists various goods and their classifications. The second column is divided into sections for 'B, plus 25 p.c.', 'Fire-wood', and 'Vehicle Rates'.

* Subject to a minimum of 8 Tons. † " " " " " " 12 Tons. full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article	Class.
Rims, Buggy, unfinished and in the rough ...	1	Saltpetre to powder factories, on declaration ...	B
" " finished ...	2	Salvius Specifics ...	A
Rivets, Iron (see Iron).		Sand, Arsenical, in bags or casks (see footnote †) ...	M
Rivets, Screws, and Tacks, n.o.s. ...	2	" Black (see footnote †) ...	M
Rock Salt ...	A	" Ordinary (see pages 88, 127 and footnote †) ...	M
Rods, Brass and Copper ...	2	" Lime (see Manures) ...	2
Rollers, Land, o.r. ...	1	Sandpaper ...	2
" " Mill, o.r. ...	1	Sanitary ware, o.r. (see page 125) ...	2
" " for repairs, half rate on return journey, on declaration, o.r. ...		Sarsaparilla, o.r. ...	2
" " Road ...	C	Sash Weights (see Iron).	2
" " Wooden, for Windlasses ...	A	Sashes, Window, set up, o.r. ...	2
Roofing Compositions, n.o.s. ...	1	Sauces, n.o.s. (see page 95) ...	
Roofwork, Iron (see Iron).		" produce of Commonwealth, on "Up" journey (see page 56) ...	A
Roots, Medicinal ...	A	" product of Commonwealth consigned direct for export ...	A.P.
" Agricultural (see Seeds).		Sausage Skins and hog casings ...	1
Rope, Bagging, and Rags, old, for paper-making, on declaration ...	A	" see Runners. ...	1
" " Hempen, wire and steel ...	1	" meal and sausagina ...	C
" " for Mining (see Iron).		Sausages, "Smalls" minimum ...	2
Ruberoid Roofing Composition ...	C	Saw Benches (see page 123) ...	2
Rugs ...	2	Saws, o.r. ...	M
" Woolen (see Blankets, &c.)		Sawdust ...	2
Runners, undressed, produce of Commonwealth on "Up" journey (see page 56) ...	B	Scales and Beams, o.r. ...	
Rushes, Green or Dried, n.o.s. (see Grass) ...	A	Scrap Lead, Copper, Brass, and Gun Metal ...	A
Rye (see page 87) ...	A.P.	Screenings, Coke (see footnote †) ...	M
		" Stone (see pages 83, 88, and 122) ...	
		" Tarred, in bags (see footnote †) ...	M
		Screws and Washers, iron ...	1
		" o.s. ...	2
		Screwjacks ...	2
		Scrub Exterminator ...	A
		Scythe Blades, o.r. ...	2
		" Stones, o.r. ...	2
		Seats, Church, in pieces ...	1
		" for churches or halls complete ...	1
		" wooden, for chairs ...	A.P.
		Seaweed (see footnote *) ...	
		Seeds and Roots, Agricultural, Lupin Grass, and Vegetable, n.o.s. (see footnote *) ...	A.P.
		" Garden and Flower ...	2
		" Sunflower (see footnote*) ...	A.P.
		Seed, prepared for Birds ...	C
		Seidlitz Powders ...	2
		Semolina, produce of Commonwealth —	
		in bulk, in bags ...	A
		in packets, in cases ...	1
		Shafts (see Poles).	B
		Shale, Oil ...	
		" other than Oil Shale (see page 84) ...	M
		Sharps (see pages 119 and 129) ...	A.P.
		Shavings for packing "Smalls" min.	C

* Subject to a minimum of ...

Per 10 or 12-ton truck. Per 15-ton truck.
Tons. Tons.
6 6
7 10½
full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Shavings, Wood (see footnote †) ...	M	Soap, Household and Soft, and Extract of Common Household ...	C
Sheep Blo Fly Oil, o.r. ...	1	„ Household, and Soft, and Extract of Common Household (see footnote *) ...	B
„ Branding Commodities ...	C	„ Lye Refuse (see footnote †) ...	M
„ Dip ...	B	„ Soft, accompanying Red Oil as spraying material ...	A
„ Shearing Machines ...	1	Soda Ash ...	A
Sheepwash Tobacco, in casks ...	2	„ Bicarbonate of ...	B
Shells, gravel ...	M	„ Caustic ...	A
Shell Grit ...	M	„ Crystals (Washing) ...	B
Shingles (see Timber).		„ Hypo-Phosphate of ...	B
Shot, packed ...	2	„ Hypo-Sulphate of ...	A
„ and Shell, Cannon, not loaded ...	C	„ Silicate of ...	A
Shovels and Spades, in cases ...	1	Sodium, Sulphate of ...	B
„ „ in bundles ...	2	Soil (see footnote §) ...	M
Shrubs (see Plants).		Solder ...	1
Sieves, o.r. ...	2	Sole Plates (see Iron).	
Sign-boards, up to 18 feet in length ...	2	Solvol ...	1
„ „ over 18 feet in length, rate and a half ...	2	Spalls (see pages 83, 88, and 122).	
Silex (Weed eradicator) ...	A	Spanish Clay, for wine-finng ...	1
Silicate of Soda ...	A	Spice, Condition, for stock ...	A
Silos Steel Frame in sections ...	C	Spices, culinary ...	2
Skeleton Caskets, wooden, for protecting coffins, empty, returned—“Smalls” minimum ...	C	Spindles, Wood or Iron ...	1
Skewers, Wooden (see Timber, Miscellaneous).		Spirit, Grape, produce of Commonwealth ...	B
Skins, Kangaroo, Wallaby, Opossum, Fox, and Goat ...	1	Spirits, Denaturing, o.r. ...	1
Skins, Sheep, as under :—		„ in bulk, demijohns, or bottled, n.o.s., o.r. (see page 95) ...	2
Loose or in bundles ...	B	Spirits in bulk, demijohns, or bottled, produce of Commonwealth, “Smalls” minimum ...	C
Small lots, in bundles “Smalls” min. ...	C	Spirits, produce of Commonwealth for fortifying wine ... (Certificate from Customs Department to accompany consignment note).	B
Small lots, loose (see pages 97 and 128) ...	1	Spirits, Methylated, o.r. (see page 27) ...	2
NOTE.—When loose Sheepskins are required to be tallied an extra charge of 1s. per ton shall be made		„ of Tar, o.r. ...	2
Skins, Rabbit, and Hare, as under :—		„ of Salts (see page 28) ...	A
Loose or in bundles ...	B	„ „ Druggists, o.r. ...	2
Small lots, in bundles ...	1	„ of Wine, o.r. (see page 27) ...	2
„ „ loose ...	2	Spokes (see Timber, Miscellaneous).	
„ „ see page 14.		Spouting (see Piping).	
Skirtings, Common Wood (see Timber)		„ Down, Cast Iron, o.r. ...	2
Slates and Pencils, School ...	2	Springs, Carriage, Dray, and Truck ...	2
„ fibro cement, packed in crates ...	C	Stable and Street Sweepings (see Manure).	
„ Roofing ...	B	Standards, fencing (see Iron).	
Slate Slabs (see Stone).		Starch ...	2
Sleepers, Hardwood (see Timber).		„ Confectionery, in bags ...	A
Slick, for cleansing purposes ...	1	Stationery, n.o.s. ...	2
Snow White (washing solution) ...	1	Staves, Hardwood (see Timber).	
„ „ (see footnote *) ...	C	Staves, Hoops, hoopiron, and cask-heads (see Timber, Miscellaneous).	
Snuff, o.r. ...	2		
Soap, Fancy (see page 93) ...	2		
„ Form. extract of ...	2		
„ Hudson's Extract of ...	2		

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of ...	8	12
† „ „ „ ...	6	8
‡ „ „ „ ...	7	10½
§ „ „ „ ...	full carrying capacity less 5 per cent.	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Staves, Softwood (see Timber, Miscellaneous).		Stoves, in cases	2
Stearine	A	Straw, in bundles or bales (see footnote†)	A, P.
Steatite, crude or manufactured (see footnote §)	M	„ liquor	B
Steel (see Iron).		Strawboard	C
Stilts and Spurs for Pottery making	I	„ (see footnote*)	A
Stones, Ballast (see footnote § and page 83)	M	Stuccolin Sheets	B
„ Coring (see footnote §)	M	Stamp Grubbing and Lifting Jacks	1
„ Dust (see pages 83 and 122)	M	Sugar (see pages 88, 93, and 128)	C
„ Flugging (see footnote §)	M	„ minimum, 3 tons per 4-wheeled truck	B, plus 25 p.c.
„ Kerbing, for street paving (see footnote §)	M	„ Tcing, Castor, and Loaf	2
„ Marble and Granite, rough blocks (see footnote §)	M	Sugar Baskets (see page 79).	
„ Pitchers (see page 88 and footnote §)	M	„ Cane, "Smalls" minimum	A
„ Rubble (see pages 88, 122, and footnote §)	M	„ of Milk	1
„ Undressed (including slate) n.o.s. (see page 88 and footnote §)	M	Sulkies (see Vehicles, page 86).	
„ Granite, Marble, and other stone—Dressed for buildings and foundations for monuments, grave railings or head stones, but not polished or carved either wholly or partially	C	Sulphate of Ammonia (see Manure).	
„ „ Marble, and other stone—Dressed and only partially polished or carved, or wholly polished on only one side	A	„ Copper in kegs and cases	1
„ „ Marble, and other stone—Wholly polished or carved, in cases, o.r.	1	„ Iron (see Manure)	B
„ „ Marble, and other stone—Wholly polished or carved, loose, o.r.	2	„ Potash (see Manures).	B
„ Grave (see Gravestones).	B	„ Sodium	B
„ Marble Chips		Sulphur	A
„ Metal, road, and Spalls (see pages 83, 88 and 122).		Sumach	2
„ Slate Slabs, for Billiard Tables, packed, o.r. (see page 88)	1	Sundries, n.o.s., o.r.	2
„ Slate Slabs, for paving, flooring, building, and graves (see page 88)	A	Swing-boats	
Stoneware (see Earthenware).		Swingle bars of iron	2
Stoves, n.o.s., and Stovepipes, o.r.	2	„ „ for agricultural machines	1
		Syphors, Sodawater, as Bottles.	
		Syrup, golden, in casks and cases, o.r.	1
		„ n.o.s., o.r.	2
		T.	
		Tacks	2
		Tallow and Fat	B
		Tan, Spent (see footnote†)	M
		Tanning Compounds, n.o.s.	A
		„ „ consigned to a country tannery in Victoria (see footnote ‡)	M
		„ „ consigned to a country tannery in Victoria, minimum 10 cwt.	A, less 25 p.c.
		Tanks, iron, empty, n.o.s.—	
		Up to 400 gallons, o.r.	2
		Over 400 gallons and not exceeding 1,000 gallons, o.r., rate and a half	2
		Over 1,000 gallons, o.r., double rate	2

		Per 10 or 12-ton truck.	Per 15 ton truck.
		Tons.	Tons.
†	Subject to a minimum of	8	12
‡	„ „ „	6	8
§	„ „ „	6	6
		full carrying capacity less 5 per cent.	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tanks or Vats, corrugated iron—		Timber—continued—	
Up to 1,000 gallons, o.r., rate and a half	2	Hardwood—continued.	
Over 1,000 gallons, o.r., double rate	2	Sawn, including Jarrah, seasoned, dressed or undressed, 40 cubic feet to the ton ...	A
Tanks, filled. Tanks as above; contents as per classification	2	Sawn, including Jarrah, seasoned, dressed or undressed, 40 cubic feet to the ton, (see footnote *) ...	A, less 25 p.c.
Tapioca	2	Cut to approved sizes for case or box making, at dead weight (see footnote**) ...	M
Taps, metal or wooden	2	„ „ Small lots, "Smalls" minimum	A
Tar Oil, o.r.	1	Rough, including Battens, Droppers, Palings, Pickets and Fodder Boards (split), Shingles, Billets for Case-making, Blackwood Billets, Spoke Billets, Staves, split or sawn (including American oak), Vine Stakes (see loading scale, page 90, re tonnage to be charged)	M
Tar and Pitch (see page 128)	C	Posts and Rails (see page 91 and footnote*)	M
Tar, crude, used directly for fuel in place of wood, coal or coke, and so declared on the consignment note (see footnote †)	M	Building Laths and Fodder Boards (sawn), dead weight (see footnote *)	M
Tar Tompo (for tarring telegraph poles)	A	Palings, Pickets, Battens, Droppers (sawn), 30 cubic feet to ton (see footnote *)	M
Targets	1	-Kanooka and Needlewood Billets, for pipe-making (not exceeding 10ft. in length) (see loading scale, page 90, re tonnage to be charged)	Fire-wood
Tarpaulins	2	Paving blocks (see footnote §)	M
Tea (see page 95)	2	Logs, Piles, Poles (including Telegraph Poles without arms) and Beams, sawn, hewn, squared or rough (see page 88 and footnote (a)) Otherwise Class "A" Rate and Conditions	
Telegraph poles, iron	1	Scaffolding Poles (see footnote ††) Poles, hardwood, for case making, and locally grown Pinus Insignis and Murray Pine Logs in long lengths	
Tents	2	(see page 88 and footnote ††) Poles, hardwood, for case making, and locally grown Pinus Insignis and Murray Pine Logs, in short lengths, loaded in a 4-wheeled truck without overhanging (see page 88 and footnote †)	M
Terra Cotta Lumber, Kerbing, and Channelling	M		
Theatrical Scenery and Luggage, o.r.	2		
Theatrical Scenery and Luggage, when accompanying theatrical companies, four-wheeled trucks 6d. per mile, minimum 20s.; bogie trucks 9d. per mile, minimum 30s., o.r.			
Thistle Eradicator	A		
Tiles, Asphalt	A		
„ „ produce of Commonwealth, on "Up" journey (see pages 56 and 120)	M		
„ Common Paving	A		
„ Common Paving, produce of Commonwealth, on "Up" journey (see pages 56 and 120)	M		
„ Drain, Roofing, and Edging	A		
„ „ „ produce of Commonwealth, on "Up" journey (see pages 56 and 120)	M		
„ „ „ Ornamental and Tesselated, in cases	2		
Timber—			
Hardwood—			
Sawn, including Jarrah, unseasoned, dressed or undressed, also sleepers sawn or hewn, 30 cubic feet to ton (see footnote*)	M		
Sawn or hewn, unseasoned, of dimensions requiring the services of bogie trucks, to be charged the same rates and conditions as Logs.			

14d. per ton per mile. Minimum charge 3s. 6d. per ton.

	Per 10 or 12-ton truck.	Per 15-ton truck.	Per QR truck.	Per 50-ft. Q truck.
	Tons.	Tons.	Tons.	Tons.
* Subject to a minimum of ..	8½	14½	..	..
** " " " " ..	9½	14½	..	..
† " " " " ..	7	10½	..	..
‡ " " " " ..	7	10	..	..
†† " " " " ..	8	12	16	24
(a) " " " " ..	8½	14½	17	24
§ " " " " ..	full carrying capacity less 5 per cent.			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Timber—continued—		Timber—continued—	
Hardwood—continued.		Softwood—continued.	
Props, Slabs, Lids, Caps, and Laths, undressed, for mining (see loading scale re tonnage to be charged, page 90) ...	Fire-wood	Murray Pine and Pinus Insignis Logs (see Hardwood).	
Firewood and Mallee Roots (see loading scale re tonnage to be charged, page 90) ...	Fire-wood	(Miscellaneous)	
Telegraph Poles, with arms ...	C	Arms, Hardwood, for Telegraph Poles (same rates and conditions as Timber, Hardwood, Seasoned).	
Softwood—		Bungs, wooden ...	B
including imported Oak, Queensland Beech, Myrtle and Rimu (see page 128) ...	C	Droppers, Softwood (see footnote †) ...	M
in truck loads (see footnote §) (not including Architraves, Mouldings and-Skirtings) ...	B	Felloes and Spokes, dressed ...	C
Architraves, Mouldings, and Skirtings, common wood, not gilded ...	G	" " " (see footnote ||)	B
Cut to sizes and dressed, for wire mattresses ...	O	" " " rough (see footnote ||)	M
Cut to sizes for case or box making, in shooks, "Smalls" minimum ...	A	Gangboards ...	B
White Pine, cut to sizes for tallow casks ...	B	Gate Stiles, Hardwood ...	A
Kauri Edgings (see footnote ‡)	M	Gratings, wooden for stabling horses on vessels ...	A
Sawn Murray Pine and Pinus Insignis, locally grown, unseasoned, dressed or undressed, 40 cubic feet to the ton (see footnote || and page 88) ...	M	Handles, Wooden, in bundles or cases ...	
Sawn Murray Pine and Pinus Insignis, locally grown, seasoned, dressed or undressed, 40 cubic feet to the ton ...	A	" Hardwood, in bundles or cases, produce of Commonwealth on "Up" journey (see page 56) ...	A
Sawn Murray Pine and Pinus Insignis, locally grown, seasoned, dressed or undressed, 40 cubic feet to the ton (see footnote ||) ...	A	Nave Blocks (see footnote ||) ...	M
	A, less 25 p.c.	Naves, Turned and Mortised ...	C
		" " (see footnote ||)	A
		" " turned only (see footnote ||)	M
		" " rough (see footnote ||) ...	M
		Pins, Wooden, for telegraph poles ...	I
		Skewers, wooden ...	C
		Staves, Hoops, hoopiron, and cask-heads, in casks or packages for the manufacture of casks, hog-heads, &c., on declaration ...	A
		Staves, Hoops, and caskheads, n.o.s. ...	C
		Staves, Softwood ...	C
		Three-ply. (See Plywood).	
		Ti-tree Stakes for breakwind fences ...	Fire-wood
		Wooden Casing and Covering for Electric Wires ...	1
		Tinfoil ...	2
		Lu. Ore ...	A
		" Concentrates ...	A
		" Scrap (see footnote †) ...	M
		" Plate, n.o.s. ...	C
		" " (see footnote *) ...	B

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of ...	8	12
† " " " ...	6	6
‡ " " " ...	6	10
§ " " " ...	5	7½
|| " " " ...	8½	14½

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tin, Plates to Country Factories ...	A	Turpentine, o.r. ...	2
" in Cakes, Bars, and Ingots ...	2	Twine and Lines, n.o.s. ...	2
Tins, empty (see page 8c).		" Reaper and Binder ...	1
Tinware, n.o.s., o.r. ...	2	Type, Printing, o.r. ...	2
Ti-tree Stakes (see Timber, Miscel- laneous)		Tyres, Iron (see Iron).	
Tobacco Leaf and Stalks, in bales ...	B	" Motor and Cycle, o.r. ...	2
" Smoking ...	2	" setters ...	C
" Sheepwash, in casks ...	2	" shrinkers ...	C
" Plant refuse (see Manure).		Tyre Doctor ...	2
Tomato Pulp, "Smalls" minimum ...	A		
" Soup Same as Sauce.			
Tomatoes. Same as fruit.			
Tools, in chests or packages ...	2		
" loose, o.r. ...	2		
Toppings, Stone (see pages 83, 83, and 122).			
Tow for paper making ...	A		
Toxa ...	1		
Toys, o.r. ...	2		
Tram Cars (see Vehicles, page 86).			
Trays Fire, for fruit ...	1		
Treacle (see Golden Syrup).			
" for cattle food, on declaration (see footnote †)			
	A.P.		
Tree Ferns ...	M		
Trees, Fruit, Fruit Cuttings, and Shelter Trees, in bundles	C		
" Fruit and Shelter Trees, in boxes ...	2		
Trellis, Wooden, Collapsible ...	1		
Tricycles (see Bicycles).			
Troughing, o.r. ...	2		
Trucks, Cable ...	2		
" Hand ...	2		
" and Skips, Iron, Mining, and Timber ...	1		
Trumilk (dried milk) ...	1		
" produce of Commonwealth	B, less 10 p.c.		
Trunks, steel ...	2		
Tryambro (Fruit Dessert) ...	2		
" produce of Commonwealth on "Up" journey (see page 56) ...	A		
Tubes, Boiler (see Iron).			
Tubing, Brass, Lacquered ...	2		
" for Diamond Drills and water boring ...	1		
Tubs, Fruit, empty (see page 80).			
" Tin or other metal, in nests, o.r. ...	2		
" Wooden ...	2		
Turnery, o.r. ...	2		
" rough ...	2		
Turnips ...	A.P.		
" in small quantities, "Smalls" minimum ...	A		
Turpene, o.r. ...	1		

	Per 10 or 12-ton truck.	Per 15-ton truck.
* Subject to a minimum of	Tons.	Tons.
† " " "	6	6
‡ " " "	7	10½
	5½ per tonne truck	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Vinegar, produce of Commonwealth, on "Up" journey (see page 56) ...	A	Whipple-trees of Iron ...	?
Vine Stakes (see Timber) ...	A	" " " for agricultural machines ...	1
Vineyard Waste Products (see footnote *) ...	A	White-Ant Exterminator ...	A
Vinex ...	1	White Oxide ...	2
" (see footnote †) ...	O	Whiting (see page 128) ...	B
Vulcana (Cattle Spice) ...	A	Wickerware, o.r. ...	2
Vyces (see Iron) ...	A	Willows for basket-making ...	C
W.			
Wadding ...	2	Wind-mills, in packages, o.r. ...	1
Waggons (see Vehicles, page 86) ...	2	" set up, o.r. ...	2
Walker's Eclipse Compound, for boilers ...	C	Windows, Fly, o.r. ...	2
Walnuts, n.o.s. ...	2	Window Sashes and frames, set up, o.r. ...	2
" produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 56) ...	A, less 25 p.c.	Wine, n.o.s., in bulk or bottled, o.r. (see page 85) ...	2
Washing Boards ...	1	" produce of Commonwealth, in single packages (see page 84) ...	A
Wash Easy ...	C	" "Smalls" minimum ...	A
" (see footnote †) ...	M	" produce of the Commonwealth, consigned direct for export (see footnote ‡) ...	A.P.
Water (see page 128 and footnote *) ...	M	" finings ...	2
" distilled ...	M	" off, previously carried by rail, returned to vigneron at the original forwarding station, shall be charged under Class "A" conditions, but at half of Class "A" rates. Declaration to be furnished with consignment note.	
Wattle Tops and Leaves ...	B	" off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class "A" rates 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" (see footnote †) ...	
Wax, Bees, Japan, Paraffin, Ceresine, and Rangoon ...	1	" off, forwarded to vinegar manufacturers for vinegar making and so declared on the consignment note, shall be charged under Class "A" rate and conditions in the first instance, and on production of a certificate from the Customs Office that the identical wine has been used for vinegar making, the charges may be reduced to Class "M" rate (see footnote †) ...	
" for Sealing Bottles and so described on consignment note ...	1	" Lees "Smalls" minimum ...	B
" Mineral ...	B	" (see footnote *) ...	A
" n.o.s. ...	2	" Spirits of, o.r. ...	2
Weightbridges ...	1		
Weights (see Iron) ...			
Wheat (see pages 88, 117, 119, and 120) ...	A.P.		
" poisoned, for rabbit-killing (see footnote *) ...	A.P.		
" damaged or inferior, forwarded to the country for conversion into meal for pigs' feed, and so declared on the consignment note (see footnote §) ...	A.P., less 10 p.c.		
Wheelbarrows ...	2		
Wheels, Barrow, o.r. ...	2		
" for vehicles, o.r. ...	2		
" rough and unfinished ...	1		
" Fly, o.r. ...	2		
" Iron, for mining and timber trucks and traction engines, o.r. ...	1		
" Iron, attached to axles ...	2		
" n.o.s., o.r. ...	2		
Whips ...	2		

* Subject to a minimum of
 † " " "
 ‡ " " "
 § " " "

Per 10 or 12-ton truck. Per 15-ton truck.
 Tons. Tons.
 6 6
 8 12
 7 10½
 full carrying capacity less 5 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article!	Class.	Article.	Class.
Wine, Spirit, produce of the Commonwealth	B	Wool Tops	1
„ Stone	C	Woolpacks (see page 88)	B
Wire, Fencing and Netting, &c. (see Iron).		„ (see footnote †)	A
„ Bright, o.r.	1	„ empty return, minimum 6d.	A
„ Cloth, o.r.	2	Wool-presses	2
„ Copper and Brass	2	Wringers	2
„ Cutters	1	Wyandotte	1
„ Insulated	1		
„ Mattress-making, woven	1		
„ for mattress making, and so declared on the consignment note, in coils, packed in casks		Y.	
„ Rope (see Rope).	C	Yeast, o.r.	2
„ Stands and Frames, rate and a half, o.r.	2	Yokes, Bullock	1
Wolfram	A	Yarn, Coir	1
Wood Pulp (see page 195)	B	„ Cotton (see Cotton)	
„ (see footnote *)	A	„ Flax	B
Wooden Casing and Covering (see Timber, Miscellaneous)...		„ Hemp	C
„ Gratings (see Timber, Miscellaneous)		„ Jute	B
Woodenware, n.o.s., o.r.	2		
Wooden Trellis, collapsible	1	Z.	
Woodmeal	M	Zinc, in casks and cases	2
Woodwool	C	„ old, melted into cakes or ingots	A
Woolen Fibre, teased, in bales	C	„ perforated, o.r.	2
Wool, in bales, bags, or fadges (see pages 130 to 133).		„ Scrap, in bags	A
„ Greasy or Scoured, to Country Mills	C	„ Shavings	2
		„ used in assaying of gold	1
		„ Sheet	2
		„ White Oxide of	2

	Per 10 or 12-ton truck.	Per 15-ton truck.
	Tons.	Tons.
* Subject to a minimum of	6	6
† „ „ „	8	12

Notes—

- 1.—All goods not specified in this Classification shall be charged Class 2 rates.
- 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.
- 3.—In all cases of 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.
- 4.—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.
- 5.—Wherever in the preceding Classification an entry is made after any article thus, “Minimum 6d.,” 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.”

MILEAGE RATES PER TON FOR GOODS.

(For rates other than mileage rates see pages 95 to 101.)

Miles.	Firewood Rate.	Manure Bagg. M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. less 25 per cent.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class I.	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.	£ s. d.
1-6	0 1 10	0 1 10	0 2 0	0 2 6	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
7	0 1 10	0 1 10	0 2 4	0 2 8	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
8	0 1 10	0 1 10	0 2 4	0 2 8	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
9	0 1 10	0 1 10	0 2 6	0 3 0	0 3 0	0 2 6	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
10	0 1 10	0 1 10	0 2 6	0 3 0	0 3 0	0 2 6	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
11	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
12	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
13	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
14	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
15	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
16	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
17	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
18	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
19	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
20	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
21	0 2 0	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
22	0 2 4	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
23	0 2 4	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
24	0 2 6	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
25	0 2 6	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
26	0 2 8	0 1 10	0 2 8	0 3 2	0 3 6	0 2 8	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
27	0 2 10	0 1 10	0 2 10	0 3 4	0 3 8	0 3 0	0 3 8	0 3 4	0 4 2	0 4 2	0 3 8	0 4 8	0 5 2
28	0 2 10	0 2 0	0 3 0	0 3 8	0 4 2	0 3 4	0 4 2	0 3 8	0 4 6	0 4 6	0 4 2	0 5 2	0 5 6
29	0 3 0	0 2 0	0 3 0	0 3 8	0 4 2	0 3 4	0 4 2	0 3 8	0 4 6	0 4 6	0 4 2	0 5 2	0 5 6

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

miles.	Firewood Rate.		Mature Rate.		Class M.		Class A. P.		Special A. P. Rate.		Class A.		Class B. less 10 per cent.		Class B. plus 25 per cent.		Class C.		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.
30	0	3	0	2	0	0	0	0	4	6	0	5	10	0	6	4	0	8	10	0	9	0	12	0
31	0	3	0	2	0	0	0	0	4	10	0	5	10	0	6	4	0	8	10	0	9	0	12	0
32	0	3	0	2	0	0	0	0	4	10	0	5	10	0	6	4	0	8	10	0	9	0	12	0
33	0	3	0	2	0	0	0	0	4	10	0	5	10	0	6	4	0	8	10	0	9	0	12	0
34	0	3	0	2	0	0	0	0	4	10	0	5	10	0	6	4	0	8	10	0	9	0	12	0
35	0	3	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
36	0	3	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
37	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
38	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
39	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
40	0	3	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
41	0	3	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
42	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
43	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
44	0	3	0	2	0	0	0	0	4	10	0	5	8	0	6	6	0	7	4	0	10	0	13	0
45	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
46	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
47	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
48	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
49	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
50	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
51	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
52	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
53	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0
54	0	4	0	2	0	0	0	0	4	6	0	5	4	0	6	6	0	7	4	0	10	0	13	0

55	0 5 0	0 3 2	0 5 0	0 6 4	0 7 6	0 9 4	0 7 0	0 11 8	0 10 6	0 14 8	0 16 6	0 13 3	1 1 0	1 5 9
56	0 5 0	0 3 2	0 5 0	0 6 8	0 8 0	0 9 4	0 7 0	0 12 2	0 11 0	0 15 4	0 17 3	0 14 0	1 1 3	1 6 3
57	0 5 2	0 3 4	0 5 2	0 6 8	0 8 0	0 9 4	0 7 0	0 12 2	0 11 0	0 15 4	0 17 3	0 14 0	1 1 3	1 6 3
58	0 5 2	0 3 4	0 5 2	0 6 8	0 8 0	0 9 4	0 7 6	0 12 2	0 11 0	0 15 4	0 17 3	0 14 0	1 1 3	1 6 3
59	0 5 4	0 3 4	0 5 4	0 6 8	0 8 0	0 10 0	0 7 6	0 12 15	0 11 8	0 16 2	0 18 0	0 14 6	1 2 9	1 7 9
60	0 5 4	0 3 4	0 5 4	0 6 8	0 8 0	0 10 0	0 7 6	0 12 10	0 11 8	0 16 2	0 18 2	0 14 9	1 3 0	1 8 3
61	0 5 4	0 3 4	0 5 4	0 6 8	0 8 0	0 10 0	0 7 6	0 12 10	0 11 8	0 16 2	0 18 2	0 14 9	1 3 0	1 8 3
62	0 5 0	0 3 4	0 5 6	0 6 10	0 8 4	0 10 6	0 8 0	0 13 4	0 12 0	0 16 8	0 19 0	0 15 3	1 4 0	1 9 6
63	0 5 6	0 3 4	0 5 6	0 6 10	0 8 4	0 10 6	0 8 0	0 13 4	0 12 0	0 16 8	0 19 0	0 15 3	1 4 0	1 9 6
64	0 5 8	0 3 6	0 5 8	0 6 10	0 8 4	0 10 6	0 8 0	0 13 4	0 12 0	0 16 8	0 19 3	0 15 8	1 4 0	1 10 0
65	0 5 8	0 3 6	0 5 8	0 6 10	0 8 4	0 10 6	0 8 0	0 14 0	0 12 8	0 17 6	0 19 6	0 15 9	1 4 9	1 10 6
66	0 5 10	0 3 6	0 5 10	0 6 10	0 8 4	0 11 0	0 8 4	0 14 0	0 12 8	0 17 6	0 19 9	0 16 0	1 5 0	1 10 9
67	0 5 10	0 3 6	0 5 10	0 6 10	0 8 4	0 11 0	0 8 4	0 14 0	0 12 8	0 17 6	0 19 9	0 16 0	1 5 0	1 10 9
68	0 6 0	0 3 6	0 6 0	0 7 2	0 8 6	0 11 0	0 8 4	0 14 6	0 13 2	0 18 2	0 20 3	0 16 3	1 5 9	1 11 9
69	0 6 0	0 3 6	0 6 0	0 7 2	0 8 6	0 11 0	0 8 4	0 14 6	0 13 2	0 18 2	0 20 3	0 16 3	1 5 9	1 11 9
70	0 6 2	0 3 8	0 6 2	0 7 4	0 8 10	0 11 8	0 8 10	0 14 6	0 13 2	0 18 2	0 20 3	0 16 9	1 6 6	1 12 0
71	0 6 4	0 3 8	0 6 4	0 7 4	0 8 10	0 11 8	0 8 10	0 15 2	0 13 8	0 19 0	0 21 0	0 17 0	1 6 9	1 12 3
72	0 6 4	0 3 8	0 6 4	0 7 4	0 8 10	0 11 8	0 8 10	0 15 2	0 13 8	0 19 0	0 21 0	0 17 0	1 6 9	1 12 3
73	0 6 6	0 3 8	0 6 6	0 7 8	0 9 2	0 11 8	0 8 10	0 15 2	0 13 8	0 19 0	0 21 0	0 17 0	1 7 9	1 13 3
74	0 6 6	0 3 8	0 6 6	0 7 8	0 9 2	0 12 2	0 9 2	0 15 8	0 14 2	0 19 8	0 21 8	0 17 6	1 8 3	1 14 9
75	0 6 8	0 3 8	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 15 8	0 14 2	0 19 8	0 21 8	0 18 0	1 8 6	1 15 0
76	0 6 8	0 3 10	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 15 8	0 14 2	0 19 8	0 21 8	0 18 0	1 8 6	1 15 0
77	0 6 8	0 3 10	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 16 2	0 14 8	0 20 4	0 22 0	0 18 9	1 9 3	1 16 0
78	0 6 8	0 3 10	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 16 2	0 14 8	0 20 4	0 22 0	0 18 9	1 9 3	1 16 0
79	0 6 8	0 3 10	0 6 8	0 8 2	0 9 10	0 12 10	0 9 8	0 16 2	0 14 8	0 20 4	0 22 0	0 19 0	1 10 0	1 16 9
80	0 6 8	0 3 10	0 6 8	0 8 2	0 9 10	0 12 10	0 9 8	0 16 10	0 15 2	0 20 4	0 22 0	0 19 0	1 10 0	1 17 2
81	0 6 8	0 3 10	0 6 8	0 8 2	0 9 10	0 12 10	0 9 8	0 16 10	0 15 2	0 20 4	0 22 0	0 19 3	1 10 6	1 17 6
82	0 6 8	0 4 0	0 7 2	0 8 2	0 9 10	0 13 4	0 10 0	0 16 10	0 15 2	0 21 2	0 23 0	0 19 6	1 11 0	1 18 3
83	0 6 8	0 4 0	0 7 2	0 8 2	0 9 10	0 13 4	0 10 0	0 16 10	0 15 2	0 21 2	0 23 0	0 19 9	1 11 3	1 18 9
84	0 6 8	0 4 0	0 7 2	0 8 6	0 10 2	0 13 4	0 10 0	0 17 4	0 15 8	0 21 8	0 24 0	0 20 0	1 11 6	1 19 3
85	0 6 10	0 4 0	0 7 4	0 8 6	0 10 2	0 13 4	0 10 0	0 17 4	0 15 8	0 21 8	0 24 0	0 20 0	1 12 0	1 19 9
86	0 6 10	0 4 0	0 7 4	0 8 6	0 10 2	0 14 0	0 10 6	0 18 0	0 16 2	0 22 6	0 25 0	0 20 3	1 12 3	2 0 3
87	0 6 10	0 4 0	0 7 4	0 8 8	0 10 6	0 14 0	0 10 6	0 18 0	0 16 2	0 22 6	0 25 0	0 20 6	1 12 9	2 0 6
88	0 6 10	0 4 2	0 7 4	0 8 8	0 10 6	0 14 0	0 10 6	0 18 0	0 16 2	0 22 6	0 25 0	0 20 6	1 13 3	2 1 0
89	0 6 10	0 4 2	0 7 4	0 8 8	0 10 6	0 14 0	0 10 6	0 18 8	0 16 10	0 23 4	0 26 0	0 21 0	1 13 9	2 1 6

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.		Minute Rate.		Class M.	Class A. F.	Special A. F. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 2.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.												
80	0 6 10	0 4 2	0 7 6	0 8 8	0 10 6	0 14 6	0 11 0	0 18 8	0 16 10	1 3 4	1 6 3	1 1 0	1 14 0	2 1 9		
91	0 6 10	0 4 2	0 7 6	0 9 0	0 10 8	0 14 6	0 11 0	0 18 8	0 16 10	1 3 4	1 6 3	1 1 0	1 14 0	2 1 9		
92	0 6 10	0 4 2	0 7 6	0 9 0	0 10 8	0 14 6	0 11 0	0 18 8	0 16 10	1 3 4	1 6 3	1 1 0	1 14 0	2 1 9		
93	0 6 10	0 4 2	0 7 6	0 9 0	0 10 8	0 14 6	0 11 0	0 18 8	0 16 10	1 3 4	1 6 3	1 1 0	1 14 0	2 1 9		
94	0 6 10	0 4 4	0 7 8	0 9 0	0 10 8	0 15 2	0 11 6	0 19 2	0 17 4	1 4 0	1 7 6	1 1 9	1 15 6	2 3 3		
95	0 7 0	0 4 4	0 7 8	0 9 2	0 11 0	0 15 2	0 11 6	0 19 2	0 17 4	1 4 0	1 7 6	1 1 9	1 15 6	2 3 3		
96	0 7 0	0 4 4	0 7 8	0 9 2	0 11 0	0 15 2	0 11 6	0 19 2	0 17 4	1 4 0	1 7 6	1 1 9	1 15 6	2 3 3		
97	0 7 0	0 4 4	0 7 8	0 9 2	0 11 0	0 15 2	0 11 6	0 19 2	0 17 4	1 4 0	1 7 6	1 1 9	1 15 6	2 3 3		
98	0 7 0	0 4 6	0 7 10	0 9 2	0 11 0	0 15 8	0 11 10	0 19 4	0 18 4	1 5 6	1 8 9	1 3 0	1 16 9	2 5 3		
99	0 7 0	0 4 6	0 7 10	0 9 2	0 11 0	0 15 8	0 11 10	0 19 4	0 18 4	1 5 6	1 8 9	1 3 0	1 16 9	2 5 3		
100	0 7 0	0 4 6	0 8 0	0 9 2	0 11 6	0 15 8	0 11 10	0 19 4	0 18 4	1 5 6	1 8 9	1 3 3	1 17 0	2 6 0		
101	0 7 0	0 4 6	0 8 0	0 9 2	0 11 6	0 15 8	0 11 10	0 19 4	0 18 4	1 5 6	1 8 9	1 3 3	1 17 0	2 6 0		
102	0 7 0	0 4 8	0 8 2	0 9 2	0 11 6	0 15 10	0 12 0	0 19 6	0 18 8	1 5 10	1 9 6	1 3 9	1 18 0	2 7 0		
103	0 7 0	0 4 8	0 8 2	0 9 2	0 11 6	0 15 10	0 12 0	0 19 6	0 18 8	1 5 10	1 9 6	1 3 9	1 18 0	2 7 0		
104	0 7 0	0 4 8	0 8 4	0 9 2	0 11 6	0 16 0	0 12 0	0 19 6	0 18 10	1 6 2	1 10 0	1 4 0	1 18 3	2 7 3		
105	0 7 2	0 4 8	0 8 4	0 9 2	0 11 8	0 16 2	0 12 2	0 19 6	0 19 0	1 6 4	1 10 6	1 4 6	1 19 6	2 8 9		
106	0 7 2	0 4 8	0 8 4	0 9 6	0 11 8	0 16 2	0 12 2	0 19 6	0 19 0	1 6 4	1 10 6	1 4 6	1 19 6	2 8 9		
107	0 7 2	0 4 8	0 8 4	0 9 6	0 11 8	0 16 4	0 12 4	0 19 6	0 19 2	1 6 6	1 10 9	1 4 9	2 0 0	2 9 3		
108	0 7 2	0 4 8	0 8 6	0 9 6	0 11 8	0 16 4	0 12 4	0 19 6	0 19 2	1 6 6	1 10 9	1 4 9	2 0 0	2 9 3		
109	0 7 2	0 4 8	0 8 6	0 9 6	0 11 8	0 16 6	0 12 6	0 19 6	0 19 6	1 7 2	1 11 3	1 5 0	2 0 3	2 9 9		
110	0 7 2	0 4 10	0 8 6	0 9 10	0 12 0	0 16 6	0 12 6	0 19 6	0 19 6	1 7 2	1 11 6	1 5 3	2 1 0	2 10 9		
111	0 7 2	0 4 10	0 8 8	0 9 10	0 12 0	0 16 8	0 12 6	0 19 6	0 19 6	1 7 2	1 11 9	1 5 6	2 1 3	2 11 3		
112	0 7 2	0 4 10	0 8 8	0 9 10	0 12 0	0 16 10	0 12 8	0 19 6	0 19 10	1 7 6	1 12 0	1 5 9	2 1 6	2 11 6		
113	0 7 2	0 4 10	0 8 10	0 9 10	0 12 0	0 17 0	0 12 10	0 19 6	0 19 10	1 7 6	1 12 3	1 6 0	2 2 0	2 12 0		
114	0 7 2	0 4 10	0 8 10	0 9 10	0 12 0	0 17 0	0 12 10	0 19 6	0 19 10	1 7 6	1 12 9	1 6 3	2 2 3	2 12 6		

115	0 7 4	0 4 10	0 5 10	0 10 0	0 12 4	0 17 2	0 13 0	1 2 6	1 0 4	1 8 2	1 13 3	1 6 9	2 3 3	2 13 3
116	0 7 4	0 4 10	0 9 0	0 10 0	0 12 4	0 17 4	0 13 0	1 2 6	1 0 6	1 8 4	1 13 9	1 7 0	2 3 6	2 14 0
117	0 7 4	0 4 10	0 9 0	0 10 0	0 12 4	0 17 4	0 13 0	1 2 6	1 0 8	1 8 8	1 14 0	1 7 3	2 3 9	2 14 3
118	0 7 6	0 5 0	0 9 2	0 10 0	0 12 4	0 17 6	0 13 2	1 3 0	1 0 8	1 8 8	1 14 3	1 7 6	2 4 3	2 14 9
119	0 7 6	0 5 0	0 9 2	0 10 0	0 12 4	0 17 6	0 13 2	1 3 0	1 0 8	1 8 8	1 14 6	1 7 9	2 4 9	2 15 3
120	0 7 6	0 5 0	0 9 2	0 10 0	0 12 4	0 17 8	0 13 4	1 3 2	1 0 10	1 9 0	1 14 9	1 8 0	2 5 0	2 15 9
121	0 7 8	0 5 0	0 9 4	0 10 0	0 12 4	0 17 8	0 13 4	1 3 4	1 0 10	1 9 4	1 15 0	1 8 0	2 5 6	2 16 3
122	0 7 8	0 5 0	0 9 4	0 10 0	0 12 4	0 17 10	0 13 4	1 3 6	1 0 12	1 9 6	1 15 3	1 8 3	2 5 9	2 16 9
123	0 7 8	0 5 0	0 9 4	0 10 0	0 12 4	0 17 10	0 13 4	1 3 8	1 0 14	1 9 8	1 15 6	1 8 6	2 6 0	2 17 0
124	0 7 8	0 5 0	0 9 6	0 10 0	0 12 4	0 18 0	0 13 6	1 3 10	1 0 16	1 9 10	1 15 9	1 8 9	2 6 6	2 17 6
125	0 7 10	0 5 0	0 9 6	0 10 4	0 12 8	0 18 0	0 13 6	1 4 0	1 0 16	1 10 0	1 16 0	1 9 0	2 6 9	2 18 0
126	0 7 10	0 5 2	0 9 6	0 10 4	0 12 8	0 18 2	0 13 8	1 4 0	1 0 16	1 10 0	1 16 3	1 9 0	2 7 0	2 18 3
127	0 7 10	0 5 2	0 9 8	0 10 4	0 12 8	0 18 2	0 13 8	1 4 4	1 0 20	1 10 6	1 16 6	1 9 3	2 7 6	2 19 0
128	0 8 0	0 5 2	0 9 10	0 10 4	0 12 8	0 18 4	0 13 10	1 4 4	1 0 20	1 10 6	1 16 9	1 9 6	2 7 9	2 19 6
129	0 8 0	0 5 2	0 9 10	0 10 4	0 12 8	0 18 6	0 14 0	1 4 6	1 0 22	1 10 8	1 17 0	1 9 9	2 8 0	2 19 9
130	0 8 0	0 5 2	0 9 10	0 10 4	0 12 8	0 18 8	0 14 0	1 4 8	1 0 22	1 10 10	1 17 3	1 10 0	2 8 9	3 0 3
131	0 8 2	0 5 2	0 10 0	0 10 4	0 12 8	0 18 8	0 14 0	1 4 10	1 0 24	1 11 2	1 17 6	1 10 0	2 9 0	3 0 9
132	0 8 2	0 5 2	0 10 0	0 10 4	0 12 8	0 18 10	0 14 2	1 4 10	1 0 24	1 11 2	1 18 0	1 10 6	2 9 3	3 1 3
133	0 8 2	0 5 2	0 10 0	0 10 4	0 12 8	0 18 10	0 14 2	1 4 10	1 0 24	1 11 4	1 18 3	1 10 9	2 9 9	3 1 9
134	0 8 2	0 5 4	0 10 2	0 10 4	0 12 8	0 19 0	0 14 4	1 5 2	1 0 28	1 11 6	1 18 6	1 11 0	2 10 3	3 2 3
135	0 8 4	0 5 4	0 10 2	0 10 6	0 13 0	0 19 0	0 14 4	1 5 6	1 0 30	1 12 0	1 18 9	1 11 0	2 10 6	3 2 6
136	0 8 4	0 5 4	0 10 4	0 10 6	0 13 0	0 19 2	0 14 6	1 5 6	1 0 30	1 12 0	1 19 2	1 11 6	2 11 0	3 3 0
137	0 8 4	0 5 4	0 10 4	0 10 6	0 13 0	0 19 2	0 14 6	1 5 8	1 0 32	1 12 2	1 19 6	1 11 9	2 11 3	3 3 6
138	0 8 6	0 5 4	0 10 4	0 10 6	0 13 0	0 19 4	0 14 8	1 6 0	1 0 32	1 12 4	1 19 9	1 12 0	2 11 6	3 3 9
139	0 8 6	0 5 4	0 10 6	0 10 6	0 13 0	0 19 6	0 14 8	1 6 0	1 0 36	1 12 6	2 0 0	1 12 0	2 12 0	3 4 6
140	0 8 6	0 5 4	0 10 6	0 10 6	0 13 0	0 19 6	0 14 8	1 6 0	1 0 36	1 12 6	2 0 3	1 12 3	2 12 3	3 5 0
141	0 8 8	0 5 6	0 10 6	0 10 6	0 13 0	0 19 8	0 14 10	1 6 4	1 0 38	1 13 0	2 0 6	1 12 6	2 12 6	3 5 3
142	0 8 8	0 5 6	0 10 8	0 10 6	0 13 0	0 19 8	0 14 10	1 6 4	1 0 38	1 13 0	2 0 9	1 12 9	2 13 0	3 5 9
143	0 8 8	0 5 6	0 10 8	0 10 6	0 13 0	0 19 10	0 15 0	1 6 6	1 0 40	1 13 2	2 1 0	1 13 3	2 13 3	3 6 3
144	0 8 8	0 5 6	0 10 8	0 10 6	0 13 0	0 19 10	0 15 0	1 6 8	1 0 40	1 13 4	2 1 3	1 13 0	2 13 9	3 6 9
145	0 8 8	0 5 6	0 10 8	0 10 10	0 13 4	1 0 0	0 15 0	1 6 10	1 0 42	1 13 8	2 1 6	1 13 3	2 14 3	3 7 3
146	0 8 10	0 5 6	0 10 10	0 10 10	0 13 4	1 0 0	0 15 0	1 6 10	1 0 42	1 13 8	2 1 9	1 13 6	2 14 6	3 7 9
147	0 8 10	0 5 6	0 10 10	0 10 10	0 13 4	1 0 2	0 15 2	1 7 2	1 0 46	1 14 0	2 2 0	1 13 9	2 14 9	3 8 0
148	0 8 10	0 5 6	0 11 0	0 10 10	0 13 4	1 0 4	0 15 4	1 7 4	1 0 48	1 14 2	2 2 3	1 14 0	2 15 3	3 8 6
149	0 8 10	0 5 6	0 11 0	0 10 10	0 13 4	1 0 6	0 15 6	1 7 6	1 0 50	1 14 6	2 2 6	1 14 0	2 15 9	3 9 0

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.		Manure Rate.		Class M.	Class A. P.	Special A. P. Rate.	Class A.		Class B.		Class H.		Class C.		Class 1.	Class 2.					
	£	s. d.	£	s. d.				£	s. d.	£	s. d.	£	s. d.	£	s. d.			£	s. d.	£	s. d.	
150	0	9	0	5	0	0	10	0	13	4	1	7	1	4	2	2	2	16	0	3	9	6
151	0	9	0	5	8	0	10	0	13	4	1	7	8	1	4	2	2	16	0	3	9	6
152	0	9	0	5	8	0	10	0	13	4	1	7	8	1	4	2	2	16	0	3	9	6
153	0	9	0	5	8	0	10	0	13	4	1	7	8	1	4	2	2	16	0	3	9	6
154	0	9	0	5	8	0	10	0	13	4	1	7	8	1	4	2	2	16	0	3	9	6
155	0	9	2	0	5	8	0	11	0	0	13	8	1	5	6	2	4	0	0	0	0	0
156	0	9	2	0	5	8	0	11	0	0	13	8	1	5	6	2	4	0	0	0	0	0
157	0	9	2	0	5	8	0	11	0	0	13	8	1	5	6	2	4	0	0	0	0	0
158	0	9	2	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
159	0	9	2	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
160	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
161	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
162	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
163	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
164	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
165	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
166	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
167	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
168	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
169	0	9	4	0	5	10	0	11	0	0	13	8	1	5	8	2	4	9	0	0	0	0
170	0	9	6	0	6	0	11	0	13	10	1	9	8	1	6	2	6	0	0	0	0	0
171	0	9	6	0	6	0	11	0	13	10	1	9	8	1	6	2	6	0	0	0	0	0
172	0	9	6	0	6	0	11	0	13	10	1	9	8	1	6	2	6	0	0	0	0	0
173	0	9	6	0	6	0	11	0	13	10	1	9	8	1	6	2	6	0	0	0	0	0
174	0	9	8	0	6	2	0	12	0	0	11	10	4	1	7	2	6	9	0	0	0	0

175	0 9 10	0 6 2	0 12 0	0 11 8	0 14 2	1 2 10	0 17 2	1 11 2	1 8 2	1 19 0	2 8 0	1 18 6	3 2 9	3 18 9
176	0 9 10	0 6 2	0 12 0	0 11 8	0 14 2	1 3 0	0 17 4	1 11 4	1 8 2	1 19 2	2 8 6	1 19 0	3 3 0	3 19 0
177	0 9 10	0 6 2	0 12 0	0 11 8	0 14 2	1 3 0	0 17 4	1 11 6	1 8 4	1 19 6	2 8 8	1 19 0	3 3 3	3 19 3
178	0 9 10	0 6 4	0 12 2	0 11 8	0 14 2	1 3 2	0 17 6	1 11 6	1 8 6	1 19 8	2 9 0	1 19 3	3 3 6	4 0 0
179	0 9 10	0 6 4	0 12 2	0 11 8	0 14 2	1 3 4	0 17 6	1 11 8	1 8 6	1 19 8	2 9 0	1 19 3	3 3 9	4 0 3
180	0 10 0	0 6 4	0 12 2	0 11 8	0 14 2	1 3 4	0 17 6	1 11 10	1 8 8	1 19 10	2 9 0	1 19 3	3 4 2	4 0 6
181	0 10 0	0 6 4	0 12 2	0 11 8	0 14 2	1 3 6	0 17 8	1 12 0	1 8 10	2 0 0	2 9 3	1 19 6	3 4 6	4 1 0
182	0 10 0	0 6 4	0 12 4	0 11 8	0 14 2	1 3 6	0 17 8	1 12 2	1 9 0	2 0 4	2 9 6	1 19 9	3 4 9	4 1 3
183	0 10 0	0 6 4	0 12 4	0 11 8	0 14 2	1 3 8	0 17 10	1 12 4	1 9 0	2 0 6	2 9 9	2 0 0	3 5 0	4 1 6
184	0 10 0	0 6 4	0 12 4	0 11 8	0 14 2	1 3 10	0 18 0	1 12 6	1 9 2	2 0 8	2 9 9	2 0 0	3 5 3	4 2 0
185	0 10 2	0 6 4	0 12 4	0 11 10	0 14 6	1 3 10	0 18 0	1 12 8	1 9 6	2 0 10	2 10 3	2 0 3	3 5 6	4 2 3
186	0 10 2	0 6 6	0 12 4	0 11 10	0 14 6	1 4 0	0 18 0	1 12 8	1 9 6	2 0 10	2 10 6	2 0 6	3 5 9	4 2 9
187	0 10 2	0 6 6	0 12 6	0 11 10	0 14 6	1 4 0	0 18 0	1 13 0	1 9 8	2 1 4	2 10 9	2 0 9	3 6 0	4 3 3
188	0 10 2	0 6 6	0 12 6	0 11 10	0 14 6	1 4 2	0 18 2	1 13 0	1 9 8	2 1 4	2 10 9	2 1 0	3 6 3	4 3 6
189	0 10 2	0 6 6	0 12 6	0 11 10	0 14 6	1 4 4	0 18 4	1 13 2	1 9 10	2 1 6	2 11 0	2 1 0	3 6 9	4 3 9
190	0 10 2	0 6 6	0 12 6	0 11 10	0 14 6	1 4 4	0 18 4	1 13 4	1 10 0	2 1 8	2 11 3	2 1 0	3 7 0	4 4 3
191	0 10 2	0 6 6	0 12 6	0 11 10	0 14 6	1 4 6	0 18 6	1 13 6	1 10 2	2 2 0	2 11 6	2 1 3	3 7 3	4 4 6
192	0 10 4	0 6 6	0 12 8	0 12 2	0 14 10	1 4 6	0 18 6	1 13 6	1 10 2	2 2 0	2 11 6	2 1 3	3 7 6	4 4 9
193	0 10 4	0 6 6	0 12 8	0 12 2	0 14 10	1 4 8	0 18 6	1 13 8	1 10 4	2 2 2	2 11 9	2 1 6	3 7 9	4 5 0
194	0 10 4	0 6 8	0 12 8	0 12 2	0 14 10	1 4 8	0 18 6	1 13 10	1 10 6	2 2 4	2 12 0	2 1 9	3 8 0	4 5 9
195	0 10 4	0 6 8	0 12 8	0 12 2	0 14 10	1 4 10	0 18 8	1 14 0	1 10 8	2 2 6	2 12 0	2 1 9	3 8 3	4 6 0
196	0 10 4	0 6 8	0 12 8	0 12 2	0 14 10	1 4 10	0 18 8	1 14 2	1 10 10	2 2 10	2 12 2	2 2 0	3 8 6	4 6 6
197	0 10 6	0 6 8	0 12 10	0 12 2	0 14 10	1 5 0	0 18 10	1 14 4	1 11 0	2 2 3	2 12 6	2 2 0	3 8 9	4 6 9
198	0 10 6	0 6 8	0 12 10	0 12 2	0 14 10	1 5 0	0 18 10	1 14 6	1 11 2	2 2 3	2 12 6	2 2 3	3 9 0	4 7 0
199	0 10 6	0 6 8	0 12 10	0 12 2	0 14 10	1 5 2	0 19 0	1 14 8	1 11 2	2 2 3	2 12 9	2 2 3	3 9 6	4 7 6
200	0 10 6	0 6 8	0 12 10	0 12 2	0 14 10	1 5 4	0 19 0	1 14 8	1 11 2	2 2 3	2 13 0	2 2 6	3 9 9	4 7 9
201	0 10 8	0 6 10	0 13 0	0 12 4	0 15 2	1 5 4	0 19 2	1 14 10	1 11 4	2 2 3	2 13 3	2 2 9	3 10 0	4 8 3
202	0 10 8	0 6 10	0 13 0	0 12 4	0 15 2	1 5 6	0 19 2	1 15 0	1 11 6	2 2 3	2 13 9	2 3 0	3 10 3	4 8 9
203	0 10 8	0 6 10	0 13 0	0 12 4	0 15 2	1 5 8	0 19 4	1 15 0	1 11 6	2 2 3	2 13 9	2 3 0	3 10 6	4 9 0
204	0 10 8	0 6 10	0 13 0	0 12 4	0 15 2	1 5 8	0 19 4	1 15 2	1 11 8	2 2 4	2 14 0	2 3 3	3 10 9	4 9 3
205	0 10 8	0 6 10	0 13 2	0 12 4	0 15 2	1 5 8	0 19 4	1 15 2	1 11 8	2 2 4	2 14 0	2 3 3	3 10 9	4 9 3
206	0 10 8	0 6 10	0 13 2	0 12 4	0 15 2	1 5 8	0 19 4	1 15 2	1 11 8	2 2 4	2 14 3	2 3 6	3 11 0	4 9 9
207	0 10 8	0 6 10	0 13 2	0 12 4	0 15 2	1 5 10	0 19 6	1 15 4	1 11 10	2 2 4	2 14 6	2 3 9	3 11 3	4 10 0
208	0 10 8	0 6 10	0 13 4	0 12 4	0 15 2	1 5 10	0 19 6	1 15 4	1 11 10	2 2 4	2 14 6	2 3 9	3 11 6	4 10 6
209	0 10 8	0 6 10	0 13 4	0 12 4	0 15 2	1 6 0	0 19 6	1 15 6	1 12 0	2 2 4	2 14 9	2 4 0	3 11 9	4 11 0
														4 11 3

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. less per cent.	Class B.	Class B. less 10 per cent.	Class H. plus 25 per cent.	Class C.	Class C. less 20 per cent.	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.	£ s. d.	£ s. d.
210	0 10 8	0 6 10	0 13 4	0 12 4	0 15 2	1 6 0	0 19 6	1 15 8	1 12 2	2 4 8	2 15 0	2 4 0	3 12 6	4 11 6
211	0 11 0	0 7 2	0 13 6	0 12 6	0 15 6	1 6 2	0 19 8	1 15 10	1 12 4	2 4 10	2 15 3	2 4 3	3 12 9	4 12 0
212	0 11 0	0 7 2	0 13 6	0 12 6	0 15 6	1 6 2	0 19 8	1 15 10	1 12 4	2 4 10	2 15 3	2 4 3	3 12 9	4 12 0
213	0 11 0	0 7 2	0 13 8	0 12 6	0 15 6	1 6 4	0 19 10	1 16 0	1 12 6	2 5 0	2 16 0	2 5 0	3 13 0	4 12 3
214	0 11 0	0 7 2	0 13 8	0 12 6	0 15 6	1 6 4	0 19 10	1 16 2	1 12 8	2 5 4	2 16 0	2 5 0	3 13 2	4 12 6
215	0 11 0	0 7 2	0 13 8	0 12 6	0 15 6	1 6 6	1 0 0	1 16 2	1 12 8	2 5 4	2 16 3	2 5 0	3 13 5	4 13 0
216	0 11 0	0 7 2	0 13 8	0 12 6	0 15 6	1 6 6	1 0 0	1 16 4	1 12 8	2 5 6	2 16 6	2 5 3	3 14 0	4 13 3
217	0 11 0	0 7 2	0 13 10	0 12 6	0 15 6	1 6 6	1 0 0	1 16 4	1 12 8	2 5 6	2 16 6	2 5 3	3 14 0	4 13 3
218	0 11 0	0 7 2	0 13 10	0 12 6	0 15 6	1 6 8	1 0 0	1 16 6	1 12 10	2 5 8	2 16 9	2 5 6	3 14 3	4 14 0
219	0 11 0	0 7 2	0 13 10	0 12 6	0 15 6	1 6 8	1 0 0	1 16 6	1 12 10	2 5 8	2 17 0	2 5 9	3 14 9	4 14 6
220	0 11 0	0 7 2	0 13 10	0 12 6	0 15 6	1 6 8	1 0 0	1 16 8	1 13 0	2 5 10	2 17 3	2 6 0	3 15 3	4 15 3
221	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 6 10	1 0 2	1 16 10	1 13 2	2 6 2	2 17 6	2 6 0	3 15 6	4 15 9
222	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 6 10	1 0 2	1 16 10	1 13 2	2 6 2	2 17 6	2 6 0	3 15 9	4 16 0
223	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 7 0	1 0 4	1 17 0	1 13 4	2 6 4	2 17 9	2 6 3	3 16 0	4 16 6
224	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 7 0	1 0 4	1 17 0	1 13 4	2 6 4	2 18 0	2 6 6	3 16 3	4 16 9
225	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 7 2	1 0 6	1 17 2	1 13 6	2 6 6	2 18 0	2 6 6	3 16 6	4 17 0
226	0 11 2	0 7 4	0 14 0	0 12 10	0 15 10	1 7 4	1 0 6	1 17 2	1 13 6	2 6 6	2 18 3	2 6 9	3 16 9	4 17 6
227	0 11 2	0 7 4	0 14 2	0 12 10	0 15 10	1 7 4	1 0 6	1 17 4	1 13 8	2 6 8	2 18 6	2 7 0	3 17 0	4 17 9
228	0 11 2	0 7 4	0 14 2	0 12 10	0 15 10	1 7 4	1 0 6	1 17 4	1 13 8	2 6 8	2 19 0	2 7 3	3 17 3	4 18 0
229	0 11 2	0 7 4	0 14 2	0 12 10	0 15 10	1 7 6	1 0 8	1 17 6	1 13 10	2 7 0	2 19 0	2 7 3	3 17 9	4 18 6
230	0 11 2	0 7 4	0 14 2	0 12 10	0 15 10	1 7 6	1 0 8	1 17 6	1 13 10	2 7 0	2 19 3	2 7 6	3 18 0	4 18 9
231	0 11 6	0 7 6	0 14 2	0 13 0	0 16 0	1 7 8	1 0 10	1 17 10	1 14 2	2 7 4	2 19 6	2 7 9	3 18 3	4 19 3
232	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 8	1 0 10	1 17 10	1 14 2	2 7 4	2 19 9	2 8 0	3 18 6	4 19 9
233	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 8	1 0 10	1 18 0	1 14 2	2 7 4	2 19 9	2 8 0	3 18 9	4 20 0
234	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 0 10	1 18 0	1 14 2	2 7 6	2 19 9	2 8 0	3 19 0	4 20 3

