



VICTORIA
GOVERNMENT GAZETTE

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WEDNESDAY, OCTOBER 6.

[1954

Land Act 1928.

AREAS OF LANDS COMPRISED IN CERTAIN CLASSES DIMINISHED OR INCREASED.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

WHEREAS by the *Land Act 1928* it is amongst other things enacted that the Governor in Council, may, by Proclamation to be published in the *Government Gazette*, at any time diminish or increase the area of land comprised in any of the classes mentioned in Part I., Division 1, section 5, of the said *Land Act 1928*, but that the area of lands which may be sold by auction (Class 6) shall not be increased except as in certain cases in the said Act provided: Now therefore I, the Governor of the State of Victoria, in the Commonwealth of Australia, by and with the advice of the Executive Council of the said State, and in accordance with the provisions of sections 94 and 117 of the *Land Act 1928* aforesaid, do hereby diminish or increase (as the case may be) the areas of Crown lands comprised in Classes 6 and 7 of the classes mentioned in section 5 of the *Land Act 1928* aforesaid to the extent set forth in the subjoined Schedule (that is to say):—

Schedule referred to.

CLASSES DIMINISHED OR INCREASED.

County.	Parish.	Allotment.	Section.	Area.	Diminished.	Increased.	Description.
					Class.	Class.	
Bogong ..	Myrtleford ..	4D	6	A. R. P. 1 3 6 ⁷ / ₁₀	7	6	In north of parish fronting Myrtleford-Yackandandah-road. (H.023529).

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-eighth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.)

DALLAS BROOKS.

By His Excellency's Command,

J. H. SMITH,
Commissioner of Crown Lands and Survey.

GOD SAVE THE QUEEN!

ACTS OF PARLIAMENT.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

I THE Governor of the State of Victoria, in the Commonwealth of Australia, do hereby declare that I have this day assented, in Her Majesty's name, to the Bills passed by the Parliament of the said State, the titles whereof are hereunder set forth, that is to say:—

No. 5786. "An Act to apply out of the Consolidated Revenue the sum of Thirteen million nine hundred and one thousand four hundred and seventy-five pounds to the service of the year One thousand nine hundred and fifty-four and One thousand nine hundred and fifty-five."

No. 5787. "An Act to apply out of the Consolidated Revenue the sum of Two million six hundred and ninety-six thousand five hundred and four pounds to the service of the year One thousand nine hundred and fifty-three and One thousand nine hundred and fifty-four."

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-ninth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.)

DALLAS BROOKS.

By His Excellency's Command,

JOHN CAIN,
Premier.

GOD SAVE THE QUEEN!

Soil Conservation and Land Utilization Acts.
GISBORNE-SUNBURY WATER SUPPLY CATCHMENT.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

I THE Governor of the State of Victoria in the Commonwealth of Australia by and with the advice of the Executive Council of the said State and in pursuance of the provisions contained in section 22 of the *Soil Conservation and Land Utilization Act 1947* do by this Proclamation revoke the Proclamation dated 23rd March 1954 defining the water supply catchment known as the Gisborne-Sunbury Water Supply Catchment.

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-eighth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.)

DALLAS BROOKS.

By His Excellency's Command,

J. H. SMITH,
Minister for Conservation.

GOD SAVE THE QUEEN!

Soil Conservation and Land Utilization Acts.
GISBORNE-SUNBURY WATER SUPPLY CATCHMENT.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

I THE Governor of the State of Victoria in the Commonwealth of Australia by and with the advice of the Executive Council of the said State and in pursuance of the provisions contained in section 22 of the *Soil Conservation and Land Utilization Act 1947* do by this Proclamation define the water supply catchment area to be known as the Gisborne-Sunbury Water Supply Catchment as follows:—

Commencing at a point on the eastern end of Gisborne Waterworks Trust's lower offtake on the Barringo Creek; thence by a line due east to the

western boundary of Crown allotment 160A, Parish of Kerrie; thence northerly along the western boundary and easterly along the northern boundary of the said Crown allotment 160A to a point at the south-western corner of Crown allotment 163; thence by a line bearing 27 deg. 36 min. for a distance of 5,093 links to the north-eastern corner of that allotment; thence easterly along the southern boundary of Crown allotment 166 to the south-west corner of Crown allotment 165; thence northerly along the western boundary of that allotment for a distance of 2,000 links; thence by a line bearing 20 deg. 27 min. for a distance of 3,050 links to the eastern boundary of Crown allotment 165; thence by a line bearing 305 deg. 0 min. for a distance of 1,301 links to the north-west corner of Crown allotment 165; thence across the road forming the northern boundary of Crown allotment 165 to the south-eastern corner of Crown allotment 166A; thence by a line bearing 291 deg. 40 min. for a distance of 1,696 links to the north-west corner of Crown allotment 166A; thence by a line bearing 334 deg. 37 min. for a distance of 714 links through Crown allotment 177 to the north-west boundary of that allotment; thence by a line bearing 325 deg. 01 min. for a distance of 1,441 links through Crown allotment 178 to the north-west boundary of that allotment; thence by a line bearing 3 deg. 34 min. for a distance of 1,686 links through Crown allotment 183 to the most southerly angle of Crown allotment 182; thence by the eastern and northern boundaries of that allotment to its most northerly angle; thence across a road to the most easterly angle of Crown allotment 207; thence by a road to the north-eastern corner of that allotment; thence by a line bearing 311 deg. 57 min. for a distance of 2,048 links through Crown allotment 208 to its northern boundary; thence by a line bearing due north for a distance of 1,272 links to the northern boundary of Crown allotment 209; thence westerly along the northern boundary of that allotment for a distance of 2,500 links to the north-west corner of Crown allotment 209, all in the Parish of Kerrie; thence westerly across a road and through the State Forest to a point on the road opposite the south-western boundary of Crown allotment 20, section B, Parish of Newham; thence south-west and westerly along that road to a road forming the eastern boundary of Crown allotment 249, Parish of Kerrie; thence southerly by a line through the State Forest to the north-eastern corner of Crown allotment 253; thence southerly by the eastern boundary of Crown allotment 253 to the south-east corner of that allotment; thence generally south-easterly through the State Forest to the north-west corner of Crown allotment 232; thence by a line bearing 155 deg. 19 min. for a distance of 1,764 links through Crown allotment 232 to the north-west corner of Crown allotment 231; thence by a line bearing 149 deg. 56 min. for a distance of 2,062 links through Crown allotment 231, all in the Parish of Kerrie, to the most southerly angle of that allotment; thence across a road forming the boundary between the Parishes of Kerrie and Macedon to the north-eastern corner of Crown allotment 8, section VIII., Parish of Macedon; thence southerly along the eastern boundary of that allotment to its south-eastern corner; thence by a line bearing 145 deg. 21 min. for a distance of 1,613 links through Crown allotment 9 to the southern boundary of that allotment; thence by a line bearing 145 deg. 23 min. for a distance of 1,633 links through Crown allotment 10, section VIII., Parish of Macedon, to the eastern boundary of that allotment; thence southerly by that boundary to a point due west of the western side of the Gisborne Waterworks Trust's lower offtake; thence easterly and across that offtake to the point of commencement.

The area described is more particularly defined on a plan lodged at the Head Office of the Soil Conservation Authority, 378 Cotham-road, Kew.

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-eighth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.)

DALLAS BROOKS.

By His Excellency's Command,

J. H. SMITH,
Minister for Conservation.

GOD SAVE THE QUEEN!

Local Government Acts.

PROCLAMATION EXTENDING THE OPERATION OF
THE UNIFORM BUILDING REGULATIONS.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

WHEREAS section 900 (2) of the *Local Government Act* 1946 provides, *inter alia*, that the Governor in Council may, by proclamation published in the *Government Gazette*, at the request of the council of any municipality (not being a city or town) extend the operation of the Regulations made under Part XLIX. of the Act to the municipal district of such municipality or any part thereof:

And whereas the Councils of the Borough of Kyabram and the Shire of Dimboola have requested that the operation of the said Regulations be extended to the municipal districts of such municipalities:

And whereas the operation of the said Regulations was extended to part of the municipal district of the Shire of Towong by an Order in Council published in the *Government Gazette* of the 22nd January 1947; and the Council of the Shire of Towong has requested that the operation of the said Regulations be extended to a further part of the municipal district of such municipality:

Now, therefore, I, the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, by this my Proclamation do hereby extend the operation of the Regulations made under Part XLIX. of the *Local Government Act* 1946 to the municipal districts of the Borough of Kyabram and the Shire of Dimboola, and to the under-mentioned part of the municipal district of the Shire of Towong:—

Commencing at the north-western angle of Crown allotment 1, section 4, Parish of Walwa; thence generally easterly along the northern boundary of the said allotment to the north-eastern angle of Crown allotment 1, section 4, Parish of Walwa; thence S. 6 deg. 56 min. E. 3,292 links along the eastern boundaries of Crown allotments 1, 4 and 4A, section 4, Parish of Walwa, to the south-eastern angle of Crown allotment 4A, section 4, Parish of Walwa; thence across a road to the north-eastern angle of Crown allotment 7, section 4, Parish of Walwa; thence S. 6 deg. 56 min. E. 4,000 links along the eastern boundary of Crown allotment 7, section 4, Parish of Walwa, through Crown allotment 8, section 4, Parish of Walwa; thence W. 6 deg. 57 min. S. 5,448 links through Crown allotment 8, section 4, Parish of Walwa, and across a road; thence through Crown allotment 7, section 3, Parish of Walwa, to the south-western angle of Crown allotment 6, section 3, Parish of Walwa; thence N. 6 deg. 47 min. W. along the western boundary of Crown allotment 6, section 4, Parish of Walwa, and across a road to the south-western angle of Crown allotment 3, section 3, Parish of Walwa; thence by a line through Crown allotment 3, section 3, Parish of Walwa, and across a road back to the point of commencement.

And doth order that the said Regulations shall come into operation on the above-mentioned municipal districts of the Borough of Kyabram and the Shire of Dimboola and the above-mentioned part of the municipal district of the Shire of Towong on publication of this Proclamation in the *Government Gazette*, provided that Parts I. and II. of Chapter 8 thereof shall not be deemed to come into operation till the 15th January 1955, except in so far as may be necessary to enable the Councils of the said municipalities to make By-laws pursuant to the powers conferred by Part III. of the said Chapter, and provided further that no such by-law shall come into operation before the 15th January 1955.

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-eighth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.) DALLAS BROOKS.

By His Excellency's Command,

S. MERRIFIELD,
Commissioner of Public Works.

GOD SAVE THE QUEEN!

PUBLIC HALF-HOLIDAYS.

PROCLAMATION

By His Excellency the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

IN pursuance of the provisions contained in Part III. of the *Public Service Act* 1946, I, the Governor of the State of Victoria, in the Commonwealth of Australia, by and with the advice of the Executive Council of the said State, do by this my Proclamation appoint the days and dates hereunder mentioned to be observed as Public Half-Holidays at the places respectively specified, viz.:—

Public Half-Holidays from the Hour of Twelve o'clock noon:—

WEDNESDAY, 13TH OCTOBER, 1954, throughout the Shire of Kerang.

WEDNESDAY, 17TH NOVEMBER, 1954, throughout the City of Bendigo.

WEDNESDAY, 24TH NOVEMBER, 1954, throughout the City of Ballarat.

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, this twenty-eighth day of September, in the year of our Lord One thousand nine hundred and fifty-four, and in the third year of the reign of Her Majesty Queen Elizabeth II.

(L.S.) DALLAS BROOKS.

By His Excellency's Command,

L. W. GALVIN,
Chief Secretary.

GOD SAVE THE QUEEN!

POLICE OFFENCES (OBSCENE PUBLICATIONS) ACT
1954.

IN pursuance of the powers conferred on me by sub-section (2) of section 4 of the *Police Offences (Obscene Publications) Act* 1954, I, Leslie William Galvin, the Chief Secretary of Victoria, do by this notice for the purposes of the interpretation of "Printed Matter" contained in sub-section (1) of the said section 4 exempt the printed matter specified in this notice and published by Consolidated Press Limited, 168-174 Castlereagh-street, Sydney—

1. *The Australian Women's Weekly*,
2. *A.M. (The Australian Magazine)*,
3. *Chucklers' Weekly*, and
4. *Woody Woodpecker*.

L. W. GALVIN,
Chief Secretary.

Chief Secretary's Office,
Melbourne, C.1, 23rd September, 1954.

WEIGHTS AND MEASURES ACTS.—SECTION 49.
FIRST MEETING OF MANAGERS FOR EAST LODDON WEIGHTS
AND MEASURES UNION.

PURSUANT to the provisions of section 49 of the *Weights and Measures Act* 1939, I hereby fix the time of the First Meeting of the Managers for the East Loddon Weights and Measures Union of the Boroughs of Eaglehawk and Inglewood and the Shires of Bet Bet, East Loddon, Huntly, Korong, Marong, and Strathfieldsaye as Two o'clock in the afternoon of Friday, the 1st day of October, 1954, and do fix the Shire Hall, Strathfieldsaye, as the place of such meeting.

L. W. GALVIN,
Chief Secretary.

Chief Secretary's Office,
Melbourne, 29th September, 1954.

CORRIGENDUM.

APPOINTMENTS AND RESIGNATIONS.

THE date "22nd day of September, 1954," appearing in the fourth and last lines of notices of Appointments, Revocation of Appointment, and Resignations, published on pages 6378-6379 of *Government Gazette* dated the 29th September, 1954, should read the "21st day of September, 1954."

APPOINTMENTS.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Orders made on the 28th day of September, 1954, been pleased to make the under-mentioned appointments, viz.:—

CHIEF SECRETARY'S DEPARTMENT.

Electoral Registrar (Acting).

RICHARD ERIC KERR

to be Electoral Registrar (Acting) for the Cobram, Nathalia, Numurkah, Rutherglen, Shepparton, and Yarra-wonga Subdivisions of the Electoral District of Murray Valley; and for the Cohuna, Echuca, Kyabram, Mitiamo, Murchison, Nagambie, Pyramid Hill, Rochester, Rushworth, and Tatura Subdivisions of the Electoral District of Rodney, to take effect on and from the 27th September, 1954, during the absence on leave of Keith Howlett.

Trustees, Exhibition Building.

The Right Honorable the Lord Mayor of Melbourne, Councillor FRANCIS PALMER SELLECK, M.C., pursuant to the provisions of section 8 of the *Exhibitions Act 1890*, to be a Trustee for the purposes of the said Act, for the period from the 30th day of August, 1954, to the 24th day of August, 1955; and

Councillor JAMES WRIGHT FERGUSON (elected by the Melbourne City Council), pursuant to the provisions of section 8 of the *Exhibitions Act 1890*, to be a Trustee for the purposes of the said Act, for the period from the 13th day of September, 1954, to the 11th day of September, 1955.

Member, Traffic Advisory Committee.

Councillor FREDERICK WILLIAM THOMAS, pursuant to the provisions of section 6 of the *Road Traffic Act 1935*, to be a member of the Traffic Advisory Committee, for the period ending the 10th May, 1956, *vice* Sir Alexander George Wales, who has ceased to hold the qualification of municipal councillor.

Governor of Gaol.

ELLIS MICHAEL OWENS, pursuant to the provisions of the *Gaols Act 1928*, to be Governor of Her Majesty's Gaol, Castlemaine, from and inclusive of the 27th September, 1954.

Governor (Acting) of Training Prison.

ARTHUR BENJAMIN VERNON, pursuant to the provisions of the *Gaols Act 1928*, to be Governor (Acting) of the Bendigo Training Prison, from the 11th October, 1954, to the 31st October, 1954, both dates inclusive, during the absence on leave of Reginald John Souter.

Probation Officer.

SAMUEL JAMES BENSON, pursuant to the provision of section 536 of the *Crimes Act 1928*, to be a Probation Officer for the purposes of the said Act in Melbourne and suburbs.

DEPARTMENT OF CROWN LANDS AND SURVEY.

Bailiff of Crown Lands.

CYRIL WILLIAM VERLANDER, 28 Davies-street, Altona, to be an Honorary Bailiff of Crown Lands, *vice* Cyril William Nerlander, whose appointment is hereby revoked.

LAW DEPARTMENT.

Acting Public Trustee.

HAROLD CARTER CHIPMAN to be Acting Public Trustee, pursuant to the provisions of section 6 of the *Public Trustee Act 1939*, during the absence on annual leave of C. J. Gardner from the 27th September, 1954, to the 4th October, 1954, both dates inclusive.

Magistrates.

ALAN LEE NEIL, c/o Myer Emporium Ltd., 314 Bourke-street, Melbourne,
 GEORGE VINCENT PURCELL, 413 South-road, Moorabbin,
 STANLEY MCKENZIE, 5 Moritz-street, Box Hill South,
 JOHN WILLIAM BAXTER, c/o Troup Harwood and Co.,
 400 Collins-street, Melbourne, and
 MAURICE HARRISON, 207 Russell-street, Melbourne, to Keep the Peace in the Central Bailiwick of the State of Victoria; and
 NETHERLAND CARLYLE REEVES, c/o Commonwealth Immigration Centre, Bonegilla, to Keep the Peace in the Northern Bailiwick of the State of Victoria.

Commissioners for Taking Declarations, &c.

MAXWELL FREDERICK SCOTT, Manager and Secretary, The Warracknabeal District Hospital, Warracknabeal, and

CORNELIUS WOOLMER, c/o the Returned Sailors Soldiers and Airmen's Imperial League of Australia, 4 Collins-street, Melbourne,

to be Commissioners for taking Declarations and Affidavits, pursuant to the provisions of the *Evidence Act 1928*, to resign upon ceasing to occupy their present positions; and

RAYMOND CHARLES HONEY, 70A Hubble-street, Echuca,
 WILLIAM ROBERT BARTROP, 17 Church-street, Geelong West,

HUGH CUSHING, 14 Hutton-street, Casterton, and
 FRANCIS STEWART BANKIN, c/o English, Scottish, and Australian Bank Ltd., Casterton,

to be Commissioners for taking Declarations and Affidavits, pursuant to the provisions of the *Evidence Act 1928*, to resign upon removing from the neighbourhood of the addresses stated.

Sheriff's Bailiff and Bailiffs of County Courts.

ROBERT STANLEY JOHNSON, Constable of Police, Cann River,

to be also a Sheriff's Bailiff at Cann River and a Bailiff of the County Court at Bairnsdale, *vice* J. T. Ibbotson, resigned, with fees, to take effect from the date of commencement of duty; and

THOMAS GEORGE OFFERMAN, First Constable of Police, Manangatang,

to be also a Bailiff of the County Court at Mildura, *vice* J. Howie, resigned, with fees, to take effect from the date of commencement of duty.

DEPARTMENT OF PUBLIC WORKS.

Commissioner, Portland Harbor Trust.

RALPH BRYANT ANDERSON

to be a Commissioner of the Portland Harbor Trust for the period ending the 31st March, 1956, pursuant to the provisions of section 3 of the *Portland Harbor Trust Act 1949*.

DEPARTMENT OF THE TREASURER.

Collector of Imposts (Acting).

CLARENCE NEWMAN ROSCHOLLER

to act temporarily as Collector of Imposts, Department of Labour, during the absence of R. H. Williams on leave.

DEPARTMENT OF WATER SUPPLY.

Waterworks Trusts Commissioners.

NEAL JOSEPH CHEESEMAN

to be a Commissioner of the Mount Macedon Waterworks Trust, to hold office as such from the date hereof until the fourth Thursday in the month of October in the year 1955, subject to the provisions of the Water Acts; and

CHARLES ANDREW WISHART

to be a Commissioner of the Coleraine and Casterton Waterworks Trust for a period of four years from the date hereof, subject to the provisions of the Water Acts.

A. MAHLSTEDT,

Clerk of the Executive Council.

At the Executive Council Chamber,
 Melbourne, 28th September, 1954.

RESIGNATIONS.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Orders made on the 28th September, 1954, accepted the resignations of the persons named hereunder of the offices mentioned, viz.:—

LAW DEPARTMENT.

JAMES HOWIE, as a Bailiff of the County Court at Mildura.

JOHN THOMAS IBBOTSON, as a Sheriff's Bailiff and a Bailiff of the County Court at Bairnsdale.

A. MAHLSTEDT,

Clerk of the Executive Council.

At the Executive Council Chamber,
 Melbourne, 28th September, 1954.

Transport Regulation Acts.
TRANSPORT REGULATION BOARD.
NOTICES OF PUBLIC HEARINGS.

NOTICE is hereby given that the applications made by the persons named below for licences to operate commercial goods vehicles on the route or routes, or in the manner set opposite their names, will be heard at a time and place to be communicated to the parties concerned:—

Name and Address; Nature of Application.

- BARUTA, G., Bealiba; 1 commercial goods vehicle (100 cwt.) to operate throughout the State of Victoria under contract to the C.R.B. for the carriage of road-contracting plant and material.
- CLIFT, J. J., 74 Fletcher-street, Essendon; 1 commercial goods vehicle (100 cwt.) to operate throughout the State of Victoria in the course of business as "builder"—building material for use in the construction of houses for the Victorian Railways.
- HUNTER, R. G. (trading as Date and Hunter), Commercial-road, Yarram; 1 commercial goods vehicle (100 cwt.) to operate within a radius of 50 miles of Yarram in the course of business as "plumbers and tank makers"—tools, earthenware pipes, tanks for installation, and material incidental to own contracts.
- ELDER, H., 15 Livingstone-parade, Preston, application to vary the terms of existing licence No. D.A.11704 (96 cwt.) by the deletion of present conditions and adding in lieu the ability to operate within a radius of 100 miles of Melbourne for the carriage of bricks.
- EVANS, THOMAS PTY. LTD., 415 Bourke-street, Melbourne; 1 commercial goods vehicle (11 cwt.) to operate—(a) within a radius of 50 miles of Melbourne in the course of business as "canvas goods and oil skin clothing manufacturers"—own goods. (b) from Melbourne to own decentralized factory at Castlemaine—tools and material for processing, returning with same material to Melbourne for further processing and finishing.
- GRANDIN, H. J., Irving-street, Wangaratta; application to vary the terms of existing licence No. D.7393 (39 cwt.) by the addition of ability to carry under paragraph (a) fruit, fish, yeast, plants, chickens, films, and laundry.
- LEGGO, H. M. & Co. LTD., Victoria-crescent, Abbotsford; 1 commercial goods vehicle, to be purchased, approximately 200 cwt., to operate in the course of business as "condiment and jam manufacturers" for the carriage of—(a) own manufactured goods, e.g. pickles, sauces, soups from own factory at Bendigo to the metropolitan area, (b) packing material, e.g. bottles, jars, cans, cartons from manufacturers in the metropolitan area to own factory at Bendigo, (c) raw material, e.g. fruit, vegetables from growers to own factory at Bendigo, (d) own manufactured goods for delivery to grocers within a radius of 50 miles of Bendigo.
- NORTON, R. L., c/o Post Office, Melton; 1 commercial goods vehicle (240 cwt.) to operate from R. P. Orr's sawmill at Ballan to consignees at Melbourne and Geelong—sawn timber
- O'ROURKE, R. A. (trading as O'Rourke Bros.), 83 Canterbury-street, Flemington; 1 commercial goods vehicle (90 cwt.) to operate—(a) within a radius of 25 miles of Melbourne—general goods, (b) from Pyalong to Melbourne—sand.
- PICKETT, J. A., 104 Nicholson-street, Abbotsford; 1 commercial goods vehicle (7 cwt.) to operate throughout the State of Victoria in the course of business as "fancy goods merchant" for the carriage of articles for distribution as prizes at carnivals, fairs, and fêtes, with the proviso that no goods will be sold or delivered to retail stores.
- SCHUBERT, D. J. (trading as J. Schubert and Son), Baranduda, via Wodonga; application to vary the terms of existing licence Nos. T.T.D.1362, T.T.D.1579, and T.T.D.1279 by the addition of ability to operate—(a) from the Cravenville area to applicant's own mill at Baranduda—logs, (b) from applicant's sawmill at Bucheen Creek (near Cravenville) to applicant's timber yard at Baranduda—sawn timber.
- SIMMONDS AEROACCESSORIES PTY. LTD., 357 Exhibition-street, Melbourne; 1 commercial goods vehicle (108 cwt.) to operate in the course of business as "manufacturers of aircraft and commercial nuts from Melbourne to decentralized factory at Ballarat for the carriage of processed parts, tools, spares, and stores (steels and other metals), returning with finished aircraft and industrial self-locking nuts, springs, and stainless steel nuts and clips and oil filters.

TRUSCOTT, C. T., Pakenham; application to vary the terms of existing licence Nos. T.T.D.1615, and T.T.D.1400 by the addition of ability to operate from the applicant's sawmill at Bulumwaal to the Railway Station at Bairnsdale—sawn timber.

WINDERLICH, W. H., Wickham-road, Moorabbin; 1 commercial goods vehicle (100 cwt.) to operate—(a) within a radius of 25 miles of Melbourne—general goods, (b) within a radius of 40 miles of Melbourne and to Geelong, on behalf of the City Brick Works at Hawthorn East—bricks.

NOTICE is hereby given that the applications made by the persons named below for renewal of licences to operate the commercial goods vehicles on the route or routes, or in the manner set out opposite their names, will be heard at a time and place to be communicated to the parties concerned:—

Name and Address; Present Franchise; Licence No.; Date of Expiry.

- MYRTLEFORD CO-OPERATIVE BUTTER FACTORY CO LTD., Myrtleford—(a) from the premises of primary producers to the factory of the licence holder situate at Myrtleford—cream in cans for process at the factory aforesaid. (b) from the factory aforesaid to the premises of any primary producer from whom cream has been collected, pursuant to paragraph (a) above—empty cans and general goods, (c) from Wangaratta and the border of Victoria and New South Wales en route from Albury and Corowa, New South Wales, to the premises of the licence holder at Myrtleford—grain and produce; D.6476, D.6477; 8th January, 1954.
- REID, J. H. H., G. L. & M. A. (trading as G. H. Reid and Sons), 348 Sydney-road, Coburg—(a) within a radius of 25 miles from Melbourne—general goods, (b) within a radius of 50 miles from Melbourne—road-contracting plant and materials; D.6365; 20th November, 1954.

NOTICE is hereby given that the applications made by the persons named below for licences to operate commercial passenger vehicles, on the route or routes or in the manner set out opposite their names, will be heard at a time and place to be communicated to the parties:—

Name and Address; Nature of Application.

- GRIFFIN, R. K., 29 Blackburn-road, Blackburn; 1 commercial passenger vehicle, with seating capacity for five persons, to be purchased, to operate as follows:—(a) At separate and distinct fares within a radius of 5 miles of Blackburn Post Office, (b) under private hire conditions within a radius of 50 miles of Blackburn Post Office.
- SMART, H. MCK., 161 Hillside-street, Springvale North; 1 commercial passenger vehicle, with seating capacity for five persons, to operate for the carriage of passengers otherwise than at separate and distinct fares for each passenger throughout Victoria from 161 Hillside-street, Springvale North.
- HARRISON, G. H., 58 Margaret-street, Moe; 1 commercial passenger vehicle, with seating capacity for five persons, to operate as follows:—(a) At separate and distinct fares within a radius of 5 miles of Moe Post Office, (b) under private hire conditions within a radius of 50 miles of Moe Post Office.
- ORCHARD, J. T., 145 San Mateo-avenue, Mildura; 1 commercial passenger vehicle, with seating capacity for five persons, to operate as follows:—(a) At separate and distinct fares within a radius of 5 miles of Mildura Post Office, (b) under private hire conditions within a radius of 100 miles of Mildura Post Office (subject to the cancellation of licence No. C.H.456, at present in the name of the applicant).

NOTICE is hereby given that the applications made by the persons named below for licences to operate commercial passenger vehicles, on the route or routes or in the manner set out opposite their names, will be heard at a time and place to be communicated to the parties:—

Name and Address; Nature of Application.

- BERRY, J. D., 2 Inkerman-street, Ballarat; 1 commercial passenger vehicle, with seating capacity for five persons, to operate as an urban taxi cab within the urban district of Ballarat (subject to the cancellation of licence No. U.T.9, at present held by R. T. Vale, Drummond-street, North Ballarat).

THOMAS, L. G., Curyo Post Office, Curyo; 1 commercial passenger vehicle, with seating capacity for five persons, to operate as an urban private hire car to be bespoken from 10 Victoria-street, West Geelong.

THOMSON, J. K., 260 Racecourse-road, Newmarket; application for variation of all "M.C." licences to include the ability to operate vehicles holding metropolitan special service omnibus licences interchangeably for all sporting traffic.

APPPLICATIONS for metropolitan taxi-cab licences in respect of commercial passenger vehicles, each with seating capacity for five persons, have been made by the persons listed hereunder:—

Name and Address.

DANIELS, R. T., 287 Rossmoyne-street, Fairfield, N.20; 1 taxi-cab.

DELLAMARTA, H. G., 24 Thames-street, Northcote; 1 taxi-cab.

DIBBS, R. E., 18 Leopold-street, Glen Iris; 1 taxi-cab.

DIXON, L. P., 297 High-street, Northcote; 1 taxi-cab.

DOHERTY, J. J., 16 Wilmoth-street, Northcote; 1 taxi-cab.

DOLPHIN, H. D., 5 Coate-avenue, Alphington; 1 taxi-cab.

DOUGHERTY, J. J., 122 Tambet-street, East Bentleigh; 1 taxi-cab.

EDDEY, V. C., 39 Kensington-road, South Yarra; 1 taxi-cab.

EDGUMBE, R. L. G., 310 Lygon-street, Carlton, N.3; 1 taxi-cab.

EDWARDS, W. J., 90 Caroline-street, South Yarra; 1 taxi-cab.

FEAR, T. E., 37 Austin-street, Footscray; 1 taxi-cab.

FILLMORE, G. T., 22 Aberfeldie-street, Essendon; 1 taxi-cab.

FITZMARICE, F. J., 56 Cassells-road, Brunswick; 1 taxi-cab.

FLETCHER, G. M., 40 Frederick-street, South Caulfield; 1 taxi-cab.

FONTAINE, N. W., 582 High-street, Northcote; 1 taxi-cab.

TEAGUE, H., 7 Bent-street, East Malvern; 1 taxi-cab.

TYRRELL, H. G., 74 McEwan-road, Heidelberg; 1 taxi-cab.

APPPLICATIONS for metropolitan taxi-cab licences in respect of commercial passenger vehicles, each with seating capacity for five persons, subject to the cancellation of a metropolitan private hire car licence at present held by the applicant, have been made by the persons listed hereunder:—

Name and Address; Application.

BROUGHAM, C., 6 Newhall-avenue, Moonee Ponds; 1 taxi licence, subject to the cancellation of licence No. M.H.48.

DUMBLE, N. L., 7 Mulgrave-street, Ashburton; 1 taxi licence, subject to the cancellation of licence No. M.H.798.

PATTERSON, T., 43 Burnell-street, West Brunswick; 1 taxi licence, subject to the cancellation of licence No. M.H.1254.

APPPLICATIONS for metropolitan private hire car licences have been made by the persons listed hereunder in respect of commercial passenger vehicles, each with seating capacity for five persons, to be bespoken from the address shown with each application:—

Name and Address; Proposed Operational Address.

DAVIDSON, D. H., 78 Denham-street, Hawthorn; 1 private hire from Melbourne Taxis, 494 Bridge-road, Richmond.

MITCHELSON, F. R., 7 Gellibrand-street, Williamstown; 1 private hire from 7 Gellibrand-street, Williamstown.

Notice of any objection should be forwarded to reach the Secretary to the Board not later than Wednesday, 20th October, 1954.

E. V. FIELD,
Secretary.

Exhibition Buildings, Rathdown-street, Carlton, N.3, 6th October, 1954.

CONTRACTS ACCEPTED.—(Series 1954-55.)

VICTORIAN RAILWAYS.

40. Filling, at 5s. 5d. per cubic yard (Contract 60151).—J. R. Rayner.

41. Erection of pre-cut houses, Shepparton district, at rates (Contract 60182).—Pascoe Bros.

42. Erection of pre-cut houses, Bendigo district, at rates (Contract 60183).—Pascoe Bros.

43. Garden soil, at 17s. per cubic yard (Contract 60234).—Peacock Garden Constructions.

44. Sewerage, at Warragul, for £2,173 12s. (Contract 60239).—P. J. Gleeson.

By order of the Victorian Railways Commissioners,
N. QUAIL; Secretary. 1.10.54.

PUBLIC WORKS.

1628. Leongatha, High School, (2) electrical installation in new and existing buildings, £5,850.—E. S. and H. J. Hudson.

1629. Manifold Heights, State School No. 4224, (7) repairs and painting, £420.—Arnold H. S. Foster.

1630. Mildura, Technical School, (4) erection of new building, first section, £49,750.—Lewis and Hudswell.

1631. Mentone, Girls High School, (7) electrical installation in stages 1 and 2, £4,220 10s.—Johnston and McMillan Pty. Ltd.

1632. Mont Park, Mental Hospital, (3) supply and installation of coal-handling plant in the laundry boiler house, £1,723.—Universal Equipment Co.

1633. Melbourne, Titles Office, (2) rewiring electrical installation in basement, £429 12s.—H. Butcher.

1634. Melbourne, Government Printing Office, (1) renewal of water piping from tanks to cisterns, &c., toilet block, £400.—Bull and Murphy.

1635. Melbourne, "Aloha", Students' Hostel, 481 St. Kilda-road, (7) painting, repairs, &c., £4,690.—F. J. Free.

1636. Melbourne, Technical College, (3) electrical installation in art school, £740.—Coburg Electrical Service Pty. Ltd.

1637. Melbourne, State Offices Annexe, 107 Russell-street, (4) ventilation of first floor, £1,390.—Kirkpatrick and Neilsen.

1638. Orbost, High School, (4) painting and repairs, &c., £2,200.—N. C. Burn.

1639. Sunbury, Mental Hospital, (4) electrical installation in two (2) new staff residences, £450.—K. J. West.

1640. South Melbourne, MacRobertson Girls' High School, (3) installation of sound proofing to windows, £677 10s.—J. R. and E. Seccull Pty. Ltd.

1641. Sunshine (formerly Albion), High School, (5) electrical installation, £4,160.—G. Wilkie Electrical Co.

1642. Stawell, Pleasant Creek Special School, (1) erection of "Bristol" prefabricated block for boys' hostel, £9,692.—Overseas Corporation (Australia) Limited.

1643. San Remo, Harbor Master's Residence, (7) supply and installation of hot-water service, £275.—R. J. Wilson.

1644. Toorak, Occupational Therapy School, Lansell-road, (11) external and internal painting and repairs, £3,300.—L. Casey.

1645. Tottenham, State School No. 4707, (3) provision of six (6) additional out offices, £515.—G. Wood and Son.

S. MERRIFIELD, Commissioner of Public Works. 27.9.54.

1646. Ararat, Mental Hospital, (1) sealing work on roadways, £209 1s. 10d.—Country Roads Board.

1647. Preston, Technical School, (2) minor repairs at residence, £140.—Rupert W. Pope.

1648. Tooradin, State School No. 1503, (1) painting internally and externally, concreting paths, &c., £110.—K. McCarthy.

1649. Ararat, Soil Conservation Authority, (2) external painting, &c., to residence of inspector, £178 14s.—J. H. Brown and Son Pty. Ltd.

1650. Balmoral, Group School No. 29, (2) erection of new tank stands, repairs, &c., residence, £210.—J. Wilkinson.

1651. Alexandra, Higher Elementary School, (1) removal of large pine tree and roots, removal and replacement of two sheds, £115.—Stillman, McNair, and Cunningham.

1652. Beechworth, Mental Hospital, (1) installation of one (1) manually-operated petrol bower, £228.—Gilbert and Barker Mfg. Co. (Aust.) Pty. Ltd.

1653. Mordialloc, State School No. 846, (1) fencing, £155 8s. 6d.—Kingma and Olle.

1654. Kennington, State School No. 3686, (5) repairs to school and residence, £224 19s. 6d.—R. House.

1655. Nagambie, State School No. 1104, (1) repairs to roof, &c., £178 3s.—Shepparton Plumbing Services.

1656. Mont Park, Mental Hospital, (1) provision of electric stove to replace fuel stove, &c., £174 5s.—P. C. Brewer.

1657. Belgrave South, State School No. 3551, (2) supply and installation of two (2) No. 3 cream Warmray stoves, £112 10s.—W. and D. Pitts and Son.

1658. Cowwarr, State School No. 1967, (1) repairs, &c., £172.—Brooks and Arden.

1659. Nunawading, "Winlaton", Children's Welfare Department, (3) supply and fixing fibro walls and ceilings nurses' block, £760 4s.—Eastern Fibro Pty. Ltd.

1660. Traralgon, Public Works Department, (1) P.W.D. cost of street construction adjoining inspector's residence, £140 6s. 6d.—Shire of Traralgon.

1661. Malvern, Girls' School, (3) renewal of floor and provision of hat and coat hooks in locker room, £207 10s.—Warburton and Robertson.

1662. Beac, Police Station, (3) installation of septic tank and additional 1,000-gallon tank and stand, £170.—N. A. Wooding.

1663. Melbourne, Police Headquarters, Russell-street, (1) maintenance of steam boiler, £207 10s.—G. C. Kippe.

1664. Beechworth, Higher Elementary School, (1) electrical installation, various rooms, £153 10s.—Garland Electrical Service.

1665. Mont Park, Mental Hospital, (1) removal of trees, &c., £160.—A. A. Brown and Sons.

1666. California Gully, State School No. 123, (3) renewal of chalkboards, landing and staircase, £196 19s. 3d.—F. D. Connellan.

1667. Doncaster, State School No. 197, (3) electrical installation in prefabricated building, £125.—H. V. Plowman.

1668. Camp Hill, State School No. 1976, (4) replacement of flooring in two (2) classrooms, £107.—A. T. Keast.

1669. Evelyn, State School No. 3642, (2) provision and installation of No. 2 Warmray heaters, £112.—C. W. Cowan.

1670. Laverton, State School No. 2857, (2) erection of porch, £207.—A. May.

1671. Lethbridge, State School No. 1386, (4) repair and renewal of west and north boundary fences to roadways, &c., £125.—I. R. Felder.

1672. Box Hill, High School, (3) provision of counter, fly-wire screens, &c., tuck shop, £133.—F. T. Pulling.

1673. Ballarat, State School No. 34, (1) damp-proofing and concrete channel, &c., £153 10s.—W. S. Gudgeon and Son.

S. MERRIFIELD, Commissioner of Public Works.
29.9.54.

1674. Alexandra, State School No. 912, (2) installation of four (4) Warmray-type No. 3 stoves in prefabricated classrooms, £220.—M. Hedger.

1675. Williamstown, Dredge *Pioneer*, (1) alterations to fresh and salt-water lines in boiler room and pump room, £124 19s. 2d.—V. F. Harris Pty. Ltd.

1676. Melbourne, Royal Melbourne Technical College, (1) supply and installation of exhaust fans, £249.—S. N. Lythgo.

1677. Sunshine, State School No. 3113, (2) improved water supply, £110.—A. F. McDermott.

1678. Bacchus Marsh, Police Station, (2) supply and fix new windows, £148.—V. B. Poole.

1679. Millbrook, State School No. 1972, (6) internal and external painting of school and residence, £224 12s.—E. J. Bedford.

1680. Lara, State School No. 767, (2) repairs and renewals to fencing, £189 10s. 6d.—T. Doolan.

1681. Ballarat, Mental Hospital, (1) installation of P.A.X. telephones at various locations, £351 11s.—Standard Telephones and Cables Pty. Ltd.

1682. Wesburn, State School No. 3466, (1) re-erection of fencing, £210.—H. P. Jones.

1683. Eaglehawk, Court House, (1) repairs, &c., £183 15s.—N. C. Thirlwell.

1684. Hamilton, High School, (2) enclosing verandah, &c., at residence 11 Pyffe-street, £138 16s.—J. A. Hobbins.

1685. Harkaway, State School No. 1697, (1) electrical installation, teacher's residence, £104 5s.—Warren and Langford.

1686. Melbourne, Police Headquarters, Russell-street, (3) replacement of water tanks on roof, £235 18s. 6d.—R. P. Finn.

1687. Mount Moriac, State School No. 1608, (4) erection of fencing, £135 11s.—G. L. Norman.

1688. Lake Bolac, State School No. 854, (1) new tank stands and repairs to spouting, £168 5s.—R. H. Pyne.

1689. Flemington, Royal Agricultural Showgrounds, (1) supply of flooring Government pavilion, £144 13s. 5d.—Millars' Timber and Trading Co. Ltd.

1690. Beechworth, Gaol, (1) supply of "Kemtone" paint, £165.—Lewis Berger and Sons (Vic.) Pty. Ltd.

1691. Royal Park, Mental Hospital, (1) supply of "Buzawolf" home builder machine complete, £253.—Charles Wolfenden and Co.

1692. South Melbourne, P.W.D. Storeyard, (1) supply of mattresses, £143 15s.—Riddell Industries Pty. Ltd.

1693. Mont Park, Bundoora Mental Hospital, (1) supply of vacuum cleaners, toaster grillers and boiling tables, £288 10s. 8d.—Australian General Electric Pty. Ltd.

1694. South Melbourne, P.W.D. Storeyard, (1) supply of angle iron, £500.—Melbourne Iron and Steel Mills Pty. Ltd.

1695. South Melbourne, P.W.D. Storeyard, (1) supply of tube and fittings, £199 5s.—John Lysaght (Australia) Pty. Ltd.

1696. Geelong West, Technical School, (1) supply of one (1) only hand-planing machine, £250.—Wolfenden Machinery Pty. Ltd.

1697. Dandenong, Technical School, (1) supply of planing and thicknessing machine, £568 11s. 6d.—Charles Wolfenden and Co.

1698. Nunawading, "Winlaton", Children's Welfare Department, (1) supply of copper tube, bends, unions, &c., £334 13s. 10d.—M. Baife and Sons Pty. Ltd.

1699. Ballarat, Mental Hospital, (1) supply of timber, £714 3s. 4d.—H. H. George.

1700. Ferntree Gully, Technical School, (1) supply of salamander and bedding sand, £190 10s.—R. T. Sims.

S. MERRIFIELD, Commissioner of Public Works.
29.9.54.

ORDERS IN COUNCIL.—(Series 1954-55.)

EDUCATION DEPARTMENT.

1626. One only 24-volt marine emergency medium frequency transmitter type "Australguard," £510; marine direction finder, £70; modulated oscillator, £45; marine auto alarm, £615; lifeboat transmitter, £58, for Melbourne Technical College.—Amalgamated Wireless (Australasia) Limited, 163-173 Queen-street, Melbourne.

1627. *Three only 5 KVA single-phase oil transformers, 6600/240 volts, for Caulfield Technical School, £307 19s. 10d.—English Electric Company Ltd., 189 William-street, Melbourne.

(*In lieu of Order in Council published in the *Government Gazette* of the 15th July, 1953.)

Approved by the Governor in Council, 28th September, 1954.—A. MAHLSTEDT, Clerk of the Executive Council.

STATE ELECTRICITY COMMISSION.

1701. The supply of 1,000 kVA transformer, switchgear and control panels, £7,541 7s.—Australian General Electric Pty. Ltd.

1702. The supply of 162,700 feet of steel wire rope, to Specification No. 54-55/15, £7,471 4s.—Australian Wire Rope Works Pty. Ltd.

1703. The purchase of land comprising an area of 67 acres 3 roods 27 perches, situate Wellington-road, Rowville, and being part of lots 5 and 6 on plan of subdivision No. 7405, lodged at the Office of Titles, and being part of Crown sections 3 and 4, Parish of Narree Worrان, required for terminal station, £19,000.—Arthur Edward Baker.

1704. The supply and delivery of 8,000 cubic yards of crushed metal and rock for construction work, Yallourn, to Specification No. 53-54/26, £12,575.—Excavations Pty. Ltd.

1705. The purchase of land at Collingwood having a frontage of 100 feet to Peel-street, and frontages of 114 feet to Oxford-street, and Little Oxford-street, together with building erected thereon, to be used for district depot, £7,000.—Foy and Gibson Ltd.

Approved by the Governor in Council, 21st September, 1954.—A. MAHLSTEDT, Clerk of the Executive Council.

FREE PLACES AT THE UNIVERSITY.

APPLICATIONS are invited from persons (other than teachers) in the employment of the Government of Victoria for Free Places at the University of Melbourne to be awarded from the beginning of 1955.

A Free Place will not be awarded to an officer whose own Department provides similar facilities for University education, by way of some training scheme or the like, for which he is eligible to apply.

Applicants must satisfy the following requirements:—

- They must have been in the permanent service of the Government since the 1st January, 1954.
- Except in special cases to be determined by the Selection Committee, they must not be over the age of 25 years.
- They must have matriculated. (Candidates for the Matriculation examination this year may, however, apply.)

Free Places are tenable for the full length of an approved course for any degree, diploma, or licence. A successful applicant will be granted the necessary leave of absence on full pay to enable him to attend essential lectures, practical and other work, and examinations. He will be admitted, without fees, to all lectures and examinations of his course.

The holder of a Free Place will be required to enter into an agreement that he will remain in the service of the Government of Victoria for five years after the termination of his Free Place.

Applications must be submitted to the Permanent Head of the Department in which the applicant is employed at least one week before the closing date, the 25th November, 1954. Permanent Heads of Departments should ensure that such applications are forwarded to reach the Secretary, Education Department, Melbourne, C.2, not later than the 25th November, 1954.

Application forms may be obtained from this office.

D. H. WHEELER,
Secretary.

Education Department,
Melbourne, 4th October, 1954.

Local Government Act 1946, Part 48, Section 876.

LICENCES TO OCCUPY UNUSED ROADS.

NOTICE is hereby given that Licences to occupy Unused Roads have been issued to the following approved applicants, and that the Licence Fee specified in each case has been received by the Accountant, Department of Crown Lands and Survey, Melbourne, C.2.

Number of Licence.	Name and Address of Licensee.	Municipality.	Parish.	Abutting— Allotments and Sections.	Area.	Fee for Licence.	Date of Licence.	Date of Expiry of Licence.
					A. R. P.	£ s. d.		
39031	Seymour, C. C., Yellingbo ..	Upper Yarra	Woori Yallock	North of 48 and between 53 and 54 (Township of Yellingbo)	2 2 0	0 12 6	1.1.54	31.12.56
39032	Wheeler, J., Woodend ..	Gisborne ..	Macedon ..	North of 1, east of 1, section E	4 0 0	0 12 0	1.1.54	31.12.56
39033	McGibbon, W. H., Longwarry	Buln Buln ..	Drouin West	Between 13, section C, and 53b	2 3 0	2 10 0	1.1.54	31.12.56
39034	Tackaberry, G. S., Ellinbank	Warragul ..	Warragul ..	Northern part between X and 45	2 0 0	2 0 0	1.1.54	31.12.56
39035	Davies, E. M., Tarwin Lower	Woorayl ..	Tarwin South	East of 8A, and eastern part north of 8A	5 2 0	0 13 9	1.1.53	31.12.55
39036	Davies, F. M., Tarwin Lower	Woorayl ..	Tarwin South	East of 11A and 17A, abutting 18A and 18c	8 0 0	1 0 0	1.1.53	31.12.55
39037	Morris, M. S., 2 Waterloo-road, Northcote	Frankston and Hastings	Tyabb ..	West of 1, 2, 3, and 4, section 11	1 1 0	2 0 0	1.1.53	31.12.55
39038	Notman, I. F., Tetoora-road, via Warragul	Warragul ..	Warragul ..	Between X and 45 ..	2 0 0	2 0 0	1.1.54	31.12.56
39039	Stoney, B. E., Woori Yallock	Upper Yarra	Woori Yallock	Between western part of 9, section A, and 12A	0 2 0	0 5 0	1.1.54	31.12.56
39040	Whelan, J., Parwan ..	Bacchus Marsh	Parwan ..	South of 1A, section 9..	1 1 0	0 8 9	1.1.53	31.12.55
39041	Gorman, W., Bullengarook ..	Bacchus Marsh	Coimadai ..	North of 26 and 12A ..	5 2 0	1 2 0	1.1.53	31.12.55
39042	Box, R. J., Hallora, via Drouin	Buln Buln ..	Poowong ..	Between 33 and 97 (Parish of Longwarry)	3 0 0	3 0 0	1.1.53	31.12.55
39043	Hobbs, A. D., Bullengarook	Bacchus Marsh	Coimadai ..	West of 23A ..	2 3 0	0 11 0	1.1.53	21.12.55
39044	McMillan, P. P., Cora Lynn	Berwick ..	Koo-wee-rup East	East of 13, section M ..	1 1 0	0 12 6	1.1.53	31.12.55
39045	Johns, W. F., Red Hill ..	Flinders ..	Kangerong	Eastern and western part between 9 and 10B	2 3 0	1 7 6	1.1.54	31.12.56
39046	Bale, W. T. and J. S., Seaview, via Warragul	Warragul ..	Allambee ..	Western part between 67 and 71A; northern part between 67 & 68A	4 0 0	1 10 0	1.1.53	31.12.55
39047	Andronico, V., Box 52, Korumburra	Korumburra	Korumburra	East of 24 and northern part of 23, section D	0 2 0	0 10 0	1.1.54	31.12.56
39048	Buckley, J. B., Buffalo ..	Woorayl ..	Menniyan ..	North of western part of 30A	1 2 0	0 5 0	1.1.54	31.12.56
39049	Estate of W. C. Motton deceased, Leongatha East	Woorayl ..	Allambee ..	West of 70c, northern and southern part of 70b, south of 70b, between 70b and 70b, 70c, between 70b and 70c	14 3 0	5 10 9	1.1.53	31.12.55
39050	Lederman Holdings, Labertouche	Buln Buln ..	Jindivick ..	North of 53 ..	5 3 0	0 5 9	1.1.53	31.12.55
39131	Wilson, R. and W., Bacchus Marsh	Bacchus Marsh	Merrimu ..	Eastern half north of 2, section 8	3 0 0	0 5 0	1.1.53	31.12.55
39132	Lea, C. W. and H., Thorpdale South	Narracan ..	Moo ..	McDonald's track south-east of 140A	1 3 0	1 6 3	1.1.53	31.12.55
39133	Hutson, R., Healesville ..	Healesville	Tarrawarra	Between 45L and 45J ..	3 3 0	0 9 6	1.1.54	31.12.56
39134	Winderlich, W. L., Thorpdale	Narracan ..	Moe ..	McDonald's track south of 137A and 137D	5 0 0	3 15 0	1.1.53	31.12.55
39135	Lloyd, E. A. and N. P., 401 Collins-street, Melbourne	Eltham ..	Nullumbik	South of Lot 9 part of 4, section 7	3 0 0	1 7 0	1.1.54	31.12.56
39136	Canobie, A. C., Thorpdale ..	Narracan ..	Moe ..	McDonald's track south of 135	3 1 0	2 8 9	1.1.54	31.12.56
39137	Frost, L. G., Barwon Heads	South Barwon	Conewarre ..					
39138	Holt, E., Bacchus Marsh ..	Bacchus Marsh	Cormadai ..	Between 60, 62, 76, and 24, 77, 8A	8 0 0	2 4 0	1.1.53	31.12.55
39139	Gleeson, S. E., Camperdown	Hampden ..	Corangamite	North of 57 ..	4 0 0	0 10 0	1.1.54	31.12.56
39140	Dessent, R., Stacey's Bridge	Alberton ..	Binginwarri	West of 80B and 80D, section B	2 3 0	0 11 0	1.1.54	31.12.56
39141	Brennan, L. W. and L. M., Arthurs Creek	Whittlesea	Linton ..	Between 25A and 25D, and through 27A	2 1 0	0 8 0	1.1.54	31.12.56
39142	Makeham, R. W. and D. M., Korumburra	Woorayl ..	Leongatha	Between 52A and 50D, and south of 50E	8 1 0	2 1 3	1.1.53	31.12.55
39143	Tyrell, N. W., Forest ..	Otway ..	Yaughar ..	South of part 5A and east of 5D	4 0 0	1 0 0	1.1.54	31.12.56
39144	Flegg, L. C., Lavers Hill ..	Otway ..	Barwongemoong	South of 3B ..	6 0 0	0 10 0	1.1.54	31.12.56
39145	Evans, J. G., Merricks ..	Flinders ..	Balmarring	West of 13 (Township of Merricks)	1 1 0	0 6 3	1.1.54	31.12.56
39146	Shea, J., Bacchus Marsh ..	Bacchus Marsh	Merrimu ..	West of F and G, section 18	4 0 0	1 8 0	1.1.53	31.12.55
39147	Baillieu, R. F., 360 Collins-street, Melbourne	Narracan ..	Moe ..	McDonald's track east of 134	7 0 0	5 5 0	1.1.54	31.12.56
39148	Chandler, C. B., 158 Kilby-road, North Kew	Narracan ..	Moe ..	McDonald's track south-east of 141, and eastern part of 143	6 0 0	4 10 0	1.1.53	31.12.55
39149	Faoro, V., Thorpdale South	Narracan ..	Moe ..	McDonald's track south-east of E, part of 135	8 2 0	6 7 6	1.1.53	31.12.55
39150	Rogers, C. W., Yannathan ..	Cranbourne	Yannathan	Eastern part between 20 and 65	3 1 0	2 0 0	1.1.54	31.12.56

LICENCES TO OCCUPY UNUSED ROADS—continued.

Number of Licence.	Name and Address of Licensee.	Municipality.	Parish.	Abutting— Allotments and Sections.	Area.	Fee for Licence.	Date of Licence.	Date of Expiry of Licence.
					A. R. P.	£ s. d.		
39151	Robertson, A. E., Balnarring	Flinders ..	Balnarring	Between 13B and 21B ..	1 0 0	0 5 0	1.1.54	31.12.56
39152	Crutchfield, P., Mirboo North	Mirboo ..	Mirboo ..	Centre part between 69A and 68A	1 0 0	0 15 0	1.1.53	31.12.55
39153	Matthey, N. A., Bannockburn	Bannockburn	Durrid-warrah	South of 1B ¹ and 2a, south-east of C ² and 37a	8 1 0	1 0 9	1.1.54	31.12.56
39154	Goldsmith, E., Dumbalk ..	Woorayl ..	Dumbalk ..	Western portion between 9 and 11	2 1 0	2 5 0	1.1.53	31.12.55
39155	Millar, P. L., Nichols-road, via Leongatha	Woorayl ..	Mardan ..	North of 70 ..	1 2 0	0 15 0	1.1.53	31.12.55
39156	Trotman, E., Leongatha ..	Woorayl ..	Leongatha	North of 24, section 2 (Township of Koonwarra)	0 0 20	0 5 0	1.1.54	31.12.56
39157	Hoare, J. McL., Gilderoy ..	Upper Yarra	Beenak ..	East of 22 abutting 24, and south of 22	2 0 0	0 5 0	1.1.54	31.12.56
39158	Monaghan, E. P., Ruby ..	Korumburra	Korumburra	West of 9 and 10, section 2	2 0 0	1 0 0	1.1.54	31.12.56
39159	Reeh, J., Limonite-road, via Mirboo North	Mirboo ..	Mirboo ..	Eastern part north of 68a	2 2 0	0 12 6	1.1.54	31.12.56
39160	Love, J. V., Goorambat ..	Woorayl ..	Leongatha	West of 54 abutting 52b, and northern part of 52c	2 3 0	0 13 9	1.1.54	31.12.56

Department of Crown Lands and Survey,
Melbourne, 23rd September, 1954.

J. H. SMITH,
Commissioner of Crown Lands and Survey.

NOTICE.

ADMINISTRATION of the estate of each of the under-mentioned deceased persons has been granted to the Public Trustee, and creditors, next of kin, and all others having claims against the estate of any of the persons so mentioned, are required to send particulars of their claims to the Public Trustee, No. 412 Collins-street, Melbourne, on or before the 8th December, 1954, or they will be excluded from the distribution of the estate when the assets are being distributed:—

*ARMS, HENRY JAMES, late of 18 Ford-street, Newport, labourer, died 30th January, 1954.

CLARKE, CLARICE EVA, also known as Clarissa Eva Clarke, late of 18 Kensington-road, South Yarra, spinster, died 12th May, 1954, intestate.

†DOYLE, PETER JOSEPH, late of Gisborne, New Zealand, retired grocer, died 30th April, 1954.

FENN, ALFRED ARTHUR, late of Ventnor, and Cowes, Phillip Island, pensioner, died 18th July, 1954, intestate.

GEORGE, ANNIE, late of Bendigo Benevolent Home, Bendigo, pensioner, died 11th March, 1954, intestate.

†GEORGE, MARIA, late of 18 Heath-avenue, Oakleigh, widow, died 10th June, 1954.

HEARN, WILLIAM HENRY, late of 16 Vincent-street, Coburg, war pensioner, died 22nd June, 1954, intestate.

*HEMM, REGINALD JAMES, also known as Reginald Hemm, late of 35 Brougham-street, North Melbourne, ammonia plant operator, died 22nd June, 1954.

*HOWELL, CHARLOTTE HELEN, late of 7 Market-street, St. Kilda, home duties, died 18th July, 1954.

*JOHNSON, AUGUST EDWARD, formerly of 6 Wharf-road, Queenscliff, but late of Kew, retired fisherman, died 28th February, 1954.

MARKOVIC, VOJISLAV, late of 105 Pasadena-grove, Mildura, labourer, died between 23rd and 26th October, 1953, intestate.

*MCARTHUR, JANET, late of 45 Westbrook-street, East Kew, pensioner, died 28th May, 1954.

†NEWTON, MARY, also known as Mary McNamara, formerly of 41 Burrindi-road, Caulfield, and 14 Hemming-street, East Brighton, but late of Red Holme Lodge, Pt. Nepean Highway, Moorabbin, widow, died 11th July, 1954.

SULLIVAN, ROBERT FRANCIS, late of 193 Addesley-street, West Melbourne, railway employee, died 3rd June, 1954, intestate.

†THWAITES, BLANCHE LEWELLA, late of 6 Murray-street, Malvern, widow, died 28th July, 1954.

WALLACE, HANNAH, late of Queen Elizabeth Benevolent Home, Ballarat, widow, died 16th August, 1954, intestate.

*According to the provisions of the will.
†With the will annexed.

H. C. CHIPMAN,
Acting Public Trustee.
Melbourne, 29th September, 1954.

4 GEORGE VI. No. 4755, SECTION 6.

I HEREBY give notice that on the 15th September, 1954, I filed an election to administer the following deceased person's estate, in accordance with section 6 of the *Public Trustee Act 1940*:—

*HEMM, REGINALD JAMES, also known as Reginald Hemm, late of 35 Brougham-street, North Melbourne, ammonia plant operator, died 22nd June, 1954.

*According to the provisions of the will.

I HEREBY give notice that on the 21st September, 1954, I filed an election to administer the following deceased person's estate, in accordance with section 6 of the *Public Trustee Act 1940*:—

*JOHNSON, AUGUST EDWARD, formerly of 6 Wharf-road, Queenscliff, but late of Kew, retired fisherman, died 28th February, 1954.

*According to the provisions of the will.

I HEREBY give notice that on the 23rd September, 1954, I filed elections to administer the following deceased persons' estates, in accordance with section 6 of the *Public Trustee Act 1940*:—

*ARMS, HENRY JAMES, late of 18 Ford-street, Newport, labourer, died 30th January, 1954.

FENN, ALFRED ARTHUR, late of Ventnor, and Cowes, Phillip Island, pensioner, died 18th July, 1954, intestate.

*According to the provisions of the will.

I HEREBY give notice that on the 24th September, 1954, I filed elections to administer the following deceased persons' estates in accordance with section 6 of the *Public Trustee Act 1940*:—

*HOWELL, CHARLOTTE HELEN, late of 7 Market-street, St. Kilda, home duties, died 18th July, 1954.

SULLIVAN, ROBERT FRANCIS, late of 193 Addesley-street, West Melbourne, railway employee, died 3rd June, 1954, intestate.

*According to the provisions of the will.

I HEREBY give notice that on the 27th September, 1954, I filed elections to administer the following deceased persons' estates in accordance with section 6 of the *Public Trustee Act 1940*:—

GEORGE, ANNIE, late of Bendigo Benevolent Home, Bendigo, pensioner, died 11th March, 1954, intestate.

*MCARTHUR, JANET, late of 45 Westbrook-street, East Kew, pensioner, died 28th May, 1954.

WALLACE, HANNAH, late of Queen Elizabeth Benevolent Home, Ballarat, widow, died 16th August, 1954, intestate.

*According to the provisions of the will.

H. C. CHIPMAN,
Acting Public Trustee.
412 Collins-street, Melbourne, C.1., 29th September, 1954.

Local Government Act 1946, Part 48, Section 876.

LICENCES TO OCCUPY WATER FRONTAGES.

NOTICE is hereby given that Licences to occupy Water Frontages have been issued to the following approved applicants, and that the Licence Fee specified in each case has been received by the Accountant, Department of Crown Lands and Survey, Melbourne, C.2.

Number of Licence.	Name and Address of Licensee.	Municipality.	Parish.	Abutting on— Allotments and Sections.	Fee for Licence.	Date of Licence.	Date of Expiry of Licence.
					£ s. d.		
23961	Manfio, L., 28 Nicholson-street, East Brunswick	Woorayl ..	Menniyan ..	50j and 50k	1 15 0	1.1.53	31.12.55
23962	Pyle, N. and J., East Tarwin ..	Woorayl ..	Mirboo South	Southern part of 19b ..	0 15 0	1.1.53	31.12.55
23963	Dilworth, J., Powelltown ..	Upper Yarra..	Beenak ..	Part of 40	0 10 0	1.1.54	31.12.56
23964	Adams, R. G., Athlone ..	Korumburra..	Longwarry ..	83a and 83b	0 15 0	1.1.54	31.12.56
23965	Drennan, R., Lance Creek, via Wonthaggi	Korumburra..	Kirrak ..	Lot 2, formerly 30A, and part of 31A	6 10 0	1.1.53	31.12.55
23966	Wilson, C. B., Lance Creek, via Wonthaggi	Korumburra..	Kirrak ..	Lot 1, formerly 31b, and part of 31A	6 0 0	1.1.53	31.12.55
23967	Stainer, A. B. and H. B., Rokeby	Buln Buln ..	Jindivick ..	127d	3 0 0	1.1.54	31.12.56
23968	Picken, H. S. G., Heath Hill ..	Buln Buln ..	Yannathan ..	Eastern part of 31 ..	1 0 0	1.1.53	31.12.55
23969	LeBrun, E. H., S.E.C., Rubicon	Morwell ..	Mirboo ..	24, 25, 30, 31, section 1 (Township of Darlimurla)	1 2 6	1.1.53	31.12.55
23970	North, J., Mirboo North ..	Morwell ..	Mirboo ..	5A, section 1 (Township of Darlimurla)	1 0 9	1.1.53	31.12.55
23971	Bennett Bros., Coimadai ..	Bacchus Marsh	Merrimu ..	5, section 22	3 5 0	1.1.53	31.12.55
23972	Millard, G. E. and A. M., Inverloch	Woorayl ..	Kirrak ..	1A	0 15 0	1.1.54	31.12.56
23973	Blackburn, M. J. B., Heyfield ..	Upper Yarra..	Warburton ..	Lots 9, 10, part of 25 ..	0 5 0	1.1.54	31.12.56
23974	Kerr Bros., Bacchus Marsh ..	Bacchus Marsh	Merrimu ..	1	1 0 0	1.1.53	31.12.55
23975	Bond, J. E., and J. W. Beckett, Driffield	Morwell ..	Narracan ..	19A, section A	3 0 0	1.1.54	31.12.56
23976	Wilson, C. B., Lance Creek, via Wonthaggi	Korumburra..	Kirrak ..	Lot 1 of 31b and part of 31A	6 0 0	1.1.53	31.12.55
23977	Finlayson, D. G., Yea ..	Narracan ..	Nerrim East..	36c and 36e	0 5 0	1.1.54	31.12.56
23978	Hayes, D. J., Woodleigh ..	Bass ..	Corinella ..	South-eastern part of 128	0 11 3	1.1.53	31.12.55
23979	Stronell, P. J., 214 Jasper-road, Bentleigh	Healesville ..	Tarrawarra ..	47b	0 5 0	1.1.54	31.12.56
23980	Todd, A., Bacchus Marsh ..	Bacchus Marsh	Merrimu ..	4, section 8	0 6 9	1.1.53	31.12.55
23981	Hughes, J. K., 56 Fitzwilliam-street, Kew	Bacchus Marsh	Coimaidi ..	10F	0 10 0	1.1.53	31.12.55
23982	Buller, R. B., Warburton East..	Upper Yarra..	Warburton ..	Lot 3 on plan No. 11734, part of 25	0 5 0	1.1.54	31.12.56
23983	Cochran, K. A., Poowong ..	Bass ..	Corinella ..	North-eastern part of 127	1 17 6	1.1.54	31.12.56
23984	Muller, S. R., Tarwin Lower ..	Woorayl ..	Tarwin ..	6b and eastern part of 6c	0 5 0	1.1.53	31.12.55
23985	Hitchings, R., Powlett River ..	Bass ..	Wonthaggi ..	10a and eastern part of 10	0 18 9	1.1.53	31.12.55
23986	Joyner, M. J. (Mrs.), Merricks..	Flinders ..	Balnarring ..	8 (Township of Merricks)..	0 5 0	1.1.54	31.12.56
23987	Baillie, W. F. and I. G. Kraitzer, Boolarra	Morwell ..	Mirboo ..	5 and railway line ..	3 5 0	1.1.53	31.12.55
23988	Brennan, L. W. and L. M., Arthur's Creek	Whittlesea ..	Linton ..	25d	0 5 0	1.1.54	31.12.56
23989	Tyrell, N. W., Forrest ..	Otway ..	Yaughar ..	5A	0 5 0	1.1.54	31.12.56
23990	Evans, J. G., Merricks ..	Flinders ..	Balnarring ..	11, 12, 13, and 16 ..	0 5 0	1.1.54	31.12.56
23991	Lyndon, D. W., Leongatha ..	Woorayl ..	Nerrena ..	10c and 11A	2 2 6	1.1.52	31.12.54
23992	Calder, R. O., Leongatha ..	Woorayl ..	Koorooman ..	85c	2 8 0	1.1.53	31.12.55
23993	Richards, W. C., Foster ..	South Gipps-land	Wonga Wonga	South of 23A, section C ..	0 5 0	1.1.53	31.12.55
23994	Hibbins, W. and I. M., Boolarra	Morwell ..	Mirboo ..	140e, Mirboo, and 21-22 (Township of Boolarra)	2 8 9	1.1.53	31.12.55
23995	Couper, B. C., Dumbalk ..	Woorayl ..	Mardan ..	79	2 12 0	1.1.53	31.12.55
23996	Vale, J. J., 13 Park-street, North Carlton	Eltham ..	Tarrawarra North	54c	0 10 0	1.1.54	31.12.56
23997	Aumann, A. E., 39 Springvale-road, Nunawading	Eltham ..	Tarrawarra North	15r	0 10 0	1.1.54	31.12.56
23998	Spiller, J. T., Bannockburn ..	Bannockburn	Durridwarrah	B3 and 37e	1 4 6	1.1.54	31.12.56
23999	Zimmerman, A. E., 524 Station-street, North Carlton	Eltham ..	Tarrawarra North	54b	0 10 0	1.1.54	31.12.56
24000	McDonald, N. A., Meeniyan ..	Woorayl ..	Nerrena ..	37e, 37d ¹	9 12 0	1.1.53	31.12.55

Department of Crown Lands and Survey,
Melbourne, 23rd September, 1954.