235	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
236	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
237	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
238	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
239	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
240	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
241	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
242	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
243	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
244	0 11 6	0 7 6	0 14 4	0 13 0	0 16 0	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	3 0 3	2 8 3	3 19 3	5 1 0
245	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
246	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
247	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
248	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
249	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
250	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
251	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
252	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
253	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
254	0 11 8	0 7 8	0 14 6	0 13 2	0 16 2	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 2 0	2 9 9	4 1 9	5 4 0
255	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
256	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
257	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
258	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
259	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
260	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
261	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
262	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
263	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
264	0 11 10	0 8 0	0 15 2	0 13 4	0 16 4	1 9 4	1 2 0	1 20 0	1 16 0	2 10 0	3 3 0	2 11 0	4 4 0	5 7 0
265	0 12 0	0 8 2	0 15 6	0 13 6	0 16 6	1 10 0	1 2 6	1 26 0	1 17 0	2 11 0	4 3 0	2 12 0	4 6 3	5 10 0
266	0 12 0	0 8 2	0 15 6	0 13 6	0 16 6	1 10 0	1 2 6	1 26 0	1 17 0	2 11 0	4 3 0	2 12 0	4 6 3	5 10 0
267	0 12 0	0 8 2	0 15 6	0 13 6	0 16 6	1 10 0	1 2 6	1 26 0	1 17 0	2 11 0	4 3 0	2 12 0	4 6 3	5 10 0
268	0 12 0	0 8 2	0 15 6	0 13 6	0 16 6	1 10 0	1 2 6	1 26 0	1 17 0	2 11 0	4 3 0	2 12 0	4 6 3	5 10 0
269	0 12 0	0 8 2	0 15 6	0 13 6	0 16 6	1 10 0	1 2 6	1 26 0	1 17 0	2 11 0	4 3 0	2 12 0	4 6 3	5 10 0

• Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. term 25 per cent.	Class B.	Class C.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	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.	£ s. d.	£ s. d.
270	0 12 0	0 8 2	0 15 8	0 13 6	0 16 6	1 10 4	1 2 8	2 1 6	1 17 4	2 12 0	3 5 3	2 12 3	4 7 3	5 12 0
271	0 12 2	0 8 6	0 15 8	0 13 8	0 16 10	1 10 6	1 3 0	2 1 8	1 17 6	2 12 2	3 5 6	2 12 6	4 7 3	5 12 3
272	0 12 2	0 8 6	0 15 8	0 13 8	0 16 10	1 10 6	1 3 0	2 1 8	1 17 6	2 12 2	3 5 6	2 12 6	4 7 3	5 12 6
273	0 12 2	0 8 6	0 15 8	0 13 8	0 16 10	1 10 6	1 3 0	2 1 8	1 17 6	2 12 2	3 5 6	2 12 6	4 7 3	5 12 9
274	0 12 2	0 8 6	0 15 8	0 13 8	0 16 10	1 10 8	1 3 0	2 1 10	1 17 8	2 12 4	3 5 9	2 12 9	4 7 9	5 13 0
275	0 12 2	0 8 6	0 15 10	0 13 8	0 16 10	1 10 10	1 3 2	2 2 0	1 17 10	2 12 6	3 5 9	2 12 9	4 8 0	5 13 3
276	0 12 2	0 8 6	0 15 10	0 13 8	0 16 10	1 10 10	1 3 2	2 2 0	1 17 10	2 12 6	3 5 9	2 12 9	4 8 0	5 13 6
277	0 12 2	0 8 6	0 15 10	0 13 8	0 16 10	1 10 10	1 3 2	2 2 2	1 18 0	2 12 10	3 6 0	2 13 0	4 8 6	5 13 9
278	0 12 2	0 8 6	0 15 10	0 13 8	0 16 10	1 11 0	1 3 4	2 2 2	1 18 0	2 12 10	3 6 0	2 13 0	4 8 9	5 14 0
279	0 12 2	0 8 6	0 15 10	0 13 8	0 16 10	1 11 2	1 3 6	2 2 4	1 18 2	2 13 0	3 6 3	2 13 0	4 9 0	5 14 3
280	0 12 2	0 8 6	0 16 0	0 13 8	0 16 10	1 11 2	1 3 6	2 2 4	1 18 2	2 13 0	3 6 3	2 13 0	4 9 0	5 14 3
281	0 12 4	0 8 8	0 16 0	0 13 10	0 17 0	1 11 2	1 3 6	2 2 4	1 18 2	2 13 0	3 6 3	2 13 0	4 9 0	5 14 6
282	0 12 4	0 8 8	0 16 0	0 13 10	0 17 0	1 11 2	1 3 6	2 2 6	1 18 4	2 13 2	3 6 6	2 13 3	4 9 3	5 14 9
283	0 12 4	0 8 8	0 16 0	0 13 10	0 17 0	1 11 4	1 3 6	2 2 8	1 18 6	2 13 4	3 6 9	2 13 6	4 9 6	5 15 0
284	0 12 4	0 8 8	0 16 0	0 13 10	0 17 0	1 11 4	1 3 6	2 2 8	1 18 6	2 13 4	3 6 9	2 13 6	4 9 6	5 15 3
285	0 12 4	0 8 8	0 16 0	0 13 10	0 17 0	1 11 4	1 3 6	2 2 10	1 18 8	2 13 8	3 6 9	2 13 6	4 9 9	5 15 6
286	0 12 4	0 8 8	0 16 2	0 13 10	0 17 0	1 11 6	1 3 8	2 3 0	1 18 8	2 13 10	3 7 0	2 13 9	4 10 0	5 15 9
287	0 12 4	0 8 8	0 16 2	0 13 10	0 17 0	1 11 6	1 3 8	2 3 0	1 18 8	2 13 10	3 7 0	2 13 9	4 10 0	5 16 3
288	0 12 4	0 8 8	0 16 2	0 13 10	0 17 0	1 11 8	1 3 10	2 3 2	1 18 10	2 14 0	3 7 0	2 13 9	4 10 6	5 16 9
289	0 12 4	0 8 8	0 16 2	0 13 10	0 17 0	1 11 8	1 3 10	2 3 2	1 18 10	2 14 0	3 7 3	2 14 0	4 10 9	5 17 0
290	0 12 4	0 8 8	0 16 2	0 13 10	0 17 0	1 11 8	1 3 10	2 3 4	1 19 0	2 14 2	3 7 3	2 14 0	4 10 9	5 17 3
291	0 12 4	0 8 10	0 16 4	0 13 10	0 17 0	1 11 10	1 4 0	2 3 4	1 19 0	2 14 2	3 7 3	2 14 0	4 11 0	5 17 6
292	0 12 6	0 8 10	0 16 4	0 14 0	0 17 2	1 12 0	1 4 0	2 3 6	1 19 2	2 14 6	3 7 6	2 14 0	4 11 3	5 17 9
293	0 12 6	0 8 10	0 16 4	0 14 0	0 17 2	1 12 0	1 4 0	2 3 8	1 19 4	2 14 8	3 7 6	2 14 0	4 11 3	5 18 0
294	0 12 6	0 8 10	0 16 4	0 14 0	0 17 2	1 12 2	1 4 2	2 3 8	1 19 4	2 14 8	3 7 9	2 14 3	4 11 6	5 18 3
						1 12 2	1 4 2	2 3 10	1 19 6	2 14 10	3 7 9	2 14 3	4 11 9	5 18 6

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class D.	Class E.	Class F.	Class G.	Class H.	Class I.	Class J.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
330	0 13 0	0 9 2	0 17 8	0 14 6	0 17 10	1 14 8	1 6 0	2 7 2	2 2 6	2 19 0	3 11 3	2 17 0	4 18 3	6 8 6	
331	0 13 2	0 9 2	0 17 8	0 14 8	0 18 0	1 14 10	1 6 2	2 7 4	2 2 8	2 19 2	3 11 5	2 17 2	4 18 5	6 8 8	
332	0 13 2	0 9 2	0 17 10	0 14 8	0 18 0	1 14 10	1 6 2	2 7 6	2 2 10	2 19 6	3 11 6	2 17 3	4 18 6	6 9 0	
333	0 13 2	0 9 2	0 17 10	0 14 8	0 18 0	1 15 0	1 6 4	2 7 8	2 2 10	2 19 6	3 11 6	2 17 3	4 18 6	6 9 0	
334	0 13 2	0 9 2	0 17 10	0 14 8	0 18 0	1 15 0	1 6 4	2 7 8	2 3 0	2 19 8	3 11 9	2 17 6	4 18 9	6 9 3	
335	0 13 2	0 9 2	0 17 10	0 14 8	0 18 0	1 15 2	1 6 6	2 7 8	2 3 0	2 19 8	3 11 9	2 17 6	4 19 0	6 9 9	
336	0 13 2	0 9 2	0 17 10	0 14 8	0 18 0	1 15 2	1 6 6	2 7 10	2 3 2	2 19 10	3 12 0	2 17 9	4 19 3	6 10 0	
337	0 13 2	0 9 2	0 18 0	0 14 8	0 18 0	1 15 2	1 6 6	2 7 10	2 3 2	2 19 10	3 12 0	2 17 9	4 19 3	6 10 0	
338	0 13 2	0 9 2	0 18 0	0 14 8	0 18 0	1 15 4	1 6 6	2 8 0	2 3 2	2 19 10	3 12 3	2 18 0	4 19 6	6 10 3	
339	0 13 2	0 9 2	0 18 0	0 14 8	0 18 0	1 15 4	1 6 6	2 8 0	2 3 2	2 19 10	3 12 3	2 18 0	4 19 6	6 10 3	
340	0 13 2	0 9 2	0 18 0	0 14 8	0 18 0	1 15 4	1 6 6	2 8 0	2 3 2	2 19 10	3 12 3	2 18 0	4 19 6	6 10 3	
341	0 13 4	0 9 4	0 18 0	0 15 0	0 18 0	1 15 4	1 6 6	2 8 2	2 3 4	2 19 10	3 12 3	2 18 0	4 19 6	6 10 3	
342	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 15 6	1 6 8	2 8 4	2 3 6	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
343	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 15 6	1 6 8	2 8 6	2 3 8	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
344	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 15 8	1 6 10	2 8 8	2 3 8	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
345	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 15 8	1 6 10	2 8 8	2 3 10	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
346	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 15 10	1 7 0	2 8 8	2 3 10	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
347	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 16 0	1 7 0	2 8 10	2 4 0	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
348	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 16 0	1 7 0	2 8 10	2 4 0	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
349	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 16 2	1 7 2	2 9 0	2 4 0	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
350	0 13 4	0 9 4	0 18 2	0 15 0	0 18 2	1 16 2	1 7 2	2 9 2	2 4 4	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
351	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 4	1 7 4	2 9 4	2 4 6	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
352	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 4	1 7 4	2 9 4	2 4 6	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
353	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 4	1 7 4	2 9 6	2 4 8	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	
354	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 6	1 7 6	2 9 6	2 4 8	2 19 10	3 12 6	2 18 0	4 19 6	6 10 3	

355	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 6	1 7 6	2 9 8	2 4 8	3 2 2	3 13 0	2 19 0	5 2 9	6 15 3
356	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 6	1 7 6	2 9 8	2 4 8	3 2 2	3 14 0	2 19 3	5 3 3	6 15 6
357	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 6	1 7 6	2 9 8	2 4 8	3 2 2	3 14 0	2 19 3	5 3 3	6 15 9
358	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 10	1 7 8	2 10 0	2 5 0	3 2 6	3 14 0	2 19 3	5 3 3	6 16 3
359	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 10	1 7 8	2 10 0	2 5 0	3 2 6	3 14 3	2 19 6	5 3 6	6 16 3
360	0 13 6	0 9 4	0 18 6	0 15 2	0 18 6	1 16 10	1 7 8	2 10 2	2 5 2	3 2 10	3 14 3	2 19 6	5 3 9	6 16 6
361	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 0	1 7 10	2 10 4	2 5 4	3 3 0	3 14 9	3 0 0	5 3 9	6 16 9
362	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 0	1 7 10	2 10 4	2 5 4	3 3 0	3 14 9	3 0 0	5 3 9	6 17 0
363	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 2	1 8 0	2 10 6	2 5 6	3 3 2	3 14 9	3 0 0	5 3 9	6 17 3
364	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 2	1 8 0	2 10 6	2 5 6	3 3 2	3 15 0	3 0 0	5 3 9	6 17 9
365	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 2	1 8 0	2 10 8	2 5 8	3 3 4	3 15 0	3 0 0	5 3 9	6 18 0
366	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 4	1 8 0	2 10 8	2 5 8	3 3 4	3 15 0	3 0 0	5 3 9	6 18 6
367	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 4	1 8 0	2 10 10	2 5 8	3 3 8	3 15 3	3 0 3	5 3 9	6 18 9
368	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 4	1 8 0	2 10 10	2 5 8	3 3 8	3 15 3	3 0 3	5 3 9	6 19 0
369	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 6	1 8 2	2 11 0	2 6 0	3 3 10	3 15 3	3 0 3	5 3 9	6 19 3
370	0 13 8	0 9 6	0 18 8	0 15 4	0 18 8	1 17 6	1 8 2	2 11 0	2 6 0	3 3 10	3 15 6	3 0 6	5 3 9	6 19 6
371	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 17 10	1 8 6	2 11 2	2 6 2	3 4 0	3 15 6	3 0 6	5 3 9	6 19 9
372	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 17 10	1 8 6	2 11 4	2 6 2	3 4 2	3 15 9	3 0 9	5 3 9	6 20 0
373	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 17 10	1 8 6	2 11 4	2 6 2	3 4 2	3 15 9	3 0 9	5 3 9	6 20 3
374	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 0	1 8 6	2 11 6	2 6 4	3 4 6	3 15 9	3 0 9	5 3 9	6 20 6
375	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 0	1 8 6	2 11 6	2 6 4	3 4 6	3 16 0	3 1 0	5 3 9	6 20 9
376	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 0	1 8 6	2 11 8	2 6 6	3 4 8	3 16 0	3 1 0	5 3 9	6 21 0
377	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 2	1 8 8	2 11 10	2 6 8	3 4 10	3 16 0	3 1 0	5 3 9	6 21 3
378	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 2	1 8 8	2 11 10	2 6 8	3 4 10	3 16 3	3 1 0	5 3 9	6 21 6
379	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 4	1 8 10	2 12 0	2 6 10	3 4 10	3 16 3	3 1 0	5 3 9	6 21 9
380	0 13 10	0 9 6	0 19 0	0 15 6	0 19 0	1 18 4	1 8 10	2 12 0	2 6 10	3 4 10	3 16 3	3 1 0	5 3 9	6 22 0
381	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 4	1 8 10	2 12 2	2 7 0	3 4 10	3 16 6	3 1 3	5 3 9	6 22 3
382	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 6	1 9 0	2 12 4	2 7 2	3 4 10	3 16 6	3 1 3	5 3 9	6 22 6
383	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 6	1 9 0	2 12 4	2 7 2	3 4 10	3 16 6	3 1 3	5 3 9	6 22 9
384	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 6	1 9 0	2 12 6	2 7 2	3 4 10	3 16 9	3 1 6	5 3 9	6 23 0
385	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 8	1 9 0	2 12 6	2 7 2	3 4 10	3 16 9	3 1 6	5 3 9	6 23 3
386	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 10	1 9 2	2 12 8	2 7 4	3 4 10	3 17 0	3 1 9	5 3 9	6 23 6
387	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 10	1 9 2	2 12 8	2 7 4	3 4 10	3 17 0	3 1 9	5 3 9	6 23 9
388	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 18 10	1 9 2	2 12 10	2 7 8	3 4 10	3 17 0	3 1 9	5 3 9	6 24 0
389	0 14 0	0 9 8	0 19 2	0 15 8	0 19 2	1 19 0	1 9 4	2 12 10	2 7 8	3 4 10	3 17 3	3 2 0	5 3 9	6 24 3

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Fiveroad Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	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.	£ s. d.
390	0 14 2	0 9 8	0 19 2	0 15 8	0 19 2	1 19 0	2 13 0	2 7 8	3 6 4	3 17 6	3 2 0	5 9 3	7 5 0
391	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 2	2 13 2	2 7 10	3 6 6	3 17 9	3 2 3	5 9 3	7 5 3
392	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 2	2 13 2	2 7 10	3 6 6	3 17 9	3 2 3	5 9 6	7 5 6
393	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 2	2 13 4	2 8 0	3 6 8	3 17 9	3 2 3	5 9 9	7 5 9
394	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 4	2 13 6	2 8 2	3 7 0	3 18 0	3 2 6	5 9 9	7 6 0
395	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 6	2 13 6	2 8 2	3 7 0	3 18 0	3 2 6	5 10 0	7 6 3
396	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 6	2 13 8	2 8 4	3 7 2	3 18 0	3 2 6	5 10 3	7 6 6
397	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 6	2 13 8	2 8 4	3 7 2	3 18 0	3 2 6	5 10 6	7 6 9
398	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 8	2 13 10	2 8 6	3 7 4	3 18 3	3 2 9	5 10 9	7 7 0
399	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 10	2 13 10	2 8 6	3 7 4	3 18 3	3 2 9	5 11 0	7 7 3
400	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 19 10	2 14 0	2 8 8	3 7 6	3 18 6	3 3 0	5 11 0	7 7 6
401	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	1 19 10	2 14 0	2 8 8	3 7 10	3 18 6	3 3 0	5 11 6	7 7 9
402	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 0	2 14 2	2 8 10	3 7 10	3 18 9	3 3 0	5 11 9	7 8 3
403	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 0	2 14 4	2 9 0	3 8 0	3 18 9	3 3 0	5 11 9	7 8 6
404	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 2	2 14 4	2 9 0	3 8 0	3 18 9	3 3 0	5 12 0	7 8 9
405	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 2	2 14 6	2 9 0	3 8 2	3 19 0	3 3 3	5 12 3	7 9 0
406	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 2	2 14 6	2 9 0	3 8 2	3 19 0	3 3 3	5 12 3	7 9 0
407	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 4	2 14 8	2 9 2	3 8 4	3 19 0	3 3 3	5 12 6	7 9 0
408	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 4	2 14 8	2 9 2	3 8 4	3 19 0	3 3 3	5 12 6	7 9 0
409	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 6	2 14 10	2 9 4	3 8 8	3 19 3	3 3 6	5 12 9	7 10 0
410	0 14 4	0 9 10	0 19 6	0 16 0	0 19 6	2 0 6	2 14 10	2 9 4	3 8 8	3 19 3	3 3 6	5 12 9	7 10 3
411	0 14 6	0 10 0	0 19 8	0 16 2	0 19 8	2 0 6	2 14 10	2 9 4	3 8 8	3 19 3	3 3 6	5 13 0	7 10 6
412	0 14 6	0 10 0	0 19 8	0 16 2	0 19 8	2 0 8	2 15 0	2 9 6	3 8 10	3 19 6	3 3 9	5 13 3	7 10 9
413	0 14 6	0 10 0	0 19 8	0 16 2	0 19 8	2 0 8	2 15 0	2 9 6	3 8 10	3 19 6	3 3 9	5 13 3	7 11 0
414	0 14 6	0 10 0	0 19 8	0 16 2	0 19 8	2 0 10	2 15 4	2 9 10	3 9 2	3 19 6	3 4 0	5 13 6	7 11 3

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Fireside Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class B, less 10 per cent.	Class B, plus 10 per cent.	Class C.	Class C, less 20 per cent.	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.	£ s. d.	£ s. d.
450	0 15 2	0 10 2	1 0 4	0 16 8	1 0 8	2 3 4	1 12 6	2 18 10	2 13 0	3 13 8	4 3 6	3 7 0	6 0 3	8 1 6
451	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 4	1 12 6	2 19 0	2 13 2	3 13 10	4 3 9	3 7 0	6 0 3	8 1 9
452	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 6	1 12 8	2 19 2	2 13 4	3 14 0	4 3 9	3 7 0	6 0 6	8 2 0
453	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 6	1 12 8	2 19 2	2 13 4	3 14 0	4 3 9	3 7 0	6 0 9	8 2 3
454	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 8	1 12 10	2 19 4	2 13 6	3 14 2	4 4 0	3 7 3	6 0 9	8 2 6
455	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 8	1 12 10	2 19 4	2 13 6	3 14 2	4 4 0	3 7 3	6 1 0	8 2 9
456	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 8	1 12 10	2 19 6	2 13 8	3 14 6	4 4 0	3 7 3	6 1 3	8 3 0
457	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 10	1 13 0	2 19 6	2 13 8	3 14 6	4 4 3	3 7 0	6 1 6	8 3 3
458	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 3 10	1 13 0	2 19 8	2 13 8	3 14 8	4 4 3	3 7 0	6 2 0	8 3 6
459	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 4 0	1 13 0	2 19 8	2 13 8	3 14 8	4 4 3	3 7 6	6 2 3	8 4 0
460	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 4 0	1 13 0	2 19 10	2 13 10	3 14 10	4 4 6	3 7 9	6 2 3	8 4 3
461	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 0	1 13 0	3 0 0	2 14 0	3 15 0	4 4 6	3 7 0	6 2 6	8 4 6
462	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 2	1 13 2	3 0 0	2 14 0	3 15 0	4 4 9	3 8 0	6 2 9	8 4 9
463	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 2	1 13 2	3 0 2	2 14 2	3 15 4	4 4 9	3 8 0	6 2 9	8 5 0
464	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 4	1 13 4	3 0 2	2 14 2	3 15 4	4 4 9	3 8 0	6 3 0	8 5 3
465	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 4	1 13 4	3 0 4	2 14 4	3 15 6	4 5 3	3 8 3	6 3 3	8 5 6
466	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 4	1 13 4	3 0 6	2 14 6	3 15 8	4 5 3	3 8 3	6 3 6	8 6 0
467	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 6	1 13 6	3 0 6	2 14 6	3 15 8	4 5 3	3 8 3	6 3 6	8 6 3
468	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 6	1 13 6	3 0 8	2 14 8	3 15 10	4 5 6	3 8 6	6 3 9	8 6 6
469	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 8	1 13 6	3 0 8	2 14 8	3 15 10	4 5 6	3 8 6	6 3 9	8 6 9
470	0 15 6	0 10 4	1 0 10	0 17 0	1 0 10	2 4 8	1 13 6	3 0 10	2 14 10	3 16 2	4 5 6	3 8 6	6 4 0	8 7 0
471	0 15 8	0 10 6	1 1 0	0 17 2	1 1 0	2 4 10	1 13 8	3 1 0	2 15 0	3 16 4	4 5 9	3 8 9	6 4 3	8 7 3
472	0 15 8	0 10 6	1 1 0	0 17 2	1 1 0	2 4 10	1 13 8	3 1 0	2 15 0	3 16 4	4 5 9	3 8 9	6 4 3	8 7 6
473	0 15 8	0 10 6	1 1 0	0 17 2	1 1 0	2 5 0	1 13 0	3 1 2	2 15 2	3 16 6	4 6 0	3 9 0	6 4 6	8 7 9
474	0 15 8	0 10 6	1 1 0	0 17 2	1 1 0	2 5 0	1 13 0	3 1 2	2 15 2	3 16 6	4 6 0	3 9 0	6 4 9	8 8 0

475	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 0	1 13 10	3 1 4	2 15 2	3 16 8	4 6 0	3 9 0	6 4 9	8 8 8
476	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 2	1 14 0	3 1 4	2 15 2	3 16 8	4 6 3	3 9 0	6 5 0	8 8 8
477	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 2	1 14 0	3 1 4	2 15 4	3 17 0	4 6 3	3 9 0	6 5 3	8 8 9
478	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 4	1 14 0	3 1 6	2 15 4	3 17 0	4 6 3	3 9 3	6 5 3	8 8 9
479	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 4	1 14 0	3 1 8	2 15 6	3 17 2	4 6 6	3 9 3	6 5 6	8 9 6
480	0 15 8	0 10 6	1 1 0	1 1 0	0 17 2	1 1 0	2 5 4	1 14 0	3 1 8	2 15 6	3 17 2	4 6 6	3 9 3	6 5 6	8 9 9
481	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 6	1 14 2	3 1 10	2 15 8	3 17 4	4 6 9	3 9 6	6 6 0	8 10 3
482	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 6	1 14 2	3 1 10	2 15 10	3 17 6	4 6 9	3 9 6	6 6 0	8 10 3
483	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 8	1 14 4	3 1 2	2 15 10	3 17 6	4 6 9	3 9 6	6 6 3	8 10 6
484	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 8	1 14 4	3 1 2	2 16 0	3 17 10	4 6 9	3 9 9	6 6 3	8 10 9
485	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 8	1 14 4	3 1 2	2 16 2	3 18 0	4 7 0	3 9 9	6 6 6	8 11 0
486	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 10	1 14 6	3 1 2	2 16 2	3 18 0	4 7 0	3 9 9	6 6 9	8 11 6
487	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 5 10	1 14 6	3 1 2	2 16 4	3 18 2	4 7 3	3 10 0	6 7 3	8 11 9
488	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 6 0	1 14 6	3 1 2	2 16 4	3 18 2	4 7 3	3 10 0	6 7 6	8 12 0
489	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 6 0	1 14 6	3 1 2	2 16 4	3 18 4	4 7 3	3 10 0	6 7 9	8 12 3
490	0 15 10	0 10 6	1 1 2	1 1 2	0 17 4	1 1 2	2 6 0	1 14 6	3 1 2	2 16 4	3 18 4	4 7 6	3 10 0	6 7 9	8 12 6
491	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 2	1 14 8	3 1 0	2 16 8	3 18 8	4 7 6	3 10 0	6 8 0	8 12 9
492	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 2	1 14 8	3 1 0	2 16 8	3 18 10	4 7 9	3 10 3	6 8 3	8 13 0
493	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 4	1 14 10	3 1 2	2 16 8	3 18 10	4 7 9	3 10 3	6 8 3	8 13 3
494	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 6	1 15 0	3 1 2	2 16 10	3 19 0	4 7 9	3 10 3	6 8 6	8 13 6
495	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 6	1 15 0	3 1 2	2 16 10	3 19 0	4 8 0	3 10 6	6 8 9	8 13 9
496	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 6	1 15 0	3 1 2	2 17 0	3 19 2	4 8 0	3 10 6	6 8 9	8 14 0
497	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 8	1 15 0	3 1 4	2 17 0	3 19 2	4 8 0	3 10 6	6 9 0	8 14 6
498	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 8	1 15 0	3 1 4	2 17 2	3 19 6	4 8 3	3 10 9	6 9 3	8 14 9
499	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 10	1 15 2	3 1 6	2 17 2	3 19 6	4 8 3	3 10 9	6 9 3	8 15 0
500	0 16 0	0 10 8	1 1 4	1 1 4	0 17 6	1 1 4	2 6 10	1 15 2	3 1 6	2 17 2	3 19 6	4 8 6	3 11 0	6 9 6	8 15 3
501	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 6 10	1 15 2	3 1 10	2 17 4	3 19 8	4 8 6	3 11 0	6 9 9	8 15 6
502	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 C	1 15 4	3 1 4	2 17 8	4 0 0	4 8 9	3 11 0	6 9 9	8 15 9
503	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 C	1 15 4	3 1 4	2 17 8	4 0 0	4 8 9	3 11 0	6 10 0	8 16 0
504	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 2	1 15 6	3 1 4	2 17 10	4 0 4	4 9 0	3 11 3	6 10 3	8 16 3
505	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 2	1 15 6	3 1 4	2 17 10	4 0 4	4 9 0	3 11 3	6 10 3	8 16 6
506	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 4	1 15 6	3 1 4	2 18 0	4 0 6	4 9 3	3 11 6	6 10 6	8 17 0
507	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 4	1 15 6	3 1 4	2 18 0	4 0 6	4 9 3	3 11 6	6 10 9	8 17 3
508	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 4	1 15 6	3 1 4	2 18 2	4 0 8	4 9 3	3 11 6	6 10 9	8 17 6
509	0 16 2	0 10 8	1 1 8	1 1 8	0 17 8	1 1 8	2 7 6	1 15 6	3 1 4	2 18 2	4 0 8	4 9 3	3 11 9	6 11 0	8 17 9

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Station	Freight Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class B. less 10 per cent.	Class B. plus 15 per cent.	Class C.	Class C. less 20 per cent.	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.	£ s. d.
510	0 16 2	0 10 8	1 1 8	0 17 8	1 1 8	2 7 6	3 4 8	2 18 2	4 0 10	4 9 6	3 11 9	6 11 9	8 18 0
511	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 8	3 4 10	2 18 4	4 1 2	4 9 9	3 12 0	6 11 3	8 18 2
512	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 8	3 4 10	2 18 4	4 1 2	4 9 9	3 12 0	6 11 3	8 18 2
513	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 8	3 4 10	2 18 4	4 1 2	4 9 9	3 12 0	6 11 3	8 18 2
514	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 10	3 5 0	2 18 6	4 1 4	4 9 9	3 12 0	6 11 3	8 18 6
515	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 10	3 5 0	2 18 6	4 1 4	4 10 0	3 12 0	6 11 3	8 19 0
516	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 7 10	3 5 2	2 18 8	4 1 6	4 10 0	3 12 0	6 12 0	8 19 3
517	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 8 0	3 5 2	2 18 8	4 1 6	4 10 0	3 12 0	6 12 0	8 19 3
518	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 8 0	3 5 4	2 18 10	4 1 8	4 10 0	3 12 0	6 12 0	8 19 3
519	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 8 2	3 5 4	2 18 10	4 1 8	4 10 0	3 12 0	6 12 0	8 19 3
520	0 16 4	0 10 10	1 1 10	0 17 10	1 1 10	2 8 2	3 5 6	2 19 0	4 2 0	4 10 0	3 12 0	6 13 0	8 19 6
521	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 2	3 5 6	2 19 0	4 2 0	4 10 0	3 12 0	6 13 0	8 19 6
522	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 4	3 5 10	2 19 4	4 2 4	4 10 0	3 12 0	6 13 0	8 19 6
523	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 4	3 5 10	2 19 4	4 2 4	4 10 0	3 12 0	6 13 0	8 19 6
524	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 6	3 6 0	2 19 6	4 2 6	4 11 0	3 13 0	6 13 0	8 19 6
525	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 6	3 6 0	2 19 6	4 2 6	4 11 0	3 13 0	6 14 0	8 19 6
526	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 6	3 6 2	2 19 8	4 2 8	4 11 0	3 13 0	6 14 0	8 19 6
527	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 8	3 6 2	2 19 8	4 2 8	4 11 0	3 13 0	6 14 0	8 19 6
528	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 8	3 6 4	2 19 8	4 3 0	4 11 0	3 13 0	6 14 0	8 19 6
529	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 10	3 6 4	2 19 8	4 3 0	4 11 0	3 13 0	6 14 0	8 19 6
530	0 16 6	0 10 10	1 1 10	0 17 10	1 1 10	2 8 10	3 6 6	2 19 10	4 3 2	4 11 0	3 13 0	6 14 0	8 19 6
531	0 16 8	0 11 0	1 1 10	0 18 0	1 1 10	2 8 10	3 6 6	2 19 10	4 3 2	4 11 0	3 13 0	6 14 0	8 19 6
532	0 16 8	0 11 0	1 1 10	0 18 0	1 1 10	2 9 0	3 6 8	3 0 0	4 3 4	4 11 0	3 13 0	6 15 0	8 19 6
533	0 16 8	0 11 0	1 1 10	0 18 0	1 1 10	2 9 0	3 6 8	3 0 0	4 3 4	4 11 0	3 13 0	6 15 0	8 19 6
534	0 16 8	0 11 0	1 1 10	0 18 0	1 1 10	2 9 2	3 7 0	3 0 2	4 3 6	4 12 0	3 13 0	6 15 0	8 19 6

535	0 16 8	0 11 0	1 2 4	0 18 2	1 2 4	2 9 2	1 17 0	3 7 0	3 0 4	4 3 10	4 12 0	3 13 9	6 15 9	9 5 0
536	0 16 8	0 11 0	1 2 4	0 18 2	1 2 4	2 9 4	1 17 0	3 7 2	3 0 6	4 4 0	4 12 3	3 14 0	6 16 0	9 5 3
537	0 16 8	0 11 0	1 2 4	0 18 2	1 2 4	2 9 6	1 17 0	3 7 4	3 0 8	4 4 2	4 12 3	3 14 0	6 16 3	9 5 6
538	0 16 8	0 11 0	1 2 4	0 18 2	1 2 4	2 9 8	1 17 2	3 7 6	3 10 0	4 4 4	4 12 6	3 14 0	6 16 6	9 6 0
539	0 16 8	0 11 0	1 2 4	0 18 2	1 2 4	2 9 10	1 17 2	3 7 8	3 10 2	4 4 6	4 12 6	3 14 0	6 16 9	9 6 3
540	0 16 8	0 11 0	1 2 6	0 18 6	1 2 6	2 9 12	1 17 4	3 8 0	3 10 4	4 4 8	4 12 9	3 14 3	6 17 2	9 6 6
541	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 9 14	1 17 4	3 8 2	3 10 6	4 4 10	4 12 9	3 14 3	6 17 5	9 6 9
542	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 9 16	1 17 6	3 8 4	3 10 8	4 4 10	4 12 9	3 14 3	6 17 8	9 7 2
543	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 0	1 17 6	3 8 6	3 11 0	4 4 5	4 13 0	3 14 6	6 17 3	9 7 5
544	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 2	1 17 6	3 8 8	3 11 2	4 4 5	4 13 0	3 14 6	6 17 6	9 7 8
545	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 4	1 17 6	3 9 0	3 11 4	4 4 5	4 13 0	3 14 6	6 17 9	9 8 1
546	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 6	1 17 6	3 9 2	3 11 6	4 4 5	4 13 0	3 14 6	6 18 2	9 8 4
547	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 8	1 17 8	3 9 4	3 11 8	4 4 5	4 13 3	3 14 9	6 18 5	9 8 7
548	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 10	1 17 8	3 9 6	3 12 0	4 4 5	4 13 3	3 14 9	6 18 8	9 9 0
549	0 16 10	0 11 0	1 2 6	0 18 6	1 2 6	2 10 12	1 17 10	3 9 8	3 12 2	4 4 5	4 13 3	3 14 9	6 19 1	9 9 3
550	0 16 10	0 11 0	1 2 8	0 18 8	1 2 8	2 10 14	1 17 10	3 10 0	3 12 4	4 4 5	4 13 6	3 15 0	6 19 4	9 9 6
551	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 16	1 17 10	3 10 2	3 12 6	4 4 5	4 13 6	3 15 0	6 19 7	9 9 9
552	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 18	1 18 0	3 10 4	3 12 8	4 4 6	4 13 9	3 15 3	6 19 10	10 0 2
553	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 20	1 18 0	3 10 6	3 13 0	4 4 6	4 14 0	3 15 3	6 19 13	10 0 5
554	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 22	1 18 0	3 10 8	3 13 2	4 4 6	4 14 0	3 15 3	6 19 16	10 0 8
555	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 24	1 18 0	3 9 0	3 13 4	4 4 6	4 14 3	3 15 6	6 19 19	10 1 1
556	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 26	1 18 0	3 9 2	3 13 6	4 4 6	4 14 3	3 15 6	6 19 22	10 1 4
557	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 28	1 18 2	3 9 4	3 13 8	4 4 6	4 14 3	3 15 6	6 19 25	10 1 7
558	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 10 30	1 18 2	3 9 6	3 14 0	4 4 6	4 14 6	3 15 9	6 19 28	10 2 0
559	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 11 0	1 18 4	3 9 8	3 14 2	4 4 6	4 14 6	3 15 9	6 19 31	10 2 3
560	0 17 0	0 11 2	1 2 8	0 18 8	1 2 8	2 11 2	1 18 4	3 9 10	3 14 4	4 4 7	4 14 6	3 15 9	6 19 34	10 2 6
561	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 4	1 18 4	3 9 12	3 14 6	4 4 7	4 14 9	3 16 0	6 19 37	10 2 9
562	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 6	1 18 6	3 9 14	3 14 8	4 4 7	4 14 9	3 16 0	6 19 40	10 3 2
563	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 8	1 18 6	3 9 16	3 15 0	4 4 7	4 15 0	3 16 0	6 19 43	10 3 5
564	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 10	1 18 6	3 9 18	3 15 2	4 4 7	4 15 0	3 16 0	6 19 46	10 3 8
565	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 12	1 18 6	3 10 0	3 15 4	4 4 7	4 15 0	3 16 0	6 19 49	10 4 1
566	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 14	1 18 6	3 10 2	3 15 6	4 4 7	4 15 3	3 16 3	6 19 52	10 4 4
567	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 16	1 18 8	3 10 4	3 15 8	4 4 7	4 15 3	3 16 3	6 19 55	10 4 7
568	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 18	1 18 8	3 10 6	3 16 0	4 4 8	4 15 3	3 16 3	6 19 58	10 5 0
569	0 17 2	0 11 2	1 2 10	0 18 10	1 2 10	2 11 20	1 18 10	3 10 8	3 16 2	4 4 8	4 15 3	3 16 3	6 19 61	10 5 3

* Net including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. 25 per cent.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 50 per cent.	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.	£ s. d.	£ s. d.	£ s. d.
570	0 17 2	0 11 2	1 3 2	0 18 10	1 2 10	2 11 8	1 18 10	3 10 4	3 3 4	4 8 0	4 15 9	3 16 9	7 2 3	9 14 6
571	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 11 10	1 19 0	3 10 8	3 3 8	4 8 2	4 16 0	3 17 0	7 2 3	9 14 9
572	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 11 10	1 19 0	3 10 8	3 3 8	4 8 4	4 16 0	3 17 0	7 2 3	9 15 0
573	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 0	1 19 0	3 10 8	3 3 8	4 8 4	4 16 0	3 17 0	7 3 0	9 15 6
574	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 0	1 19 0	3 10 10	3 3 10	4 8 8	4 16 3	3 17 0	7 3 0	9 15 9
575	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 0	1 19 0	3 11 0	3 4 0	4 8 10	4 16 3	3 17 0	7 3 3	9 16 0
576	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 2	1 19 2	3 11 0	3 4 0	4 8 10	4 16 3	3 17 0	7 3 3	9 16 3
577	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 2	1 19 2	3 11 2	3 4 2	4 9 0	4 16 6	3 17 3	7 3 9	9 16 6
578	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 4	1 19 4	3 11 2	3 4 2	4 9 0	4 16 6	3 17 3	7 4 0	9 16 9
579	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 4	1 19 4	3 11 4	3 4 2	4 9 2	4 16 6	3 17 3	7 4 3	9 17 0
580	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 12 4	1 19 4	3 11 4	3 4 2	4 9 2	4 16 6	3 17 3	7 4 3	9 17 3
581	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 6	1 19 6	3 11 6	3 4 4	4 9 6	4 16 9	3 17 6	7 4 6	9 17 6
582	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 6	1 19 6	3 11 8	3 4 6	4 9 8	4 17 0	3 17 9	7 4 9	9 17 9
583	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 8	1 19 6	3 11 8	3 4 6	4 9 8	4 17 0	3 17 9	7 4 9	9 18 0
584	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 8	1 19 6	3 11 10	3 4 8	4 9 10	4 17 0	3 17 9	7 5 0	9 18 3
585	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 8	1 19 6	3 11 10	3 4 8	4 9 10	4 17 0	3 17 9	7 5 0	9 18 3
586	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 8	1 19 6	3 11 10	3 4 8	4 9 10	4 17 0	3 17 9	7 5 0	9 18 6
587	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 10	1 19 8	3 12 0	3 4 10	4 10 0	4 17 3	3 18 0	7 5 3	9 19 0
588	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 10	1 19 8	3 12 0	3 4 10	4 10 0	4 17 3	3 18 0	7 5 6	9 19 3
589	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 13 0	1 19 10	3 12 2	3 5 0	4 10 4	4 17 6	3 18 0	7 5 9	9 19 6
590	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 13 0	1 19 10	3 12 2	3 5 0	4 10 4	4 17 6	3 18 0	7 5 9	9 19 9
591	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 13 0	1 19 10	3 12 4	3 5 2	4 10 6	4 17 6	3 18 0	7 6 0	10 0 0
592	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 13 2	2 0 0	3 12 6	3 5 4	4 10 8	4 17 9	3 18 3	7 6 3	10 0 3
593	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 13 4	2 0 0	3 12 8	3 5 6	4 11 0	4 18 0	3 18 6	7 6 6	10 0 6
594	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 13 6	2 0 2	3 12 10	3 5 8	4 11 2	4 18 0	3 18 6	7 6 9	10 1 3

585	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 6	2 0 2	3 12 10	3 5 8	4 11 2	4 18 0	3 18 6	7 6 9	10 1 6
586	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 6	2 0 2	3 13 0	3 5 8	4 11 4	4 18 3	3 18 9	7 7 0	10 1 9
587	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 8	2 0 4	3 13 0	3 5 10	4 11 6	4 18 3	3 18 9	7 7 3	10 2 0
588	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 8	2 0 4	3 13 2	3 5 10	4 11 6	4 18 6	3 19 0	7 7 3	10 2 3
589	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 10	2 0 6	3 13 2	3 5 10	4 11 6	4 18 6	3 19 0	7 7 6	10 2 6
600	0 17 8	0 11 6	1 3 6	0 19 4	1 3 6	2 13 10	2 0 6	3 13 4	3 6 0	4 11 8	4 18 6	3 19 0	7 7 9	10 3 9

* Not including loading and unloading.

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TARIFF FOR "SMALLS."

(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 hereunder.
 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."
 (b) When, however, goods classified in two or more classes are forwarded by one or more *bona fide* consignors from the same forwarding station on the same day to one *bona 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."
 (c) 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."
 (d) Goods chargeable at double rate or rate and a half, accompanying other goods in Class 2, are not to be charged separate "Smalls" minimums.
 (e) The charges under the Tariff for "Smalls" for small consignments forwarded by goods train must not exceed the charges under the Parcels Rates.

The rates at the head of the columns represent the TONNAGE RATES.

Weight not over—	Above 5c.		Above 7 1/2 c.		Above 10c.		Above 12 1/2 c.		Above 15c.		Above 17 1/2 c.		Above 20c.		Above 25c.		Above 30c.		Above 40c.		Above 50c.		Above 60c. and 60c. and 70c.		Above 70c. and 70c. and 80c.		Above 80c. and 80c. and 100c.		For every 100c. and 100c. and over—		c. qr.			
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.				
0 1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	
0 2	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
0 3	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
1 0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
1 1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
1 2	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
1 3	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
2 0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
2 1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
2 2	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
2 3	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
3 0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0

RATES FOR THE CARRIAGE OF EMPTIES.

All carried at Owner's Risk.

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

Description.	Rate.
Acid jars, returned empty in cases	Class "B."
*Ammunition boxes, with or without spent cartridge cases	Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional.
Ammunition Chests account Defence Department	Class 1.
Bacon Boxes or Cases, new or returned	Class "A." Minimum 6d.
Bacon Wrappers	Class "A." Minimum 6d.
Bags, secondhand, whether returns or otherwise	Class "A." Minimum 6d.
Bags, calico, second-hand	Class "A." Minimum 6d.
Bags, flat sugar or mats	Same as coops or crates.
*Baskets, round, sugar, returned	Class "C." Minimum 6d.
Baskets, cut sugar	Class 1.
Boot hampers and trunks returned	Class 2.
" " " not returned	Class "C." Minimum 6d.
*Bottled beer casks	Class 2.
Boxes, empty, for luggage	Class "A." Minimum 6d.
*Boxes, empty, returned, n.o.s.	Class "A." Minimum 6d.
Boxes, empty, new, n.o.s.	Class "A." "Smalls" Minimum.
Boxes, soap, empty, new	Class "A." "Smalls" Minimum.
Boxes, soap, in shooks	Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional; over 28 lbs. weight double rate.
*Boxes, Butter, new or returned (including wrapping paper up to 1 lb.) not exceeding 28 lbs. each	Class "B." Minimum 6d. shall be charged when cheaper.
*Butter kegs and tubs, new or returned, not exceeding 28 lbs. each	Double butter box rates or Class "B," minimum 6d., when cheaper.
Butter barrels, &c., new or returned	Same as butter boxes.
*Cans, milk and cream, new or returned empty (50-quart cans to be charged the 28-lb. rate), also small mineral water cans, returned	Class "C." Minimum 6d.
Carbonic gas cylinders	Class "B."
Carboys, acid, returned	Class "C."
" " new or not returned	Class "A." Minimum 6d.
Cases, concentrated milk, new or returned	Class "A." Minimum 6d.
Cases, fruit, raisin, and cheese, also sweat boxes, and drying trays, new	Class "A." Minimum 6d.
*Cases, fruit, raisin, and cheese, also sweat boxes, returned ...	Class "A." Minimum 6d.
*Cases, empty, returned, n.o.s.	Class "A." Minimum 6d.
Cases, " " new, n.o.s.	Class "C." "Smalls" Minimum.
Cases, piano	Class "A." Minimum 6d.
*Cases, kerosene, empty returned	Class "A." Minimum 6d.
*Coops and crates (poultry) returned, not exceeding 17 cubic feet in measurement	Not over 101 miles, 3d. each; 102 to 150 miles, 6d. each; over 150 miles, 9d. each; or Class "B," minimum 6d., when cheaper.
*Coops and crates (poultry), returned, exceeding 17 cubic feet in measurement	Not over 101 miles 6d. each; 102 to 150 miles, 9d. each; over 150 miles, 1s. each; or Class "B," minimum 6d., when cheaper.
*Coops and crates (poultry) returned, not exceeding 6½ cubic feet in measurement	Class "B." Minimum 6d., if cheaper than package rate.
*Coops and crates, new, sent to the country to be filled for return journey	Same as empty returns.

EMPTYES—continued.

Description.	Rate.
Crates, beer, and cordial, new or returned	Class "B." Minimum 6d.
Crates for tinware, new or returned	Class "C." Minimum 6d.
Crates and Coops, collapsible, wooden and wire, in packages	Class "C." Minimum 6d.
Crates and coops, collapsible, wooden and wire, used at Agricultural Shows, may be returned "free" to sending station on production of the usual certificate from the secretary of the Show	
*Crates, for fruit and honey, new or returned	Class "A." Minimum 6d.
Crates, pottery, new or returned	Class "C." Minimum 6d.
*Crates, vegetable, pig, and sheep, returned...	Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1/6 each; over 150 miles 2s. each.
Crates, export rabbit, new or returned empty or in shooks ...	Class "A." Minimum 6d.
*Crates, rabbit, n.o.s., new or returned	Class "C." Minimum 6d.
Crates and coops, new, n.o.s.	Same as butter boxes.
Drums, new or returned (including steel kegs)	Class 2.
*Egg boxes, new or returned (including fillers)	Class "C." Minimum 6d.
*Fish baskets, new or returned, in packages, for each 28 lbs. or part thereof	Same as butter boxes.
*Fish boxes, new or returned, 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 6d.
Fruit Cardboard boxes in crates	Class "C." Minimum 6d.
Fruit Tubs and Buckets, also barrels for fruit pulp	Class "B." Minimum 6d.
Jars, confectionery, empty, returned	Class "C." "Smalls" Minimum.
Magazines, portable, explosive, returned	Free.
Mail bags returned empty	Class "A." Minimum 6d.
hampers and baskets returned empty	Class 1. "Smalls" Minimum.
Mineral water cylinders, and jars, returned	Class "A." Minimum 6d.
*Raspberry buckets, returned	1d. each per 100 miles; or, if cheaper, 4d. per dozen per 100 miles; or Class "B." Minimum 6d.
Skeleton Cases (wooden) for protecting coffins	Class "C." "Smalls" Minimum.
Strawberry baskets	Class "C." Minimum 6d.
Syphons, sodawater	Same as bottles.
*Tins—Biscuit, confectionery, eucalyptus, honey, kerosene, motor spirit, butter, tea, or for preserves, new or returned in bundles, or loose in truck loads	Class "B." Minimum 6d.
Condensed or concentrated milk	Class "A." Minimum 6d.
Biscuit, confectionery, honey, kerosene, motor spirit, butter, tea, or for other preserves, new or returned, loose	Class 1
empty, n.o.s.	Class "C." Minimum 6d.
fruit, empty, in cases, crates, or bags	Class "A." Minimum 6d.
empty, new or returned, in cases or bags	Class "A." Minimum 6d.
Woolpacks, returned	
Butts, vats, pipes (other than wine) and casks, in packages ...	Class "C."
" " " " set up, not over 100 gallons capacity	Class "C." "Smalls" Minimum.
" " " " set up, over 100 and not exceeding 400 gallons capacity	Class 2.
" " " " set up, over 400 gallons capacity	Class 2. Rate and half.
Barrels, quarter-casks, egg casks small, kilderkins, octaves, kegs, hogsheads, tallow puncheons, new or not returned empty	Class "C." "Smalls" Minimum. Maximum charge for wine hogsheads 2s. each.
Barrels, quarter-casks, egg casks small, demijohns, kilderkins, octaves, kegs, hogsheads, tallow pipes and puncheons, new or not returned empty, shall be charged at same rate as empty returns, when consigned to the country to be filled for return full by rail	
Puncheons, Wine	Class "C." "Smalls" Minimum.
Vegetable Baskets and Hampers	Class "C." Minimum 6d.

EMPTIES—continued.

Returned Empty.	Up to 101 Miles.	From 102 to 201 Miles.	Over 201 Miles.	
	each. s. d.	each. s. d.	each. s. d.	
Barrels	0 6	0 9	1 0	} Or Class "C" "Smalls" Minimum if cheaper.
Quarter-casks				
Kilderkine	0 3	0 3	0 6	
Octaves				
Demijohns and single Acid Jars, loose	0 9	1 0	1 6	
.Kegs, not over 10 gallons, and Fruit Tubs				
Hogsheads	1 0	1 6	2 0	
Tallow Pipes and Puncheons				
Wine pipes, not exceeding 112 gallons capacity				
*Egg, Crockery, and Fish Casks, large				

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

From 1 to 100 miles ...	3d. per ton per mile	} plus 5%
" 101 ,, 200 ,, ...	2d. ,, ,,	
Over 200 miles ...	1d. ,, ,,	

1s. per ton terminal 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 5.25 p.m. down passenger train shall be charged goods rates.

Fish from Queenscliff, Drysdale, Marcus and Leopold to Melbourne shall be charged 13s. per ton.

Fish from Sale and Bairnsdale 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 Form G.F.1.

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

RATES FOR THE CARRIAGE OF MILK, O.R.

Miles	Per Can, 100 lbs.		Per Can, 126 lbs.		Per Can, 168 lbs.	
	Passenger Train.	Goods and Mixed Trains.	Passenger Train.	Goods and Mixed Trains.	Passenger Train.	Goods and Mixed Trains.
1 to 15	s. d. 0 4	s. d. 0 3	s. d. 0 6	s. d. 0 4	s. d. 0 8	s. d. 0 6
16 " 30	0 8	0 6	0 9	0 7	0 11	0 9
31 " 50	0 11	0 8	1 0	0 9	1 3	0 11
51 " 70	1 2	0 11	1 3	1 0	1 8	1 3
71 " 100	1 6	1 2	1 7	1 3	1 11	1 8
101 " 150	1 8	1 5	1 9	1 6	2 2	1 10
151 " 200	1 10	1 7	1 11	1 8	2 6	2 0

When milk is sent in larger packages, or if it be cheaper, the rates which shall be charged for carriage by Passenger trains shall be half parcels rate, minimum 6d.; and for carriage by Mixed and Goods trains Class "B" less 10 per cent., and conditions and in truck loads of 4 tons Class "A".

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

When milk is sent by Mixed trains on branch lines, thence by Passenger or fast Mixed trains on main lines, passenger train rate shall be charged for the whole distance.

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.

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

Milk forwarded by passenger trains as under shall be charged goods train rates, viz. :—

- (a) From Deer Park and Parwan to Melbourne and suburban stations by the 7.10 p.m. Up train.
- (b) From Deer Park and Melton to Melbourne and Suburban stations by the Up Express train.
- (c) From Marshall and stations beyond to Melbourne and suburban stations.
- (d) From Beaconsfield, Officer, Pakenham, Nar-nar-noon, Darnum, and Yarragon to Melbourne and suburban stations by the 2.25 p.m. Up train.
- (e) Transfer milk from Hallam, Narre Warren, and Berwick, by the 2.25 p.m. Up train.
- (f) From stations on the South-Eastern line to Melbourne and suburban stations.
- (g) From stations on the Healesville, Warburton and Fern Tree Gully lines on week days.
- (h) From Apsendale, Mordialloc, Chelsea, Carrum, Seaford and Frankston to Melbourne and suburban stations.
- (i) From stations on the Whittlesea line to Melbourne and suburban stations.

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.

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

Milk from Berwick, Narre Warren, and Hallam, for stations on the direct line, must be forwarded by the 11.30 a.m. (No. 7) goods train ex Warragul, and charged goods rates.

Milk from Clyde to Melbourne and Balacava shall be charged the 30-mile rate.

Milk cans shall be legibly stamped with the name of the station from which they are sent, so as to facilitate the punctual return of empty cans. The labels should be durable, made of wood or metal, and distinctly addressed.

RATES FOR THE CARRIAGE OF CREAM, O.R.

Cream, in Cans, by Goods and Mixed trains, shall be charged under Class "B," less 10 per cent., and conditions subject to the following charges for distances not exceeding 90 miles being applied if cheaper, viz. :—

Miles.					Per Can, not exceeding 126 lbs.
1 to 30	...	...	...	...	s. d. 0 7
31 " 50	...	...	...	...	0 10
51 " 70	...	...	...	...	1 1
71 " 90	...	...	...	...	1 5
Over 90	...	...	...	...	Class B, less 10 per cent., and condi- tions.

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

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.

Cream, in Cans, by Passenger trains, shall be charged half Parcels rates, minimum 6d.

METAL, METAL SCREENINGS, STONE DUST, TOPPINGS, AND SPALLS.

The following rates shall, subject to a minimum of full carrying capacity of truck less 5 per cent., be charged for the carriage of metal, metal screenings, stone dust, toppings, and spalls, n.o.s.

Miles.	Metal, Metal Screenings, Stone dust and Toppings, per ton.	Spalls, per ton.	Miles.	Metal, Metal Screenings, Stone dust and Toppings, per ton.	Spalls, per ton.
1 to 6	s. d. 1 9	s. d. 1 9	17	s. d. 2 5	s. d. 2 1
7	1 9	1 9	18	2 6	2 2
8	1 9	1 9	19	2 7	2 4
9	1 9	1 9	20	2 8	2 5
10	1 11	1 11	21	2 8	2 7
11	1 11	1 11	22 and beyond, Class M rate subject to a minimum of full carrying capacity of truck less 5 per cent.		
12	1 11	1 11			
13	2 0	1 11			
14	2 1	1 11			
15	2 2	1 11			
16	2 4	2 0			

For special rate for gravel, metal, &c., supplied to City, Town, Borough, Shire Councils, Water Trusts, Municipal Tramway Trusts, State Rivers and Water Supply Commission, and Country Roads Board, see page 122.

Metal from Quarry Sidings on the Newport-Sunshine Loop Line. (See page 110).

SPECIAL CHEAP FREIGHT AND DELIVERY CHARGES FOR SINGLE PACKAGES OF COUNTRY PRODUCE AND CARRIERS CHARGES FOR DELIVERY OF OTHER SMALL CONSIGNMENTS OF GOODS IN MELBOURNE AND SUBURBS.

CLAUSE 1.—SPECIAL CHEAP RATE FOR SINGLE PACKAGES OF COUNTRY PRODUCE AS UNDER.

Prepaid—Owner's risk—

Distance.	Schedule 1.		Schedule 2.	
	Fruit (Fresh or Dried), Vegetables, Cider, Honey, Perry, and Wine, produce of the Commonwealth.		Butter, Eggs, Cream, Cheese, Ham and Bacon.	
	Per package not exceeding 30 lbs.	Per package exceeding 30 lbs., but not exceeding 60 lbs.	Per package not exceeding 30 lbs.	Per package exceeding 30 lbs., but not exceeding 60 lbs.
	s. d.	s. d.	s. d.	s. d.
Up to 25 miles ...	0 4	0 7	0 4	0 7
26 " 50 " ...	0 7	0 10	0 7	0 10
51 " 101 " ...	0 7	0 10	0 9	1 1
102 " 150 " ...	0 9	1 1	0 11	1 5
151 " 200 " ...	0 9	1 1	1 1	1 8
201 " 250 " ...	0 9	1 1	1 1	1 8
251 " 300 " ...	0 11	1 5	1 5	1 11
301 " 400 " ...	1 1	1 8	1 8	2 2

subject to the tariff for "Smalls" if cheaper.

Consignments may be forwarded by Goods or Mixed trains between any stations open for goods traffic.

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

DELIVERY IN MELBOURNE AND SUBURBS BY CARRIER OF THE ABOVE CONSIGNMENTS.

The above consignments, FULLY ADDRESSED, when consigned in packages not exceeding 60 lbs. per package in weight, and freight and delivery charges prepaid, will be delivered from the MELBOURNE GOODS SHEDS to any address in the undermentioned places:—

	On payment of an additional delivery charge of—		
(a) Within the City of Melbourne, bounded by Flinders, Spring, Victoria, Adderley, and Spencer streets ...	6d. per package		
(b) Outside the above city area, but within the particular suburbs only shown hereunder, viz. :—	9d. per package		
Abbotsford	East Camberwell	Kooyong	Ripponlea
Albert Park	East Caulfield	Malvern	Riverdale
Armadale	East Melbourne	Middle Park	Royal Park
Ascot Vale	East Richmond	Mont Albert	Sandringham
Auburn	East St. Kilda	Montague	Seddon
Balaclava	Elsternwick	Moonee Ponds	Shenley
Balwyn	Elwood	Moreland	South Brunswick
Barker	Essendon	Murrumbena	South Kensington
Box Hill	Fitzroy	Newmarket	South Melbourne
Brighton	Flemington	Newport	South Yarra
Brighton Beach	Footscray	Northcote	Spotswood
Brunswick	Gardenvale	North Carlton	St. Kilda
Burnley	Gardiner	North Essendon	Surrey Hills
Camberwell	Glenferrie	North Fitzroy	Toorak
Canterbury	Glenhuntly	North Melbourne	Tooronga
Carlton	Graham	North Port	West Footscray
Carnegie	Hampton	North Richmond	West Melbourne
Caulfield	Hawthorn	North Williamstown	West Richmond
Clifton Hill	Hawksburn	Parkville	Williamstown
Coburg	Heyington	Fort Melbourne	Windsor
Collingwood	Kensington	Prahran	Yarraville
Deepdene	Kew	Richmond	

CLAUSE 2.—CARRIER'S CHARGES FOR DELIVERY OF SMALL CONSIGNMENTS OF GOODS (OTHER THAN THOSE MENTIONED IN CLAUSE 1) IN MELBOURNE OR SUBURBS.

Consignments of goods for Melbourne or suburbs (other than those mentioned in Clause 1 of this instruction), fully addressed and marked "For delivery per carrier," will be delivered from the Melbourne Goods Sheds, at the premises of the consignee, by the Departmental Contractors, *Mayne Nickless Pty. Ltd.*, at the undermentioned scale of charges. These delivery charges may be prepaid if required:—

Small Goods.	RADIUS "A."	RADIUS "B."	RADIUS "C."
	Within the City bounded by Flinders, Spring, Victoria, Adderley, and Spencer streets.	From the City Boundary outwards to all places within a radius of 6 miles from the General Post Office, Melbourne.	To the following places within a radius exceeding six miles, but not exceeding ten miles from the General Post Office, Melbourne, viz.:—Newport, North Williamstown, Beach, Williamstown, Coburg, Canterbury, Surrey Hills, Mont' Albert, Box Hill, Caulfield, Garden Vale, Brighton, Middle Brighton, and Brighton Beach.
	s. d.	s. d.	s. d.
For each consignment, whether consisting of one or more packages			
2 lbs.	0 10	1 1	1 1
56 "	0 10	1 1	1 4
1 cwt.	1 1	1 7	1 10
2 "	1 7	1 10	2 1
3 "	2 1	3 1	4 1
5 "	5 1	9 1	13 7
10 "	5 1	9 1	13 7
15 "	5 1	9 1	13 7
20 "	5 1	9 1	13 7

These consignments must be way-billed to the Melbourne Goods Sheds.