J. H. SMITH,
Commissioner of Crown Lands and Survey.

AUCTION SALES ACT 1928.

ALEXANDRA.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Alexandra, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. KEARNEY, Clerk of Petty Sessions.

BENDIGO.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Law Courts, Bendigo, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated at Bendigo this 1st day of October, 1954.—B. I. GRIFFITH, Clerk of Petty Sessions.

KILMORE.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Kilmore, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. L. MCGAAN, Clerk of Petty Sessions.

MANSFIELD.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Mansfield, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. KEARNEY, Clerk of Petty Sessions.

MILDURA.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Law Courts, Mildura, on Tuesday, the 23rd day of November, 1954, at Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—G. O'SULLIVAN, Clerk of Petty Sessions.

MYRTLEFORD.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Myrtleford, on Tuesday, the 23rd day of November, 1954, at Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—F. C. HILL, Clerk of Petty Sessions.

SEYMOUR.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Seymour, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. L. MCGAAN, Clerk of Petty Sessions.

WANGARATTA.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Wangaratta, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. MILLS, Clerk of Petty Sessions.

YARRAWONGA.—Notice is hereby given that the Annual Meeting of Justices for the Licensing of Auctioneers will be held at the Court House, Yarrawonga, on Tuesday, the 23rd day of November, 1954, at the hour of Ten o'clock in the forenoon. Dated this 1st day of October, 1954.—J. MILLS, Clerk of Petty Sessions.

MELBOURNE AND METROPOLITAN BOARD OF WORKS.

GENERAL NOTICE.

THE Melbourne and Metropolitan Board of Works, having made sewers for carrying off the sewage from each and every property which, or any part of which, abuts on the streets or parts of streets in which such sewers are laid, and which are included within the sewerage areas hereinafter described, doth hereby declare that on and after the 6th November, 1954, each and every property which, or any part of which, abuts on the said streets or parts of streets, shall be deemed to be a sewerage property within the meaning of the *Melbourne and Metropolitan Board of Works Act 1928*.

The sewerage areas hereinbefore referred to are:—

Sewerage Area No. 1413.

City of Camberwell.—Commencing at the intersection of Balwyn-road and Belmore-road; thence easterly along Belmore-road to a point about 163 feet west of the west side of Jacka-street, northerly and westerly along the eastern and portion of the northern boundaries of a park to the junction of McShane-street and Tovey-street, westerly along Tovey-street and Tuxen-street, southerly along Balwyn-road to the commencing point.

Sewerage Area No. 1414.

City of Camberwell.—Commencing at the junction of Bath-road and Keltie-street; thence southerly along Keltie-street, westerly along Madeline-street, northerly along Clitus-avenue, easterly along Bath-road to the commencing point.

Sewerage Area No. 1415.

City of Moorabbin.—Commencing at the junction of Weatherall-road and Church-road on the boundary of Sewerage Area No. 1386; thence southerly along Church-road, westerly and northerly along the southern and western boundaries of lot 9 Church-road, westerly along the southern boundaries of lots 28 and 31 Cherbourg-avenue, northerly along the western boundaries of the said lot 31 and lot 30 Cherbourg-avenue and lot 1 Weatherall-road, westerly along Weatherall-road, northerly along the western boundaries of No. 3 Weatherall-road and properties on the west side of Victor-avenue to the boundary of Sewerage Area No. 1286, easterly, southerly, and westerly following Sewerage Area Nos. 1286 and 1386 to the commencing point.

Sewerage Area No. 1416.

City of Box Hill.—Commencing at a point in Melrose-street about 200 feet west of the west side of Elgar-road on the boundary of Sewerage Area No. 1003; thence southerly, westerly, and southerly following Sewerage Area No. 1003 to its junction with Sewerage Area No. 928 in Harriet-crescent, westerly, northerly, westerly,

northerly, and westerly following Sewerage Area No. 928 to its junction with Sewerage Area No. 1003 in Kenmare-street, generally northerly, easterly, northerly, easterly, generally southerly and easterly following Sewerage Area No. 1003 to the commencing point.

Sewerage Area No. 1417.

City of Preston.—Commencing at the intersection of Crookston-road and Cheddar-road west; thence north-easterly along Cheddar-road west, easterly along Purinuan-road, southerly along the eastern boundaries of lots 732 Purinuan-road and 757 Rathgown-road, westerly along Rathgown-road, southerly along New-street and the eastern boundary of lot 843 Crookston-road, westerly along the southern boundaries of lots 843, 844, and 845 Crookston-road, northerly along the western boundary of the said lot 845, westerly along Crookston-road to the commencing point.

Sewerage Area No. 1418.

City of Sandringham.—Commencing at the junction of Hayden's-road and Pacific Boulevard; thence easterly along Pacific Boulevard, southerly along Reserve-road, easterly along Reid-street, northerly along the eastern boundaries of properties on the east side of Reserve-road, easterly along Holding-street, northerly along the eastern boundaries of lots 35 Holding-street and 28 White-street, easterly along White-street, northerly along the eastern boundary of lot 22 White-street, easterly along portion of the southern boundary of lot 23 Anita-street, further easterly along the southern boundary of lot 26 Dalgetty-road, northerly along Dalgetty-road, easterly along the southern boundary of lot 17 Dalgetty-road, northerly along the eastern boundaries of the said lot 17 and lot 16 Dalgetty-road, easterly along the southern boundary of lot 28 Haldane-street, northerly along Haldane-street, westerly and southerly along the northern and portion of the western boundaries of lot 3 Haldane-street, westerly along the northern boundary of lot 5 Dalgetty-road, southerly along Dalgetty-road, westerly along Hardinge-street, northerly along the eastern boundary of lot 93 Hardinge-street, westerly along the northern boundaries of the said lot 93, lots 94 to 101 Hardinge-street and 104 Reserve-road, northerly along Reserve-road, westerly along Glenwood-avenue, northerly along the eastern boundaries of lots 138 Glenwood-avenue, 102 and 96 Pasadena-avenue and 60 Lynette-avenue, westerly along Lynette-avenue, northerly and westerly along the eastern and northern boundaries of lot 35 Hayden's-road, southerly along Hayden's-road to the commencing point.

Sewerage Area No. 1419.

City of Kew.—Commencing at the junction of Belford-road and Wattle-grove; thence westerly along Wattle-grove, northerly along Elm-grove, westerly along the southern boundaries of lots 51 Elm-grove and 48 Willow-grove, southerly along Willow-grove, westerly along the southern boundary of lot 1 Willow-grove, northerly along the western boundaries of the said lot 1 and lots 2 to 14 Willow-grove, easterly along the northern boundary of the said lot 14, southerly along Willow-grove, easterly along the northern boundary of lot 40 Willow-grove, southerly along the eastern boundaries of the said lot 40 and lot 41 Willow-grove, further southerly along portion of the eastern boundary of lot 42 Willow-grove, easterly along the northern boundary of lot 56 Elm-grove, northerly along Elm-grove, south-easterly along the north-eastern boundary of lot 1 Elm-grove, easterly along portion of the northern boundary of lot 74 Elm-grove, southerly along the eastern boundaries of the said lot 74 and lots 75 to 77 Elm-grove, easterly along the northern boundary of lot 109 Belford-road, southerly along Belford-road to the commencing point.

Further particulars regarding the streets or parts of streets in which sewers have been laid may be ascertained on inquiry at the Board's office.

By order of the Board,

V. C. TREYVAUD,

Acting Secretary.

110 Spencer-street, Melbourne, C.1, 5th October, 1954.

State Electricity Commission Acts.

AGREEMENT RELATING TO THE ACQUISITION BY THE STATE ELECTRICITY COMMISSION OF VICTORIA OF AN ELECTRICITY SUPPLY UNDERTAKING OPERATED BY THE SHIRE OF WARANGA.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth by Order made on the 5th day of October, 1954, approve the terms of an agreement between the State

Electricity Commission of Victoria and the Shire of Waranga relating to the acquisition by the Commission of the Rushworth Electricity Supply Undertaking operated by the Shire of Waranga, as authorized by the Shire of Waranga Electric Lighting Order No. 104—1914.

A. MAHLSTEDT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, 5th October, 1954.

LOUGH CALVERT DRAINAGE TRUST.

RATING BY-LAW 1954.

THE Lough Calvert Drainage Trust, in pursuance and exercise of the powers conferred by the *River Improvement Act 1948*, doth hereby make the By-law following:—

1. The following rate to be called the "Lough Calvert Drainage District Drainage Rate" is hereby made and shall be levied upon the occupiers or owners of all properties within the Lough Calvert Drainage District which are rateable to any municipality:—

- (a) A rate of One shilling and three pence in the pound on the net annual municipal value of all properties within the first division of the Lough Calvert Drainage District shown coloured blue on the plan titled "Lough Calvert Drainage District Rating Divisions 1954" approved by the Governor in Council and deposited at the office of the State Rivers and Water Supply Commission at Melbourne.
- (b) A rate of Six pence in the pound on the net annual municipal value of all properties within the second division of the Lough Calvert Drainage District shown coloured green on the said plan.
- (c) A rate of Three pence in the pound on the net annual municipal value of all properties within the third division of the Lough Calvert Drainage District shown coloured brown on the said plan.
- (d) No rate is made or levied in respect of any property within the fourth division of the Lough Calvert Drainage District shown coloured yellow on the said plan.
- (e) No rate is made or levied in respect of any property within the fifth division of the Lough Calvert Drainage District comprising all those lands not included in the First, Second, Third, or Fourth Divisions.

Provided that in no case shall the amount of rate payable in respect of any property within the Lough Calvert Drainage District be less than One shilling.

2. Such rate is made and shall be levied for the period beginning with the 1st day of January, 1954, and ending with the 31st day of December, 1954, and shall be payable on the 7th day of October, 1954, at the office of the Lough Calvert Drainage Trust at Colac.

3. Such person or persons as the Lough Calvert Drainage Trust may from time to time appoint for that purpose shall be and is or are hereby authorized to demand, receive, collect, and recover the said rate.

The foregoing By-law was made by the Lough Calvert Drainage Trust on the 9th day of August, 1954, and the seal of the said Trust was hereunto affixed this 9th day of August, 1954, in the presence of—

H. L. MARTIN, Chairman.
(SEAL) ARTHUR F. POTTER, Commissioner.
A. C. THEODORE, Secretary.

WARRACKNABEAL WATERWORKS TRUST.

FIXING THE LIMIT OF A BANK OVERDRAFT.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth by Order made on the 28th day of September, 1954, in pursuance of the provisions of section 273 of the *Water Act 1928* (No. 3801), fix the limit of the overdraft to be obtained by the Warracknabeal Waterworks Trust from the Commercial Bank of Australia Limited, Warracknabeal, at an amount not to exceed at any one time the sum of One thousand pounds (£1,000).

A. MAHLSTEDT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, 28th September, 1954.

NOTICE TO MARINERS.

[No. 14 of 1954.]

AUSTRALIA.—VICTORIA.

THE following Notice to Mariners, which has been received from the Harbor Master, Geelong, is published for general information.

D. S. STEVENSON,
Port Officer.

Ports and Harbors Branch,
Department of Public Works,
Melbourne, C.2, 28th September, 1954.

GEE LONG HARBOR TRUST COMMISSIONERS.

PORT OF GEE LONG.

- (1) Information about dredging—
 - (a) Works completed.
 - (b) Works in progress.
 - (2) Available depth of water at berths.
 - (3) Increase in navigable draft.
 - (4) Alteration to position of No. 2 light buoy, Wilson Spit Channel.
 - (5) New light buoy to be established.
- (1) *Details:—(a) Works Completed.*
Point Richard Channel—dredged to 32 feet L.W.O.S.T.
Wilson Spit Channel—dredged to 32 feet L.W.O.S.T.
Hopetoun Channel—dredged to 32 feet L.W.O.S.T.
Prolongation of Hopetoun Channel—dredged to 32 feet L.W.O.S.T.
Corio Channel—dredged to 32 feet L.W.O.S.T.
- (1) *(b) Works in Progress.*
Dredging of Corio Quay berths and approaches in progress to 32 feet L.W.O.S.T.
Dredging of City Channel and berths at Cunningham Pier in progress to 32 feet L.W.O.S.T.
- (2) *Details:—Available Depth of Water at Berths.*
Refinery Pier—32 feet L.W.O.S.T.
Kings Wharf—32 feet L.W.O.S.T.
Lascelles Wharf—32 feet L.W.O.S.T.
Bulk Wheat Pier—32 feet L.W.O.S.T.
Corio Quay (all berths)—29 feet L.W.O.S.T.
Cunningham Pier (all berths)—29 feet L.W.O.S.T.
Yarra Pier (all berths)—29 feet L.W.O.S.T.
- (3) *Increase in Navigable Draft.*
Date.—On and after 18th October, 1954.
Details.—Maximum navigable draft of 30 feet permissible for vessels through channels and at berths where dredged depth now 32 feet L.W.O.S.T. All other berths maximum draft 27 ft. 6 in.
Note.—Vessels proceeding either inwards or outwards with a maximum draft of less than 27 ft. 6 in., are not required to navigate the new "Corio" or "City" Channels, but should proceed direct to or from berth to the westward of No. 14 Beacon of the Hopetoun Channel.
- (4) *Alteration to Position of No. 2 Light Buoy, Wilson Spit Channel.*
Date.—On or about 18th October, 1954.
Position.—No 1 Beacon—Wilson Spit Channel. Latitude 38 deg. 07 min. 49 sec. S. Longitude 144 deg. 30 min. 29 sec. E. (approximately).
Details.—On or about the above date the No. 2 Light buoy of the Wilson Spit Channel will be moved and re-established in a position bearing 097 deg. 33 min. 2.5 sec.—7,552 feet from the above position.
Remarks.—Characteristic of light will remain unchanged in new position.
- (5) *New Light Buoy to be Established.*
Date.—On or about 18th October, 1954.
Position.—No 1 Beacon—Wilson Spit Channel. Latitude 38 deg. 07 min. 49 sec. S. Longitude 144 deg. 30 min. 29 sec. E. (approximately).
Details.—On or about the above date a light buoy will be established in a position bearing 101 deg. 57 min. 18 sec.—5,560 feet from the above position.
Characteristic.—Flashing red every 2 seconds.
Visibility.—3 miles.
Elevation.—13 feet.
Remarks.—The light buoy will be moored on the line of the south side channel beacons marking the northern edge of a shoal patch having a least depth of water of 28 feet L.W.O.S.T.
Caution.—Masters and pilots of vessels are advised to maintain a mid-channel course and are reminded that buoys and beacons defining channels are established 40 feet outside the navigable dredged channels.

STATE RIVERS AND WATER SUPPLY COMMISSION.

NOTICE is hereby given that each of the under-mentioned Irrigation and Water Supply Districts is supplied with water for irrigation under the provisions of the Water Acts, and has been so supplied on and from 1st July, 1954:—

Bacchus Marsh, Boort, Calivil, Cohuna, Deakin, Dingee, Fish Point, Katandra, Kerang, Koondrook, Maffra-Sale, Mystic Park, North Shepparton, Nyah, Red Cliffs-Merbein, Robinvale, Rochester, Rodney, Shepparton, South Shepparton, Swan Hill, Third Lake, Tongala-Stanhope, Tragowel Plains, Tresco, and Werribee.

NOTICE is hereby given that each of the under-mentioned Irrigation and Water Supply Districts is directly benefited by being supplied with water by works carried out under the provisions of the Water Acts, and has been so benefited on and from 1st July, 1954:—

Bacchus Marsh, Boort, Calivil, Campaspe, Cohuna, Deakin, Dingee, Fish Point, Katandra, Kerang, Koondrook, Maffra-Sale, Mystic Park, North Shepparton, Nyah, Red Cliffs-Merbein, Robinvale, Rochester, Rodney, Shepparton, South Shepparton, Swan Hill, Third Lake, Tongala-Stanhope, Tragowel Plains, Tresco, and Werribee.

NOTICE is hereby given that every part of the Murray Valley Irrigation and Water Supply District classified in the First Division for the purpose of making and levying a General Rate as shown on a plan of such district, signed and sealed by the Commission and lodged at the office of such Commission at Melbourne, an authenticated copy of which is lodged at the office of the Commission at Cobram, is supplied with water for irrigation, and that the said Murray Valley Irrigation and Water Supply District is directly benefited by being supplied with water by works carried out under the provisions of the Water Acts, and has been so supplied and benefited on and from 1st July, 1954.

NOTICE is hereby given that every part of the Central Gippsland Irrigation and Water Supply District classified in the First Division for the purpose of making and levying a General Rate as shown on a plan of such district, signed and sealed by the Commission and lodged at the office of such Commission at Melbourne, and authenticated copies of which are lodged at the offices of the Commission at Heyfield and Maffra, is supplied with water for irrigation, and that the said Central Gippsland Irrigation and Water Supply District is directly benefited by being supplied with water by works carried out under the provisions of the Water Acts, and has been so supplied and benefited on and from 1st July, 1954.

NOTICE is hereby given that each of the under-mentioned Irrigation and Water Supply Districts is benefited by the drainage works constructed for the service of each of such Districts under the provisions of the Water Acts, and has been so benefited on and from 1st July, 1954:—

Cohuna, Deakin, Dingee, Katandra, Kerang, Koondrook, Maffra-Sale, North Shepparton, Nyah, Red Cliffs-Merbein, Rochester, Rodney, Shepparton, Swan Hill, Tongala-Stanhope, Tragowel Plains, and Werribee.

NOTICE is hereby given that each of the under-mentioned Waterworks Districts is directly benefited by being supplied with water by works carried out under the provisions of the Water Acts, and has been so benefited on and from 1st July, 1954:—

Axe Creek, Birchip, East Loddon, Harcourt, Hindmarsh, Karkaroc, Kerang North-west Lakes, Loddon, Long Lake, Millewa, Normanville, Ouyen, Sea Lake, Tyntynder, Tyntynder North, Tyrrell, Tyrrell West, Upper Western Wimmera, Upper Wimmera United, Walpeup West, Werribee, Western Wimmera, West Loddon, Wimmera United, Wycheproof, and Wychitella.

NOTICE is hereby given that every part of each of the under-mentioned Flood Protection Districts is benefited by the flood protection works constructed for the service of each of such Districts under the provisions of the Water Acts, and has been so benefited on and from 1st July, 1954:—

Cardinia, Kanyapella, Loch Garry, and Lower Kooweerup.

NOTICE is hereby given that the Carrum Drainage District is benefited by the drainage works constructed for the service of such District under the provisions of the Water Acts, and has been so benefited on and from 1st July, 1954.

L. DUGGAN, Secretary,
State Rivers and Water Supply Commission.
Melbourne, 1st October, 1954.

RULES UNDER THE JUSTICES ACTS.

At the Executive Council Chamber, Melbourne, the twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

UNDER and by virtue of the powers and authorities conferred by the *Justices Act 1928* (No. 3708) and the *Acts Interpretation Act 1928* (No. 3630), His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth hereby amend the *Justices Act Rules 1936* (No. 1) as follows:—

1. That Rule 32 of the *Justices Act Rules 1936* (No. 1) be amended by—

- (a) omitting the words "of Ten shillings" where first occurring and inserting after the words "for professional costs" where first occurring the words "of Fifteen shillings if the amount does not exceed Ten pounds, Thirty shillings if the amount exceeds Ten pounds but does not exceed Thirty pounds, and Forty shillings if the amount exceeds Thirty pounds but does not exceed Fifty pounds"; and
- (b) substituting for the words "the sum of Ten shillings" where last occurring the words "sums mentioned herein".

And the Honorable William Slater, Her Majesty's Attorney-General for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

WARRACKNABEAL WATERWORKS TRUST.

At the Executive Council Chamber, Melbourne, the twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

REPEAL OF ORDER.

UNDER the powers conferred by the Water Acts and all other powers enabling him in that behalf, His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council of the said State, doth hereby repeal the Order made by the Governor in Council on the 22nd day of December, 1939, as amended by the Order made on the 4th day of July, 1950, and published in the *Victoria Government Gazette* dated the 29th December, 1939, and 12th July, 1950, respectively, fixing the limit of the overdraft to be obtained by the Warracknabeal Waterworks Trust from the Commercial Bank of Australia Limited, Warracknabeal, at an amount not to exceed at any one time the sum of Three thousand pounds (£3,000).

And as on and from the date hereof the said Order of the Governor in Council shall be deemed to be repealed accordingly.

And the Honorable Clive Phillip Stoneham, Her Majesty's Minister of Water Supply for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

DEPARTMENT OF CROWN LANDS AND SURVEY.

At the Executive Council Chamber, Melbourne, the twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

REVOCATIONS OF TEMPORARY RESERVATIONS OF LANDS BY ORDERS IN COUNCIL.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth hereby, in pursuance of the provisions of the *Land Act 1928*, revoke the temporary reservations of the lands by Orders in Council hereinafter referred to, viz.:

MURRAYVILLE.—Order in Council of the 20th July, 1915, of 38 1/10 perches of land in the Township of Murrayville as a site for Police purposes, so far only as regards the portion thereof comprised within the boundaries published in the *Government Gazette* of the 1st September, 1954, and containing 8 perches.—(Rs.1225).

WHITFIELD SOUTH.—Order in Council of the 21st October, 1901, of 1 acre of land in the Parish of Whitfield South as a site for a State School.—(C.16298).

And the Honorable Joseph Henry Smith, Her Majesty's Commissioner of Crown Lands and Survey for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

DEPARTMENT OF CROWN LANDS AND SURVEY.

At the Executive Council Chamber, Melbourne, the twenty-eighth day of September, 1954.

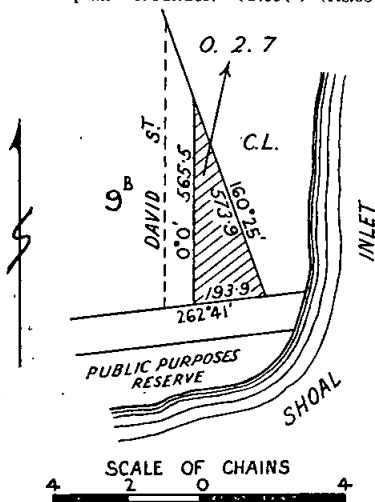
PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ADDITIONAL LAND TEMPORARILY RESERVED AS A SITE.

HIS Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth hereby, in pursuance of the provisions of the *Land Act 1928*, reserve, temporarily, and also except from occupation for mining purposes under any miner's right, the additional land hereinafter described:

TARRA TARRA (MANN'S BEACH).—Site for Public purposes, in addition to the site temporarily reserved therefor by Order in Council of the 5th July, 1949, 2 roods 7 perches, Parish of Tarra Tarra, County of Buln Buln, as indicated by hachure on plan hereunder.—(T.69⁽³⁾) (Rs.6377).



And the Honorable Joseph Henry Smith, Her Majesty's Commissioner of Crown Lands and Survey for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

At the Executive Council Chamber, Melbourne, the twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER IN COUNCIL CONFIRMING RESOLUTION OF THE COUNTRY ROADS BOARD RESCINDING IN PART A RESOLUTION DECLARING A CERTAIN HIGHWAY IN THE SHIRE OF BANNOCKBURN TO BE A MAIN ROAD.

WHEREAS by the Resolution set out below and dated the twentieth day of September One thousand nine hundred and fifty-four the Country Roads Board incorporated under the *Country Roads Act 1928* (No. 3662) being of opinion that the road set out or described in the Schedule to the same is no longer of sufficient importance to be considered a main road resolved that the Resolution passed by the Board on the twenty-eighth day of January One thousand nine hundred and forty-one and confirmed by the Governor in Council by an Order published in the *Government Gazette* of the fifth day of February One thousand nine hundred and forty-one on page 638 declaring the highway particulars of which are therein set out or described a main road be rescinded in part so far as the same covers the said highway between the points referred to in the Resolution hereby confirmed: And whereas the said Act amongst other things provides that the Governor in Council may by Order published in the *Government Gazette* confirm such Resolution whereupon any road or part thereof mentioned in such Resolution shall cease to be a main road: And whereas it is deemed desirable to confirm the Resolution so made and passed by the Country Roads Board: Now therefore His Excellency the Governor of the State of Victoria by and with the advice of the Executive Council thereof doth hereby confirm such Resolution and declare that upon the publication of this order in the *Government Gazette* the road mentioned in the Schedule to such Resolution shall cease to be a main road within the meaning of the Country Roads Act.

Resolution Rescinding in Part Resolution Declaring a Certain Highway to be a Main Road under the Country Roads Act.

The Country Roads Board constituted under the *Country Roads Act 1928* (No. 3662) at a meeting now holden being of opinion that the main road hereinafter referred to and more particularly described in the Schedule hereto is no longer of sufficient importance to be considered a main road hereby resolves that the Resolution passed by the Board on the twenty-eighth day of January One thousand nine hundred and forty-one and confirmed by the Governor in Council by an Order published in the *Government Gazette* of the fifth day of February One thousand nine hundred and forty-one on page 638 declaring the highway particulars of which are therein set out or described a main road be rescinded in part.

SCHEDULE.

Shire of Bannockburn.

6. Inverleigh-Winchelsea road (1306).—Commencing at its junction with the Geelong-Hamilton road at the north-western angle of allotment 7, section 16, Township of Inverleigh, Parish of Dorog; thence south-easterly to the south-western angle of allotment 5, section 18, of the said township.

The common seal of the Country Roads Board was hereto affixed at Melbourne, this twentieth day of September, One thousand nine hundred and fifty-four, in the presence of—

(SEAL) D. V. DARWIN, Chairman.
F. M. CORRIGAN, Member.
W. H. NEVILLE, Secretary.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

At the Executive Council Chamber, Melbourne, the
twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER APPROVING OF A DEVIATION FROM A MAIN ROAD IN THE SHIRE OF DUNMUNKLE.

WHEREAS the Country Roads Board constituted under the *Country Roads Act 1928* (No. 3662) has represented to His Excellency the Governor in Council that it appears to it desirable that the deviation hereinafter referred to from the existing Rupanyup-Murtoa road in the Shire of Dunmunkle (declared to be a main road under the said Act which declaration was confirmed by the Order in Council published in the *Government Gazette* of the 9th June, 1915, on pages 2028-9) should be made by the said Board: And whereas the said Board in accordance with the requirements of section 19 of the said cited Act has caused to be prepared a map plan and estimate showing the points between which and on and through what land the said deviation is proposed to be made and the cost of acquiring the land and constructing the said deviation: And whereas on an inspection of the said map and plan and a consideration of the said estimate His Excellency the Governor in Council is satisfied that there are funds legally available for acquiring the land and constructing the said deviation: Now therefore be it known by this present Order that His Excellency the Governor of the State of Victoria with the advice of the Executive Council thereof doth hereby approve of the said road being made, that is to say:—

All those pieces of land in the Parish of Ashens, the boundaries of which are as follow:—

- (a) Commencing at a point on the northern boundary of allotment 160 of the said parish distant 270 deg. 1½ min. 382.5 links from the north-eastern angle of the said allotment; thence by lines bearing respectively 135 deg. 3½ min. 543.1 links, 179 deg. 49½ min. 30 links, 292 deg. 23 min. 826 links, 270 deg. 1½ min. 3,970.2 links, 350 deg. 18 min. 101.5 links, and 90 deg. 1½ min. 4,367.3 links to the point of commencement.
- (b) Commencing at the south-eastern angle of allotment 147 of the said parish; thence by lines bearing respectively 270 deg. 20 min. 7,650.3 links, 315 deg. 4 min. 543 links, 0 deg. 23 min. 30 links, 111 deg. 48 min. 988.9 links, 90 deg. 20 min. 7,115.7 links, and 180 deg. 19 min. 50 links to the point of commencement.
- (c) Commencing at the south-western angle of allotment 154K of the said parish; thence by lines bearing respectively 0 deg. 16½ min. 50 links, 89 deg. 46½ min. 5,351.6 links, 179 deg. 44½ min. 50 links, and 269 deg. 46½ min. 5,352 links to the point of commencement.
- (d) Commencing at a point on the northern boundary of allotment 154M of the said parish distant 269 deg. 46½ min. 535 links from the north-eastern angle of the said allotment; thence by lines bearing respectively 119 deg. 46½ min. 618 links, 179 deg. 44½ min. 20 links, 287 deg. 23 min. 880.3 links, 276 deg. 58½ min. 500 links, and 89 deg. 46½ min. 800 links to the point of commencement.

Also, all that piece of land in the Parishes of Ashens and Rupanyup, the boundaries of which are as follow:—

Commencing at a point on the western boundary of allotment 152, Parish of Ashens, distant 359 deg. 47 min. 294.5 links from the south-western angle of the said allotment; thence by lines bearing respectively 359 deg. 47 min. 45 links, 104 deg. 53 min. 745.9 links, 90 deg. 15 min. 14,540 links, 180 deg. 20 min. 50 links, 270 deg. 15 min. 14,920 links, and 299 deg. 47½ min. 392.4 links to the point of commencement.

Also, all those pieces of land in the Parish of Rupanyup, the boundaries of which are as follow:—

- (a) Commencing at a point on the eastern boundary of allotment 79 of the said parish distant 180 deg. 20 min. 724 links from the north-eastern angle of the said allotment; thence by lines bearing respectively 180 deg. 20 min. 200 links,

297 deg. 0 min. 750 links, 281 deg. 14 min. 590.4 links, 90 deg. 15 min. 1,000 links, and 135 deg. 17 min. 353.3 links to the point of commencement.

- (b) Commencing at the south-eastern angle of allotment 76 of the said parish; thence by lines bearing respectively 269 deg. 59 min. 1,544 links, 297 deg. 5 min. 220 links, 299 deg. 38 min. 436 links, 304 deg. 36 min. 500 links, 89 deg. 59 min. 400.5 links, 123 deg. 0 min. 175 links, 110 deg. 23½ min. 1,303.8 links, 89 deg. 59 min. 761.1 links, 90 deg. 6 min. 100.3 links, 90 deg. 4 min. 8,026 links, 89 deg. 49½ min. 7,617 links, 90 deg. 5½ min. 8,115.3 links, 90 deg. 2 min. 8,017 links, 180 deg. 6½ min. 50 links, 270 deg. 2 min. 8,017 links, 270 deg. 5½ min. 8,115.3 links, 269 deg. 49½ min. 7,617 links, 270 deg. 4 min. 8,026 links, and 270 deg. 6 min. 100.2 links to the point of commencement—

which said pieces of land are particularly delineated and shown coloured red and yellow on survey plans numbered 5933 and 5934, lodged in the office of the Country Roads Board.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

At the Executive Council Chamber, Melbourne, the
twenty-eighth day of September, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER APPROVING OF A DEVIATION FROM A MAIN ROAD IN THE SHIRE OF WIMMERA.

WHEREAS the Country Roads Board constituted under the *Country Roads Act 1928* (No. 3662) has represented to His Excellency the Governor in Council that it appears to it desirable that the deviation hereinafter referred to from the existing Grampians-road in the Shire of Wimmera (declared to be a main road under the said Act which declaration was confirmed by the Order in Council published in the *Government Gazette* of the 13th July, 1938, on page 2142) should be made by the said Board: And whereas the said Board in accordance with the requirements of section 19 of the said cited Act has caused to be prepared a map plan and estimate showing the points between which and on and through what land the said deviation is proposed to be made and the cost of acquiring the land and constructing the said deviation: And whereas on an inspection of the said map and plan and a consideration of the said estimate His Excellency the Governor in Council is satisfied that there are funds legally available for acquiring the land and constructing the said deviation: Now therefore be it known by this present Order that His Excellency the Governor of the State of Victoria with the advice of the Executive Council thereof doth hereby approve of the said road being made, that is to say:—

All that piece of land in the Parish of Lah-Arum, the boundaries of which are as follow:—Commencing at the north-eastern angle of allotment 53 of the said parish; thence by lines bearing respectively 160 deg. 18 min. 713.8 links, 308 deg. 41 min. 406.5 links, 296 deg. 1 min. 400 links, 283 deg. 38 min. 421 links, and 80 deg. 23 min. 857.4 links to the point of commencement—which said piece of land is particularly delineated and shown coloured red on survey plan numbered 5937, lodged in the office of the Country Roads Board.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

*At the Executive Council Chamber, Melbourne, the
twenty-eighth day of September, 1954.*

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER APPROVING OF A DEVIATION FROM A MAIN ROAD IN THE SHIRE OF MELTON.

WHEREAS the Country Roads Board constituted under the *Country Roads Act 1928* (No. 3662) has represented to His Excellency the Governor in Council that it appears to it desirable that the deviation hereinafter referred to from the existing Keilor-Melton road in the Shire of Melton (declared to be a main road under the said Act which declaration was confirmed by the Order in Council published in the *Government Gazette* of the 26th February, 1941, on page 974) should be made by the said Board: And whereas the said Board in accordance with the requirements of section 19 of the said cited Act has caused to be prepared a map plan and estimate showing the points between which and on and through what land the said deviation is proposed to be made and the cost of acquiring the land and constructing the said deviation: And whereas on an inspection of the said map and plan and a consideration of the said estimate His Excellency the Governor in Council is satisfied that there are funds legally available for acquiring the land and constructing the said deviation: Now therefore be it known by this present Order that His Excellency the Governor of the State of Victoria with the advice of the Executive Council thereof doth hereby approve of the said road being made, that is to say:—

All those pieces of land in the Parish of Kororoit, the boundaries of which are as follow:—

- (a) Commencing at the south-eastern angle of allotment 1, section 13, of the said parish; thence by lines bearing respectively 269 deg. 43 min. 327 links, 50 deg. 18 min. 404 links, 26 deg. 53 min. 302.5 links, and 192 deg. 55 min. 540 links to the point of commencement.
- (b) Commencing at a point on the western boundary of a reserve in the said parish, the said point being distant 12 deg. 55 min. 850 links and 111 deg. 50 min. 101.2 links from the south-eastern angle of allotment 1, section 13, of the said parish; thence by a line bearing 30 deg. 45 min. 450 links to the west bank of the Kororoit Creek; thence south-easterly by the said bank a distance of 22.2 links; thence by lines bearing respectively 209 deg. 0 min. 295 links, 203 deg. 27 min. 182 links, 200 deg. 29 min. 293 links, and 12 deg. 55 min. 348 links to the point of commencement—

which said pieces of land are particularly delineated and shown coloured red on survey plan numbered 5957, lodged in the office of the Country Roads Board.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

*At the Executive Council Chamber, Melbourne, the
twenty-eighth day of September, 1954.*

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

DECLARATION OF THE INVERLEIGH-WINCHELSEA ROAD IN THE SHIRE OF BANNOCKBURN.