CHARGES FOR THE CARRIAGE OF VEHICLES IN GOODS TRUCKS BY GOODS TRAINS.

ALL CARRIED AT OWNER'S RISK.

Class of Vehicle.	Rate.			Minimum Charge per Truck.
	1-150 Miles.	151-200 Miles (additional).	Over 200 Miles (additional).	
1. Vehicles as under, weighing not more than 16 cwt., on wheels or in pieces—				£ s. d.
(a) Carriages, Buggies, Gigs, Drays, and two-wheeled Street Scrapers, Street Sweepers, Sanitary Carts and Waggon, also similar vehicles	5d. per mile	4d. per mile	3d. per mile	0 14 0
(b) Any two of above-named vehicles for one owner, on one four-wheeled truck	8d. per mile	6d. per mile	4d. per mile	1 2 0
(c) Any three of above-named vehicles for one owner, on one four-wheeled truck	10d. per mile	7d. per mile	5d. per mile	1 2 0
2. (a) Any of above vehicles weighing over 16 cwt., also four-wheeled street Watering Carts, Bullock Drays, Dobbins, Heavy Waggon, Lorries, and Tram Cars, loaded on one four-wheeled truck	7d. per mile	6d. per mile	5d. per mile	0 16 6
(b) Two or three vehicles, set up or in pieces, each weighing over 16 cwt., loaded in one four wheeled truck for one owner				
Two Vehicles	10d. per mile	8d. per mile	6d. per mile	1 13 0
Three Vehicles	1s. 1d. per mile	10d. per mile	8d. per mile	1 13 0
3. (a) Two-wheeled vehicles weighing up to 4 cwt., on wheels or in pieces, if loaded with other goods for the same destination station or a station beyond on the same line and not requiring a separate truck	2d. per mile	1½d. per mile	1¼d. per mile	0 11 0
(b) Four-wheeled vehicles weighing not more than 7 cwt., and two-wheelers weighing over 4 cwt. and not more than 7 cwt., on wheels or in pieces, if loaded with other goods for the same destination station or a station beyond on the same line and not requiring a separate truck	3d. per mile	2½d. per mile	2d. per mile	0 11 0
4. Furniture Vans on wheels, returned empty, after having been previously sent full by rail	4d. per mile	4d. per mile	...	0 11 0
5. Contractors' Trucks, loaded on railway trucks	7d. per mile	7d. per mile	...	1 2 0

Carriages, Buggies, Gigs, Drays, Waggon, and similar vehicles, when unpainted and in the rough, if in pieces loose or in cases, shall be charged under Class 2.
Small vehicles weighing not more than 7 cwt., when in pieces packed in cases, shall be charged under Class 2.

MOTOR VEHICLES.

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

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

Declaration to this effect (as per sample on page 161) 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.

- (a) Motor Cars complete, whether loose or in cases (not requiring more than } 7d. each per mile.
one 4-wheeled truck), o.r. } minimum 20s.
- (b) Motor Cars, Carriages, Gigs, Dog Carts, and Vehicles of a similar description
o.r. between Melbourne and Sydney shall be charged :-

	Total.	Proportions.	
		Victoria.	N.S.W.
One vehicle loaded in one 4-wheeled truck ...	£14 16 0	£4 14 6	£10 1 6
Two vehicles belonging to one owner in one 4-wheeled truck	£22 4 0	£7 1 9	£15 2 3

COMPUTATION OF WEIGHTS OF GOODS.

See General Conditions, Numbers 11 and 31.

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

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

Asphalt	Coring	Malt	Refuse from Live
Bark	Diamond Drills	Maize	Stock Trucks
Barley	Felloes	Melons	Rye
Beans	Flagging	Naves	Salt, Lake
Bones	Furniture and Effects	Oats	Skins
Boilers	Flax Straw	Old Machinery	Spokes
Bottles	Gravel	Old Metals	Stone Slabs
Bricks, Fire	Gypsum	Onions	Straw, Pressed
" of special make	Hay, Pressed	Ores	Street Sweepings
Chaff	Hides	Paving Blocks	Tar
Charcoal	Hoofs	Pease	Timber, Softwood
Chicory	Horns	Pumpkins	Wheat (see clause 7)
Clay and Soil	Kaolin	Potatoes	Wheat Screenings
Coal	Limestone	Piles and Logs	Wire Netting
Coke	Lime, n.o.s.	Pyrites	Wool.
Contractors' Plant			

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

Apples, Apricots, Grapes, Peaches, Plums, Pears, Lemons, and Oranges, packed in standard size hardwood bushel cases of following dimensions:-19 in. x 14½ in. x 9½ in., or 28 in. x 14½ in. x 6½ in., 40 cases to ton.

When softwood cases are used, 44 cases to the ton.

Ashes, 44 cubic feet to the ton.

Barbed Wire, 1 cwt. 0 q. 4 lbs. per spool.

Beer in bulk--

Gallons.	Forwarded by Melbourne Breweries.		Forwarded by Country Breweries.	
	c.	q. lbs.	c.	q. lbs.
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

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

Name of Brick Company.	Weight per 1,000 Bricks to be Charged.		
	T.	C.	Q. L.
Clifton Brick Coy.	3	14	0 0
Bendigo Brick and Tile Coy.	3	14	0 0
Northcote Brick Coy.	3	16	0 0
Hoffman Brick Coy.	3	16	0 0
Co-op. Brick Coy.	3	16	0 0
Glen Iris Brick Coy.	3	18	0 0
Selkirk	3	19	0 0
Gamble	3	19	0 0

In all other instances the standard weight for ordinary building bricks, 9 x 4½ x 3, is 3½ tons per 1,000. Pavers (large bricks), 7 tons per 1,000. Butter (ordinary export heavy boxes), 67 lbs. per box. Butter (ordinary export light), 64 lbs. per box. Butter (wire-bound export boxes), 62 lbs. per box.

COMPUTATION OF WEIGHTS OF GOODS—continued.

Empty Butter Boxes (ordinary export heavy), 9 cwt. per 100.			
Empty Butter Boxes (ordinary export light), 6 cwt. 3 qrs. per 100.			
Empty Butter Boxes (wire bound export), 5 cwt. per 100.			
Fish, Large Boxes ..	cwt.	qrs.	lbs.
" Medium Boxes ..	0	3	7
" Small Boxes ..	0	2	7
" Large Baskets Murray			
Cod and Perch ..	1	0	0
" Medium Scoops Barra-			
couta ..	0	2	7
" Medium Baskets other			
Fish ..	0	2	21
" Small Baskets all kinds			
Fish ..	0	0	21
Honey, 63 lbs. per kerosene tin.			
Imported Ale and Stout, 1 cwt. 3 qrs. 14 lbs. per case.			
Kerosene Oil, 3 qrs. per case, or as specially arranged.			
Lime, ex Bacchus Marsh, 16 bags to the ton.			

Lime, ex Curdie and Timboon, Building, 16 bags to the ton.	
Lime, ex Curdie and Timboon, Agricultural, 20 bags to the ton.	
Lime, ex Lilydale, 12½ bags to the ton.	
Lime, ex Moriac, 16 bags to the ton.	
Cement, ex Burnley, 190 lbs. per bag.	
Rabbits (22 pairs per crate)—	Per Crate.
	C. Q. L.
Softwood crates ..	1 1 0
Combined softwood and hard-	
wood crates ..	1 1 7
Hardwood crates ..	1 1 21
Sand, 25 cubic feet to the ton.	
Shale, 13½ " " "	
Sugar, 70 lbs. per bag, 32 bags to the ton.	
Wire, galvanized or black, 1 cwt. per coil.	
" " " in bundles, 2 cwt.	
per bundle	
" barbed, in spools, 1 cwt. 0 qr. 4 lbs.	
per spool.	
Woolpacks, 5 cwt. 1 qr. 7 lbs. per bale.	

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

Piles, Poles, Logs, and Telegraph Poles (without arms), rough 25 c. feet to ton.
 Piles, Beams, Logs, and Poles (sawn, hewn, or squared), 30 c. feet to ton.
 Logs, Pinus Insignis, 40 c. feet to the ton.
 Scaffolding poles, 30 c. feet to ton.
 Blackwood Logs (rough, or squared), 30 c. feet to ton.

STONE—	cubic ft. to the ton.
Bluestone, rough (longest measurement) ..	14
Bluestone, dressed (longest measurement) ..	13
Freestone (Wauru Ponds) (longest measurement) ..	18
Freestone (Barrabool) (longest measurement) ..	16
Freestone (Stawell) (longest measurement) ..	15
Granite, rough (longest measurement) ..	14
Granite, dressed (longest measurement) ..	13
Gravel ..	22
Pitchers ..	19
Road Metal ..	25
Rubble ..	22
Scoria ..	30
Screenings ..	25
Slate, Flagging and Slabs ..	14
Spalls (Lilydale) ..	22
Spalls (Basalt) ..	25½
Toppings ..	25

5. Firewood and Victorian timber of all descriptions, unless otherwise provided, will not be weighed, but will be carried at the weights specified in the loading scale, page 90, or the classification, page 52.

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

7. In the case of wheat consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, 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 certain number of bags of the old standard size, viz., 44 inches in length by 26½ inches in width, and a certain number of bags 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 old and new standard bags to be so used until further notice is 8.8 and 12 respectively.

8. 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, 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.

9. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3, 5, and 7 of this division), the weight must be approximated in the best manner possible; but, in respect of goods shown in the classification or conditions of carriage, as being carried at a minimum weight per truck, not less than such minimum weight must be entered on the way-bill. In every case the way-bill must be indorsed as follows:—

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

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

Class and Description of Truck	Capacity of Truck	Height of Loading	BLOCKS (Sawn) under 3 ft. long.		OTHER SHORT FIREWOOD (not over 3 ft. long.)	MALLEE ROOTS.		LONG FIREWOOD AND VINE STAKES.*						ROUGH AND SPLIT. Specified hereunder.†			
			Tonnage to be charged.	ft. in.		Tonnage to be charged.	ft. in.	Height of Loading.	Tonnage to be charged.	ft. in.	Height of Loading.	Tonnage to be charged.	ft. in.		Height of Loading.	Tonnage to be charged.	ft. in.	Height of Loading.
H. and M. Medium	8	3 4	8 0	4 0	6 0	4 0	4 6	4 6	7 10	4 6	4 6	7 10	4 6	4 6	7 10	3 4	8 0
I. Medium	8	Water level	7 5	Up to 2ft. above water level	6 0	5 10	4 6	7 10	4 6	4 6	7 10	4 6	4 6	7 10	2 inches below water level	8 0	
I. Medium	10 and 12	"	7 5	"	6 0	5 10	4 6	7 10	4 6	4 6	7 10	4 6	4 6	7 10	Water level	8 10	
I. High-sided	15	"	12 10	"	10 5	9 5	6 0	11 10	6 0	6 0	11 10	6 0	6 0	11 10	"	14 10	
I. Swing-door	15	"	12 10	"	10 5	9 5	5 0	12 0	5 9	5 9	13 10	5 10	5 7	14 0	"	14 10	
I. Drop-door	16	"	12 0	"	10 0	9 5	5 0	12 0	5 7	5 7	14 0	5 7	5 7	14 0	"	15 0	
R. Bogies	20	"	12 0	"	10 0	9 5	4 0	13 10	4 6	4 6	15 0	4 9	4 9	16 0	"	15 0	
Q.R. Bogies	20	"	14 15	"	12 5	11 5	4 0	13 10	5 0	5 0	18 0	5 0	5 3	19 0	"	18 0	
N.Q.R. (narrow gauge)	10	2 8	7 5	"	6 0	11 5	4 6	16 0	5 0	5 0	18 0	5 0	5 6	20 0	"	18 0	
							3 0	4 0	7 10	4 0	4 0	7 10	4 0	4 6	"	8 10	

* The loading of trucks containing long firewood 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 be made by piling abundant 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 accepted. Trucks numbered 61, 72, and 80, which are fitted with grating floors, may be loaded 4 inches higher than the height specified in the above loading scale.

† Rough and split timbers, comprising—(a) droppers, pickets, shingles, fenderboards, battens, billets for case-making, blackwood billets, Kanooka and needlewood billets (for pipe making), spoke billets, sawn and split staves for case making, props, lids and caps; (b) palings, mining staves and mining staves with least possible number standing up.

The estimated and measurement weight of the following hardwood timbers when forwarded in less than truck loads, or forming a portion of a consignment of other timber shall be as under:—

Fallings, Split, 5-ft. lengths, 100 for 5 cwt.
 " " " " 6-ft. lengths, 100 for 6 cwt. 4 qr.
 Staves, Split, 60 cubic feet to the ton.
 Pickets }
 Droppers } Split, 50 cubic feet to the ton.
 Fenderboards }

Eight ton capacity medium trucks are not to be loaded with mining timber or spoke billets.

LOADING SCALE FOR FIREWOOD AND TIMBER—continued.

The weight for freight purposes of posts and rails shall be computed as under:—
Cubic feet per ton.

Posts, hewn or split ...	36
„ sawn... ..	30
Rails, hewn or split ...	33

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

POSTS AND RAILS (SPLIT).

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

This traffic is subject to a minimum of 8½ tons per 10 or 12-ton truck, and 14½ tons per 15-ton truck, and if posts and rails of greater or less measurement be carried, a proportionate decrease or increase in the number per ton shall be allowed.

Posts, Round, not exceeding 10 feet in length, shall be charged under Class "M," subject to a minimum of 8½ tons per 10 or 12-ton truck, and 14½ tons per 15-ton truck, and the weight calculated by measurement on the basis of 25 cubic feet to the ton. If exceeding 10 feet in length Class "M" rate subject to a minimum of 8½ tons per 10 or 12-ton truck, and 14½ tons per 15-ton truck, shall be charged on the actual weight if ascertainable, otherwise 25 cubic feet per ton.

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

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

Small consignments of goods shall, in all cases, be subject to a minimum of one penny each.

The Commissioners reserve to themselves the right to make a special charge for the transshipment of traffic when the cost of such transshipping exceeds the rates quoted above, such charge to be not less than the actual cost of transshipment.

Bulky or heavy articles shall not be received for transfer to or from narrow gauge lines except under special agreement.

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 30, 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, skins, straw, slates, tallow, vegetables (loose), tiles, may be loaded and unloaded by the owners; if done by the Commissioners, a charge of 1s. per ton for each service will be made.
- (B) No charge will 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. per ton for each service will be made in respect of goods carried at rates less than Class 1, with the exception of agricultural produce and fruit, for which the charge shall be 9d. per ton for each service.

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. 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.

3. ARDEN STREET—

Consignees are permitted to unload firewood up to 3 p.m. daily; trucks which are not cleared by 3 p.m. daily will be unloaded by the Commissioners at the following scale of charges:—

	<i>s.</i>	<i>d.</i>
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level	2	6
" " bogie truck, loaded to water level	3	0
Palings, each 8, 10, or 12-ton medium truck	3	6
" " 15-ton truck	5	0
" " bogie truck	6	6
Piles, Logs, Sawn and other Timber, each 8, 10, or 12-ton medium truck	3	0
Piles, Logs, Sawn and other Timber, each 15-ton truck	4	6
" " " " " bogie truck	6	0

4. TOORAK—

Firewood and timber will be unloaded by the Commissioners at the following scale of charges:—

	<i>s.</i>	<i>d.</i>
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level	2	6
" " bogie truck, loaded to water level	3	0
Palings, each 8, 10, or 12-ton medium truck	3	6
" " 15-ton truck	5	0
" " bogie truck	6	6
Sawn and other Timber, each 8, 10, or 12-ton medium truck	3	0
" " " 15-ton truck	4	6
" " " bogie	6	0

STORAGE CHARGES.

Supplementary to General Condition 32, page 19.

1. Any goods (including wool) unloaded at—

Ararat,	Colao,	Melbourne,
Ballarat,	Echuca,	Stawell,
Ballarat East,	Geelong,	Wahgunyah,
Benalla,	Hamilton,	Wangaratta,
Bendigo,	Horsham,	Warracknabeal,
Camperdown,	Maryborough,	Wodonga,
Castlemaine,		

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. per ton or part of a ton exceeding one ton per day or part thereof.

	Not exceed- ing 2 cwt.	Over 2 cwt., and not ex- ceeding 5 cwt.	Over 5 cwt., and not ex- ceeding 10 cwt.	Over 10 cwt. Per ton or part thereof
For consignments of less than 1 ton	First day ... 3d.	4d.	6d.	1s.
	Second day ... 2d.	3d.	4d.	8d.
	Each succeed- ing day ... 1d.	2d.	3d.	6d.

Any portion of a day shall be charged for as one day. Minimum charge, 3d.

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. 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 133 and 148.

4. Williamstown Pier.—See page 148.

5. Contractor's Plant.—The charges for the storage of contractors' engines and trucks shall be 1s. and 6d., respectively, each, per month.

DELIVERY OF CHAFF AT MELBOURNE.

1. Chaff consigned to Melbourne (Spencer-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.
2. 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 Spencer-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 92, 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. 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.
3. 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.
4. A demurrage charge of 10s. per four (4) wheeled truck, and of 20s. 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 chaff shed and unloaded and discharged on to the floor of such shed.
5. 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.
6. 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.
7. 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 and Melbourne, the application of such rates, in respect of suburban stations within 12 miles of Melbourne, shall, except otherwise specified, be as follows:—

- (A) If the suburban station be of equal or less distance than Melbourne, the same rates shall be charged as between Melbourne and such other station, if less than the mileage rates.
 - (B) If the suburban station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the mileage rates between Melbourne and such other station and the mileage rates between the suburban station and such other station, if the combined rates be less than the mileage rates for the whole distance.
2. Unless otherwise expressly provided, the mileage rates shall apply.

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 and commodities of goods specified, be as follow:—

Between Melbourne and—	Class B.*	Class C.*	Class 1.	Class 2.	Beer, bottled, Cordials in bulk and bottled, Wines and Spirits in bulk and bottled, Groceries.**	Sugar—		Kerosene and *Fencing Wire Minimum 2 tons.
						Minim'm 20 tons.	Minim'm 5 tons.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Geelong ...	8 6	9 6	10 6	13 3	...	...	...	...
Geelong ...	8 6	9 6	10 6	13 3	...	...	...	...
South Geelong ...	9 6	10 6	11 6	14 3	...	...	...	...
Colac ...	...	...	26 6	31 6	26 6	16 3	...	...
Ballarat and Ballarat East ...	...	19 0†	22 3	27 9	25 3	...	...	...
Golden Square ...	...	...	...	...	40 0	22 3	...	...
Bendigo ...	...	...	...	...	40 0	...	...	...
California Gully ...	...	...	...	...	42 0	...	...	...
Eaglehawk ...	...	...	...	...	42 0	...	...	...
Nunga ...	...	...	87 3	103 3	...	...	...	65 9
Ouyen ...	...	...	85 6	101 0	...	...	...	64 6
Kiamal ...	...	...	83 9	98 6	...	...	...	59 9
Hattah ...	...	69 3	77 3	91 0	...	...	51 6	56 3
Nowingi ...	...	65 9	73 3	85 6	...	...	48 8	54 0
Carwarp ...	...	63 6	69 9	81 3	...	...	46 6	51 9
Yatpool ...	...	61 3	67 0	78 3	...	...	44 4	50 9
Irymple ...	45 8	55 3	60 6	70 6	...	...	38 10	45 9
Mildura ...	...	...	...	...	...	...	43 10	50 9
Merbein ...	...	60 3	66 0	76 6	...	...	...	...

* Not including loading and unloading.
 † Including loading and unloading.
 ** The term "Groceries" shall, for the purposes of these rates, comprise the following, viz.:—Almonds, Apples(dried), Arrowroot, Baking Powder, Black Lead, Blacking, Blue, Camp Pie, Candied Peel, Castor Oil and Salad Oil (bottled), Chicory, Chocolate, Chocolate and Milk, Citrus Health-Saline Powder (including Seltz), Cinnamon, Cocoa, Cocoa and Milk, Coffee, Coffee and Milk, Coffee Essence, Cream of Tartar, Culinary Essences, Currants, Custard Powder, Dates, Epsom Salts (in packets), Figs, Ling Fish, Tinned Fish, Dried Fruits, Fluid Magnesia, Hudson's Extract of Soap, Jams and Jellies, Jelly Crystals, Ginger, Preserved Ginger, Groats, Liquorice, Malt Extract, Matches, Meat Paste, Mustard, Nuts, Peanut, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, 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 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 Merbein, shall be the rates between stations on the direct line from Melbourne on either the Ballarat, Castlemaine, or Geelong route, and Ouyen, Kiamal, Hattah, Nowingi, Carwarp, Yatpool, Irymple, Mildura, and Merbein respectively, if less than the mileage rates.
 (B) The rates for all classes of traffic between Merbein, Mildura, and Irymple and Bendigo shall be the same as between Merbein, Mildura, Irymple and Melbourne, when cheaper than the mileage rates.

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 STEAMER "GENESTA."

1. FOR CONSIGNMENTS WEIGHING NOT LESS THAN ONE TON.

	Chicory, Rail Minimum 10 cwt.*	Tin, Salt, Sugar, Oil, or mixed Sawwood or other consignments there-of. Rail Min. 1 ton.	Butter.	Class M. Rail Minimum, 2 tons.	Class A. P. Rail Minimum, 2 tons.	Class A. Rail Min. 1 ton.	Class B. Rail Min. 1 ton.	Class C.	Class 1.	Class 2.
	s. d. 12 0	s. d. 12 0	14/- per ton. For lots less than 1 ton—11/- per ton, plus 3d. per box.	s. d. 10 6	s. d. 11 9	s. d. 12 0	s. d. 12 0	s. d. 17 0	s. d. 17 0	s. d. 19 9
Rail proportion	6 0	6 0	6 0	4 6	5 6	6 0	6 0	11 0	11 0	13 9
Steamer proportion	6 0	6 0	8 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0
Total through charge per ton	12 0	12 0	14 0	10 6	11 6	12 0	12 0	17 0	17 0	19 9

* Otherwise Class 1 Rates.

2. FOR CONSIGNMENTS (CHICORY EXCEPTED) WEIGHING LESS THAN ONE TON.

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

Weight not over 3 lbs. ... 4d.	Weight not over 10 cwt. ... 4s. 0d.
" " 25 lbs. ... 6d.	" " 15 cwt. ... 5s. 6d.
" " 1 cwt. ... 1s. 0d.	Cream, large cans ... 1s. 3d. each
" " 2 cwt. ... 1s. 3d.	Cream, small cans ... 1s. 0d. "
" " 3 cwt. ... 1s. 6d.	Box Butter (single) ... 0s. 6d. "
" " 5 cwt. ... 2s. 0d.	Porkers and Vealers ... 1s. 0d. per cwt.

3. FOR SPECIAL CONSIGNMENTS AS UNDER:—

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

Single packages exceeding 5 cwt. ... 7s. 6d.	Cart Horses and Brood Mares each ... 12s. 6d.
" " " 10 cwt. ... 10s.	Stallions ... 16s.
" " " 15 cwt. ... 12s. 6d.	Buggies and Jinkers (light) ... 5s.
" " " 1 ton Special arrangement ... 1s.	Buggies (heavy) ... 7s. 6d.
Horses and cows ... each 10s.	Bicycles and Perambulators ... 1s.
	Dogs ... 1s.

4. Goods consigned to or from Phillip Island, San Remo, and adjacent districts per s.s. *Genesta* shall be waybilled through on separate waybills, showing Rail and Steamer charges separately and abstracted accordingly. New and old lines waybills and abstract forms to be used.

5. The through charges on consignments weighing under 3 cwt. forwarded to Stony Point for carriage thence by the steamer *Genesta* must be prepaid in all cases.

The through rates on all consignments weighing over 3 cwt. from Melbourne to Phillip Island, San Remo, and adjacent districts per s.s. *Genesta* must be prepaid to or made payable at the port of destination. Part payment of the through charges will not be accepted.

6. THROUGH TRAFFIC BETWEEN MELBOURNE AND FRENCH ISLAND.

Through consignments between Melbourne and French Island, conveyed by boats other than the s.s. *Genesta*, shall also be charged the rail proportion of the rates shown in Clause 1 applicable to traffic between Melbourne and Phillip Island.

DISTRICT RATES—continued.

EUSTON AND 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, or Mildura, or between Geelong and Mildura, of goods forwarded to or from Euston or 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 Euston or the Darling River District, and have been duly delivered at the destination specified in the Consignment Note ;
- (b) or were duly forwarded from Euston or the Darling River District.

No claims for rebates will be recognised unless they are lodged with the proper employés of the Commissioners within one month of the date of the consignment of the goods.

NET RATES.

Description of Goods.	MELBOURNE AND EUSTON DISTRICT.				MELBOURNE AND DARLING RIVER DISTRICT.			
	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.**
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Class B * ...	...	...	...	...	...	...	...	44 0
" C * ...	...	...	53 0	...	28 6	42 0	42 0	44 0
" 1 ...	47 0	68 0	58 0	...	28 6	42 0	42 0	44 0
" 2 ...	60 6	69 0	69 0	...	33 0	47 0	47 0	49 6
Softwood* † ...	23 6	36 0	36 0	...	23 6	36 0	36 0	...
Sugar † ...	28 6	42 0	42 0	...	16 6	30 6	30 6	...
Kerosene † ...	28 6	42 0	42 0	...	...	...	...	44 0 †
Galvanized Iron * ...	28 6	42 0	42 0	...	...	...	...	...
Fencing Wire * † ...	28 6	42 0	42 0	...	25 6	40 0	40 0	44 0 †
Wire Netting * † ...	...	...	...	...	21 0	24 6	25 0	...
Wool Packs * ...	...	...	...	...	16 6	30 6	30 6	...

* Not including loading and unloading.
 † If cheaper than the Tariff Rate.
 ‡ Minimum 2 tons.
 ** These rates also apply between Geelong and Mildura.

Hides and Skins from the Darling River District to Melbourne via Mildura shall be charged 30s. 6d. per ton.

INTER-STATE TRAFFIC BETWEEN VICTORIA AND NEW SOUTH WALES.

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

- | | Proportions. | |
|--|--------------|--------|
| | Vict. | N.S.W. |
| (1) All goods in classes 1 and 2, 2s. 6d. per ton... .. | 6d. | 2s. |
| All other goods (wool, live stock, empty returns, and vehicles - excepted), 1s. 6d. per ton | 6d. | 1s. |
| Minimum charge for each consignment | 6d. | 1s. |
| (2) Empty returns, 1s. per ton | 4d. | 8d. |
| Minimum charge, 3d. | 1d. | 2d. |
| (3) 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. | | |
| (4) The Junction Charge for vehicles between Wodonga and Albury, for which the rate per mile operates, shall be 1s. 6d. per vehicle; proportion, 9d. to each State. | | |
| (5) For Live Stock charges see page 145. | | |

Transshipping at Albury and Tocumwal.—All special class traffic received at Albury and Tocumwal not consigned to the care of an Agent will be dealt with by the Railway Department. Traffic carried at the 1st and 2nd classes will be entitled to free transference. For loose vegetables a charge of 2s. 6d. per ton will be levied, with a minimum of 2s. 6d. For wool the charge will be 1s. 6d. per ton, with a minimum of 1s. 6d. For other traffic the charge for transshipping will be 1s. per ton, with a minimum of 1s.

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.

The charge for the use of the gantry crane at Tocumwal for transferring local consignments to or from New South Wales stations shall be 5s. per four-wheeled truck. S.M. Tocumwal to raise debit.

Charge for Counting Special Class Traffic to New South Wales.—When goods are forwarded from a Victorian station to a station in New South Wales, a counting charge of 6d. per ton (minimum, 6d. per consignment) shall be made in respect of every consignment charged at rates less than class '1' under the New South Wales Tariff, provided that such charge will not be applicable to goods in respect of which the consignor indicates on the consignment note that the traffic is not to be counted at the border station, when a similar indorsement is to be made on the waybill. The charge, when made, is to be entered on the waybill separately from all other charges, and is to be shown in the same column as the New South Wales proportion.

Charge for Checking Produce at Wallangarra.—A charge of 6d. per ton, minimum 6d. per consignment, is to be made for checking all produce (including fresh fruit) at Wallangarra.

The charge is to be entered on the waybill as Queensland proportion, separately from all other charges.

INTER-STATE THROUGH GOODS RATES.

The following shall be the through rates per ton for General Goods Traffic between the under-mentioned stations, provided that the exceptional through rates for specified commodities as quoted on page 100 shall be maintained:—

(1) BETWEEN MELBOURNE AND, GEELONG AND ADELAIDE.

	A.	B.	C.	1.	2.	3.	Minimum Charge per Consignment.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	2 6 3	3 0 3	4 6 0	5 3 0	6 11 9	7 3 9	0 5 6
	Proportions.						
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria ..	1 7 6	1 15 11	2 11 2	3 1 4	3 18 5	3 18 5	0 3 3
South Australia ..	0 18 9	1 4 4	1 14 10	2 1 8	2 18 4	3 5 4	0 2 3

INTER-STATE THROUGH GOODS RATES—continued.

(2) BETWEEN MELBOURNE AND SYDNEY.

		A.*	B.*	C.*	1.	2.	3.	Minimum Charge per Consignment.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		3 2 0	3 19 3	5 5 9	6 9 3	7 12 9	..	0 5 6
		Proportions.						
Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria ..	191	1 0 0	1 5 6	1 14 1	2 1 8	2 9 2	..	0 1 9
New South Wales	402	2 2 0	2 13 9	3 11 8	4 7 7	5 3 7	..	0 3 9

(3) BETWEEN MELBOURNE AND NEWCASTLE.

		A.*	B.*	C.*	1.	2.	3.	Minimum Charge per Consignment.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		3 10 6	4 11 6	6 2 0	7 9 3	8 16 6	..	0 6 6
		Proportions.						
Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria ..	191	1 1 4	1 5 8	1 14 2	2 1 10	2 9 5	..	0 1 10
New South Wales	491	2 9 2	3 5 10	4 7 10	5 7 5	6 7 1	..	0 4 8

(4) BETWEEN MELBOURNE AND BRISBANE.

		A.*	B.*	C.*	1.*	2.*	3.*	Minimum Charge per Consignment.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	
		Proportions.						
Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria ..	191	..	..	..	..	..	..	..
New South Wales	879	..	..	..	..	..	..	..
Queensland	223	..	..	..	..	..	..	..

(5) BETWEEN BRISBANE AND ADELAIDE.

		A.*	B.*	C.*	1.*	2.*	3.*	Minimum Charge per Consignment.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	
		Proportions.						
Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Queensland	223	..	..	..	..	..	..	..
New South Wales	879	..	..	..	..	..	..	..
Victoria ..	476	..	..	..	..	..	..	..
South Australia	195	..	..	..	..	..	..	..

(6) BETWEEN SYDNEY AND ADELAIDE.

		A.*	B.*	C.*	1.	2.	3.	Minimum Charge per Consignment.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		5 6 0	6 12 0	8 9 0	10 11 6	12 8 3	12 8 3	0 11 3
		Proportions.						
Miles.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New South Wales	402	2 1 0	2 9 5	3 3 4	3 19 3	4 13 0	4 13 0	0 4 3
Victoria ..	476	2 5 2	2 18 7	3 15 0	4 13 10	5 10 2	5 10 2	0 5 0
South Australia	195	0 19 10	1 4 0	1 10 8	1 18 5	2 5 1	2 5 1	0 2 0

* These rates do not include transshipping charges. The transshipping charges at Albury are as set out on page 98; and the charge at Wallangarra is 1s. per ton, minimum 6d.

INTER-STATE THROUGH GOODS RATES—*continued.*

NOTES.

1. 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.
2. The ordinary tonnage minimums prescribed in New South Wales and Queensland will have application for the portions of the through journeys within those States.
3. The various class tonnage minimums prescribed in Victoria and South Australia shall not apply in respect of the above rates for the portions of the through journeys in Victoria and South Australia, and such rates in these States are subject only to the respective minimum charges per consignment as shown.
4. Goods forwarded from any station other than the Capital shall be charged as under:—
 - (a) If consigned to an immediately adjoining State, ordinary tariff rate to the Capital plus the Special Inter-State 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.
 - (b) 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 (b) above.
5. Exceptional through rates are prescribed as specified hereunder:—

BETWEEN VICTORIA AND NEW SOUTH WALES—		
Fruit and Vegetables	.. .. .	See page 120.
BETWEEN VICTORIA AND QUEENSLAND—		
Fruit, fresh	.. .. .	See page 120.
BETWEEN VICTORIA AND SOUTH AUSTRALIA—		
Fruit, fresh	.. .. .	See page 121.

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.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
	4	6	0	5	0	0	7	10	0	9	10	0	11	10	0	14	0	0	17	0	0	17	0	0	17	0	0	
Proportions.																												
	Miles	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Victoria	287	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	454	0	17	3	1	8	0	1	18	0	2	8	2	2	18	4	3	11	0	4	6	2	4	6	2			
Commonwealth	1050	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.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
	5	8	6	6	1	6	9	0	0	11	6	0	13	10	0	17	0	0	20	10	0	20	10	0				
Proportions.																												
	Miles	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Victoria	287	0	13	10	0	16	2	1	3	10	1	9	11	1	15	9	2	5	0	2	14	8	2	14	3			
South Australia	454	0	17	4	1	7	11	1	17	9	2	7	4	2	16	7	3	11	2	4	5	10	4	5	10			
Commonwealth	1050	2	12	7	2	15	0	4	7	2	5	9	5	6	10	9	8	4	8	9	18	7	9	18	7			
Western Australia	377	1	4	9	1	2	5	1	11	4	1	19	4	2	6	11	2	19	2	3	11	4	3	11	4			

TRANS-AUSTRALIAN AND WESTERN AUSTRALIAN RATES—continued.

(c) BETWEEN ADELAIDE AND KALGOORLIE.

AP.	M.	A.	B.	C.	1.	2.	3.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3 5 0	3 13 6	5 10 0	7 0 0	8 5 0	10 5 0	12 5 0	15 0 0

Proportions.

Miles	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South Australia	260	0 12 11	0 18 6	1 1 10	1 7 9	1 12 9	2 0 8	2 8 8	2 8 8
Commonwealth	1050	2 12 1	2 15 0	4 8 2	5 12 3	6 12 3	8 4 4	9 16 4	9 16 4

(d) BETWEEN ADELAIDE AND PERTH.

AP.	M.	A.	B.	C.	1.	2.	3.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4 4 0	4 16 0	7 0 0	8 15 0	10 10 0	13 0 0	16 0 0	16 0 0

Proportions.

Miles	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South Australia	260	0 12 11	0 18 7	1 1 7	1 7 0	1 12 4	2 0 1	2 9 4	2 9 4
Commonwealth	1050	2 12 4	2 15 0	4 7 2	5 8 11	6 10 9	8 1 10	9 19 2	9 19 2
Western Australia	377	0 18 9	1 2 5	1 11 3	1 19 1	2 6 11	2 18 1	3 11 6	3 11 6

These rates include transfer charges at stations where breaks of gauge occur.

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 16, page 13 of the Victorian Goods Rates Book, shall have effect.

(c) Classes 1, 2, and 3.—The minimum charges per consignment which shall be imposed are as follow:—

	s. d.	Vict.	S.A.	C'wth.	W.A.
Melbourne and Kalgoorlie (Parkeston)	20 0	3 2	5 1	11 9	..
Melbourns and Perth	20 0	2 8	4 2	9 8	3 6
Adelaide (Mile End) and Kalgoorlie (Parkeston)	15 0	..	3 0	12 0	..
Adelaide (Mile End) and Perth	15 0	..	2 4	9 4	3 4

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 subject to the following exceptions:—

Fruits (dried and tinned), jams and jellies, meats (tinned and preserved), pickles and sauces, pork and beef (salted), rabbits (canned), tomato soup shall be charged under Class B, minimum, 6 tons per four-wheeled truck.

Fruit (fresh), Class M, minimum, 4 tons per consignment.

Milk (dried, preserved, condensed, or concentrated) shall be charged under Class C.

Spirits (produce of the Commonwealth) Class 2.

Sugar, Class A, minimum, 10 tons per four-wheeled truck.

Wine (produce of the Commonwealth) Class C.

Wine (N.O.S.) Class 2.

5. Goods forwarded from any station other than the Capitals shall be charged as under:—

(a) If consigned to an immediately adjoining State, ordinary tariff rate to the Capital plus the Special Inter-State 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.

(b) 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 (b) above.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDER-MENTIONED STATIONS.

ANDERSON—

(a) Mitchell's Siding (Powlett Line)—

This Siding is situated at 73½ miles from Melbourne and traffic from the Siding shall be subject to ordinary tariff rates, and, in addition, whenever the number of trucks placed for loading at any one time is less than five (a bogie truck being counted as two) a shunting charge computed at the rate of 1s. 6d. per truck shall be imposed in respect of the number of trucks representing the difference between those placed and the minimum of five.

(b) Woolamai Quarrying Co.'s Private Siding—

This Siding is situated at 73½ miles from Melbourne, and is open for Outwards Metal Traffic in truck loads. Mileage rates shall be charged, and, in addition, a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck placed on the Siding shall be imposed.

ARDEN STREET—

Melbourne City Council Siding—

Coal ex Ship consigned to the Melbourne City Council Siding, Arden Street, shall be charged at the ordinary tariff rates to Arden Street.

A shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, shall be made for all trucks placed on the Siding.

Clerk-in-Charge, Arden Street, to raise debits for the shunting charges.

BAIRNSDALE—

1. Bairnsdale Station and Wharf—

Goods between Bairnsdale station and the Wharf shall be charged the mileage rates.

Goods for or after water carriage between other stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Bairnsdale.

Leather, tallow, and skins received at the Wharf for despatch by rail at the convenience of the Department shall be charged 1s. per ton—minimum, 5s. per four-wheeled truck—in addition to the tariff rate from Bairnsdale.

2. G. J. Goodman's Siding—

This Siding is situated on the Bairnsdale Wharf Line. Consignments to or from the siding are to be charged one mile in addition to the mileage to Bairnsdale. A shunting charge of 1s. 6d. per four-wheel truck and 3s. per bogie truck, whether loaded or empty, shall be imposed for each truck placed on the siding.

Where it is necessary to place or remove trucks at times other than when the engine is required to clear loading from the wharf line, a minimum charge as for three (3) trucks shall be imposed.

BALLARAT—

(a) Selkirk's Siding—

Consignments for Selkirk shall be charged as for the actual mileage (75 miles from Melbourne), subject to an additional charge of 5s. for each trip made by an engine to place trucks, whether loaded or empty, on the siding. Stationmaster, Ballarat, to raise debits.

(b) Show Grounds Platform—

Goods consigned to or from Messrs. Joe White and Co. may be forwarded to or from the Show Grounds Platform, Ballarat.

All consignments shall be charged as for the actual mileage, (75½ miles to Melbourne), subject to an additional charge of 5s. 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."

BEALIBA—

Maffescioni's Siding—

Mr. Maffescioni has transferred to the Bealiba Farmers' Co-operative Society Ltd. his licence to use for loading purposes portion of the old ballast siding outside the railway boundary at Bealiba, situated at 141½ miles from Melbourne, and the following additional shunting charges are to apply as under:—

A shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck is to be made on all trucks placed on the siding with the following exceptions. The shunting charge shall not be made in respect to—

(a) Empty vehicles placed for the loading of firewood, or

(b) Loaded vehicles placed on the siding and which are loaded outwards with firewood within the prescribed time allowed for loading, viz.:—8 working hours.

It is to be noted that where any loaded vehicles are placed on the siding and are not loaded outwards with firewood within the above period that the shunting charges will in these circumstances operate.

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

BENDIGO—**(a) Bendigo Brick and Tile Company's Siding—**

The siding is situated 102½ miles from Melbourne, between Bendigo and Eaglehawk, and is open for bricks and tiles outwards in full truck loads, and for inwards goods in truck loads of not less than two tons consigned direct to the siding. The actual mileage shall be charged in respect to all goods forwarded to and from the siding, subject to an additional charge of 5s. for each trip to place trucks, whether loaded or empty, on the siding.

(b) Electric Supply Company's Siding—

The siding is situated 101½ miles from Melbourne. The actual mileage shall be charged in respect of all goods forwarded to the siding, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding.

(c) Fruit Growers' Siding—

No shunting charge shall be made for haulage of goods in truck loads from Bendigo to the Fruit Growers' Siding; but a charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made on small consignments sent out to the siding.

(d) Humme and Iser—

Timber for this firm is delivered at the Old Cattle Yards platform, and an extra charge of 2s. per four-wheeled truck and of 4s. per bogie truck shall be made for each truck so delivered.

(e) Shell Transport Co.'s Siding—

A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the siding.

(f) Tomlins, Simmie, and Co.'s Siding—

This siding is situated 101½ miles from Melbourne, and is open for Inwards and Outwards traffic in truck loads (minimum 2 tons), account Tomlins, Simmie, and Co. The actual mileage shall be charged in respect of all goods forwarded to the siding, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

BERRYBANK (Messrs. R. and A. Onians' Siding)—

Consignments to or from the siding shall be charged to or from Berrybank, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

BLACKBURN—

Blackburn Co-Operative Brick Company's Siding is situated 12½ miles from Melbourne, and is open for traffic in truck loads, minimum 2 tons, account the Co-operative Brick Company. Freight charges shall be computed on the actual mileage to or from Blackburn subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

BOYS (J. S. Hamilton's Saw Mill Tramway Siding)—

This siding is situated at 98½ miles from Melbourne, and is open for Outwards Timber Traffic in truck loads. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks placed on the siding, and mileage shall be charged as from Boys.

BROADFORD (McDougall's Siding)—

Goods may be forwarded to McDougall's Siding for the Australian Paper Mills and for other consignees having the siding holder's consent. No charge shall be made for placing or removing loaded or empty trucks. Actual mileage shall be charged.

BURNLEY (The Burnley Flour Mills Pty. Ltd.)—

Consignments shall be charged as to or from Burnley. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the siding.

BURRUMBEET (Stewart's Chaff Mill)—

This Mill is situated in the Burrumbeet Station Yard. The freight charges shall be calculated as to or from Burrumbeet, and a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed at the Mill.

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

BURWOOD and ASHBURTON—

Consignments in truck loads may be accepted for Burwood or Ashburton, and shall be charged ordinary mileage rates subject to an additional shunting charge of 5s. per four-wheeled truck and 10s. per bogie truck.

CARISBROOK—(State Rivers and Water Supply Commission's Siding)—

The siding is situated at 106½ miles from Melbourne, between Carisbrook and Moolort, and is open for consignments in truck loads, account the State Rivers and Water Supply Commission. Mileage rates are to be charged to and from the siding, and when less than ten trucks are placed at any one time a shunting charge of 1s. 6d. per four-wheeled, and 3s. per bogie truck, shall be imposed; but no shunting charge is to be made when ten trucks or more are placed on the siding at any one time.

CLUNES—(Cowra Packing Company's Saw Mill Site)—

Consignments in truck loads, minimum 2 tons, account the Cowra Packing Company, shall be charged as to or from Clunes, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding.

COBDEN (Southern Cross Lime Company's Siding—A. T. Priestley, Proprietor)—

A shunting charge of 2s. per four-wheeled truck and 4s. per bogie truck shall be made in respect of each vehicle, whether loaded or empty, placed on the siding.

COLAC (Colac Farmers' Co-operative Shed)—

A shunting charge of 2s. 6d. per four-wheeled truck and 5s. per bogie truck shall be made for all trucks, whether loaded or empty, placed at the Company's shed on the Cattle Yards Siding.

CORIO QUAY—

(a) (Geelong Harbor Trust's Sidings)—

1. Goods which are manufactured or otherwise dealt with in the sheds on the quay, shall be subject to a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on any of the Sidings, with a minimum charge as for three trucks. The shunting charge shall be in addition to the ordinary freight charge based on 1 mile in excess of the North Geelong mileage.

2. Export goods placed in the sheds solely for storage purposes awaiting loading into ships, or import goods placed in the sheds solely for storage purposes awaiting despatch by rail, shall be charged only the tariff rates to or from the sidings, i.e., for 1 mile in addition to the North Geelong mileage, provided that in respect of Export Butter an additional charge of 1s. 6d. per four-wheeled truck shall be made for placing each truck of butter on the sidings.

3. Dumped Wool, Geelong Dumping Sheds to Corio Quay, and *vice versa*, shall be charged 2s. per ton.

4. Wheat transferred from Corio Quay to Geelong Pier shall be charged 1s. 6d. per four-wheeled truck and 3s. per bogie truck.

5. Coke from the Geelong Gas Company's Siding, North Geelong, to the Melbourne Harbor Trust Siding, Corio Quay, shall be charged 1s. 9d. per ton, plus a shunting charge of 1s. 6d. for each four-wheeled truck, subject to a minimum charge as for three trucks.

(b) Geelong Harbor Trust's Siding (Sims, Cooper & Co.'s Freezing Works)—

Consignments for Messrs. Sims, Cooper & Co. (Geelong Harbor Trust Siding) are to be charged as under:—

1. Live stock from any stations other than Geelong and North Geelong to the Siding shall be charged for at the tariff rates as for 1 mile in excess of the mileage to North Geelong.

2. Special trips with live stock from North Geelong to the Siding shall be subject to a minimum number of fifteen trucks per special trip, and for every truck short of fifteen per trip an additional charge of 6d. per truck shall be made.

3. Special trips with empties, or to remove empties, engine running light one way, shall be charged for at 7s. 6d. per trip.

4. Not more than 30 minutes' free time for the engine shall be allowed at the Works, and extra time shall be charged for at 6s. 3d. per half-hour or part thereof, and if one trip be required to place the trucks at the Siding, and another trip to remove them, both trips shall be paid for. Twenty minutes shall be allowed for discharging each truck of live stock.

5. If the empty trucks be required so urgently that the time specified cannot be given, and it is necessary for a special trip to be run to the Freezing Works for empty trucks before sufficient time has been allowed to discharge the full number on hand there, the trip so run shall not be charged for unless all the trucks that were loaded in are removed. This means that, providing the trucks are discharged within the time allowed, only one trip for removing empties shall be charged for. Further, the special charge for removing empties shall not be imposed if within 24 hours after the loaded trucks be placed another trip is run to place more loaded trucks.

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

OORIO (Geelong Grammar School Siding)—

This siding is situated at 39½ miles from Melbourne, and is open for inwards traffic in truck loads for the Geelong Grammar School. Actual mileage rates shall be charged, subject to an additional charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck placed on the siding.

CRIB POINT (Naval Base Siding)—

The freight charges on consignments for the siding shall be based on the mileage rates to Crib Point.

A special charge of 10s. per trip shall be raised for placing the trucks, but no charge is to be imposed for clearing them from the siding.

DALYSTON (Powlett North Woolamai Collieries Co.'s Siding)—

This siding is open for Outwards Coal account Powlett North Woolamai Collieries Company. The company shall provide for each engine clearance a minimum of 10 trucks and any deficiency shall be charged for at the rate of 1s. 6d. per truck.

The freight charges shall be based on the actual mileage from the Mine, which is 86½ miles from Melbourne.

DANDENONG (Gippsland and Northern Co-operative Selling Co.'s and Gippsland Co-operative Bacon Co.'s Sidings)—

Trucks placed opposite the companies' works shall be charged for at the rate of 1s. 6d. per four-wheeled truck and 3s. per bogie truck.

DENILIQVIN AND MOAMA RAILWAY CO.—

CHARGES FOR USE OF STOCK, ETC.

Permanent-way plant for above company to be charged 1½d. per ton per mile.

Insulated trucks—Company to be charged 3s. each per return trip; but no charge to be made when used for ordinary traffic.

Live Stock trucks—Company to be charged 2s. 3d. each per return trip.

Carriage trucks and Horse-boxes—Company to be charged 3s. each per return trip.

Passenger vehicles—Company to be charged 12s. 6d. each per day.

Vans—Company to be charged 6s. each per day, except when run for convenience of Department.

Couplings—Company to be charged 1½d. each per return trip.

Water supplied at Echuca for Company's engine, £12 12s. per annum to be charged.

VICTORIAN RAILWAY CHARGES FOR HAULAGE.

Wheat, flour, chaff, and bran from Echuca to Deniliquin and Moama line, and *vice versa*, 9d. per ton.

General goods from Echuca to Deniliquin and Moama line, and *vice versa*, 1s. 6d. per ton.

Timber from Echuca to Deniliquin and Moama line, and *vice versa*, 6d. per ton.

DENNINGTON (Nestle and Anglo-Swiss Condensed Milk Company's Siding)—

In addition to the ordinary tariff rates to and from Dennington, a charge shall be made of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding; no charge shall be made for removing trucks loaded or empty.

DIMBOOLA—Dimboola Flour Mill Company's Siding—

This siding is open for consignments in truck loads, account the Dimboola Flour Mill Co. Mileage rates shall be charged as to or from Dimboola, subject to an additional charge for shunting of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

ECHUCA STATION and WHARF—

(a) Except as prescribed in clause (b) hereof the Stevedoring charge at the wharf shall be 9d. per ton on all classes of traffic.

(b) 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.
(Hardwood)	1s.
Bricks	2s.
Furniture	2s.
Firewood	1s.
Red Gum Paving Blocks	1s. 6d.
Telegraph Poles	1s.

(c) Grain, from the wharf to the station or to the local mills, shall be charged 6d. per ton, in truck loads, subject to a minimum of full carrying capacity of truck less 5 per cent.

(d) 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.

(e) Murray River S.w. mill Company's Siding—

Consignments shall be charged as to or from Echuca subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck.

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

EMERALD (NOBELIUS' SIDING)—

No charge shall be made for placing or removing loaded or empty trucks.

Any regular train may stop at this siding for the purpose of picking up or discharging goods in quantities of 5 cwt. or over without extra charge; or on payment by Mr. Nobelius of 1s., in addition to the freight, any regular train may stop for the purpose of picking up or discharging goods in quantities of less than 5 cwt., and, in the event of the train being stopped in either case, passengers holding tickets for the next station (longer mileage) may be allowed to join or to alight.

Any train may be stopped at the siding for passengers when there are no goods to pick up, provided that Mr. Nobelius pays the sum of 1s. in each instance, and that each passenger holds a ticket for the next station (longer mileage).

Debit for the extra charge is to be raised by the Guard-in-charge and shown on a paid waybill issued to Upper Fern Tree Gully.

EUREKA—

(a) Actual mileage rates shall be charged.

(b) One trip daily if required (Sundays and holidays excepted) will be run from Ballarat to place and clear trucks.

(c) Should any consignee or consignor require a special trip to place or clear trucks, in addition to the regular service, the haulage charge for such special service shall be 5s. per return trip. In the event of the engine of this special trip being required by the hirers to place or clear trucks for more than one consignee or consignor, only one charge of 5s. shall be imposed (in addition to freight) for such trip, and the amount debited in equal parts to each firm concerned.

Eureka Terra Cotta and Tile Company's Siding—

Actual mileage rates as to or from Eureka shall be charged. In addition, a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, with a maximum of 6s. for each trip, shall be made for placing trucks on the Siding.

FOOTSCRAY (Angliss' Siding)—

(a) *Inwards Traffic.*—Goods or live stock forwarded to the siding shall be subject to a special charge of 5s. per truck—minimum £1 for each special trip—in addition to the tariff rates from the forwarding station.

(b) *Outwards Traffic.*—Meat, see page 124. Tallow and skins forwarded from the siding to Port Melbourne Pier or Williamstown Pier shall be charged the ordinary rates (for skins see page 128), 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 117).

GEELONG STATION and PIER—

HAULAGE CHARGES.

1. All goods not otherwise specified, between Station and Pier, 1s. per ton.
2. Wool from Goods Shed, Brougham-street crossing, Dennys, Lascelles' Siding, to Pier, 3d. per bale.
3. Coal, from Pier to Huddart, Parker and Co.'s coal gears, 1s. per ton in truck loads.
Coal from Pier to Crossing, 1s. per ton in truck loads.
Coal from Pier to Gas Co.'s Siding, 2s. 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 dispatched to country stations, shall be subject to a shunting charge of 2s. 6d. per four-wheeled truck and 5s. 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.
4. 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.
5. (a) Grain consigned to the Geelong Pier, and on which the through freight to such Pier is paid, may, if temporarily stored at stacking sites or sheds at North Geelong or Geelong pending shipment, be carried from such place of temporary storage to the Geelong Pier free of charge.

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

GEELONG STATION and PIER—Haulage Charges—continued.

(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 6d. 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. Denny, Lascelles and Company's Siding, the Crossing, and the Pier shall, except as provided for in clause (a) hereof, be charged 6d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.

(d) Dalgety & Coy.'s New Siding. The following rates shall apply:—(1) The freight on wool to the siding shall be computed at the rates to Geelong;—(2) Grain shall be charged $\frac{1}{4}$ of a mile in addition to the mileage to or from Geelong. (3) Local Haulage: The charges for consignments from the siding to Geelong Pier shall be as follow:—Wool, 3d. per bale; Grain, 6d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent.

GOORAMBAT (Panelli's Siding)—

This siding is now owned by L. Panelli & Co., and is open for inwards and outwards goods in truck loads account this firm. The freight charges shall be computed as to or from Goorambat. In addition a shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck shall be imposed in respect of all trucks, whether loaded or empty, placed on the siding.

HORSHAM TRAMWAY—

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 as far as a point near the Wimmera Bridge, which is indicated by a notice board, but not beyond this point, 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 2s. 6d. 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."

KENSINGTON—

(a) *Inwards Traffic.*—Consignments for Messrs. W. S. Kimpton and Son, Younghusband, Row, and Coy., John F. Goulding, and J. A. Boyd shall be charged the same rates as to Melbourne. No consignments shall be accepted for Kensington for persons or firms other than those above mentioned.

(b) *Outwards Traffic.*—Actual mileage rates shall be charged unless otherwise specified.

KERANG—J. R. Maxwell's Siding—

Actual mileage shall be charged for to or from Kerang, subject to an additional shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck for all trucks (whether loaded or empty) placed on the siding.

KNOWSLEY (Ingham)—

Mileage rates shall be charged on all trucks forwarded from or to Ingham, but in respect of those for persons other than Mr. Dean, an extra charge shall be made of 2s. per four-wheeled truck and 4s. per bogie truck for outwards trucks only.

KORUMBURRA-STREZLECKI LINE—

1. A dead-end siding has been provided on the Strezlecki Line at a point close to the junction of the Strezlecki Line and Austral Coal Company's Siding. The dead-end siding will be open for outwards traffic in truck loads, and a special haulage charge shall be imposed of 6d. per ton in addition to the ordinary freight at mileage rates from the siding for all traffic loaded thereat. The special charge is to be entered on the way-bills separately from the freight charges. The distance of the siding from Melbourne is 71 $\frac{1}{2}$ miles.

LANGI LOGAN—

(a) (New Langi Logan Gold Mines Co.'s Siding)—

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 special 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, a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be imposed.

(b) (Langi Logan South Gold Mining Company's Siding)—

This siding is situated 139 miles from Melbourne, and is open for Inwards traffic account the Langi Logan South Gold Mining Company. A shunting charge of 1s. 6d. is to be imposed for each four-wheeled truck and 3s. for each bogie truck placed at the mine, minimum 3s. per trip.

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

(c) Country Roads Board Siding—

This siding is situate 135 miles from Melbourne, and is open for stone traffic in truck loads outwards. Actual mileage rates shall be charged, and in addition whenever the number of loaded trucks available for clearing from the siding is less than 10, a shunting charge of 1s. 6d. per each 4-wheeled loaded vehicle (bogie trucks being counted as two 4-wheeled trucks) short of 10 loaded shall be made. If 10 or more than 10 loaded trucks (bogie trucks being counted as two) be ready for clearance at any one time, no charge for such clearance will be made.

MACAULAY—

(Heathcote Chemical Co.'s Siding)—

1. This siding is situated at Macaulay (2 miles from Spencer-street), and is open for inwards and outwards traffic in truck loads account Heathcote Chemical Company. Actual mileage rates shall be charged, subject to an additional shunting charge of 1s. 6d. for each 4-wheeled truck, and 3s. for each bogie truck placed on the siding.

(Haughton's Siding)—

2. This siding is situated at Macaulay (2 miles from Spencer-street), and is open for inwards and outwards traffic in truck loads account Wm. Haughton and Co. Actual mileage rates shall be charged, subject to an additional shunting charge of 1s. 6d. for each 4-wheeled truck, and 3s. for each bogie truck, whether loaded or empty, placed on the siding.

MACLEOD (Mont Park Asylum)—

This siding is situated 12½ miles from Melbourne, and, in addition to the ordinary mileage rates, a special shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, with a minimum of 6s. for each trip made by the engine to place trucks, shall be imposed in respect of the special service.

MAFFRA (Bacchus Marsh Concentrated Milk Co.'s Siding)—

This siding is open for inwards and outwards traffic in truck loads, account the Bacchus Marsh Concentrated Milk Co. Mileage rates to or from Maffra are to be charged, subject to an additional shunting charge of 1s. 6d. per four or six-wheeled truck and 3s. per bogie truck placed by engine power on the siding. If trucks are placed by the Company itself and removed by engine power the additional charge for their removal shall be 1s. per four or six-wheeled truck and 1s. 6d. per bogie truck.

MELBOURNE—

(a) Lysaght Galvanized Iron Coy.'s Siding—

Consignments forwarded to or from the Lysaght Galvanized Iron Coy.'s Siding shall be charged 6d. per ton in addition to the tariff rate to or from Melbourne, as the case may be.

(b) Piggott-street Siding (near Victoria Dock)—

Inwards consignments shall be charged 9d. per ton and outwards consignments 1s. per ton in addition to the tariff rate to or from Melbourne, as the case may be. Coal from Victorian coal mines to Piggott-street is to be charged 4d. per ton in addition to the rate to Melbourne.

(c) Metropolitan Gas Company's Siding (Piggott-street)—

The above siding is open for Inwards and Outwards traffic in truck loads account Metropolitan Gas Company. Consignments shall be charged as to or from Melbourne, plus an additional haulage charge of 6d. per ton.

(d) Victorian Butter Factories Coy.'s Siding. See page 117.

INWARDS:—

Coal in truck loads forwarded from Victoria Dock to the Victorian Butter Factories Coy.'s Siding shall be charged 1s. 6d. per ton.

Coal forwarded from the Victorian coal-fields to the Victorian Butter Factories Coy.'s Siding shall be charged 4d. per ton in addition to the tariff rate to Melbourne.

Timber and straw forwarded to the Victorian Butter Factories Coy.'s Siding shall be charged 1s. 6d. per ton in addition to the tariff rate to Melbourne.

OUTWARDS:—

All outwards consignments shall be charged 1s. 6d. per ton in addition to the tariff rate from Melbourne.

Truck loads of new empty boxes loaded at the Victorian Butter Factories Coy.'s Siding for the Victoria Dock shall be charged 1s. 6d. per ton, minimum 10s. per special trip.

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

(e) Victorian Stevedoring Coy.'s Siding.

1. Consignments forwarded to or from the Victorian Stevedoring Coy.'s Siding shall be charged 6d. per ton, minimum 10s. per special trip, in addition to the tariff rate to or from Melbourne, provided that such charge shall not be applicable to wool, rags, hides and skins consigned to the Victorian Stevedoring Coy.'s Siding to be dumped.

2. Wool or grain forwarded from the Grain Shed to the Victorian Stevedoring Shed shall be charged 1s. 6d. per ton in full truck loads (not including loading or unloading).

(f) Victoria Dock—Charges for Goods carried to and from vessels lying at berths accessible by rail. (Inwards and Outwards traffic to and from the Victoria Dock shall only be accepted when in truck loads.)

1. INWARDS TRAFFIC (from all stations other than Melbourne)—
Grain, Hay, Straw, Flour, Bran, Pollard, Compressed Fodder and Chaff, 2d. per ton, Wool and all other Goods, unless otherwise specified, 6d. per ton, in addition to the tariff rate to Melbourne.
For Frozen Meat, see page 124.

Coal from State Mine to Victoria Dock is to be charged 4d. per ton in addition to rate to Melbourne.

For Wool, see page 132.

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.

Shipping Shed to Victoria Dock.—

Manures hauled from the Shipping Shed to the Victoria Dock shall be charged 1s. 6d. per four-wheeled truck and 3s. per bogie truck—minimum, 10s. per trip—with an additional charge of 4d. per ton freight.

Leather in bales from Shipping Shed to Victoria Dock shall be charged same rates as from the Shipping Shed to the piers.

Grain Shed to Victoria Dock.—

Wool or Grain forwarded from the Grain Shed to the Victoria Dock shall be charged 1s. per ton (not including loading or unloading), subject to a minimum of 10s. if special trip is required.

2. OUTWARDS TRAFFIC (to all stations other than Melbourne)—

Coal, under 10 miles from Spencer-street or Flinders-street, nil; over 10 miles, 4d. per ton; manures, 4d. per ton; scrap iron, 6d. per ton; and all other goods 1s. per ton in addition to the tariff rate from Melbourne.

Coke, Coal, and Grain, in truck loads from the Victoria Dock to Spencer-street, shall be charged 1s. 6d. per ton.