WHEREAS by the Resolution set out below and dated the twentieth day of September One thousand nine hundred and fifty-four the Country Roads Board incorporated under the *Country Roads Act 1928* (No. 3662) being of opinion that the highway in the State of Victoria set out or described in the Schedule to the same is of sufficient importance to be a main road and acting under the powers in that behalf conferred upon it by the said Act declared such highway to be a main road within the

No. 925.—10156/54.—2

meaning and for the purposes of the Act aforesaid: And whereas the said Act amongst other things provides that the Governor in Council may by Order published in the *Government Gazette* confirm such Resolution whereupon any road mentioned in such Resolution shall be a main road: And whereas it is deemed desirable to confirm the Resolution so made and passed by the said Country Roads Board: Now therefore His Excellency the Governor of the State of Victoria by and with the advice of the Executive Council thereof doth hereby confirm such Resolution and declare upon the publication of this Order in the *Government Gazette* the road mentioned in the Schedule to such Resolution of the Country Roads Board a main road within the meaning and for the purposes of the *Country Roads Act 1928*.

Resolution for Declaration of a Main Road under the Country Roads Act.

The Country Roads Board incorporated under the *Country Roads Act 1928* (No. 3662) at a meeting now holden being of opinion that the highway within the State of Victoria set out or described in the Schedule hereunder written is of sufficient importance to be a main road acting under the powers conferred upon it by the said Act doth by this Resolution hereby declare such highway to be a main road within the meaning and for the purposes of the said *Country Roads Act 1928*.

SCHEDULE.

Shire of Bannockburn.

6. *Inverleigh-Winchelsea road* (1306).—Commencing at its junction with the Geelong-Hamilton road at the north-western angle of allotment 10, section 2, Township of Inverleigh, Parish of Dorog; thence south-easterly to the south-western angle of allotment 9, section 15, of the said township; thence north-easterly to the south-western angle of allotment 5, section 18, Township of Inverleigh.

The common seal of the Country Roads Board was hereto affixed at Melbourne, this twentieth day of September, One thousand nine hundred and fifty-four, in the presence of—

(SEAL) D. V. DARWIN, Chairman.
F. M. CORRIGAN, Member.
W. H. NEVILLE, Secretary.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

COUNTRY ROADS BOARD.

*At the Executive Council Chamber, Melbourne, the
twenty-eighth day of September, 1954.*

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER APPROVING OF MAKING A NEW MAIN ROAD IN THE CITY OF CAMBERWELL.—ORDER AMENDED.

HIS Excellency the Governor of the State of Victoria by and with the advice of the Executive Council thereof and in pursuance of the provisions of the *Country Roads Act 1928* (No. 3662) doth by this Order amend the Order made on the fourth day of August One thousand nine hundred and fifty-three and published in the *Government Gazette* of the twelfth day of August One thousand nine hundred and fifty-three approving of the making of the new Warrigal-road in the City of Camberwell in the manner following, that is to say:—

By the substitution of the figures and word—

“163 feet 3½”

for the figures and word—

“107 feet 5½”

appearing in line 18 on page 2 of the said Order.

And the Honorable Samuel Merrifield, Her Majesty's Commissioner of Public Works for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

STATE ELECTRICITY COMMISSION ACTS.

At the Executive Council Chamber, Melbourne, the fifth day of October, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ELECTRICITY SUPPLY—RUSHWORTH.

WHEREAS the President, Councillors, and Ratepayers of the Shire of Waranga, on the 2nd day of September, 1954, applied to the State Electricity Commission of Victoria for the supply of electricity by the Commission, pursuant to section 26 of the *State Electricity Commission Act 1928*, in bulk or otherwise, to persons and bodies of persons corporate or unincorporate, other than undertakers, in the area being the municipal district of the Shire of Waranga in which the said shire is for the time being authorized to supply electricity by virtue of an Order in Council made under the *Electric Light and Power Act 1928*, cited as the Shire of Waranga Electric Lighting Order No. 104, 1914: And whereas the Commission has made the inquiry, determination, and report in sub-section 3 of the said section 26 referred to: And whereas the Commission upon such inquiry is satisfied that the probable demand for electricity within the said area will be such that the annual revenue obtainable from the supply of electricity according to the scale of charges determined by it as by that section required will be sufficient to pay the annual cost to the Commission of or incidental to the supply after writing out certain capital charges and intangible expenditure: Now therefore His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth hereby authorize the necessary works to be provided and constructed by the Commission for such supply to be given, including the purchase by the Commission of those assets of the Shire of Waranga pertaining to the generation and supply of electricity by the said shire in the said area.

And the Honorable John William Galbally, Her Majesty's Minister in Charge of Electrical Undertakings for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

LANDLORD AND TENANT ACTS.

At the Executive Council Chamber, Melbourne, the fifth day of October, 1954.

PRESENT:

His Excellency the Governor of Victoria.
Mr. Scully | Mr. Gladman.

ORDER EXCLUDING CERTAIN PREMISES FROM THE OPERATION OF PARTS II. AND III. OF THE LANDLORD AND TENANT ACT 1948.

IN pursuance of the powers conferred upon him by the *Landlord and Tenant Act 1948*, His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, doth hereby declare that the premises known as Number 39 Athol-street, Moonee Ponds, shall be excluded from the operation of the whole of the provisions contained in Parts II. and III. of the *Landlord and Tenant Act 1948*.

And the Honorable William Slater, Her Majesty's Attorney-General in and for the State of Victoria, shall give the necessary directions herein accordingly.

A. MAHLSTEDT,
Clerk of the Executive Council.

APPROACHING LAND SALES.

SALES of Crown lands, in fee-simple, will be held at the under-mentioned places and dates, viz.:

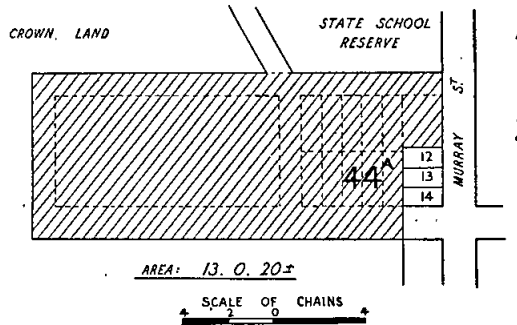
	No. of Gazette
Boort.—Friday, 22nd October, 1954 ..	907
Cohuna.—Tuesday, 19th October, 1954 ..	907
Dartmoor.—Thursday, 28th October, 1954 ..	923
Inglewood.—Friday, 22nd October, 1954 ..	907
Kerang.—Tuesday, 19th October, 1954 ..	907
Leongatha.—Tuesday, 26th October, 1954 ..	922
Manangatang.—Wednesday, 20th October, 1954 ..	907
Portland.—Thursday, 28th October, 1954 ..	923
Shepparton.—Monday, 18th October, 1954 ..	907
Swan Hill.—Tuesday, 19th October, 1954 ..	907
Warrnambool.—Wednesday, 27th October, 1954 ..	922

COMMON ABOUT TO BE DIMINISHED.

IN pursuance of the provisions contained in the *Land Act 1928*, notice is hereby given that it is the intention of the Governor in Council to diminish the common hereinafter mentioned, viz.:

The following Notice was published 1^o on the 15th September, 1954, pursuant to Order of the 8th September, 1954.

The Kerang Town Common, proclaimed as such by Proclamation bearing date the 25th June, 1866, is about to be diminished by the excision therefrom of the portion containing 13 acres 0 roods 20 perches, more or less, indicated by hachure on plan hereunder.—(Rs.402.)



J. H. SMITH,
Commissioner of Crown Lands and Survey.

PROPOSED REVOCATIONS OF TEMPORARY RESERVATIONS OF LANDS BY ORDERS IN COUNCIL.

IN pursuance of the provisions of the *Land Act 1928*, notice is hereby given that it is the intention of the Governor in Council to revoke the temporary reservations of lands by Orders in Council hereunder referred to, viz.:

The following Notices were published 1^o on the 15th September, 1954, pursuant to Orders of the 8th September, 1954.

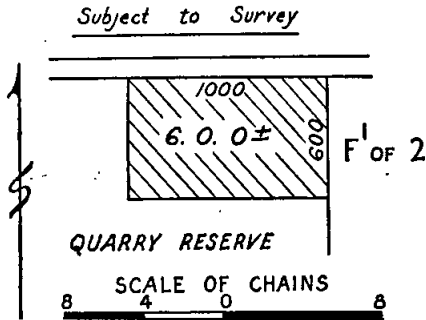
FRENCH ISLAND.—The temporary reservation, by Order in Council of the 13th August, 1907, of 3 acres of land in the Parish of French Island, being part of allotment 51A, as a site for a State School, is about to be revoked.—(F.97(6) (C.33010).

MYRTLEFORD.—The temporary reservation, by Order in Council of the 29th September, 1873, of 2 acres of land in the Parish of Myrtleford (situated in section 4) as a site for a State School, is about to be revoked.—(M.295(7) (C.95914).

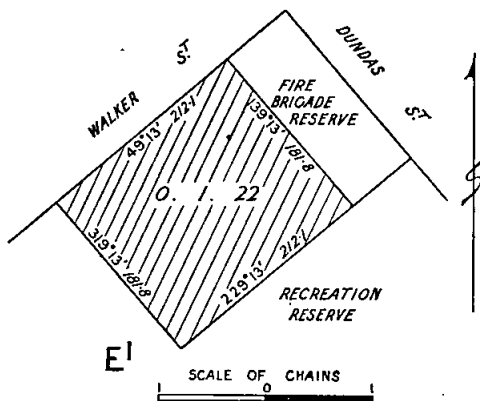
SANDHURST (EAGLEHAWK).—The temporary reservation, by Order in Council of the 23rd August, 1949, of 1 rood, more or less, of land in the Parish of Sandhurst as a site for a Rubbish Depot, is about to be revoked.—(S.371(27) (Rs.6358).

DROUIN.—The temporary reservation, by Order in Council of the 12th January, 1900, of 1 rood 28 perches of land in the Town of Drouin as a site for Road purposes, revoked as to part by various Orders, is about to be revoked so far as the balance thereof containing 1 rood 11 7/10 perches is concerned.—(D.173(G¹) (Rs.1606).

BOLWARRA.—The temporary reservation, by Order in Council of the 19th January, 1917, of 364 acres 2 roods 32 perches of land in the Parishes of Bolwarra and Gorae (now shown by re-survey as 364 acres 3 roods 2 perches in the Parish of Bolwarra) as a site for a Quarry for the use of the Department of Public Works, is about to be revoked so far only as the portion containing 6 acres, more or less, indicated by hachure on plan hereunder, is concerned.—(B.428(2) (Rs.1429).



ST. ARNAUD.—The temporary reservation, by Order in Council of the 21st December, 1936, of 2 acres 2 roods 18 perches of land in section E¹ in the Town of St. Arnaud as a site for Public Recreation, is about to be revoked so far only as the portion containing 1 rood 22 perches, indicated by hachure on plan hereunder, is concerned.—(S.206(1⁰) (Rs.80).



J. H. SMITH,
Commissioner of Crown Lands and Survey.

Soldier Settlement Acts.

REVOCATION OF NOTICE DECLARING FARMING LAND SUITABLE FOR SOLDIER SETTLEMENT.

I JOSEPH HENRY SMITH, Her Majesty's Commissioner of Crown lands and survey, do hereby declare that the notice made under the provisions of section 88 (1) of the *Soldier Settlement Act 1946* (No. 5179), and published in the *Government Gazette* of the 4th August, 1954, whereby the land described in the Schedule to such notice was declared to be land suitable for soldier settlement, shall no longer remain in force in respect of the land described in the Schedule hereto.

SCHEDULE.

All that piece of land comprising 252 acres 3 roods 28 perches, more or less, and being part of Crown allotment 2, section 12, Parish of Tawanga, County of Bogong.
Signed at Melbourne, this 28th day of September, 1954.

J. H. SMITH,
Commissioner of Crown Lands and Survey.

LAND AVAILABLE UNDER THE SOLDIER SETTLEMENT ACTS.

NOTIFICATION is hereby given in accordance with Section 16 of the *Soldier Settlement Act 1946*, that the under-mentioned holding is available or is about to become available for settlement.

Any discharged serviceman who has applied to the Commission on or before the 6th October, 1954, for classification in the required class of primary production for which the holding is made available and whose application has been accepted but not necessarily finalized, or any discharged serviceman who has been classified as suitable in such class of primary production may apply on the prescribed form for settlement on the holding.

The prescribed application forms, plans, and further particulars may be obtained from the Enquiry Branch, Soldier Settlement Commission, State Public Offices, Melbourne. The closing date for the receipt of completed applications for settlement on this holding is the 25th October, 1954, such applications to be in the hands of the Secretary, Soldier Settlement Commission, on or before that date.

S. P. BROMFIELD,

Soldier Settlement Commission, Secretary,
Melbourne, 4th October, 1954.

SCHEDULE OF ALLOTMENTS.

PORTION OF "WIRIDGIL" ESTATE.

PARISH OF PURRUMBETE NORTH—COUNTY OF HAMPDEN.
Suitable for Dairying.

Lot Number on Plan of Subdivision.	Area.
7	A. B. P. 219 3 34

PUBLIC HEARINGS BY PERSONS APPOINTED UNDER THE 34TH SECTION OF THE LAND ACT 1928.

NOTICE is hereby given that at the times and places mentioned in the Schedule hereunder, applications for leases and licences under the Land Acts, objections to such applications, objections to proposed proclamations, alterations, additions, diminutions, revocations, or unions of commons, and reasons against forfeiture of any leases or licences under the Land Acts deemed liable to forfeiture, will be publicly heard by the persons whose names are set opposite such places respectively in such Schedule, being the persons appointed by me, the responsible Minister of the Crown administering the Land Acts, to hear the same and report thereon in writing to me.

J. H. SMITH,
Commissioner of Crown Lands and Survey, and
President of the Board of Land Works.

Department of Lands and Survey,
Melbourne, 6th October, 1954.

SCHEDULE.

COURT HOUSE, MINYIP, Thursday, 4th November, 1954, at 10.30 a.m.—S. C. Lepp, Land Officer, Horsham.

LAND INSPECTOR'S OFFICE, WARRACKNABEAL, Thursday, 4th November, 1954, at 2.30 p.m.—S. C. Lepp, Land Officer, Horsham.

LAND OFFICER, HORSHAM, Friday, 5th November, 1954, at 10 a.m.—S. C. Lepp, Land Officer, Horsham.

LAND INSPECTOR'S OFFICE, CASTLEMAINE, Thursday, 25th November, 1954, at 1 p.m.—H. J. Henkel, Land Officer, Bendigo.

PUBLIC SERVICE NOTICES.

PUBLIC SERVICE OF VICTORIA.—VACANCIES.

APPLICATIONS will be received by the Public Service Board up to Wednesday, the 20th October, 1954, from persons employed in the Public Service of Victoria, who are eligible and qualified, for employment in the under-mentioned positions:—

ADMINISTRATIVE DIVISION.

Clerk, Class "B," Government Printing Office, Department of Treasurer.

Yearly Salary.—£841, minimum; £919, maximum.

Duties.—To assist the Accountant and act as Paymaster; to keep registers of accounts against agents, municipalities, &c.; to prepare financial statements and other returns as required; to prepare costing returns of various branches, and to act as Senior Clerk and Accountant when necessary.

Qualifications.—To be a qualified Accountant; to possess a sound knowledge of the Public Service Regulations and the Treasury Regulations respecting Public Accounts; to have had practical experience in accounting and staff work, and of the procedure relating to the payment of salaries, allowances, and overtime; a knowledge of costing, particularly for the Printing Industry, is desirable.

Clerk, Class "C," Audit Office, Department of Premier.

Yearly Salary.—£520, minimum; £624, maximum.

Duties.—To act as an Assistant Inspector of Audit, and to carry out such audits and investigations as the Auditor-General may direct.

Qualifications.—To have a thorough knowledge of the Audit Act and the General Regulations respecting Public Accounts, and a knowledge of the various activities which the Auditor-General is required by law to audit. Country work throughout Victoria is essential.

PROFESSIONAL DIVISION.

Draughtsman, Class "C," Department of Public Works. (Four vacancies.)

Yearly Salary.—£520, minimum; £624, maximum.

Duties.—To prepare preliminary sketches, contract plans, details, and specifications for modern buildings.

Qualifications.—To be a suitably qualified architectural draughtsman, competent to prepare working drawings, details, and specifications for departmental and institutional buildings.

TECHNICAL AND GENERAL DIVISION.

Field Officer, Department of Agriculture.

Yearly Salary.—Junior—at 18 years, £254; at 19 years, £293; at 20 years, £319.

Adult—£371, minimum; £553, maximum.

Duties.—To assist in the conduct of potato experimental plots at the State Potato Research Station, Healesville; to make reports and assist generally in the work of the Potato Branch.

Qualifications.—Diploma or Certificate of an Agricultural College; ability to lay out, maintain, and harvest experimental plots according to direction; experience in field experimental work with potatoes.

Curator, Government House, Department of Public Works.

Yearly Salary.—£403, minimum; £455, maximum.

Duties.—Under direction, to be responsible for the setting out, maintenance, and upkeep of Government House and Observatory gardens; to direct and supervise staff employed, and to supervise house decorations as required.

Qualifications.—To have approved experience in the development and maintenance of gardens and plantations, and to be familiar with power equipment employed in the maintenance of large areas; to be capable of controlling and directing staff, and experienced in the propagation of plants and the control of garden pests, &c.

Crier, Sheriff's Office, Department of Law.

Yearly Salary.—£325, minimum; £390, maximum.

Duties.—To attend in Court; to have a knowledge of the different oaths used in connexion with the business of the Court, and to administer same; to clean the Courts, and to carry out the instructions of the presiding Judge.

Cook (Male), Grade II, Sunbury Mental Hospital, Department of Health. (Two vacancies.)

Yearly Salary.—£367, minimum; £380, maximum.

Duties.—To assist in preparation, cooking, and serving of meals for patients and staff, and in maintenance and cleanliness of kitchen.

Qualifications.—A knowledge of and experience in large-quantity cooking.

Carpenter, Grade II, Beechworth Mental Hospital, Department of Health.

Yearly Salary.—£364, minimum; £377, maximum.

Duties.—To assist in all carpentering work as directed by the Secretary.

Qualifications.—To be a competent and experienced carpenter.

Attendant, Venereal Diseases Clinic, General Health Branch, Department of Health.

Salary.—£351 a year.

Qualifications.—To have had experience in the work of a Venereal Diseases Clinic.

General Assistant, Sunbury Mental Hospital, Department of Health.

Yearly Salary.—£312, minimum; £338, maximum.

Duties.—General assistance to the various artisan activities connected with the hospital services and maintenance.

Qualifications.—Good physique, industrious, and tactful with patients; a knowledge of some trade is desirable.

Kitchenman, Mental Hygiene Branch, Department of Health.

(Kew Mental Hospital—four vacancies.)

(Royal Park Mental Hospital—two vacancies.)

(Sunbury Mental Hospital—two vacancies.)

Salary.—£312 a year.

Duties.—To assist Cooks generally, preparation of vegetables and other foodstuffs.

Qualifications.—Ability to carry out above-mentioned duties. Some knowledge of cooking is desirable.

Labourer, Department of Public Works.

Salary.—£286 a year.

NOTE.—In addition to the salary rates quoted, a cost of living adjustment (£390 a year for adult males and juniors according to age), which varies in accordance with the rise or fall in the index number of the cost of living, is payable.

By order,

E. F. FITZGIBBON,

Secretary.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

PUBLIC SERVICE OF VICTORIA.—VACANCIES.

TEMPORARY APPOINTMENTS.

APPLICATIONS will be received by the Public Service Board up to Wednesday, the 20th October, 1954, from persons who are qualified for appointment to the under-mentioned positions:—

Cadet Attendant (Female), Public Library Branch, Department of Chief Secretary. (Three vacancies.)

Yearly Salary.—Junior—Under 16 years, £91; at 16 years, £117; at 17 years, £130; at 18 years, £156; at 19 years, £182; at 20 years, £221. Adult—£260, minimum; £273, maximum.

Duties.—To assist generally in the sub-professional work of the Library, and in the preparation and issue of books to the public, and other duties as directed by the Librarian in charge.

Qualifications.—To possess the School Intermediate Certificate or its equivalent, and to be of good appearance.

NOTE.—In addition to the salary rates quoted, a cost of living adjustment (£293 a year for adult females and juniors according to age), which varies in accordance with the rise or fall in the index number of the cost of living, is payable.

By order,

E. F. FITZGIBBON,

Secretary.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

Public Service Act 1946.
PUBLIC SERVICE (PUBLIC SERVICE BOARD)
REGULATION 46.

EXAMINATION—CLERK OF COURTS.

NOTICE is hereby given that the candidates named hereunder passed the examination for promotion to Class "C," Professional Division, as Clerks of Court, held on the 27th and 28th August, 1954.

Name.

GILLMAN, BERTRAM MICHAEL.
PRESNELL, JOHN FRANCIS.

The following candidates passed in the subjects indicated opposite their respective names and are entitled to sit for the subjects in which they failed at an ensuing examination:—

Name.	Subject.
Hollis, Robert Neil	Introduction to Law; Practice.
Knight, James Terence	
McHenry, Philip Gerard	Introduction to Law; Statute Law.
Walker, Donald Robert	
Dunn, John Willis	Statute Law; Practice.

By order,

E. F. FITZGIBBON,
Secretary.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

PUBLIC SERVICE OF VICTORIA.—VACANCY.
DIRECTOR, NATIONAL GALLERY, CLASSES "A"
AND "A1," PROFESSIONAL DIVISION, DEPARTMENT OF CHIEF SECRETARY.

APPLICATIONS, accompanied by a statement of experience and qualifications and date and place of birth, will be received by the Public Service Board up to the 30th November, 1954.

Yearly Salary.—£1,225, minimum; £1,375, maximum.

Duties.—Subject to the Trustees, to have the direction of the National Gallery and Art Museum, and to advise on the selection of pictures, drawings, prints, and works of fine art.

Qualifications.—An expert and technical knowledge of painting, sculpture, drawing, prints, furniture, ceramics (Oriental and European), and works of fine art, and their preservation and display, and a practical knowledge of market conditions and values, both Australian and overseas.

NOTE.—In addition to the salary rates quoted, a cost of living adjustment (£390 a year at present), which varies in accordance with the rise or fall in the index number of the cost of living, is payable.

By order,

E. F. FITZGIBBON,
Secretary.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

PUBLIC SERVICE (PUBLIC SERVICE BOARD) REGULATION 39.—RECLASSIFICATIONS.

THE Public Service Board has raised the classification of the under-mentioned offices as shown, and the Permanent Heads of the Departments have recommended the officers named for appointment.

Office and Present Classification.	Revised Classification.	Duties.	Qualifications.	Officer Recommended for Appointment.		
				Name.	Classification.	Date of Classification.
PROFESSIONAL DIVISION.						
DEPARTMENT OF AGRICULTURE.						
Senior Chemist (Soil), Class "B1"	Senior Soils Officer, Class "A" (£1,110-£1,210)	Under the general direction of the Chief Chemist to direct and control soil surveys, to investigate and report on soil problems and to undertake soil investigations associated with field activities of the Department	To hold a Master's degree in Agricultural Science and to have a sound knowledge of modern soil science and extensive experience in soil surveying and soil investigations	Skene, J. K. M.	Senior Chemist (Soil), Class "B1"	1.5.50
DEPARTMENT OF WATER SUPPLY.						
Designing Engineer, Grade III, Class "B1" (two offices)	Grade II, Class "A" (£1,110-£1,210) (two offices)	To make investigations and prepare designs of dams and weirs and associate works	To possess a University Degree in Engineering and to have had extensive experience in the investigation and design of dams including outlet works and control structures	Heitlinger, M. Molnar, L. . .	Designing Engineer, Grade III, Class "B1"	3.1.51
Designing Engineer, Grade IV, Class "B"	Grade III, Class "B1"	Under direction to make investigations and prepare reports on the assessment and utilization of water resources and associate hydrologic problems	To possess a University Degree in Engineering and to have had extensive experience in the investigation of water resources in connexion with water conservation projects	Karoly, A. . .	Designing Engineer, Grade IV, Class "B"	20.4.49
Draughtsman, Class "C1"	Senior Draughtsman, Class "C2"	To prepare plans and estimates in connexion with irrigation, stock, and domestic channels and urban supplies, and to perform special duties under the direction of the Divisional Engineer	To be competent in engineering and survey draughting, and to be experienced in the preparation of plans, and estimates for irrigation, stock and domestic channels, and urban supplies	Taylor, B. P.	Draughtsman, Class "C1"	8.10.51
TECHNICAL AND GENERAL DIVISION.						
<i>Department of Public Works.</i>						
Assistant (Male), Grade I.	Assistant (Male), Senior, Grade II.	To assist the Officer in Charge, South Melbourne Depot; to keep stock records and books and other records incidental to the proper recording of stores and materials received, issued, and in stock	To have a thorough knowledge of stores and materials and to be experienced in the practical working of a store; to be familiar with the Stores and Transport Regulations and the Departmental Stores procedure	McDermott, A. M. W. B.	Assistant (Male), Grade I.	18.10.51

Appeals against such recommendations should be lodged with the Secretary to the Public Service Board not later than Saturday, the 16th October, 1954.

By order,

Office of the Public Service Board,
Melbourne, 5th October, 1954.

E. F. FITZGIBBON,
Secretary.

PUBLIC SERVICE (PUBLIC SERVICE BOARD) REGULATION 39.—VACANCIES.

THE Permanent Heads of the Departments shown have recommended the officers named hereunder for appointment to the under-mentioned vacancies.

Office and Classification.	Duties.	Qualifications.	Officer Recommended for Appointment.		
			Name.	Classification.	Date of Classification.
ADMINISTRATIVE DIVISION.					
DEPARTMENT OF TREASURER.					
<i>Stamp Duties Office.</i>					
Clerk, "C1" Class	To assess stamp duty on all classes of instruments chargeable therewith; to interview solicitors and their representatives in regard to assessment and requisitions made in regard to such assessments	To possess a thorough knowledge of the Stamps Act and of the various legal decisions relating thereto	O'Reilly, J.	Clerk, Class "C"	14.11.51
DEPARTMENT OF EDUCATION.					
Chief Clerk, Class "A" (£1,105-£1,155)	To be responsible, under the Secretary, for the organization and supervision of the office staff; to act as a member of the Regulations Revision Committee; to draft important letters; and to carry out other duties as may be required	To have a sound knowledge of the Education, Public Service, and Teaching Service Acts and of the regulations thereunder; to be familiar with departmental organization and procedure; and to possess ability to control staff and the necessary initiative and ability to organize new work	Woodhouse, A. W.	Clerk, Class "B1"	9.1.50

Appeals against such recommendations should be lodged with the Secretary to the Public Service Board not later than Saturday, the 16th October, 1954.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

By order,
E. F. FITZGIBBON,
Secretary.

No. 128. *Public Service Act 1946, Section 50.*
REGULATIONS—PART III.—SALARIES, INCREMENTS, AND ALLOWANCES.
THE Public Service Board, in pursuance of the powers conferred by the *Public Service Act 1946*, hereby amends its Regulations as shown below:—

SIXTH SCHEDULE.
TEMPORARY EMPLOYEES.
Designations of Positions and Rates of Salaries.

Department and Designation of Position.	Yearly Rate of Salary.		Increments (Annual).
	Minimum.	Maximum.	
DEPARTMENT OF CHIEF SECRETARY.	£	£	
PUBLIC LIBRARY, NATIONAL MUSEUM, MUSEUM OF APPLIED SCIENCE, AND NATIONAL GALLERY.			
<i>Delete—</i> Curator of Insects, Assistant	364	468	4 of £26
<i>Add—</i> Curator of Insects, Assistant	546	624	3 of £26

This Regulation shall have effect as on and from the 12th September, 1954.
D. D. PAINE, Chairman.
E. F. FITZGIBBON, Secretary.

Office of the Public Service Board,
Melbourne, 24th September, 1954.

No. 127. *Public Service Act 1946, Section 50.*
REGULATIONS—PART III.—SALARIES, INCREMENTS, AND ALLOWANCES.
THE Public Service Board, in pursuance of the powers conferred by the *Public Service Act 1946*, hereby amends its Regulations as shown below:—

SECOND SCHEDULE.
TECHNICAL AND GENERAL DIVISION.
Offices and Rates of Salaries.

Department and Office.	Yearly Rate of Salary.		Increments (Annual).
	Minimum.	Maximum.	
DEPARTMENT OF TREASURER.	£	£	
GOVERNMENT PRINTING OFFICE.			
<i>Add—</i> Nurse	347	386	1 of £13. and 1 of £26

D. D. PAINE, Chairman.
E. F. FITZGIBBON, Secretary.
Office of the Public Service Board,
Melbourne, 28th September, 1954.

No. 129.

PUBLIC SERVICE ACT 1946.

THE Public Service Board, in pursuance of the powers conferred by the *Public Service Act 1946*, hereby amends the Public Service (Public Service Board) Regulations as follows:—

PART II.—PROMOTIONS AND TRANSFERS.**TECHNICAL AND GENERAL DIVISION.**

In Regulation 54 "Department of Labour and Industry" is substituted for "Department of Labour" in the heading.

FIRST, FOURTH, SECOND, AND SIXTH SCHEDULES.

"Department of Labour and Industry" is substituted for "Department of Labour."

This Regulation shall have effect as on and from the 1st July, 1954.

D. D. PAINE, Chairman.

E. F. FITZGIBBON, Secretary.

Office of the Public Service Board,
Melbourne, 5th October, 1954.

TENDERS.—PUBLIC WORKS DEPARTMENT.

TENDERS will be received at this office until **TEN A.M.** on the days and for the purposes under mentioned.

Particulars may be learnt at this Office and also at places shown in parenthesis.

W.O. means Inspector of Works Office; P.S.—Police Station; T.S.—Technical School; H.E.S.—Higher Elementary School; S.S.—State School; H.S.—High School.

The Board of Land and Works will not necessarily accept the lowest or any tender.

NOTE.—No preliminary deposits are to be lodged with tenders, but a deposit, in accordance with the following Schedule, will be required from the successful tenderer:—

For contract amounts not exceeding £200	£	2
For contract amounts exceeding £200 and not exceeding £500		5
For contract amounts exceeding £500 and not exceeding £1,000		10
For contract amounts exceeding £1,000—1 per cent. of tender	500	(maximum deposit)

12th October, 1954.

Albert Park.—Additional lavatory accommodation, S.S. 1181. (S.S., Albert Park.)

Ballarat.—New timber male lavatory, repairs and renovations to Concert Hall, Mental Hospital. (W.O., Ballarat; Mental Hospital, Ballarat.)

Ballarat North.—Electrical installation in stage 1, T.S. (W.O., Ballarat.)

Ballarat North.—Supply, delivery, installation, and testing of a heating and ventilation system, T.S. (W.O., Ballarat.)

Ballarat North.—Erection of first section in light timber construction, T.S. (W.O., Ballarat.)

Balook.—Repairs and painting, S.S. 2719. (W.O., Bairnsdale; S.S., Balook.)

Balwyn.—Electrical installation, S.S. No. 1026.

Caulfield South.—New water service, S.S. 4315. (S.S., Caulfield South.)

Cohuna.—Fencing repairs and renewals, Consolidated School. (W.O., Bendigo; Consolidated School, Cohuna.)

Echuca West.—Removal of Bamawn S.S. 1769 and re-erection at Echuca West S.S. 3916. (W.O., Bendigo; S.S., Echuca West.)

Kaniva.—Remodelling of old building, teacher's residence, Consolidated School. (W.O., Horsham; Consolidated School, Kaniva.)

Lancaster.—New porch, folding partition, heating stoves, &c., S.S. 1814. (W.O., Shepparton; P.S., Kyabram; S.S., Lancaster.) (Re-amended specification.)

Lilydale.—Electrical installation in stage 1, H.S.

Lilydale.—Supply, delivery, installation, and testing of a heating and ventilation system, H.S.

Lilydale.—Erection of first section of new school, H.S. Macarthur.—External and internal repairs and renovations to residence, Lands Office. (W.O., Warrnambool; Lands Office, Macarthur.)

Melbourne.—Alterations and additions, Peter MacCallum Cancer Institute. (Quantities available.)

Melbourne.—Electrical installation for micro-palaeontology laboratory, Geological Museum.

North Melbourne.—Protection against vandals in out-offices, S.S. 1402. (S.S., North Melbourne.)

Rainbow.—Electrical installation in new domestic and manual arts wing, Higher Elementary School. (W.O., Horsham; Higher Elementary School, Rainbow.)

Rosebud.—Electrical installation in section 2, H.S.

Rosebud.—Erection of timber-framed domestic arts and administrative blocks, H.S.

Sandringham.—Construction of deep storm water drain, Memorial Hospital.

Tabilk.—Repairs and painting, school and residence, S.S. 951. (W.O., Alexandra; S.S., Tabilk.)