Coal in 400-ton lots, see page 119.

MITCHAM.

(Mitcham Roofing Tile Works Siding).

This siding is open for goods in truck loads, account the Mitcham Roofing Tile Works. The actual mileage shall be charged as to or from Mitcham, subject to an additional shunting charge of 1s. 6d. per 4-wheeled truck, and 3s. per bogie truck for all trucks (whether loaded or empty) placed on the siding.

MOOROOPNA.

(Mooroopna Case Coy.'s Tramway Site).

This site is situated in the Mooroopna Station Yard. The freight charges shall be computed as to or from Mooroopna, and a shunting charge of 1s. 6d. per 4-wheeled, and 3s. per bogie truck, shall be made for all trucks (whether loaded or empty) placed on the Tramway Site.

MURTOA (Wimmera Inland Freezing Company Ltd.'s Siding)—

Consignments for the above siding shall be charged as to or from Murtoa, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding, with a minimum charge as for two trucks and a maximum charge as for six trucks.

NEWMARKET—

1. (a) *Inwards Traffic.*—Consignments for Dalgety & Company Limited shall be charged the same rates as to Melbourne.

(b) *Outwards Traffic.*—Actual mileage rates shall be charged, unless otherwise specified.

2. *Agricultural Show Grounds—*

(a) *Agricultural Implements and Machinery* from suburban stations to the Agricultural Show Grounds at Newmarket shall be charged the mileage rates, subject to a minimum freight charge of 15s. per four-wheeled truck, and 30s. per bogie truck.

(b) *Firewood* from Newmarket Station to the Agricultural Show Grounds shall be charged 2s. 6d. per four-wheeled truck, and 5s. per bogie truck.

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

NEWPORT—

1. Altona Beach—

Altona Beach, situated 10½ miles from Melbourne, is open for Inwards Goods in truck loads, minimum, 2 tons.

Actual mileage rates shall be charged

Loaded trucks inwards will be placed, and empty 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 20s. 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.

2. Borthwick Freezing Company's Siding—

If a special trip be necessary from Melbourne or Newport in respect of inwards or outwards traffic other than fresh or frozen meat, the charge for the special service shall be 40s. if from Melbourne and 20s. if run from Newport respectively, in addition to the ordinary freight charges.

3. Prossor (Western and Murray District Co-operative Bacon Company's Siding)—

(1) A charge of 40s. shall be made for each special trip run from Melbourne and 20s. for each special trip run from Newport to the Works for the delivery of pigs, which charge shall be additional to the ordinary freight on the consignment.

(2) Bacon consigned from the Siding to Port Melbourne Pier shall be charged 20s. 9d. per truck, with a minimum charge of 83s. for each special trip, inclusive of freight.

(3) Bacon consigned from the Siding to Williamstown Pier, Melbourne or City Market shall be charged 13s. 9d. per truck, with a minimum charge of 55s. for each special trip, inclusive of freight.

(4) All other Goods traffic to or from the Siding shall be charged the ordinary tariff rate, provided that the consignment is placed at or cleared from the Siding by the ordinary Goods train or in other circumstances which do not require the running of a special trip, but if a special trip be necessary from Melbourne or Newport a charge of 40s. if from Melbourne or 20s. if from Newport shall be made, in addition to the ordinary freight.

(5) 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 40s. shall be imposed for the special trip if run from Melbourne, or 20s. for the special trip if run from Newport.

4. Newport—Sunshine Loop Line—

The freight on metal forwarded from Quarry Sidings on the Newport-Sunshine Loop Line shall be computed for the shortest mileage either *via* Sunshine or *via* Newport respectively.

5. Gray Bros.' Siding.—The above siding situated on the Newport-Sunshine Loop Line at 7½ miles from Spencer-street, is open for inwards and outwards consignments in truck loads (minimum 2 tons), account Gray Bros. Pty. Ltd. Freight charges shall be computed on the actual mileage to or from the siding *via* Newport, and an additional charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, whether loaded or empty, shall be imposed for each truck placed on the siding.

NHILL—

Noske's two Sidings.—Consignments for Noske Bros. shall be charged as to or from Nhill subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on each siding, with a maximum charge as for 2 trucks in respect of each trip.

NORTH SHORE (Geelong Freezing Company's Works)—

(a) Fresh meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 13s. 9d. per truck; minimum, 55s. per special trip.

(b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 20s. 9d. per T truck; minimum, 83s. 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 13s. 9d. per truck; minimum per special trip, 27s. 6d.

(d) All traffic (except live stock) from any other station to the Works, and *vice versa*, shall be charged the Tariff rates for the actual mileage to or from North Geelong, with an additional charge of 3s. per truck. This additional charge shall be subject to a minimum of 15s. 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. 6d. per truck subject to a minimum charge of 7s. 6d. per trip between North Geelong and the Works

(e) 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 16s. 3d. each for the empty running from Melbourne.

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

NORTH SHORE (Geelong Freezing Company's Works)—*continued.*

- (f) Special trips (except for live stock) with empties, or to remove empties, engine running light one way, shall be charged 15s. 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 7s. 6d. per trip.
- (g) Not more than thirty minutes' time is allowed the engine at the Works free; extra time shall be charged 6s. 3d. per half-hour or part of half-hour, and if one trip is required to place the trucks at the Works and another trip to remove them, both trips shall be paid for. Eight working hours are allowed for discharging trucks of general 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 from Melbourne to the junction point on the main line is 42½ miles.

PATHO—

State Rivers and Water Supply Commission's Siding—

This siding is situated at 168 miles from Melbourne, and is open for consignments in truck loads account the State Rivers and Water Supply Commission. Mileage rates are to be charged to and from the Siding, and when less than ten trucks are placed at any one time a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be imposed, but no shunting charge is to be made when ten trucks or more are placed on the Siding at any one time.

PORT FAIRY STATION—

All goods, except fish and rabbits, between country stations and the Wharf at Port Fairy shall, unless otherwise provided, be charged 3d. per ton in addition to the rate to or from Port Fairy station.

PORTLAND STATION AND PIER—

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. per ton; minimum 6 tons per truck.

2. Portland Freezing Works Siding—

- (a) Goods between the Siding and Stations other than Portland shall be charged 2s. 6d. per four-wheeled truck, and 5s. per bogie truck, with a minimum charge of 5s. 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 TH Truck of 8 tons, 16s. 6d.	}	Excess tonnage to be charged <i>pro rata</i> .
Per T Truck of 8 tons, 20s. 9d.		
Per TT Truck of 12 tons, 27s. 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 16s. 6d. 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 4½d. each per mile, one way only.
- (f) When the services of the local engine are required by the company between the hours of 10 p.m. and 7.25 a.m. for the purpose of hauling trucks from the siding to pier, or *vice versa*, the charge for such service shall be at the rate of 15s. 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 £15 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 15s., 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.

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

PORT MELBOURNE AND PIER—

Consignments for Swallow and Ariell's factory shall be charged for the mileage as to Port Melbourne.

QUEENSLIFF (Port Phillip Sea Pilots' Coal Siding)—

This siding is open for Inwards Coal Traffic. Tariff Rates and conditions to Queenscliff shall apply in addition to a shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, for all trucks placed on the siding, subject to a minimum charge of 5s. for each special trip. No charge to be made for clearing the empty trucks.

RAINBOW (W. C. Thomas & Sons' Siding)—

A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made in respect of each truck, whether loaded or empty, placed on the siding, subject to a maximum charge as for two trucks per each trip.

SALE STATION AND WHARF—

1. Goods between Sale Station and the Wharf shall be charged the mileage rates.

Goods for or after water carriage between other Stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Sale.

Trucks of coal consigned to the Sale Borough Council may be placed on the Wharf road at such times as the engine is working between the Station and Wharf in connexion with fish traffic. The freight charges shall be computed at the mileage rates from the despatching Station to Sale and a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for the service between Sale Station and the Wharf.

2. Silver Lake Flour Milling Company's Siding—

The above private siding, situated 2 miles beyond Sale, is open for inwards and outwards traffic in truck loads account Silver Lake Flour Milling Co.

Ordinary mileage rates shall be charged in respect of all consignments forwarded to or from the siding.

In addition, a shunting charge of 1s. 6d. for each four-wheeled truck and 3s. for each bogie truck shall be imposed for placing trucks at the siding.

SHEPPARTON—

1. (Goulburn Valley Industries Coy. Ltd.'s Siding)—

This siding is situated 112½ miles from Melbourne.

Ordinary mileage rates shall be charged in respect of all consignments forwarded to or from the Siding. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, subject to a minimum charge as for two trucks and a maximum charge as for six trucks, shall be imposed in respect of all trucks, whether loaded or empty, placed on the Company's Head End Siding.

2. Shepparton Fruit Preserving Company's Siding—

This siding is situated at 113½ miles from Melbourne, and is open for inwards and outwards traffic in truck loads (minimum 2 tons) account the Shepparton Fruit Preserving Co.

Freight charges shall be computed on the actual mileage to or from the Siding, subject to an additional shunting charge of 1s. 6d. per 4-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the Siding.

SOUTH KENSINGTON—

1. (A) *Inwards traffic.*—Consignments for New Zealand Loan and Mercantile Agency Co., The Australian Mercantile Land and Finance Co., Minifie and Co., and John F. Goulding shall be charged the same rates as to Melbourne. No consignments shall be accepted for South Kensington for persons or firms other than those above-mentioned.

(B) *Outwards traffic.*—Actual mileage rates shall be charged unless otherwise specified.

2. City Abattoirs' Siding—

(A) *Inwards traffic.*—Goods or Live Stock forwarded to the Siding shall be subject to a special charge of 5s. per truck—minimum, £1 for each special trip—in addition to the tariff rates from the forwarding station.

(B) *Outwards traffic.*—Meat, see page 124.

SPOTSWOOD—British Imperial Oil Company's Sidings—

1. Works Siding—

This siding is situated at 6½ miles from Spencer-street, and is open for inwards and outwards traffic in truck loads account British Imperial Oil Company.

Actual mileage rates shall be charged subject to an additional shunting charge of 1s. 6d. per 4-wheeled truck, and 3s. per bogie truck placed on the Siding with a minimum charge as for four trucks.

For charges for Special Train Services and Detention to Engine, see Clause 2, Sub-clauses (D) and (X), of this instruction.

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

2. Spotswood Wharf Siding—

This Siding is situated at the termination of a short branch line from the Power House line, and is 7 miles from Spencer-street.

The following shunting, haulage, and freight charges shall be imposed in connexion with traffic received and forwarded account the British Imperial Oil Company.

(A) **Shunting Charges.**—Except as prescribed in clause B, a shunting charge of 1s. 6d. per 4-wheeled truck and 3s. per bogie truck with a minimum as for four trucks shall be imposed for all trucks, empty or loaded, placed on the Wharf Siding.

(B) **Haulage Charges.**—A haulage charge of 10s. per 4-wheeled truck and 20s. per bogie truck shall be imposed for all loaded trucks hauled between Spotswood Wharf and the British Imperial Oil Company's Works Siding at Spotswood. No shunting charge shall be imposed in respect of this traffic.

(C) **Freight Charges.**—Freight charges between Spotswood Wharf and places other than British Imperial Oil Company's Works Siding, Spotswood, shall be computed at Tariff Rates based on the mileage from the Wharf Siding to destination station.

(D) **Special Train Services.**—When special train services are arranged, at the request of the British Imperial Oil Company, to place or remove trucks loaded or empty, the following conditions for the special service shall apply:—

1. A charge of £2 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.

(E) **Detention to Engine.**—If outwards loading is waited for, a charge of 5s. 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.

Debits.—Debits for special charges must be raised in the Miscellaneous Debit Book. Spotswood Wharf Siding is supervised by S.M., Spotswood, who shall keep a truck book recording separately particulars of all trucks, loaded or empty, placed or removed from the British Imperial Oil Company's Works Siding and Spotswood Wharf Siding, also showing the destination of all trucks hauled from the Wharf Siding.

SPRING VALE, NECROPOLIS—

Necropolis is open for Inwards and Outwards Goods in truck loads only under special arrangements with the General Superintendent of Transportation.

Ordinary mileage rates to and from the Siding shall apply.

Monumental stone and Railings from Melbourne to the Necropolis in bogie trucks will be charged for at 5s. 6d. per ton, minimum 10 tons per truck, plus loading charge of 6d. per ton.

A charge of 10s. in addition to ordinary freight charges shall be made for the special service between Spring Vale and the Siding. This special service charge shall not be made when trucks are placed by the Mortuary train.

STAWELL—

1. Grampians Tramway—

Special Goods Trains are arranged by the Stationmaster, Stawell, as may be required, provided that no such train shall be run for less than seven (7) trucks. The ordinary freight charges shall be enforced.

2. Stawell Pressed Brick Company's Siding—

This siding, leading off the Grampians line at about half-a-mile on the "Down" side of Stawell Station, is open for outwards traffic in truck loads (minimum, 2 tons).

The mileage as from Stawell shall be charged in respect of loading despatched from the siding, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck placed on the siding. No charge shall be raised for removing the trucks from the siding, whether loaded or empty.

STRANGWAY—

Goods to or from Strangway and stations on "Up" side shall be charged rates as to or from Newstead; and to or from stations on "Down" side as to or from Guildford.

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

SUNSHINE (Federal Manure Company's Siding)—

The siding is situated 10 miles from Melbourne. The mileage rates shall be charged in respect of all goods carried to or from the siding. For each special trip run at the request of the company between Sunshine and the siding for explosives a charge of 20s. shall be made, and for each special trip for other goods the charge shall be 10s. and a further charge of 5s. shall be imposed for each period of fifteen minutes' engine detention at the siding after the first such period.

When it is necessary for the engine of the ordinary goods train to place trucks on the siding outside railway boundary, a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be enforced in addition to the ordinary freight charges.

TOCUMWAL—

1. Wise Brothers' Siding—

Consignments to or from the siding account Wise Bros. or Mr. T. Boyle shall be charged as to or from Tocumwal, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

2. Martin's Siding—

This siding is situated on the main line from Melbourne to Tocumwal at 154½ miles from Melbourne, and is open for inwards and outwards goods in truck loads account W. H. Martin. The freight charges on consignments for stations on the Up side shall be computed on the actual mileage from Tocumwal, but goods forwarded to stations in Down direction shall be charged actual mileage from the siding. In addition, a shunting charge shall be imposed of 1s. 6d. per four-wheeled truck and 3s. per bogie truck for all trucks (whether loaded or empty) placed on the siding.

TOOBORAC (McIvor Siding)—

This siding is situated 63½ miles from Melbourne, and is open for outwards goods in truck loads and for inwards goods in lots of not less than two tons for the McIvor Timber Co. Mileage rates shall be charged to or from the siding. Trucks used on the Company's tramway shall be charged for at the rate of:—2s. for each four-wheeled truck, except 15-ton trucks; 3s. for each 15-ton truck; 4s. 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.

UPPER FERNTREE GULLY—

1. Dandenong Shire Council Quarry Siding—

This siding is open for outwards consignments in truck loads. Ordinary mileage rates as from Upper Ferntree Gully shall be charged.

A shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made when the number of vehicles placed in the siding is less than five (5). When five or more vehicles are placed at any one time in the siding no shunting charge is to be imposed.

2. Hermon's Quarry Siding—

This siding is situated 23½ miles from Melbourne. Mileage rates are to be charged, and, in addition, the following conditions shall be observed:—

- (a) That a minimum of 80 tons be prescribed for each trip
- (b) That if the train be run for less than the above tonnage, freight on the deficiency tonnage must be paid for at the rate of 6d. per ton.
- (c) That if any other traffic be hauled by the special train *en route* to Ringwood, the deficiency rate of 6d. per ton shall be reduced by the equivalent tonnage of such traffic.

WALHALLA—

1. Platina Siding—

In the event of an engine being sent specially from Walhalla to haul trucks between Harris and the siding in either direction, an extra charge of 20s. per hour, or part thereof, shall be added to the freight. The time shall be computed from when engine leaves and returns to Walhalla.

2. G. W. Knott's Siding—

This siding is situated 101 miles from Melbourne and 20 miles from Moe (between Harris and Platina), on the Moe-Walhalla line, and is open for Outwards traffic in truck loads. Actual mileage rates shall be charged.

Trucks will be placed and cleared by ordinary Goods trains, and in the absence of regular Goods trains, arrangements will be made to clear the loaded trucks by special engine for a minimum of six trucks and no charge beyond the ordinary freight charges will be made for the service.

If a special service be required to clear less than six loaded trucks an extra charge of 20s. per hour or part thereof, shall be added to the freight. Time shall be computed from when engine leaves and returns to depot.

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

WALHALLA—3. Collins' Siding—

This siding is situated at 98½ miles from Melbourne on the Moe-Walhalla line, and is open for inwards and outwards traffic in truck loads account H. Collins only. Actual mileage rates shall be charged.

WARBURTON—LA LA EXTENSION—

Consignments to or from La La Extension, which is situated 26 chains beyond the station limit and 49 miles from Melbourne, shall be charged mileage rates, and goods in truck loads may be loaded or delivered at this point.

WARRNAMBOOL—

1. Warrnambool Station and Pier—

Haulage charges from Warrnambool Station to the Pier—	
Beer, in casks and cases, 3d. per package.	Tallow, in hogsheads, 6d. each.
" hogsheads, 6d. each.	" pipes, 9d. each.
Bottles, in bags or cases, actual weight.	Wool, in bags, 1d. each.
Lye; in drums, 9d. each.	" fades, 6d. each.
Skins, in bales, not over 4 cwt., 6d. each.	" in bales, not over 4 cwt., 6d. each.
" in bundles, 9d. each.	Goods n.o.s., 1s. 6d. per ton.
Tallow, in casks, 3d. each.	
Haulage charges from the Pier to Warrnambool Station—	
Agricultural machinery, n.o.s., 1s. 6d. per ton measurement.	† Fish in cases, 2d. each.
Butter boxes and cheese cases (owners to unload), ½d. each.	Hides, loose, 1d. each.
Coal, in bags (owners to unload), 1s. 6d. per ton.	Manures, 1s. per ton.
" loose (owners to unload), 1s. per ton, subject to class weight minimums for coal.	Plows, single, 6d. each; double, 1s. each.
Cultivators and Seed Drills, 1s. 6d. each.	Reapers and Binders, 3s. each.
Empty hogsheads and casks, 1½d. each.	Timber (owners to unload); 1s. per ton.
" Tallow pipes and lye drums, 3d. each.	Vehicles, 3s. each.
† Fish, in baskets, 1d. each.	Motor Cars set up, or in cases, 3s. each.
	† Goods n.o.s., 1s. 6d. per ton.
	Drain pipes, and bags in bales and bundles, 1s. 6d. per ton actual weight.

Goods from other stations to Warrnambool Pier and *vice versa* shall, except otherwise provided, be charged 6d. per ton actual weight in addition to the rates to Warrnambool.

NOTES.

- * For coal in bags receipt to be given to ship for the number of bags received and similar receipt obtained from consignee on delivery.
- † For fish the minimum charge shall be 2s. 6d. per truck unless a special trip is required, in which case the minimum charge shall be 5s. per truck.
- ‡ Except otherwise provided, the weight of goods 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. The charges shall, except otherwise provided, be subject to the following minimums:—1 cwt. and under, 3d.; over 1 cwt. and up to 5 cwt., or 10 cubic feet, 6d.; over 5 cwt. or 10 cubic feet, and up to 10 cwt., or 20 cubic feet, 9d.; over 10 cwt. or 20 cubic feet as one ton.

2. P. J. McGennan's Siding—

Consignments shall be charged to or from Warrnambool, subject to an additional shunting charge of 6d. per four-wheeled truck (inwards only) placed on the siding.

3. Western District Factories Co-operative Produce Company's Siding—

- (a) The traffic is limited to truck loads.
- (b) A shunting charge shall be made of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck placed on the siding.
- (c) Traffic between the siding and the pier, or between the siding and Warrnambool, shall be charged the rates applicable to traffic between the pier and Warrnambool.
- (d) Traffic between the siding and stations other than Warrnambool shall be charged the tariff rates for the actual mileage from the siding.
- (e) Coal from the pier to the siding shall be charged 1s. 6d. per ton when in bags, and 1s. per ton when loose.

4. Woollen Mills Siding—

- (a) The traffic is limited to truck loads, minimum 2 tons.
- (b) A shunting charge shall be made of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck placed on the siding.
- (c) Traffic between the siding and the pier, or between the siding and Warrnambool, shall be charged 1s. 6d. per ton.
- (d) Traffic between the siding and stations other than Warrnambool shall be charged the tariff rates for the actual mileage to the siding.
- (e) Coal from the pier to the siding shall be charged 1s. 6d. per ton when in bags, and 1s. per ton when loose.

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

continued.

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, 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)	...	...	7d. each
" " " (medium boxes)	...	...	5d. "
" " " (small boxes)	...	...	3d. "
Crayfish in Bags	...	...	7d. per bag
Empty Fish Boxes and Bags, from Welshpool to Jetty	...	...	Free.
Ice and Coal, from Welshpool to Jetty	...	...	3s. per ton
Goods in Classes 1 and 2 in either direction	...	...	6s. "
Empty Butter Boxes	...	...	1d. each
All other goods (including timber) in either direction	...	...	5s. per ton
Firewood to Jetty, per tram load	...	...	4s. per load

MINIMUM CHARGES.

Any package not exceeding 28 lbs.	...	...	3d.
" " " 56 lbs.	...	...	6d.
Any consignment over 56 lbs.	...	...	9d.

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.

WEST FOOTSCRAY (Kynoch's Siding)—

Mileage rates as to West Footscray are to apply to all traffic forwarded from and to the siding, and in addition a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the siding.

COMMODITY RATES.**AGRICULTURAL PRODUCE CONSIGNED FOR EXPORT AT PORTS OUTSIDE OF MELBOURNE**

In respect of any goods in the agricultural produce class carried for export at any port outside of Melbourne which is situated nearer to the forwarding station than Williamstown Pier, 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.

ARSENIC in kegs and drums, from Ballarat and Bendigo to Melbourne and Port Melbourne Pier or Williamstown Pier, or from Spotswood and Yarraville to Port Melbourne Pier or Williamstown Pier, shall be charged under Class "B," subject to a minimum of full carrying capacity of truck less 5 per cent.

ARSENIC AND ARSENICAL COMPOUNDS FOR ERADICATION OF NOXIOUS WEEDS—

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:—

That application for the concession be made by the Municipal Council to the Railways Commissioners at least fourteen (14) days prior to the date on which it is desired that the consignment be forwarded, specifying the name of the consignee, and the station from and to which the Arsenic or Arsenical Compounds will be consigned, and that such application be accompanied by a statutory declaration from the Municipal Council that the consignment will be used solely for the eradication of noxious weeds.

This concession will only be granted on the authority of the General Passenger and Freight Agent, and in such cases the freight at "Manure" rate and conditions is to be waybilled "paid," and debited to the Hon. the Treasurer, the authority from the General Passenger and Freight Agent being attached to the account as a voucher.

(See also Salt for eradication of St. John's Wort, page 126.)

BEET-ROOT, BEET-ROOT PULP, AND BEET-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 or 12 ton truck and 12 tons per 15-ton truck, viz.:—

1 to 10 miles	..	..	1s. per ton.
11 to 22 "	..	..	1d. per ton per mile additional.
Over 22 "	..	..	4d. " "

The above rates shall be subject to Class "AP" rate as a maximum.

BUTTER, CHEESE, HONEY, FRUIT, POULTRY, RABBITS, AND HARES FOR EXPORT—

(a) Bacon, Butter, Cheese, Honey, Meat, Rabbits and Hares (in truck loads), and Fruit for export sent from country stations—

(1) to the City Market and the Victorian Butter Factories Company's Siding shall be charged 1s. 6d. per ton, and

(2) to the Government Cool Stores at the Victoria Dock shall be charged 6d. per ton,

in addition to the Tariff Rates to Melbourne.
Unloading to be done by owners.

(b) Small lots of Poultry, Rabbits, and Hares from Country stations to the City Market, and the New Government Cool Stores at the Victoria Dock, shall be charged 6d. per package in addition to the Tariff Rate to Melbourne.

(c) Bacon, Butter, Cheese, Honey, and Fruit from the City Market, the New Government Cool Stores at the Victoria Dock and the Victorian Butter Factories Company's Siding to Port Melbourne Pier or Williamstown Pier, shall be charged 3s. 6d. per ton, with a minimum charge of 10s. per four-wheeled truck.
Loading to be done by owners.

The foregoing charges shall apply in respect of similar traffic forwarded in insulated trucks from the Melbourne Goods Sheds to Port Melbourne Pier or Williamstown Pier and *vice versa*.

(d) Hares and Poultry from the City Market, Melbourne Goods Sheds, the New Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, Angliss & Company's Siding, Footscray, or Newport Freezing Works to Williamstown Pier or Port Melbourne Pier shall be charged 2d. per crate not exceeding 3½ cubic feet; 4d. per crate over 3½ and not exceeding 7 cubic feet; and 6d. per crate over 7 and not exceeding 9 cubic feet in measurement.

COMMODITY RATES—continued.

- Rabbits shall be charged 1½d. per crate not exceeding 3½ cubic feet; 3½d. per crate over 3½ and not exceeding 7 cubic feet; 4½d. per crate over 7 and not exceeding 9 cubic feet. The minimum charge per truck shall be 10s., and the maximum charge 27s. 6d. per four-wheeled truck and 35s. per six-wheeled truck.
- (e) Rabbits forwarded from Port Melbourne Siding to Port Melbourne Pier shall be subject to a maximum charge of 12s. 6d. per four-wheeled truck.
- (f) Rabbits (frozen) between City Market and Borthwick's Siding, Brooklyn, shall be charged 30s. 3d. per four-wheeled truck and 38s. 6d. per six-wheeled truck when forwarded by ordinary goods train.
- Rabbits (frozen) from Mitcham or Borthwick's Siding to Port Melbourne Pier or Williamstown Pier or to the Victoria Dock direct for export shall be charged 30s. 3d. per 4-wheeled truck and 38s. 6d. per 6-wheeled truck.
- (g) Mixed consignments of bacon, butter, rabbits, hares, fish frozen, poultry and meat from the City Market, Melbourne Goods Sheds, the New Government Cool Stores at the Victoria Dock, and the Victorian Butter Factories Company's Siding to Williamstown Pier or Port Melbourne Pier shall be charged as follows:—
Bacon, butter, and meat 3s. 6d. per ton; rabbits, hares, and poultry at per crate as shown in clause "d," subject to a minimum charge of 10s. for each four wheeled truck.
- In each case loading to be done by owners.
- (h) Butter, cheese, and rabbits from the City Market, Flinders-street, and the new Government Cool Stores at the Victoria Dock, shall be charged as follows:—
(a) from City Market, Flinders-street, to Victoria Dock . . . 3s. 6d. per ton,
(b) from the new Government Cool Stores to the Victoria Dock . . . 2s. 0d. per ton.
subject to a minimum charge of 10s. for each 4-wheeled truck. In each case loading to be done by owners.
- (i) Produce shut out of vessels at the Piers.—Hares and rabbits will be carried back to Melbourne at half of the above rates.
Butter, fruit and frozen produce other than rabbits and meat will be carried back to Melbourne at the rate of 2s. 6d. per ton.
In each case the consignments will be forwarded back to the Pier for export, free.
- (j) The whole of the foregoing traffic is carried at the risk of the owners. The freight must also be prepaid, except on consignments to the Victorian Butter Factories Company's Siding, which may be waybilled to pay.
- (k) 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.
- (l) For charges in respect of frozen meat, also special trains, see page 124.

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.

CEMENT—

Cement from Geelong to Melbourne shall be charged 5s. per ton, subject to a minimum of full carrying capacity of truck used less 5 per cent., including loading at Geelong.
Clause 1, of the General Instruction governing the application of District Rates, page 95, shall also be applicable in respect of cement from Geelong to suburban stations.

CHICORY—

Chicory grown on French Island and conveyed by boat to Hastings or Stony Point, and thence by rail to Melbourne, shall be charged 6s. per ton; minimum, 10 cwt.

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 2s. per ton for distances up to and inclusive of 6 miles; 2s. 4d. per ton for distances over 6 and up to and inclusive of 8 miles, and 2s. 6d. per ton for distances beyond 8 miles.

(B) In respect of coal forwarded by rail on the "Up" journey from any coal-field direct to any station, the rate for the carriage of such coal over the whole or any part of the line from the coal-fields to Melbourne, shall be 4d. 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, or any portion of such journey over

COMMODITY RATES—*continued.*

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 2s. per ton for distances up to and inclusive of 6 miles; 2s. 4d. per ton for distances over 6 and up to and inclusive of 8 miles, and 2s. 6d. per ton for distances beyond 8 miles; and that the freight charge to be paid by the consignor or consignee for the carriage of coal from the coal-field to any station on any other line, shall not be less than the mileage rate from Melbourne to such station. Class "M" rate, less 5 per cent., may be charged if in any instance it is cheaper than to compute the freight charges as prescribed in the preceding parts of this clause.

(c) In respect of any coal from any coal-field forwarded direct through Melbourne to any station not less than 10 miles beyond Melbourne, the proportion of the charge as between the coal-field and Melbourne which shall be borne by the consignor or consignee shall be ½d. per ton per mile, and the balance, viz., ½d. per ton per mile, shall be paid to the Commissioners out of the Consolidated Revenue.

(d) Coal at the Victoria Dock or Williamstown Pier.—Coal in 400-ton lots forwarded from the Victoria Dock to any station within a radius of six (6) miles thereof, or from Williamstown Pier to any station within a radius of six (6) miles thereof, shall be charged 1s. 9d. per ton, subject to the usual truck-load conditions.

Brown Coal in truck loads from Lal Lal to Ballarat shall be charged 2s. per ton.

Coal to Melbourne City Council's siding, see page 102.

CONSTRUCTION MATERIAL (that is, material for works charged to capital) shall, as arranged for by the Department, be charged ½d. per ton per mile in truck loads of 9 tons for 10 or 12 ton trucks, 14 tons for 15-ton trucks, and 18 tons for bogie trucks, less quantities to be charged ½d. per ton per mile, unless it be cheaper to charge ½d. per ton per mile as for 9 tons, 14 tons, or 18 tons respectively. Minimum rate, 1s. 9d. per ton, and minimum charge 5s., otherwise "Smalls" Tariff at classification rate; and this traffic shall not be subject to haulage charges.

The above rates shall also be charged for old material sold by or on behalf of the Commissioners.

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 rate charged for similar materials conveyed for Shire Councils, page 122, if cheaper than the construction rates and conditions.

All materials and supplies for the construction, maintenance, or working of the St. Kilda Brighton Electric Street Railway shall be charged under the above rates and conditions.

In the event of special trains being run with equipment from Newport, or with coal from the Victoria Dock to Elsternwick and St. Kilda on account of the electric railway, an additional charge of £2 and £1 10s. for the special service shall be made in the case of each train from Newport and Victoria Dock respectively.

EXPORT GRAIN, FLOUR, BRAN, POLLARD, AND COMPRESSED FODDER IN 30-TON CONSIGNMENTS—

(A) Export grain, previously carried by rail, loaded at Melbourne, South Kensington, Arden-street, Burnley, Kensington, Newmarket, Moreland, Thomas' Mill (Newport), North Carlton, Fitzroy, North Fitzroy, and Victoria Park, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock; also export grain transferred between Williamstown Pier, Port Melbourne Pier, and the Victoria Dock, shall (subject to the provisions of Clause (d)) be charged 1s. 3d. per ton.

(B) Export flour, bran, and pollard, also compressed fodder, manufactured from grain or produce previously carried by rail, loaded at Melbourne, Kensington, South Kensington, Burnley, Arden-street, Newport, Fitzroy, and Victoria Park, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock, or loaded at Williamstown Pier, Port Melbourne Pier, or the Victoria Dock for either of these latter three places, shall (subject to the provisions of Clause (d)) be charged 1s. 3d. per ton.

(C) At the close of the export grain season each year, grain may be forwarded from Williamstown Pier or Port Melbourne Pier to Melbourne or suburban stations within a radius of 10 miles of Melbourne, at the rate of 1s. 3d. per ton (subject to the provisions of Clause (d)).

(D) In respect of Clauses (A), (B), and (C), the rate quoted in each case will be granted, only on condition that the grain or the flour, bran, pollard, or the compressed fodder, is forwarded in consignments of not less than 30 tons at a time, and in full truck loads, and that they are carried entirely at the risk of the owner. The foregoing rates do not include loading or unloading.

NOTE.—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.

COMMODITY RATES—continued.

FIRE BRICKS, FIRE LUMPS, TILES, RETORTS AND FIRECLAY—

Fire bricks, fire lumps, tiles, retorts, and fireclay, consigned direct to Williamstown or Port Melbourne piers for export, shall be charged under Class "M" rate—

	Subject to a minimum of—	
	Per 10 or 12 ton truck. Tons.	Per 15-ton truck. Tons.
Tiles	8	12
Retorts	6	6
Fire bricks, fire lumps, and fireclay	Full carrying capacity less 5 per cent.	

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 country flour mills direct for export, 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.

FRESH FRUIT AND VEGETABLES BETWEEN MELBOURNE AND SYDNEY, AND FRESH FRUIT BETWEEN MELBOURNE AND BRISBANE.

1. FRESH FRUIT AND VEGETABLES BETWEEN NEW SOUTH WALES AND VICTORIA.—Between Melbourne, Toolamba, Tatura, Merrigum, Kyabram, Tongala, Mooroopna, Shepparton, and Sydney (Darling Harbour)—

(a) FRESH FRUIT O.R.

	Per ton. £ s. d.	Proportions	
		Victorian Proportion. £ s. d.	New South Wales Proportion. £ s. d.
In 4-wheeled truck loads of 6 tons	2 4 2	0 11 6	1 12 8
In smaller quantities, min. 1 ton	3 1 2	0 16 10	2 4 4

(b) VEGETABLES, O.R.

	£ s. d.		
	Per ton.	Victoria.	New South Wales.
In 4-wheeled or 6-wheeled louvre trucks, minimum 5½ tons	2 18 11	0 14 7	2 4 4
In smaller quantities, min. 1 ton	3 1 2	0 16 10	2 4 4

2. FRESH FRUIT. O.R. BETWEEN MELBOURNE AND BRISBANE—

	Per ton. £ s. d.	Proportions per ton.		
		Victoria.	New South Wales.	Queensland.
In 6-ton lots, per 4-wheeled truck	3 18 0	0 11 6	2 8 0	0 18 6
In smaller quantities, min. 1 ton	5 15 3	0 16 10	3 10 7	1 7 10

3. The rates shown in clauses 1 and 2 include 1s 6d. per ton junction charges between Wodonga and Albury (proportions—Victoria, 6d.; New South Wales, 1s.), but do not include charges for transhipping, counting, checking, or inspection (see below).

4. The above fruit rates between Melbourne and Sydney shall also be charged for fruit between Melbourne, Richmond, Echu Plains, Liverpool, Hawkesbury River, Milson's Point, and intermediate stations.

5. TRANSHIPPING.—When waybilling fruit and vegetables to New South Wales, a charge of 1s. per ton shall be made for the transfer service at Albury, subject to a minimum charge of 1s. for each consignment of less than 1 ton; for loose vegetables the charge for transfer shall be 2s. 6d. per ton, subject to a minimum charge of 2s. 6d. per consignment. The transfer charge, in every instance, is to be included on the waybills as a portion of the New South Wales charges. An additional charge of 1s. per ton (minimum 6d. per consignment) for transhipping at Wallangarra is to be added in equal proportions to the New South Wales and Queensland charges.

6. INSPECTION FEES AT WALLANGARRA ON CONSIGNMENTS OF TREES, PLANTS, FRUIT (FRESH), OR VEGETABLES IMPORTED BY RAIL INTO QUEENSLAND.—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 inspection fees are to be shown on waybills, and must be entered thereon separately as Queensland proportion.

Note.—This direction shall only apply where such consignments are waybilled direct by the Victorian forwarding station to Brisbane.

COMMODITY RATES—continued.

Scale of fees for inspecting imported trees, plants, fruit, or vegetables:—	s. d.
Bananas, per bunch	0 0½
Pineapples and bananas, in cases or crates, per bushel, or portion thereof	0 0½
Fruit, other than pineapples or bananas, per ¼-bushel, not exceeding 1 bushel	0 0½
Melons, any variety, per dozen, or portion thereof	0 1
Cucumbers, tomatoes, and chillies, per bushel, or portion thereof	0 0½
Cauliflowers and cabbages, in crates or in bulk, for every 5 cwt. or portion thereof	0 2
Potatoes, per ton of 15 bags	0 6
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
Plants, bulbs, corms, tubers, and rhizomes, other than onions or potatoes, ½ cwt. or under	0 6
Over ½ cwt., but not exceeding 1 cwt.	1 6
For every additional 1 cwt., or part thereof	1 0
Nuts, per cwt.	0 1
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 and upwards, 20 sacks, or portion thereof	0 2

7. 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 1s. 6d. per ton junction charge, with a minimum of 1s. 6d. (Proportions, Victoria, 6d.; New South Wales, 1s.) added to the New South Wales and Queensland mileage rates respectively. The New South Wales and Queensland mileage rates are as follow:—

	In 6-ton truck loads.		In smaller quantities ("Small's" minimum).	
	Per ton.		Per ton.	
	£	s. d.	£	s. d.
Albury to Sydney	1	11 8	2	3 11
Albury to Wallangarra	2	7 0	3	9 7
Wallangarra to Brisbane	0	13 6	1	7 10

Junction, transshipping, counting, checking, and inspection charges shall be added to these rates.

8. When more than 6 tons of fruit or 5½ tons of vegetables are forwarded in one truck, the excess weight shall be charged *pro rata* at the above rates.

9. 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.

10. Fruit forwarded from Box Hill to Melbourne, for despatch thence to Sydney, shall be subject to a minimum charge of 15s. per truck as between Box Hill and Melbourne.

11. Counting and checking charges—see page 98.

FRUIT (FRESH) BETWEEN MELBOURNE, BALLARAT, GEELONG, WERRIBEE, AND MILE END (ADELAIDE), BLACKWOOD, BELAIR, MOUNT LOFTY, ALDGATE, AMBLESIDE, BALHANNAH, LITTLEHAMPTON, PHILCOX HILL, BUGLE RANGES, STRATHALBYN, NAIRNE, MURRAY BRIDGE, AND TALEM BEND, OWNER'S RISK.

	Per Ton.	Proportions.	
		South Australia.	Victoria.
		s. d.	s. d.
In 6-ton consignments	37 6	16 8	20 10
In 10-cwt. consignments	49 3	20 8	28 7

Consignments from different consignors at the one station to one consignee at the one station on the same days 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. Returned fruit empties, half the rates shown above.

COMMODITY RATES—continued.

FRUIT DRIED FOR EXPORT—

Fruit, dried, produce of the Commonwealth, on the "Up" journey, shall be charged 10 per cent. less than Class "A" rate subject to a minimum of full carrying capacity of truck less 5 per cent., when consigned direct for export beyond the Commonwealth, and provided that it be forwarded on a continuous rail journey from the point of production to the point of shipment.

FURNITURE (SECONDHAND)—

Furniture and household effects, secondhand, including sewing machines, pianos, organs, perambulators, and go-carts, loaded in vans on wheels or in van bodies or sling vans, shall be charged as follow, viz.:

- (a) In vans on wheels, minimum 2 tons gross weight of van and contents—Class "2."
- (b) In van bodies or sling vans, without wheels—1s. per four-wheeled truck per mile for quantities of 3 tons; minimum charge, 20s.; and in 6-wheeled truck loads of 4½ tons, 1s. 6d. per mile; minimum 30s. Any weight in excess of these tonnages loaded in the same truck shall be charged *pro rata*. The weight of the van body or sling van shall be included.
- (c) New or secondhand—In van bodies or sling vans without wheels—Class "1," minimum 1 ton 10 cwt.
- (d) Vans or sling vans sent as above on wheels returned empty—4d. per mile, minimum 11s.
- (e) Vans or sling vans sent as above, without wheels, returned empty—Class "B," "Smalls" minimum.
- (f) Empty sling vans without wheels, not returned empty, shall be charged Class "1"; but if returned from the original destination station to the original despatching station loaded with furniture, a rebate to Class "B" rate, "Smalls" minimum, on the forward journey will be arranged; the authority of General Passenger and Freight Agent to pay the rebate must be obtained in each instance.

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.

GOODS CARRIED IN BOILER TRUCKS (QB) AND PLATE GLASS TRUCK (No. 33 Q)—

Goods of exceptional dimensions, which require to be carried in the boiler or plate glass trucks, shall be charged the tariff rates, plus 12s. 6d. for the use of the special truck.

GRAVEL, METAL, METAL SCREENINGS (DRY), RUBBLE, STONE DUST TOPPIINGS, AND SPALLS FOR CITY, TOWN, BOROUGH, AND SHIRE COUNCILS—

The above-mentioned road-making materials shall, when consigned to City, Town, Borough, and Shire Councils, and the freight charges on the consignments are paid by the Councils, be charged the rates specified hereunder. The trucks must be loaded as far as possible to the full carrying capacity, and the minimum charge shall be as for the full carrying capacity less 5 per cent.

Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.
	s. d.		s. d.		s. d.		s. d.
1-9	1 9	83-84	2 10	105-107	3 9	131-132	4 8
10-30	1 10	85-86	2 11	108-110	3 10	133-134	4 9
31-40	1 11	87-88	3 0	111-112	3 11	135-136	4 10
41-50	2 0	89-90	3 1	113-114	4 0	137-138	4 11
51-60	2 1	91-92	3 2	115-116	4 1	139-140	5 0
61-70	2 3	93-94	3 3	117-118	4 2	141-1-2	5 1
71-72	2 4	95-96	3 4	119-120	4 3	143-144	5 2
73-74	2 5	97-98	3 5	121-122	4 4	145-147	5 3
75-76	2 6	99-100	3 6	123-124	4 5	148-150	5 4
77-78	2 7	101-102	3 7	125-127	4 6	151-153	5 5
79-80	2 8	103-104	3 8	128-130	4 7		
81-82	2 9						

Thence manure rates subject to above tonnage minimum

The above rates and conditions shall also apply to these materials when consigned to Water Trusts, Municipal Tramway Trusts, the Country Roads Board, and the State Rivers and Water Supply Commission.

Metal from Quarry Sidings on the Newport-Sunshine Loop Line (see page 110).

COMMODITY RATES—*continued.***HAMS AND BACON—**

Hams and Bacon (including Lard and Pigs' Feet), produce of the Commonwealth, on the Up journey consigned direct for export, shall be charged under Class "AP" rate, minimum 8 tons per 10 or 12 ton truck, and 12 tons for 15-ton truck, provided that they be forwarded on a continuous rail journey from the point of production to the point of shipment.

Consignment Notes and Waybills must be endorsed "For Export," and the name of vessel shown thereon.

ICE—

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 12s. 6d. per ton 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, 11 per ton shall be charged on the waybill for the ice, in addition to the freight charge as above.

Ice from Melbourne to Stony Point shall be charged 7s. 6d. per ton, subject to the tariff for "Smalls."

ICE FOR REFRESHMENT ROOMS—

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 2s. 6d. per block (about 1 cwt.), including freight.

JAM AND CANNED FRUIT FOR EXPORT—

Jam and Canned Fruit from Windsor, Burnley, or Mitcham to Port Melbourne Pier or Williamstown Pier for export shall be charged 3s. 6d. per ton. Freight to be computed at measurement, 40 cubic feet to the ton.

LIME AND LIMESTONE—

Lime and Limestone, in trucks loaded to their full carrying capacity less 5 per cent, forwarded from Stations and Sidings on the Timboon line to Melbourne and suburbs shall be charged 4-6ths of a penny per ton per mile. 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.

Agricultural (or Slacked) Lime, so described on the consignment note, which must also bear the endorsement "to be used for Manure purposes," shall be charged the Manure rate and conditions in the first instance.

Roach (or Unslacked) Lime shall be charged the ordinary rate prescribed for the carriage of Lime, but, should it be used for Manure purposes, the rate shall be reduced to Manure rate and conditions on a declaration in writing from the consignee (which need not be signed before a J.P.) that the Lime will be used for Manure purposes only.

Limestone, to be used in the manufacture of cement, forwarded from Pettavel and Lara to Burnley, shall be charged 4s. 2d. and 2s. 9d. per ton respectively, subject to a minimum of full carrying capacity of truck less 5 per cent.

MACHINERY, MACHINES, AND VEHICLES, NEW, MANUFACTURED IN THE COMMONWEALTH FOR EXPORT, ETC.—

The following new articles, viz., agricultural implements and machines, boilers, castings (rough), crab winches, fly wheels, forgings (rough), machinery, picks and pickeyes, saw benches, sole plates, stoves and copper frames, and vehicles, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of manufacture for export, or sent from country stations to any station not less than 50 miles from Melbourne, shall be charged half the tariff rates, subject to the following conditions:—

- (A) In respect of machinery, &c., intended for export, the full tariff rates shall be charged in the first instance, and rebate to half rates granted on satisfactory proof of export being furnished.
- (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 within 50 miles of Melbourne, the rates shall not be more than the rates computed as per Clause B from the forwarding station to a station 50 miles from Melbourne.
- (D) The Tariff for "Smalls," where applicable, shall be applied on the actual tonnage rate charged.

COMMODITY RATES—continued.

INTER-STATE TRAFFIC.—In computing the charges on any of this traffic which may be consigned for the full journey by rail from a country foundry in Victoria to Sydney, Brisbane, Mile End, Kalgoorlie, or Perth, when such charges are based on the sum of the local rate from the country station to Melbourne, plus the Special Inter-State Through Goods Rate, half the full tariff rate from the Country station to Melbourne shall be charged plus the full Special Inter-State Through Rate thence to destination.

(This provision does not affect the special rate for Pipes quoted on page 125.)

MALT COMBINGS AND BREWERS' GRAINS FOR MANURE—

Malt Combings 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 on production of a Statutory Declaration by the Consignee that the total quantity of Malt Combings 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.

MEAT, FRESH AND FROZEN—

All carried at owner's risk. Owners to load and unload.

	Per Louvre Truck.	TT Truck.	Minimum per Special Trip.
(1) MEAT, FRESH (Melbourne and Suburbs)—			
From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to Port Melbourne Pier ...	20s. 9d.	31s. 0d.	83s.
From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to City Market, the new Government Cool Stores at the Victoria Dock, Victoria Dock, or Melbourne ...	13s. 9d.	...	55s.
From Newmarket, Angliss' Siding, the City Abattoirs, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ...	20s. 9d.	...	83s.
From Angliss' Siding or the City Abattoirs to Victoria Freezing Company's Works ...	20s. 9d.	...	83s.
From Newport and Borthwick's Siding to Williamstown Pier ...	13s. 9d.	...	55s.
	Per 4-wheeled Truck.	Per 5-wheeled Truck.	Minimum per Special Trip.
(2) MEAT, FROZEN (Melbourne and Suburbs)—			
Between Melbourne, City Market, the new 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 ...	20s. 9d.	30s. 3d.	83s.
From Victoria Dock to Port Melbourne or Williamstown Pier ...	20s. 9d.	30s. 3d.	83s.
From the new Government Cool Stores at the Victoria Dock, or the Victorian Butter Factories Siding to ships berthed at the Victoria Dock ...	11s. 0d.	16s. 6d.	...
Between the new Government Cool Stores Victoria Dock, and the Victorian Butter Factories Siding ...	11s. 0d.	16s. 6d.	...
From Port Melbourne Siding to Port Melbourne Pier ...	11s. 0d.	16s. 6d.	...
(3) MEAT, FROZEN (from country stations to Melbourne, or piers, by special train)—			
The tariff rates shall be charged, subject to a minimum of 15 "T" trucks for each special train.			
(4) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—			
(a) Frozen produce loaded at the City Market, the new 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 a.m. and 2.30 p.m. daily.			
For Williamstown Pier—			
At 3.10 a.m. and 11.55 p.m. daily.			
Consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance.			

COMMODITY RATES—*continued.*

- (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 four fully-loaded trucks, or the freight charge on the goods is at least £4 3s.; but if it is desired that frozen produce in any quantity less than the stated minimum be forwarded by a special train already arranged to run, and notice of at least two hours is given to the Superintendent of Melbourne Yards accordingly, such produce may be cleared and forwarded by such train, subject to a charge of 10s. 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.

(5) 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.

PIPES—

Wrought-iron pipes exceeding 12 inches in diameter and Galvanized Water pipes consigned to country Waterworks Trusts or Shire Councils, or by the Government in connexion with the erection or maintenance of water-works, shall be charged for at the rate specified for the next lower class to that prescribed in the classification for the particular kind of pipes forwarded.

PLATES, PERFORATED STEEL, FOR FRUIT BUCKETS—

Perforated steel plates consigned to country factories for the manufacture of fruit buckets are to be charged under Class "A" and conditions.

POTATOES AND VEGETABLES—

	Potatoes per ton.	Vegetables per ton.
	s. d.	s. d.
Aspendale to Melbourne	2 2	4 4
Carrum to Melbourne	2 5	4 10
Mordialloc to Melbourne	2 0	3 8
Mentone to Melbourne	2 0	3 8

Minimum charge, 1s. per consignment.

POTTERYWARE, EARTHENWARE, AND SANITARY-WARE—

(A) Potteryware, Earthenware, and Sanitary ware from Epsom to Melbourne shall be charged 13s. per ton, and from Epsom to Yarraville or Deer Park, 13s. 6d. per ton; minimum 5 tons per 10 or 12 ton truck, and 7½ tons per 15-ton truck.

(B) Potteryware forwarded from Epsom to Melbourne, and consigned *direct for export*, shall be charged under Class "M" rate, subject to a minimum of 5 tons per 10 or 12 ton truck, and 7½ tons per 15-ton truck.

(C) Earthenware Bottles, forwarded from Epsom, shall be charged under Class "M" rate and conditions. When the bottles form part of a mixed consignment of pottery, the rates for potteryware shall apply.

(D) Acid jars and handled jars or bottles (for demijohns) forwarded from Epsom or Huntly shall be charged on the Up journey under Class "M" rate; minimum, 5 tons per 10 or 12 ton truck, and 7½ tons per 15-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 shall be charged two-thirds rate on each State's lines (also Trans-Australian line) when consigned for conveyance by Goods train.

COMMODITY RATES—*continued.***PRODUCTS OF COUNTRY FOUNDRIES—**

Products (new) of country foundries on the "Up" journey, shall be charged one rate lower than the tariff rate provided that such reduced rate shall not be applicable in respect of consignments which are subject to rebate, as prescribed on page 123.

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

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 Waybills are to be used.

Consignments of rabbits in lots of 5 cwt. or more consigned by one consignor to one consignee, irrespective of the marks or brands on crates, may be treated as one consignment and charged accordingly.

RAILS—

Old Iron and Steel Rails (other than those obtained from the Railway Department) 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.

RAW MATERIALS TO BE USED IN THE MANUFACTURE OF AGRICULTURAL IMPLEMENTS AND MACHINES AND PRODUCTS OF COUNTRY FOUNDRIES—

Raw materials, consisting of steel, iron (bar, rod, plate, angle, and galvanized) mould-boards, discs, bolts, and rivets, shall be charged the ordinary classification rates in the first instance, and a rebate subsequently granted to Class "M" rate and conditions, on production of a statutory declaration that the raw materials were subsequently converted into implements, machinery, or products of country foundries conveyed by rail from the place of manufacture direct for export, or to places outside the State, either by water or rail.

REFRESHMENT ROOMS AT STATIONS—

Fruit and other urgent and perishable goods for Lessees of Refreshment Rooms at stations may be carried by Passenger trains at Goods rates, provided that the maximum quantity in any one consignment per Passenger train be not more than 3 cwt.

SALT, UNREFINED, FOR ERADICATION OF ST. JOHN'S WORT—

(1) Unrefined salt consigned to any municipal council for the eradication of St. John's wort will be carried free of charge subject to the following conditions:—

- (a) That application for the concession be made by the municipal council to the Railways Commissioners at least fourteen (14) days prior to the date on which it is desired that the consignment be forwarded, specifying the name of the consignee, and the station from and to which the salt will be consigned, and that such application be accompanied by a statutory declaration from the municipal council that the salt will be used solely for the eradication of St. John's wort.

COMMODITY RATES—*continued.*

(b) That the price charged to the users of the salt by the municipal council shall not exceed the current price at 1st December, 1916, except with the approval of the Director of Agriculture, and that the municipal council further furnish a statutory declaration to the Victorian Railways Commissioners at the commencement of each year that the price to be charged the users of the salt has been approved by the Director of Agriculture.

(2) 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 way-billed "paid" and debited to the Hon. the Treasurer, the authority from the General Passenger and Freight Agent being attached to the account as a voucher. (See also Arsenic and Arsenical Compounds for eradication of noxious weeds, page 117).

SALT ex CHEETHAM SALT COMPANY'S SIDING—

(A) Any consignments of salt in trucks loaded to their full carrying capacity forwarded by the company from the siding to Melbourne shall be charged for at the rate of 4s. 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 95, shall also be applicable in respect of salt from the siding to suburban stations.

(B) Any consignments of refined salt forwarded to stations other than Melbourne and suburban stations within 12 miles of Melbourne, shall be charged the ordinary tariff rates and conditions as from Geelong, plus an additional charge of 3d. per ton for carriage for the portion of the journey between the siding and Geelong, and unrefined salt forwarded to stations other than Melbourne and suburban stations within 12 miles of Melbourne shall be charged the ordinary tariff rates and conditions as from the siding.

SAND—SPECIAL RATES APPLICABLE ON THE UP JOURNEY ONLY—

(A) Sand from Frankston Sand Siding (Wedge's), or from any station or siding on the Up side thereof, or from Dandenong, Sandringham, St. Kilda, Port Melbourne, Newmarket, Footscray, or Diamond Creek, or from any station on the Up side thereof, to Melbourne, or any station intermediate thereto 1s. 9d. per ton.

Sand from Cranbourne or Lyndhurst to Melbourne or any station intermediate thereto 2s. 0d. per ton.

Sand from Beaconsfield to Melbourne or any station intermediate thereto 2s. 1d. per ton.

Sand from Riddell to Melbourne or any station intermediate thereto, if less than Class "M" rates 2s. 6d. per ton.

Sand from Garfield to Melbourne or any station intermediate thereto; if less than Class "M" rates 3s. 3d. per ton.

Sand from Pymlyong to Melbourne or any station intermediate thereto, if less than Class "M" rates 3s. 7d. per ton.

Sand from Clyde to Melbourne or any station intermediate thereto, if less than Class "M" rates 2s. 4d. per ton.

(B) Sand forwarded from above stations to any stations beyond Melbourne shall be charged the rate to Melbourne, plus 1d. per ton per mile, for the distance beyond Melbourne, if less than Class "M" rate for the whole distance.

(C) Sand forwarded from above stations to any junction station on the Up side thereof, thence to any station on the Down journey, shall be charged the rate to Melbourne, plus 1d. per ton per mile for the mileage on the Down journey beyond the junction station, if less than Class "M" rate for the whole distance.

(D) In each case the trucks shall be loaded to their full carrying capacity, and the minimum charge shall be as for the full carrying capacity, less 5 per cent.

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

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

SUGAR—

(A) Sugar in 20-ton lots from Yarraville to Ballarat shall be charged 16s. 3d. per ton, and from Yarraville to Bendigo, 21s. 9d. per ton.

(B) Sugar from Maffra to Melbourne shall be charged 22s. per ton, minimum 1 ton; to other stations on the Eastern and South-Eastern lines, the ordinary tariff rates shall apply, subject to the rate from Maffra to Melbourne as a maximum for intermediate stations.

(C) Consignments sent from Maffra to suburban stations shall be subject to clause 1 of the General Instruction governing the application of District Rates, *vide* page 95.

TAR—

Tar consigned to City, Town, Borough, and Shire Councils for the purpose of making roads and footpaths, shall be charged under Class "A" rate and conditions.

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—

(A) Service of Special train.

5s. per mile shall be charged for the forward journey, and 2s. 6d. per mile for the return journey, minimum charge, £2 15s.

(B) Freight Charge.

In addition to the special service charge, the ordinary freight charges shall be imposed for the full mileage that each loaded truck is hauled on the forward journey, and, if it is impracticable owing to train arrangements to complete the distribution of the poles on the forward journey, and part of the work has to be done on the return journey, no further freight charge shall be made.

TIMBER, SOFTWOOD—

Softwood timber used for case-making shall be charged the ordinary tariff rates in the first instance, and a rebate to Class "A" rate will be subsequently granted on production of a statutory declaration that the timber in respect of which the rebate is claimed has been manufactured into cases.

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.

WATER SUPPLIED TO DRY DISTRICTS—

In cases where water is supplied by train to dry districts, the following rates (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.
Up to 50 miles ...	10/-	12/6
From 51 to 75 miles ...	15/-	18/9
From 76 to 100 miles ...	17/6	22/0
From 101 to 126 miles ...	21/-	26/3

WHITING—

Whiting forwarded from Stawell or Greenwald on the Up journey shall be charged Class "A," less 25 per cent., minimum 8 tons per 10 or 12 ton truck, and 12 tons per 15-ton truck.

COMMODITY RATES—*continued.***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 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, or Mortlake line 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. 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. 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 2s. 6d. 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 2s. 6d. 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 2s. 6d. 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.

Note.—The 10 miles radius of Melbourne will include Stations within 10 miles of Flinders-street.

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.

MILEAGE RATES PER TON FOR WOOL.

Including loading and unloading (except otherwise specified)—owner's risk.

Miles.	Greasy.		Scoured.		Miles.	Greasy.		Scoured.		Miles.	Greasy.		Scoured.	
	s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.
1 to 10	4	3	5	3	76	27	0	32	0	142	43	9	48	9
11	4	9	5	9	77	27	6	32	6	143	44	0	49	0
12	5	0	6	0	78	27	9	32	9	144	44	0	49	0
13	5	3	6	6	79	28	0	33	0	145	44	3	49	3
14	6	0	7	3	80	28	6	33	6	146	44	6	49	6
15	6	3	7	6	81	28	9	33	9	147	44	9	49	9
16	6	6	8	0	82	29	0	34	0	148	44	9	49	9
17	7	0	8	6	83	29	3	34	3	149	45	0	50	0
18	7	3	8	9	84	29	9	34	9	150	45	3	50	3
19	7	6	9	0	85	30	0	35	0	151	45	6	50	6
20	8	0	9	9	86	30	3	35	3	152	45	6	50	6
21	8	3	10	0	87	30	6	35	6	153	45	9	50	9
22	8	6	10	3	88	31	0	36	0	154	45	9	50	9
23	8	9	10	6	89	31	3	36	3	155	46	0	51	0
24	9	3	11	3	90	31	6	36	6	156	46	0	51	0
25	9	6	11	6	91	32	3	37	3	157	46	3	51	3
26	9	9	11	9	92	32	6	37	6	158	46	3	51	3
27	10	0	12	0	93	32	9	37	9	159	46	6	51	6
28	10	6	12	9	94	33	3	38	3	160	46	6	51	6
29	11	0	13	3	95	33	6	38	6	161	46	9	51	9
30	11	3	13	6	96	33	9	38	9	162	46	9	51	9
31	11	9	14	3	97	34	3	39	3	163	47	0	52	0
32	12	0	14	6	98	34	6	39	6	164	47	0	52	0
33	12	3	14	9	99	34	9	39	9	165	47	3	52	3
34	12	6	15	6	100	35	3	40	3	166	47	3	52	3
35	13	0	15	9	101	35	6	40	6	167	47	9	52	9
36	13	3	16	0	102	35	9	40	9	168	47	9	52	9
37	13	9	16	6	103	36	0	41	0	169	48	0	53	0
38	14	0	17	0	104	36	0	41	0	170	48	0	53	0
39	14	3	17	3	105	36	3	41	3	171	48	3	53	3
40	14	9	17	9	106	36	6	41	6	172	48	3	53	3
41	15	0	18	0	107	36	9	41	9	173	48	6	53	6
42	15	3	18	6	108	36	9	41	9	174	48	6	53	6
43	15	6	18	9	109	37	3	42	3	175	48	9	53	9
44	16	3	19	6	110	37	6	42	6	176	48	9	53	9
45	16	6	20	0	111	37	9	42	9	177	49	0	54	0
46	16	9	20	3	112	38	0	43	0	178	49	0	54	0
47	17	0	20	6	113	38	0	43	0	179	49	3	54	3
48	17	6	21	0	114	38	3	43	3	180	49	3	54	3
49	17	9	21	6	115	38	6	43	6	181	49	6	54	6
50	18	0	21	9	116	38	6	43	6	182	49	6	54	6
51	18	6	22	3	117	38	9	43	9	183	49	9	54	9
52	18	9	22	6	118	39	0	44	0	184	49	9	54	9
53	19	0	23	0	119	39	0	44	0	185	50	0	55	0
54	19	6	23	6	120	39	3	44	3	186	50	0	55	0
55	19	9	23	9	121	39	6	44	6	187	50	3	55	3
56	20	0	24	0	122	39	9	44	9	188	50	3	55	3
57	20	6	24	9	123	40	0	45	0	189	50	6	55	6
58	20	9	25	0	124	40	0	45	0	190	50	6	55	6
59	21	0	25	3	125	40	3	45	3	191	50	9	55	9
60	21	9	26	3	126	40	6	45	6	192	50	9	55	9
61	22	0	26	6	127	40	9	45	9	193	51	0	56	0
62	22	3	26	9	128	40	9	45	9	194	51	0	56	0
63	22	6	27	0	129	41	0	46	0	195	51	3	56	3
64	23	0	27	9	130	41	3	46	3	196	51	3	56	3
65	23	3	28	0	131	41	6	46	6	197	51	6	56	6
66	23	6	28	3	132	41	9	46	9	198	51	6	56	6
67	23	9	28	6	133	41	9	46	9	199	51	9	56	9
68	24	3	29	3	134	42	0	47	0	200	51	9	56	9
69	24	6	29	6	135	42	6	47	6	201	52	0	57	0
70	24	9	29	9	136	42	6	47	6	202	52	0	57	0
71	25	3	30	3	137	42	9	47	9	203	52	3	57	3
72	25	6	30	6	138	43	0	48	0	204	52	3	57	3
73	25	9	30	9	139	43	0	48	0	205	52	6	57	6
74	26	3	31	3	140	43	3	48	3	206	52	6	57	6
75	26	9	31	9	141	43	6	48	6	207	53	0	58	0

MILEAGE RATES PER TON FOR WOOL—continued.

Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
208	53 0	58 0	273	61 6	66 6	338	70 0	75 0
209	53 3	58 3	274	61 6	66 6	339	70 3	75 3
210	53 6	58 6	275	61 9	66 9	340	70 3	75 3
211	53 6	58 6	276	61 9	66 9	341	70 6	75 6
212	53 6	58 6	277	62 0	67 0	342	70 6	75 6
213	53 9	58 9	278	62 0	67 0	343	70 9	75 9
214	53 9	58 9	279	62 3	67 3	344	70 9	75 9
215	54 0	59 0	280	62 3	67 3	345	71 0	76 0
216	54 0	59 0	281	62 6	67 6	346	71 0	76 0
217	54 3	59 3	282	62 6	67 6	347	71 3	76 3
218	54 3	59 3	283	62 9	67 9	348	71 3	76 3
219	54 6	59 6	284	62 9	67 9	349	71 6	76 6
220	54 6	59 6	285	63 0	68 0	350	71 6	76 6
221	54 9	59 9	286	63 0	68 0	351	71 9	76 9
222	54 9	59 9	287	63 6	68 6	352	71 9	76 9
223	55 0	60 0	288	63 6	68 6	353	72 0	77 0
224	55 0	60 0	289	63 9	68 9	354	72 0	77 0
225	5 3	60 3	290	63 9	68 9	355	72 3	77 3
226	55 3	60 3	291	64 0	69 0	356	72 3	77 3
227	55 6	60 6	292	64 0	69 0	357	72 6	77 6
228	55 6	60 6	293	64 3	69 3	358	72 6	77 6
229	55 9	60 9	294	64 3	69 3	359	72 9	77 9
230	55 9	60 9	295	64 6	69 6	360	72 9	77 9
231	56 0	61 0	296	64 6	69 6	361	73 0	78 0
232	56 0	61 0	297	64 9	69 9	362	73 0	78 0
233	56 3	61 3	298	64 9	69 9	363	73 3	78 3
234	56 3	61 3	299	65 0	70 0	364	73 3	78 3
235	56 6	61 6	300	65 0	70 0	365	73 6	78 6
236	56 6	61 6	301	65 3	70 3	366	73 6	78 6
237	56 9	61 9	302	65 3	70 3	367	74 0	79 0
238	56 9	61 9	303	65 6	70 6	368	74 0	79 0
239	57 0	62 0	304	65 6	70 6	369	74 3	79 3
240	57 0	62 0	305	65 9	70 9	370	74 3	79 3
241	57 3	62 3	306	65 9	70 9	371	74 6	79 6
242	57 3	62 3	307	66 0	71 0	372	74 6	79 6
243	57 6	62 6	308	66 0	71 0	373	74 9	79 9
244	57 6	62 6	309	66 3	71 3	374	74 9	79 9
245	57 9	62 9	310	66 3	71 3	375	75 0	80 0
246	57 9	62 9	311	66 6	71 6	376	75 0	80 0
247	58 3	63 3	312	66 6	71 6	377	75 3	80 3
248	58 3	63 3	313	66 9	71 9	378	75 3	80 3
249	58 6	63 6	314	66 9	71 9	379	75 6	80 6
250	58 6	63 6	315	67 0	72 0	380	75 6	80 6
251	58 9	63 9	316	67 0	72 0	381	75 9	80 9
252	58 9	63 9	317	67 3	72 3	382	75 9	80 9
253	59 0	64 0	318	67 3	72 3	383	76 0	81 0
254	59 0	64 0	319	67 6	72 6	384	76 0	81 0
255	59 3	64 3	320	67 6	72 6	385	76 3	81 3
256	59 3	64 3	321	67 9	72 9	386	76 3	81 3
257	59 6	64 6	322	67 9	72 9	387	76 6	81 6
258	59 6	64 6	323	68 0	73 0	388	76 6	81 6
259	59 9	64 9	324	68 0	73 0	389	76 9	81 9
260	59 9	64 9	325	68 3	73 3	390	76 9	81 9
261	60 0	65 0	326	68 3	73 3	391	77 0	82 0
262	60 0	65 0	327	68 9	73 9	392	77 0	82 0
263	60 3	65 3	328	68 9	73 9	393	77 3	82 3
264	60 3	65 3	329	69 0	74 0	394	77 3	82 3
265	60 6	65 6	330	69 0	74 0	395	77 6	82 6
266	60 6	65 6	331	69 3	74 3	396	77 6	82 6
267	60 9	65 9	332	69 3	74 3	397	77 9	82 9
268	60 9	65 9	333	69 6	74 6	398	77 9	82 9
269	61 0	66 0	334	69 6	74 6	399	78 0	83 0
270	61 0	66 0	335	69 9	74 9	400	78 0	83 0
271	61 3	66 3	336	69 9	74 9	401	78 3	83 3
272	61 3	66 3	337	70 0	75 0	402	78 3	83 3

SPECIAL WOOL RATES.

Between—	And—	Greasy Per ton.	Scoured Per ton.
		<i>s. d.</i>	<i>s. d.</i>
Goroko ...	Melbourne ...	42 0	47 0
" ...	Kensington ...	42 0	47 0
" ...	South Kensington ...	42 0	47 0
" ...	Newmarket ...	42 0	47 0
" ...	Geelong ...	39 0	44 0
Gymbowen ...	Melbourne ...	42 0	47 0
" ...	Kensington ...	42 0	47 0
" ...	South Kensington ...	42 0	47 0
" ...	Newmarket ...	42 0	47 0
" ...	Geelong ..	39 0	44 0
Geelong ...	Port Melbourne ...	7 6	7 6
" ...	Williamstown Pier ...	7 6	7 6
" ...	Victoria Dock ...	7 6	7 6
" ...	Melbourne ...	10 0	12 0
" ...	Victoria Park ...	10 0	12 0
North Geelong ...	Melbourne ...	10 0	12 0
" ...	Victoria Park ...	10 0	12 0
South Geelong ...	Kensington ...	11 0	13 0
" ...	Melbourne ...	11 0	13 0

Wool forwarded to the Victoria Dock from stations other than Melbourne shall be charged 6d. per ton in addition to the mileage rates to Melbourne.

Wool, greasy or scoured, consigned to Country Woollen Mills shall be charged under Class "C" rate and conditions.

The rate for the carriage of Wool between Albury and Melbourne shall be based on the mileage rate for 190½ miles, the whole of which rate is payable to Victoria. No junction charge is to be made.

RATES PER TON FOR WOOL FROM EUSTON AND THE DARLING RIVER DISTRICT.

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, Mildura, or Merbein, of wool from Euston, and 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 Euston or the Darling River District:—

	Via Echuca.		Via Kerang.		Via Swan Hill.		Via Mildura or Merbein.	
	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Wool Greasy	26 3	29 3	31 6	34 6	36 9	39 9	42 0	42 0
Wool, Scoured	31 3	34 3	36 6	39 6	41 9	44 9	47 0	47 0

WILLIAMSTOWN AND PORT MELBOURNE LINES AND VICTORIA DOCK.

- Melbourne, South Kensington, Kensington, and Newmarket to Williamstown Pier or Port Melbourne Pier, and *vice versa* ... 0 8 per bale.
 - South Kensington, Kensington, and Newmarket to Victoria Dock ... 0 8 "
 - Port Melbourne Pier to Williamstown Pier, or *vice versa* ... 1 0 "
 - Port Melbourne Pier or Williamstown Pier to Victoria Dock or *vice versa* ... 1 0 "
 - Dumped wool from the Dumping Sheds at Williamstown to ships at Williamstown Pier shall be charged (including Tallying) 0 1½ "
- 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 £2 15s., in addition to the ordinary freight charge.

GEE LONG.

Dumped wool from Dumping Sheds at Geelong to Corio Bay Sidings and vice versa shall be charged 2s. per ton.

GREASY WOOL AND SHEEP SKINS TO WOOL-WASHING ESTABLISHMENTS IN VICTORIA (INCLUDING ALBURY).

Greasy 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.

GENERAL.

1. The minimum charges shall, in all cases, be in accordance with the Tariff for "Smalls."
2. Except where otherwise provided (see page 93) wool placed in the Commissioners' sheds for storage will be charged for at the rate of 1d. 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. All wool is carried at owner's risk as to condition, and will be received by the Commissioners accordingly.
4. If detailed weight lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be 4d. per bale. Consignors requiring weight lists must pay for same at the forwarding station.
5. 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 12 miles of Melbourne, shall, except otherwise specified, be as follows:—
 - (A) If the suburban station be of equal or less distance than Melbourne the same rates shall be charged as between Melbourne and such other station if less than the mileage rates.
 - (B) If the suburban station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the mileage rates between Melbourne and such other station, and the mileage rates between the suburban station and such other station, if the combined rates be less than the mileage rates for the whole distance.

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 9.)

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, £1.

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 162 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 161 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.

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 until such acceptance is confirmed by the proper employee of the Commissioners.

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 20s., for each

LIVE STOCK—continued.

live stock truck, and 10s. 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, nor the specified destination station altered, except as follows, viz.:—

- (A) When notice is given of any desired withdrawal, reduction, or alteration, not less than three clear days (excluding Sundays) before the date specified for such live stock to be loaded, the requisition can be cancelled or modified as desired, conditionally on the forfeiture of the cash deposit lodged in respect of each truck so withdrawn, reduced, or altered.
- (B) But if less than three clear days' notice (excluding Sundays) be given, the full amount of the freight charges to the specified destination station in excess of the cash deposit lodged shall be paid in respect of each truck so withdrawn, reduced, or altered.

13. **ALTERATION OF ORDERS FOR LIVE STOCK TRUCKS.**—When an alteration is made in the loading station, date of loading, or destination of stock after orders for trucks have been accepted and instructions issued for the conveyance of stock, a charge of 2s. 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 employees 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 £1, 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—OWNER'S RISK.

These rates include the Terminal charges, viz., 2s. per truck for Sheep in sheep trucks, and Cattle and Horses in cattle trucks, and 1s. per truck for Sheep in goods or cattle trucks.

"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.

MILEAGE RATES PER TRUCK FOR LIVE STOCK—continued.

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. In calculating the following full truck rates and goods and cattle truck rates for sheep odd pence have been added to make the even sixpence or shilling.

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 2 6	1 0 6	0 17 5	0 11 6	58	2 9 0	2 4 2	1 17 1	1 12 6
2	1 2 6	1 0 6	0 17 5	0 11 6	59	2 10 0	2 5 3	1 18 1	1 13 0
3	1 2 6	1 0 6	0 17 5	0 11 6	60	2 10 6	2 5 8	1 18 5	1 13 0
4	1 2 6	1 0 6	0 17 5	0 11 6	61	2 11 0	2 6 2	1 18 10	1 14 0
5	1 2 6	1 0 6	0 17 5	0 11 6	62	2 12 0	2 7 0	1 19 7	1 14 6
6	1 2 6	1 0 6	0 17 5	0 11 6	63	2 12 6	2 7 6	1 19 11	1 15 0
7	1 2 6	1 0 6	0 17 5	0 11 6	64	2 13 6	2 8 5	2 0 8	1 15 6
8	1 2 6	1 0 6	0 17 5	0 11 6	65	2 14 0	2 8 10	2 1 1	1 16 0
9	1 2 6	1 0 6	0 17 5	0 11 6	66	2 15 6	2 10 0	2 2 0	1 16 6
10	1 2 6	1 0 6	0 17 5	0 11 6	67	2 16 0	2 10 5	2 2 4	1 17 0
11	1 2 6	1 0 6	0 17 5	0 11 6	68	2 16 6	2 10 11	2 2 9	1 17 6
12	1 2 6	1 0 6	0 17 5	0 11 6	69	2 17 6	2 11 9	2 3 6	1 18 0
13	1 2 6	1 0 6	0 17 5	0 11 6	70	2 18 6	2 12 8	2 4 3	1 19 0
14	1 2 6	1 0 6	0 17 5	0 11 6	71	2 19 6	2 13 7	2 5 0	1 19 6
15	1 2 6	1 0 6	0 17 5	0 11 6	72	3 0 0	2 14 0	2 5 4	2 0 0
16	1 2 6	1 0 6	0 17 5	0 11 6	73	3 0 6	2 14 9	2 5 11	2 0 6
17	1 2 6	1 0 6	0 17 5	0 11 6	74	3 1 6	2 15 7	2 6 8	2 1 0
18	1 2 6	1 0 6	0 17 5	0 11 6	75	3 2 0	2 16 1	2 7 0	2 1 6
19	1 2 6	1 0 6	0 17 5	0 12 0	76	3 3 0	2 17 0	2 7 9	2 2 0
20	1 2 6	1 0 6	0 17 5	0 12 0	77	3 3 6	2 17 5	2 8 2	2 2 6
21	1 2 6	1 0 6	0 17 5	0 13 0	78	3 4 6	2 18 4	2 8 11	2 3 0
22	1 2 6	1 0 6	0 17 5	0 13 6	79	3 5 0	2 18 9	2 9 3	2 3 6
23	1 2 6	1 0 6	0 17 5	0 14 0	80	3 6 0	2 19 5	2 9 10	2 3 6
24	1 2 6	1 0 6	0 17 5	0 14 6	81	3 7 0	3 0 4	2 10 7	2 4 6
25	1 2 6	1 0 6	0 17 5	0 15 0	82	3 8 0	3 1 3	2 11 4	2 5 0
26	1 4 0	1 1 5	0 18 4	0 15 6	83	3 9 0	3 2 1	2 12 1	2 5 6
27	1 4 6	1 2 1	0 18 9	0 16 0	84	3 9 6	3 2 7	2 12 6	2 6 0
28	1 5 0	1 2 7	0 19 1	0 16 6	85	3 10 6	3 3 6	2 13 3	2 6 6
29	1 6 0	1 3 5	0 19 10	0 17 0	86	3 11 0	3 4 2	2 13 10	2 7 0
30	1 6 6	1 3 11	1 0 3	0 17 6	87	3 11 6	3 4 7	2 14 2	2 7 6
31	1 7 6	1 4 10	1 1 0	0 18 0	88	3 12 6	3 5 6	2 14 11	2 8 6
32	1 8 0	1 5 3	1 1 4	0 18 6	89	3 13 0	3 5 11	2 15 4	2 9 0
33	1 8 6	1 5 8	1 1 9	0 19 0	90	3 14 0	3 6 10	2 16 1	2 9 6
34	1 9 6	1 6 10	1 2 8	0 19 6	91	3 14 6	3 7 4	2 16 5	2 10 0
35	1 10 6	1 7 8	1 3 5	1 0 6	92	3 15 6	3 8 2	2 17 2	2 10 6
36	1 11 6	1 8 7	1 4 2	1 1 0	93	3 16 6	3 8 11	2 17 9	2 11 0
37	1 12 0	1 9 1	1 4 7	1 1 6	94	3 17 6	3 9 10	2 18 6	2 11 6
38	1 13 0	1 9 11	1 5 4	1 2 0	95	3 18 6	3 10 8	2 19 3	2 12 0
39	1 13 6	1 10 5	1 5 8	1 2 6	96	3 19 0	3 11 2	2 19 7	2 12 6
40	1 14 6	1 11 1	1 6 3	1 3 0	97	4 0 0	3 12 1	3 0 4	2 13 0
41	1 15 6	1 12 0	1 7 0	1 3 6	98	4 0 6	3 12 6	3 0 9	2 13 6
42	1 16 0	1 12 5	1 7 4	1 4 0	99	4 1 6	3 13 7	3 1 8	2 14 0
43	1 17 0	1 13 4	1 8 1	1 4 6	100	4 2 0	3 14 1	3 2 0	2 14 6
44	1 17 6	1 13 9	1 8 6	1 5 0	101	4 2 6	3 14 6	3 2 5	2 15 0
45	1 18 6	1 14 8	1 9 3	1 5 6	102	4 3 0	3 14 11	3 2 9	2 15 6
46	1 19 0	1 15 1	1 9 7	1 6 0	103	4 3 6	3 14 11	3 2 9	2 16 0
47	2 0 0	1 16 3	1 10 6	1 6 6	104	4 3 6	3 15 5	3 3 2	2 16 6
48	2 1 0	1 17 2	1 11 3	1 7 0	105	4 3 6	3 15 5	3 3 2	2 16 6
49	2 1 6	1 17 7	1 11 8	1 7 6	106	4 4 0	3 15 10	3 3 6	2 16 6
50	2 2 6	1 18 6	1 12 5	1 8 0	107	4 4 0	3 15 10	3 3 6	2 16 6
51	2 3 0	1 19 0	1 12 9	1 8 6	108	4 4 6	3 16 4	3 3 11	2 17 0
52	2 4 0	1 19 10	1 13 6	1 9 0	109	4 4 6	3 16 4	3 3 11	2 17 0
53	2 5 0	2 0 6	1 14 1	1 10 0	110	4 5 0	3 16 9	3 4 3	2 18 0
54	2 5 6	2 1 0	1 14 6	1 10 6	111	4 5 0	3 16 9	3 4 3	2 18 0
55	2 6 6	2 1 11	1 15 3	1 11 0	112	4 5 6	3 17 2	3 4 8	2 18 6
56	2 7 0	2 2 4	1 15 7	1 11 6	113	4 5 6	3 17 2	3 4 8	2 18 6
57	2 8 0	2 3 3	1 16 4	1 12 0	114	4 7 0	3 18 4	3 5 7	2 19 0

LIVE STOCK—MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in Trucks 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 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.
115	4 7 0	3 18 4	3 5 7	2 19 0	174	5 10 0	4 19 0	4 2 10	3 18 6
116	4 7 6	3 18 9	3 5 11	2 19 6	175	5 10 6	4 19 6	4 3 3	3 19 0
117	4 7 6	3 18 9	3 5 11	2 19 6	176	5 11 6	5 0 5	4 4 0	3 19 6
118	4 7 6	3 18 9	3 5 11	2 19 6	177	5 12 0	5 0 10	4 4 4	4 0 0
119	4 8 0	3 19 3	3 6 4	3 0 0	178	5 12 6	5 1 3	4 4 9	4 0 6
120	4 8 0	3 19 3	3 6 4	3 0 0	179	5 13 0	5 2 0	4 5 4	4 0 6
121	4 8 6	3 19 8	3 6 9	3 0 6	180	5 13 6	5 2 5	4 5 8	4 1 0
122	4 8 6	3 19 8	3 6 9	3 0 6	181	5 14 6	5 3 4	4 6 5	4 1 6
123	4 9 0	4 0 1	3 7 1	3 1 0	182	5 15 0	5 3 9	4 6 10	4 2 0
124	4 9 0	4 0 1	3 7 1	3 1 0	183	5 15 6	5 4 3	4 7 2	4 2 6
125	4 9 6	4 0 7	3 7 6	3 1 6	184	5 16 0	5 4 8	4 7 7	4 2 6
126	4 9 6	4 0 7	3 7 6	3 1 6	185	5 16 6	5 5 1	4 7 11	4 3 0
127	4 10 0	4 1 0	3 7 10	3 2 0	186	5 17 6	5 6 0	4 8 8	4 3 6
128	4 10 0	4 1 0	3 7 10	3 2 0	187	5 18 6	5 6 8	4 9 3	4 3 6
129	4 10 6	4 1 6	3 8 3	3 2 6	188	5 19 0	5 7 1	4 9 7	4 4 0
130	4 10 6	4 1 6	3 8 3	3 2 6	189	5 19 6	5 7 7	4 10 0	4 4 6
131	4 11 0	4 1 11	3 8 7	3 3 0	190	6 0 0	5 8 0	4 10 4	4 5 0
132	4 11 0	4 1 11	3 8 7	3 3 0	191	6 0 6	5 8 6	4 10 9	4 5 6
133	4 11 6	4 2 4	3 9 0	3 3 6	192	6 1 0	5 8 11	4 11 1	4 6 0
134	4 11 6	4 2 4	3 9 0	3 3 6	193	6 1 6	5 9 4	4 11 6	4 7 0
135	4 12 0	4 3 1	3 9 7	3 4 0	194	6 2 6	5 10 3	4 12 3	4 7 6
136	4 12 0	4 3 1	3 9 7	3 4 0	195	6 3 6	5 11 5	4 13 2	4 8 0
137	4 12 6	4 3 6	3 9 11	3 4 6	196	6 4 0	5 11 10	4 13 6	4 8 6
138	4 12 6	4 3 6	3 9 11	3 4 6	197	6 4 6	5 12 4	4 13 11	4 9 0
139	4 12 6	4 3 6	3 9 11	3 4 6	198	6 5 0	5 12 9	4 14 3	4 9 6
140	4 13 0	4 4 0	3 10 4	3 5 0	199	6 5 6	5 13 2	4 14 8	4 10 0
141	4 13 0	4 4 0	3 10 4	3 5 0	200	6 6 0	5 13 8	4 15 0	4 10 6
142	4 13 6	4 4 5	3 10 8	3 6 0	201	6 6 6	5 14 1	4 15 5	4 10 6
143	4 13 6	4 4 5	3 10 8	3 6 0	202	6 7 0	5 14 7	4 15 9	4 10 6
144	4 14 0	4 4 10	3 11 1	3 7 0	203	6 7 6	5 15 0	4 16 2	4 11 0
145	4 14 0	4 4 10	3 11 1	3 7 0	204	6 9 0	5 16 2	4 17 1	4 11 6
146	4 14 6	4 5 4	3 11 5	3 7 6	205	6 9 6	5 16 7	4 17 6	4 12 0
147	4 14 6	4 5 4	3 11 5	3 7 6	206	6 10 0	5 17 1	4 17 10	4 12 6
148	4 15 6	4 6 3	3 12 2	3 8 0	207	6 10 6	5 17 6	4 18 3	4 12 6
149	4 15 6	4 6 3	3 12 2	3 8 0	208	6 11 0	5 17 11	4 18 7	4 13 0
150	4 16 0	4 6 8	3 12 7	3 8 6	209	6 11 6	5 18 5	4 19 0	4 13 6
151	4 16 0	4 6 8	3 12 7	3 8 6	210	6 12 0	5 18 10	4 19 4	4 14 0
152	4 16 6	4 7 1	3 12 11	3 9 0	211	6 13 0	5 19 9	5 0 1	4 14 6
153	4 17 6	4 7 9	3 13 6	3 9 6	212	6 13 6	6 0 2	5 0 6	4 15 0
154	4 18 0	4 8 3	3 13 10	3 9 6	213	6 14 6	6 1 4	5 1 5	4 15 6
155	4 18 6	4 8 8	3 14 3	3 10 0	214	6 15 0	6 1 9	5 1 10	4 16 0
156	4 19 0	4 9 2	3 14 7	3 10 6	215	6 15 6	6 2 2	5 2 2	4 17 0
157	4 19 6	4 9 7	3 15 0	3 11 0	216	6 16 0	6 2 8	5 2 7	4 17 6
158	5 0 6	4 10 6	3 15 9	3 11 6	217	6 16 6	6 3 1	5 2 11	4 18 0
159	5 1 0	4 10 11	3 16 1	3 11 6	218	6 17 0	6 3 7	5 3 4	4 18 6
160	5 1 6	4 11 5	3 16 6	3 12 0	219	6 17 6	6 4 0	5 3 8	4 19 0
161	5 2 0	4 11 10	3 16 10	3 12 6	220	6 18 0	6 4 5	5 4 1	4 19 6
162	5 2 6	4 12 6	3 17 5	3 13 0	221	6 18 6	6 4 11	5 4 5	4 19 6
163	5 3 0	4 12 11	3 17 9	3 13 6	222	6 19 6	6 5 10	5 5 2	4 19 6
164	5 3 6	4 13 5	3 18 2	3 13 6	223	7 0 6	6 6 6	5 5 9	5 0 0
165	5 4 0	4 13 10	3 18 6	3 14 0	224	7 1 0	6 6 11	5 6 1	5 0 6
166	5 5 0	4 14 9	3 19 3	3 14 6	225	7 1 6	6 7 4	5 6 6	5 1 0
167	5 6 0	4 15 8	4 0 0	3 15 0	226	7 2 6	6 8 3	5 7 3	5 1 6
168	5 6 6	4 16 1	4 0 5	3 15 6	227	7 3 0	6 8 9	5 7 7	5 1 6
169	5 7 0	4 16 6	4 0 9	3 16 0	228	7 3 6	6 9 2	5 8 0	5 2 0
170	5 8 0	4 17 3	4 1 4	3 17 0	229	7 4 0	6 9 7	5 8 4	5 2 6
171	5 8 6	4 17 8	4 1 9	3 17 6	230	7 4 6	6 10 4	5 8 11	5 3 0
172	5 9 0	4 18 2	4 2 1	3 18 0	231	7 5 0	6 10 9	5 9 3	5 3 6
173	5 9 6	4 18 7	4 2 6	3 18 6	232	7 6 0	6 11 8	5 10 0	5 4 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.
233	7 6 6	6 12 1	5 10 5	5 4 6	292	9 3 0	8 4 9	6 17 7	6 10 6
234	7 7 0	6 12 7	5 10 9	5 5 0	293	9 3 6	8 5 2	6 18 0	6 10 6
235	7 7 6	6 13 0	5 11 2	5 5 0	294	9 4 0	8 5 8	6 18 4	6 11 0
236	7 8 0	6 13 6	5 11 6	5 5 6	295	9 4 6	8 6 1	6 18 9	6 12 0
237	7 8 6	6 13 11	5 11 11	5 6 0	296	9 5 0	8 7 0	6 19 6	6 12 0
238	7 9 0	6 14 4	5 12 3	5 6 6	297	9 6 0	8 7 5	6 19 10	6 12 6
239	7 10 0	6 15 0	5 12 10	5 7 0	298	9 6 6	8 8 1	7 0 5	6 13 0
240	7 11 0	6 15 11	5 13 7	5 7 6	299	9 7 0	8 8 7	7 0 9	6 13 0
241	7 12 0	6 16 10	5 14 4	5 8 0	300	9 7 6	8 9 0	7 1 2	6 14 0
242	7 12 6	6 17 3	5 14 9	5 8 6	301	9 8 6	8 9 11	7 1 11	6 14 6
243	7 13 0	6 17 9	5 15 1	5 9 0	302	9 9 0	8 10 4	7 2 3	6 15 0
244	7 13 6	6 18 2	5 15 6	5 9 6	303	9 9 6	8 10 10	7 2 8	6 15 0
245	7 14 0	6 18 8	5 15 10	5 9 6	304	9 10 0	8 11 3	7 3 0	6 15 6
246	7 14 6	6 19 1	5 16 3	5 10 0	305	9 10 6	8 11 8	7 3 5	6 16 0
247	7 15 0	6 19 9	5 16 10	5 10 6	306	9 12 0	8 12 10	7 4 4	6 16 6
248	7 15 6	7 0 2	5 17 2	5 11 0	307	9 12 6	8 13 3	7 4 9	6 16 6
249	7 16 0	7 0 8	5 17 7	5 11 6	308	9 13 0	8 13 9	7 5 1	6 17 0
250	7 17 0	7 1 6	5 18 4	5 11 6	309	9 13 6	8 14 2	7 5 6	6 17 0
251	7 17 6	7 2 0	5 18 8	5 12 0	310	9 14 0	8 14 7	7 5 10	6 18 0
252	7 18 0	7 2 5	5 19 1	5 12 6	311	9 14 6	8 15 1	7 6 3	6 18 6
253	7 18 6	7 3 11	5 19 5	5 13 6	312	9 15 0	8 15 6	7 6 7	6 19 0
254	7 19 0	7 3 4	5 19 10	5 14 0	313	9 15 6	8 16 0	7 7 0	6 19 0
255	7 19 6	7 3 9	6 0 2	5 14 0	314	9 16 0	8 16 5	7 7 4	6 19 6
256	8 1 0	7 4 11	6 1 1	5 14 6	315	9 17 0	8 17 7	7 8 4	7 0 0
257	8 1 6	7 5 5	6 1 6	5 15 0	316	9 18 0	8 18 6	7 9 1	7 1 0
258	8 2 0	7 5 10	6 1 10	5 15 6	317	9 18 6	8 18 11	7 9 5	7 1 0
259	8 3 0	7 6 9	6 2 7	5 15 6	318	9 19 0	8 19 4	7 9 10	7 1 6
260	8 3 6	7 7 2	6 3 0	5 16 0	319	9 19 6	8 19 9	7 10 2	7 2 0
261	8 4 0	7 7 8	6 3 4	5 16 6	320	10 0 0	9 0 3	7 10 7	7 2 6
262	8 4 6	7 8 1	6 3 9	5 17 0	321	10 0 6	9 0 9	7 10 11	7 3 0
263	8 5 0	7 8 6	6 4 1	5 18 0	322	10 1 0	9 1 2	7 11 4	7 3 6
264	8 5 6	7 9 3	6 4 8	5 18 0	323	10 1 6	9 1 7	7 11 8	7 4 0
265	8 6 0	7 9 8	6 5 0	5 18 6	324	10 3 0	9 2 9	7 12 7	7 4 6
266	8 6 6	7 10 1	6 5 5	5 19 0	325	10 3 6	9 3 2	7 13 0	7 5 0
267	8 7 0	7 10 7	6 5 9	5 19 6	326	10 4 0	9 3 8	7 13 4	7 5 6
268	8 7 6	7 11 0	6 6 2	6 0 0	327	10 4 6	9 4 1	7 13 9	7 5 6
269	8 8 0	7 11 11	6 6 11	6 0 0	328	10 5 0	9 4 6	7 14 1	7 6 0
270	8 9 0	7 12 4	6 7 3	6 0 6	329	10 5 6	9 5 0	7 14 6	7 6 6
271	8 10 0	7 13 3	6 8 0	6 1 0	330	10 6 0	9 5 5	7 14 10	7 7 0
272	8 11 0	7 13 11	6 8 7	6 1 6	331	10 7 0	9 6 4	7 15 7	7 7 0
273	8 11 6	7 14 4	6 9 0	6 2 6	332	10 7 6	9 7 0	7 16 2	7 7 6
274	8 12 0	7 14 10	6 9 4	6 2 6	333	10 8 6	9 7 11	7 16 11	7 8 0
275	8 12 6	7 15 3	6 9 9	6 3 0	334	10 9 0	9 8 4	7 17 3	7 9 0
276	8 13 0	7 15 9	6 10 1	6 3 6	335	10 9 6	9 8 9	7 17 8	7 9 6
277	8 13 6	7 16 2	6 10 6	6 4 0	336	10 10 0	9 9 3	7 18 0	7 9 6
278	8 14 0	7 17 1	6 11 3	6 4 6	337	10 10 6	9 9 8	7 18 5	7 10 6
279	8 15 0	7 17 6	6 11 7	6 4 6	338	10 11 0	9 10 2	7 18 9	7 11 0
280	8 15 6	7 18 0	6 12 0	6 5 0	339	10 11 6	9 10 7	7 19 2	7 11 6
281	8 16 0	7 18 8	6 12 7	6 5 6	340	10 12 0	9 11 0	7 19 6	7 12 0
282	8 16 6	7 19 1	6 12 11	6 6 0	341	10 13 0	9 11 9	8 0 1	7 12 0
283	8 17 0	7 19 7	6 13 4	6 6 0	342	10 14 0	9 12 8	8 0 10	7 12 6
284	8 17 6	8 0 0	6 13 8	6 6 6	343	10 14 6	9 13 1	8 1 3	7 13 0
285	8 18 0	8 0 5	6 14 1	6 7 0	344	10 15 0	9 13 6	8 1 7	7 13 6
286	8 19 0	8 1 4	6 14 10	6 7 6	345	10 15 6	9 14 0	8 2 0	7 14 0
287	9 0 0	8 2 3	6 15 7	6 8 6	346	10 16 6	9 14 11	8 2 9	7 14 6
288	9 0 6	8 2 8	6 15 11	6 8 6	347	10 17 0	9 15 4	8 3 1	7 14 6
289	9 1 6	8 3 5	6 16 6	6 9 0	348	10 17 6	9 15 9	8 3 6	7 15 0
290	9 2 0	8 3 10	6 16 10	6 9 6	349	10 18 0	9 16 6	8 4 1	7 15 6
291	9 2 6	8 4 4	6 17 3	6 10 0	350	10 18 6	9 16 11	8 4 5	7 16 0

LIVESTOCK—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.
351	10 19 0	9 17 4	8 4 10	7 16 0	410	12 16 0	11 10 5	9 12 4	9 2 6
352	11 0 0	9 18 3	8 5 7	7 16 6	411	12 16 6	11 10 11	9 12 9	9 3 0
353	11 0 6	9 18 9	8 5 11	7 17 0	412	12 17 0	11 11 4	9 13 1	9 3 6
354	11 1 0	9 19 2	8 6 4	7 17 6	413	12 17 6	11 11 9	9 13 6	9 3 6
355	11 1 6	9 19 7	8 6 8	7 17 6	414	12 18 0	11 12 3	9 13 10	9 4 0
356	11 2 0	10 0 1	8 7 1	7 18 0	415	12 18 6	11 12 8	9 14 3	9 4 6
357	11 2 6	10 0 6	8 7 5	7 18 6	416	12 19 0	11 13 2	9 14 7	9 5 0
358	11 3 6	10 1 2	8 8 0	8 0 0	417	13 0 0	11 14 3	9 15 7	9 5 6
359	11 4 0	10 1 7	8 8 4	8 0 6	418	13 0 6	11 14 8	9 15 11	9 5 6
360	11 5 0	10 2 8	8 9 1	8 0 6	419	13 1 0	11 15 2	9 16 4	9 6 0
361	11 6 0	10 3 5	8 9 10	8 1 0	420	13 1 6	11 15 7	9 16 8	9 6 6
362	11 6 6	10 3 10	8 10 3	8 1 6	421	13 2 6	11 16 7	9 17 5	9 7 6
363	11 7 0	10 4 4	8 10 7	8 2 0	422	13 3 0	11 16 11	9 17 10	9 7 6
364	11 7 6	10 4 9	8 11 0	8 2 6	423	13 3 6	11 17 5	9 18 2	9 8 0
365	11 8 0	10 5 3	8 11 4	8 2 6	424	13 4 0	11 17 10	9 18 7	9 8 6
366	11 8 6	10 5 11	8 11 11	8 3 0	425	13 4 6	11 18 3	9 18 11	9 9 0
367	11 9 0	10 6 4	8 12 3	8 3 6	426	13 5 6	11 19 0	9 19 6	9 9 6
368	11 9 6	10 6 10	8 12 8	8 4 0	427	13 6 6	11 19 11	10 0 3	9 9 6
369	11 10 0	10 7 3	8 13 0	8 4 6	428	13 7 0	12 0 4	10 0 7	9 10 0
370	11 11 0	10 8 2	8 13 9	8 4 6	429	13 7 6	12 0 9	10 1 0	9 10 6
371	11 11 6	10 8 7	8 14 2	8 5 0	430	13 8 0	12 1 3	10 1 4	9 11 6
372	11 12 0	10 9 1	8 14 6	8 5 6	431	13 8 6	12 1 8	10 1 9	9 12 0
373	11 12 6	10 9 6	8 14 11	8 6 0	432	13 9 0	12 2 2	10 2 1	9 12 6
374	11 13 0	10 9 11	8 15 3	8 6 6	433	13 9 6	12 2 7	10 2 6	9 12 6
375	11 14 0	10 10 8	8 15 10	8 6 6	434	13 10 0	12 3 0	10 2 10	9 13 0
376	11 15 0	10 11 7	8 16 7	8 7 0	435	13 11 0	12 4 2	10 3 9	9 13 6
377	11 15 6	10 12 0	8 17 0	8 7 6	436	13 12 0	12 5 1	10 4 6	9 14 0
378	11 16 0	10 12 5	8 17 4	8 8 0	437	13 12 6	12 5 6	10 4 11	9 14 6
379	11 17 0	10 13 4	8 18 1	8 8 0	438	13 13 0	12 6 0	10 5 3	9 15 0
380	11 17 6	10 13 10	8 18 6	8 9 0	439	13 13 6	12 6 5	10 5 8	9 15 6
381	11 18 0	10 14 3	8 18 10	8 9 6	440	13 14 0	12 6 10	10 6 0	9 15 6
382	11 18 6	10 14 8	8 19 3	8 10 6	441	13 14 6	12 7 4	10 6 5	9 16 0
383	11 19 0	10 15 4	8 19 10	8 11 0	442	13 15 0	12 7 9	10 6 9	9 16 6
384	11 19 6	10 15 10	9 0 2	8 11 0	443	13 16 0	12 8 5	10 7 4	9 17 0
385	12 0 0	10 16 3	9 0 7	8 11 6	444	13 16 6	12 8 10	10 7 9	9 17 6
386	12 0 6	10 16 8	9 0 11	8 12 0	445	13 17 6	12 9 9	10 8 6	9 18 0
387	12 1 0	10 17 2	9 1 4	8 12 6	446	13 18 0	12 10 3	10 8 10	9 18 6
388	12 1 6	10 17 7	9 1 8	8 13 0	447	13 18 6	12 10 8	10 9 3	9 18 6
389	12 2 6	10 18 6	9 2 5	8 13 0	448	13 19 0	12 11 1	10 9 7	9 19 0
390	12 3 0	10 18 11	9 2 10	8 13 6	449	13 19 6	12 11 7	10 10 0	9 19 6
391	12 4 6	11 0 1	9 3 9	8 14 0	450	14 0 0	12 12 0	10 10 4	10 0 0
392	12 5 0	11 0 6	9 4 1	8 14 6	451	14 0 6	12 12 6	10 10 9	10 0 0
393	12 5 6	11 1 0	9 4 6	8 15 0	452	14 1 6	12 13 7	10 11 8	10 0 6
394	12 6 0	11 1 5	9 4 10	8 15 6	453	14 2 0	12 14 1	10 12 1	10 1 0
395	12 6 6	11 1 10	9 5 3	8 15 6	454	14 3 0	12 14 11	10 12 10	10 2 0
396	12 7 0	11 2 4	9 5 7	8 16 0	455	14 3 6	12 15 5	10 13 2	10 2 6
397	12 7 6	11 2 9	9 6 0	8 16 6	456	14 4 0	12 15 10	10 13 7	10 2 6
398	12 8 6	11 3 8	9 6 9	8 16 6	457	14 4 6	12 16 4	10 13 11	10 3 0
399	12 9 0	11 4 1	9 7 1	8 17 0	458	14 5 0	12 16 9	10 14 4	10 3 6
400	12 9 6	11 4 10	9 7 8	8 18 0	459	14 5 6	12 17 2	10 14 8	10 4 0
401	12 10 0	11 5 3	9 8 0	8 18 6	460	14 6 6	12 17 11	10 15 3	10 4 6
402	12 10 6	11 5 9	9 8 5	8 19 0	461	14 7 0	12 18 4	10 15 7	10 4 6
403	12 11 0	11 6 2	9 8 9	8 19 0	462	14 7 6	12 18 10	10 16 0	10 5 0
404	12 11 6	11 6 7	9 9 2	8 19 6	463	14 8 0	12 19 3	10 16 4	10 5 6
405	12 12 0	11 7 1	9 9 6	9 0 0	464	14 9 0	13 0 2	10 17 1	10 6 0
406	12 12 6	11 7 6	9 9 11	9 1 0	465	14 9 6	13 0 7	10 17 6	10 6 6
407	12 13 6	11 8 5	9 10 8	9 1 6	466	14 10 0	13 1 1	10 17 10	10 7 0
408	12 15 0	11 9 6	9 11 7	9 1 6	467	14 10 6	13 1 6	10 18 3	10 7 6
409	12 15 6	11 10 0	9 12 0	9 2 0	468	14 11 0	13 1 11	10 18 7	10 7 6

LIVE STOCK—MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.			Off-day Rate for Sheep in Sheep Trucks.			Store Rate, Sheep and Cattle Trucks.			Goods and Cattle Truck Rate for Sheep only.			Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.			Off-day Rate for Sheep in Sheep Trucks.			Store Rate, Sheep and Cattle Trucks.			Goods and Cattle Truck Rate for Sheep only.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
469	14	11	6	13	2	7	10	19	2	10	8	0	528	16	8	6	14	15	8	12	6	9	11	14	6
470	14	12	6	13	3	6	10	19	11	10	8	6	529	16	9	0	14	16	1	12	7	1	11	14	6
471	14	13	0	13	3	11	11	0	3	10	9	0	530	16	9	6	14	16	7	12	7	6	11	15	0
472	14	13	6	13	4	5	11	0	8	10	9	6	531	16	10	0	14	17	0	12	7	10	11	15	6
473	14	14	0	13	4	10	11	1	0	10	9	6	532	16	11	0	14	17	11	12	8	7	11	16	0
474	14	14	6	13	5	4	11	1	5	10	10	0	533	16	11	6	14	18	4	12	9	0	11	16	6
475	14	15	0	13	6	2	11	2	2	10	10	6	534	16	12	0	14	18	10	12	9	4	11	17	0
476	14	16	0	13	6	8	11	2	6	10	11	0	535	16	12	6	14	19	3	12	9	9	11	17	0
477	14	17	0	13	7	4	11	3	1	10	11	6	536	16	13	0	14	19	9	12	10	1	11	17	6
478	14	17	6	13	7	9	11	3	6	10	12	6	537	16	13	6	15	0	5	12	10	8	11	18	0
479	14	18	0	13	8	3	11	3	10	10	12	6	538	16	14	0	15	0	10	12	11	0	11	18	6
480	14	18	6	13	8	8	11	4	3	10	13	0	539	16	15	0	15	1	9	12	11	9	11	19	0
481	14	19	0	13	9	7	11	5	0	10	13	6	540	16	15	6	15	2	2	12	12	2	11	19	6
482	15	0	0	13	10	0	11	5	4	10	14	0	541	16	16	0	15	2	8	12	12	6	11	19	6
483	15	0	6	13	10	6	11	5	9	10	14	6	542	16	16	6	15	3	1	12	12	11	12	0	0
484	15	1	0	13	10	11	11	6	1	10	15	0	543	16	17	0	15	3	7	12	13	3	12	0	6
485	15	1	6	13	11	4	11	6	6	10	15	0	544	16	18	0	15	4	5	12	14	0	12	1	0
486	15	2	0	13	12	1	11	7	1	10	15	6	545	16	19	0	15	5	2	12	14	7	12	1	6
487	15	3	0	13	13	0	11	7	9	10	16	0	546	16	19	6	15	5	7	12	15	0	12	2	0
488	15	3	6	13	13	5	11	8	2	10	16	6	547	17	0	0	15	6	1	12	15	4	12	2	6
489	15	4	0	13	13	10	11	8	7	10	17	0	548	17	0	6	15	6	6	12	15	9	12	2	6
490	15	4	6	13	14	4	11	8	11	10	17	6	549	17	1	0	15	6	11	12	16	1	12	3	0
491	15	5	0	13	15	0	11	9	6	10	18	0	550	17	2	0	15	7	10	12	16	10	12	4	0
492	15	6	0	13	15	8	11	10	1	10	18	0	551	17	2	6	15	8	4	12	17	3	12	4	6
493	15	6	6	13	16	1	11	10	5	10	18	6	552	17	3	0	15	8	9	12	17	7	12	5	0
494	15	7	0	13	16	9	11	11	0	10	19	0	553	17	3	6	15	9	2	12	18	0	12	5	6
495	15	8	0	13	17	3	11	11	4	10	19	6	554	17	4	0	15	9	10	12	18	7	12	5	6
496	15	8	6	13	17	8	11	11	9	11	0	0	555	17	5	0	15	10	9	12	19	4	12	6	0
497	15	9	0	13	18	2	11	12	1	11	0	6	556	17	5	6	15	11	2	12	19	8	12	6	6
498	15	10	0	13	19	0	11	12	10	11	0	6	557	17	6	0	15	11	8	13	0	1	12	7	0
499	15	10	6	13	19	6	11	13	3	11	1	0	558	17	6	6	15	12	1	13	0	5	12	7	6
500	15	11	0	13	19	11	11	13	7	11	1	6	559	17	7	0	15	12	7	13	0	10	12	8	0
501	15	11	6	14	0	5	11	14	0	11	2	0	560	17	7	6	15	13	0	13	1	2	12	8	0
502	15	12	0	14	0	5	11	14	4	11	3	0	561	17	8	0	15	13	11	13	1	11	12	8	6
503	15	12	6	14	1	6	11	14	11	11	3	0	562	17	9	6	15	14	7	13	2	6	12	9	0
504	15	13	6	14	2	5	11	15	8	11	3	0	563	17	10	0	15	15	0	13	2	10	12	9	6
505	15	14	0	14	2	10	11	16	0	11	4	0	564	17	10	6	15	15	6	13	3	3	12	10	0
506	15	14	6	14	3	3	11	16	5	11	4	6	565	17	11	0	15	15	11	13	3	7	12	10	6
507	15	15	0	14	3	9	11	16	9	11	5	0	566	17	11	6	15	16	4	13	4	0	12	10	6
508	15	15	6	14	4	2	11	17	2	11	5	6	567	17	12	6	15	17	3	13	4	9	12	11	0
509	15	16	0	14	4	8	11	17	6	11	6	0	568	17	13	0	15	17	9	13	5	1	12	11	6
510	15	17	0	14	5	6	11	18	3	11	6	0	569	17	13	6	15	18	2	13	5	6	12	12	0
511	15	18	0	14	6	3	11	18	10	11	6	6	570	17	14	0	15	18	7	13	5	10	12	12	6
512	15	18	6	14	6	8	11	19	3	11	7	0	571	17	14	6	15	19	4	13	6	5	12	13	0
513	15	19	0	14	7	2	11	19	7	11	7	6	572	17	15	6	16	0	3	13	7	2	12	13	6
514	15	19	6	14	7	7	12	0	0	11	8	0	573	17	16	0	16	0	8	13	7	6	12	13	6
515	16	0	0	14	8	6	12	0	9	11	8	6	574	17	16	6	16	1	1	13	7	11	12	14	6
516	16	1	0	14	8	11	12	1	1	11	9	0	575	17	17	0	16	1	7	13	8	3	12	15	0
517	16	1	6	14	9	5	12	1	6	11	9	0	576	17	18	0	16	2	0	13	8	8	12	15	6
518	16	2	0	14	9	10	12	1	10	11	9	6	577	17	18	6	16	2	6	13	9	0	12	16	0
519	16	2	6	14	10	3	12	2	3	11	10	0	578	17	19	0	16	3	4	13	9	9	12	16	6
520	16	3	0	14	11	0	12	2	10	11	10	6	579	18	0	0	16	4	0	13	10	4	12	16	6
521	16	4	0	14	11	10	12	3	7	11	11	0	580	18	0	6	16	4	6	13	10	9	12	17	0
522	16	4	6	14	12	4	12	3	11	11	11	6	581	18	1	0	16	4	11	13	11	1	12	17	6
523	16	5	0	14	12	9	12	4	4	11	11	6	582	18	1	6	16	5	5	13	11	6	12	18	0
524	16	5	6	14	13	3	12	4	8	11	12	0	583	18	2	0	16	5	10	13	11	10	12	18	6
525	16	6	0	14	13	8	12	5	1	11	12	6	584	18	3	0	16	6	9	13	12	7	12	19	0
526	16	6	6	14	14	1	12	5	5	11	13	6	585	18	3	6	16	7	2	13	13	0	12	19	0
527	16	7	6	14	15	0	12	6	2	11	14	0	586	18	4	0	16	7	8	13	13	4	12	19	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.
587	18 4 6	16 8 1	13 13 9	13 0 0	594	18 8 6	16 11 11	13 16 11	13 3 0
588	18 4 6	16 8 9	13 14 4	13 0 6	595	18 9 6	16 12 9	13 17 8	13 3 6
589	18 5 6	16 9 2	13 14 8	13 1 0	596	18 10 6	16 13 6	13 18 3	13 4 0
590	18 6 6	16 10 1	13 15 5	13 1 6	597	18 11 0	16 13 11	13 18 7	13 4 0
591	18 7 0	16 10 6	13 15 10	13 1 6	598	18 11 6	16 14 5	13 19 0	13 5 0
592	18 7 6	16 11 0	13 16 2	13 2 0	599	18 12 0	16 14 10	13 19 4	13 5 6
593	18 8 0	16 11 5	13 16 7	13 2 6	600	18 12 6	16 15 3	13 19 9	13 6 0

PIGS AND YOUNG CALVES.

Pigs and young Calves loaded in cattle or goods trucks, or in one tier of sheep trucks, shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 22s. 6d. per truck.

Pigs and young Calves loaded in top and bottom tiers of sheep trucks shall be charged one-third more than the rate for cattle in full truck loads. Terminal, 2s.; minimum, 20s. 6d. per truck.

Mixed consignments of Pigs, young Calves, and Sheep loaded in top and bottom tiers of sheep trucks shall be charged one-third more than the rate for cattle in full truck loads. Terminal, 2s.; minimum, 20s. 6d. per truck, and when loaded in cattle trucks shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 22s. 6d. per truck.

CONSIGNMENTS IN LESS THAN TRUCK LOADS.

Two-thirds Trucks.

2 Stallions or Bulls under 2 years old
 3 Head Cattle other than Bulls
 2 Horses other than Stallions
 25 Pigs, Sheep, or Goats
 25 Calves, under 3 months old

Shall be charged two-thirds of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 11s. 6d. per truck.

If more than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One half-penny per mile additional shall be charged for each animal in excess of 25 if the rate be thereby less than the rate for cattle in full truck loads.

Half Trucks.

2 Head Cattle other than Bulls
 15 Pigs, Sheep, or Goats
 15 Calves, under 3 months old

Shall be charged one-half of the rate for cattle in full truck loads. Terminal, 1s.; Minimum, 8s. 6d. per truck.

If more than 15 and less than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One half-penny per mile additional shall be charged for each animal in excess of 15 if the rate be thereby less than two-thirds of the rate for cattle in full truck loads.

NOTE.—The charge for sheep, however, is not to exceed the mileage rate for goods and cattle truck rate for sheep only.

One calf not over three months old at foot of each cow, free.
 One foal not over six months old at mare's foot, free.

CONSIGNMENTS OF LIVE STOCK IN LESS THAN TRUCK LOADS.

For small consignments of Live Stock the minimum of 8s. 6d. for half truck and 11s. 6d. for two-thirds truck shall apply in respect of distances up to 18 miles, and for distances 19 to 24 miles inclusive the charges shall be as follow:—

Miles.	Half truck rate.		Two-thirds truck rate.	
	£	s. d.	£	s. d.
19	9	0	11	6
20	9	6	12	6
21	10	0	13	0
22	10	6	13	6
23	11	0	14	0
24	11	6	14	6

25 miles and over, half and two-thirds of full truck rates.

Terminal charges are included in each case in the minimums shown above.

Single Animals in Trucks.

One Horse, Half the rate for cattle in full truck loads. Minimum, 8s. 6d. Foal not over six months old at mare's foot, free.

One Stallion or Bull, two years and over, 8d. per mile. Minimum, 14s. 6d. The rate for cattle in full truck loads must not be exceeded.

One Stallion or Bull, under two years old, half the rate for cattle in full truck loads. Minimum, 8s. 6d.

One Head of Cattle, Pig, Sheep, Calf, or Goat in truck, 3½d. per mile. Minimum 8s. 6d. Calf not over three months old at cow's foot, free.

No terminal charge will be made for Single Animals.

In Horse Boxes.

Animals carried by Goods trains in Horse Boxes will be charged the same rates as by Passenger trains.

Small Animals in Crates or Cases.

Pigs, 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"

Any case or crate weighing over 4 cwt. shall be charged under Class "2" plus 50 %.

One Pig, Sheep, Goat, Calf, Monkey, Kangaroo, or Bear, in crate or case, in van of Goods train, and not exceeding 200 lbs. gross weight, shall be charged ½d. per mile. Minimum, 1s. 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."

The charge for Goats in crates sent per van of Goods trains must not exceed Passenger train rate.

Wallabies, Wombats, and Live Hares, in crates or boxes, shall be charged Class "2" goods mileage rates, subject to the Tariff for "Smalls."

Note.—The Mileage Rates shall be charged for Live Stock in all cases (see page 143).

Hunters' Horses O.R.

Hunters' Horses by Passenger trains will be carried in Horse Boxes at 7d. per mile for each horse on the forward journey, minimum 10s. 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, O.R.

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, O.R.

(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:—

One Pony	...	...	...	...	...	...	s. d.
Two Ponies	...	...	...	...	...	...	10 6
Three Ponies	...	...	...	...	...	...	16 6
							22 6

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.)

Horses to and from Military Parades, O.R.

Horses to and from Military Parades will be charged half rates each way on production of a certificate from the Commanding Officer showing that the horses are travelling to or returning from Parade.

RATES FOR LIVE STOCK OTHER THAN ORDINARY RATES, O.R.

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 per truck for Sheep in sheep trucks and Cattle in cattle trucks and 1s. 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.

4. **Borthwick Freezing Company's Siding, Newport.**—If a special trip be necessary from Melbourne or Newport in respect of inwards or outwards traffic, the charge for the special service shall be 40s. if run from Melbourne, and 20s. if run from Newport respectively, in addition to the ordinary freight charges. (See page 110).

5. **City Abattoirs Siding.**—INWARDS TRAFFIC—Live Stock forwarded to the Siding shall be subject to a special charge of 5s. per truck; minimum, £1 for each special trip, in addition to the tariff rates from the forwarding stations. (See page 112.)

6. **Denliquin and Moama Railway Company.**—Live Stock Rates:—

	Under 16 Miles.			16 to 25 Miles.			Over 25 Miles.		
	s.	d.		s.	d.		s.	d.	
SHEEP, per truck	15	0	...	20	0	...	27	6	...
" per goods truck*	10	0	...	15	0	...	20	0	...
" up to 10, in goods truck, half sheep truck rates									
" in crates (also Goats and Pigs), each under 25 miles, 3s.; over 25 miles 5s.									
*In the event of the company not being able to supply sheep trucks, goods or cattle trucks may be used; in such cases two goods or cattle trucks will be charged as one sheep truck.									
CATTLE, per truck (large truck 10 per cent. extra)	15	0	...	20	0	...	27	6	...
" single animal	10	0	...	15	0	...	20	0	...
" Calf at foot under three months, free.									
HORSES, in cattle trucks	15	0	...	25	0	...	35	0	...
" One	10	0	...	15	0	...	20	0	...
" One in horse-box	15	0	...	25	0	...	35	0	...
" Two	20	0	...	30	0	...	45	0	...
" Three									
" Foal at foot under three months, free.									
Horses duly entered at Race Meetings will be carried free on the return journey if returned within a fortnight.									
PIGS, in sheep trucks	20	0	...	25	0	...	35	0	...
" in cattle	15	0	...	20	0	...	27	6	...
STORE SHEEP and CATTLE, per truck	12	6	...	15	0	...	20	0	...

7. **Eureka.**—Pigs in truck loads for Geo. Farmer may be forwarded to Eureka. The haulage charge from Ballarat East to Eureka shall be 5s. 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 5s. 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 104.)
9. **Geelong Freezing Works' Siding, North Shore.**—Live Stock from any station other than Geelong and North Geelong to the Works shall be subject to the tariff rates to Sidings with an additional charge of 1s. 6d. per truck subject to a minimum charge of 7s. 6d. per trip between North Geelong and the Works. (See page 110.)
10. **Murtoa (Wimmera Inland Freezing Company's Siding).**—Consignments for the above siding shall be charged as to or from Murtoa, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding, with a minimum charge as for two trucks and a maximum charge as for six trucks. (See page 109.)
11. **Portland Freezing Works' Siding.**—Live Stock consigned to the siding shall be charged mileage rates as to Portland. (See page 111.)
12. **Prossor (Western and Murray District Co-operative Bacon Company's Siding).**—A charge of 40s. shall be made for each special trip run from Melbourne, and 20s. for each special trip run from Newport, to the works for the delivery of Pigs, which shall be additional to the ordinary freight on the consignment. (See page 110.)
13. **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.
14. **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 £6 for the lot, and each additional truck shall be charged 12s. If forwarded in consignments of less than six trucks, the charge shall be 23s. 6d. per truck. Charges to be prepaid.
15. **Horses in truck loads from Port Melbourne to ship's side at the Pier** shall be charged 12s. per truck. Charges to be prepaid.
16. **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 to be prepaid.
17. **Store Sheep sent for fattening or breeding purposes, or Store Cattle and Horses** forwarded for fattening purposes, or dry Cows or springers for dairying purposes, Store Sheep and Cattle, or dry Cows or Springers, forwarded to *bona fide* Store Stock or Dairy Stock sales may, at the option of the Commissioners, be carried on the "Down" journey or from one line to another, comprising both "Up" and "Down" journey, at the following rates:—
- In consignments of one full truck and under twenty trucks, at three-fourths the full mileage rates, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.
 - In consignments of twenty trucks and upwards sent a minimum distance of 150 miles, 4½d. per truck per mile, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.
- These concessions will not apply to stock consigned to and discharged at stations within a radius of 20 miles of Ballarat or Bendigo. Full terminal charges will be enforced in all cases.
- Stallions, Working Horses, Bulls, Working Bullocks, Milking Cows, Rams, and Pigs** will not be carried at these rates.
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.
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 three 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 waybill 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 2s. for each occasion on which stock is booked to be picked up or set down at intermediate points. No debit will be raised at intermediate stations, but the latter will require to indorse on the waybill the number of animals loaded or unloaded at each place.

21. Rates for Stock to Agricultural Shows. (See page 21.)

22. Rates for Stock for Settlers on Crown Lands, &c. (See page 122.)

JUNCTION CHARGES FOR LIVE STOCK BETWEEN ALBURY AND WODONGA.

	£	s.	d.
In Live Stock trucks, per truck	0	3	0
In New South Wales "bogie" trucks, per truck	0	6	0
In New South Wales "D" trucks, per truck	0	2	0

The State which performs the haulage shall be allotted 2s., 4s., and 1s. 4d. respectively of the foregoing charges.

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, 4d. per head	} Minimum charge, 10s. Maximum charge, 50s.
Store Cattle, 2d. per head	
Pigs, 1d. per head	
Sheep and Goats, ½d. 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, 2d. per head for each 24 hours or part thereof	} Minimum charge, 5s. Maximum charge, 25s.
Sheep, ½d. per head for each 24 hours or part thereof	

CONCESSIONS TO OWNERS OR THEIR DROVERS.

The following concessions are granted to Owners, or *bonâ fide* Drovers acting for them, travelling in charge of Live Stock:—

- (a) One second class return Drover's pass will be issued for not less than three full trucks belonging to one owner sent at one time, and two return passes for fourteen trucks, or a train load of not less than fourteen trucks, available for return for seven days. Each Owner or Drover travelling on a pass may take two sheep or cattle dogs with him free of charge.
- (b) A return ticket at Holiday Excursion fare will be issued to Owner or Drover in charge of not less than one full truck load, available for return for seven days; Form P159 to be filled in, Goods Train Guarantee Form not required.
- (c) Owner or Drover in charge of less than one full truck will be allowed the privilege of travelling in van of Goods train at second-class fare; Goods Train Guarantee Form to be signed.

In all cases Owners or Drovers who obtain above concessions must travel by the same train as the stock under their care, otherwise they will require to pay ordinary fares.

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 MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—		<i>s. d.</i>
General cargo, n.o.s.	...	3 6 per ton.
Coin and Bullion	...	Same as Outwards.
Jewellery and Silver-plate..	...	3 4 per case.
Britannia Metal	3s. 6d. per ton of 40 cubic feet,	
Electro-plate	minimum 3s. 4d. per case,	
Mixed Metal	case, or package when the	
Plated Goods	value is £5 and upwards.	
Opium	...	3 4 per pkg.
Vehicles, two-wheeled	...	10 0 each.
" four-wheeled	...	13 4 "
Goods in Class AP shall be carried at the rates and conditions applicable to that class, unless otherwise specified.		
TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—		
General cargo, n.o.s.	...	9 6 per ton.

TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER—		<i>s. d.</i>
General cargo, n.o.s.	...	2 10 per ton.

TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN PIER—		
Coal, in full truck loads	...	1 4 "
Artificial manures, in full truck loads	...	1 4 "

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 Melbourne as a minimum.

Outwards Cargoes.

FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—		<i>s. d.</i>
General cargo, n.o.s.	...	3 6 per ton,
Basils and Skins pressed, not exceeding 4 cwt.	...	0 7 per bale.
Basils and Skins pressed, over 4 and not exceeding 8 cwt.	...	1 2 "
Basils and Skins unpressed or exceeding 8 cwt.	...	1 9 "
Coin and Bullion in charge of owners and at their risk—		
Copper Coin	...	1 8 per £25 sterling or part thereof.
Gold Coin	...	1 8 per £1,000 sterling or part thereof.
" Bullion	...	3 4 per 1,000 ozs. or part thereof.
Silver Coin	...	3 4 per £1,000 sterling or part thereof.
" Bullion	...	3 4 per 1,000 ozs. or part thereof.
Drums returned empty	...	0 1 each.
Feathers, n.o.s.	...	1 6 per bale.
" dumped, not exceeding 2 cwt.	...	0 7 "
" undumped	...	0 7 "
" undumped	...	1 2 "
Hemp, in bales not exceeding 4 cwt.	...	1 3 "
Hemp, in bales over 4 cwt. and not exceeding 8 cwt.	...	1 10 "

FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—continued.

		<i>s. d.</i>
Hogsheads or Barrels, empty	...	0 4 each.
Leather, in bales not exceeding 8 cwt.	...	1 6 per bale.
Leather, in bales over 8 and not exceeding 12 cwt.	...	2 1 "
Rags, in bales not exceeding 4 cwt.	...	0 11 "
Rags, in bales over 4 and not exceeding 8 cwt.	...	1 10 "
Ship's Stores	...	2 10 per ton.
Tanks, empty	...	3 4 each.
Vehicles	...	Same as Inwards.

Goods in Class AP from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to that class, unless otherwise specified.

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.	...	2 10 per ton.
Oil and general goods traffic between Williamstown Pier and the British Imperial Oil Co.'s Siding (situated about 300 yards distant from Williamstown Pier)	...	1 6 "

(Note.—See also pages 124, 128, and 132 for rates for meat, skins, leather, and wool.)

RATES TO AND FROM THE PIERS—continued.

Outwards Cargoes—continued.

FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—	s. d.
Coal, n.o.s., including weighing, owners to load and unload ...	2 8 per ton
Coal, for steamers <i>Hygeia</i> and <i>Ozone</i> , including weighing, owners to load and unload ...	1 4 "
Tallow, in truck loads, owners to load ...	2 10 "
FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS—	
General cargo, n.o.s. ...	9 6 "

FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

1. The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum.
2. Goods in Classes 1 and 2 despatched from stations other than Melbourne to Port Melbourne Pier or Williamstown Pier. Subject to Clause 1. when way-billing goods consigned to Port Melbourne Pier or Williamstown Pier, for direct shipment, which are charged for under Class 1 or Class 2, a deduction of 6d. per ton from the tariff rate shall be made and consignments way-billed accordingly.

(Jam and Canned Fruit ex Windsor, Mitcham and Burnley to the Piers for export, see page 123.)

(NOTE.—See also pages 124, 128, and 132 for rates for meat, skins, leather, and wool.)

GENERAL.

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Piers are as under:—

	s. d.
Not exceeding 10 cubic feet or 5 cwt. ...	1 6
Over 10 cubic feet or 5 cwt. and not exceeding 20 cubic feet or 10 cwt. ...	2 0
Over 20 cubic feet or 10 cwt. at the rate of 3s. 6d. per 40 cubic feet or ton.	

2. Cargo landed in mistake from Inward vessels forwarded to Melbourne, and subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys.

Cargo shut out of Outward vessels, and returned to Melbourne 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.

For frozen meat see page 124.

3. Any single package which exceeds 2 tons dead weight, shall be charged 1s. per ton in addition to the freight to cover the extra cost of loading or unloading at Melbourne.

4. All goods shall, except as provided hereunder, be charged according to dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners, viz:—

Cocoa Nuts, stripped or in fibre ...	350 to the ton.
Coir Rope and Fibre ...	10 cwt. to the ton.
Felloes ...	250 to the ton.
Hides, wet. ...	40 to the ton.
India Rubber Cuttings and old rubber ...	10 cwt. to the ton.
Infusorial Earth ...	10 cwt. to the ton.
Leather Waste ...	10 cwt. to the ton if cheaper than 40 cubic feet to the ton.
Rattans ...	10 cwt. to the ton.
Slates ...	13½ cwt. to the ton.
Sugar Pockets, empty (Loose) ...	750 to the ton.
Tiles, roofing ...	13½ cwt. to the ton.
Timber, softwood ...	40 cubic feet to the ton.
,, hardwood ...	30 cubic feet to the ton.

HAULAGE OF GRAIN, FODDER, AND ARTIFICIAL MANURES AT WILLIAMSTOWN PIER.

(a) Agricultural produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 6d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent. for haulage from the sheds to the piers.

(b) Except as provided in clause (a) all agricultural produce discharged into sheds or transferred from one pier to another pier will be hauled from the sheds to the piers, or from one pier to another pier, without charge.

(c) Agricultural produce rejected at the ship's side shall be charged 6d. per ton, subject to a minimum of full carrying capacity of truck less 5 per cent. for haulage from the piers to the shed.

(d) Agricultural produce hauled from one shed to another shed shall be charged 6d. 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. 4d. per ton.

GENERAL—continued.

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. per ton, minimum 8½ tons per 10 or 12 ton truck and 14½ tons per 15-ton truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 6d. per ton, subject to a minimum of 8½ tons per 10 or 12 ton truck and 14½ tons per 15-ton truck.

HAULAGE OF FRUIT AT PORT MELBOURNE AND WILLIAMSTOWN PIERS.

Haulage of Fruit at Port Melbourne Pier.—Fruit from the pier to the old Dumping Shed, or vice versa, shall be charged 6d. per ton. If the fruit be loaded or unloaded by the Department, an additional charge of 6d. per ton shall be made for each service, and when the fruit is tallied by the Department a charge of 3d. per ton shall be made for this service. These rates and conditions are also applicable to fruit between Williamstown Pier and the departmental shed.

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 2s. 6d. for each tarpaulin in addition to the usual charge of 6d. per tarpaulin for the service.

STORAGE CHARGES ON IMPORTS AT MELBOURNE.

Supplementary to General Condition 32, page 19.

Any goods discharged from vessels at the Williamstown and Port Melbourne Railway Piers respectively, and conveyed thence by rail to Melbourne may, at the convenience of the Commissioners, be allowed seven days' free storage at Melbourne beyond the date on which the conveyance to that place of each consignment is completed, and a charge at the rate of 1s. 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. per ton or part thereof per day or part thereof, provided that no charge for storage shall be imposed in respect of Inter State 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.—Twopence per ton per week or part thereof. Minimum charge. 1s.
The charge for other storage sections (about 80 feet in length) shall be £10 each per month.
For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain consignee to find labour, and storage not required, 1d. per ton.

LIST OF PRIVATE SIDINGS.

For special charges in respect of Sidings shown in *italics*, see pages 102 to 116.

Name of Siding.	Supervising Station.	Mileage (for freight purposes) of Siding from Mel- bourne.	Siding Open for—
<i>Abattoirs, City</i>	Melbourne ..	2½	Meat
Adams	Alphington ..	6½	Stone
Albion Stone	Sunshine ..	8½	Stone
Anderson	Bacchus-Marsh ..	31½	Flour mill
Angliss, W. C. & Co.	Bell ..	7½	Bricks
<i>Angliss & Co.</i>	Footscray ..	3	Abattoirs
Angliss & Co.	Newport ..	8½	Stone
Austral Coal	Korumburra ..	72	Coal
Australian Brick and Tesselated Tile Co. ..	Mitcham ..	14½	Brick and Tile works
Australian Forge and Engineering Co. (Gray Bros.)	Williamstown ..	9½	Iron works
<i>Australian Mercantile Land and Finance Co.</i>	South Kensington	2½	Wool, Grain, &c.
Australian Kieselguhr Pty. Ltd. (Douglas)	Talbot ..	107½	Clay storage
<i>Bacchus Marsh Con. Milk Co.</i>	Maffra ..	132½	Milk
Battersea	Seaford ..	24½	Sand
Baxter and Coghlan	Whittlesea ..	27	Timber
<i>Bendigo Brick and Tile Co.</i>	Bendigo ..	102½	Bricks and Tiles
Bendigo Gas Co.	Bendigo ..	102½	Coal traffic
Bendigo Pottery Co. (G. D. Guthrie and Co. Pty. Ltd.)	Bendigo ..	105½	Pottery
Berry	Springhurst ..	160	Firewood
Black	Lilydale ..	26	Stone
<i>Blackburn Co-op. Brick Coy.</i>	Blackburn ..	11½	Bricks
Black Diamond Co. (Hudson)	Korumburra ..	72	Coal
<i>Borthwick and Son</i>	Newport ..	8½	Freezing works
Brosn and Rodgers	Kyabram ..	124	Grain shed
<i>British Imperial Oil Coy.'s Works</i> <i>British Imperial Coy.'s Wharf</i>	Spotswood ..	6½	Oil
Brophy, Foley and Co.	Spotswood ..	7	Oil
Brunton, T. and Co.	Bungaree ..	64	Storage
<i>Burnley Flour Mills Pty.</i>	Arden-street ..	1	Flour mill
Burrows Pty. Ltd.	Burnley ..	3½	Flour mill
Bywater	Barnawartha ..	174	Grain
Caelli	Knowsley ..	83	Firewood
Caudwell Bros.	Nagambie ..	78½	Saw mill
Cave Hill (D. Mitchell)	Mentone ..	15½	Timber
Cheetham's Salt Pty. Ltd.	Lilydale ..	24½	Lime
Coal Creek	South Geelong ..	48½	Salt, &c.
Collins	Korumburra ..	70½	Coal
Commonwealth Quarries Pty.	Walhalla ..	99½	Timber
Cornwall, A.	Sunshine ..	8½	Stone
<i>Country Roads Board</i>	South Brunswick ..	4½	Pottery
<i>Cowley (Eureka)</i>	Langi Logan ..	136	Stone
<i>Cowra Packing Co.</i>	Ballarat East ..	74½	Foundry
Cuming Smith (Brittania)	Clunes ..	96½	Saw mill
Curdie's River Lime Co.	Yarra Junction ..	44	Timber
<i>Dalgely and Co.</i>	Cobden ..	146½	Lime
<i>Dalgely and Co.</i>	Newmarket ..	2½	Wool and Grain
<i>Dandenong Shire Council Quarry</i>	Geelong ..	45½	Wool and Grain
<i>Denny, Lascelles Ltd.</i>	Upper Fern Tree Gully ..	23½	Stone
<i>Dimboola Flour Mill</i>	Geelong ..	45	Wool, Grain, &c.
Dixon Bros. (Blowhard)	Dimboola ..	224½	Flour mill
Ebeling	(T.S.M.) Waubra ..	86	Chaff
Ekberg and Knox	West Footscray ..	4½	Stone
<i>Electric Supply Co.</i>	Leongatha ..	80½	Stone
	Bendigo ..	101½	Firewood

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage (for freight purposes) of Siding from Melbourne.	Siding Open for—
<i>Eureka Terra Cotta and Tile Co.</i>	Ballarat	74½	Tiles
<i>Federal Manure</i>	Sunshine	10	Explosives and Manures
Forestry Department	Newport	6½	Timber seasoning
Forsyth's	Carrum	22½	Sand
<i>Fruit Growers'</i>	Bendigo	100½	Fruit
Futcher's	Stratford	148½	Chaff mill
<i>Geelong Freezing Works (W. R. Fletcher Ltd.)</i>	Geelong	..	Abattoirs
Geelong Gas Co.	Geelong	43½	Coal
<i>Geelong Grammar School</i>	Corio	39½	Building material
<i>Geelong Harbor Trust</i>	North Geelong	..	Freezing works
Gibbs, Sell and Co.	Mitcham	14	Fruit store
<i>Gippsland Co-operative Bacon Curing Co.</i>	Dandenong	19½	Bacon curing
<i>Gippsland and Northern Selling Co.</i>	Dandenong	19½	Butter factory
Glen	Kyneton	56½	Chaff
Glen Iris Brick and Tile Co. (Thornbury)	Northcote	6½	Bricks and Tiles
<i>Goodman, C. J.</i>	Bairnsdale	172½	Nursery
<i>Goulburn Valley Industries Co., Ltd.</i>	Shepparton	112½	Meat
<i>Gray Bros.</i>	Newport	7½	Foundry
Great Morwell Brown Coal Pit	Morwell	90	Brown coal
Greenfields	Dunnstown	67½	Chaff
<i>Hamilton (Boys)</i>	Leongatha (T.S.M)	98½	Timber
Hammond	Murchison East	96½	Firewood
Hanson (Caelli's)	Benalla	119½	Firewood
Hargreaves	Beaconsfield	30½	Sand
Hasell	Newport	7½	Store
<i>Haughton's</i>	Macaulay	2	Wool
Hays (Albion Quarrying Co.)	Newport	9	Stone
Head and Green	Benalla	131½	Firewood
<i>Heathcote Chemical Co.</i>	Macaulay	2	Minerals
<i>Heron's Quarry</i>	Up. F.T. Gully	23½	Stone
Hitt's	ellibrand	109	Timber outwards
Hoffman and Co.	South Brunswick	4½	Bricks
Holden	Wallace	61	Chaff
Holdenson and Nielson	Warragul	62½	Butter
Horsham Borough	Horsham	203½	Stone
<i>Huddart, Parker Ltd.</i>	Geelong	45	Coal yard
<i>Ingham (V. Deane)</i>	Knowsley	88½	Firewood
Irymple Packing Co.	Irymple	347½	Fruit
Jefferson	Bunyip	47½	Wood and Bricks
Jumbunna Coal Co.	Jumbunna	75½	Coal
Karkarook Shire (Goyura)	Hopetoun	249	Limestone and Gravel
Kelvin	Seaford	24½	Sand
Kickham and Co.	Echuca	145½	Flour mill
Kimpton and Son	Kensington	2½	Flour mill
Kincaid	Beech Forest (G. in C.)	130½	Timber
<i>Knott, G. W.</i>	Walhalla	101	Timber
<i>Kynoch Ltd.</i>	West Footscray	4½	Explosives
Lamrock (Doane and Runge)	Shepparton	124½	Stone
<i>Langi Logan South Gold Mines Coy.</i>	Langi Logan	139	Gold Mine
Lennon, H.	Spotswood	5½	Implements
<i>Lysaght Galvanized Iron Co.</i>	Melbourne	..	Iron stores
Macknott	Crowes	135½	Timber
<i>Maffioni's</i>	Bealiba	141½	Firewood
Maffra Beet Sugar	Maffra	132½	Sugar beet
Malcolm and Co.	St. Arnaud	158½	Flour mill
<i>Martin's</i>	Tocumwal	..	Timber, &c.
Maryborough Gas Co.	Maryborough	112½	Gas works
<i>Maxwell, J. R.</i>	Kerang	179½	Grain

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage (for freight purposes) of Siding from Mel- bourne.	Siding Open for—
Melbourne City Council ..	Melbourne ..	..	City market
Melbourne City Council ..	Arden-street ..	1	Coal, ex ship
Melbourne Glass Bottle Works ..	Spotswood ..	5½	Glass works
Melville (J. Connelly) ..	Moreland ..	..	Grain stores
Metropolitan Board of Works ..	Spotswood ..	5½	Coal
Metropolitan Gas Co. ..	Melbourne ..	..	Gasworks
Mildura Co-operative Fruit Co. Ltd.	Merbein ..	368½	Fruit
	Irymple ..	347½	Fruit
Minifie and Co. ..	South Kensington ..	2½	Flour mill
Mitcham Roofing Tile Works ..	Mitcham ..	14½	Tiles
Mitchell's ..	Anderson ..	79½	Coal
Mont Park Asylum ..	Macleod ..	12½	Building material, &c.
Mooroopna Case Co. Tramway Site	Mooroopna ..	110	Cases
Morrish Bros. ..	Kingston ..	92½	Chaff mill
Munro (Willis Bros.) ..	Newport ..	9½	Stone
Murray River Sawmilling Co. ..	Echuca ..	145	Saw mill
McDougall (Australian Paper Mills Co.)	Broadford ..	48	Paper mill
McFarlane's Tramway ..	Bell ..	7½	Timber
McGennan, P. J. ..	Warrnambool ..	166	Butter boxes
McIvor ..	Tooborac ..	63½	Firewood
McKay, H. V. ..	Sunshine ..	7½	Machinery
McKenzie and Holland ..	Newport ..	7½	Interlocking works
McLennan and Co. ..	Mooroopna ..	110	Grain store
McNamara and Co. ..	Yarrawonga ..	161½	Flour mill
Nash ..	Lethbridge ..	62½	Stone
Naval Base ..	Crib Point ..	45½	Naval works
New Langi Logan ..	Ararat ..	137½	Gold mine
Naval Ordinance Store ..	Williamstown ..	9½	Store
Nestle and Anglo-Swiss Condensed Milk Co. (Dennington) ..	Warrnambool ..	169	Condensed milk
New Zealand Loan ..	South Kensington ..	2½	Wool, Grain, &c.
New Zealand Loan (Minifie) ..	Maryborough ..	112	Flour mill
Nobelius ..	Gambrook T.S.M. ..	33½	Nursery
Northcote Brick Co. ..	Northcote ..	6	Brick works
Noske ..	Horsham ..	203½	Flour mill
Noske ..	Natimuk ..	218½	Flour mill
Noske ..	Nhill ..	248½	Flour mill
O'Day ..	Bungaree ..	63½	Produce
Onians, R. and A. ..	Berrybank ..	94½	Chaff
Outtrim Howitt Co. ..	Kileunda ..	78½	Coal
Outtrim Howitt Co. (2) ..	Outtrim ..	75½	Coal
Panelli, L. and Co. ..	Goorambat ..	131½	Flour mill
Parkinson ..	Victoria Park ..	3½	Flour mill
Pearce Bros. ..	Bacchus Marsh ..	32	Chaff
Pearce, W. (Woori Yallock) ..	Wandin ..	38½	Timber
Pender ..	Moreland ..	5½	Nail works
Permewan, Wright and Co. ..	Horsham ..	203½	General goods
File ..	Becoh Forest ..	130½	Timber
Port Phillip Sea Pilots ..	Queenscliff ..	67½	Coal for Pilot boats
Portland Freezing Works ..	Portland ..	249½	Abattoirs
Powlett North Woolamai ..	Dalyston ..	86½	Coal
Prahan City Council ..	Newport ..	9½	Stone
Richardson ..	Nathalia ..	148	Flour mill
Robertson, E. C. and Co. ..	Werribee ..	19	Chaff
Robinson and Co. ..	Spotswood ..	5½	Machinery
Rubicon Tramway Co. ..	Alexandra ..	102	Timber
Russell (Willis Bros.) ..	Newport ..	8	Stone
Selkirk ..	Ballarat ..	75	Bricks
Sellick and Co. ..	Numurkah ..	134	Flour mill
Shell Transport and T. Co. ..	Williamstown ..	9½	Oil depôt
Shell Transport and T. Co. ..	Bendigo ..	101½	Oil depôt

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage (for freight purposes) of Siding from Mel- bourne.	Siding Open for—
Sheehan Bros. (Richardson) ..	Birchip ..	215	Flour mill
Shepparton Fruit Preserving Co. . .	Shepparton ..	113½	Fruit Preserving
Silver Lake Flour Milling Co. . .	Sale ..	130½	Flour mill
Sloan ..	Bridgewater ..	126½	Grain
Southern Cross ..	Cobden ..	146½	Lime
State Rivers and W.S. Commission	Patho ..	168	Materials
State Rivers and W.S. Commission	Carisbrook ..	106½	Materials
Stawell Pressed Brick ..	Stawell ..	150	Brick works
Stewart and Co. ..	Newlyn ..	90½	Chaff
Stone and Siddley ..	South Geelong ..	49½	Lime
Strezlecki Line Dead End Siding ..	Korumburra ..	71½	Produce
Taylor ..	Footscray ..	3½	Granite works
Thomas ..	Beulah ..	239	Flour mill
Thomas ..	Minyip ..	198½	Flour mill
Thomas ..	Murtoa ..	185½	Flour mill
Thomas ..	Newport ..	7	Flour mill
Thomas ..	Rainbow ..	266½	Flour mill
Thomas ..	Warracknabeal ..	216½	Flour mill
Thompson and Co. ..	Castlemaine ..	78½	Machinery
Tomlins, Simmie, and Co. ..	Bendigo ..	101½	Flour Mill
Trafalgar Butter Co. ..	Trafalgar ..	75	Butter factory
Tyner Bros. ..	Allendale ..	90½	Chaff
Victoria Ammonia Co. ..	Spotswood ..	5½	Chemical Works
Victorian Butter Factories Co. ..	Melbourne ..	..	Dairy Produce
Victorian Hardwood Milling and S. Co. Pty. Ltd. ..	Yarra Junction ..	43½	Timber
Victorian Stevedoring Co. ..	Melbourne ..	..	Storage
Ward, H. S. K. (2) (Barrie) ..	Melton ..	23½	Chaff
Ward, H. S. K. (Barrie) ..	Rockbank ..	18½	Chaff
Wardle and Son ..	Ballarat ..	74½	Timber
Warrenhoip Distillery (Brind's Pty. Ltd.) ..	Dunstons ..	67½	Distillery
Warrnambool Woolen Mills ..	Warrnambool ..	166½	Coal, Wool, &c.
Water and Kerang Flour Mills ..	Bridgewater ..	126½	Flour mill
Wedderburn Co-op. Flour Mill Coy. Pty. Ltd. ..	Donald ..	182½	Flour Mill
Wedge's ..	Frankston ..	28	Sand
Western District Factories Co-op. Co. Ltd. . .	Warrnambool ..	166½	Butter-box factory
Williams' Quarry ..	Newport ..	9½	Stone
Wilson ..	Berwick ..	27½	Stone
Wimmera Flour Milling Co. ..	Rupanyup ..	185	Flour mill and Grain
Wimmera Flour Milling Co. ..	Stawell ..	151½	Flour mill
Wimmera Inland Freezing Co. Ltd. ..	Murtoa ..	185½	Freezing works
Wise Bros. ..	Toomwal ..	156½	Flour mill
Woolamai Quarrying Co. ..	Anderson ..	75½	Stone
Youngusband, Row and Co. ..	Kensington ..	2½	Wool, Grain, &c.

LIST OF NON-RAILWAY TOWNS, SHOWING THE NAMES
OF THE RAILWAY STATIONS TO WHICH GOODS
SHOULD BE CONSIGNED.

(See pages 185 to 195 for Alphabetical List of Railway Stations.)

The following information has been collected from different districts, and is tabulated here for general information, but the Commissioners do not accept any responsibility for its accuracy. (Subject to alteration as the lines extend.)

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Acheron ...	Alexandra ...	Broughton ...	Nhill ...
Airey's Inlet ...	Geelong ...	Brown's Plains ...	Chiltern ...
Allan's Flat ...	Yackandandah ...	Buchan ...	Nowa Nowa ...
Amherst ...	Talbot ...	Buckland ...	Porepunkah ...
Anglesea ...	Geelong ...	Buckland Lower ...	"
Angustown ...	Nagambie ...	Bulla ...	Broadmeadows ...
Apollo Bay ...	Forrest ...	Bullumwaal ...	Bairnsdale ...
Apsley ...	Goroke ...	Bundalong ...	Yarrawonga ...
Ardmona ...	Mooroopna ...	Bundalong South ...	"
Ardno ...	Casterton ...	Bungeluke ...	Wycheproof ...
Areogra ...	Sheep Hills ...	Bungeluke North ...	"
Avon Plains ...	St. Arnaud ...	Burke's Flat ...	Bealiba ...
		Burramine East ...	Yarrawonga ...
		Burramine South ...	"
		Burrowys ...	Wodonga ...
		Bushfield ...	Warrnambool ...
		Ruxton ...	Alexandra ...
		Byaduk ...	Hamilton ...
Ballieston ...	Rushworth ...	Calivil ...	Mitiamo ...
Ballangeich ...	Mortlake ...	Callawadda South ...	Stawell ...
Ballapur ...	Birchip ...	Campbell's Bridge ...	"
Balmoral ...	Hamilton ...	Campbelltown ...	Newstead ...
Balnarring ...	Bittern ...	Cape Bridgewater ...	Portland ...
Banyenong ...	Donald ...	Cape Clear ...	Berringa ...
Baringhup ...	Maldon ...	Caralulup ...	Talbot ...
Baringhup East ...	"	Caramut ...	Penshurst ...
Barmah ...	Picola ...	Carnham ...	Smythesdale ...
Barnedown ...	Goornong ...	Carron ...	Donald ...
Barry's Reef ...	Trentham ...	Catunna ...	Boort ...
Barwon Heads ...	Geelong ...	Cheshunt ...	Whitfield ...
Batesford ...	Moorabool ...	Chetwynd ...	Casterton ...
Beaconsfield Upper ...	Beaconsfield ...	Chirrup ...	Charlton ...
Beazley's Bridge ...	St. Arnaud ...	Christmas Hills ...	Yarra Glen ...
Beenak ...	Launching Place ...	Christmas Town ...	Chiltern ...
Beellen ...	Stawell ...	Clear Lake ...	Noradjuha ...
Bellarine ...	Drysdale ...	Clementston ...	Allendale ...
Bengworden ...	Stratford ...	Clifton Springs ...	Drysdale ...
Bathanga Lower ...	Ebden ...	Codrington ...	Port Fairy ...
Black Flat ...	Oakleigh ...	Coimada ...	Melton ...
Bleak House ...	Nhill ...	Coomoora ...	Daylesford ...
Boolite ...	Sheep Hills ...	Coonoer Bridge ...	St. Arnaud ...
Boorhaman ...	Wangaratta ...	Coonoer West ...	"
Booroopki ...	Goroke ...	Cooper's Creek ...	Platina ...
Boosey ...	Katamatite ...	Corack ...	Donald ...
Bowenvale ...	Maryborough ...	Corack East ...	Wycheproof ...
Bowys ...	St. James ...	Corindhap ...	Rokewood ...
Boyo ...	Nhill ...	Corop ...	Elmore ...
Brentwood ...	Warracknabeal ...	Corop West ...	"
Brimbal ...	Casterton ...		
Bringalbert North ...	Goroke ...		
Bromley ...	Dunolly ...		
Brooklet ...	Minyip ...		
Brookside ...	Porepunkah ...		

LIST OF NON-RAILWAY TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Kingower...	Inglewood ...	Mt. Elgin...	Nhill ...
Knockwood ...	Mansfield ...	Mt. Jelicott ...	Donald ...
Kolora ...	Terang ...	Mt. Jelicott North...	" ...
Korweinguboora ...	Daylesford ...	Mt. Martha ...	Mornington ...
Kotupna ...	Nathalia ...	Mt. Mercer ...	Buninong ...
Krambruk (Apollo Bay)	Forrest ...	Moyston ...	Ararat ...
		Mudgegonga ...	Myrtleford ...
		Muskerry East ...	Goornong ...
		Muskerry West ...	" ...
		Musk Vale ...	Daylesford ...
		Myrniong ...	Bacchus Marsh ...
Laanecoorie ...	Tarnagulla ...		
Laen ...	Donald ...		
Laen North ...	" ...	Napoleons ...	Ballarat ...
Lake Bolac ...	Westmere ...	Narbethong ...	Healesville ...
Lake Mundi ...	Casterton ...	Nareen ...	Coleraine ...
Lake Rowan ...	St. James ...	Narraport ...	Birchip ...
Lamplough ...	Avoca ...	Narrarong ...	Portland ...
Langville ...	Kerang ...	Narrung ...	Piangil ...
Lauriston...	Redesdale Jn. ...	Neereman ...	Maldon ...
Lawloit ...	Nhill ...	Neilborough North	Raywood ...
Leaghur ...	Boort ...	Newbridge ...	Tarnagulla ...
Lemon Springs,	Goroke ...	Newbury ...	Trentham ...
Lexton ...	Wanbra ...	Newham ...	Woodend ...
Lockwood ...	Bendigo ...	Newhaven ...	Stony Point ...
Logan ...	Emu ...	Newry ...	Tinamba ...
Longford ...	Sale ...	Nicholson ...	Bairnsdale ...
Longwood East ...	Longwood ...	Ninyennook ...	Glenloth ...
Lorne ...	Dean Marsh ...	Nirranda ...	Allansford ...
Lower Plenty ...	Heidelberg ...	North Prentice ...	Rutherglen ...
Lower Bethanga ...	Wodonga ...	Notting Hill ...	Oakleigh ...
Macarthur ...	Hamilton ...	Oaklands Junction...	Broadmeadows...
Macclesfield ...	Emerald ...	Ocean Grove ...	Drysdale ...
Macedon Upper ...	Macedon ...	Omeo ...	Bruthen ...
Madowla Park ...	Picola ...	Orford ...	Port Fairy ...
Mailor's Flat ...	Warrnambool ...	Osborne's Flat ...	Yackandandah ...
Majorca ...	Maryborough ...		
Marysville ...	Healesville ...	Pannocobawm ...	Rochester ...
Mathieson's (Moorra)	Erwen ...	Pannoomilloo ...	" ...
Maunder ...	Bannockburn ...	Pantom Hill ...	Hurstbridge ...
McIntyre ...	Dunolly ...	Parkside ...	Hamilton ...
Mesrliu ...	Stratford ...	Peechelba Town ...	Wangaratta ...
Mia Mia ...	Redesdale ...	Percydale...	Avoca ...
Mickleham ...	Broadmeadows...	Perry Bridge ...	Stratford ...
Millawa ...	Wangaratta ...	Peterborough ...	Timboon ...
Miners' Rest ...	Ballarat ...	Pine Grove ...	Mitiamo ...
Minmind ...	Boort ...	Pine Grove East ...	Rochester ...
Mitchell's Hill ...	Marnoo ...	Pitfield Plains ...	Illabarook ...
Mitta Mitta ...	Tallangatta ...	Point Lonsdale ...	Queenscliff ...
Moliagul ...	Dunolly ...	Pomonal ...	Stawell ...
Mologa (Central) ...	Pyramid ...	Poolajelo ...	Casterton ...
Montrose ...	Croydon ...	Poowong ...	Nyora ...
Moonambel ...	Avoca ...	Portarlinton ...	Drysdale ...
Moorkoyle ...	Creswick ...	Port Campbell ...	Timboon ...
Morea ...	Goroke ...	Powelltown ...	Yarra Junction...
Mt. Alfred ...	Wodonga ...	Powlett Hill ...	Newstead ...
Mt. Blackwood ...	Trentham ...	Princetown ...	Timboon ...
Mt. Duneed ...	Geelong ...	Purnim ...	Warrnambool ...
Mt. Egerton ...	Gordon ...		

LIST OF NON-RAILWAY TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Queensferry ...	Almurta ...	Thalia ...	Wycheproof ...
Queenstown (St. Andrew)	Hurstbridge ...	Thoona ...	Devenish ...
Redbank ...	Avoca ...	Thornton ...	Alexandra ...
Redcastle ...	Heathcote ...	Thornton Upper ...	" ...
Reedy Creek ...	Broadford ...	Timor West ...	Maryborough ...
Research ...	Eltham ...	Tintaldra ...	Wodonga ...
Rheola ...	Inglewood ...	Tittybong ...	Laibert ...
Rhyll (Phillip Island)	Stony Point ...	Tongio ...	Bruthen ...
Rochford ...	Lancefield ...	Tooleen ...	Heathcote ...
Rodborough ...	Maryborough ...	Toolern Vale ...	Melton ...
Rokewood Junction	Illabarook ...	Tooleybuc ...	Piangil ...
Runnymede ...	Colbinabbin ...	Torquay ...	Geelong ...
Salisbury West ...	Inglewood ...	Towaninnie ...	Wycheproof ...
Sandon ...	Newstead ...	Traynor's Lagoon ...	St. Arnaud ...
San Remo ...	Anderson ...	Tullamarine ...	Broadmeadows ...
Sarsfield ...	Bairnsdale ...	Tyagak ...	Broadford ...
Sassafras ...	Bayswater ...	Tyntynder ...	Swan Hill ...
Scorsby ...	Oakleigh ...	Tyrendarra ...	Portland ...
Serpentine Creek ...	Inglewood ...	Vaughan ...	Castlemaine ...
Shelbourne East ...	Bendigo ...	Wakool Crossing	Swan Hill ...
Shelford ...	Bannockburn ...	(N.S.W.)	
Shepherd's Flat ...	Daylesford ...	Wallaloo ...	Marnoo ...
Shoreham ...	Bittern ...	Wallington ...	Geelong ...
Slaty Creek ...	St. Arnaud ...	Walwa ...	Wodonga ...
Smeaton ...	Allendale ...	Wandiligong ...	Bright ...
Sorrento ...	Mornington ...	Wangoom ...	Warrnambool ...
Spring Bank ...	Ballarat ...	Wanurp ...	Mitiamo ...
Spring Creek ...	Daylesford ...	Warrandyte ...	Ringwood ...
Spring Mount ...	Creswick ...	Wauru Ponds ...	Geelong ...
Staffordshire Reef ...	Newtown ...	Wee-wee-rup ...	Kerang ...
Stanley ...	Beechworth ...	Wharparilla North	Echuca ...
St. Andrew's (Queenstown)	Hurstbridge ...	Wheeler's Hill ...	Oakleigh ...
Steiglitz ...	Meredith ...	Willenabrina ...	Warracknabeal ...
St. Fillian's ...	Healesville ...	Willenabrina North	" ...
Stony Crossing (N.S.W.)	Swan Hill ...	Willow Grove ...	Moe ...
Stradbrook ...	Sale ...	Wilson's ...	Benalla ...
Strathdownie ...	Casterton ...	Winslow ...	Woolsthorpe ...
Streatham ...	Westmere ...	Witchipool ...	Litchfield ...
Stuart Mill ...	St. Arnaud ...	Woodford ...	Warrnambool ...
Swan Reach ...	Bumberrah ...	Woodside ...	Alberton ...
Swift's Creek ...	Bruthen ...	Wood's Point ...	Mansfield ...
Taggerty ...	Alexandra ...	Woodstock (Loddon)	Tarnagulla ...
Talgarno ...	Ebden ...	Woodstock West ...	Shelbourne ...
Tallandoon ...	Tallangatta ...	Wood Wood ...	Miralie ...
Tambo Crossing ...	Bruthen ...	Woorndoo ...	Mortlake ...
Tangil ...	Moe ...	Woorndoo Upper ...	" ...
Tarcombe ...	Longwood ...	Wooroonooke ...	Charlton ...
Tarrayoukyan ...	Coleraine ...	Yambuk ...	Port Fairy ...
Teesdale ...	Bannockburn ...	Yandoit ...	Newstead ...
Templestowe ...	Heidelberg ...	Yannathan ...	Koo-wee-rup ...
Ten-mile ...	Mansfield ...	Yapeen ...	Guildford ...
Terrick Terrick East	Echuca ...	Yarram ...	Alberton ...
		Yarrowalla ...	Pyramid ...
		Yawong ...	St. Arnaud ...
		Yellangip East and North	Warracknabeal ...

COPIES OF FORMS USED IN CONNEXION WITH THE CARRIAGE OF GOODS, LIVE STOCK, ETC.

T.N. VICTORIAN RAILWAYS.
G.F. I.

CONSIGNMENT NOTE.

Date of Receipt
Time of Receipt
Checker's Initials
Date Loaded
Loader's Initials

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of certain classes and descriptions of goods—one the Commissioners' Risk Rate, when they take the ordinary liability of a carrier; the other a lower rate termed the Owners' Risk Rate, which is charged if the Consignor relieves them of all liability from loss, detention, injury, delay, or damage, except upon proof that such arose from the wilful misconduct or wilful negligence of the Commissioners. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners, but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the articles expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

To the VICTORIAN RAILWAYS COMMISSIONERS. Station. 19

Please Receive and Forward the undermentioned Goods to M at Railway Station, subject to the provisions of the Railways Acts and the By-Laws, Regulations, and Conditions published by the Commissioners, and to the terms and conditions of the consignment note. So far as regards those opposite which in the column headed "At whose risk" I have so indicated I require the Goods to be carried at the Commissioners' risk rate. As regards such of the Goods to which the two rates above referred to apply, and in respect of which I have not so directed, I require them to be carried at the Owners' Risk Rate, in consideration whereof I undertake to relieve the Commissioners from all liability in the case of loss, detention, injury, delay, or damage, except upon proof that such loss, detention, injury, delay, or damage arose through the wilful misconduct or wilful negligence of the Commissioners.

TRAFFIC TO OR FROM UNATTENDED STATIONS, PLATFORMS, OR SIDINGS, OR STATIONS IN CHARGE OF CARETAKERS.

Inwards Traffic.—If the goods be consigned to an unattended station, platform, siding, or station in charge of a caretaker, 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, even when the goods are carried at the Commissioners' Risk Rate.

Outwards Traffic.—It is hereby expressly agreed that the Commissioners will not without negligence on their part be responsible for the quantity or condition of goods loaded at unattended stations, platforms or sidings, or at stations in charge of caretakers.

..... Signature of Consignor or Agent Address of Consignor

Truck Number.	No of Packages.	Description of Goods.	Marks and Noe.	Weight.				Declared Value.			At Whose Risk.
				Tons.	cwt.	qrs.	lbs.	£	s	d.	

Freight payable by
Loaded by Consignor.
..... Signature of Railway Employee receiving Goods.
Commissioners.

How Weight ascertained. X
* To be filled in when the increased Rate shown in General Condition No. 2 of the Goods Rates Book is paid.

[PINK FORM.]

T.N.
G.F.Z.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE.

Date of Receipt.....
Time of Receipt.....
Checker's Initials.....
Date Loaded.....
Loader's Initials.....
Waybill No.

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of certain classes and descriptions of goods—one the Commissioners' Risk Rate, when they take the ordinary liability of a carrier; the other a lower rate termed the Owners' Risk Rate, which is charged if the consignor relieves them of all liability from loss, detention, injury, delay, or damage, except upon proof that such arose from the wilful misconduct or wilful negligence of the Commissioners. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners, but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the articles expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

To the VICTORIAN RAILWAYS COMMISSIONERS. Station 19

Please Receive and Forward the undermentioned Goods to M at Railway Station, subject to the provisions of the Railways Acts and the By-laws, Regulations, and Conditions published by the Commissioners, and to the terms and conditions of the consignment note. So far as regards those opposite which in the column headed "At whose risk" I have so indicated, I require the Goods to be carried at the Commissioners' risk. As regards such of the Goods to which the two rates above referred to apply and in respect of which I have not so directed I require them to be carried at the Owners' Risk Rate, in consideration whereof I undertake to relieve the Commissioners from all liability in the case of loss, detention, injury, delay or damage, except upon proof that such loss, detention, injury, delay or damage arose through the wilful misconduct or wilful negligence of the Commissioners.

TRAFFIC TO OR FROM UNATTENDED STATIONS, PLATFORMS, OR SIDINGS, OR STATIONS IN CHARGE OF CARETAKERS.

Inwards Traffic.—If the goods be consigned to an unattended station, platform, siding, or station in charge of a caretaker, 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, even when the goods are carried at the Commissioners' Risk Rate.

Outwards Traffic.—It is hereby expressly agreed that the Commissioners will not without negligence on their part be responsible for the quantity or condition of goods loaded at unattended stations, platforms, or sidings, or at stations in charge of caretakers.

.....Signature of Consignor or Agent.Address of Consignor.

Truck Number.	No. of Packages.	Description of Goods.	Marks and Nos.	Weight.				Declared Value.			At Whose Risk.	
				Tons.	cwt.	qrs.	lbs.	£	s.	d.		

This form is to be forwarded to the Waybilling Station, and is to be used by Caretakers when forwarding Goods or Parcels

- (a) To the Supervising Station or to a Caretaker or No-one-in-Charge Station under the same supervision, and
- (b) To the Waybilling Station when such station is not also the Supervising Station, or to a Caretaker or No-one-in-Charge Station which is under the supervision of such Waybilling Station.

Freight payable by.....

Consignor.

Loaded bySignature of Railway Employee receiving Goods.
Commissioners.

How Weight ascertained

* To be filled in when the increased Rate shown in General Condition No. 2 of the Goods Rates Book is paid.

T.N.
G.F. 3.

VICTORIAN  RAILWAYS.

Date of Receipt
Time of Receipt
Checker's Initials
Date Loaded
Loader's Initials
Waybill Number

CONSIGNMENT NOTE.

The Victorian Railways Commissioners hereby give notice that they have Two Rates, for the carriage of certain classes and descriptions of goods—one the Commissioners' Risk Rate, when they take the ordinary liability of a carrier; the other a lower rate termed the Owners' Risk Rate, which is charged if the Consignor relieves them of all liability from loss, detention, injury, delay, or damages except upon proof that such arose from the wilful misconduct or wilful negligence of the Commissioners. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners, but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the articles expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

..... Station.....19.....

To the VICTORIAN RAILWAYS COMMISSIONERS.

Please Receive and Forward the undermentioned goods to M..... at Railway Station, subject to the provisions of the Railways Acts and the By-laws, Regulations, and Conditions published by the Commissioners, and to the terms and conditions of the consignment note. So far as regards those opposite which in the column headed "At whose risk" I have so indicated, I require the goods to be carried at the Commissioners' risk. As regards such of the goods to which the two rates above referred to apply and in respect of which I have not so directed I require them to be carried at the Owners' Risk Rate, in consideration whereof I undertake to relieve the Commissioners from all liability in the case of loss, detention, injury, delay, or damage, except upon proof that such loss, detention, injury, delay, or damage arose through the wilful misconduct or wilful negligence of the Commissioners.

TRAFFIC TO OR FROM UNATTENDED STATIONS, PLATFORMS, OR SIDINGS, OR STATIONS IN CHARGE OF CARETAKERS.

Inwards Traffic.—If the goods be consigned to an unattended station, platform, siding, or station in charge of a caretaker, 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, even when the goods are carried at the Commissioners' Risk Rate.
Outwards Traffic.—It is hereby expressly agreed that the Commissioners will not without negligence on their part be responsible for the quantity or condition of goods loaded at unattended stations, platforms, or sidings, or at stations in charge of caretakers.

.....Signature of Consignor or Agent.
..... Address of Consignor.

Truck Number.	No. of Packages.	Description of Goods.	Marks and Nos.	Weight.				Declared Value.			At Whose Risk.	
				Tons.	cwt.	qrs.	lbs.	£	s.	d.		

This form is to be sent with the goods to the Destination Station.
Freight payable by.....
Loaded bySignature of Railway Employee receiving Goods.
Commissioners.
How Weight ascertained
* To be filled in when the increased Rate shown in General Condition No. 2 of the Goods Rates Book is paid.

T.N.
G.F. 5.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GUNPOWDER AND OTHER DANGEROUS AND
EXPLOSIVE COMPOUNDS.

Station, 19

The Victorian Railways Commissioners are hereby requested to receive the goods under-mentioned, and to carry them to Railway Station, subject to the provisions of the Railways Acts and the By-Laws published by the Commissioners.

† Signature—
Address—

* o. o.		Name of Compound	Name and Address of Consignor.	Name and Address of Consignee.	Description of Package.	Number of Packages.	Marks.	Weight.				Charges paid on.		
Truck.	Invoice.							T.	c.	q.	lb.	£	s.	d.

* These columns will be filled in by Employees of the Commissioners.
† Persons bringing goods to the Railway Station.

Signature—
.....
RAILWAY EMPLOYEE.

NOTE.—See back for conditions of carriage.

G.F.104.

VICTORIAN RAILWAYS.

DECLARATION FOR OLD MACHINERY.

I, _____, of _____, in the State of Victoria (*), do solemnly and sincerely declare—
That the undermentioned (†) _____ has been in use for
period of not less than three years, viz.:—

* Insert business, old mining machinery, old machinery not mining, or old boiler, as the case may be.

† Detail the machinery, particulars of which must correspond with the consignment note in every respect.

And I make this solemn declaration conscientiously believing the foregoing particulars to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at _____ in the State of Victoria, this _____ day of _____
One thousand nine _____
hundred and _____
Before me—

Justice of the Peace.

VICTORIAN RAILWAYS.

DECLARATION IN CONNEXION WITH THE CONVEYANCE OF
MOTOR VEHICLES OVER THE VICTORIAN RAILWAYS.

I, _____, of _____, in the State
WE, _____, of Victoria (†) declare in respect of the motor
*vehicle hereby described
† Insert business. of Victoria (†)
*Strike out the singular or plural, as the case may be. vehicles hereby described

- (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.

[SEE BACK]

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.

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 Waybill.)

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

19 .

Certificate for Outward Journey.

19

I hereby certify that the above-mentioned Horse is this day consigned for the above purpose from

Name and Address of Consignee } Station.

Sex & Colour of Animal.	Brands any).

Signed—
Address—
Owner or Owner's Agent.

No. of Waybill—
No. of Truck—
or
Horse Box—

(To be inserted by Stationmaster.)

This Duplicate of the Outward Journey Certificate to be signed by the Owner or Owner's Agent.

I hereby certify that the under-mentioned Horse is this day consigned for the above purpose from

Station to
Name and Address of Consignee } Station

Sex and Colour of Animal.	Brands (if any).
---------------------------	------------------

Signed—
Address—
Owner or Owner's Agent.

Certificate for Return Journey.

I, the Consignee named above, hereby certify that the said Horse, having been at my stables for the purpose stated, is this day returned to the above-named Consignor at Station.

Date— 19

Signed—
Address—

No. of Waybill—
No. of Truck—
or
Horse Box—

(To be inserted by Stationmaster.)

T.N.
G.F.18.

VICTORIAN RAILWAYS. No.

LIVE STOCK CONSIGNMENT NOTE.

From..... To.....
 Train..... Date.....
 Consignor..... Consignee.....

Trucks Nos. {

Trucks.	NUMBER OF—					Rate.	TONNAGE.		Paid on.	Paid.	To Pay.	Corrected Debit.	Under-charge.	Over-charge.
	Calves.	Cattle.	Horses.	Pigs.	Sheep.		Tons.	Cwt.						

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.

LIST OF STATIONS AND UNATTENDED SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS AND GOODS' RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS.

Goods not fully addressed must be marked 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.

The Commissioners will not, without negligence, on their part, be responsible for the quantity or condition of goods loaded or unloaded by the Consignor or Consignee at Private Sidings, Unattended Stations or Sidings, or Stations or Sidings in charge of Caretakers, nor for the quantity or condition of goods forwarded to such places after the goods are placed upon, or left at such places even when the goods are carried at the Commissioners' risk, and the loading and unloading of all goods at such places (which are shown in *Italics*) must be performed by or at the cost of the Consignor or Consignee, as the case may be. The charges on all goods consigned to such places must, unless otherwise provided, be prepaid, and all consignments despatched from such places shall be forwarded freight "To Pay."

References—
 (a) Stations marked thus (a) are open for goods in truck loads only (minimum 2 tons) at owner's risk, and have no sided accommodation.
 (b) Stations marked thus (b) have no siding accommodation. No consignment weighing more than 10 cwt. is to be accepted for these stations.
 L.G.—Stations marked thus (L.G.) are open for light goods not requiring crane power. No package sent to such stations must exceed 5 cwt. in weight unless the approved guarantee (see General Condition 26, pages 15 and 162) is lodged with the consignment note.
 G.—Stations marked thus (G) are open for goods of all descriptions.

References	Mark	Stations	Miles	M.		A.P.		Spd. A.P.		A. A.		A. A. Less 25%		R. Less 10%		R. Plus 25%		C.		C. Less 20%		I		S			
				a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.
L.G.	A D	Addington	92½	7	6	9	0	10	8	14	6	11	0	19	2	17	4	24	0	27	0	21	9	35	0	43	3
L.G.	A G	Agnes	117½	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9
L.G.	A H	Albion	272½	15	8	13	8	16	10	30	6	23	0	41	10	37	8	52	4	55	6	52	6	87	9	112	9
G.	A T	Albion	133½	10	2	10	4	12	8	19	0	14	4	25	2	22	8	31	6	38	6	31	0	50	3	62	3
(a) In and Out account Albion Quarry Co.	A Z	Albion Siding	8½	2	6	2	6	3	0	13	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0
G.	A Y	Albury (See page 98)	190½	14	0	13	4	16	0	25	6	19	6	34	6	31	2	42	10	52	3	42	3	68	6	85	9
G.	A X R	Alexandra	102	8	2	9	2	11	0	15	10	12	0	20	8	18	8	25	10	29	9	24	0	38	3	47	3
L.G.	A F	Allanford	159	11	6	11	0	13	8	21	4	16	0	28	10	26	0	36	2	45	0	36	0	58	3	72	9
G	A E	Allendale	90½	7	0	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	6	42	3
(a)	A R	Almurza	68	6	0	7	2	8	1	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9
(a) In and Out. L.G. Out	A P	Alphington	6½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference.	Mark.	Station.	Mins.	M.	A.P.	Spd.	A.	A.	A.	B.	B.	B.	C.	C.	C.	1	
				a.	d.	e.	d.	e.	d.	a.	d.	e.	a.	d.	e.	a.	
(a) In	A L T	Altona Beach (See page 110)	10½	2	8	3	2	3	6	3	6	4	6	4	6	4	9
L.G.	A M	Amphitheatre	135½	10	2	10	6	13	0	19	2	14	6	25	6	31	
L.G.	A R N	Anderson (See page 102)	77	6	10	8	0	9	6	12	2	9	2	14	8	20	
(a) Out; L.G. In	A G S	Angliers' Quarry Siding	8½	2	6	2	6	3	0	3	0	2	6	3	2	4	
Account Angliers																	
£ Co.	A N	Antwerp	256½	14	4	13	0	16	0	27	10	21	0	38	2	34	
L.G.	A S	Arapitzi	223½	14	0	12	10	15	10	27	0	20	4	37	0	33	
L.G.	A	Arsarat	131	10	0	10	4	12	8	18	8	14	0	24	10	22	
L.G.	A C	Arcadia	98	7	10	9	2	11	0	15	8	11	10	20	4	18	
£	A R D	Arden-street (See page 102)	1	2	0	2	0	2	6	3	0	2	4	3	6	3	
L.G.	A R G	Argyle	71½	6	4	7	8	9	2	11	8	8	10	15	2	13	
L.G.	A K	Arkona	231½	14	4	13	0	16	0	27	8	20	10	27	10	34	
L.G.	A O	Armsstrong	136½	10	4	10	6	13	0	19	2	14	6	23	8	23	
L.G.	A R M	Armytage	76½	6	10	8	0	9	6	12	2	9	2	16	2	14	
L.G.	A B	Arnold	139½	10	6	10	6	13	0	19	6	14	8	26	0	23	
(a) In and Out	A S H	Ashburton (See page 104)	9½	2	6	2	6	3	0	3	0	2	6	3	2	4	
L.G.	A S P	Aspendale	19	2	8	3	0	3	6	4	2	3	2	4	8	4	
L.G.	A U	Aura	30½	3	0	4	0	4	0	5	10	4	6	7	0	6	
L.G.	A G Y	Austral Gypsum Siding	274	15	8	13	8	16	10	30	8	23	0	41	10	37	
G.	A L	Avenel	72	6	4	7	8	9	2	11	8	8	10	15	2	13	
G.	A V	Avoca	127	9	8	10	4	12	8	18	2	13	8	24	4	22	
L.G.	A M E	Avonmore	124½	9	6	10	4	12	8	18	0	13	6	24	0	21	
G.	A X	Aredale	89½	7	6	8	8	10	6	14	6	11	0	18	8	16	
G.	B M	Bacchus Marsh	31½	3	2	4	0	4	10	5	10	4	6	7	6	6	
L.G.	B A	Badaginnle	113½	8	10	9	10	12	0	17	0	12	10	22	4	20	
L.G.	B A G	Bagehead	112	8	8	9	10	12	0	16	10	12	8	22	0	19	
G.	B D	Bairnsdale	171½	12	0	11	4	13	10	22	8	17	0	30	8	27	
(a) In and Out	B L D	Bairnsdale Wharf (See page 102)	82½	7	2	8	6	10	2	13	4	10	0	17	4	15	
£	B L	Bala Hills	49½	4	6	5	10	7	0	8	8	6	6	11	0	10	
G.	B	Ballarat (See pages 95 and 102)	73½	6	6	7	8	9	2	12	2	9	2	15	8	14	

(a) In and Out																											
G.	B.E.	731	6	6	7	8	9	2	12	2	9	2	15	8	14	2	19	19	0	15	8	122	3	27	9		
L.G.	B.A.L.	981	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	29	0	23	3	37	0	46	0	
L.G.	B.R.L.	253	15	0	13	4	16	4	29	4	22	0	40	0	36	0	50	0	63	6	61	0	84	3	107	6	
L.G.	B.A.W.	147	1	0	10	10	13	4	20	4	15	4	27	2	24	8	34	2	43	3	34	0	55	3	68	6	
L.G.	B.K.N.	53	1	0	6	8	0	9	4	7	0	12	2	11	0	15	4	17	3	14	0	21	0	26	3		
L.G.	B.N.L.	110	1	0	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	0	27	3	43	9	54	3	
L.G.	B.A.N.	194	12	8	12	2	14	10	24	18	8	34	0	30	8	42	6	52	0	41	9	68	3	86	0		
L.G.	B.A.C.	72	6	4	7	8	9	2	11	8	8	10	15	2	21	2	24	0	21	3	17	0	27	0	33	9	
G.	B.A.R.	804	7	2	8	2	9	10	12	10	9	8	16	10	15	2	24	0	19	3	30	6	37	6	47	9	
G.	B.A.R.	174	12	0	11	4	13	10	23	10	17	2	31	0	28	0	38	10	47	9	38	3	62	6	78	3	
L.G.	B.R.N.	102	8	2	9	2	11	6	16	0	12	0	20	10	18	10	26	2	30	0	24	0	38	9	47	9	
L.G.	B.P.B.	93	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	28	6	21	3	34	6	42	3	
L.G.	B.K.	168	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	9	37	6	61	3	76	6	
L.G.	B.P.T.	177	12	2	11	8	14	2	23	0	17	4	31	6	28	4	39	0	48	6	39	0	63	3	79	3	
L.G.	B.W.O.	150	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	9	56	3	70	0	
G.	B.D.N.	98	3	2	4	0	4	10	5	10	4	6	7	6	6	10	6	8	6	10	6	8	13	0	15	6	
L.G.	B.X.R.	191	3	0	3	8	4	6	5	10	4	2	3	2	5	4	4	10	6	8	7	3	6	0	8	3	
L.G.	B.A.Y.	201	3	0	3	8	4	6	5	10	4	2	3	2	5	4	4	10	6	8	7	3	6	0	8	3	
L.G.	B.F.	137	10	4	10	6	13	0	16	0	14	6	25	10	23	2	32	4	39	9	32	0	51	6	63	9	
G.	B.E.A.	102	8	2	9	2	11	6	16	0	12	0	20	10	18	10	26	2	30	0	24	0	38	9	47	9	
G.	B.Q.	96	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	6	23	0	36	0	45	3	
L.G.	B.C.	124	9	6	10	4	12	8	18	0	13	6	24	0	21	6	30	0	36	0	29	0	46	9	58	0	
G.	B.F.T.	171	12	0	11	4	13	10	22	8	17	0	30	8	27	8	38	4	47	6	38	0	62	0	77	9	
L.G.	B.H.	149	11	0	10	10	13	4	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	9	69	0	
L.G.	B.J.N.	245	14	8	13	2	16	2	28	8	21	6	39	2	35	4	49	0	62	6	50	0	82	3	104	9	
L.G.	B.M.B.	261	2	10	3	8	4	6	5	4	4	0	6	6	5	10	8	2	9	0	7	3	10	6	13	0	
L.G.	B.E.C.	7	2	4	2	4	2	2	3	0	2	4	3	3	6	3	2	4	0	4	0	3	6	4	5	0	
L.G.	B.E.L.	7	2	4	2	4	2	2	3	0	2	4	3	3	6	3	2	4	0	4	0	3	6	4	5	0	
Figs In.	B.N.	66	5	10	6	10	8	4	11	0	8	4	14	0	12	8	17	0	19	9	16	0	25	0	30	9	
L.G.	B.J.	121	9	4	10	0	12	4	17	10	13	4	23	6	21	2	29	6	35	3	28	3	45	9	60	9	
G.	B.O.	100	8	0	9	2	11	6	15	10	12	0	20	6	18	6	25	8	29	6	23	9	38	0	47	0	
L.G.	B.N.Y.	144	10	8	10	6	13	0	19	10	15	0	26	8	24	0	33	4	41	3	33	0	53	9	66	9	
L.G.	B.N.S.	111	8	8	9	10	12	0	16	10	12	8	22	0	19	10	27	6	32	3	26	0	42	0	62	0	
L.G.	B.E.N.	101	8	2	8	3	2	3	2	3	6	2	3	6	3	6	4	6	4	6	4	6	3	9	4	9	5
L.G.	B.G.A.	99	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	29	0	23	3	37	0	46	0	
G.	B.E.R.	225	14	0	12	10	15	10	27	4	20	6	37	2	33	6	46	6	58	3	46	9	76	9	97	6	
L.G.	B.B.	94	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	27	9	22	3	35	9	44	3	
L.G.	B.W.	28	2	10	3	8	4	6	5	4	4	0	6	6	5	10	8	2	9	3	7	6	11	0	13	6	
L.G.	B.E.T.	121	9	2	10	0	12	4	17	8	13	4	23	4	21	0	29	4	35	0	28	0	45	6	56	3	

* Not including loading and unloading.
† Including loading and unloading.
‡ Not including transfer charges. See page 91.
§ Arden street is open for Inwards Goods in truck loads, account Lloyd Bros. and Maginias, J. F. Goulthie, W. Haughton and Coy., T. Brunton and Coy., Eureka Tilt Coy., M. T. Gleson, Fidelity Storage Coy. or consignees c/o this Company, and for logs, poles, timber, firewood, bark, and coal for any consignees, also for goods in truck loads account the Gippsland and Northern Co-operative Selling Co., and grain consigned to the Australian Mercantile Land and Finance Company (Goulding Street).