Terang.—Conversion of residence at north-east corner of Dow and Emeny streets into two self-contained flats, H.S. (W.O., Camperdown; H.S., Terang.) (Amended specification.)

Timboon.—Erection of Timboon Medical Centre, Timboon and District Hospital. (W.O., Warrnambool, Camperdown; Hospital, Timboon.)

Timboon.—Electrical installations, Timboon and District Hospital. (W.O., Warrnambool; Camperdown; Hospital, Timboon.)

Timboon.—Supply and installation of mechanical services, Timboon and District Hospital. (W.O., Warrnambool, Camperdown; Hospital, Timboon.)

Traynors Lagoon.—Repairs and painting to school and out-buildings, S.S. 1832. (W.O., Maryborough; S.S., Traynors Lagoon.) (Amended specification.)

Williamstown.—Supply, delivery, installation, and testing of a heating and ventilation system, T.S.

Williamstown.—Electrical installation in stage 1, T.S. Williamstown.—Erection of timber-framed building (first section), T.S.

Yarragon.—Additional out-office accommodation, S.S. 2178. (W.O., Traralgon; S.S., Yarragon.)

Yarraville.—Erection of two shelter pavilions, S.S. 1501. (S.S., Yarraville.) (Amended specification.)

19th October, 1954.

Balmoral.—Alterations and additions to existing buildings, Group School. (W.O., Hamilton, Horsham; Group School, Balmoral.)

Beechworth.—Installation of telephone system, Penal Training Prison. (W.O., Wangaratta.)

Brighton.—Additional toilets for girls and new water service, T.S. (T.S., Brighton.)

Camberwell East.—Erection of external stairs, Girls' Secondary School.

Carpentait.—Erection of fencing and laying of concrete paths, S.S. No. 1500. (W.O., Camperdown, Warrnambool.)

Casterton.—Supply, installation, and testing of heating system, H.S. (W.O., Warrnambool.)

Colac.—Timber-framed building for domestic arts and brick boiler-house, H.S. (W.O., Camperdown; H.S., Colac.)

Colac.—Installation of hot water and heating systems, H.S. (H.S., Colac.)

Colac.—Electrical installation, domestic arts wing, and boiler, H.S. (W.O., Geelong; H.S., Colac.)

Collingwood.—Repairs to parapets of trade block, T.S. (T.S., Collingwood.)

Dimboola.—Repairs to internal plaster and painting, S.S. No. 1372. (W.O., Warracknabeal; S.S., Dimboola.)

Dumbalk.—Additional out-offices and water service, S.S. No. 3415. (W.O., Korumburra; S.S., Dumbalk.)

Ellinbank.—Electrical installation in milking sheds, Research Farm. (W.O., Traralgon.)

Eurobin.—Repairs and painting, S.S. No. 1355. (W.O., Benalla; S.S., Eurobin.)

Forest Hill.—Electrical installation in additional classrooms, S.S. No. 4251.

Geelong West.—Gravel drive and paths, drainage, concrete retaining wall, concrete kerb and channels, light and heavy asphalt, safety fence, Junior T.S. (W.O., Geelong.)

Katamatite.—Erection of residence, station, and out-buildings, P.S. (W.O., Benalla; P.S., Katamatite.) (Amended specification.)

Katamatite.—Electrical installation, P.S. (W.O., Wangaratta, Shepparton.)

Macarthur.—Provision of a staff room, &c., S.S. No. 1571. (W.O., Warrnambool; S.S., MacArthur.)

Melbourne.—Electrical rewiring in ground and first floors, "Aloha" Teachers' Hostel, 481 St. Kilda-road.

Melbourne.—Supply and installation of continuous-plan printer, &c., M. E. Branch, 107 Russell-street, Public Works Department.

Nathalia.—Erection and completion of Bristol aluminium domestic arts block, Higher Elementary School. (W.O., Shepparton; Higher Elementary School, Nathalia.)

Nathalia.—Erection of combined out-office-woodshed, and installation of septic tank, Higher Elementary School. (W.O., Shepparton; Higher Elementary School, Nathalia.)

Nathalia.—Supply and installation of a hot-water service in manual and domestic arts block, Higher Elementary School. (W.O., Shepparton.)

Nathalia.—Electrical installation in new domestic and manual arts wing, Higher Elementary School. (W.O., Shepparton; Higher Elementary School, Nathalia.)

Port Melbourne.—Electrical installation in twelve pre-fabricated residences, Storeyard, Public Works Department.

Port Melbourne.—Purchase and removal of two 2-storey Army hutments at Swallow-street, Public Works Department.

Rainbow.—Erection and completion of a "Bristol" aluminium domestic arts building at Higher Elementary School. (W.O., Warracknabeal; Higher Elementary School, Rainbow.)

Rainbow.—Renewal of boundary fencing, S.S. No. 3313. (W.O., Warracknabeal; S.S., Rainbow.) (Amended specification.)

Rainbow.—Supply and installation of a hot-water service to domestic and manual arts block, Higher Elementary School.

Royal Park.—Supply and installation of an automatic twin laundry press, Children's Welfare Department.

Royal Park.—Supply and installation of laundry equipment, Children's Welfare Department.

Shepparton North.—New out-office block, S.S. No. 4657. (W.O., Shepparton; S.S., Shepparton North.)

South Melbourne.—Supply and installation and testing of electric hot-water service in the caretaker's quarters, MacRobertson Girls' High School.

Stawell.—Supply and installation of hot-water service, Pleasant Creek Special School. (W.O., Ballarat, Ararat.)

Sunbury.—Installation of septic tank for Court House, police, and teacher's residence, P.S. (P.S., Sunbury.) (Amended specification.)

Sunbury.—Installation of heating systems and hot-water service additions to Hill Wards, Mental Hospital.

Terang.—Electrical installation in domestic arts wing, boiler and switch room building, H.S. (W.O., Camperdown, Warrnambool; H.S., Terang.)

Terang.—Timber-framed school building for domestic arts and boiler-house, H.S. (W.O., Camperdown; H.S., Terang.)

Tongala.—Provision of store, sleep-out, and verandah, &c., P.S. (W.O., Shepparton; P.S., Tongala.)

Wandong.—Renewal of flooring and installation of skylight, S.S. No. 1277. (W.O., Alexandra; S.S., Wandong.)

Woodford.—Demolition of two rooms and renovations to school, S.S. No. 648. (W.O., Warrnambool; S.S., Woodford.)

Youanmite South.—Repairs and painting, S.S. No. 3953. (W.O., Benalla; S.S., Youanmite South.)

26th October, 1954.

Allansford.—Repairs and painting, P.S. (W.O., Warrnambool; P.S., Allansford.) (Amended specification.)

Armada.—Lowering of window sills to provide extra natural lighting, S.S. 2634. (S.S., Armadale.)

Auburn.—Roof repairs and attention to chalkboards, S.S. 2948. (S.S., Auburn.)

Belmont.—Repairs and painting to residence at 33 Roslyn-street, H.S. (W.O., Geelong; H.S., Belmont.)

Bendoc.—Renewal of fencing, S.S. 1166. (W.O., Bairnsdale; P.S., Orbst; S.S., Bendoc.)

Bentleigh East.—Rewiring and extension of electrical installation, S.S. 2083.

Burnley.—New brick insectary building, gardens.

Fitzroy.—External painting, S.S. 450. (S.S., Fitzroy.)

Kyabram.—Additions, alterations, connexion to town sewerage, &c., S.S. 2902. (W.O., Shepparton; P.S., Echuca; S.S., Kyabram.) (Amended specification.)

Mildura.—Provision of nurses' sitting and changing room, T.B. chalet. (W.O., Mildura; T.B. Chalet, Mildura.)

Norlane.—Eleven class-room cement-rendered timber-framed primary school building, S.S. No. 4734. (W.O., Geelong.)

Norlane.—Electrical installation in new light timber primary school, S.S. No. 4734. (W.O., Geelong.)

Norlane.—Mechanical services, S.S. No. 4734. (W.O., Geelong.)

North Melbourne.—Sewering of light timber construction classrooms, school of printing and graphic arts. (School of printing and graphic arts, North Melbourne.)

Royal Park.—Erection of two staff residences, receiving house, Mental Hospital.

Sebastopol.—Provisions for partitions and escape stairs, S.S. 1167. (W.O., Ballarat; S.S., Sebastopol.)

Shepparton South.—Erection of No. 2 shelter pavilions, S.S. 4666. (W.O., Shepparton.)

Yarrowonga.—Purchase and removal of some old buildings, H.S. (W.O., Benalla; H.S., Yarrowonga.)

Tenders to be addressed to the Honorable the Commissioner of Public Works, and envelope containing tender marked "Tender for _____ due _____"

S. MERRIFIELD,
Commissioner of Public Works.

Public Works Department,
Melbourne, 5th October, 1954.

PRIVATE ADVERTISEMENTS.

CITY OF BRIGHTON.
BY-LAW No. 125.

NOTICE is hereby given that the above By-law for the purpose of—

- (a) Prohibiting the placing or erection of other than cantilever type verandahs over or across footways.
- (b) Requiring after 1st October, 1964, the removal of verandahs across footways other than cantilever type.
- (c) Regulating or controlling the erection or use of coloured lights and signs in the vicinity of traffic control lights or street intersections.
- (d) Altering and amending By-law No. 113 and repealing parts thereof particularly relative to illuminated signs, advertisements, various fees for permits, &c.

has been made and adopted and thereafter on the 29th day of June, 1954, confirmed by the Governor in Council.

Notice is hereby further given, that a copy of the said By-law No. 125 is open for inspection free of charge, at the office of the Council, Town Hall, Wilson-street, Brighton, during office hours, copies of such By-law shall be available to any person during office hours for the sum of 1s.

H. C. FERGUSON,
Town Clerk.

905

CITY OF BRUNSWICK.
LOAN No. 33.

Notice of intention to borrow the sum of £40,000 for permanent works and undertakings.

NOTICE is hereby given that the Council of the City of Brunswick proposes to borrow the sum of Forty thousand pounds on the credit of the municipal revenues of the Mayor, Councillors, and Citizens of the said City, such sum to be raised by the issue of debentures in accordance with the provisions of the Local Government Acts.

- 1. The maximum rate of interest that may be paid is 4½ per cent. per annum.
- 2. The purposes for which the loan is to be applied are:—

Nicholson-street, drainage and duplication of water and gas mains; drainage scheme vicinity Holmes and Albion streets, and reconstruction of Albion-street east of Holmes-street; reconstruction of Westbourne, Fraser, Hanover, and Newman streets; construction of stormwater drainage scheme between Brunswick-road and Union-street west of railway, and the reconstruction of the streets in such area ..	£32,000
Purchase plant and equipment, viz., road roller bulldozer, and motor trucks ..	£8,000
	£40,000

- 3. The period of the loan shall be twenty years.
- 4. The moneys borrowed shall be repayable by providing out of the municipal fund 40 half-yearly instalments of £1,576 14s. 5d. each, including principal and interest, on the 1st day of June, and the first day of December, during the currency of the loan. The first instalment shall be payable on the 1st day of June, 1955.
- 5. Such moneys shall be repayable at the Commonwealth Bank of Australia, Melbourne, or at the Council's Bankers for the time being in Melbourne.

The plans and specifications and the estimate of the cost of the proposed works and a statement showing the proposed expenditure of the moneys to be borrowed, are open for inspection at the office of the Council, Town Hall, Sydney-road, Brunswick, at all reasonable times.

H. W. FOLETTA,
Town Clerk.

906

CITY OF SHEPPARTON.
ORDER CHANGING NAME OF STREET.

NOTICE is hereby given that the Council of the City of Shepparton, in pursuance of the provisions of the Local Government Act 1946, has made an order changing the name of the street set out hereunder:—

Old name; new name; location.

Dan-street; Dans-street; from Mason-street to Lightfoot-street.

R. WEST,
Town Clerk.

907

No. 280.
Town and Country Planning Acts.

CITY OF NUNAWADING.

NOTICE OF PREPARATION OF A PLANNING SCHEME—CITY OF
NUNAWADING PLANNING SCHEME 1954.

NOTICE is hereby given that the City of Nunawading, in pursuance of its powers under the Town and Country Planning Acts, has prepared a planning scheme for land, being that portion of Crown portion 75 and 77 included in the following boundaries:—Commencing at the north-west intersection of Springvale and White Horse roads; thence northerly along the western building line of Springvale-road to the southern building line of Springfield-road; thence westerly along the southern building line of Springfield-road to the eastern building line of Goodwin-street; thence southerly along the easterly building line of Goodwin-street to the northern building line of White Horse-road; thence easterly along the northern building line of White Horse-road to the commencing point, for the purpose of re-subdividing land in accordance with modern site requirements and prescribing areas in which land is to be used for specified purposes, and the prohibition, restriction, and regulation of the use of land in this area for any other purposes.

All maps, plans, descriptions, and other data fully setting out and explaining the planning scheme have been deposited at the Municipal Offices, White Horse-road, Nunawading, and at the office of the Town and Country Planning Board, 107 Russell-street, Melbourne, and will be open for inspection without payment of any fee by all persons affected between the hours of 10 a.m. and 4 p.m. on all days of the week except Saturdays, Sundays, and public holidays, until and including the 6th day of January, 1955.

Any persons affected by the planning scheme are required to set forth, in writing, all objections they may have, addressed to A. Roy Charlesworth, Town Clerk, City of Nunawading, Municipal Offices, Nunawading, on or before the 6th day of January, 1955.

At the next ordinary meeting of the responsible authority to be held at the Council Chambers, White Horse-road, Nunawading, the 7th day of February, 1955, it will consider any objections to the planning scheme. At this meeting any person affected by the scheme, or any person acting on his behalf, may appear before the responsible authority in support of any written objections, or may submit any other objections to the scheme.

941 A. ROY CHARLESWORTH, Town Clerk.

No. 281

CITY OF NUNAWADING.

ALTERATION OF STREET NAME.

NOTICE is hereby given that, in pursuance of the powers conferred by the Local Government Acts, the Council of the City of Nunawading ordered at a meeting held on the 29th of September, 1952, that Firth-street (full length) be renamed Dundee-street, and that such order take effect from the date of its publication in the *Victoria Government Gazette*.

942 A. ROY CHARLESWORTH, Town Clerk.

SHIRE OF ELTHAM.

NOTICE is hereby given that John Albert Jewson has been appointed Poundkeeper to the Yarra Glen Pound of the Shire of Eltham.

Dated at Eltham this 1st day of October, 1954.

920 R. J. HAM, Shire Secretary.

SHIRE OF MAFFRA.

LOAN No. 18.

*Notice of Intention to Borrow the Sum of £5,000 for
Permanent Works and Undertakings.*

NOTICE is hereby given that the Council of the Shire of Maffra proposes to borrow the sum of Five thousand pounds on the credit of the municipal revenues of the President, Councillors, and Ratepayers of the said Shire, such sum to be raised by the issue of debentures, in accordance with the provisions of the Local Government Acts.

1. The maximum rate of interest that may be paid is 4½ per cent. per annum.

2. The purpose for which the loan is to be applied is:—
Construction of War Memorial Hall at Heyfield.

3. The period of the loan shall be ten (10) years.

4. The moneys borrowed shall be repayable by providing out of the municipal fund twenty half-yearly instalments of approximately £318 16s. each, including principal and

interest, on the 1st day of January and the 1st day of July during the currency of the loan. The first instalment shall be payable on the 1st day of July, 1955.

5. Such moneys shall be repayable at The Commercial Banking Company of Sydney Limited, Melbourne, or at the Council's bankers for the time being in Melbourne.

The plans and specifications and the estimate of the cost of the proposed work, and a statement showing the proposed expenditure of the moneys to be borrowed, are open for inspection at the Shire Office, Maffra.

922 M. H. McMAHON, Shire Secretary.

SHIRE OF MORWELL.

LOAN No. 8.

*Notice of Intention to Borrow the Sum of £10,000 for
Permanent Works and Undertakings.*

NOTICE is hereby given that the Council of the Shire of Morwell proposes to borrow the sum of Ten thousand pounds on the credit of the municipal revenues of the President, Councillors, and Ratepayers of the said Shire, such sum to be raised by the issue of debentures, in accordance with the provisions of the Local Government Acts.

1. The maximum rate of interest that may be paid is 4½ per cent. per annum.

2. The purpose for which the loan is to be applied is for the construction of the following permanent works:—

Concrete channels and footpaths, Morwell ..	£5,000
Main drainage, Morwell—Council contribution	3,100
Pedestrian subway, Morwell—Council contribution	1,900
	£10,000

3. The period of the loan shall be fifteen years.

4. The moneys borrowed shall be repayable by providing out of the municipal fund 30 half-yearly instalments of £473 16s. 1d. each, including principal and interest, on the 1st day of August and the 1st day of February during the currency of the loan. The first instalment shall be payable on the 1st day of August, 1955.

5. Such moneys shall be repayable at the Commonwealth Bank of Australia, Melbourne.

The plans and specifications and the estimate of the cost of the proposed works, and a statement showing the proposed expenditure of the moneys to be borrowed, are open for inspection at the Shire Offices, Commercial-road, Morwell.

Dated this 1st day of October, 1954.

921 W. K. MATHISON, Shire Secretary.

OPTICIANS REGISTRATION BOARD.

PURSUANT to the *Opticians Registration Act 1935* and the *Opticians Regulations 1946*, notice is hereby given that an election for three certified opticians, to be nominated as members of the Opticians Registration Board as from the 29th day of January, 1955, will be held on Friday, the 10th day of December, 1954, and notice is further given that Friday, the 5th day of November, 1954, has been fixed as the date for receiving nominations for the election. All nominations must be in the form or to the effect of the form prescribed by the Regulations and must be lodged with the Registrar of the Board before noon on the said 5th day of November, 1954.

Nomination forms may be obtained from the Registrar at 422 Collins-street, Melbourne.

Dated this 1st day of October, 1954.

WM. J. CLARKE, Registrar,
Opticians Registration Board.

422 Collins-street, Melbourne. 937

NOTICE is hereby given that Alcock, Thomson, and Taylor Proprietary Limited has applied for a lease under section 125 of the Land Acts for a term of 25 years from 1st December, 1954, of part allotments 9 and 10, section C, City of South Melbourne, containing 1 rood and 32 perches as a site for a showroom, store, and billiard table factory. 912

NOTICE is hereby given that Radio Corporation Proprietary Limited has applied for a lease under section 125 of the Land Acts for a term of 50 years from 1st January, 1955, of allotments 11 and 12, and part allotments 9 and 10, section C, City of South Melbourne, containing 1 acre 1 rood and 16 perches as a site for stores, offices, and factories. 933

**GEELONG WATERWORKS AND SEWERAGE TRUST.
SEWER EXTENSIONS Nos. 187, 188, 189, 190, 191, 192, and 193.**

PURSUANT to section 55 (2) of the *Geelong Waterworks and Sewerage Act 1928* (No. 3692), notice is hereby given of the intention of the Trust to construct sewers to provide for properties situated in and adjacent to Staverly-road, Geelong West, Finchaven-street and Rankin-road, Geelong West, Elizabeth and Albert streets, Geelong West, Coronal-avenue, Newtown and Chilwell, Little Herd-street, Belmont, and Cheltenham-road, West Moolap, and more particularly as shown on maps which are open for inspection at this office between the hours of 9 a.m. and 4 p.m. from Monday to Friday inclusive.

Dated this 1st day of October, 1954.

924 B. C. HENSHAW, Secretary.

NOTICE OF INTENTION TO APPLY FOR A LICENCE TO DIVERT WATER AND CUT RACES FROM THE MURRAY RIVER, AT COWANNA BEND.

I HEREBY give notice that I intend to apply for a licence empowering me to divert water for a term of fourteen and a half years to the extent of 9 acre-feet per annum at a maximum rate of 2 acre-feet per day of 24 hours for irrigation of 3 acres, being part of allotment 4N, section G, and Parish of Merbein, and to occupy certain Crown lands for works of storage and diversion, and to cut a race thereon.

Any objection to such application must be forwarded, in writing, to the State Rivers and Water Supply Commission, Melbourne, within 30 days of the date hereof.

FRANCIS THOMAS ROSE,

Wentworth-road, Merbein, 28th September, 1954. 916

NOTICE OF INTENTION TO APPLY FOR A LICENCE TO DIVERT WATER AND CUT RACES FROM THE LODDON RIVER, AT NEWBRIDGE.

I HEREBY give notice that I intend to apply for a licence empowering me to divert water for a term of 25 years to the extent of 130 acre-feet per annum at a maximum rate of 8 acre-feet per day of 24 hours for irrigation of 65 acres, being part of allotments 8-16, section Newbridge, and Parish of Tarnagulla, and to occupy certain Crown lands for works of storage and diversion, and to cut a race thereon.

Any objection to such application must be forwarded, in writing, to the State Rivers and Water Supply Commission, Melbourne, within 30 days of the date hereof.

AUBREY HAROLD CLARKE,

Newbridge P.O., 10th June, 1954. 913

NOTICE OF INTENTION TO APPLY FOR A LICENCE TO DIVERT WATER AND CUT RACES FROM THE MURRAY RIVER AT COWANNA BEND, MERBEIN.

I HEREBY give notice that I intend to apply for a licence empowering me to divert water for a term of fifteen years to the extent of 48 acre-feet per annum at a maximum rate of 2 acre-feet per day of 24 hours for irrigation of 16 acres, being part of allotment 16, section H, Parish of Merbein, and to occupy certain Crown lands for works of storage and diversion, and to cut a race thereon.

Any objection to such application must be forwarded, in writing, to the State Rivers and Water Supply Commission, Melbourne, within 30 days of the date hereof.

WALTER JAMES SYLVIA.

Wentworth-road, Merbein, 28th September, 1954. 923

NOTICE is hereby given that the partnership between Leslie James Ramsay, of Highett-street, Mansfield, and Gerald Kendall Plowright, of High-street, Mansfield, formerly carrying on business as logging contractors under the name of "L. G. Ramsay and G. K. Plowright," at Mansfield, has been dissolved as from the 12th June, 1954, and notice is further given that the said Gerald Kendall Plowright will henceforth carry on the said business at High-street, Mansfield, under his own name. All debts due to and owing by the said firm will be received and paid by the said Gerald Kendall Plowright at the said address.

Dated the 30th day of September, 1954.

G. K. PLOWRIGHT.
L. RAMSAY.

Davies, Campbell, and Piesse, 401 Collins-street, Melbourne, solicitors. 946

NOTICE is hereby given that the partnership heretofore carried on by Walter Oswald Burt, Gifford Valmyn Harris, Henry Hawkins Gillam, Douglas Herbert Knight, Ronald Lewis Eilenberg, and John Frederick Howse, at 394 Collins-street, Melbourne, and at Dromana, under the firm name of "Oswald Burt and Co.," has been dissolved by mutual consent as from and after the 30th day of September, 1954. The practice will be continued under the same firm name by the said Walter Oswald Burt, Gifford Valmyn Harris, Henry Hawkins Gillam, Douglas Herbert Knight, and Ronald Lewis Eilenberg in partnership, who will receive all moneys owing to the firm and pay all debts of the firm.

Dated the 1st day of October, 1954.

W. O. BURT.
G. V. HARRIS.
D. H. KNIGHT.
R. L. EILENBERG.
HENRY H. GILLAM.
JOHN HOWSE.

955

NOTICE is hereby given that the partnership heretofore subsisting between the undersigned Leslie Gainger, of Hart-street, Colac, and Arthur Richard Gainger, of Main-street, Beeac, carrying on business as passenger bus and motor garage proprietors at Beeac and Colac, under the firm name of Gainger Bros., has been dissolved by mutual consent as from the 30th day of June, 1954. All debts due to and owing by the said late firm will be received and paid by the said Arthur Richard Gainger and the undersigned James Ernest Gainger, of Beeac, who will continue to carry on the business at the same places.

Dated at Colac, the 16th day of September, 1954.

LES. GAINGER.

Witness—COLIN C. BEGG, Solicitor, Colac.

ARTHUR R. GAINGER.

Witness—K. S. Cox, Solicitor, Colac.

JAMES E. GAINGER.

Witness—K. S. Cox, Solicitor, Colac. 950

Companies Act 1938.

PERIOD INVESTMENTS LIMITED (IN VOLUNTARY LIQUIDATION).

AT a General Meeting of the members of Period Investments Limited, duly convened and held at the Board Room, Temple Court, 422 Collins-street, Melbourne, on the 14th day of September, 1954, the following Special Resolution was duly passed:—

"That the company be wound up voluntarily, and that Raymond Ernest Frank Smith, of 501 Swanston-street, Melbourne, licensed motor car dealer, and Thomas Lawrence Coleman, of 37 Queen-street, Melbourne, chartered accountant (Australia), be and they are hereby appointed the liquidators of the company for the purposes of such winding up, at a remuneration of 5 per cent. on realization of the company's assets, together with their ordinary out-of-pockets and disbursements."

ARTHUR PHILLIPS & JUST, 472 Bourke-street, Melbourne, solicitors to the liquidators. 947

CROWNING GLORY LABORATORIES PTY. LTD.

PLEASE take note that Crowning Glory Laboratories Pty. Ltd. are going into voluntary liquidation. Declaration of solvency has been filed at the office of the Registrar-General, as requested under *Companies Act 1938*. 938 L. BLOOM, Accountant.

COHEN, WILLIAMS AND COMPANY PROPRIETARY LIMITED.

AT an Extraordinary General Meeting of the members of Cohen, Williams and Company Proprietary Limited, duly convened and held at the Board Room, Temple Court, 422 Collins-street, Melbourne, on Monday, the 4th day of October, 1954, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily."

Dated this 5th day of October, 1954.

A. S. COHEN, Chairman.

300 Wellington-street, Collingwood. 965

Companies Act 1938.

G.L. COMPANY PROPRIETARY LIMITED (IN LIQUIDATION).

NOTICE is hereby given, in pursuance of section 236 of the *Companies Act 1938*, that a General Meeting of the members of the above-named company will be held on Monday, the 8th day of November, 1954, at 101 William-street, Melbourne, at Ten a.m., for the purpose of having the liquidator's account laid before them showing the manner in which the winding up has been conducted and the property of the company disposed of.

Dated this 4th day of October, 1954.

935 C. E. MORCOM, Liquidator.

LADY GAY FOOTWEAR PROPRIETARY LIMITED.

AT an Extraordinary General Meeting of the members of Lady Gay Footwear Proprietary Limited, duly convened and held at the Board Room, Temple Court, 422 Collins-street, Melbourne, on Monday, the 4th day of October, 1954, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily."

Dated this 5th day of October, 1954.

A. S. COHEN, Chairman.

300 Wellington-street, Collingwood. 966

Companies Act 1938.

A. H. PERROTT & COMPANY PTY. LTD. (IN VOLUNTARY LIQUIDATION).

NOTICE is hereby given, pursuant to section 236 of the *Companies Act 1938*, that an Extraordinary General Meeting of A. H. Perrott and Company Pty. Ltd. will be held at 360 Collins-street, Melbourne, on 29th day of October, 1954, at Twelve o'clock noon, for the purpose of considering an account to be laid before the meeting showing the manner in which the winding up has been conducted and the property of the company disposed of, and of hearing any explanation thereon that may be given by the liquidator.

Dated at Melbourne, this 24th day of September, 1954.

953 ROBERT F. HUGHES, Liquidator.

Companies Act 1938.

MALVERN PRODUCTS PTY. LTD. (IN VOLUNTARY LIQUIDATION).

NOTICE is hereby given, pursuant to section 236 of the *Companies Act 1938*, that an Extraordinary General Meeting of Malvern Products Pty. Ltd. will be held at 360 Collins-street, Melbourne, on 29th day of October, 1954, at Twelve o'clock noon, for the purpose of considering an account to be laid before the meeting showing the manner in which the winding up has been conducted and the property of the company disposed of, and of hearing any explanation thereon that may be given by the liquidator.

Dated at Melbourne, this 24th day of September, 1954.

954 NOEL W. BUCKLEY, Liquidator.

CREDITORS, next of kin, and others having claims in respect of the estate of Claude Moodie, late of Warragul, in the State of Victoria, retired farmer, deceased (who died on the 29th day of November, 1953), are to send particulars of their claims to Jessie Isabel Nancy Moodie, care of M. Davine, solicitors, Warragul, by the 8th day of December, 1954, after which date she will distribute the assets, having regard only to the claims of which she then has notice.

M. DAVINE, solicitor, Warragul. 908

CREDITORS, next of kin, and all others having claims against the estate of Mary Ellen Louisa Rogers, late of 124 Gamon-street, Yarraville, in the State of Victoria, widow, deceased (who died on the 23rd day of August, 1954), are required to send particulars of their claims, in writing, to National Trustees, Executors, and Agency Company of Australasia Limited, at its registered office, at 95 Queen-street, Melbourne, on or before the 15th day of December, 1954, after which date the said company will distribute the assets of the said deceased, having regard only to the claims of which it then has notice.

MAHONY, O'BRIEN, & DUGGAN, 20 Queen-street, Melbourne, solicitors. 961

Trustee Act 1928.

NOTICE TO CLAIMANTS.

PURSUANT to the *Trustee Act 1928*, creditors, next of kin, and all others having claims against the estate of the deceased person named below are required to send particulars to the legal personal representatives, at the address stated, on or before the date stated, after which date the representative will distribute the assets, having regard only to the claims of which notice has been received:—

James Bourke, formerly of 24 Molesworth-street, Coburg, in the State of Victoria, night watchman, but late of 48 Molesworth-street, Coburg aforesaid, retired night watchman, died on the 8th day of July, 1954.—Claims to William Bourke and Leonard Bourke, care of Doyle and Kerr, solicitors, Little Malop-street, Geelong, by the 15th day of December, 1954. 917

Richard Lampard Dickinson, late of 42 Meakin-street, East Geelong, in the State of Victoria, gentleman, died on the 13th day of June, 1954.—Claims to the National Trustees, Executors, and Agency Company of Australasia Limited and John Francis Dickinson, at the said company's registered office, at 95 Queen-street, Melbourne, by the 15th day of December, 1954. 918

CREDITORS, next of kin, and others having claims in respect of the estate of Mildred Constance Wilson, late of 70 Athelstan-road, Camberwell, spinster, deceased (who died on 1st August, 1954), are to send particulars of their claims to The Fidelity Trustee Company Limited, of 101 Lydiard-street north, Ballarat, by the 14th December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

HENDERSON & BALL, solicitors, 430 Little Collins-street, Melbourne. 959

ELLEN ANASTASIA PERINI, late of "Locarno," 332 Glen Eira-road, Caulfield, spinster, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the deceased (who died on the 20th May, 1954) are required by the executor, National Trustees, Executors, and Agency Company of Australasia Limited, of 95 Queen-street, Melbourne, to send particulars to it, at that address, by 13th December, 1954, after which said date the executor may convey or distribute the assets, having regard only to the claims of which it then has notice.

MOLOMBY & MOLOMBY, solicitors, 99 Queen-street, Melbourne. 960

DAVID TEMPLE PALMERSTON WILSON, late of 16 Latrobe-street, Geelong West, retired locomotive engine driver, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the said deceased (who died 23rd June, 1954), are required by the applicants for grant of probate, Nellie Olive Wilson, of 16 Latrobe-street, Geelong West, widow, and Harold Hopeton Wilson, of Welch-street, Yea, cream tester, to send particulars to them, care of the undersigned solicitors, by the 8th day of December, 1954, after which date the applicants for grant of probate may convey or distribute the assets, having regard only to claims of which they then have notice.

WIGHTON & McDONALD, solicitors, 189-191 Moorabool-street, Geelong. 909

SAMUEL STEPHEN LANDRY, late of 25 Purrumbete-avenue, Manifold Heights, Geelong West, gentleman, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the deceased (who died 10th June, 1954), are required by the applicants for grant of probate Irene Alison Landry, of Leongatha South, married woman, Melva Dulcie Drysdale, of Barham, in New South Wales, married woman, and Gordon Raymond Eaton, of Minerva-road, Manifold Heights, Geelong West, insurance secretary, to send particulars to them, care of the undersigned solicitors, by the 8th day of December, 1954, after which date the applicants for grant of probate may convey or distribute the assets, having regard only to the claims of which they then have notice.

WIGHTON & McDONALD, solicitors, 189-191 Moorabool-street, Geelong. 910

HENRY WILLIAM MILLINGTON, late of 54 Beach-street, Frankston, plumber, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the said deceased (who died 23rd May, 1954), are required by the applicant for grant of administration, Gertrude Joyce Millington, of 225 High-street, Belmont, Geelong, widow, to send particulars to her, care of the undersigned solicitors, by the 8th day of December, 1954, after which date the applicant for grant of administration may convey or distribute the assets, having regard only to the claims of which she then has notice.

WIGHTON & McDONALD, solicitors, 189-191 Moorabool-street, Geelong. 911

ELIZA ANN WILSON HANNAH, late of 2 Wimmera-street, Belmont, Geelong, spinster, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the above-named deceased who died on the 3rd July, 1954), are required by the trustees Robert John Hannah, manager, and Forrester Wilson Hannah, spinster, both of 7 Carmyle-avenue, Toorak, to send particulars to them, in the care of the under-mentioned solicitors, by the 9th December, 1954, after which date the trustees may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated the 6th day of October, 1954.

HARWOOD & PINCOTT, 51 Yarra-street, Geelong, solicitors for the said executors. 919

PURSUANT to the Trustee Act 1928, all persons having claims against the property or estate of Mary Gilmore Crooks, late of 48 Bundeera-road, Caulfield South, widow, deceased (who died on the 23rd day of December, 1953, and probate of whose will was granted by the Supreme Court of Victoria, on the 4th day of August, 1954, to Laurene MacLean, of 86 Clifton-street, Essendon, the executrix named therein), are hereby required to send particulars of such claims to the said executrix, addressed to the care of Slater and Gordon, solicitors, of 422 Collins-street, Melbourne, on or before the 15th day of December, 1954, after the expiration of which time the said executrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which she shall have had notice.

SLATER & GORDON, solicitors for the executrix. 929

CREDITORS, next of kin, and all others having claims in or against the estate of Effie Susan Priestley, formerly of 46 Lansdowne-street, Sale, and 14 Thornbury-crescent, East Malvern, but late of 1 Dundas-street, Frankston, widow, deceased (who died on 10th June, 1954), are required by the executor of her estate, Arthur Maxwell Daw, of 7 Farmer-street, East Brighton, assistant manager, to send particulars of such claims to him, on or before the 7th day of December, 1954, after which date he will distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he then has notice.

H. L. YUNCKEN & YUNCKEN, solicitors, 443 Little Collins-street, Melbourne. 930

MARY MARGARET SHANAHAN, late of "Millside," Myrning, spinster, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the deceased (who died on the 29th day of March, 1954), are required by the executors, Patrick Gerald Shanahan, of Myrning, farmer, and Matilda Rose White, of Minyip, married woman, to send particulars to them, care of the under-mentioned solicitors, by the 16th day of December, 1954, after which date they may convey and distribute the assets, having regard only to the claims of which they then have notice.

PEARCE & WEBSTER, solicitors, 430 Little Collins-street, Melbourne. 931

JACK HORE CLOSTER, late of Duncan's-road, Werribee, farmer, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the deceased (who died on the 8th day of July, 1954), are required by the executrix, Evelyn Laura Closter, of Duncan's-road, Werribee, widow, to send particulars to her, care of the under-mentioned solicitors, by the 16th day of December, 1954, after which date she may convey and distribute the assets, having regard only to the claims of which she then has notice.

PEARCE & WEBSTER, solicitors, 430 Little Collins-street, Melbourne. 932

CREDITORS, next of kin, and all others having claims against the estate of Thomas Kingston, also known as Thomas Allen Kingston and Thomas Allan Kingston, late of Napoleons, storekeeper, deceased (who died on 19th April, 1954), are required to send particulars of their claims to the Administrator, The Fidelity Trustee Company Limited, at its office, 101 Lydiard-street north, Ballarat, by the 15th day of December, 1954, after which date the said administrator will distribute the assets, having regard only to claims of which it then has notice.

Dated the 4th day of October, 1954.

BAIRD & BAIRD, solicitors, Ballarat. 925

THE PERPETUAL EXECUTORS AND TRUSTEES ASSOCIATION OF AUSTRALIA LIMITED, whose registered office is situate at Nos. 100-104 Queen-street, Melbourne, in the State of Victoria, and Arthur Augustus Brahe, of 243 Collins-street, Melbourne, in the said State, solicitor, the executor of the will and codicil of Robert Howie, late of 86 Monash-street, Sunshine, in the said State, retired farmer (who died on the 11th day of July, 1954), require all creditors, next of kin, and others having claims against the property or estate of the said deceased to send to the said executors, in the care of the said association, on or before the 15th day of December, 1954, particulars, in writing, of such claims, after which date the said executors intend to convey or distribute such property or estate to or among the persons entitled thereto, having regard only to the claims of which they shall have had notice.

GAIR & BRAHE, solicitors, of 243 Collins-street, Melbourne. 926

CREDITORS, next of kin, and others having claims in respect of the estate of Blanche Louisa White, formerly of "New Lodge," 37 Dandenong-road, Armadale, but late of Queen Elizabeth Benevolent Home, Ballarat, widow, deceased (who died on the 7th day of August, 1954), are to send the particulars of their claims to National Trustees, Executors, and Agency Company of Australasia Limited, of 95 Queen-street, Melbourne, by the 10th day of December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

W. B. & O. McCUTCHEON, solicitors, 31 Queen-street, Melbourne. 927

CREDITORS, next of kin, and others having claims in respect of the estate of Thomas Williams, formerly of 22 Mills-street, Burwood, but late of "Island View," Baxter, in the State of Victoria, gentleman, deceased (who died on the 23rd July, 1954), are to send the particulars of their claims to The Trustees, Executors, and Agency Company Limited, the registered office of which is at 401 Collins-street, Melbourne, the executor of the will, and codicil of the said deceased, by the 16th December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

COLE & O'HEARE, solicitors, 465 Collins-street, Melbourne. 945

PURSUANT to the Trustee Act 1928, notice is hereby given that Frederick Alexander Dudley Spear, of 55 Hunter-street, Newcastle, district manager; Lindsay George Spear, of Henry-street, Greensborough, bank clerk; and Reginald Clive Spear, of 423 Melbourne-road, Newport, real estate agent, the executors to whom probate of the will of George Thomas Spear, late of 665 Burke-road, Hawthorn, secretary (who died on the 23rd day of June, 1954), was granted by the Supreme Court of the State of Victoria, in its probate jurisdiction, on the 21st day of September, 1954, intend to convey or distribute the estate of the said deceased to or among the persons entitled thereto, and hereby require all creditors and persons interested to send to the executors, in care of the undersigned solicitors at their address stated particulars, in writing, of their claims against the said estate on or before the 8th day of December, 1954, after which date the said executors will convey or distribute the said estate to or among the persons entitled thereto, having regard only to the claims, whether formal or not, of which they shall then have had notice, and that they will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not have had notice as aforesaid.

Dated the 6th day of October, 1954.

HALL & WILCOX, solicitors, 20 Queen-street, Melbourne. 962

PURSUANT to the *Trustee Act 1923*, all persons having claims against the property or estate of John James Murray, late of Hamilton, retired farmer, deceased (who died on the 25th day of July, 1953, and probate of whose will was granted by the Supreme Court of Victoria on the 25th day of May, 1954, to William Slater, of 422 Collins-street, Melbourne, solicitor, and Lindsay John Murray, of Hamilton, farmer, the executors named therein), are hereby required to send particulars of such claims to the said executors, addressed to the care of Slater and Gordon, solicitors, 422 Collins-street, Melbourne, on or before the 15th day of December, 1954, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they shall have had notice.

SLATER & GORDON, solicitors for the executors. 928

MARTIN JOSEPH DONNELLAN, formerly of 86 Aberdeen-street, Geelong, but late of 24 Retreat-road, Newtown, Geelong, gentleman, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the above-named deceased (who died on the 13th June, 1954), are required by the trustees, Eustace Edmund Wilson, of 51 Yarra-street, Geelong, solicitor, and Alphonsus Donnellan, of Tumburumba, New South Wales, chemist, to send particulars to them, in the care of the under-mentioned solicitors, by the 9th December, 1954, after which date the trustees may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated the 6th day of October, 1954.

HARWOOD & PINCOTT, 51 Yarra-street, Geelong, solicitors for the said executors. 934

CREDITORS, next of kin, and others having claims in respect of the estate of Hugh Campbell, late of Traralgon, in the State of Victoria, grazier, deceased (who died on the 23rd day of April, 1954, and probate of whose will was granted by the Supreme Court of Victoria on the 4th day of August, 1954, to the Fidelity Trustee Company Limited, of 101 Lydiard-street north, Ballarat, in the said State, the sole executor named in the said will), are to send particulars of their claims to the said executor, at its address above-mentioned, by the 4th day of December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

Dated this 27th day of September, 1954.

BRUCE, LITTLETON & WATT, solicitors for the said executor, Traralgon. 936

CREDITORS, next of kin, and others having claims in respect of the estate of Mary Frances Freeman, late of Barkly-street, Ararat, spinster, deceased (who died on 31st May, 1954), are to send particulars, in writing, of their claims to The Fidelity Trustee Company Limited, of 101 Lydiard-street north, Ballarat, the executor of the will of the said deceased, on or before 8th December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

BRUCE R. TIVEY, solicitor, Ararat. 939

CREDITORS, next of kin, and others having claims in respect of the estate of Elisa Marie Jensen, late of 1 Thorne-street, Essendon, spinster, deceased (who died on the 21st day of July, 1954), are to send particulars of their claims to The Perpetual Executors and Trustees Association of Australia Limited, of 100-104 Queen-street, Melbourne, by the 8th day of December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

WILLIAMS & MATTHEWS, solicitors, 129 William-street, Melbourne. 948

JESSIE MARION ARMSTRONG, late of "Arrandoovong," 589 Toorak-road, Toorak, widow, DECEASED.

CREDITORS, next of kin, and others having claims in respect of the estate of the deceased (who died on 31st July, 1954) are required by the trustees, Alexander Armstrong, of "Sleat Bank," Hamilton, grazier, and Reginald John Mason, of 18 Wellesley-street, Mont Albert, retired manager, to send particulars to them, care of the under-mentioned solicitors, by the 7th December, 1954, after which date the trustees may convey or distribute the assets, having regard only to the claims of which they then have notice.

Dated 6th October, 1954.

AITKEN, WALKER, & STRACHAN, 123 William-street, Melbourne, solicitors. 949

CREDITORS, next of kin, and others having claims in respect of the estate of Stanley Warnes Evans, late of "Thoomee Park," Lancefield, grazier, deceased (who died on 21st June, 1954), are to send particulars of their claims to Blanche Longworth Evans, Victor Yule Kimpton, and Peter McCallum, care of the undersigned, by the 10th December, 1954, after which date they will distribute the assets, having regard only to the claims of which they then have notice.

COOK & McCALLUM, solicitors, 422 Collins-street, Melbourne. 956

CREDITORS, next of kin, and others having claims against the estate of Lizzie Ambler, late of 6 Toorastreet, Ivanhoe, widow, deceased (who died on 22nd July, 1954), are to send particulars of their claims to Mary Rosina Beever and Gladys Evelyn Sayers, the executrices, care of the undersigned, by 17th December, 1954, after which date they will distribute the assets, having regard only to the claims of which they have notice.

LLOYD P. GOODE, 475 Bourke-street, Melbourne, solicitor. 958

CREDITORS, next of kin, and others having claims against the estate of Kendrick Bullivant, late of 140 Queen-street, Melbourne, deceased (who died on 2nd August, 1954), are to send particulars of their claims to John Tayleur, the executor, care of the undersigned, by 17th December, 1954, after which date he will distribute the assets, having regard only to the claims of which he has notice.

LLOYD P. GOODE, 475 Bourke-street, Melbourne, solicitor. 957

CREDITORS, next of kin, and others having claims in respect of the estate of Rebecca Green, late of "Berrington," 434 St. Kilda-road, Melbourne, widow, deceased (who died on the 21st day of May, 1954), and probate of whose will was granted by the Supreme Court of Victoria on the 24th day of September, 1954, to The Union Trustee Company of Australia Limited, of 333 Collins-street, Melbourne, are to send particulars of their claims to it, at its address above mentioned, by the 8th day of December, 1954, after which date it will distribute the assets, having regard only to the claims of which it then has notice.

BLAKE & RIGGALL, solicitors, 120 William-street, Melbourne. 952

FRANCIS JOHN O'RILEY, formerly of Sheep Hills, in the State of Victoria, but late of Meredith, in the said State, licensed victualler, DECEASED.

CREDITORS, next of kin, and others having claims against the estate of the above-named deceased (who died on the 14th day of May, 1954, and probate of whose will was granted by the Supreme Court of Victoria, in its probate jurisdiction, on the 16th day of August, 1954, to Donna Roma O'Riley, of 34 Wellington-road, Box Hill, in the said State, widow, the executrix named therein), are requested to send particulars, in writing, of their claims to the executrix, care of the undersigned, on or before the 29th day of November, 1954, after which date she will distribute the assets of the estate, having regard only to the claims of which she shall then have notice.

BRENDAN MCGUINNESS & CO., of 357 Little Collins-street, Melbourne, solicitors for the executrix. 944

MINING NOTICES.

METALS EXPLORATION NO LIABILITY.

NOTICE is hereby given that a First Call of Two pounds per share on all issued contributing shares in the capital of the company (making such shares paid to Two pounds ten shillings each) has been made, due and payable at the registered office of the company, on Wednesday, 13th October, 1954.

By order of the Board,

A. T. MOLLOY, Manager.

450 Collins-street, Melbourne, C.L. 951

NORTHERN STAR GOLD MINES NO LIABILITY.

NOTICE is hereby given that a Call (the 66th) of Three pence per share has been made upon all the shares in the company, due and payable to the manager, at the registered office, 140 Queen-street, Melbourne, on Wednesday, 13th October, 1954.

By order of the Board,

964 F. L. SMYTH, Manager.

NORTHERN STAR GOLD MINES NO LIABILITY.

NOTICE is hereby given that all shares forfeited for non-payment of the 65th (September) Call of Three pence per share, will be sold by public auction at the Stock Exchange Hall, 428 Little Collins-street, Melbourne, on Thursday, 14th October, 1954, at Twelve o'clock noon, unless the shares be previously redeemed.

F. L. SMYTH.

Registered office, 140 Queen-street, Melbourne. 963

IMPOUNDINGS.

BRANXHOLME.—Impounded in Branxholme Pound, from Morven, by M. Gray.

1 Comeback ewe weaner, woolly, like blue W on back
If not claimed and expenses paid, to be sold on 23rd October, 1954.

943—9/4 J. ATKINSON, Poundkeeper.

OXLEY.—Impounded in Oxley Pound, from Markwood; by Herdsman.

1 black poll bull, ten months old, no visible brand
If not claimed and expenses paid, to be sold on 8th October, 1954.

914—9/4 G. WEIR, Poundkeeper.

PYRAMID HILL.—Impounded in Pyramid Hill Pound, on 23rd September, 1954.

1 red polled Shorthorn bull, white blaze on forehead, white mark on near shoulder, white on belly, key-hole at back of left ear, no visible brand

If not claimed and expenses paid, to be sold on 12th October, 1954.

915—12/ ALEX. CAMERON, Poundkeeper.

STRATFORD.—Impounded in Stratford Pound by herdsman, from East Riding.

11 sheep, wethers, various ear marks, five branded like W on back

If not claimed and expenses paid, to be sold on 1st November, 1954.

940—10/8 (Mrs.) J. S. HARDY, Poundkeeper.

STATE ACTS, 1951.

COPIES of the following Acts of Parliament of Victoria may be obtained at the Government Printing Office, or from any bookseller, at the price set opposite to each:—

No.	Price.
	s. d.
5528. Consolidated Revenue	0 6
5529. State Electricity Commission (Overdraft) ..	0 6
5530. Local Government (Enrolment)	0 6
5531. Crimes (Reformatory Prisons)	0 6
5532. The Geelong Gas Company's	0 6
5533. Railways (Amendment)	0 6
5534. Poisons	0 6
5535. Select Committee (Egg and Egg Pulp) ..	0 6
Marketing	0 6
5536. Coal Mining Industry (Long-Service Leave) ..	0 6
Amendment	0 6
5537. Education (Amendment)	0 6
5538. Friendly Societies	0 6
5539. State Development	0 6
5540. Stamps (Cheques)	0 9
5541. Public Service	0 6
5542. Country Fire Authority (Financial)	0 6
5543. Consolidated Revenue	0 6
5544. Coal Mine Workers' Pensions (Contributions) ..	0 6
5545. Vermin and Noxious Weeds (Financial)	0 6
5546. Medical (Temporary Registration)	0 6
5547. Consolidated Revenue	0 6
5548. Railways (Furlough)	0 6

STATE ACTS, 1951—continued.

No.	Price.
	s. d.
5549. Police Regulation	0 6
5550. Milk Board	1 6
5551. Bendigo (Rosalind Park) Lands	1 0
5552. Railways Dismantling	0 9
5553. Transfer of Land (Forgeries)	0 6
5554. Newport "A" Power Station	0 6
5555. Local Government (Overdrafts)	0 6
5556. Marketing of Primary Products (Tomatoes) ..	0 6
5557. Winchelsea Coal Mine	1 0
5558. Special Funds (Amendment)	0 6
5559. Transport	1 3
5560. Marine (Amendment)	0 6
5561. Portland Harbor Trust (Amendment)	0 6
5562. Transport Regulation Board	0 6
5563. Imported Materials Loan and Application ..	0 6
(Financial)	0 6
5564. Co-operative Housing Societies (Amendment) ..	0 6
5565. Egg and Egg Pulp Marketing Board	0 6
5566. Stamps (Betting Tax)	0 9
5567. Land Tax	0 6
5568. Consolidated Revenue	0 6
5569. Transport Regulation (Fees)	0 6
5570. Factories and Shops (Registration Fees)	0 6
5571. Soldier Settlement	0 9
5572. Marine (Pilotage Rates)	0 6
5573. Water (Amendment)	0 9
5574. Latrobe Valley Drainage	1 9
5575. Grace Joel Scholarship	0 6
5576. Building Operations and Building Materials ..	0 6
Control (Extension)	0 6
5577. Benefit Associations	1 6
5578. Public Account	1 0
5579. University	0 6
5580. Prices Regulation (Amendment)	0 6
5581. Stamps (Duties)	0 6
5582. Gippsland Railway (Duplication and Re- ..	0 6
grading) Extension	0 6
5583. Motor Car (Registration Fees)	0 6
5584. Licensing (Fees)	0 6
5585. Land (Development Leases)	0 9
5586. Parliamentary Salaries	0 6
5587. Parliamentary Contributory Retirement Fund ..	0 6
5588. State Forests Loan Application	0 6
5589. Water Supply Loan Application	1 0
5590. Administration and Probate (Estates)	1 6
5591. Kerang and Koondrook Tramway	0 6
5592. Ballarat Gas Company's	0 6
5593. Revocation and Excision of Crown Reserva- ..	1 3
tions	0 6
5594. Wrongs (Contributory Negligence)	0 6
5595. Local Government (Imported Houses)	0 6
5596. Woorayl (Unimproved Rating Poll)	0 6
5597. Health (Radiological Examinations)	0 6
5598. Melbourne Harbor Trust	0 6
5599. Friendly Societies (Amendment)	0 6
5600. Railway Loan Application	1 0
5601. Workers Compensation	3 3
5602. Statute Law Revision	0 9
5603. Revenue Deficit Funding	0 6
5604. Solicitor-General	0 6
5605. Wheat Industry Stabilization (Amendment) ..	0 6
5606. Local Government (Warrnambool)	0 6
5607. Geelong Harbor Trust (Amendment)	0 9
5608. Justices (Service of Process)	0 6
5609. Melbourne and Metropolitan Board of Works ..	0 6
(Borrowing Powers)	0 6
5610. Firearms	2 0
5611. Licensing (Mildura)	0 6
5612. Marketing of Primary Products (Egg and Egg ..	0 9
Pulp)	0 6
5613. Lands (Charitable Trusts)	0 6
5614. Melbourne Cricket Ground	0 9
5615. Judges and Public Officers Salaries	0 6
5616. Motor Car	3 0
5617. Firearms Offences	0 6
5618. Public Works Loan Application	0 6
5619. Appropriation of Revenue	4 3

W. M. HOUSTON,
Government Printer.

STATE ACTS, 1952.

COPIES of the following Acts of Parliament of Victoria may be obtained at the Government Printing Office, or from any bookseller, at the price set opposite to each:—

No.	Price.
	s. d.
5620. Consolidated Revenue	0 6
5621. Consolidated Revenue	0 6
5622. Lands (Charitable Trusts)	0 6

STATE ACTS, 1952—continued.

No.		Price.
		s. d.
5623.	Registration of Births Deaths and Marriages	0 6
5624.	Forests (Exchange of Lands)	0 6
5625.	Geelong Harbor Trust (Financial)	1 3
5626.	Coal Mine Workers Pensions (Amendment)	0 6
5627.	County Court (Amendment)	0 9
5628.	Mines (Amendment)	0 9
5629.	Consolidated Revenue	0 6
5630.	Teaching Service (Amendment)	0 6
5631.	Land (Development Leases) Amendment	0 6
5632.	Supreme Court (Judge's Cost of Living)	0 6
5633.	Weights and Measures (Amendment)	0 6
5634.	Veterinary Surgeons (Foreign Qualification)	0 6
5635.	State Electricity Commission (Appliances)	0 6
5636.	Prices Regulation (Butter and Cheese)	0 6
5637.	Water	1 0
5638.	Co-operative Housing Societies (Guarantees and Indemnities)	0 6
5639.	State Electricity Commission (Borrowing)	0 6
5640.	Country Roads (Amendment)	0 6
5641.	Motor Car (Amendment)	0 6
5642.	Land Tax	0 6
5643.	Hairdressers Registration (Amendment)	0 6
5644.	Totalizator (Amendment)	0 6
5645.	Melbourne and Metropolitan Tramways (Fire Brigades Payments)	0 6
5646.	Health (Meat Supervision)	0 6
5647.	Evidence	0 6
5648.	Imported Materials Loan and Application (Amendment)	0 6
5649.	Geelong Waterworks and Sewerage (Amendment)	0 6
5650.	Building Operations and Building Materials Control	0 6
5651.	Country Fire Authority	0 9
5652.	Parliamentary Contributory Retirement Fund	0 6
5653.	Miners' Phtthisis (Treasury Allowances) Amendment	0 6
5654.	Girl Guides Association	1 0
5655.	Consolidated Revenue	0 6
5656.	Revenue Deficit Funding	0 6
5657.	Public Works Loan Application	0 6
5658.	Local Government (Imported Houses)	0 6
5659.	Railway Loan Application	1 0
5660.	State Forests Loan Application	0 6
5661.	Water Supply Loan Application	1 0
5662.	Hospital Benefits	0 9
5663.	Appropriation of Revenue	4 3

W. M. HOUSTON,
Government Printer.

STATE ACTS, 1953.

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STATE ACTS, 1953.—continued.

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5757.	Statutes Amendment	0 9
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5769.	Co-operation	3 0
5770.	Trustee	3 0
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THE "VICTORIA GOVERNMENT GAZETTE."

ATTENTION is invited to the following procedure in relation to the publication of official matter in the *Government Gazette*:—

1. Matter submitted to the Executive Council.

Matter submitted to the Executive Council which requires gazettal will normally be published in the issue of the following week.

Where urgent gazettal is required, special arrangements should be made with the *Gazette* Officer.

Publication will be facilitated by the submission of carbon copies for the use of the *Gazette* Officer.

2. Other matter.

(a) All other matter duly certified by a responsible officer for publication should be lodged with the *Gazette* Officer not later than half-past Ten a.m. on Tuesday.

(b) Lengthy or involved notices should be forwarded several days before publication.

(c) Proofs, which will be supplied only when specifically requested, or at the direction of the *Gazette* Officer, should be returned promptly to avoid delay in publication.

(d) No additions or amendments to matter for publication will be accepted by telephone.

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No. 926]

WEDNESDAY, OCTOBER 6.

[1954

VICTORIAN RAILWAYS

—○—
VICTORIAN RAILWAYS COMMISSIONERS

BY-LAW No. 375

—○—
GOODS RATES BOOK

Volume I

**Rates and Conditions for the Carriage of
GOODS, WOOL AND LIVE STOCK ETC.
AND CHARGES FOR OTHER SERVICES.**

[The main body of the page contains extremely faint and illegible text, likely bleed-through from the reverse side of the paper. The text is too light to be transcribed accurately.]

VICTORIAN



RAILWAYS

GOODS RATES BOOK

VOLUME I

Rates and Conditions for the Carriage of
GOODS, WOOL AND LIVE STOCK ETC.
AND CHARGES FOR OTHER SERVICES

To Take Effect On And From 1st December, 1954

The Commissioners hereby notify that the Rates and
Conditions, Classifications, and Charges shown
herein are subject to alteration
at any time.

To be read and construed with Goods Rates Book—
Volumes II. and III.

All Rates, Conditions, Classifications and Charges for the Carriage
of Goods, Wool and Live Stock, etc., issued prior
to 1st December, 1954, are cancelled.

Published by the authority of the Government of the State of Victoria :

M. L. G. McKenzie
Manager,

Victorian Railways Printing Works North Melbourne

1954

THE
OFFICE OF THE
ATTORNEY GENERAL
STATE OF NEW YORK
ALBANY

IN SENATE,
JANUARY 10, 1911.

REPORT
OF THE
COMMISSIONERS OF THE
LAND OFFICE,
IN RESPONSE TO A
RESOLUTION PASSED
BY THE SENATE,
MAY 11, 1909.

ALBANY:
J. B. LIPPINCOTT COMPANY,
PRINTERS,
1911.

VICTORIAN RAILWAYS

VICTORIAN RAILWAYS COMMISSIONERS
BY-LAW No. 375

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 and the charges for other services shall be as set forth in Volumes I., II. and III. of this By-Law.

The provisions of this By-Law shall become effective as from 1st December, 1954.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 29th day of September in the year of our Lord One thousand nine hundred and fifty-four in the presence of—

(SEAL)	R. G. Wishart	}	Victorian Railways Commissioners
	O. G. Meyer		
	E. H. Brownbill		

Confirmed by the Governor-in-Council

the fifth day of October, 1954.

A. Mahlstedt
Clerk of the Executive Council.

COMMUNICATIONS

1. The Commission has received a request from the [redacted] for a license to operate a [redacted] in the [redacted] area.

2. The Commission has reviewed the request and has determined that the [redacted] meets the requirements of the [redacted] rules and regulations.

3. The Commission has also reviewed the [redacted] and has determined that the [redacted] is in the public interest.

4. The Commission has therefore granted the [redacted] license for the [redacted] area.

5. The Commission has also determined that the [redacted] is in the public interest.

6. The Commission has therefore granted the [redacted] license for the [redacted] area.

7. The Commission has also determined that the [redacted] is in the public interest.

8. The Commission has therefore granted the [redacted] license for the [redacted] area.

9. The Commission has also determined that the [redacted] is in the public interest.

10. The Commission has therefore granted the [redacted] license for the [redacted] area.

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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>bona fide</i> consignor at the forwarding station to one <i>bona 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 authorised by him for the purpose.
LOT	Any quantity of goods of one or more classes consigned by one or more <i>bona fide</i> consignors at the same forwarding station to one <i>bona 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 parcel, 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 authorised amendment thereof or addition thereto.
MILEAGE RATES	Rates based on distance, irrespective of locality.

Term	Definition or Interpretation
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 authorised amendment thereof or addition thereto.
FREIGHT CHARGE	The amount due to the Victorian Railways Commissioners for the carriage of parcels, goods, or live stock.
RE-CONSIGNMENT	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 are also provided for the carriage of exhibits for Agricultural Shows, and Live Stock.

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 timepieces of any description; trinkets, gold or silver ores, bills, notes of any Bank; orders, notes, or securities for the payment of money; English, Colonial, or Foreign stamps; maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; furs, lace, or opium, or any of them, contained in any parcel or package which shall have been delivered for carriage by or to accompany the person of any passenger on the Victorian Railways, when the value of such article or articles or property aforesaid shall exceed the sum of Ten pounds, unless at the time of delivery thereof at the station or warehouse for the purpose of being carried or of accompanying the person of any passenger as aforesaid, the value and nature of such article or articles, or property, shall have been declared by the person sending or delivering the same, and the increased charges hereunder set forth (which are in addition to the freight charges) shall have been paid to and accepted by the employee duly authorized to receive the same. (See General Condition No. 20 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 Intersystem consignments as well as to local traffic.

3. THE COMMISSIONERS WILL NOT BE RESPONSIBLE FOR.

(a) Loss or misdelivery of any goods improperly or insufficiently addressed, 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 coooperation, or to fermentation.

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

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

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

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

The Commissioners have two rates for the carriage of the classes and descriptions of goods hereinafter specified at either of which rates the goods may be consigned at the sender's option; one the ordinary rate when the goods are carried at Commissioners' Risk (hereinafter so-called) whereby the Commissioners take the ordinary liability of a common carrier provided that the goods are properly packed; the other a reduced rate when the goods are carried at Owner's Risk (hereinafter so-called) whereby the sender undertakes or agrees to relieve the Commissioners from all liability for loss injury damage deviation misdelivery delay or detention except upon proof that the same arose from the wilful misconduct of the Commissioners' servants.

The goods to which the said two rates apply are as follows:—Such goods as are classified in the Goods Rates Book under Classes "Firewood," "Firewood plus 20%," "Coal," "Manure," "Special M," "M," "Grain," "AP," "S.A.P.," "Unseasoned Hardwood Timber," "Sand," "Wheat," "Flour, Bran and Pollard," "A," "AA," "B," "BB," and "C," and at all rates less than Class "1," and at the rates for Wool Vehicles and Boats.

The rates for the carriage of goods charged at all rates less than Class "1," and at the rates for Wool Vehicles and Boats specified in this By-law are the reduced rates for carriage at Owner's Risk and such rates will be charged unless it is declared on the Consignment Note that the goods are required to be carried at the Commissioners' Risk. The ordinary rates for the carriage of such goods at Commissioners' Risk shall be the reduced rates for carriage at Owner's Risk published herein with the following additions:—

- (i) Goods charged at any rates less than Class "1" ("Grain," "Wheat" or "Flour, Bran and Pollard" rates excepted) and at the rates for Wool.—Add 5 per cent. to the rate per ton (minimum additional charge 1s. 1d. per ton, and minimum additional charge per consignment 3s. 4d.).
- (ii) Goods charged at the "Grain," "Wheat" or "Flour, Bran and Pollard" rates—

For distances not exceeding 200 miles—Add 1s. 3d. per ton.	}	(Minimum additional charge per consignment 3/4.)
For distances exceeding 200 miles—Add 1s. 5d. per ton.		
- (iii) Vehicles and Boats—Add 10% of the freight charge.

Except as otherwise provided, goods in Classes "1" and "2" shall, if not properly protected by packing, be carried only at Owner's Risk. When so protected, goods so classified will be carried at Commissioners' Risk without any increase in the rates charged for the carriage at Owner's Risk.

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

Goods consigned to any unattended station platform or siding, station in charge of a caretaker, or private siding shall be carried only at Owner's Risk, and the Commissioners' liability shall absolutely cease when the goods are placed or left thereat.

Goods consigned from any unattended station platform or siding, station in charge of a caretaker, or private siding shall be carried only at Owner's Risk unless the consignor gives notice to the Commissioners that he requires the goods to be carried at Commissioners' Risk and agrees to pay the cost of tallying in addition to the rates prescribed for carriage at Commissioners' Risk and provided always that the goods will not be accepted at Commissioners' Risk if it is impracticable for the Commissioners to have the goods so tallied.

The above conditions do not apply to explosives and goods of a dangerous nature as to which see Conditions for the Carriage of Explosives and Goods of a Dangerous Nature in Volume II.

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

Where the Commissioners agree to carry goods at Commissioners' Risk from any unattended station platform or siding, station in charge of a caretaker, or private siding, the tallying charges referred to in General Condition No. 4 shall be the wages and expenses of a suitable employee computed from the time such employee leaves his home station until his return thereto.

6. 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 judge to be unsafe or unfit for carriage or of a dangerous nature.

Attention is called to Section 86 of the Railways Act 1928, No. 3759, 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.

7. 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, nor to advise consignors or consignees that such goods are unclaimed.

8. ADDRESSING.

All consignments must bear a clear and legible address showing the consignee's full name and destination station or initials over the designated station brand. All interstate consignments must show the full name of the consignee, the destination station and State.

9. 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 page 225, Volume 1, and page 109, Volume II., as may be required. Provided that if a satisfactory undertaking be given by any consignor on the form approved by the Commissioners, the consignment notes supplied by such consignor may, if considered suitable, be accepted in lieu of the consignment notes in the form prescribed as aforesaid.

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

(c) The acceptance of a consignment note by or on behalf of the Commissioners shall not be regarded as evidence that the parcels, goods, or live stock specified therein have been received by them, unless the whole of the consignment is delivered to them at the same time with the consignment note, and a receipt therefor has been given by the proper employee of the Commissioners.

Attention is called to Sub-sections (1) and (2) Section 35 of the Railways Act 1928, No. 3759, repeated hereunder :—

"(1) Every 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 who 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 who 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."

10. DETERMINATION OF WEIGHT.

All goods shall, except where otherwise provided or authorised by the Commissioners, be charged at the actual gross weight computed at 2,240 lb. to the ton, and wherever 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 or by any other method, the Commissioners reserve the right to charge at the actual gross weight if considered advisable. (See also General Condition No. 30.)

11. FRACTIONAL PARTS OF DAYS, QUARTERS, PENCE, AND MILES.

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

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

12. 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.

13. 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.

14. FREIGHT AND OTHER CHARGES TO BE PAID ON DEMAND, AND CLAIMS FOR REFUNDS.

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

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

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

(d) Credit for payment of freight and other charges will not be allowed except by special arrangement with the Chief Commercial Manager.

(e) Claims for refunds of freight or incidental charges must be lodged with the Chief Commercial Manager within six months of the date on which the service in respect of which the refund is claimed was or was to have been performed.

15. CLASS WEIGHT MINIMUMS.

1. The minimum weights which shall, except where otherwise specified, be charged for the carriage of goods classified at the following Class Rates are as under :—

Class.	In Truck Loads.			In Smaller Quantities.	
	Minimum Weight per—			Minimum Weight.	Class.
	11-ton Truck.	16-ton, 22-ton, or 27-ton Truck.	Bogie Trucks.		
Firewood plus 20%	Tons. cwt. 10 9	Tons. cwt. 15 4	Tons. 25	2 tons Actual weight subject to "Smalls" Minimum*	A B
M. Special M	} 10 9	15 4	25	2 tons Actual weight subject to "Smalls" Minimum*	A B
A.P.				10 9	15 4	25	3 tons 2 tons Actual weight subject to "Smalls" Minimum*	S.A.P. A B
Grain	10 9	15 4	25	3 tons 2 tons Actual weight subject to "Smalls" Minimum*	S.A.P. less 10 per cent. A less 10 per cent. B less 10 per cent.
	Subject to the following Minimum tonnages.				
A.	Minimum 2 tons			Actual weight subject to "Smalls" Minimum*	B
B.	" 1 ton			" " "	C
BB.	" 1 "			" " "	C less 10 per cent.
C.	" 1 "			" " "	1
1	Actual weight subject to "Smalls" Minimum*				
2	Actual weight subject to "Smalls" Minimum*				

* For "Smalls" Minimum Tariff, see page 108.