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS STAGES PER LON. BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M		A.P.		A.		A. less 10%.		B.		B. less 10%.		C.		C. less 25%.		I		2					
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
G.	B.U.	Beulah	238 ¹	14	6	13	0	16	0	38	2	21	2	38	6	34	8	48	2	61	3	40	0	80	6	102	3
L.G.	B.E.V.	Beveridge	26	2	8	3	6	4	2	5	4	4	0	6	6	5	10	8	2	8	9	7	0	10	3	12	9
G.	B.P.	Birchip	214 ¹	13	8	12	6	15	6	26	6	20	0	36	2	32	8	45	4	56	3	45	0	73	9	93	3
L.G.	B.G.	Birregurra	83 ¹	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	9	20	0	31	6	39	3
L.G.	B.T.	Blitters	43	4	0	5	4	6	4	7	6	5	8	9	4	8	6	11	8	13	6	11	0	16	6	20	3
L.G.	B.L.K.	Blackburn	11 ¹	2	8	2	9	3	2	3	6	2	8	3	6	3	6	4	6	4	9	4	0	5	0	6	0
(a) Stone out- ward		Black's Siding	26	2	8	3	6	4	2	5	4	4	0	6	6	5	10	8	2	8	9	7	0	10	3	12	9
L.G.	B.L.W.	Blouhard	85	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0	32	0	39	9
L.G.	B.G.T.	Bongbeat	232 ¹	14	4	13	0	16	0	27	8	20	10	38	0	34	2	47	6	59	9	48	0	78	9	100	0
L.G.	B.O.K.	Bonaka	332	17	10	14	8	18	0	34	10	26	2	47	6	42	10	59	6	71	6	57	3	98	6	129	0
L.G.	B.O.I.	Boiselle	139 ¹	10	6	10	6	13	0	19	6	14	8	26	0	23	6	32	6	40	8	32	3	52	3	65	0
L.G.	B.O.L.	Bolga	207 ¹	13	4	12	4	15	2	25	10	19	6	35	6	32	0	44	6	54	9	44	0	71	9	91	0
L.G.	B.I.N.	Boisnagar	35	3	4	6	5	4	6	6	5	0	8	2	7	4	10	4	11	0	9	0	13	9	16	6	
(b)	B.G.L.	Bongalla	193 ¹	12	8	12	2	14	10	24	8	18	6	33	10	30	6	42	4	52	8	41	9	88	0	85	9
G.	B.I.	Bonnie Doon	118	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9
G.	B.O.O.	Boollarra	102 ¹	8	2	9	2	11	6	15	10	12	0	20	8	18	8	25	10	29	9	24	0	38	3	47	3
L.G.	B.O.R.	Booran	131 ¹	10	0	10	4	12	8	18	10	14	2	24	10	22	4	31	2	38	0	30	6	49	3	61	3
G.	B.Z.	Boort	169	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	9	37	6	61	3	75	0
(a) Out. L.G. In account North- wick and Son	B.F.S.	Borthwick's Pressing Co.'s Sid- ing (See pages 110 and 124)	8 ¹	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	B.N.G.	Borung	156	11	4	11	0	13	8	21	0	15	10	28	4	25	6	35	6	44	3	35	6	57	6	71	9
L.G.	B.O.W.	Bowman	169	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	9	37	6	61	3	76	6
L.G.	B.O.X.	Box Hill	101 ¹	2	8	2	8	3	2	3	6	2	8	3	6	4	6	4	6	4	6	3	9	4	9	5	6
L.G.	B.O.Y.	Boys (See page 103)	98 ¹	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	29	0	23	3	37	0	48	0
(b)	B.C.K.	Bradshaw	52	4	8	6	0	7	4	8	8	6	6	11	0	10	0	13	10	15	9	12	9	20	0	24	6
L.G.	B.X.	Brantholme	213 ¹	13	8	12	6	15	6	26	4	19	10	36	2	32	8	45	4	56	0	45	0	73	6	93	0
L.G.	B.V.V.	Bravington	69 ¹	6	2	7	4	8	10	11	8	8	10	14	6	13	2	18	2	20	9	16	9	26	6	32	9
G	B.R.I.	Bridgolong	144 ¹	10	8	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	54	3	67	3
G	B.D.G.	Bridgewater	126 ¹	9	8	10	4	12	8	18	2	13	8	24	4	22	0	30	6	36	6	29	3	47	6	59	0
G.	B.T.	Bright	196	12	8	12	2	14	10	24	10	18	8	34	2	30	10	42	10	52	3	42	0	68	6	86	6

	14	2	12	10	15	10	27	6	20	8	137	6	33	10	47	0	59	0	47	3	77	9	98	6	
Brim	4	0	5	4	6	4	7	6	5	8	10	0	9	0	12	6	13	9	11	0	17	3	20	9	
Brkanvia	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
British Imperial Oil Co.'s Spoken Wharf, Siding (See page 113)	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
British Imperial Oil Co.'s Works Siding (See page 112)	6	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
Broadford	4	4	5	6	6	8	8	2	6	2	10	6	9	0	13	2	14	6	11	9	18	3	22	3	
Broadmeadows	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	4	6	3	9	4	9	5	6	
Brookfield	11	8	11	4	13	10	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	75	0	
Brooklyn	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
Broomfield	7	4	8	8	10	6	14	0	10	6	18	8	16	7	23	4	26	0	21	0	33	9	41	6	
Brunswick	2	0	2	0	2	6	3	0	2	4	3	0	3	2	4	0	4	0	3	6	4	6	5	0	
Bruthen	12	0	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	84	6	
Bunanger	9	0	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	0	27	3	43	9	54	3	
Buckley	5	8	6	10	8	4	10	6	8	0	14	0	12	8	17	6	19	6	15	9	24	9	30	6	
Buckrabyvale	11	8	11	4	13	10	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	75	0	
Buffalo	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	3	22	9	36	0	44	9	
Bulabul	10	2	10	6	13	0	19	0	14	4	25	6	23	0	32	0	38	9	31	0	50	6	62	6	
Bullah	13	10	12	6	15	6	26	6	20	0	36	4	32	8	46	6	56	9	45	6	74	3	94	3	
Bullarto	6	2	7	4	8	10	11	8	8	10	14	6	13	2	18	2	20	9	16	9	20	6	32	9	
Bulla Bula	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9	
Bunnah	12	4	11	8	14	2	23	10	18	0	32	6	29	2	40	8	50	0	40	0	65	3	82	0	
Bungaroo	6	4	5	8	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	3	15	6	24	6	
Bungaroo	9	2	10	0	12	4	17	8	13	4	23	2	20	10	29	0	34	9	28	0	45	0	55	9	
Bunyong	7	2	8	2	9	10	12	10	9	8	16	10	15	0	21	2	24	0	19	3	30	0	37	6	
Bunyong	4	6	5	10	7	0	8	8	6	6	11	0	10	0	13	10	15	3	12	3	19	3	23	9	
Bunyong	2	0	2	0	2	0	3	0	2	4	3	0	3	2	4	0	4	0	3	6	4	6	5	0	
Burnley (See page 103)	12	6	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	84	6	
Burru	7	4	8	8	10	6	14	0	10	6	18	0	16	2	22	6	25	6	20	6	32	9	40	6	
Burru	9	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	
Burru	14	10	6	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	6	32	6	52	6		
Burru	3	8	4	10	5	8	7	0	5	4	8	8	7	10	10	12	6	10	10	15	0	18	6		
Burru	8	10	9	10	12	0	17	0	12	10	22	2	20	0	27	10	32	9	28	3	42	3	52	6	
Calderdale	4	4	5	6	6	8	8	2	6	2	10	6	9	6	13	2	14	6	11	9	18	3	22	3	
CG	104	8	4	9	6	11	8	16	2	12	2	21	0	19	0	26	4	30	6	24	6	39	6	48	9

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference	Mark	Station	Miles	M.		A.P.		Spec. A.P.		A.		B.		R.		B. plus 10%.		C.		C. less 20%.		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.
(a) In and Out	CLV	Galvert	160½	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	9	56	3	70	0
	CL	Camberwell	6½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	CAM	Campbell	80½	7	2	8	2	9	10	12	10	9	8	16	10	15	2	21	2	24	0	19	3	30	6	37	6
L.G.	CD	Camperdown	123½	9	6	10	0	12	4	18	0	13	6	23	10	21	6	29	10	35	9	28	9	46	0	57	6
L.G.	GAN	Canadian	75½	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	9	18	3	29	0	35	6
L.G.	GIE	Gannic	198½	12	10	12	2	14	10	25	2	10	0	34	8	31	2	43	4	52	3	69	6	87	6		
(a)	CBY	Canterbury	7½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	CPE	Carapooze	152½	11	2	10	10	13	4	20	8	19	6	28	0	25	2	35	0	43	9	35	0	56	9	70	6
L.G.	CNA	Carina	361½	18	8	15	4	18	8	37	0	27	10	50	4	45	4	63	0	74	9	60	0	104	0	137	0
L.G.	CB	Carisbrook	107½	8	6	9	6	11	8	16	4	12	4	21	6	19	4	27	0	31	3	25	0	40	6	50	3
L.G.	CRU	Carlsruhe	53	4	10	6	0	7	4	8	8	6	6	11	8	10	6	14	8	16	0	13	0	20	3	25	0
L.G.	CAR	Carrum	22½	2	8	3	2	3	10	4	8	3	6	5	10	5	4	7	4	8	0	6	6	9	3	11	0
L.G.	CWP	Carwarp (See page 95)	332	17	10	14	8	18	0	34	10	26	2	47	6	42	10	59	0	63	6	51	3	69	9	81	3
G.	CN	Casterton	245½	14	8	13	2	16	2	28	8	21	6	39	2	35	4	49	0	62	6	50	0	82	3	104	9
G.	C	Castlemaine	78	6	10	8	2	9	10	12	10	9	8	16	2	14	8	20	4	23	3	18	9	29	6	36	3
L.G.	CTH	Cathkin	92½	7	8	9	0	10	8	15	2	11	6	19	2	17	4	24	0	27	6	22	0	35	6	43	9
L.G.	CTD	Caulfield	7½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	CAV	Caundish	213½	13	8	12	6	15	6	26	4	19	10	36	2	32	8	45	4	56	0	45	0	73	6	93	0
G.	CA	Charlton	173½	12	0	11	4	13	10	22	10	17	2	31	0	28	0	38	10	47	9	38	3	62	6	78	3
(a) Account Cheetham Salt Coy.	CSS	Cheetham's Salt Siding (See page 127)	48½	4	6	5	10	7	0	8	2	6	2	10	6	9	6	13	2	15	0	12	0	19	0	23	3
L.G.	CSA	Chelsea	21	2	8	3	2	3	10	4	2	3	2	5	4	4	10	6	8	7	0	6	0	8	6	10	0
L.G.	CJ	Cheltenham	14½	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	4	5	6	4	6	6	7	6	
L.G.	CHA	Cherney	127½	9	10	10	4	12	3	18	4	13	10	24	4	22	0	30	6	36	9	29	6	47	9	59	6
G.	CF	Cheroid	85½	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	9	20	0	31	6	39	3
G.	CI	Cherton	74½	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	23	3	18	0	28	6	35	0
L.G.	CHL	Chillingollah	241½	14	8	13	2	16	2	28	4	21	4	38	10	35	0	48	8	61	9	49	6	81	3	103	3
G.	CH	Chiltern	168½	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	9	37	6	61	3	76	6
L.G.	CNK	Chinkapook	249½	15	0	13	2	16	2	29	0	21	10	39	6	35	8	49	6	63	3	50	9	83	6	106	6
L.G.	CLA	Clayton	13	2	8	2	8	3	2	3	6	2	8	3	6	3	0	4	6	0	4	0	5	6	6	9	
L.G.	CU	Clunes	96½	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	6	23	0	36	6	45	3
L.G.	CLY	Clyde	31½	3	2	4	0	4	10	5	10	4	6	7	6	10	9	6	10	3	8	3	12	9	15	3	
L.G.	CV	Coatville	86½	7	4	8	8	10	6	14	0	10	6	18	0	16	2	22	6	25	6	20	6	32	9	40	6

L.G.	CO	2	10	6	13	0	19	2	14	6	25	6	23	0	32	0	39	3	131	6	51	0	63	0			
G.	CM	11	4	11	0	13	8	21	0	15	10	28	4	25	0	35	6	44	3	35	6	57	6	71	9		
G.	COB	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	5	0	0		
L.G.	COC	255	15	2	13	4	16	4	29	4	22	0	40	2	36	2	50	4	63	9	51	0	84	6	108	0	
L.G.	CRK	372	3	8	4	10	5	8	7	0	5	4	8	7	10	10	12	3	10	0	14	9	18	3	18	3	
L.G.	COH	185	12	4	11	10	14	6	24	0	18	0	32	8	29	0	40	10	50	6	40	6	65	9	82	9	
G.	COL	951	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	26	1	3	26	6	31	6		
L.G.	CLB	117	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9	
L.G.	CE	27	14	0	12	10	15	10	26	10	20	36	10	33	2	46	2	57	6	46	0	75	9	96	0		
L.G.	CS	221	12	10	12	2	14	10	25	4	19	0	34	8	31	2	43	4	53	0	42	6	69	9	87	9	
L.G.	CXN	198	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	4	6	3	9	4	9	5	6	
L.G.	CQS	104	14	0	12	10	15	10	26	10	20	2	36	10	33	2	46	2	57	6	46	0	75	9	96	0	
L.G.	CON	221	9	2	10	0	12	4	17	8	13	4	23	2	20	10	29	0	34	9	28	0	45	0	55	9	
L.G.	CPD	175	12	0	11	8	14	2	22	10	17	2	31	2	28	2	39	0	48	0	38	6	62	9	78	9	
L.G.	CP	38	3	8	5	0	6	0	7	0	5	4	8	7	10	10	10	12	9	10	3	15	6	19	0	19	0
G.	COR	38	12	6	12	2	14	10	25	4	19	0	34	8	31	2	43	4	53	0	42	6	69	9	87	9	
L.G.	COBden	135	2	10	6	13	0	19	2	14	6	25	6	23	0	32	0	39	3	131	6	51	0	63	0		
L.G.	Cobran	155	11	4	11	0	13	8	21	0	15	10	28	4	25	0	35	6	44	3	35	6	57	6	71	9	
L.G.	Coburg	61	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	5	0		
L.G.	Cocamba	255	15	2	13	4	16	4	29	4	22	0	40	2	36	2	50	4	63	9	51	0	84	6	108	0	
L.G.	Cockatoo	372	3	8	4	10	5	8	7	0	5	4	8	7	10	10	12	3	10	0	14	9	18	3	18	3	
L.G.	Cohns	185	12	4	11	10	14	6	24	0	18	0	32	8	29	0	40	10	50	6	40	6	65	9	82	9	
L.G.	Colac	951	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	26	1	3	26	6	31	6		
L.G.	Colbinnabbin	117	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9	
L.G.	Coleraine	27	14	0	12	10	15	10	26	10	20	36	10	33	2	46	2	57	6	46	0	75	9	96	0		
L.G.	Colquhoun	221	12	10	12	2	14	10	25	4	19	0	34	8	31	2	43	4	53	0	42	6	69	9	87	9	
L.G.	Commonwealth	198	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	4	6	3	9	4	9	5	6	
L.G.	Quarrying Co.	104	14	0	12	10	15	10	26	10	20	2	36	10	33	2	46	2	57	6	46	0	75	9	96	0	
L.G.	Quarrying Co.	110	9	2	10	0	12	4	17	8	13	4	23	2	20	10	29	0	34	9	28	0	45	0	55	9	
L.G.	Cope	175	12	0	11	8	14	2	22	10	17	2	31	2	28	2	39	0	48	0	38	6	62	9	78	9	
L.G.	Cope	38	3	8	5	0	6	0	7	0	5	4	8	7	10	10	10	12	9	10	3	15	6	19	0		
L.G.	Coro	38	12	6	12	2	14	10	25	4	19	0	34	8	31	2	43	4	53	0	42	6	69	9	87	9	
L.G.	Corombo	190	12	6	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	84	6	
L.G.	Cowrie	128	9	8	10	4	12	8	18	2	13	8	24	4	22	0	30	6	36	6	29	3	47	6	59	0	
L.G.	Cowrie	345	18	2	15	0	18	2	36	0	27	0	48	10	44	0	61	2	73	0	58	6	101	3	133	0	
L.G.	Cowwarr	114	8	10	0	12	4	17	2	13	0	22	6	20	4	28	2	33	3	28	9	43	3	53	3		
L.G.	Craigburn	16	2	8	0	3	6	3	6	3	0	4	8	4	2	5	10	6	6	5	3	7	3	8	6		
L.G.	Cranbourne	28	3	0	3	8	4	0	5	4	0	7	0	4	8	10	9	6	7	9	11	9	14	0	14	0	
L.G.	Craighoun	89	7	4	8	10	6	14	0	10	6	18	0	16	2	22	6	25	3	20	3	32	3	40	3		
L.G.	Cressy	85	7	4	8	6	10	2	14	0	10	6	18	0	16	2	22	6	25	3	20	3	32	3	40	3	
L.G.	Cressy	85	7	4	8	6	10	2	14	0	10	6	18	0	16	2	22	6	25	3	20	3	32	3	40	3	
L.G.	Crib Point	45	12	2	11	8	14	2	23	2	17	6	31	6	28	4	39	6	48	9	39	0	63	6	80	0	
L.G.	Crib Point	177	12	2	11	8	14	2	23	2	17	6	31	6	28	4	39	6	48	9	39	0	63	6	80	0	
L.G.	Croftley	73	10	6	10	6	13	0	19	6	14	8	26	0	23	6	32	6	40	0	32	0	52	0	64	6	
L.G.	Croftley	139	11	0	10	10	13	4	20	4	15	4	27	4	24	8	34	2	42	3	34	0	55	3	68	6	
L.G.	Croftley	61	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	5	0		
L.G.	Croftley	191	2	8	3	0	3	6	4	2	3	2	5	4	10	6	8	7	3	6	0	8	3	9	9		
L.G.	Croftley	165	11	2	11	0	13	8	21	0	16	10	28	4	25	0	35	6	44	0	35	3	57	3	71	3	
L.G.	Croftley	217	13	10	12	6	15	6	28	6	20	0	36	4	32	8	46	6	56	9	46	6	74	3	94	3	
L.G.	Croftley	55	10	10	10	6	4	7	6	9	4	7	0	11	8	10	6	14	8	16	6	13	3	21	0		
L.G.	Croftley	146	10	10	10	10	13	4	20	2	15	2	27	2	24	6	34	0	42	0	33	9	54	9	68	9	
L.G.	Croftley	227	14	2	12	10	15	10	27	4	20	6	37	4	33	8	46	8	59	0	47	3	77	3	98	0	

* Not including loading and unloading. † Not including transfer charges. See page 91.

(a) Ont. L.G. In account Com. monwealth Quarrying Co. L.G. L.G. G. (b) All other con- signees

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference.	Mark.	Stations.	Miles.	M.		A.P.		Spol. A.P.		A.		B.		B.		C.		C.		1		2	
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
(a)	D B G	Dahlen	209	13	4	12	4	15	2	26	0	19	6	35	6	32	0	44	6	55	0	14	0
L.G.	D M E	Dalmore	381	3	8	4	10	5	8	7	0	5	4	8	8	7	10	10	10	12	0	10	0
L.G.	D A Y	Dalyston (See page 105)	831	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	9	20	6
G.	D G	Dandenong (See page 105)	191	2	8	3	0	3	6	4	2	3	2	5	4	4	10	6	8	7	3	6	0
L.G.	D N Y	Danyo	350 1/2	18	6	15	2	18	6	36	4	27	4	49	4	44	6	61	8	73	6	59	0
L.G.	D Y S	Darbyshire	224 1/2	14	0	12	10	15	10	27	2	20	6	37	2	33	6	46	6	58	0	46	6
L.G.	D L A	Dartmaria	108 1/2	8	4	9	6	11	8	16	4	12	4	21	4	19	2	26	8	31	0	25	0
(a)	D L G	Darting	8	2	4	2	4	2	4	3	0	2	4	3	0	3	2	4	0	4	0	3	6
G.	D U	Darnum	66 1/2	5	10	7	2	8	6	11	0	8	4	14	0	12	8	17	6	50	0	16	6
L.G.	D T M	Dartmoor	261 1/2	15	4	13	6	16	6	29	10	22	6	40	8	36	8	50	10	64	6	51	9
(b) Cream, dairy and produce	..	David	85	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0
pigs	..	Dawson	118	9	2	10	0	13	4	17	4	13	0	23	10	20	8	28	8	34	3	27	6
Out	D	Daylesford	75 1/2	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	9	18	3
L.G.	D M	Deans Marsh	90 1/2	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3
L.G.	D P L	Deep Lead	154 1/2	11	2	11	0	13	8	21	0	15	10	28	4	25	6	35	6	44	0	35	3
L.G.	D P	Deer Park	11	2	8	2	8	3	2	3	6	2	8	3	3	3	6	4	6	4	6	3	9
G.	D N	Denilquin (See page 105)	169	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	9	37	6
L.G.	D E N	Dennington (See page 105)	121 1/2	9	4	10	0	12	4	17	10	13	4	23	6	21	2	29	6	35	3	28	3
L.G.	D R	Derby	78 1/2	7	0	8	2	9	10	12	10	9	8	16	2	14	8	20	4	23	6	19	0
L.G.	D L	Derrinal	109 1/2	8	6	9	10	12	0	16	8	12	6	21	8	19	6	27	2	31	9	25	6
L.G.	D E R	Derrinalum	255 1/2	15	2	13	4	16	4	29	4	22	0	40	2	36	2	50	4	63	9	51	0
L.G.	D E F	Derpa	137 1/2	10	4	10	6	13	0	19	4	14	6	25	10	23	2	32	4	39	9	32	0
L.G.	D V	Devenish	204	2	8	3	2	3	10	4	2	3	2	5	4	4	10	6	8	7	6	6	0
L.G.	D C K	Diamond Creek	259 1/2	15	4	13	4	16	4	29	8	22	4	40	6	36	6	50	8	64	3	51	6
G.	D W	Diapur	201	2	8	3	2	3	10	4	2	3	2	5	4	4	10	6	8	7	6	6	0
L.G.	D T	Diggers Rest	224 1/2	14	0	12	10	15	10	27	2	20	6	37	2	33	6	46	6	58	0	46	6
G.	D A	Dimboola	131 1/2	10	0	10	4	12	8	18	10	14	2	24	10	22	4	31	2	38	0	30	6
L.G.	D E	Dingee	121 1/2	9	4	10	0	12	4	17	10	13	4	23	6	21	2	29	6	35	3	28	3
L.G.	D M T	Dinnons †	124 1/2	9	6	10	4	12	8	18	0	13	6	24	0	21	6	30	0	36	0	29	0
(b)	D C Y	Duchey †	125 1/2	9	6	10	4	12	8	18	2	13	8	24	0	21	6	30	0	36	3	29	0
L.G.	D B	Dobie	125 1/2	9	6	10	4	12	8	18	2	13	8	24	0	21	6	30	0	36	3	29	0

D.O.C	187 1/2	11	6	11	0	13	8	21	2	16	0	28	8	25	10	35	10	44	9	36	0	158	0	72	6
D.O	182 1/2	12	4	11	8	14	2	23	8	17	10	32	4	29	0	40	6	49	9	40	0	65	0	81	6
D.Z	66 1/2	5	10	7	2	6	6	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	6	31	3
D.F	20 1/2	2	8	3	2	3	10	4	2	3	2	5	4	4	10	6	8	7	6	6	0	8	6	10	0
D.H	198 1/2	12	10	12	2	14	10	25	2	19	0	34	8	31	4	52	9	42	3	69	6	87	6	87	6
D.I	130	9	10	10	4	12	8	18	8	14	0	24	8	22	2	30	10	37	3	30	0	48	0	60	3
D.J	57 1/2	5	2	6	8	8	0	10	0	7	6	12	2	11	0	15	4	17	9	14	3	22	3	27	0
D.Q	57 1/2	5	2	6	8	8	0	10	0	7	6	12	2	11	0	15	4	17	9	14	3	22	3	27	0
D.O.A	206 1/2	13	0	12	4	15	2	23	6	19	2	34	10	31	4	43	8	52	3	42	9	70	0	88	3
D.K	178 1/2	12	2	11	8	14	2	25	4	17	6	31	8	28	6	39	8	49	0	39	3	63	9	80	3
D.U.N	141 1/2	10	8	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	9	32	9	53	0	65	9
D.C	67 1/2	6	0	7	2	8	0	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9
D.Y	125 1/2	9	6	7	2	8	0	12	8	18	2	13	8	24	0	21	6	30	0	33	3	29	0	47	0
D.V.R	89 1/2	7	6	8	8	10	6	14	6	11	0	18	8	16	10	23	4	26	3	21	0	34	0	41	9
D.S.A	58 1/2	5	4	6	8	8	0	10	0	7	6	12	10	11	8	16	2	18	0	14	6	22	9	27	9
E.A	105 1/2	8	4	9	6	11	8	16	2	12	2	21	2	19	2	26	6	30	9	24	9	40	0	49	3
E.M	66 1/2	5	10	7	2	8	6	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	6	31	3
E.N.T	217	13	10	12	6	15	6	26	6	20	0	36	4	32	8	45	6	56	9	45	6	74	3	94	3
E.B	195 1/2	12	8	12	2	14	10	24	10	18	8	34	2	30	10	42	10	52	3	42	0	68	6	86	6
E	145	10	8	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	54	3	67	3
E.C	62 1/2	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	15	3	24	0	29	6
E.D	167 1/2	11	10	11	4	13	10	22	2	16	8	30	2	27	2	37	10	46	9	37	6	60	9	76	0
E.L	76 1/2	6	10	8	0	9	6	12	2	9	2	16	2	14	8	20	4	23	0	18	6	29	3	36	0
E.La	140 1/2	10	6	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	6	32	6	52	6	65	3
E.La	255	15	2	13	4	16	4	29	4	22	0	40	0	36	0	50	0	63	0	63	0	84	0	107	9
E.H	144 1/2	9	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	0	33	3	54	3	67	3	
E.O	128 1/2	9	10	10	4	12	8	18	6	14	0	24	6	22	2	30	8	37	0	29	9	48	0	59	9
E.P	70 1/2	6	4	7	4	8	10	11	8	8	10	15	2	13	8	19	0	21	0	17	0	26	9	33	3
E.S	7	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	6	0
E.L.M	171 1/2	2	8	3	0	3	6	4	2	3	2	4	8	4	2	5	10	6	9	5	6	7	6	8	9
E.N	69 1/2	6	2	7	4	8	10	11	8	8	10	14	6	13	2	18	2	20	9	16	0	26	6	32	9
E.M.D	33	3	2	4	0	4	10	5	10	4	6	7	6	10	9	6	10	6	18	6	13	0	15	6	6
E.U	145 1/2	10	10	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	0	54	6	67	9
E.Q	14	2	8	2	8	3	2	3	2	3	6	2	8	4	2	3	10	5	3	5	3	6	0	7	3

* Not including transfer charges. See page 91.

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference	Mark	Station	Miles	M.		A.P.		Spec. A.P.		A.		A. less 25%		E.		E. less 10%		E. plus 25%		C.		C. less 20%		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.
L.G.	ET	Escom (See page 125)	105½	8	4	9	2	11	6	11	8	16	2	12	2	21	2	19	2	26	6	30	9	24	9	40	0	49	3
G.	ERA	Ericaf	99½	8	0	9	2	11	6	15	8	11	10	20	4	18	4	25	6	29	3	23	6	37	6	46	6		
L.G.	EW	Ewen	109	8	6	9	6	11	8	16	6	12	6	21	8	19	6	27	2	31	6	25	3	41	0	50	9		
L.G.	ESS	Essendon	5	2	0	2	0	2	6	3	0	2	4	3	0	3	2	4	0	4	0	3	6	4	6	5	0		
(c)	EK	Eureka (See page 106)	74½	7	8	8	0	9	6	12	2	9	2	13	8	14	2	19	8	22	3	18	0	28	6	35	0		
L.G.	ER	Euros	93½	6	8	9	0	10	8	15	2	11	6	19	2	17	4	24	0	27	6	22	0	35	6	43	9		
L.G.	EI	Eurobin	187½	12	6	11	10	14	6	24	2	18	2	33	0	29	8	41	4	50	9	40	9	66	3	83	6		
L.G.	EY	Esveyley	147½	11	0	10	10	13	4	20	4	15	4	27	4	24	8	34	2	42	3	34	0	55	3	68	6		
L.G.	EV	Everton	161	11	6	11	0	13	8	21	6	16	2	29	2	26	4	36	6	45	6	36	6	59	0	73	6		
(c) In and Out	FP	Fairfield Park	6	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0		
L.G. Out	FA	Fairley	184½	12	4	11	10	14	6	23	10	18	0	32	8	29	6	40	10	50	3	40	3	65	6	82	3		
L.G.	FV	Fairview	186½	12	6	11	10	14	6	24	0	18	0	33	0	29	8	41	4	50	9	40	9	66	0	83	3		
L.G.	FR	Fernside	127½	9	10	10	4	12	8	18	4	13	10	24	4	22	0	30	6	36	9	29	6	47	9	59	6		
L.G.	FK	Fernbank	153½	11	2	10	10	13	4	20	10	15	8	28	2	25	4	35	4	43	9	35	0	57	0	71	0		
G.	FH	Fern Hill	59½	5	4	6	8	8	0	10	0	7	6	12	10	11	8	16	2	18	3	14	9	23	0	28	3		
L.G.	FO	Fish Creek	100½	8	0	9	2	11	6	15	10	12	0	20	6	18	6	25	8	29	6	23	9	38	0	47	0		
(c)	FY	Fitzroy	6	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0		
L.G.	FL	Flynn	107	8	4	9	6	11	8	16	4	12	4	21	4	19	2	26	8	31	0	25	0	40	3	49	0		
G.	FCY	Footscray (See page 106)	31	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0		
G.	FO	Forrest	103½	8	4	9	2	11	0	16	0	12	0	20	10	18	10	26	2	30	3	24	3	39	3	48	6		
L.G.	FS	Forster	108½	8	6	9	6	11	8	16	6	12	6	21	8	19	6	27	2	31	6	25	3	41	0	50	9		
L.G.	FN	Frankston	27½	2	4	3	8	4	6	5	4	4	0	6	6	5	10	8	2	9	3	7	6	11	0	13	6		
L.G.	FM	Fulham	124½	9	6	10	4	12	8	18	0	13	6	24	0	21	6	30	0	36	0	29	0	46	9	58	0		
(c) Account, Fair- other only	FU	Fletcher's Siding	146½	11	0	10	10	13	4	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	9	69	0		
(c) Account, Fair- other only	...	Fyvesford (See page 195)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	GAH	Galah	298	16	6	14	0	17	2	32	6	24	6	44	2	39	10	55	4	68	0	54	6	92	3	119	6		
L.G.	GAL	Galacuil	234½	14	4	13	0	16	0	27	10	21	0	38	2	34	4	47	10	60	3	48	3	79	3	101	0		
L.G.	GAM	Gama	258½	15	0	13	4	16	4	29	4	22	0	40	0	36	0	50	0	63	6	51	0	84	3	107	6		
L.G.	GAR	Garfield	401	4	4	5	6	6	8	8	2	6	2	10	6	9	6	13	2	14	6	11	9	18	3	23	3		
L.G.	GAV	Garvoo	144½	10	8	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	54	3	67	3		

Q.	G.	(a) In and out	(b)	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100				
L.G.	G			1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180
L.G.	G			1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240
L.G.	G			1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300
L.G.	G			1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360
L.G.	G			1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420
L.G.	G			1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461	1462	1463	1464	1465	1466	1467	1468	1469	1470	1471	1472	1473	1474	1475	1476	1477	1478	1479	1480
L.G.	G			1481	1482	1483	1484	1485	1486	1487	1488	1489	1490	1491	1492	1493	1494	1495	1496	1497	1498	1499	1500	1501	1502	1503	1504	1505	1506	1507	1508	1509	1510	1511	1512	1513	1514	1515	1516	1517	1518	1519	1520	1521	1522	1523	1524	1525	1526	1527	1528	1529	1530	1531	1532	1533	1534	1535	1536	1537	1538	1539	1540
L.G.	G			1541	1542	1543	1544	1545	1546	1547	1548	1549	1550	1551	1552	1553	1554	1555	1556	1557	1558	1559	1560	1561	1562	1563	1564	1565	1566	1567	1568	1569	1570	1571	1572	1573	1574	1575	1576	1577	1578	1579	1580	1581	1582	1583	1584	1585	1586	1587	1588	1589	1590	1591	1592	1593	1594	1595	1596	1597	1598	1599	1600
L.G.	G			1601	1602	1603	1604	1605	1606	1607	1608	1609	1610	1611	1612	1613	1614	1615	1616	1617	1618	1619	1620	1621	1622	1623	1624	1625	1626	1627	1628	1629	1630	1631	1632	1633	1634	1635	1636	1637	1638	1639	1640	1641	1642	1643	1644	1645	1646	1647	1648	1649	1650	1651	1652	1653	1654	1655	1656	1657	1658	1659	1660
L.G.	G			1661	1662	1663	1664	1665	1666	1667	1668	1669	1670	1671	1672	1673	1674	1675	1676	1677	1678	1679	1680	1681	1682	1683	1684	1685	1686	1687	1688	1689	1690	1691	1692	1693	1694	1695	1696	1697	1698	1699	1700	1701	1702	1703	1704	1705	1706	1707	1708	1709	1710	1711	1712	1713	1714	1715	1716	1717	1718	1719	1720
L.G.	G			1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750	1751	1752	1753	1754	1755	1756	1757	1758	1759	1760	1761	1762	1763	1764	1765	1766	1767	1768	1769	1770	1771	1772	1773	1774	1775	1776	1777	1778	1779	1780
L.G.	G			1781	1782	1783	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809	1810	1811	1812	1813	1814	1815	1816	1817	1818	1819	1820	1821	1822	1823	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840
L.G.	G			1841	1842	1843	1844	1845	1846	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
L.G.	G			1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
L.G.	G			1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020

* Nos including loading and unloading.
 † Nos including transfer charges. See page 91.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References	Mark	Stations	Miles	M.	A.P.	Spec. A.P.	A.	A.	R.	R.	B.	C.	1	3
				a. d.	a. d.	a. d.	a. d.	a. d.	a. d.	a. d.	a. d.	a. d.	a. d.	a. d.
L.G.	GQ	Griefjark	215½	13 8	12 6	15 6	26 6	20 0	36 4	32 8	45 6	56 6	3 74 0	93 9
L.G.	GD	Guildford	84½	7 4	8 6	10 2	13 4	10 0	17 4	15 8	21 8	25 0	20 0	39 9
(a)	GWN	Gunbower	172	12 0	11 4	13 10	22 8	17 0	30 8	27 8	38 4	47 6	38 0	77 9
L.G.	GN	Gymbouen	288½	14 0	13 0	16 0	28 2	21 2	38 6	34 8	48 2	61 3	49 0	102 3
L.G.	GYH	Gygyther	82	7 2	8 2	9 10	13 4	10 0	16 10	15 2	21 2	24 3	19 6	38 3
L.G.	HN	Haddon	84½	7 4	8 6	10 2	13 4	10 0	17 4	15 8	21 8	25 0	20 0	39 9
L.G.	HR	Hadlam	231	12 8	12 6	14 2	24 8	18 0	34 6	31 2	43 2	52 9	42 3	87 0
G.	H	Hamilton	197½	12 10	12 2	14 10	25 0	18 10	34 6	31 2	43 2	52 9	42 3	87 0
L.G.	HAM	Hammond	96½	7 8	9 2	11 0	15 2	11 0	19 8	17 8	24 8	28 6	23 0	45 3
G.	HT	Harcourt	82½	7 2	8 6	10 2	13 4	10 0	17 4	15 8	21 8	24 3	19 6	38 9
(a) Out. L.G. In	HSG	Hassell's Siding	71	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	5 0
account A. H.														
Hassell														
L.G.	HS	Hastings	40½	3 10	5 0	6 0	7 0	5 4	9 4	8 6	11 8	13 0	10 6	15 9
L.G.	HAT	Hattah (See page 95)	310½	17 0	14 4	17 8	33 4	25 0	45 6	41 0	57 0	69 3	55 9	77 3
L.G.	HK	Hawke	118½	9 2	10 0	12 4	17 6	13 2	23 0	20 8	28 8	34 6	27 9	44 9
L.G.	HW	Hawksdale	180½	12 6	11 10	14 6	24 4	18 4	33 4	30 0	41 8	51 3	41 0	67 0
(a) In and Out.	HA	Hawthorn	4½	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	5 0
L.G. Out	HZ	Hazelwood	93½	7 8	9 0	10 8	15 2	11 6	19 2	17 4	24 0	27 6	22 0	35 6
L.G.	HE	Heasville	40	3 8	5 0	6 0	7 0	5 4	8 8	7 10	10 10	12 9	10 3	15 6
G.	HC	Heathcote	73½	6 6	7 8	9 2	12 2	9 2	15 8	14 2	19 8	21 9	17 6	28 3
G.		Hazlet Chemical Co.'s Siding	2											
(See page 108)														
L.G.	HMR	Heathmere	241½	14 8	13 2	16 2	28 4	21 4	38 10	35 0	48 8	61 9	49 6	81 3
L.G.	HF	Healey	124½	9 6	10 4	12 8	18 0	13 6	24 0	21 6	30 0	36 0	29 0	46 9
L.G.	HB	Heidelberg	9	2 6	2 6	3 0	3 0	2 6	3 6	3 2	4 0	4 0	3 6	4 6
L.G.	HJ	Henty	236½	14 6	13 0	16 0	28 0	21 0	38 4	34 6	48 0	60 6	48 6	80 0
L.G.	HD	Heyfield	121½	9 4	10 0	12 4	17 10	13 4	23 6	21 2	29 6	35 2	28 3	45 9
G.	HQ	Heywood	236½	14 4	13 0	16 0	27 10	21 0	38 2	34 4	47 10	60 6	48 6	79 6
L.G.	HOP	High Camp	61½	4 8	6 0	7 4	8 8	6 11	10 10	10 10	13 10	15 9	12 9	20 6
(a)	HI	Higbest	12½	2 8	2 8	3 2	3 2	2 8	3 6	3 6	4 6	5 0	4 0	5 6

G.	HX	164	11	8	11	0	13	8	21	10	16	6	29	6	261	8	37	0	146	0	37	0	159	9	74	9
L.G.	HQ	1031	9	4	9	2	11	6	16	0	12	0	20	10	18	10	26	2	30	3	24	3	329	3	48	6
L.G.	HU	123	9	6	10	0	12	4	18	0	13	6	23	10	21	6	29	10	36	9	28	9	46	6	57	6
L.G.	HO	74	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	3	18	0	28	6	35	0
G.	HP	254	15	2	13	4	16	4	29	4	22	0	40	0	36	0	50	0	63	9	51	0	184	6	107	9
G.	HM	203	13	0	12	4	15	2	25	8	19	4	35	2	31	8	44	0	54	0	43	3	170	9	89	3
L.G.	HTR	135	10	2	10	6	13	0	19	2	14	0	25	5	23	0	32	0	39	3	31	6	51	0	63	0
L.G.	HY	108	8	6	9	6	11	8	16	4	12	4	21	6	19	4	27	0	31	3	25	0	140	6	50	3
L.G.	HH	23	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	3	6	8	9	6	11	9
L.G.	HL	201	13	0	12	4	15	2	25	6	19	2	34	10	31	4	43	8	53	3	42	9	70	0	88	3
L.G.	IL	100	8	0	9	2	11	6	15	8	11	10	20	4	18	4	25	6	29	3	23	6	37	6	46	6
L.G.	IA	172	12	0	11	4	13	10	22	8	17	0	30	8	27	8	38	4	47	6	38	0	82	0	77	9
G.	I	131	10	0	10	4	12	8	18	8	14	0	24	10	22	4	31	2	37	0	30	0	49	0	60	9
L.G.	IN	45	4	2	5	4	6	4	7	6	5	8	10	0	9	0	12	6	14	0	11	3	17	6	21	0
L.G.	IH	62	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	16	3	24	0	29	6
L.G.	IR	91	7	6	9	0	10	8	14	6	11	0	19	2	17	4	24	0	26	9	21	6	34	9	42	9
L.G.	IS	141	10	8	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	9	32	9	53	0	65	9
L.G.	IRY	347	18	2	15	0	18	2	36	0	27	0	45	8	41	2	55	3	55	3	45	8	60	6	70	6
L.G.	IV	7	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	JAO	180	12	2	11	8	14	2	23	6	17	8	32	0	28	10	40	0	49	3	39	6	64	6	81	0
L.G.	JL	230	14	2	13	0	16	0	27	8	20	10	37	10	34	2	47	4	59	0	47	9	78	3	99	3
L.G.	JJE	62	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	15	3	24	0	29	6
L.G.	JJE	240	14	6	13	2	16	2	28	4	21	4	38	8	34	10	48	4	61	6	49	3	81	0	103	0
G.	JJE	247	14	10	13	2	16	2	28	8	21	6	39	4	35	6	49	2	62	9	50	3	82	9	105	6
L.G.	JO	154	11	2	11	0	13	8	21	0	15	10	28	4	25	6	35	6	44	0	35	3	57	3	71	3
L.G.	JJC	65	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	3	22	9	36	0	44	9
L.G.	JJ	74	6	6	7	8	9	2	12	2	9	2	15	8	14	2	19	8	21	8	17	6	28	3	34	9
L.G.	JS	75	6	1	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	9	18	3	29	0	35	6
L.G.	JG	192	12	8	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	6	84	9
L.G.	KGL	245	14	8	13	2	16	2	28	8	21	6	39	2	35	4	49	0	62	6	50	0	82	3	104	9
L.G.	KAN	97	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	28	9	23	0	36	9	45	9
G.	KX	272	15	8	13	8	16	10	30	6	23	0	41	10	37	8	52	4	65	6	52	4	87	9	112	9
L.G.	KK	101	8	2	9	2	11	6	15	10	12	0	20	8	18	8	25	10	29	9	24	0	38	6	47	3
L.G.	KK	72	6	6	7	8	1	9	2	11	8	8	10	15	2	13	8	19	0	21	6	17	3	27	0	
L.G.	KC																									

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC
continued.

References.	Mark.	Stations.	Miles.	M	A.P.	Spcl. A.P.	A.	A _{10%}	R.	R _{10%}	B _{25%}	C.	C _{20%}	1	2
L.G.	KAR	Karn	123½	9 10	10 4	12 8	18 6	14 0	24 6	22 2	30 8	37 0	48 0	59 9	59 9
L.G.	KRK	Karrot	110½	8 8	9 10	12 0	16 10	12 8	22 0	19 10	27 6	32 0	42 9	51 6	51 6
L.G.	KYE	Karyie	221	13 10	13 10	15 10	28 10	20 2	36 10	33 2	46 2	57 6	75 6	95 9	95 9
L.G.	KT	Katamatite	147	10 10	10 10	13 4	20 2	15 2	27 2	24 6	34 0	42 0	54 9	68 0	68 0
L.G.	KAW	Katunga	140½	10 6	10 6	13 0	19 8	14 10	26 4	23 8	33 0	40 6	52 6	65 3	65 3
L.G.	KEN	Kenservent	108½	8 6	9 6	11 8	18 6	12 6	21 8	19 6	27 2	31 6	41 0	50 9	50 9
L.G.	KG	Kesley	183½	12 4	11 8	14 2	23 6	17 8	32 2	29 0	40 4	49 6	63 9	81 3	81 3
L.G.	KH	Kensington (See page 107) Kersang (See page 107) Kernot	179½ 66½	12 2 5 10	11 8 7 2	14 2 8 6	23 4 11 0	17 6 8 4	31 10 14 0	28 8 12 8	39 10 17 6	49 0 20 16	63 3 25 6	80 6 31 3	80 6 31 3
L.G.	KD	Kerrisdale	68½	6 0	7 2	8 6	11 0	8 4	14 6	13 2	18 2	20 6	26 0	32 0	32 0
(a) L.G. Out	KW	Kew	5½	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	6 4	6 0	6 0
L.G.	KAB	Kernal (See page 95)	294	16 4	14 0	17 2	32 2	24 2	43 10	39 6	54 10	67 9	83 9	98 6	98 6
L.G.	KI	Kiata	240	14 6	13 0	16 0	28 2	21 2	38 6	34 8	48 2	61 3	79 0	102 6	102 6
L.G.	KIL	Kilara	35½	3 6	4 6	5 4	6 6	5 0	8 2	7 4	10 4	11 9	14 0	17 3	17 3
L.G.	KLD	Kilanda	80½	7 2	8 2	9 10	12 10	9 8	16 10	15 2	21 2	24 0	30 6	37 6	37 6
L.G.	KLM	Kilmaay	120½	9 2	10 0	12 4	17 8	13 4	23 4	21 0	29 4	35 0	45 6	56 3	56 3
L.G.	KR	Kilmore	42½	4 0	5 4	6 4	7 6	5 8	9 4	8 6	11 8	13 6	16 6	20 3	20 3
L.G.	KE	Kilmore East	39½	3 8	5 0	6 0	7 0	5 4	8 8	7 10	10 10	12 9	15 6	19 0	19 0
Timber Out. L.G. In account J. Kincaid only	KK	Kincaid's Sidings†	131	10 0	10 4	12 8	18 8	14 0	24 10	22 4	31 2	37 6	49 0	60 9	60 9
L.G.	KJ	Kingston	92½	7 6	9 0	10 8	14 6	11 0	19 2	17 4	24 0	27 0	35 0	43 3	43 3
L.G.	KVS	King Valley†	171½	12 0	11 4	13 10	22 8	17 0	30 8	27 8	38 4	47 6	60 6	77 9	77 9
L.G.	KBA	Kinnaballa	224½	14 0	12 10	15 10	27 2	20 6	37 2	33 6	46 6	58 0	76 6	97 0	97 0
L.G.	KL	Kivickall	179	12 2	11 8	14 2	23 4	17 6	31 8	28 6	39 8	49 0	63 9	80 3	80 3
L.G. Account. Knott and Moon- darra Sawmills	KTT	Knott's Sidings†	101	8 0	9 2	11 6	15 10	12 0	20 6	18 6	25 8	29 6	38 0	47 0	47 0
L.G.	KN	Knowsley	83	7 2	8 6	10 2	13 4	10 0	17 4	15 8	21 8	24 6	31 3	38 9	38 9
L.G.	KTG	Koalong	229	14 2	12 10	15 10	27 6	20 8	37 6	33 10	47 0	59 9	77 9	98 6	98 6

L.G.	K.U.	84	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	9	20	0	31	6	39	5		
L.G.	K.P.	42	3	10	5	0	6	0	6	0	7	6	5	8	9	4	8	6	11	8	13	3	10	9	16	0	19	9
L.G.	K.O.R.	97½	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	28	9	23	0	36	9	45	9		
L.G.	K.S.	176½	12	0	11	8	14	2	23	0	17	4	31	4	31	4	39	2	48	6	39	0	63	0	79	0		
G.	K.V.	161	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	9	56	3	70	0		
G.	K.M.	68½	6	2	7	4	8	10	11	8	8	10	14	6	13	2	18	2	20	9	16	0	26	6	32	9		
L.G.	K.T.A.	152½	11	2	10	10	13	4	20	8	15	6	28	0	25	2	35	0	43	9	35	0	56	9	70	6		
L.G.	K.Q.	135	10	2	10	6	13	0	19	0	14	4	25	6	23	0	32	0	38	9	31	0	50	6	62	6		
L.G.	K.Z.	135	10	2	10	6	13	0	19	0	14	4	25	6	23	0	32	0	38	9	31	0	50	6	62	6		
G.	K.Y.	124	9	6	10	0	12	4	18	0	13	6	23	10	21	6	29	10	35	9	28	9	46	6	57	6		
L.G.	K.Y.M.	157½	11	0	11	0	13	8	21	2	16	0	28	8	25	10	35	10	44	9	36	0	58	0	72	6		
L.G.	K.	57	5	2	6	8	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6		
L.G.	K.Y.V.	209	13	4	12	4	15	2	26	0	19	6	35	6	32	0	44	6	55	0	44	0	72	3	91	3		
L.G.	L.A.H.	225½	14	0	12	10	15	10	27	4	20	6	37	2	33	6	46	6	58	3	46	9	76	9	97	6		
G.	L.B.	205	13	2	12	4	15	2	25	8	19	4	35	2	31	8	44	0	54	3	43	6	71	0	89	9		
L.G.	Lake Boga	187½	12	6	11	10	14	6	24	2	18	2	33	0	29	8	41	4	50	9	40	9	66	3	83	6		
L.G.	Lake Babote	190½	12	6	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	84	6		
L.G.	L.C.	255½	13	2	12	4	15	2	25	10	19	6	35	4	31	10	44	2	54	6	43	9	71	3	90	0		
L.G.	L.B.T.	78½	7	0	8	2	6	10	12	10	9	8	16	2	14	8	20	4	23	6	19	0	30	0	36	0		
L.G.	L.A.L.	49	4	2	5	6	6	8	8	2	6	2	10	0	9	0	12	6	14	3	11	6	18	0	21	6		
L.G.	L.D.	31½	3	2	4	0	4	10	5	10	4	6	7	6	6	10	9	6	10	3	8	3	12	19	15	3		
L.G.	L.J.N.	168½	11	6	11	0	13	8	21	4	16	0	28	10	26	0	36	2	45	0	36	0	58	3	72	9		
L.G.	L.D.B.	48½	4	6	5	10	7	0	8	2	6	2	10	6	9	6	13	2	15	0	12	0	19	0	23	3		
L.G.	Lang Lang	136½	10	4	10	6	13	0	19	2	14	6	25	8	23	2	32	2	39	6	31	9	51	3	63	6		
L.G.	Lang Logan (See page 107)	20½	3	0	4	0	4	10	5	10	4	6	7	0	6	4	8	10	10	0	8	0	12	6	14	9		
L.G.	Languarra	36½	3	6	4	6	5	4	6	6	5	0	8	2	7	4	10	4	11	9	9	6	14	0	17	3		
L.G.	Lara	100½	8	0	9	2	11	6	15	10	12	0	20	6	18	6	25	8	29	6	23	9	38	0	47	0		
L.G.	Larpent	248½	14	10	13	2	16	2	28	10	21	8	39	6	35	8	49	6	63	0	50	6	83	3	105	9		
L.G.	Lascelles	42	3	10	5	0	6	0	7	6	5	8	9	4	8	6	11	8	13	3	10	9	16	0	19	9		
G.	Lauching Place	132½	10	0	10	4	12	8	18	10	14	2	25	0	22	6	31	4	38	3	30	9	49	9	61	9		
L.G.	Laurie	137½	10	4	10	6	13	6	19	4	14	6	25	10	23	2	32	4	39	9	32	0	51	6	63	9		
L.G.	Lover's Hill	13	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	5	0	4	0	5	6	6	9		
L.G.	Laverton	88½	7	4	8	8	10	6	14	0	10	6	18	8	16	10	23	4	26	0	21	0	33	9	41	6		
L.G.	Learmonth	117½	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9		
L.G.	Leichardt	177	12	2	11	8	14	2	23	0	17	4	31	6	28	4	30	6	48	6	39	0	63	3	79	3		
L.G.	Leitchville	82½	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	6	19	9	31	3	38	9		
L.G.	Leonard	79	7	0	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	6	19	9	31	3	38	9		
L.G.	Leongatha	52	4	0	8	6	0	7	4	8	8	6	11	0	10	13	10	15	9	12	9	12	9	20	0	24	6	
L.G.	Leopold	36½	3	6	4	6	5	4	6	6	5	0	8	2	7	4	11	0	11	9	9	6	14	0	17	3		
L.G.	Leslie	25½	3	6	4	6	5	4	6	6	5	0	8	2	7	4	11	0	11	9	9	6	14	0	17	3		

† Not including transfer charges. See page 91.

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THEIR SPECIFIED STATIONS, ETC.—
continued.

References	Mark	Stations	Miles	A.P.	Spec. A.P.	A.	A. 25%	Bu	H. 10%	B. 25%	C. 20%	F	S
G	LEG	Lehrbridge	61½	8	8	13	8	13	4	12	18	9	29
L.G.	LIL	Lillico	65½	10	10	13	8	14	0	12	19	9	30
G	LJ	Lillimur	278½	15	10	13	8	12	4	38	0	89	0
L.G.	L.T.	Lillypat	165½	11	8	11	4	13	10	22	0	114	3
G	L	Lillydale	241	2	3	6	4	2	4	8	3	6	7
L.G.	L.M.A.	Lina	133½	10	10	6	13	8	21	6	25	6	12
G	L.W.	Lindenow	160½	11	6	11	6	13	8	21	6	39	3
L.G.	L.G.A.	Linga	323½	17	8	11	6	17	10	34	6	45	6
G	L.N.	Linton	98½	7	10	9	2	11	6	15	8	11	0
L.G.	L.S.	Lismore	103½	8	4	9	2	11	6	16	0	12	0
L.G.	L.F.	Litchfield	192	12	8	12	2	14	10	24	6	18	6
L.G.	L.R.	Little River	291½	3	0	3	8	4	6	5	10	4	6
(a) Out	L.N.Y.	Llandoch	53½	4	10	6	4	7	6	9	4	7	0
L.G.	L.A.	Llanally	138½	10	6	10	6	13	0	19	6	14	8
L.G.	L.C.	Loch	60	5	4	6	8	8	0	10	0	7	6
L.G.	L.O.X.	Locksley	79½	7	0	8	2	9	10	12	10	9	8
L.G.	L.O.N.	Londrigan	152½	11	2	10	10	13	4	20	8	15	6
L.G.	L.E.A.	Longlea	93	7	6	9	0	10	8	14	6	11	0
G	L.Y.	Longwarry	52	4	8	6	0	7	4	8	8	6	0
L.G.	L.O.R.	Longwood	84½	7	4	8	6	10	2	13	4	10	0
L.G.	L.O.R.	Lorpuon	261½	15	4	13	6	16	6	29	10	22	6
L.G.	L.V.T.	Lornt	111	8	8	9	10	12	0	16	10	12	8
L.G.	L.X.	Lower Fernree Gully	22½	2	8	3	2	3	10	4	8	3	6
L.G.	L.Z.	Loy Yang	102½	8	2	9	2	11	6	16	0	12	0
L.G.	L.U.	Lubeck	175½	12	0	11	8	14	2	22	10	17	2
L.G.	L.Y.N.	Lyndhurst	24	2	8	3	6	4	2	4	8	3	0
L.G.	L.N.S.	Lyons	248½	14	10	13	2	16	2	28	8	21	0
L.G.	L.Q.	Lyonsville	671	6	0	7	2	8	6	11	0	8	4
L.G.	M.D.N.	Maedon	43½	4	0	5	4	6	4	7	6	5	8
L.G. In and Out account G. W. Knot	M.K.T.	Macknoet	135½	10	2	10	6	13	0	19	2	14	6

				11	8	11	4	13	10	22	0	16	6	29	10	37	4	46	3	37	0	60	3	75	6	
G.	M A	Macarona	1464	10	10	10	4	12	8	18	10	14	2	25	0	22	6	31	4	38	3	30	9	49	9	
(a) Out	M F	Maira	132	9	4	10	0	12	4	17	10	8	23	0	41	0	29	8	35	6	28	6	46	0	57	0
G.	M P L	Mandampie	192	15	8	13	8	16	10	30	8	23	0	41	10	37	8	52	4	65	9	52	9	87	9	
L.G.	M F E	Manangane	274	7	4	8	8	16	10	6	14	0	10	6	18	16	10	23	4	26	0	21	0	33	9	
G.	M N	Maldon	89	10	4	10	6	13	0	19	2	14	6	25	8	23	2	32	2	39	6	31	9	51	3	
G.	M L M	Mallam	136	5	8	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	3	15	6	24	6	
(b)	M Y	Malsbury	63	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	9	4	0	3	6	4	5	
G.	M A L	Malvern	61	15	4	13	4	16	4	29	8	22	4	40	6	36	6	50	8	64	3	51	6	85	6	
L.G.	M N G	Manangatang	253	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	
L.G.	M G R	Mangalore	68	5	4	6	8	8	0	10	0	7	6	12	10	11	8	16	2	18	6	15	0	23	6	
L.G.	M A N	Manserv	61	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	9	4	0	3	6	4	5	
L.G.	M N X	Maor	24	10	0	10	4	12	8	18	10	14	2	24	10	23	4	31	2	38	0	30	6	49	3	
G.	M D	Mansfield	131	12	10	12	2	14	0	25	4	19	0	24	8	31	2	43	4	53	0	42	6	69	9	
L.G.	M R N	Marrno	200	8	10	9	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	52	6	
L.G.	M G	Marong	112	10	8	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	52	6	
L.G.	M A R P	Maroons	144	15	6	13	6	16	6	30	2	22	8	41	2	37	2	51	6	65	0	52	0	86	9	
L.G.	M R P	Marip	267	4	6	5	10	7	0	8	6	11	0	10	0	13	10	15	3	12	3	19	3	23	9	
L.G.	M S L	Marshall	49	8	8	9	10	12	0	16	10	12	8	22	0	19	10	27	6	32	3	26	0	42	0	
G.	M S L	Maryborough	112	12	10	12	2	14	10	25	0	18	10	34	6	31	2	43	2	52	0	42	3	69	0	
L.G.	M S Y	Masey	107	10	8	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	6	33	3	54	3	
L.G.	M C C	McCole	144	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	6	7	0	10	0	
(a) In account R.	M C L	McCulloch's Stiding	24	4	6	5	6	6	8	8	2	6	2	10	6	9	6	13	2	14	9	12	0	18	6	
W. McCulloch	M o D	McDouall (See page 103)	48	5	8	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	3	15	6	24	6	
Sand Out	M C I	McIvor Stiding (See page 114)	63	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5
(a) In and Out account McIvor Timber Com-pany	M H S	McKenzie and Holland's Stiding	71	13	8	12	6	15	6	26	4	19	10	36	0	32	6	45	0	56	0	45	0	73	3	
(a) In and Out L.G. In account McKenzie and Holland	M E T	Meatzen	212	7	4	8	8	10	6	14	0	10	6	18	8	16	10	23	4	26	0	21	0	33	9	
L.G.	M E Y	Meatzen	89	13	8	12	6	15	6	26	4	19	10	36	0	32	6	45	0	56	0	45	0	73	3	
L.G.	M E X	Meatzen (See page 108)	212	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	3	6	9	9	6	
L.G.	M E S	Melbourne	25	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	3	6	9	9	6	
G.	M E N	Melton	19	18	6	15	2	18	6	36	10	27	8	50	0	45	0	60	3	60	3	50	0	66	0	
L.G.	M R E	Mentone	368	6	4	7	4	8	10	11	8	8	10	15	2	13	8	19	0	21	0	17	0	26	9	
L.G.	M H	Meredith	71	14	4	13	0	16	0	27	8	20	10	37	10	34	2	47	4	59	9	48	0	78	6	
G.	M N O	Merino	231	2	8	3	2	3	10	4	2	3	2	5	4	10	6	8	7	6	6	0	8	6	10	
L.G.	M N A	Merrida	21	2	8	3	2	3	10	4	2	3	2	5	4	10	6	8	7	6	6	0	8	6	10	

* Not including loading and unloading.
† Not including transfer charges. See page 91.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.
continued.