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

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

4. 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.

5. Mixed Truck Loads of Agricultural Produce.

When mixed lots of goods in the "Grain," "Wheat," "Flour, Bran and Pollard" and "A.P." Classes, for which different tonnage minimums are prescribed, are consigned on the same day by one consignor at one station to one consignee at the same destination station in the same truck, the freight shall be computed at the truckload rate, "Grain," "Wheat," "Flour, Bran and Pollard" or "A.P." Class, as the case may be, for the actual weight of each of the commodities so classified comprising the consignment, subject to the highest truckload minimum specified for any of such commodities provided that if cheaper each commodity may be charged separately at its prescribed truckload minimum, under the rate applicable thereto or the prescribed alternative rate for lesser quantities.

Exceptions.

(i) Chaff loaded with other Agricultural Produce.

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

(ii) Bran, Pollard, or Sharps loaded with Flour and/or Wheat, Oats, Maize, Wheatmeal, Ground or Gristed Wheat, Barley Meal or Crushed Oats.

Truck loads comprising one consignment and consisting of mixed lots of flour, bran, pollard, sharps, wheat, oats, maize, wheatmeal, ground or gristed wheat, barley meal, or crushed oats, shall be subject to the truck load minimums prescribed for bran, pollard or sharps, provided that the quantity of flour, and/or wheat, Oats, Maize, Wheatmeal, Ground or Gristed Wheat, Barley Meal, or Crushed Oats so loaded shall not exceed half of the total weight of the consignment.

If the weight of the flour and/or wheat, oats, maize, wheatmeal, ground or gristed wheat, barley meal or crushed oats exceeds half the total weight of the consignment, the higher truck load minima provided for flour and wheat shall apply.

6. Motor Spirit, Lubricating Oil, and Grease loaded with Kerosene.

When any one or more of the above-named commodities, viz., motor spirit, lubricating oil, and grease, are consigned with kerosene in the same truck on the same day by one consignor at one station to one consignee at the same destination station, the freight shall be computed at the truck load rate for the actual weight of each of the commodities comprising the consignment, subject to a minimum of 8 tons per 11-ton truck and 12 tons per 16, 22, or 27 ton truck.

7. Mixed Truck Loads of Seasoned and Unseasoned Hardwood Timber.

When mixed truck loads of seasoned and unseasoned hardwood timber are consigned in the same truck on the same day by one consignor at one station to one consignee at the same destination station, the freight shall be computed at the truck load rate for the actual weight of each of the commodities, subject to a minimum of 8 tons per 11-ton truck, and 12 tons per 16, 22, or 27 ton truck.

8. Mixed Truck Loads of Softwood and Seasoned Hardwood Timber.

When mixed truck loads of softwood and seasoned hardwood timber are consigned in the same truck on the same day by one consignor at one station to one consignee at the same destination station, the freight shall be computed at the truck load rate for the actual weight of each of the commodities, subject to a minimum of 7 tons per four-wheeled truck.

9. Mixed Truck Loads of Building Lime and Lime for Manure.

When mixed truck loads of building and manurial lime are consigned in the same truck on the same day by one consignor at one station to one consignee at the same destination station, the freight shall be computed at its truck load rate for the actual weight of each of the commodities, subject to a minimum of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27 ton truck.

16. DIVIDED CONSIGNMENTS.**(A) Two or more Consignors to One Consignee.**

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

Exceptions :—

- (i) Butter, milk, cream, cheese, eggs, hides, skins, honey, poultry (live or dead), rabbits, hares, vealers, porkers, vegetables and fruit (other than fruit for export).
- (ii) Two or more consignments of fruit or vegetables which are not intended for sale on commission sent on the same day by different consignors at the same station to one consignee at any country station shall be charged for as one consignment.

(B) One Consignor to Two or more Consignees.

Consignments comprising goods specified in any one of the following classes, viz. : "Special M," "M," "AP," "Grain," "Wheat," "Flour, Bran and Pollard," "Unseasoned Hardwood Timber," "Firewood plus 20%" or "Manure," in truck loads of not less than the minimum tonnage specified for the particular description of goods, consigned on the same day by one consignor at one station to two or more consignees at the same destination station shall be charged at the truck load rate of the respective class.

(C) Two Consignors to Two or more Consignees.

Manure in full truck loads consigned on the same day by two or more consignors at one station to two or more consignees at the same destination station, shall be treated and charged as one consignment.

(D) Consignments to Two or more Stations on the Same Line.

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

1. Flour, Bran, Pollard, Sharps, Wheatmeal and Ground or Gristed Wheat and Small Lots of Wheat not exceeding 25 per cent. of the total weight of the whole consignment in truckloads consigned on the same day by one consignor at one station to two or more consignees at two or more stations on the same line shall be charged as follows :—

- (a) for the consignment to the first destination station at the truckload rate prescribed for each commodity for the actual weight; and
- (b) for the consignments to the other destination stations at the alternative rates and conditions applicable to less than truckloads from the original forwarding station to such other destination stations.
- (c) The term "the same line" shall be interpreted to also apply to consignments—
 - From country mills to—
 - (i) Melbourne and a suburban station, or
 - (ii) two or more suburban stations, or
 - (iii) Melbourne or a suburban station on the Gippsland line, and stations on the Gippsland line and branches.
 - From suburban mills to—
 - A suburban station on the Gippsland line and stations on the Gippsland line and branches.
- (d) When these mixed truckloads are consigned to two or more country stations, distant not more than 75 miles from the first destination station to the last destination station on the same line, or when consigned to two or more country stations on the same branch line not more than 75 miles from the first destination station to the last destination station (the junction station to be treated as a station on the branch line), the prescribed rate applicable to the commodity concerned shall be charged for the actual weight loaded for each station.
- (e) The freight must be prepaid on each consignment which shall be consigned direct to its destination station.
- (f) The tonnage minimum specified for flour, shall be applicable to the truckload rate when the weight of the flour, wheat, wheatmeal, ground or gristed wheat exceeds half of the total weight of the consignment, otherwise the tonnage minimum prescribed for bran, pollard and sharps shall apply.

2. Manure.

Manure in the truckloads specified for manure, when consigned to two or more country stations, distant not more than 75 miles from the first destination station to the last destination station on the same line, or when consigned to two or more country stations on the same branch line not more than 75 miles from the first destination station to the last destination station (the junction station or any country station which is nearer than the junction station to the forwarding station and not more than 75 miles from the ultimate destination station is to be treated as a station on the branch line) shall be charged for at the manure rate for the actual weight loaded for each station.

17. CONSIGNMENTS CONSISTING OF GOODS IN TWO OR MORE CLASSES.

(a) Goods classified in two or more classes consigned from one station on the same day to one consignee at one destination station may, if it be cheaper than to charge separately for the goods in each class at the rates and conditions applicable to each class, be aggregated in one or more groups, and the total weight of each such group charged under the rates and conditions applicable to the goods in the highest class in each such group.

(b) When several kinds of goods classified under the same class are reduced to the next lower class when in specified large quantities they may all be charged together at the rate of such lower class, if their combined weight is equal to the highest specified weight for any one description of the goods so grouped, and they are of such character that they can be loaded in the same truck.

18. 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.

19. 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.

20. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE.

The Commissioners do not accept for carriage by goods train any package of—

- (i) Gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold or silver coin or bullion, bills, bank notes, orders, notes, or securities for the payment of money, stamps, or title deeds;
- (ii) Rabbits, hare, or other furred skins weighing less than 14 lb.;
- (iii) Other goods weighing less than 14 lb., excepting small parcels measuring not less than 9 inches by 6 inches by 4 inches irrespective of their weight, unless urgent transport is required, and faster transit is available by goods than by passenger train.

21. 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.

The mileage rates per ton for the carriage of goods in the following classes viz:—"Firewood," "Firewood plus 20 per cent.," "Coal," "Manure," "Special M," "M," "A.P.," "Grain," "S.A.P.," "Unseasoned Hardwood Timber," "Sand," "Wheat," "Flour, Bran and Pollard," and "A.A." specified hereafter and any rate for the carriage of any goods which is lower than the mileage rates per ton for Class "A" specified hereafter shall apply only where any person firm or body corporate or unincorporate who obtains or seeks to obtain the benefit of any of such rates has used the railways and no other means whatsoever for the transportation of goods in cases where railway facilities were available for such transportation. If at any time the Chief Commercial Manager or such officer as may be acting in the office of Chief Commercial Manager is satisfied upon reasonable inquiry that any goods have been transported by road or by any method of transportation other than by rail by for or on behalf of any such person firm or body corporate or unincorporate when railway facilities were available for such transportation the Chief Commercial Manager or such officer acting as aforesaid may direct that from and after the date of such direction the rates to be charged and paid for the carriage of goods in any of the said classes consigned to or on behalf of or by or on behalf of any such person firm or body corporate or unincorporate shall be the mileage rates per ton for Class "A" specified hereafter.

The Commissioners may make special rates and conditions for the carriage of goods when they are satisfied that it is advisable to do so for the purpose of conserving their traffic or regaining traffic to their railways from any competitive form of transport whether existing or otherwise, and any Freight Contract current at the date of this By-Law at special rates which are lower than the ordinary tariff rates shall continue for the period specified in such Freight Contract.

22. 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 2 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 2 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 prescribed truck load minimums will be applicable to the truck or trucks carrying the load and a minimum of 2 tons per four-wheeled truck for the use of any safety trucks in connexion therewith. Nor will any extra charge be imposed in respect of any trucks acting as safety trucks to timber or other articles not exceeding 24 feet in length which project over the end of the truck in which they are loaded.

(c) Bogie trucks shall be regarded as equal to two four-wheeled trucks, and 50 feet Q., Q.B., S. or E. 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.

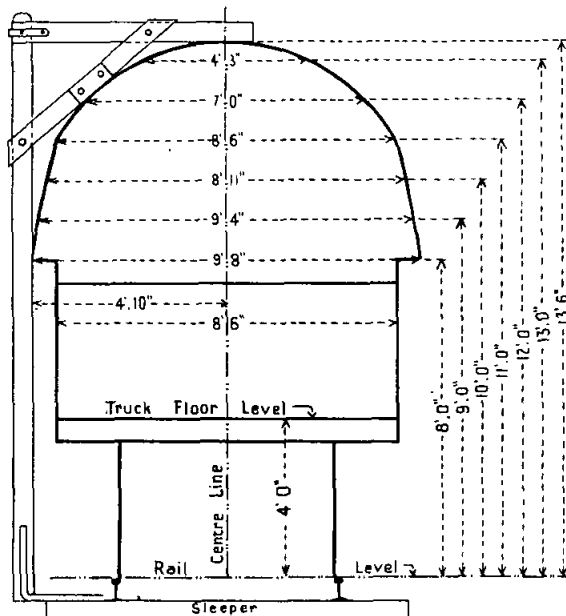
23. BULKY ARTICLES.

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the Loading Gauge diagram shown hereunder.

LOADING GAUGE LIMITS.

The authorised broad gauge measurements for loads are 13 feet 6 inches from the rail level in the centre, gradually rounded to 11 feet in height at the sides at which height the load must not exceed 8 feet 6 inches across, and from that point should taper to a maximum of 9 feet 8 inches at the level of the side of the truck and must not project more than 6 inches over the truck at each end.

Articles exceeding these measurements shall not be received and carried except under special agreement.



24. 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 226)

25. CLAIMS.

Claims for loss, injury, damage, deviation, misdelivery, delay, or detention to any consignment of goods or live stock tendered for conveyance by railway, will not be allowed unless lodged in writing with the Commissioners within fourteen days after the date when delivery of the whole or any part thereof was given, or in the case of non-delivery, within twenty-eight days after the date on which the consignment was tendered for conveyance; and no claim for damage or loss will be allowed in respect of any consignment for which a clear receipt is held if lodged after removal of the consignment or any part thereof from railway premises.

26. SALE OF GOODS.

Any goods, parcel, luggage or thing of any description whatsoever on the railway premises, or stored elsewhere by the Commissioners, which are not claimed and removed by the owner 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, parcel, luggage or thing likely to deteriorate may be sold forthwith.
- (b) All empties may be sold after the expiration of seven days.
- (c) All other goods, parcel, luggage or thing may be sold after the expiration of three months.

27. 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 :—

	On week days other than Saturdays		On Saturdays	
	a.m.	p.m.	a.m.	a.m.
Melbourne Goods Depot— Inwards				
(a) Perishables	12.01	to 4.45	12.01	to 11.45
(b) General	7.30	to 4.45	7.30	to 11.45
			For delivery of goods from No. 1 (Grain) Shed applica- tion must be made to the Goods Superintendent's Office.	
			Montague Shipping Shed is open for delivery of truck load consignments only.	
Outwards	7.30	to 2.30	a.m. 7.30	a.m. 11.45 (For truck load consign- ments only).
Suburban and Country stations	8.30	to 5.0	8.0	to 12 noon

28. DEMURRAGE.

GENERAL TRAFFIC.—The following provisions, marked respectively from 1 to 6 inclusive 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 41s. 8d. per four-wheeled truck, 83s. 4d. per bogie truck, and 166s. 8d. per 50 ft. Q, QB, S or E 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 a truck shall be performed by the owner or consignee, the period allowed for unloading after the placing of any truck shall be as specified hereunder, and if the unloading of goods from such truck be not completed within that period, demurrage at the rates specified shall be imposed and levied :—

Days of Placing	Period allowed for unloading after placing
Mondays to Fridays inclusive	8 working hours Exception—Trucks which are placed at or after 1 p.m. on a Friday must be unloaded not later than noon on the following day
Saturday— Melbourne Goods Depot ...	4½ working hours
Elsewhere ...	4 working hours

4. Notwithstanding anything to the contrary contained in the immediately preceding clause 3, demurrage shall be imposed and levied on each and every truck loaded with goods which is detained at any station yard, depot, or other location, owing to accommodation not being available for the placing of such truck :—
 - (i) at a private siding at the location to which the goods have been consigned;
 - (ii) at a public siding at the location to which the goods have been consigned if the consignee of the goods is at the same time incurring demurrage on a truck already placed at the said siding.
5. Notwithstanding anything to the contrary herein contained (a) the proper employee of the Commissioners may direct that certain specified trucks be unloaded within a prescribed period of less than the number of working hours specified in clause (3), 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.
6. For the purpose of the foregoing provisions the working hours of each day shall be as shown in General Condition No. 27.

The operation of the foregoing provisions, marked respectively from 1 to 6 inclusive, shall not be applicable to any Sunday, nor to any other day which may be declared by the Commissioners as a public 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, Corio Quay, Warrnambool Pier, Portland

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

(a) A demurrage charge of 41s. 8d. per four-wheeled truck, 83s. 4d. per bogie truck, and 166s. 8d. per 50 ft. Q, QB, S or E 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 prescribed hereunder :—

The total number of trucks on hand for each of the places herein mentioned for each consignee shall be ascertained and computed at 7.30 a.m. daily, and the total number of trucks unloaded or reconsigned to another station by or on account of each such consignee during the succeeding 24 hours ending at 7.30 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 be only 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 7.30 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 7.30 a.m. on Monday and 30 trucks containing goods for that consignee are unloaded or reconsigned to another station during the 24 hours ending at 7.30 a.m. Tuesday, demurrage would then be due on ten 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 for 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 unfavourable conditions, the Commissioners will, on request, investigate and accord fair consideration to every claim for a refund of the demurrage charges which accrued during the period of such unfavourable conditions.

29. LOADING AND UNLOADING CHARGES.

(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 tons lots), sugar, rice, beer in bulk, galvanized iron in cases, wool, milk, and cream at the package rate, other single packages at the package rate, consignments not exceeding 3 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 at stations other than those provided for in clauses (d) and (e), of goods in Classes "Firewood," "Firewood plus 20%," "Manure," "Coal," "M," "Special M," "A.P.," "Grain," "S.A.P.," "Unseasoned Hardwood Timber," "Sand," "Wheat," "Flour, Bran and Pollard," "A," "AA," "B," "BB" and "C" and all other goods not provided for in clause (a) of this condition, shall, 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

4s. 0d. per ton will with certain exceptions be made for each service, which charge shall 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.

(c) The loading and unloading of all goods at no-one-in-charge stations or at stations in charge of caretakers must be performed by or at the cost of the consignor or consignee, as the case may be.

(d) MELBOURNE.

(i) Full truck loads, for one consignee, of ashes, asphalt, bark, bones, bone dust, bottles, bricks, firebricks, clay, coal (loose or in bags), compressed fodder, coke, empty returned cases, crates, and jars, fellos, fuller's earth, gravel, gypsum, hay, hides, horns, lime, manure, plaster, potteryware, pyrites, old metal, old rope, road metal, pitchers, quarts, sand, scrap iron, screenings, shell grit, skins, straw, slates, tallow, vegetables (loose), and tiles may be loaded and unloaded by the owners; if done by the Commissioners, a charge of 4s. 0d. per ton for each service shall be made.

(ii) All goods, other than those specified in Clause (a) and Clause (d) Sub-clause (i), will be loaded and unloaded by the Commissioners, and a charge of 4s. 0d. per ton for each service shall be made in respect of goods carried at rates less than Class 1, with the exception that the charge for each service shall be 3s. 4d. per ton for the following commodities :—

Barley	Lupol	Parsnips
Barley Meal	Maize	Peas
Beans	Malt	Pollard
Beetroot	Malt combings	Potatoes
Bran	Mangel-wursel	Pumpkins
Carrots	Meal, wheaten, for	Roots and seeds, agri-
Chaff	breadmaking	cultural, grass, sun-
Ensilage	Millet	flower, and vegetable
Flour, white and brown	Molascuit (cattle food)	Rye
Fodder, compressed	Molasses and treacle	Salt, unrefined
Fruit, fresh	for cattle food, on	Seaweed
Grain not otherwise	declaration	Sharps
specified	Oats	Turnips
Hay and straw in	Oil cake, for cattle food	Wheat
bundles or bales	Onions	Wheat, poisoned, for
Linseed		rabbit killing

(e) 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 4s. 0d. 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 or Ballarat East from or forwarded from Ballarat or Ballarat East to Melbourne or Geelong will be unloaded or loaded, as the case may be, at Ballarat by the Commissioners without charge.

30. WEIGHING OF GOODS.

(a) All grain in bags, viz., wheat, oats, barley, rye, and maize consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighbridges by sworn weighers appointed under the provisions of section 170 of the *Railways Act 1928*, No. 3759.

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 4s. 0d. for each four-wheeled truck, and 8s. 0d. for each bogie truck, including 44-ton E trucks, and shall be paid by the consignor or consignee, or both, as the case may be.

Bulk wheat shall not be weighed except under the conditions shown in clause (b). Freight charges on bulk wheat shall be computed on the weights furnished by the Grain Elevators Board or by Flour Millers.

(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 at the option of the Commissioners be used to ascertain the weight of any goods if so required by the consignor or consignee at the charges specified hereunder :—

1. WEIGHING MACHINES—

When the labour is supplied by the Commissioners, 2s. 1d. per ton; minimum charge, 1s. 6d.

When the consignor or consignee supplies the labour, 10d. per ton; minimum charge, 1s. 6d.

2. CART WEIGHBRIDGES—

	At Melbourne Goods Depot	At all other Stations
Firewood, coal, or coke, load not exceeding 2 tons ...	1s. 3d.	1s. 3d.
Goods (except firewood, coal and coke), load not exceeding 2 tons ...	1s. 11d.	1s. 6d.
All goods, load over 2 tons, and not exceeding 5 tons ...	1s. 11d.	1s. 11d.
All goods, load over 5 tons ...	4s. 0d.	4s. 0d.

3. TRUCK WEIGHBRIDGES—

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

Each four-wheeled truck including UB truck ...	4s. 0d.
Each bogie truck, including 44-ton E truck ...	8s. 0d.

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

Each four-wheeled truck, including UB truck ...	10s. 3d.
Each bogie truck, including 44-ton E truck ...	20s. 6d.

(c) Attention is called to Section 170 of the Railways Act 1928, No. 3759, 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 swear by Almighty God (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."

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

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

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

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

31. STORAGE CHARGES.

(a) 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 such goods stored in the sheds or warehouses, or on the platforms of the Commissioners, provided that no storage charges shall be imposed in respect of agricultural produce and artificial manure stored on the platforms when there is room therefor without interfering with the handling of other goods on such platforms. (Storage of certain artificial manures is not permitted in sheds.)

Weight of Goods	In Sheds or Warehouses	On Platforms
10 cwt. or under	9d. Per Day	8½d. Per Day
Over 10 Cwt.—per ton or part of a ton ...	1s. 5½d. Per Day	1s. 1d. Per Day
Minimum charge	2s. 3d.	1s. 10d.

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 so stored 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	5d.	} 1s. 6d.
Over 10 cwt.—per ton or part of a ton ...	9d.	

(b) (i) Any goods (including wool) unloaded at—

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

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 ... 4s. 0d. per ton, or part of a ton exceeding 1 ton, per day or part thereof.

For consignments of less than 1 ton	First day ... Second day ... Each succeeding day	Not exceeding 2 cwt.	Over 2 cwt., and not exceeding 5 cwt.	Over 5 cwt., and not exceeding 10 cwt.	Over 10 cwt. per ton or part thereof
		1s. 1d.	1s. 5½d.	2s. 0d.	4s. 0d.
	...	0s. 9d.	1s. 1d.	1s. 5½d.	2s. 11d.
	...	0s. 5d.	0s. 9d.	1s. 1d.	2s. 0d.

Any portion of a day shall be charged for as one day. Minimum charge 1s. 6d.

(ii) 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 at which the goods may be removed, he shall pay to the Commissioners a storage charge in respect of the goods at the rate of 4s. 0d. 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.

(c) MONTAGUE SHIPPING SHED.—Any goods discharged from vessels at Port Melbourne or Williamstown Piers, or at the Victoria Dock respectively and conveyed thence by rail to the Montague Shipping Shed or outside platforms there, may at the convenience of the Commissioners, be allowed free storage in the Montague Shipping Shed or on outside platforms there for three working days after the final discharge of cargo from the railway trucks into the Montague Shipping Shed or on to outside platforms there, provided that in no case shall this free storage period be less than six working days after the final discharge of the cargo from the ship into railway trucks, and a charge at the rate of 4s. 0d. per ton per day or part thereof, minimum charge 4s. per day, shall be imposed for any subsequent period the goods remain in the Montague Shipping Shed, or on outside platforms there. The charges on consignments weighing more than one (1) ton shall be computed pro rata to the nearest quarter of a ton subject to any weight up to 2 cwt. 2 qrs. in excess of any quarter of a ton not being charged for.

If in the opinion of the Commissioners the non-removal of goods within the period of free storage hereinbefore prescribed has been due to some cause beyond the control of the consignee of the goods then the Commissioners may if they think fit on the application of the consignee grant a refund of such part of the said storage charges as they consider reasonable.

Notwithstanding anything contained herein the Victorian Railways Commissioners or their authorized officer may at any time after the expiration of the period of free storage without notice remove or order the removal to a warehouse of any such goods and the consignee or owner of the goods shall pay all charges and expenses connected with such removal including the warehouse rent and charges in addition to the said storage charges provided that no goods liable to duty shall be removed unless with the consent of or by arrangement with the Collector of Customs.

(d) CONTRACTOR'S PLANT.—The charges for the storage of Contractor's engines and trucks shall be 4s. 0d. and 2s. 1d. respectively each per month.

(e) FOR STORAGE ON.—Firewood, Stone, Sand, Metal Screenings, etc., at Suburban stations, see page 121.

(f) STORAGE ON WOOL.—See page 193.

No storage charges shall be imposed in respect of Sundays and days declared by the Commissioners as holidays for goods sheds.

32. TARPULINS.

(a) The Commissioners do not guarantee that any goods consigned at the Owner's Risk Rate will be covered with a tarpaulin or a tarpaulin which is properly water-proof or any other covering and they shall not be liable for any loss, injury, or damage in any way caused to such goods by the absence thereof.

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

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

* Potatoes, old, consigned at Commissioners' Risk, must be covered and the charge for tarpaulins imposed in addition to the Commissioners' Risk rate.

(c) If the consignors desire that any goods of the nature of those described above be covered, a charge of 10s. 7d. for each tarpaulin used on the journey shall be made, and a demurrage charge of 10s. 7d. 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.

(d) 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 2s. 1d. for each tarpaulin will be imposed.

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

33. 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 3s. 11d. 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 for other than the first re-consigning.

(f) Goods unloaded at the Melbourne sheds and afterwards consigned to another station shall, if hauled from the inwards shed to the outwards shed by the Commissioners be charged 5s. 7d. per ton, minimum 3s. 4d.

34. LIMIT OF SIZE OF BAGS OF GRAIN, ETC.

Attention is called to Section 87 of the Railways Act 1928, No. 3759, which prescribes that:—

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

35. COMPUTATION OF MILEAGE.

The freight charges on all goods and live stock shall be computed as for the shortest mileage by which such goods or live stock 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 or live stock passing from one line to another shall be computed *via* the junction station.

36. QUOTATION OF RATES AND FREIGHT CHARGES.

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

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

37. USE OF RAILWAY CRANES.

(a) Consignors or consignees or their servants or agents may be permitted to use a crane or other loading or unloading facility provided by the Commissioners at any railway station yard depot or other location up to the extent of the maximum load indicated on such crane or other facility.

(b) The Commissioners shall not be liable for any injury or damage to any person or property caused by a breakdown in any part of such crane or other loading or unloading facility at a time when the maximum load indicated thereon is being exceeded unless a servant of the Commissioners is operating the crane or other facility at such time.

(c) When a departmental crane is used for handling material, not carried by rail, a charge of 7s. 11d. per ton (minimum charge 30s. 10d.) shall be imposed. The use of a crane for handling such material shall only be permitted when it is not required at the time for handling consignments railed or to be railed.

Conditions in Respect of the Carriage of Exhibits for Shows, etc.

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

They may also, by special arrangement with the Chief Commercial Manager, be made operative in respect of :—

Agricultural machinery sent for field trials in which a number of machines participate.
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 endorsed accordingly.

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

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

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

Tarpaulins, if used at request of owner to cover live stock trucks, shall be charged for at the rate of 10s. 7d. per tarpaulin.

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

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

6. Exhibits must be loaded and unloaded by or at the expense of the consignors or consignees. In all cases where Show exhibits are loaded or unloaded by the department the charges prescribed for the service shall be imposed.

7. Exhibits, other than live stock, may, where alternative rates apply (see General Condition No. 4), be consigned on the forward or the backward journey at the sender's option either at the rates and conditions prescribed in the Goods Rates Book for carriage at Commissioners' Risk or at Owner's Risk. On the backward journey, when consigned at Commissioners' Risk, the full Commissioners' Risk rate shall be imposed, but if such exhibits be consigned at Owner's Risk they will be carried "free."

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

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

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

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

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

10. District exhibits forwarded by local Agricultural Societies to the Royal Agricultural Show shall be carried on the forward journey at the Grain Rate subject to the tariff for "Smalls" and returned "free" under the usual Show conditions.

11. 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, required to load exhibits.

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

DEFINITION OF PACKING FOR CARRIAGE OF GOODS AT COMMISSIONERS' RISK.

(A) BAGS.—Bags new or in a condition equal to new shall be made of jute, canvas or calico of sufficient strength to carry the contents. The openings of the bags must be securely sewn to prevent the escape of the contents.

(B) BALES.—Bales shall consist of packages wholly covered with hessian or canvas of sufficient strength and thickness to carry the contents and shall be completely sewn up or secured by metal clips or staples.

(C) FIBREBOARD CONTAINERS.

"Solid fibreboard containers and corrugated fibreboard containers must be new and of such composition and strength to comply with the following specification."

(i) Solid fibreboard containers must be made of three or more plies of basic fibreboard of good bending quality with all plies firmly glued together and the outer facing water resistant to the degree specified in Section 8 (E).

(ii) Corrugated fibreboard containers must be made of double-walled or triple-walled corrugated board of good bending quality with each facing firmly glued to the corrugated sheet and the outer facing water resistant to the degree specified in Section 8 (E).

(iii) For any fibreboard container and its contents to be accepted for carriage by rail at Commissioners' Risk, the following requirements must also be complied with:—

TABLE A.

Maximum Gross Weight of Contents :	Minimum Average Bursting Test in Lbs. per sq. Inch Mullen or Cady	Solid Fibre Containers Board Thickness	Corrugated Fibre Containers Thickness of Facings				
			Double Wall Single Corrugation		Triple Wall Double Corrugation		
			Outer facing	Inner facing	Outer facing	Centre facing	Inner facing
40 lbs.	175	.080"	.016"	.014"	.016"	.014"	.014"
60 lbs.	200	.080"	.016"	.016"	.016"	.014"	.016"
90 lbs.	275	.095"	—	—	.016"	.014"	.016"
112 lbs.	350	.115"	—	—	—	—	—

(iv) Contents of Fibreboard Containers.

(a) The contents of any container must not exceed the maximum gross weight set out in the above Table "A."

(b) Liquids or solids—in glass or earthenware containers must be packed with internal liners and/or partitions to afford adequate protection against breakage or damage. Partitions which must be used with all glass or earthenware containers, must be the full height of such containers.

The capacity of any glass or earthenware container must not exceed 5 pints.

- (c) Liquids or solids in tins must be packed so as to provide adequate protection against breakage or damage. The quantity of liquid in any one fibreboard container must not exceed 6 gallons, with the maximum capacity of any one tin not exceeding one gallon.
- (d) Articles other than substances contained in glass or earthenware bottles or jars, or in tins, must be packed as necessary to provide adequate protection against breakage or damage.
- (v) **Manufacturers' Joint of Containers.**
- (a) **Stitched joint**—of flat wire at least 3/32 inch x 0.019 inch formed into staples about 7/16" wide, with maximum spacing between stitches of 2 inches.
- (b) **Tape joint**—cloth tape or sisal reinforced kraft tape minimum width 2 inches.
- (c) **Glued laminated joint**—constructed by the removal of corrugated sheet and centre liner, if one is used, and splicing inner and outer facings over the end of abutting double faced corrugated board.
The overlap must extend not less than 1" and both facings be securely glued.
- (d) **Glued lap joint.** The sides of box forming joint must lap not less than 1½" and be firmly glued throughout the entire area of contact.
- (vi) **Manufacturer's Certificate.**
Each container must bear the manufacturer's name and certificate showing the maximum gross weight of contents which the container is designed to carry.
- (vii) **Sealing of Containers.**
- (a) The four flaps on the tops and bottoms of containers must be securely fastened with suitable adhesive covering at least 50% of contacting flap area.
or
- (b) The flaps stitched with wire or staples of sufficient strength and number to securely fasten the containers.
- (viii) **Testing of Fibreboard.**
- (a) **Sampling.**
All tests to be made on samples taken from containers in good condition.
- (b) **Conditioning.**
All tests shall be made after the board has reached equilibrium at a relative humidity of 65% and temperature of 20°C.
- (c) **Thickness Test.**
The thickness of solid boards and facings shall be determined by measuring the thickness of each of 10 samples of the material and taking an average of the readings obtained. A dial type micrometer, having a circular foot between 0.56" and 0.65" in diameter, and a pressure of 7 to 9 lbs. per sq. inch shall be used for this purpose. A manufacturing tolerance on thickness of -5% shall be permitted.
- (d) **Bursting Strength.**
The bursting strength test shall be carried out in the manner described in Aust. Standards specification N. 21. Six tests shall be made, 3 from each side of the board. If the board fails to pass this test, 24 tests shall be made, 12 from each side of the board. If the average of these tests does not fall below the value as specified in Table "A," the board shall be considered to pass the test. All two-pop tests shall be considered void.
- (e) **Water Resistant.**
The outer facing of the container shall be water resistant so that the water absorption (Cobb/30 min.), when determined by the method described in Aust. Standard specification N. 21, shall not exceed 150 grammes per sq. metre.
- (D) **CASES.**—Cases must be constructed of wood and have solid or closely fitting sides, ends, tops and bottoms, securely fastened without projecting nails, screws or bolts, and be of sufficient strength and rigidity to safely carry the contents during handling and transit. Cases must hold the contents securely in place and be so constructed that the contents may be taken into and out of the vehicle within the case. Cases of unusual size and carrying heavy weights must, unless otherwise provided be strapped with metal or wire binding, or be re-inforced by cleats. When the contents of a case include a tin or tins without cushioning material, the internal dimensions of the case must be such that the tin or tins are a close fit and unable to move about within the case after closing.
- (E) **WOODEN BARRELS OR CASKS (wet).**—A barrel or cask is a round bulging coopered wooden container made of staves, heads and hoops, and constructed to hold liquids without leaking. Staves and heads shall be constructed of the best quality of barrel making woods well seasoned, free from knots, worm holes, patches and other defects. The barrels must be new or in condition equal to new and the bilges must be well cambered. The heads must be without signs of "rippling," and made of one piece or of two or more pieces closely fitted and held securely in crozes (grooves) by hoops.

The timber must conform to the following sizes :—

Capacity of barrel	Thickness of staves and heads not less than
Up to 20 gallons ...	$\frac{3}{4}$ "
21 to 36 gallons ...	1"
37 to 65 gallons ...	1 $\frac{1}{2}$ "

Barrels of any capacity for the carriage of beer must be constructed of staves and heads at least one and one half inches thick.

(F) **WOODEN BARRELS OR CASKS (dry).**—A barrel or cask to carry dry commodities is a round coopered wooden container made of staves, heads and hoops. Staves and heads must be constructed of the best quality of cask making woods well seasoned, free from knots, worm holes, patches and other defects. The hoops must be so fitted that the heads will be held securely in place, in order that there will be no possibility of leakage or sifting. If the heads are one half inch or more in thickness they may be countersunk or set below the crozes (grooves), but must be secured by two or more battens extending completely across the heads, and the ends of the battens must be nailed to the sides of the container or the heads held in place by a head liner. The barrels and casks must be new or in condition equal to new and the staves and heads must be constructed of timber at least one half inch in thickness. The maximum weight of a (dry) barrel and contents must not exceed 5 cwt.