References.	Mark.	Stations.	Miles.	M.		A.P.		Spd. A.P.		A. less 25%.		R.		R. less 10%.		B. Plus 50%.		C. less 50%.		1		2					
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
L.G.	MER	Merrigum ..	117½	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9
L.G.	MTN	Merton ..	108½	8	6	9	6	11	8	16	6	12	6	21	8	19	6	27	2	31	6	25	3	41	0	50	9
L.G.	MID	Midas ..	82½	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	6	19	9	31	3	38	9
(c) In and Out.	MBM	Middle Brighton ..	9½	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	MCK	Middle Creek ..	112½	8	10	9	10	12	0	17	0	12	10	22	2	20	0	27	10	33	9	26	3	42	3	52	6
G.	MDA	Mildura (See page 95) ..	351½	18	6	15	2	18	6	36	4	27	4	45	8	41	2	55	3	55	3	45	8	60	6	70	6
L.G.	MIL	Milbrook ..	58½	5	4	6	8	8	0	10	0	7	6	13	10	11	8	16	2	18	0	14	6	22	9	27	9
L.G.	MGV	Millgrove ..	46½	4	4	5	6	6	8	8	2	6	2	10	6	9	6	13	2	14	6	11	9	18	3	22	3
L.G.	MLM	Milltown ..	227½	14	2	12	10	15	10	27	4	20	6	37	4	33	8	46	8	59	0	47	3	77	3	98	0
L.G.	MC	Mivcha ..	159½	11	6	11	0	13	8	21	6	16	2	29	0	26	2	36	4	45	3	36	3	58	6	73	3
L.G.	MIH	Mivcharville ..	196½	12	10	12	2	14	10	25	0	18	10	34	4	31	0	43	0	52	6	42	0	68	9	86	9
L.G.	MIN	Minera ..	138½	10	6	10	6	13	0	19	6	14	8	26	0	23	6	32	6	40	0	32	0	52	0	64	6
G.	MI	Minyip ..	198½	12	10	12	2	14	10	25	2	19	0	34	8	31	2	43	4	52	9	42	3	69	6	87	6
L.G.	MRL	Mirra ..	238	14	6	13	0	16	0	28	2	21	2	38	4	34	6	48	0	60	9	48	9	80	3	102	0
G.	MV	Miram ..	266½	15	6	13	6	16	6	30	2	22	8	41	2	37	2	55	6	65	0	52	0	86	9	111	0
L.G.	MCH	Mitcham ..	144	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	4	5	6	4	6	6	7	6	6
G.	MIT	Mitiamo ..	142½	10	8	10	6	13	0	19	10	15	0	26	6	23	10	33	2	41	0	33	0	53	3	66	3
L.G.	MLK	Mitre Lake ..	227½	14	2	12	10	15	10	27	4	20	6	37	4	33	8	46	8	59	0	47	3	77	3	98	0
L.G.	MYC	Mitzyack ..	266½	15	6	13	6	16	6	30	2	22	8	41	2	37	2	55	6	65	0	52	0	86	9	111	0
L.G.	MO	Moe ..	81½	7	2	8	2	9	10	13	4	10	0	16	10	15	2	21	2	24	3	19	6	31	0	38	3
L.G.	MWH	Moleworth ..	90½	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	6	42	3
L.G.	MOL	Molags ..	147	10	10	10	10	13	4	20	2	15	2	27	2	24	6	34	0	42	0	33	9	54	9	68	0
L.G.	MEA	Monca ..	75½	6	8	8	0	9	6	12	2	9	2	15	8	14	2	10	4	12	0	9	18	3	29	0	
L.G.	MON	Monageeta ..	36½	3	6	4	10	5	8	6	6	5	0	8	2	7	4	10	8	10	8	22	0	33	6	41	6
L.G.	MOU	Monomeith ..	44	4	0	5	4	6	4	7	6	5	8	10	0	9	0	12	6	13	9	11	0	17	3	20	9
L.G.	MTO	Montgomery ..	134½	10	2	10	6	13	0	19	0	14	4	25	6	23	0	32	0	38	9	31	0	60	6	72	6
L.G. Account Pub- lic Works De- partment and Hospital for Insane only.	MPK	Mont Park (See page 108) ..	12½	2	2	8	2	8	3	3	6	2	8	3	6	3	6	4	6	5	0	4	0	5	6	6	9
L.G.	MLT	Moobar ..	100½	8	0	9	9	11	6	15	10	12	0	20	6	18	6	25	8	29	0	23	9	38	0	47	0
L.G.	MND	Moonbarret ..	96	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	3	22	9	36	0	44	9

L.G.	M.B.N.	114	2	8	1	3	2	3	6	2	8	3	6	3	6	4	6	4	9	4	6	0	6	0
L.G.	M.B.L	481	4	6	5	10	7	0	8	2	6	2	10	6	9	6	13	2	15	0	12	0	19	0
G.	M.D.C	351	3	6	4	6	5	4	6	6	5	0	8	2	7	4	10	4	11	9	9	6	14	0
L.G.	M.B.K	311	2	8	3	2	3	10	4	8	3	6	5	4	4	10	6	8	7	9	6	3	9	0
G.	M.P	110	8	6	9	10	12	0	16	8	12	6	21	8	19	6	27	2	31	9	25	6	41	3
L.G.	M.O.R	482	4	6	5	10	7	0	8	8	6	6	11	0	10	0	13	10	15	3	12	3	19	3
L.G.	M.X	171	2	8	3	0	3	6	4	2	3	2	4	8	4	2	5	10	6	9	5	6	7	6
(a)	M.L.D	51	2	0	2	0	2	6	3	0	2	6	3	0	2	4	0	4	0	3	6	4	6	5
L.G.	M.R.C	60	5	4	6	8	0	10	0	7	0	12	10	11	8	16	2	18	3	14	9	23	0	28
L.G.	M.Q	401	3	10	5	0	6	0	7	0	5	4	9	4	8	11	8	13	0	10	6	15	9	19
G.	M.T	1501	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	9	56	3
L.G.	M.P.N	207	13	4	12	4	15	2	25	10	19	6	35	6	32	0	44	6	54	9	44	0	71	9
G.	M.Z	90	7	6	8	10	6	14	6	11	0	18	8	16	10	23	4	26	3	21	0	34	0	41
L.G.	M.S.F	1881	12	6	11	10	14	6	24	4	18	4	33	2	29	10	41	6	51	0	41	0	66	9
L.G.	E.Y.N	235	3	0	3	8	4	6	5	4	0	7	0	6	4	8	10	9	6	7	9	11	9	14
L.G.	M.J.P	230	16	0	13	8	16	10	31	2	23	0	42	4	38	2	53	0	66	3	53	0	89	0
L.G.	M.H.U	1841	12	4	11	10	14	6	23	10	18	0	32	8	29	6	40	10	50	3	40	3	65	6
L.G.	M.O.Y	1611	11	8	11	0	13	8	21	8	16	4	29	4	26	6	36	8	45	6	36	6	59	3
L.G.	M.U.K	181	12	4	11	8	14	2	23	6	17	8	32	2	29	0	40	4	49	6	39	9	64	9
L.G.	M.R.O	841	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0	32	0
L.G.	M.U	1451	10	10	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	9	33	6	54	6
G.	M.U.E	1931	7	8	9	0	10	8	15	2	11	6	19	2	17	4	24	0	27	6	22	0	35	6
G.	M.L.G	911	7	6	9	0	10	8	14	6	11	0	19	2	17	4	24	0	26	9	21	6	34	9
(a)	M.V.L	57	5	2	6	8	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6
G.	M.V.L	3561	18	6	15	2	18	6	36	8	27	6	49	10	44	10	62	4	74	0	59	3	103	3
L.G.	M.U.R	951	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	3	22	3	36	0
(a)	M.U.B	91	2	0	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	0
G.	M.R	1851	12	4	11	10	14	6	24	0	18	0	32	8	29	6	40	10	50	6	40	6	65	9
L.G.	M.S.K	721	6	6	7	8	9	2	11	8	8	10	15	2	13	8	19	0	21	6	17	3	27	9
L.G.	M.Y.N	2241	14	0	12	10	15	10	27	2	29	6	37	2	33	6	46	6	58	0	46	6	76	6
G.	M.L	1771	12	2	11	8	14	2	23	2	17	6	31	6	28	4	39	6	48	9	39	0	63	6
L.G.	M.S	1601	11	6	11	0	13	8	21	6	16	2	29	2	26	4	36	6	45	6	38	6	59	0
L.G.	M.K	1981	12	10	12	2	14	10	25	0	18	10	34	4	31	0	43	0	52	6	42	0	68	9
L.G.	M.Y.E	1501	11	0	10	10	13	4	20	6	15	6	27	6	24	10	34	6	42	9	34	3	56	0
G.	N.A	781	7	0	8	2	9	10	12	10	9	8	16	2	14	8	20	4	23	6	19	0	30	0
L.G.	N.N.A	2551	15	2	13	4	16	4	29	4	22	0	40	2	36	2	50	4	63	9	51	0	84	6
L.G.	N.N.G	41	3	10	5	0	6	0	7	0	5	4	9	4	8	6	11	8	13	0	10	6	15	9

* 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-State consignments by this route, the mileage rates to or from the Mount Gambier Border should be charged.

† Not including loading and unloading. See page 91.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	A.P.	Spec. A.P.	A.	A. less 25%.	R.	R. less 10%.	B. less 25%.	C.	C. less 20%.	1	2
L.G.	NG	Narophid ..	131½	s. d. 10 0	s. d. 12 8	s. d. 18 10	14	2	24 10	4 31	2 38	0 30	6 49	3 61
L.G.	NR	Narracan ..	88½	7 4	8 8	10 14	0	10	6 18	8 16	10 23	4 26	0 21	0 33
L.G.	NW	Narre Warren ..	25½	2 8	3 6	4 2	5	4	0 6	6 5	10 8	2 8	9 7	0 10
G.	NH	Nathalia ..	147½	11 0	10 10	13 4	20	4	15 4	27 4	24 8	34 2	42 3	34 0
G.	NT	Natimuk ..	216½	13 10	12 6	15 6	26	8	20 0	36 6	32 10	45 8	57 0	45 9
L.G.	NV	Navarre ..	163½	11 10	11 4	13 10	22	2	16 8	30 0	27 0	37 6	46 9	3 60
L.G.	NYK	Nagook ..	83½	7 2	8 6	10 2	13	4	10 0	17 4	15 8	21 8	24 9	20 0
L.G.	NRM	Nearra ..	83½	7 2	8 2	9 10	12	10	9 8	16 10	15 2	21 2	24 0	19 3
G.	NS	Nearin South ..	75½	6 8	8 0	9 6	12	2	9 2	15 8	14 2	19 8	22 0	18 3
L.G.	NNR	Nerrin Nerrin ..	126½	9 8	10 4	12 8	18	2	13 8	24 4	22 0	30 6	29 0	35 6
L.G.	NBY	Netherby ..	177½	15 6	13 6	16 6	30	2	22 8	41 4	37 2	51 8	65 0	52 0
L.G.	NZ	Newlyn ..	267½	7 6	9 0	10 8	14	6	11 0	18 8	16 10	23 4	26 6	21 3
L.G.	NEW	Newmarket (See page 109) ..	2½	2 0	2 0	2 6	3	0	2 4	3 6	3 2	4 0	4 0	3 6
(a) In and Out. L.G. In & Out account Dalgety and Co. live Empty live stock crates In	NP	Newport (See page 110) ..	6½	2 4	2 4	2 8	3	0	2 4	3 6	3 2	4 0	4 0	3 6
G.	ND	Newstead ..	92½	7 6	9 0	10 8	14	6	11 0	19 2	17 4	24 0	27 0	21 9
G.	NE	Newtown ..	92½	7 6	9 0	10 8	14	6	11 0	19 2	17 4	24 0	27 0	21 9
G.	NH	Nhill (See page 110) ..	248½	14 10	13 2	16 2	28	10	21 8	39 6	35 8	46 6	63 0	50 6
L.G.	NIC	Nicholson ..	177½	12 2	11 8	14 2	23	2	17 6	31 6	28 4	39 0	48 9	39 0
L.G.	NLA	Nilda ..	64½	5 8	6 10	8 4	10	6	8 0	14 0	12 8	17 6	19 6	15 9
L.G.	NMA	Ninda ..	244½	14 8	13 2	16 2	28	6	21 6	39 0	35 2	48 0	62 3	50 0
L.G.	NPK	Noble Park ..	36½	2 8	3 0	3 6	4	2	3 2	4 8	4 2	5 10	6 9	5 6
L.G.	NJE	Nojoe ..	17½	2 8	3 0	3 6	4	2	3 2	4 8	4 2	5 10	6 9	5 6
L.G.	NI	Nooramunga ..	134½	7 4	8 8	10 6	14	0	10 6	18 8	16 10	23 4	26 0	21 0
L.G.	NX	Noradynka ..	223½	14 0	12 10	15 10	27	0	20 4	37 0	32 0	46 6	58 0	31 0
(a)	NJ	North Carlton ..	4½	2 0	2 0	2 6	3	0	2 4	3 6	3 2	4 0	4 0	3 6
L.G.	NCE	Northcote ..	51½	2 0	2 0	2 6	3	0	2 4	3 6	3 2	4 0	4 0	3 6
L.G.	NCC	North Creswick ..	86½	7 4	8 10	6 14	0	10	6 18	0 16	2 22	6 25	6 20	6 32
L.G.	NBN	North Brighton ..	8½	2 6	2 6	3 0	3	0	2 6	3 6	3 2	4 0	4 0	3 6
L.G.	NBF	North Fitzroy ..	5	2 0	2 0	2 6	3	0	2 4	3 6	3 2	4 0	4 0	3 6
(a) In and Out. L.G.	NF	North Fitzroy ..	5	2 0	2 0	2 6	3	0	2 4	3 6	3 2	4 0	4 0	3 6

	4	0	5	4	6	4	7	6	5	8	6	7	8	9	6	9	6	8	6	10	6	13	3		
N O	43	17	6	14	6	17	10	34	4	25	10	46	8	42	0	58	4	65	9	53	0	73	3	85	6
N L H	89	13	0	12	4	15	2	25	8	19	4	35	0	31	6	43	10	53	9	43	0	70	0	89	0
N M	110	8	6	9	10	12	0	16	8	12	6	21	8	19	6	27	2	31	9	25	6	41	3	51	3
N Q	38	3	8	4	10	5	8	7	0	5	4	8	7	10	10	12	6	10	0	15	0	15	0	18	6
N W	7	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
N W N	208	13	4	12	4	15	2	26	0	19	6	35	6	32	0	44	6	55	0	44	0	72	3	91	3
N W N	208	13	4	12	4	15	2	26	0	19	6	35	6	32	0	44	6	55	0	44	0	72	3	91	3
N O W	322	17	6	14	6	17	10	34	4	25	10	46	8	42	0	58	4	65	9	53	0	73	3	85	6
N L	202	13	0	12	4	15	2	25	8	19	4	35	0	31	6	43	10	53	9	43	0	70	0	89	0
N U	207	13	0	12	4	15	2	25	10	19	6	35	4	31	10	44	2	54	6	43	9	71	0	90	6
N K	183	10	2	10	4	12	8	19	0	14	4	25	2	22	8	31	6	38	6	31	0	50	3	62	3
N G A	284	16	0	13	10	17	0	31	4	23	6	42	10	38	8	53	8	66	9	53	6	87	3	103	3
N G B	284	16	0	13	10	17	0	31	4	23	6	42	10	38	8	53	8	66	9	53	6	87	3	103	3
N X H	232	14	4	13	0	16	0	27	8	30	10	38	0	34	2	47	6	59	9	48	0	78	9	100	0
N Y	312	17	2	14	4	17	8	33	6	26	2	45	8	41	2	57	2	69	9	56	0	95	0	123	9
N Y N	250	15	0	13	2	16	2	29	0	21	10	39	6	35	8	49	6	63	3	50	9	83	6	106	6
N Y	56	5	2	6	8	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6
N Y	56	5	2	6	8	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6
O A	101	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	4	6	3	9	4	9	5	6
O K	185	12	4	11	10	14	6	24	0	18	0	32	8	29	6	40	10	50	6	40	6	65	9	82	9
O F	32	3	2	4	0	4	10	5	10	4	6	7	6	6	10	9	6	10	3	8	3	12	9	15	3
O N	99	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	6	23	0	36	6	45	3
O B	231	14	4	13	0	16	0	27	8	20	10	37	10	34	2	47	4	59	9	48	0	78	6	99	9
O R	9	2	6	2	6	3	0	3	0	2	6	3	2	4	0	4	0	4	0	3	6	4	6	5	0
O U	76	6	10	8	0	9	6	12	2	9	2	16	2	14	8	20	4	23	0	18	6	29	3	36	0
O Y	288	16	2	13	10	17	0	31	8	23	10	43	4	39	0	54	2	67	3	54	0	85	6	101	0
O V	180	12	2	11	8	14	2	23	6	17	8	32	0	28	10	40	0	49	3	39	6	64	6	81	0
O X	152	11	2	10	10	13	4	20	8	15	6	27	10	25	2	34	10	43	6	35	0	56	6	70	3
P W	130	10	0	10	4	12	8	18	8	14	0	24	10	22	4	31	2	37	6	30	0	49	0	60	9
P K	36	3	6	4	10	5	8	6	6	5	0	8	2	7	4	10	4	12	0	9	9	14	6	17	9
P X	173	12	0	11	4	13	10	22	10	17	2	31	0	28	0	38	10	47	9	38	3	62	6	78	3
P T Y	368	18	8	15	4	18	8	37	4	28	0	50	10	45	8	63	8	75	3	60	3	105	3	139	0
P V	150	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	3	56	3	70	0
P V Y	32	3	2	4	0	4	10	5	10	4	6	7	6	6	10	9	16	10	3	8	3	12	9	15	3
P N	291	11	8	11	4	13	10	22	0	16	6	29	10	26	10	37	4	46	3	37	0	60	3	75	6
P T H	163	7	6	9	0	10	8	14	6	11	0	19	2	17	4	24	0	27	0	21	9	35	0	43	3
P R	33	7	6	9	0	10	8	14	6	11	0	19	2	17	4	24	0	27	0	21	9	35	0	43	3
P T	203	13	4	12	4	16	2	26	0	19	6	35	6	32	0	44	6	55	0	44	0	72	3	91	3
P T V	56	5	2	6	8	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6
P N G	242	14	8	13	2	16	2	28	4	21	4	38	10	35	0	48	8	61	9	49	6	81	3	103	3

† Not including transfer charges. See page 91.

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M.		A.P.		Spel. A.P.		A.		A. less 25%.		B.		B. less 10%.		B. plus 25%.		C.		C. less 20%.		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.
L.G. Account or o/o Pettitt Bros.	P T T	Pettitt's Siding	134	10	2	10	4	12	8	19	0	14	4	25	2	22	8	31	6	38	6	31	0	50	3	62	3		
G	P I	Picola	164½	11	2	11	0	13	8	21	0	15	10	28	4	25	6	35	6	44	0	35	3	57	3	71	3		
L.G. In account	P R M	Pier Millan	260	15	4	13	4	16	4	29	8	22	4	40	6	36	6	50	8	64	3	61	6	85	6	109	0		
L.G. In account	P L S	Pie Siding †	130½	10	0	10	4	12	8	18	8	14	0	24	10	22	4	31	2	37	6	30	0	49	0	60	9		
(a) Out Piles and Timber																													
L.G.	P O	Pimpino	218½	13	8	12	6	15	6	26	4	19	10	36	2	32	8	46	4	56	0	45	0	73	6	93	0		
L.G.	P L	Pinnaroo Border**	369½	18	8	15	4	18	8	37	6	28	2	51	0	46	0	63	10	75	6	60	6	105	6	139	6		
L.G.	P R A	Pine Lodge	121	9	2	10	0	12	4	17	8	13	4	23	4	21	0	29	4	35	0	28	0	45	6	56	3		
L.G.	P Y	Pira	227½	14	2	12	10	15	10	27	4	20	6	37	4	33	8	46	8	59	0	47	3	77	3	98	0		
(b)	P C	Pirron Yallock	104½	8	4	9	6	11	8	16	2	12	2	21	0	19	0	28	4	30	6	24	6	39	6	48	9		
L.G.	P T	Pisang	81½	7	2	8	2	9	10	13	4	10	0	16	10	15	2	21	2	24	3	19	6	31	0	38	3		
L.G.	P Z	Platina (See page 114)†	104½	8	4	9	6	11	8	16	2	12	2	21	0	19	0	28	4	30	6	24	6	39	6	48	9		
(b)	P O L	Pollard	103½	8	4	9	2	11	6	16	0	12	0	20	10	18	10	26	4	30	6	24	3	39	6	48	9		
L.G.	P O B	Pombornet	95½	7	8	9	2	11	0	15	6	16	0	20	10	18	10	26	4	30	6	24	3	39	6	48	9		
L.G.	P O R	Pombornet	132½	8	10	9	10	12	0	17	0	12	10	22	4	20	2	28	8	28	3	22	3	36	0	44	9		
G.	P U	Porepunkah	179½	7	0	8	2	9	10	12	10	9	8	16	10	15	2	21	2	23	9	19	0	30	3	37	3		
G.	P A	Port Albert	182½	12	8	12	2	14	10	24	8	18	6	33	8	30	4	42	4	51	9	41	6	67	9	87	6		
G.	P F	Port Fairy (See page 111)	137½	10	4	10	6	13	0	19	4	14	6	25	10	23	2	32	4	39	9	32	0	51	6	63	9		
G.	P	Portland (See page 111)	186½	12	6	11	10	14	6	24	0	18	0	33	0	29	8	41	5	50	9	40	9	66	0	83	3		
L.G.	P L M	Portland North	251½	15	0	13	4	16	4	29	2	22	0	39	10	35	10	49	8	63	6	51	0	84	0	107	0		
(a) In and Out, and L.G. to or from steamers	P M	Port Melbourne and Grabam (See page 112)	250½	15	0	13	4	16	4	29	2	22	0	39	8	35	8	49	8	63	3	50	9	83	9	106	9		
			3½	2	0	2	0	2	6	3	0	2	4	3	0	3	2	4	0	4	0	3	6	4	6	5	0		
(a) Beet only Out		Port Melbourne Pier (See p. 146)	3½	10	2	10	6	13	0	19	2	14	6	25	6	23	0	32	0	39	3	31	6	51	0	63	0		
L.G.	P E	Porepunkah	136½	10	4	10	6	13	0	19	2	14	6	25	6	23	0	32	0	39	3	31	6	51	0	63	0		
(a) In and Out and L.G. In account	P R O	Prosser (See page 110)	9½	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	5	2	6	6		
Western and Murray District Co - operative Bacon Co. only																													

L.G.	P.V.L.	15	2	13	4	16	4	29	8	32	4	40	4	36	4	50	6	64	3	51	6	85	3	108	9	
L.G.	P.P.	9	4	10	0	12	4	17	10	13	4	23	6	21	2	29	6	35	3	28	3	45	9	56	9	
L.G.	P.D.	20	1	12	4	15	2	25	6	19	2	35	0	31	6	43	10	53	9	43	0	70	3	88	9	
L.G.	P.G.	5	2	6	8	0	9	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6	26	6
G	P.H.	11	2	11	0	13	8	21	0	15	10	28	4	25	6	35	6	44	0	35	3	57	3	71	3	
G.	Q.K.	12	6	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	84	6	
L.G.	Q.C.	13	8	12	6	15	6	26	4	19	10	36	4	32	8	45	4	56	0	45	0	73	6	93	0	
G.	Q.	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	0	31	9	
G.	R.B.W.	15	6	13	6	16	6	30	2	22	8	41	2	37	2	51	6	65	0	52	0	86	9	111	0	
L.G.	R.A.	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	6	42	3	
L.G.	R.V.	9	2	10	0	12	4	17	8	13	4	23	2	20	10	29	0	34	9	28	0	45	0	55	9	
L.G.	R.E.	6	10	8	0	9	6	12	2	9	2	16	2	14	8	30	4	33	0	18	6	29	3	36	0	
G.	R.J.	5	4	6	8	0	8	0	10	0	7	6	12	10	11	8	16	2	18	3	14	9	23	0	28	3
G.	R.E.M.	13	4	12	4	15	2	25	10	19	6	35	6	32	0	44	6	54	0	44	0	71	9	91	0	
L.G.	R.N.K.	10	0	13	8	16	10	31	2	23	6	42	4	38	2	53	0	63	3	53	0	89	0	114	6	
L.G.	R.E.S.	2	6	2	6	3	0	4	6	6	5	0	3	2	4	0	4	0	3	6	4	6	5	0	5	
L.G.	R.C.	3	5	4	0	5	4	6	6	5	0	8	2	7	4	10	4	11	0	9	6	14	0	17	3	
L.G.	R.D.	2	8	3	0	3	6	3	6	3	0	4	8	4	2	5	10	6	6	5	3	7	3	8	6	
L.G.	R.G.	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	R.O.	10	6	10	6	17	0	19	6	14	8	20	0	23	6	32	6	40	0	32	0	52	0	64	6	
L.G.	R.K.	2	8	3	0	3	6	4	2	3	2	4	8	4	2	5	10	7	0	5	9	8	0	9	3	
L.G.	R.O.C.	7	4	8	8	10	6	14	0	10	6	18	0	16	2	22	6	25	6	17	0	26	6	32	9	
L.G.	R.B.	6	4	7	4	8	10	11	8	8	10	15	2	13	8	19	0	21	0	17	0	26	9	33	3	
L.G.	R.F.	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	27	9	23	3	35	9	44	3	
L.G.	R.M.	3	10	5	0	6	0	7	0	5	4	9	4	8	6	11	8	13	0	10	6	15	9	19	6	
G.	R.Y.	14	8	13	2	16	2	28	8	21	6	39	2	35	4	49	0	62	6	50	0	82	3	104	9	
G.	R.S.	8	10	9	10	12	0	17	0	12	10	22	2	20	0	27	10	32	9	26	3	42	3	52	6	
L.G.	R.W.	3	4	4	6	5	4	6	6	5	0	8	2	7	4	10	4	11	0	9	0	13	9	16	6	
L.G.	R.U.	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	0	18	3	29	0	35	6	
L.G.	R.P.	12	4	11	10	14	6	23	10	18	0	32	8	29	6	40	10	50	3	40	3	65	6	82	3	
G.	R.H.	8	4	9	6	11	8	16	2	12	2	21	0	19	0	26	4	30	6	24	6	39	6	48	9	
G.	R.S.G.	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
(e) In and Out.	R	11	10	11	4	13	10	22	6	17	0	30	4	27	4	38	0	47	0	37	9	61	6	76	9	
L.G. In account	S.A.I.	8	1	2	8	2	9	10	12	5	9	8	16	10	15	2	21	2	24	0	19	3	30	6	37	6
S. Willis Bros.	S.B.	9	10	10	4	12	8	18	6	14	0	24	6	22	2	30	8	37	0	29	9	48	0	59	9	
L.G.	S.B.W.	12	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

* Not including loading and unloading. † Not including transfer charges. See page 91.
 ** No station is provided on the South Australian border (which is called Pinamoo Border for convenience), but in arriving at the Victorian proportion of freight charges on
 Inter-State consignments by this route, the mileage rates to or from the Pinamoo Border shall be charged.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M.		A.P.		Spec. A.P.		A.		R.		R. less 10%.		C.		C. less 20%.		1		2					
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
L.G.	SAL	Salisbury	242½	14	8	13	2	16	2	28	6	21	6	38	10	35	0	48	8	62	0	49	9	81	6	103	6
L.G.	SAN	Sandford	242½	14	8	13	2	16	2	28	6	21	6	38	10	35	0	48	8	62	0	49	9	81	6	103	6
L.G.	SHM	Standingham	121	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	5	0	4	0	5	6	6	9
L.G.	SDE	Scarredale	90½	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	6	42	3
L.G.	SFO	Seaford	24½	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	6	7	0	10	0	12	3
G.	SL	Sea Lake	288	14	6	13	0	16	0	28	2	21	2	38	4	34	6	48	0	60	9	48	9	80	3	102	0
L.G.	SE	Sebastian	116	9	0	10	0	12	4	17	2	13	0	22	8	20	6	28	4	33	9	27	0	43	0	54	0
(b)	SEY	Selby	28½	3	0	3	8	4	6	5	4	0	7	0	6	4	8	10	9	6	7	9	11	9	14	0	
G.	SN	Serriston	28½	16	2	13	10	17	0	31	8	23	10	43	2	38	10	54	0	67	0	53	9	90	6	116	9
L.G.	SEV	Seville	33½	3	4	4	0	4	10	6	6	5	0	7	6	10	9	0	10	9	8	9	13	6	16	0	
G.	S	Seymour	61½	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	18	9	15	0	23	9	29	3
G.	SHP	Sheepshills	206½	13	4	12	4	15	2	25	10	19	6	35	4	31	10	44	2	54	6	43	9	71	6	90	6
G.	SLB	Shelbourne	99½	8	0	9	2	11	6	15	8	11	10	20	4	18	4	25	6	29	3	23	6	37	6	46	6
L.G.	SHY	Shelley	235½	14	4	13	0	16	0	27	10	21	0	38	2	34	4	47	10	60	6	48	6	79	6	101	3
G.	SP	Shepparton	113	8	10	9	10	12	0	17	0	12	10	22	2	20	0	27	10	32	9	26	3	42	3	52	6
L.G.	SKT	Skipton	111½	8	8	9	10	12	0	16	10	12	8	22	0	19	10	27	6	32	3	26	0	42	0	52	0
L.G.	SMT	Smytheadale	88½	7	4	8	8	10	6	14	0	10	6	18	8	16	10	23	4	26	0	21	0	33	9	41	6
L.G.	SM	Somerton	13½	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	3	5	3	4	3	6	0	7	3
G.	SV	Somerville	35	3	4	4	6	5	1	6	6	5	0	8	2	7	4	10	4	11	0	9	0	13	9	16	6
L.G.	SOB	South Brunswick	4	2	0	2	0	2	6	3	0	2	4	9	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	SG	South Geelong (See page 95)	46½	4	4	5	6	6	8	8	2	6	2	9	6	8	8	10	6	10	6	9	6	11	6	14	3
..	SKN	South Kensington (See page 112)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	SKG	South Kerang	174½	12	0	11	8	14	2	22	10	17	2	31	2	28	2	39	0	48	0	38	6	62	9	78	9
L.G.	SMG	South Morang	174½	2	8	3	0	3	6	4	2	3	2	4	8	4	2	5	10	6	3	5	6	7	6	8	9
L.G.	SCL	Southern Cross Co.'s Siding (See pages 104 and 123)	146½	10	10	10	10	13	4	20	2	15	2	27	2	24	0	34	0	42	0	33	9	54	9	68	0
L.G.	SPE	Speed	264½	15	6	13	6	16	6	30	0	22	6	41	0	37	0	51	4	64	9	52	0	86	3	110	3
\$	SFD	Spotswood	5½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	ST	Springhurst	160	11	6	11	0	13	8	21	6	16	2	29	0	26	2	36	4	45	3	36	3	68	6	73	3
L.G.	STR	Spring Vale (See page 113)	161	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	4	6	0	5	0	7	0	8	0
L.G.	STA	St. Albans	111½	2	8	2	8	3	2	3	6	2	8	3	6	3	6	4	6	4	0	4	0	5	0	6	0
L.G.	STL	Stalbert	134½	10	2	10	6	13	0	19	0	14	4	25	6	23	0	32	0	38	9	31	0	50	6	62	6

(e) In and Out.

STH	Stamps	1164	9	0	10	0	12	4	17	2	13	0	22	8	20	6	128	4	33	9	27	0	43	6	54	0	
SA	St. Arnaud	158†	11	6	11	0	13	8	21	4	16	0	28	10	23	0	36	2	45	0	36	0	58	3	72	9	
SM	State Mine	86†	7	4	8	10	6	14	0	10	6	18	0	16	2	22	6	25	6	20	6	32	9	40	6	13	0
STN	Stoughton's Sliding	26†	2	10	3	8	4	6	5	4	4	0	6	6	5	10	8	2	9	0	7	3	10	6	40	6	
SVY	Stavelly	162	11	8	11	0	13	8	21	8	16	4	29	4	26	6	36	6	45	6	36	6	59	3	73	9	
SJ	St. James	150	11	0	10	10	13	4	20	6	15	6	27	6	24	10	34	6	42	9	24	3	56	0	69	6	
SJ	St. James	141†	10	8	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	9	32	9	53	0	65	9	
STK	St. Kilda	4†	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
SD	Stonewford	111	8	8	9	10	12	0	16	10	12	8	22	0	19	10	27	6	32	0	25	9	41	6	51	6	
SC	Stony Creek	91	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	6	42	3	
SO	Stony Point (See page 96)	46†	4	4	5	6	6	8	8	2	6	2	10	6	9	6	13	2	14	6	11	9	18	3	22	3	
STR	Strangway (See page 113)	138†	10	6	10	6	13	0	19	6	14	8	26	0	23	6	32	6	40	0	32	0	52	0	64	6	
STD	Stratford	146†	10	10	10	13	4	20	2	15	2	27	2	24	6	34	0	42	0	33	9	54	9	68	0	84	9
SHL	Strathallan	192	12	8	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	6	84	9	
SKR	Strathkellar	146	10	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	9	33	6	54	6	67	9		
SX	Strathmerton	80†	7	2	8	2	9	10	12	10	9	8	16	10	15	2	21	2	24	0	19	3	30	6	37	6	
SK	Sulky	23†	2	6	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	3	6	9	9	6	11	9	
SI	Sunbury	7†	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
SUN	Sunshine (See page 114)	8†	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
SZ	Surrey Hills	8†	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
SU	Sutherland	166†	11	8	11	4	13	10	22	0	16	6	29	10	26	10	37	4	46	3	37	0	60	3	75	6	
SH	Swan Hill	214†	13	8	12	6	15	6	26	6	20	0	36	2	32	8	45	4	56	3	45	0	73	9	93	3	
SQ	Suezwater	170†	11	10	11	4	13	10	22	6	17	0	30	6	27	6	38	2	47	3	37	9	61	9	77	3	
SY	Sydenham	15	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	4	5	6	4	6	6	6	7	6	
TK	Tabik	74	6	6	7	8	9	2	12	2	9	2	15	8	14	2	10	8	21	9	17	6	28	3	34	9	
TO	Tabor	210	13	4	12	4	15	2	26	0	19	6	35	8	32	2	44	8	55	0	44	0	72	6	91	6	
TQ	Talbot	107†	8	6	9	6	11	8	16	4	12	4	21	6	19	4	27	0	31	3	25	0	40	6	50	3	
TA	Tallangatta	212†	13	8	12	6	15	6	26	4	19	10	36	0	32	6	45	0	56	0	45	0	73	3	92	6	
TAL	Tallaroek	56	5	0	6	8	8	0	9	4	7	0	12	2	10	15	4	17	3	14	0	21	3	26	3		
TLP	Tallygaroopna	123†	9	6	10	0	12	4	18	0	13	6	23	10	21	6	29	10	35	9	28	9	46	6	57	6	
TD	Tandara	127	9	8	10	4	12	8	18	2	13	8	24	4	22	0	30	6	36	6	29	3	47	6	59	0	
TDL	Taradale	67†	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9	
TG	Tarnegalla	136†	10	4	10	6	13	0	19	2	14	6	25	8	23	2	32	2	39	6	31	9	51	3	63	6	
TIN	Tarranginnie	255†	15	2	13	4	16	4	29	4	22	0	40	2	136	2	50	4	63	9	51	0	84	6	108	0	

† Not including transfer charges. See page 91.
 † Open for goods s/c the State mine only.
 † Not including loading and unloading.
 † In and out, account Metropolitan Board of Works, Lonsdon and Coy., Melbourne Glass Bottle Works, Vic. Ammonia Co., British Imperial Oil Co., and T. Robinson and Co.
 † In account H. V. Leggo and Willian James, Barwise and Co. c/o Melbourne Glass Bottle Works.
 L.G. (Int. account T. Robinson and Co.

LIST OF STATIONS AND UNRENDERED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference.	Mark.	Station.	Miles.	M.	A.P.	Sp. A.P.	A.	A. less 25 %.	B.	R. less 10 %.	B. plus 25 %.	C.	C. less 20 %.	I.	S.
L.G.	TYK	Taronguak...	282	e. d.	14 8 13 2 16 2 28 4	e. d.	2 28 4	e. d.	21 4 38 10 35 0 48 8 161 9 49 6 81 3	e. d.	103 3	e. d.	103 3	e. d.	103 3
L.G.	TAR	Tarravarra	35	e. d.	4 4 6 5 4 6 6 5 0 13 8	e. d.	6 6 5 0 13 8	e. d.	7 4 10 4 11 0 9 0 13 9 16 6	e. d.	16 6	e. d.	16 6	e. d.	16 6
L.G.	TWN	Tarravanges	167½	e. d.	11 0 11 0 13 8 21 2 16 0	e. d.	2 16 0	e. d.	28 8 25 10 35 10 44 9 36 0 58 0 72 6	e. d.	41 0	e. d.	41 0	e. d.	41 0
L.G.	TAR	Tarwin	87½	e. d.	7 4 8 8 10 6 14 0 10 6	e. d.	14 0 10 6	e. d.	18 0 16 2 22 6 25 9 30 9 33 3 41 0	e. d.	65 0	e. d.	65 0	e. d.	65 0
L.G.	TAT	Tatong	139½	e. d.	10 6 10 6 13 0 19 6 14 8	e. d.	14 8 19 6 14 8	e. d.	26 0 23 6 32 6 40 3 32 3 52 3 65 0	e. d.	61 3	e. d.	61 3	e. d.	61 3
G.	TU	Tatura	110	e. d.	8 6 9 10 12 0 16 8 12 6	e. d.	12 6 21 8	e. d.	19 6 27 2 31 9 25 6 41 3 51 3	e. d.	67 3	e. d.	67 3	e. d.	67 3
L.G.	TYO	Tatyoan	144½	e. d.	10 8 10 10 13 4 20 0 15 0	e. d.	20 0 15 0	e. d.	26 10 24 2 33 8 41 6 33 3 54 3 67 3	e. d.	80 3	e. d.	80 3	e. d.	80 3
L.G.	TED	Teddysaddy	178½	e. d.	12 2 11 8 14 2 23 4 17 6	e. d.	23 4 17 6	e. d.	31 8 28 6 39 8 49 0 39 3 63 9 80 3	e. d.	111 9	e. d.	111 9	e. d.	111 9
L.G.	TE	Telford	164½	e. d.	11 2 11 0 13 8 21 0 15 10	e. d.	13 8 21 0 15 10	e. d.	23 4 25 6 35 6 44 0 35 3 57 3 71 3	e. d.	63 9	e. d.	63 9	e. d.	63 9
L.G. In and Out.	TMY	Tempy	268½	e. d.	15 6 13 6 16 6 30 4 22 8	e. d.	16 6 30 4 22 8	e. d.	41 4 37 2 51 8 65 3 52 3 87 0 111 9	e. d.	6 0	e. d.	6 0	e. d.	6 0
L.G. In and Out.	TNG	Terang	137½	e. d.	10 4 10 6 13 0 19 4 14 6	e. d.	13 0 19 4 14 6	e. d.	25 10 23 2 32 4 39 9 32 0 51 6 63 9	e. d.	6 0	e. d.	6 0	e. d.	6 0
L.G.	TSN	Thomasown	12	e. d.	2 8 2 8 3 2 3 6 2 8	e. d.	3 6 2 8 3 6 2 8	e. d.	3 6 3 6 4 6 4 0 4 0 4 0 4 0	e. d.	6 0	e. d.	6 0	e. d.	6 0
L.G. In account of W. C. Thomas and Son	TMS	Thomas's Mill Siding	7	e. d.	2 4 2 4 2 8 3 0 2 4	e. d.	2 8 3 0 2 4	e. d.	3 6 3 6 4 6 4 0 4 0 4 0	e. d.	6 0	e. d.	6 0	e. d.	6 0
L.G.	TH	Thorpdale	92½	e. d.	7 0 9 0 10 8 14 6 11 0	e. d.	10 8 14 6 11 0	e. d.	19 2 17 4 24 0 27 0 21 9 35 0 43 3	e. d.	69 6	e. d.	69 6	e. d.	69 6
L.G.	TIE	Tiga	295½	e. d.	16 6 14 0 17 2 32 2 24 2	e. d.	17 2 32 2 24 2	e. d.	44 0 39 8 55 0 68 0 54 6 92 0 119 0	e. d.	59 6	e. d.	59 6	e. d.	59 6
L.G.	TIM	Timboon	148½	e. d.	11 0 10 10 13 4 20 6 15 6	e. d.	13 4 20 6 15 6	e. d.	27 6 24 10 34 6 42 9 34 3 56 0 69 6	e. d.	47 9	e. d.	47 9	e. d.	47 9
L.G.	TI	Tinamba	127½	e. d.	9 10 10 4 12 8 18 4 13 10	e. d.	12 8 18 4 13 10	e. d.	24 4 22 0 30 6 36 9 29 6 47 9 59 6	e. d.	72 3	e. d.	72 3	e. d.	72 3
G.	TOC	Tocunval (See page 114)	156½	e. d.	11 4 11 0 13 8 21 2 16 0	e. d.	13 8 21 2 16 0	e. d.	28 6 25 8 35 8 44 9 36 0 57 9 72 3	e. d.	60 0	e. d.	60 0	e. d.	60 0
L.G.	TJ	Tongala	130½	e. d.	10 0 10 4 12 8 18 8 14 0	e. d.	12 8 18 8 14 0	e. d.	24 10 22 4 21 2 37 6 30 0 49 0	e. d.	29 6	e. d.	29 6	e. d.	29 6
L.G.	TBC	Toobrac (See page 114)	62½	e. d.	5 6 6 10 8 4 10 6 8 0	e. d.	6 10 8 4 10 6 8 0	e. d.	13 4 12 0 16 8 19 0 13 3 24 0 29 6	e. d.	101 0	e. d.	101 0	e. d.	101 0
L.G.	TLA	Toocamba	103½	e. d.	8 4 9 2 11 6 16 0 12 0	e. d.	11 6 16 0 12 0	e. d.	20 10 18 10 26 2 30 3 24 3 39 3 48 6	e. d.	51 3	e. d.	51 3	e. d.	51 3
L.G.	TLO	Tooolando	234½	e. d.	14 4 13 0 16 0 27 10 21 0	e. d.	16 0 27 10 21 0	e. d.	38 2 34 4 47 10 60 3 48 3 79 3 101 0	e. d.	53 3	e. d.	53 3	e. d.	53 3
G.	TB	Toongabbie	109½	e. d.	8 6 9 10 12 0 16 8 12 6	e. d.	12 0 16 8 12 6	e. d.	19 6 27 2 31 9 25 6 41 3 51 3	e. d.	17 9	e. d.	17 9	e. d.	17 9
L.G.	TOA	Toora	114½	e. d.	8 10 10 0 12 4 17 2 13 0	e. d.	12 4 17 2 13 0	e. d.	22 6 20 4 28 2 33 3 26 9 43 3 53 3	e. d.	5 0	e. d.	5 0	e. d.	5 0
L.G.	TDN	Tooradin	36½	e. d.	3 6 4 10 5 8 6 5 0 8 2	e. d.	5 8 6 5 0 8 2	e. d.	7 4 10 4 12 0 9 9 14 6 17 9	e. d.	6 0	e. d.	6 0	e. d.	6 0
L.G.	TOK	Toorak	61	e. d.	2 0 2 0 2 4 2 8 3 0 2 4	e. d.	2 8 3 0 2 4	e. d.	3 6 3 6 4 0 4 0 4 0 4 0	e. d.	5 0	e. d.	5 0	e. d.	5 0
L.G.	TGA	Tooronga	61	e. d.	2 4 2 4 2 8 3 0 2 4	e. d.	2 8 3 0 2 4	e. d.	3 6 3 6 4 0 4 0 4 0 4 0	e. d.	93 3	e. d.	93 3	e. d.	93 3
L.G.	TST	Tootara	214½	e. d.	13 8 12 6 15 6 28 6 20 0	e. d.	15 6 28 6 20 0	e. d.	36 2 32 8 45 4 66 3 45 0 73 9 93 3	e. d.	93 3	e. d.	93 3	e. d.	93 3
L.G.	TLO	Tourallo	93	e. d.	7 6 9 0 10 8 14 6 11 0	e. d.	10 8 14 6 11 0	e. d.	19 2 17 4 24 0 27 0 21 9 35 0 43 3	e. d.	43 3	e. d.	43 3	e. d.	43 3

L.G.	T.W.	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	3	18	0	28	6	35	0
L.G.	T.R.G.	11	10	11	4	13	10	22	6	17	0	30	6	27	6	38	2	47	3	57	9	61	9	77	3
G.	T.N.	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	29	0	23	3	37	0	45	9
L.G.	T.R.	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	29	0	23	3	37	0	45	9
L.G.	T.R.A.	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	15	3	24	0	29	6
G.	T.M.	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	15	3	24	0	29	6
L.G.	T.S.O.	13	0	12	4	15	2	25	6	19	2	35	0	31	6	43	10	53	9	43	0	50	3	88	9
L.G.	T.U.L.	11	8	11	0	13	8	21	10	16	0	29	6	26	8	37	0	46	0	37	0	50	9	74	9
G.	T.	11	0	10	10	13	4	20	6	15	0	27	6	34	10	34	0	42	9	34	0	56	0	69	6
(b)	T.S.	2	8	2	8	3	2	3	6	2	8	4	2	3	10	5	3	5	3	4	3	6	0	7	3
L.G.	T.R.F.	15	4	13	6	16	6	29	8	22	4	40	8	36	8	50	10	64	6	51	9	85	9	109	3
L.G.	T.T.	18	0	14	8	18	0	35	4	26	6	48	0	43	2	60	0	72	3	58	0	100	0	130	9
L.G.	T.V.	3	8	4	10	5	8	7	0	5	4	8	8	7	10	10	10	12	3	10	0	14	9	18	3
L.G.	T.Y.	2	8	4	10	5	8	7	0	5	4	8	8	7	10	10	10	12	3	10	0	14	9	18	3
L.G.	T.Y.L.	4	2	5	8	8	0	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6	21
L.G.	T.Z.	4	2	5	8	8	0	4	7	0	12	2	11	0	15	4	17	6	14	0	21	6	26	6	21
G.	U.L.	14	0	12	10	15	10	26	10	20	2	36	10	33	2	46	2	57	6	46	0	75	9	96	0
L.G.	U.B.	17	4	14	4	17	8	34	0	25	0	46	2	41	8	57	10	70	3	66	3	96	6	125	6
L.G.	U.G.	2	8	3	6	4	2	4	8	3	6	5	10	5	4	7	4	8	3	6	9	9	6	11	9
(b)	U.P.	2	8	3	6	4	2	5	4	4	0	6	6	5	10	8	2	8	9	7	0	10	3	12	9
L.G.	V.	13	6	12	6	15	6	26	2	19	8	36	0	32	6	45	0	55	9	44	9	73	0	92	3
G.	V.K.	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	V.T.	8	4	9	6	11	8	16	2	12	2	21	2	19	2	26	6	30	9	24	9	40	0	49	3
L.G.	V.V.	9	0	10	0	12	4	17	2	13	0	22	8	20	6	28	4	33	9	27	0	43	6	54	0
L.G.	W.A.	10	6	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	6	32	0	52	6	65	3
G.	W.G.	12	0	11	4	13	10	22	10	17	2	31	0	28	0	38	10	47	9	38	3	62	6	78	3
G.	W.Q.	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0	32	0	39	9
L.G.	W.A.I.	13	10	12	6	15	6	26	8	20	0	36	8	33	0	45	10	57	3	46	0	75	3	95	3
L.G.	W.I.E.	14	4	13	0	16	0	27	10	21	0	38	0	34	2	47	6	60	0	48	0	79	0	100	3
G.	W.L.A.	8	6	9	6	11	8	16	4	12	4	21	6	19	4	27	0	31	3	25	0	40	6	50	3
L.G.	W.C.	5	6	9	10	8	4	10	6	8	0	13	4	12	0	16	8	18	9	15	0	23	9	29	3
L.G.	W.K.	3	0	3	8	4	6	5	10	4	6	7	0	6	4	8	10	9	0	8	0	12	0	14	3
L.G.	W.L.P.	17	0	14	2	17	6	33	2	25	0	45	2	40	8	56	6	69	0	55	3	94	3	122	6
L.G.	W.A.L.	11	10	11	4	13	10	22	4	16	10	30	4	27	4	38	0	46	0	37	6	61	3	76	6
L.G.	W.L.T.	8	10	9	10	12	0	17	0	12	10	22	2	20	0	27	10	32	9	26	3	42	3	52	6

* Not including leading and unloading. † Timber's.—The freight on consignments of Inwards goods to Timboun must be prepaid in every instance, with the exception that consignments may be forwarded from Melbourne only to Timboun, freight to pay. ‡ Not including transfer charges. See page 91.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference.	Mark.	Stations.	Miles.	M.		A.P.		Spol. A.P.		A. less 25%.		B. less 10%.		B. plus 25%.		C.		C. less 20%.		1		2					
				a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.		
L.G.	WAN	Wandin	31½	3	2	4	0	4	10	5	10	4	6	7	6	10	9	6	10	3	8	3	12	9	15	3	
L.G.	WJ	Wandong	34½	3	4	4	6	5	4	6	6	5	0	8	2	7	4	10	4	11	0	9	0	13	9	16	6
G.	W	Wangaratta	145½	10	10	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	9	33	6	54	6	67	9
L.G.	WV	Wannon	210½	13	6	12	6	15	6	26	2	19	8	35	10	32	4	44	10	55	3	44	3	72	9	92	0
L.G.	WX	Waranga	99½	8	0	9	2	11	6	15	8	11	10	20	4	18	4	25	6	29	3	23	6	37	6	46	6
G.	WAR	Warburton (See page 115)	48½	4	6	5	10	7	0	8	2	6	2	10	6	9	6	13	2	15	0	12	0	19	0	23	3
L.G.	WAK	Warcoort	87	7	4	8	10	6	14	0	10	6	18	0	16	2	22	6	25	6	20	6	32	9	40	6	
G.	WL	Warrecksbeal	218½	13	10	12	6	15	6	26	6	20	0	36	4	32	8	45	6	56	9	45	6	74	3	94	3
G.	WI	Warraul	82½	5	6	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	0	15	3	24	0	29	6
L.G.	WYN	Warra Yadin	186	10	2	10	6	13	0	19	2	14	6	25	6	23	0	32	0	39	3	31	6	51	0	63	0
L.G.	WRN	Warne	213	13	8	12	6	15	6	26	4	19	10	36	0	32	6	45	0	56	0	45	0	73	3	92	6
L.G.	WRG	Warrawamba	140½	10	6	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	6	32	6	52	6	65	3
L.G.	WHP	Warrenheip	69½	6	2	7	4	8	10	11	8	8	10	14	6	13	2	18	2	20	9	16	9	26	0	32	9
G.	WB	Warnambool (See page 115)	166	11	8	11	4	13	10	22	0	16	6	29	10	26	10	37	4	46	3	37	0	60	3	75	6
L.G.	WNG	Warrong	179	12	2	11	8	14	2	23	4	17	6	31	8	28	6	39	8	49	0	39	3	63	9	80	3
G.	WCH	Watchem	262½	13	0	12	4	15	2	25	8	19	4	35	0	31	6	43	10	53	9	43	0	70	6	89	0
L.G.	WHA	Watchem	234½	14	4	13	0	16	0	27	10	21	0	38	2	34	4	47	10	60	3	48	3	79	3	101	0
(b)	WATN	Watappa	97½	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	28	9	23	0	36	9	45	9
L.G.	WBJ	Wabera	95½	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	3	22	9	36	0	44	9
L.G.	WYG	Waggara	222½	14	0	12	10	15	10	27	0	20	4	37	0	33	4	46	4	57	9	46	3	76	0	96	6
G.	WED	Wedderburn	161	11	2	10	10	13	4	20	0	15	6	27	8	25	0	34	8	43	3	34	9	56	3	70	0
L.G.	WJN	Wedderburn Junction	146	10	10	10	10	13	4	20	0	15	0	26	10	24	2	33	8	41	9	33	6	54	0	67	9
L.G.	WEA	Wecaptrahat	129½	9	10	10	4	12	8	18	8	14	0	24	8	22	2	30	10	37	3	30	0	48	9	60	3
L.G.	WER	Werrie	117½	9	2	10	0	12	4	17	4	13	0	22	10	20	8	28	8	34	3	27	6	44	3	54	9
L.G.	WLF	Welford	115½	9	0	10	0	12	4	17	2	13	0	22	8	20	6	28	4	33	9	27	6	43	6	54	0
L.G.	WPL	Westpool	120½	9	2	10	0	12	4	17	8	13	4	23	4	21	0	29	4	35	0	28	0	45	6	56	3
L.G.	WFLJ	Westpool Jetty (See page 116)	90½	7	6	9	0	10	8	14	6	11	0	18	8	16	10	23	4	26	6	21	3	34	0	42	3
L.G.	WRH	Werrah	19½	2	8	3	0	3	6	4	2	3	2	5	4	4	10	6	8	7	3	6	0	8	3	9	9
G.	WR	Werrisbee	132½	10	0	10	4	12	8	18	10	14	2	25	0	22	6	31	4	38	3	30	9	49	9	61	9
L.G.	WSM	Westmere	4½	2	0	2	0	2	0	2	0	2	4	0	3	2	4	0	4	0	3	6	4	6	5	0	
G.	WFY	West Footscray (See page 116)	45½	4	2	5	6	6	8	8	2	6	2	10	0	9	0	12	6	14	3	11	6	18	0	21	6
L.G.	WES	West Werburton	67½	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9
L.G.	WLW	Whitlau	67½	6	0	7	2	8	6	11	0	8	4	14	6	13	2	18	2	20	3	16	3	25	9	31	9

Fruit and Vegetables outwards only		White Hills Station													103‡										
WFD	Wharfside	12	0	11	8	14	2	23	0	17	4	31	4	28	2	39	2	48	6	39	0	63	0	79	0
WS	Whitites	2	10	3	8	10	6	5	4	0	6	6	6	5	10	8	2	9	0	7	3	10	6	13	0
WHL	Whoore	7	4	8	10	6	14	0	10	6	18	0	16	2	22	6	25	9	20	9	23	3	41	0	
WIL	Willaura	11	2	11	0	13	8	21	0	15	10	28	4	25	6	35	0	44	0	35	3	57	3	71	0
WPN	Williamstown Pier (See page 146)	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	0	4	6	5	0
WVN	Willemarin	4	2	5	6	0	8	8	2	6	2	10	0	9	0	12	6	14	3	11	6	18	0	21	6
WMB	Winbat	9	2	10	0	12	4	17	6	13	2	23	0	20	8	28	8	34	6	27	9	44	9	55	3
WH	Winchelsea	6	4	7	4	8	10	11	8	8	10	15	2	13	8	19	0	21	0	17	0	26	9	33	3
WT	Windermere	7	2	8	6	10	2	13	4	10	0	17	4	15	8	21	8	24	9	20	0	31	6	39	3
WIN	Windsor	5	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5
WGI	Wingee	73‡	6	6	7	8	9	2	12	2	9	2	15	8	14	2	19	8	21	9	17	6	28	3	
WNP	Winnap	258‡	15	2	13	4	16	4	29	6	22	4	40	4	36	4	50	0	64	3	51	6	85	3	
WNL	Winton	127‡	9	10	10	4	12	8	18	4	13	10	24	4	22	0	30	6	36	9	29	6	47	9	
WDL	Woodleigh	85	12	6	11	10	14	6	24	0	18	0	33	0	29	8	41	4	50	9	40	9	66	0	
WDM	Woodmote	87‡	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0	32	0	
WON	Woodnagel	87‡	7	4	8	6	10	2	13	4	10	0	17	4	15	8	21	8	25	0	20	0	32	0	
WOD	Woodburn	78‡	7	0	8	2	9	10	12	10	9	8	16	2	14	8	20	4	23	6	19	0	30	0	
WE	Woodend	48‡	4	6	5	10	7	0	8	2	6	2	10	6	9	6	13	2	15	0	12	0	19	0	
WF	Woodfield	114‡	8	10	10	0	12	4	17	2	13	0	22	6	20	4	28	2	33	3	26	9	43	3	
WDL	Woodleigh	63‡	5	8	6	10	8	4	10	6	8	0	13	4	12	0	16	8	19	3	15	6	24	6	
WVE	Woodvale	112	8	8	9	10	12	0	16	10	12	8	22	0	19	10	27	6	32	3	26	0	42	0	
WLM	Woodman	73‡	6	6	7	8	9	2	12	2	9	2	15	8	14	2	19	8	21	9	17	6	28	3	
WSP	Woodsthorpe	185‡	12	4	11	10	14	6	23	10	18	0	32	8	29	6	40	10	50	3	40	6	65	6	
WMG	Woodnagel	241‡	14	8	13	2	16	2	28	4	21	4	38	10	35	0	48	8	61	9	49	6	81	3	
WO	Woorangee	178‡	12	2	11	8	14	2	23	4	17	6	31	8	28	6	39	8	49	0	39	3	63	9	
WYK	Woorangee	38‡	3	8	4	10	5	8	7	0	5	4	8	8	7	10	10	12	6	10	0	15	0	18	6
WNN	Woorinen	222	14	0	12	10	15	10	26	10	20	2	36	10	33	2	46	2	57	6	46	0	75	9	
WNU	Wunghnu	123‡	9	10	10	4	12	8	18	8	14	0	24	8	22	2	30	10	37	3	30	0	48	9	
WY	Wyehproof	190‡	12	6	12	2	14	10	24	6	18	6	33	6	30	2	42	0	51	6	41	3	67	3	
WZ	Wyethella	159‡	11	6	11	0	13	8	21	6	16	2	29	0	26	2	36	4	45	3	36	3	58	6	
WYL	Wyalngat	133	10	0	10	4	12	8	18	10	14	2	25	0	22	6	31	4	38	3	30	9	49	9	
YT	Yaapeet	276‡	15	10	13	8	16	10	30	10	23	2	42	2	38	0	52	10	66	0	53	0	88	6	
YN	Yabba North	138‡	10	6	10	6	13	0	19	6	14	8	26	0	23	6	32	6	40	0	32	0	52	0	

‡ Not including loading and unloading.

* Not including transfer charges. See page 91.

† (c) In and Out, also goods in any quantities account Footscray Quarries Pty. Ltd., and L.G. Out, account T. Mitchell and Co.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References	Mark	Stations	Miles	M.		A.P.		Spcl. A.P.		A.		B.		B. less 10 %		B. plus 20 %		C.		C. less 20 %		I		R			
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
L.G.	YS	Yabba South	133½	10	2	10	4	12	8	19	0	14	4	25	2	22	8	31	6	38	6	31	0	50	3	62	3
G.	YA	Yaekandandah	184	12	4	11	8	14	2	23	10	18	0	32	6	29	2	40	8	50	0	40	0	65	3	82	0
L.G.	YB	Yanac	279½	16	0	13	8	16	10	31	2	23	6	42	4	38	2	53	0	65	3	53	0	89	0	114	6
L.G.	YE	Yan Yean	23	2	8	3	2	3	10	4	8	3	6	5	10	5	4	7	4	8	0	6	6	9	3	11	0
L.G.	YK	Yarck	97	7	8	9	2	11	0	15	2	11	6	19	8	17	8	24	8	28	6	23	0	36	6	45	3
G.	YL	Yarra Glen	31½	3	2	4	0	4	10	5	10	4	6	7	0	6	10	9	6	10	3	8	3	124	9	15	3
L.G.	YO	Yarragon	70	6	2	7	4	8	10	11	8	8	10	14	0	13	2	18	2	20	9	16	9	26	6	32	9
G.	YJT	Yarra Junction	43½	4	0	5	4	6	4	7	6	5	8	10	0	9	0	12	6	13	9	11	0	17	3	20	9
§§	YV	Yarraville	4½	2	0	2	0	2	0	2	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
G.	YV	Yarraville	161½	11	8	11	0	13	8	21	8	16	4	29	4	26	6	36	8	45	6	36	6	59	3	73	9
L.G.	YH	Yarrowonga	150½	11	2	10	10	13	4	20	8	15	6	27	8	25	0	34	8	43	3	34	9	56	3	70	0
L.G.	YH	Yarrowonga	204½	13	2	12	4	15	2	25	8	19	4	35	2	31	8	44	0	54	3	43	6	71	0	89	9
L.G.	YC	Yatchau	338½	18	0	14	8	18	0	35	4	26	6	48	0	43	2	60	0	61	3	49	3	67	0	78	3
L.G.	YV	Yatpool (See page 95)	102½	7	0	8	2	9	10	12	10	9	8	16	10	16	10	26	2	30	0	24	0	38	9	47	9
L.G.	YU	Yea	79½	7	0	8	2	9	10	12	10	9	8	16	10	15	2	21	2	23	9	19	0	30	3	37	3
G.	Y	Yea	79½	7	0	8	2	9	10	12	10	9	8	16	10	15	2	21	2	23	9	19	0	30	3	37	3
L.G.	YD	Yendon	75	6	8	8	0	9	6	12	2	9	2	15	8	14	2	19	8	22	3	18	0	28	6	35	0
L.G.	YI	Yering	29½	3	0	3	8	4	6	5	10	4	6	7	0	6	4	8	10	9	9	8	0	12	0	14	3
L.G.	YR	Yinnar	97½	7	10	9	2	11	0	15	8	11	10	20	4	18	4	25	6	28	9	23	0	36	9	45	9
L.G.	YM	Younamite	142	10	8	10	6	13	0	19	8	14	10	26	4	23	8	33	0	40	9	32	9	53	0	65	9

* Not including loading and unloading.
 † In and out. L.G. Out, and E.R. cases, jars, bags, etc., in, account Colonial Sugar Co., Gunning, Smith, and Co., Wichee and Co., Mount Lyell Mining and Rail Coy., and Jacques Pibout and Co.

NORTH GEELONG TO FYANSFORD LINE.

The line from North Geelong to Fyansford is open for general traffic in truck loads only (minimum 2 tons); and for empty returns inwards account the Australian Paper Mills Co. Ltd. and the Australian Portland Cement Proprietary Ltd. The following rates per ton shall apply:—

All at Owner's Risk.

1. For Consignments, account the Australian Paper Mills Co. Ltd. and the Australian Portland Cement Proprietary Ltd.

(a) Between Melbourne and Fyansford—

References.	Mark.	Stations.	Miles.	Rates											1	2		
				M.	A.P.	S.A.P.	A.	A. less 25%	B.	B. less 10%	B. plus 25%	C.	C. less 20%					
L.G. (a)	NO FI	Melbourne and North Geelong	43½	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.	
		North Geelong and Fyansford	3½	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9
				4 0	6 1	7 1	8 3	6 5	9 3	8 5	10 8	10 8	9 3	11 3	14 0			

* Not including loading and unloading.

Clause 1 of the General Instruction governing the application of District Rates, page 95, shall also be applicable in respect to these consignments between Fyansford and suburban stations within 12 miles of Melbourne.

(b) Chemicals, Stores, Wood Pulp, and Paper, account the Australian Paper Mills Co. Ltd. between Melbourne or the Victoria Dock and Fyansford, shall be charged at a special commodity rate of 8s. 6d. per ton in full truck loads, including loading or unloading at the Melbourne Goods Sheds, but not at the Victoria Dock, where the Company will require to make its own arrangements. 9d. per ton of the above rate is to be shown on the waybill as new line proportion.

(c) Local traffic for the undermentioned two Companies between Fyansford and Geelong Railway Station, Geelong Railway Pier, and Corio Quay.—The freight to be paid by the Australian Paper Mills Co. Ltd. and the Australian Portland Cement Pty. Ltd., for the carriage of such local traffic, shall be 2s. per ton in truck loads, of which rate the proportion to be credited to the new line is 6d. per ton.

(d) Between stations other than Melbourne or Suburban stations within 12 miles of Melbourne and Fyansford, a/c. Australian Paper Mills Co. Ltd., and the Australian Portland Cement Pty. Ltd.—Mileage rates shall be charged from such other stations to North Geelong, plus 9d. per ton from North Geelong to Fyansford, and vice versa.

2. Consignments for all Consignees other than the abovementioned two Companies.—The rates between Melbourne and Fyansford for all Consignees other than the abovementioned two companies shall be as under:—

All at Owner's Risk.

References.	Mark.	Stations.	Miles.	Rates											1	2	
				M.	A.P.	S.A.P.	A.	A. less 25%	B.	B. less 10%	B. plus 25%	C.	C. less 20%				
L.G. (a)	NO FI	Melbourne to North Geelong	43½	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.
		North Geelong to Fyansford †	3½	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0		
				6 0	7 4	8 10	10 6	8 0	12 0	10 10	13 6	13 6	12 0	15 0	18 8		

* Not including loading and unloading.

The rates between Fyansford and stations other than Melbourne shall be the tariff rates to or from North Geelong, plus the mileage rates for 4 miles between North Geelong and Fyansford.

All traffic shall be waybilled on two line waybills, showing separately the Old and New line proportions of the charges.

† Freight charges on Inwards consignments to Fyansford must be prepaid, but goods may be sent "to pay" account the Australian Paper Mills Co. Ltd., and the Australian Portland Cement Pty. Ltd.

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

(Sd.) W. M. SHANNON, }
C. MISCAMBLE, } Victorian
Railways
Commissioners.

Confirmed by the Governor in Council,
the 24th February, 1920.

(Sd.) F. W. MABBOTT,
Clerk of the Executive Council.

By Authority: ALBERT J. MULLETT, Government Printer, Melbourne.