(G) **CRATES.**—Crates must be constructed of wood and be of strength and sufficient rigidity to safely carry the contents during handling and transit. The crates must protect the contents on the sides, ends, tops and bottoms, and no part of the contents shall protrude. The crates must hold the contents securely in place and be so constructed that the contents may be taken into and out of the vehicle within the crates. Surfaces liable to be damaged must be fully protected. The sides of the crates must be diagonally braced and the battens must be of sound timber free from defects that materially lessen their strength, and the space between the battens must not exceed three inches. Crates of unusual size or carrying heavy weights must be strapped with metal or wire bound. Crates in cylindrical form must be re-inforced at the ends by metal or wire binding.

(H) **FURNITURE.**—

1. All removable handles, rails, castors and similar projections should be dismantled, or protected as shown in clause 2.
2. Unremovable projections and corners and edges should be well padded with either woodwool, corrugated cardboard, or felt strips, and the packing tied into position. Tables, chairs or other items of furniture with legs not otherwise braced must be suitably battened.
3. All polished or upholstered surfaces to be covered with :—
 - (a) one layer of under carpet felt, or
 - (b) two layers of glossy paper, or
 - (c) four layers of newspaper.
4. The final protection to be a layer of heavy sisalkraft or heavy standard wrapping paper (not ordinary brown paper) hessian, cloth or similar covering, securely tied.
5. If flock or felt lined calico or canvas covers are used, the internal paper wrapping is not necessary.
6. If standard felt lined calico or canvas covers are used as external covering, the location of the glass portions of the furniture must be marked on the outside of the covers "glass with care," otherwise glass portions of furniture must not be covered by packing, but must be left exposed.
Movable mirrors are to be dismantled, packed, crated and marked "Glass with care," except those which can be secured inside of wardrobes, etc., unremovable mirrors should be cross tied with rope to avoid breakage should the metal clips fail to hold.
7. **Furniture with laminex, formica or similar surfaces.** Pack as in Clauses 3 and 4 and mark outside wrapping "Laminex, etc."

SPECIAL SPECIFICATIONS FOR CERTAIN ARTICLES.

8. **Pianos, Piano-players and Organs.**—To be packed in cases with the bottoms and the backs of the instruments securely screwed to the cases.
9. **China, crystal and cocktail cabinets.**—To be packed in wooden cases or wooden crates with suitable internal wrappings. The outsides of the cases or crates should be marked "Glass with care." Glass shelves should be removed and crated separately.
10. **RADIO SETS.**—

Console, radiogram, and car radios.—In triple walled double corrugated fibre containers.

Mantle type.—In double walled single corrugated fibre containers with internal liners. Knobs and dials must be so protected that they will not contact the outer walls of the containers. The outsides of all containers should be marked "Radio—fragile."

11. **Chairs not upholstered or polished.**—Pad corners and wrap in one layer of heavy standard wrapping paper.

12. **REFRIGERATORS (Domestic type) :—**

(a) Cover enamel surfaces with four layers of newspaper or one layer of waterproof paper, and completely enclose in strong wooden cases or diagonally braced wooden crates suitably cleated with felt faced cleats to prevent abrasion and internal movement. The spaces between the battens of the crates must not exceed 3 inches, and the sides and ends of each crate must be diagonally braced. The refrigerators should be bolted to the bases and the backs of the cases and crates.

(b) Brand the cases or the crates with the words, "Refrigerator, This End Up."

Commercial Type.—Packing as for the household type, but when crates are used the spaces between the battens must not exceed 6 inches.

13. **Clocks.**—Pack in cases and protect against internal movement. Mark "Fragile—Handle With Care."

14. **Electric radiators.**—Pack in cases or solid fibreboard containers and protect against internal movement.

15. **Sewing machines.**—

(a) Treadle—In strong cases or crates sufficiently packed to prevent internal movement.

(b) Electric—In strong cases sufficiently packed to prevent internal movement.

16. **Mattresses.**—

(a) Wire, with wooden rails—Cover side and end rails with one layer of heavy standard wrapping paper.

(b) Steel, Spring or Flock—Wrap in two layers of heavy quality sisalkraft or heavy standard wrapping paper (not ordinary brown paper).

17. **Ornaments.**—In cases or crates with suitable internal protection and marked "Fragile—Handle With Care."

18. **Pictures.**—To be packed in cases or crates and the outsides marked "Fragile—Handle With Care."

(I.) **DRUMS FOR LIQUIDS.**—Drums of 4 and 5 gallon capacity must be constructed of the best quality steel, 24 Birmingham Gauge.

Every drum must be clearly marked by embossing as follows :—

(a) The nominal capacity.

(b) Gauge of steel.

(c) Year of manufacture, i.e., 4—24—54.

Drums must be either new, or in condition equal to new. The construction and marking must be in accordance with the Australian Standard Specification (E)K.503.

Drums of 10 gallon capacity and over must be made of good quality thoroughly annealed low carbon, mild steel sheets, in accordance with the following specifications :—

Nominal capacity Imperial gallons	Minimum thickness of body and head B. G.
10	18
12½	18
25	18
44	16

Every drum must be clearly marked as follows :—

(a) The gauge of the steel used (Birmingham Gauge).

(b) Nominal capacity (Imperial gallons).

(c) Year of manufacture, i.e., 16—44—54.

The drums must be either new or in condition equal to new.

The construction and marking must be in accordance with Australian Standard Specification K.87, in all details.

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(J.) DRUMS MADE OF MILD STEEL WITH LEVER OR CRIMPED LIDS, OR OTHER SUITABLE LARGE APERTURE CLOSURES FOR POWDERS AND SOLIDS.

Side seams to be electrically butt-welded. Ends double seamed to the body. Drums to be made liquid tight by suitable resilient gaskets under the lids.

Drums must conform to the following specifications :—

Nominal capacity Imperial gallons	Minimum thickness of body and head B. G.
44	18
25	20
12½	20
5	24
4	24

(K.) JARS, earthenware or glass. 1 to 3 gallon capacity, in cases or crates, protected by cushioning material, maximum 2 jars to a case or crate; jars must be separated by a wooden partition.

Earthenware jars may be packed in wickerwork.

(L.) CARBOYS.—Glass, in wooden cases with an efficient protective device or bridge covering the projecting neck of the carboy. Straw, woodwool or similar material must completely fill the space between the carboy and the wooden case, except when rubber cushioning pads are used.

Internal Packing.

When articles are packed in a container they must be protected by or with partitions, wrappers, straw, sawdust, woodwool or other cushioning material that will afford adequate internal protection against injury and damage.

Marking and labelling.

Cases, crates, fibreboard containers or packages which require to be so carried must be marked "TOP, THIS SIDE UP."

When such packages contain fragile articles or articles in glass or earthenware, they must be so consigned and marked or labelled "FRAGILE, HANDLE WITH CARE" or "GLASS HANDLE WITH CARE."

Addressing.

All consignments must bear a clear and legible address showing the consignee's full name and destination station or initials over the designated station brand. All interstate consignments must show the full name of the consignee, the destination station and State.

Alphabetical Classification of Goods.

Abbreviations and References.

Abbreviations :—

N.O.S. Not otherwise specified.
 C.R. Commissioners' Risk.
 O.R. Owner's Risk.
 P.C. Per Centum.

References :—

* For concessions to Victorian Country Industries see pages 139 to 148.

Packing References :—

Articles in the following classification referenced by the symbols a, b, c, d, e, f, g, h, i, j, k, or l when in good order and condition and packed to the satisfaction of the Commissioners, in the manner prescribed hereunder opposite the respective symbols, and when the containers used conform to the specifications appearing under the heading "Definitions of Packing" page 26 hereof may, at the sender's option, unless expressly stipulated as being carried at the owner's risk only (see General Condition No. 4) be consigned for carriage at Commissioners' risk rate and conditions.

- a In bags.
- b In bales.
- c In fibreboard containers.
- d In cases.
- e In barrels (wet).
- f In barrels (dry).
- g In crates.
- h Packed in accordance with specifications for furniture.
- i In drums (wet).
- j In drums (dry).
- k In jars.
- l In carboys.

Articles not referenced by one of the above symbols, which by their nature do not require packing, may, except otherwise herein provided (see General Condition No. 4) be consigned for carriage at Commissioners' risk rate and conditions.

Tonnage Minimum References :—

Except where otherwise provided the minimums prescribed in General Condition No. 15, page 12 shall be applicable.
 Special tonnage minimums indicated by one of the reference marks shown hereunder shall apply where provided for in the Alphabetical Classification of Goods.

Reference	Tonnage Minimum applicable							
	Per 11 ton truck		Per 16, 22 or 27 ton truck		Per "QR" Truck		Per "Q," "QB," "E" or "S" Truck	
	Tons	Cwt.	Tons	Cwt.	Tons	Cwt.	Tons	Cwt.
aa	6	0	6	0	—	—	—	—
ab	6	0	8	0	—	—	—	—
ac	5	0	7	10	10	0	17	0
ad	7	0	10	0	—	—	—	—
ae	7	0	10	10	—	—	—	—
af	8	0	12	0	16	0	24	0
ag	6	0	8	0	12	0	16	0
			High sided 16 ton truck	0				
ah	5	0	5	0	10	0	—	—
ai	10	9	15	4	25	0	25	0
aj	9	10	14	5	—	—	—	—
ak	7	0	10	0	14	0	20	0
			High sided 16 ton truck	8				
				10				

NOTES.

1. All goods not specified in the Classification of Goods in Volumes 1 and 11 shall be charged Class 2 rates Owner's Risk.
2. Wherever in the Classification of Goods in Volumes 1 and 11 Up journey rates are specified, they shall apply only for the mileage on the direct Up journey from the forwarding station, but shall not be operative in respect of goods carried by water to ports and railed thence on the Up journey, provided that commodities consigned direct for export from country stations to Port Melbourne pier or Williamstown pier shall be charged Up journey rates where specified for the actual mileage to such piers.
3. Up journey rates are not applicable in respect of consignments forwarded from suburban stations within 20 miles of Melbourne (Flinders Street or Spencer Street).
4. Raw materials for Victorian Country Industries, consigned at suburban stations situated within 20 miles of Melbourne and forwarded on Up journey to Melbourne or to the junction station and thence on Down journey to destination, shall be charged the reduced Down journey rate where specified for the total mileage from the forwarding station to the destination station.
5. For goods despatched between stations involving an Up and Down journey rate, the charges shall be computed on the sum of the Up and Down journey rates if cheaper than the through Down journey rate. Where the route embraces two or more Up and Down journeys, the total Up mileage is to be charged at Up journey rate, and the total Down mileage at Down journey rate, if cheaper than the through Down journey rate. Consignments forwarded from country to suburban stations within 20 miles of Melbourne, and involving an Up and Down journey rate, shall be subject to the District rates provisions.
6. When goods which are charged at a reduced rate on the Up journey are forwarded over a route embracing both an Up and Down journey, and a District rate operates in respect of the latter, such goods shall be given the benefit of the District rates on the Down portion of the journey.
7. Wherever in the Classification of Goods in Volumes 1 and 11 an entry is made after any commodity thus, "Minimum 2s. 0d.," it means that the actual weight of such commodity shall be charged for at the rate shown, subject only to the minimum charge stated, and irrespective of the tariff for "Smalls."
8. Wherever in the Classification of Goods in Volumes 1 and 11 an entry is made after any commodity "Smalls Minimum" it means that such commodity shall be charged at the Classification rate shown subject to the tariff for "Smalls" and shall not be charged at the higher alternative rate for smaller quantities.
9. Class S.A.P. less 10 per cent. shall not be less than class "Grain."
10. Class "A," less 10 per cent. shall not be less than class "Grain."
11. Class "B," less 10 per cent. shall not be less than class "A."
12. Class "B," plus 25 per cent. shall not be more than class "C."
13. Class "C," less 20 per cent. shall not be less than class "B."

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
A.		
(For Explosives and Goods of a Dangerous Nature see Volume 11)		
Acetate of Lime "Smalls" Minimum	B	a, c, d, f
" " (see aa)	A	
Acids Non dangerous		c, d, e, j, k, l
" n.o.s.	2	
" Citric	2	
" Lactic	A	
" Tartaric	*2	
Advertising Materials (see page 136)		
Aerated Water (see soft drinks)		
Aeroplanes or Gliders—Aeroplanes or Gliders or sections of aeroplanes or gliders such as wings, tails or fusilages		d, g
Per truck		
Per mile		
s.d.		
4 wheeled	3.4	} Minimum charge £5.7.6
"QR" bogie	6.8	
"Q" "E" or "S"	10.0	
Agricultural Implements and Machines n.o.s. (Vehicles excepted)		
Packed	*1	d, g.
Set up, Loose	C.R.	
O.R.	*1 plus	10 p.c.
In pieces, in cases or in bundles (see ae)	*C	d, g.
Parts of, including castings and mouldings—		
Finished	*1	d, g.
In the rough and not machined or polished	*C	d, g.
" " (see ae)	*C less	20 p.c.
Secondhand—(see page 56)		
Ale, Beer and Stout		d, e, g, i.
Bulk—		
n.o.s.	C)	
Produce of Commonwealth on "up" journey	*B	
Bottled—		
n.o.s.	2	
" (see ae)	1	
Produce of Commonwealth	*1	
" " (see ae)	*C	
Bulk and bottled, mixed lots, Produce of Commonwealth, minimum quantity of bulk, 1 ton (see ac)	*C	
Certified by Customs Department to be unfit for consumption (see ae)	M	
Alum (Alumina Sulphate) and Alum Cake	C	a, c, d, f, i, j.
Alumina, Sulphate of (Water purifier)	*A	
Aluminium, n.o.s.	2	d, g.
" Ingots	C	
" Roofing Sheets, corrugated	C	d, g.
" Scrap	B	a.
Alumite	M	
Ammonia—		
Liquor. In Owner's tank truck, minimum 35 tons per tank truck (Empty tank trucks shall be returned free).	C less	33½ p.c.
Sulphate of (see Manures)	A,	a, c, d
Ammonium Chloride	C	a.
" (see ai)	B	
1	1	
Animals (See Live Stock)		
Ant exterminators	A	c, d.
Antimony—		
Oxide	A	a.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Anvils	1	
Aqueous Liquid (see ae)	M	d, g, i, k, l.
Architraves, Hardwood and Softwood. (See Timber).		
Arms and Raisers, hardwood (for telegraph or electric light poles) with or without attached iron braces, bolts or caps	A	
" " " " " (see ad)	A less 25 p.c.	
Arrowroot, manufactured, n.o.s.	2	c, d.
Produce of Commonwealth in bulk	B	a.
Arts, Works of, Packed	2 plus 50 p.c.	d.
" " Loose, at O.R. only	Double 2	
Artificial Manures (see Manures)		
Asphalt—		
In bags	M	a.
In blocks	A	
Boilers (see Bitumen Kettles)		
Asphaltum	C	e, i.
Asbestos—		
Flake	A	a.
Fire lumps	2	d.
Sheets (see Plaster)		
For covering steam pipes	C	b.
Ashes, n.o.s. (see af)	M	
Ashes, Wood (see Manures)		
Augers, Wheat, set up and consigned either separately or affixed to Grain Bin Trailers on Wheels	Vehicle rates	
Augers, Wheat, dismantled i.e. length of tube reduced by 50%, support from axle to tube lowered, engine protected by packing and the whole consignment reduced to one compact package and protected by side boards	2	
Axes	1	d, g.
" loose, at O.R. only	2	
Axle Arms and Boxes, Iron	*1	d, g.
B.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
§Bacon	*B, less 10 p.c.	a.
for export (see pages 155 and 188)		
Single Package Rate (see page 133)		
Bagging, teased	C	b.
Bagging, old, for paper-making	A	b.
Bags and Cornsacks, new, "Smalls" minimum	A	b.
including Calico bags and Cornsacks, second-hand minimum, 2s. 0d.	A	
Calico (new)	1	b.
Jute, Wax-paper lined	B	b.
Paper (see Paper)		
Baking Powder—n.o.s.	2	c, d.
Produce of Vic. country industry, on Up journey...	*1	c, d.
Ballast (see Stone)		
Balls, steel, for grinding (see Castings and Forgings)		
Balsa Wood	2	
Bank Notes, Bills or Orders (see General Condition No. 20)		
Bark, bundled, or in sheets—n.o.s.	B	b, g.
" " " " see (ab)	A	b, g.
" " " " Consigned to country bark mills or country tanneries in Victoria (see (ab))	*M	b, g.

§ Bacon in refrigerator trucks shall be charged Tariff Rates plus 25% subject to a minimum of the full weight carrying capacity of the truck used.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Bark, extract of, n.o.s.	A	a, c, d, f, i.
" " Consigned to country tanneries in Victoria— Minimum 10 cwt.	*A, less 25 p.c.	a, c, d, f, i.
" " " see (ab)	*M	a, c, d, f, i.
Bark—ground or chopped, n.o.s.	B	a.
" " (Minimum 9 tons per 11 ton truck and 13½ tons per 16, 22 or 27 ton truck)	A	a.
" " Consigned by Victorian country bark mills to tanneries situated within a radius of 20 miles of Melbourne or to the seaboard for immediate export beyond the State (minimum 9 tons per 11 ton truck 13½ tons per 16, 22 or 27 ton truck)	M, plus 5 p.c.	a.
" " Consigned to country tanneries in Victoria (minimum 9 tons per 11 ton truck 13½ tons per 16, 22 or 27 ton truck)	*M	a.
Bark Fibre	A	b.
Barley (see page 151)	Grain	a.
" " for seed (see page 160)		
" " Pearl— n.o.s.	1	a, c, d.
" " Produce of Commonwealth, on Up journey	B	
" " Crushed or ground "without addition of other ingredients for stock food" and so consigned	Grain	a.
" " Husks, (see (ab))	Grain	a.
Barriers, comprising posts and rails	1	
Basils (see Leather)		
Baskets and Basketware— Packed	2	d, g.
Loose, at O.R. only	2, plus 50 p.c.	
Baths, enamel, cast iron, pressed steel, and galvanized iron, and basins, enamel and cast iron— n.o.s.	2	d, g.
" " Produce of Commonwealth	*1	
Bath Heaters	*2	d, g.
Bath Screens	2	d, g.
Batteries, Wet, charged, (see Volume 11) n.o.s.	2	c, d, g.
" " Old (liquid contents to be emptied), declared on consignment note to be converted into scrap	A	
Beans— " " Cocoa or Coffee	2	a.
" " Haricot, n.o.s.	1	a, c, d.
" " " Produce of Commonwealth, on Up journey (see (af))	Grain	a.
" " Fresh, French, and Broad (same as vegetables) n.o.s. (see (af))	Grain	a.
Bearers, iron	2	
Beaver Board (as Wallboards)		
Bedplates, iron	2	
Bedsteads*, (same as Furniture)		
Bedding*, (same as Furniture)		
Beehives— " " with bees, in truck loads	* *	
" " in lesser quantities, at O.R. only	2	
" " without bees— " " set up	C	g.
" " in pieces, "Smalls" minimum	A	g.
Beer (see Ale)		

* * Full sheep truck rate plus 33½p.c.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Beeswax	*1	a, d.
Beet-root (see af) ...	Grain	a.
" " small quantities, "Smalls" minimum	A, less 10 p.c.	a
Bellows—n.o.s.	2	d, g.
" " Produce of Commonwealth on Up journey	C	d, g.
Bells	2	d, g.
Belting, leather and rubber	2	b, d, g.
Benches—carpenters' and Sloyd	1	d, g.
" " Saw	*1	d, g.
Bench Gauge	1	d, g.
Bicarbonate of Soda (see Soda)	1	d, g.
Bicycles packed	2 plus 25 p.c.	c, d, g.
" " loose, at O.R. only	Double 2	
Bicycle parts	2	d, g.
Biege* (same as drapery)		d, g.
Billiard and Bagatelle Tables, (same as Furniture)		
Biscuits minimum, 2 tons	*1	d, g.
" " smaller quantities	*2	d, g.
" " Dog	A	d, g.
Bitumen	C	
" " in Owners tank truck, fully loaded (empty tank truck returned free)	A	
" " Emulsions such as Colas, Colbion, Colfix, Emoleum, Mexphalt, Texaco, Cold Patch, Vialit	C	i.
" " Kettles	1	
" " on statutory declaration that same have been in use for 3 years or more	C	
Blackening in bulk	1	c, d, f, j.
Blacklead	2	c, d, f, j.
Blankets, Flannels and Woollens, including Woollen Rugs, and* Woollen Cloth n.o.s.	2	b, c, d.
" " Produce of Commonwealth	1	b, c, d.
" " " " on Up journey, "Smalls" minimum	*C	b, c, d.
Blinds	2	c, d, g.
Blood, dried, used in the manufacture of stockfood	AP	a.
Blue	2	c, d.
Boats (see page 131)		
Boilers and Coppers, Kitchen, Washing, &c., n.o.s. (including iron frames for boilers)	*2	d, g.
Boilers, or boiler parts, steam (all projecting parts crated or removed and cased. Second-hand to be also subject to inspection by Departmental Engineer at cost of sender, C.R.)	*1	
(see af)	*C	
Boilers Secondhand (see Machinery secondhand and mining)		
" " Tubes (see page 77)		
Bolts, iron	*1	a, d.
Bone Dust (see Manures)		
" " Flour for poultry food	AP	a.
" " Grit	AP	a.
" " Meal	AP	a.
Bones (see (ab))	M	a.
" " Bottles and Scrap Iron, mixed lots (see (ab))	M	a.
Books (see page 137)	2	c, d.
Boot Polish, Cream and Gloss	2	c, d.
Boots and Shoes	*2	c, d.
Borax and Borax Glass	1	a, c, d.
" " crude	A	a, d.
Bottles, Glass		d, g.
" " for Aerated Water and Temperance drinks minimum 2s. 0d. n.o.s. "Smalls" minimum	A	
(see (ab))	M	
" " Earthenware product of Victorian Country Industry (see ai)	M, less 21 p.c.	d, g.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Bottle caps tin for covering bottles and pickle jars, minimum 2s. 0d. ...	C	c, d, g.
Boxes, Empty, (see Empties page 122) ...	1	a, d, g.
Brackets, iron, for telegraph poles ...	*2	a, c, d.
Braids ...	Flour,	a.
Bran (see pages 115, 150 and 153)	Bran and Pollard	
Brands, iron ...	2	b, d, g.
Brandy, same as Spirits		
Brass—		
" Burnished, Rods, Sheet or Tubing ...	2	d, g.
" Ingots to Victorian Country Foundries ...	*C	g.
" Minimum 5 tons per four-wheeled truck ...	*B	
" Scrap ...	A	a, d.
Bread ...	1	d.
" Improvers, including Nymalt, Arcady, Efrontine, Bakerine, Dough-rine, Dry Gluten, Gluten flour, Malt flour, Trusol flour ...	1	a, c, d.
Breakfast Foods, such as—		
All Bran, Corn Flakes, Crispies, *Granose Biscuits, Grape Nuts, Kornies, Vita Brits, and *Veeties in packets ...	1	c, d.
Bren Gun Carriers, (same as Vehicles)		
" reconstructed for use as tractors and so consigned ...	B	d, g.
Bricks—		
" Air, metal ...	2	
" Glass ...	C	
" Enamelled and camber ...	A	
" Cindcrete or Concrete ...	M	
" Fire, Fire Clay, and Fire Lumps—n.o.s. ...	A	
" " " (see ai) ...	A, less 25 p.c.	
" " " Produce of Commonwealth, on Up journey ...	*M	
" Ordinary building (see page 137) ...	M	
" Vitrified Acid Proof, and Special Building such as Bullnose and Facing ...	A	
" " " (see ai) ...	A, less 25 p.c.	
Brine ...	A	e, i.
Briquettes, Minimum 8 tons per 11 ton truck	Fire-wood plus 20%	
14 tons per 16, 22 or 27 ton truck		
16 tons per "QR" truck		
Brooms—n.o.s. ...	2	a.
" Produce of Commonwealth on Up journey ...	B	b, c, d.
Brushware—n.o.s. ...	2	b, c, d, g.
" Produce of Commonwealth, on "Up" journey ...	B	b, c, d, g.
Buckets, metal or wooden—n.o.s. ...	2	d, g.
Buckets, fruit, (see Empties, page 123)		
Buckets, mining, iron ...	1	
Bulldozers, new, ...	2	
" Secondhand, (as Machinery, secondhand)		
Bungs, wooden ...	B	a, d.
" Steel, "Smalls" minimum ...	C	a, d.
" (sausage skins) ...	1	e.
Burry Waste, same as Wool		
Butchers Small Goods, viz., Sausages, Saveloys, Frankfurts, Germans, Black and White Puddings, Heads and Feet, Corned Beef, "Smalls" minimum ...	*C	d.
Butter ...	BB	d.
" in refrigerator trucks under special conditions shown on page 137		
" Single Package Rate, see page 133		
" for export (see pages 188 and 189)		

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Butter on declaration from the Customs Department, returned from Melbourne to Country factories to be re-worked on account of being below standard	**	
Buttermilk (desiccated) Produce of Commonwealth	BB	c, d.
" " " minimum 4 tons per four-wheeled truck...	A less 10 p.c.	c, d.
" " condensed or powdered (see page 157)	BB	c, d.
Buttons	*2	c, d.
Butts, empty (see Empties, page 127)		
C.		
(For Explosives and Goods of a Dangerous Nature see Volume 11)		
Cabinets, telephone	B	
Cable boxes, wooden	B	
" " or drums, iron	1	
Cables Chain	1	
" Electric	2	
" " minimum 3 tons per four-wheeled truck	1	
" iron or steel, second-hand	C	
" " (see (aj))	B	
Cages, bird, packed	2 plus 50 p.c.	d, g.
" " loose, at O.R. only	Double 2	
" mining	1	
Cake	2	c, d.
Cakemix	1	c, d.
Calcium Chloride—n.o.s.	1	i.
" " (see (af))	C	i.
" " forwarded to Butter Factories for refrigerating purposes and so declared on the consignment note	A	
Calico	*2	b, c, d.
Camp Equipment	2	b, d.
Candles	1	c, d.
Canes (in bundles, C.R.)	*2	
Caneite (see Wallboards)		
Canoes (see page 131)		
Cantilevers, iron	2	
Canvas	2	b, c, d.
" cut to approved sizes for agricultural machines and so consigned	1	b, c, d.
Caps, Tin, for covering bottles and pickle jars. Minimum 2s. 0d.	C	c, d, g.
Capsules	2	c, d, g.
Carbolized Sanitary Sawdust	A	a.
Cardboard, n.o.s. (same as pulpboard) strips for packing fruit so declared on consignment note	B	b.
Card Flyings	A	a, b.
" Fettlings }		
Carpeting	2	b, d.
Carrots	Grain	a, d.
" small quantities, "Smalls" minimum	A, less 10 p.c.	a, d.
Cartons	2	d, g.
" Cardboard, collapsed, "Smalls" minimum	C	d, g.
" Cardboard, containing small cylindrical cardboard containers, with metal top and base	2	d, g.
Cartridge Cases (empty)	C	

** Half classification rates on the backward journey.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Coke } minimum 6½ tons per 11 ton truck and 10½ tons per 16, 22 or 27 ton truck }	M	a
Colas } (See Bitumen Emulsions)		
Colbion }		
Colfix }		
Collars and fittings, iron or steel, for concrete-lined steel pipes or concrete pipes	B	
Columns, Iron (see Iron and Steel) (see (ah))	A	
Commercial Travellers' Samples (see Passenger Fares Book)		
Concrete Articles (see Cement and Concrete Articles)		
Conduit metal for electric wires not exceeding 17 ft. 6 in. in length	1	d, g
Conduits, four-way earthenware, with bitumen lined ends	C	g
Confectionery } Minimum 2 tons } Smaller lots }	*1 *2	c, d, g c, d, g
Construction Material (see page 149)		
Containers (waxed paper)	2	c, d
Contractors' plant, secondhand, used in building and road construction— not including vehicles, but including iron tubular scaffolding	C	
Copha Butter, (same as Margarine) (see (ab))	B	
Copi—		
" n.o.s.	AP	a
" for manure and so declared on consignment-note (see page 111)	Manure	a
Copper—		
" Nails, Rivets, Plate or *Sheet	2	d, f, g, i
" Rod	2	b, d, g
" Regulus	M	a
" Ingot to Victorian Country Foundries	*C	d, f, g
" " " " minimum 5 tons per 4 wheeled truck	*B	d, f, g
" " n.o.s. and Scrap	1	d, f, g
" " " " (see (ai))	C	d, f, g
" Tubing and piping	2	b, d, g
" Carbonate, consigned for treatment of seed wheat or vines	A	a, d, f
Copperas	1	a, d, f
Coppers (see Boilers)		
Copra	B	b
Corbital	C	c, d, i
" (see (ai))	B	c, d, i
Cordials—		
" Fruit Juice, see page 47		
" Other than Fruit Juice		
" " " In bottles n.o.s.	2	c, d, e, g, k
" " " Produce of Commonwealth on "Up" journey	*1	c, d, e, g, k d, e, g, k
" " " In barrels or in jars	1	
Core Gum, (same as Dextrine)		
Coring (see Stone)		
Cork—Granulated—		
" n.o.s., "Smalls" minimum	C	a, b, d, g
" In hydraulically-pressed bales	A	
" Pressed into sheets made in Commonwealth	C	d, g
" Sheets, n.o.s.	2	d, g
" Shavings, "Smalls" minimum	C	a, b, d
Corks, cut	2	a, d
Corn Flour and Cornina—		
" n.o.s.	2	a, c, d
" In bags	A	a, c, d
Cornsacks (see Bags)		
Cornices, Plaster (see Plaster)		
Cornish Stone, ground, and ground Flint, for Pottery making	A	a

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Corzol	C	c, d, i
" See (ai)	B	c, d, i
Cotton—		
Clippings or waste	A	a, b
Raw, n.o.s.	C	a, b
" consigned to Victorian country knitting or woollen mills or cotton factories	*B	a, b
Wool	2	c, d
Yarn, n.o.s.	*C	b, d
" consigned to Victorian country knitting or woollen mills, cotton factories, or rope and twine works	*B	b, d
Sewing	*2	c, d
Cotton Goods—		
n.o.s.	2	b, c, d
Produce of Commonwealth	1	b, c, d
Produce of Commonwealth on "Up" journey, "Smalls" minimum	*C	b, c, d
Crab Winches (see Machinery)		
Cranes, Derrick	C	
" Gantry	2	
Crates (see Empties, page 124)		
Cream (see page 129)		
Cream of Tartar	2	c, d, f
Creosote	A	i
Crockeryware	2	d, f, g
Crowbars in bundles, C.R.	1	
Crucibles (see Retorts)		
Culverts, Corrugated Iron, —		
" " " n.o.s.	1	g
" " " consigned to the country for Victorian Government Bodies, Municipalities and Public and Water Sewerage Trusts for Water Supply and Sewerage	B	g
Curds—		
Minimum one ton	BB	c, d, f,
smaller quantities "Smalls" Minimum	B plus †	
Currants, dried (see Dried Fruit)		
Curry Powder n.o.s.	2	c, d, g
Produce of Commonwealth on "Up" journey	*1	c, d, g
Cutlery	2	c, d
Cylinders, engine	*2	d, g
empty (see Empties, page 125)		
D.		
(For Explosives and Goods of a Dangerous Nature see Vol. II.)		
Dags, sheep (see af)	M	a
Dampcourse	B	a
Dates	2	c, d
Dextrine—		
in bottles, jars or tins	2	c, d
in bulk in bags	B	a
" (see ai)	A	a
Disc plates	*1	g
Disinfectant Fluids, Non dangerous—		
" " " n.o.s.	1	d, i, k, l
" " " Produce of Commonwealth on "Up" journey, "Smalls" Minimum	*C	
Dolomite (see Manures)	M	a
Door Frames	2	g

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Doors—		
" Wire (when protected by timber, C.R.)	2	
" " not protected, O.R. only	2	
" Furnace	2	d, g
" Glazed (when glass is protected by wood not less than 3/8 inch thick, C.R.)	2	
" Wooden, unglazed (when raised mouldings are protected, C.R.)	2	
" Hardwood (see page 149.)		
Dowels	C	a, b
Drapery	2	b, c, d
Dregg or Draff dried (barley refuse) (see (aj))	Grain	a
Drills, Diamond and Rock (see Machinery)		
Drinks, Soft, Aerated and Temperance	*B	d, e, g, k
(see (aa))	*A	d, e, g, k
Dripping	B, less 10 p.c.	d, e, g, j
Drugs, non-poisonous, n.o.s.	2	c, d, g
Duck	*2	b, c, d
Drums (see Empties, page 127)		
Durabestos Sheets (see Plaster)		
Durite Sheets (see Plaster)		
Dust (Foundry Sweepings)	M	a
Dyes	*C	d, g
Dynamos	2	d, g
E.		
(For Explosives and Goods of a Dangerous Nature see Vol. II.)		
Earth	M	a
" Diatomaceous	M	a
Earthenware (see page 158)		
Earthen and Stone Ware	*2	d, f, g
Egg Fillers and Carriers, minimum 2s. 0d.	C	c, d
" Preservatives Liquid		
" " " n.o.s.	C	c, d, e, i
" " " Produce of Commonwealth on "Up" journey	*A	c, d, e, i
" § Pulp, "Smalls", Minimum	BB	d, e
§ Eggs, in cases packed in fillers and (cups) flats equal in strength to .035 leather-board, tops and bottoms to be buffered with straw or wood wool—"Smalls" minimum	BB	
(Single Package Rate, see page 133.)		
" Preserved, "Smalls" minimum	BB	
" for export, loaded in Refrigerator "T" trucks—		
" Minimum, 4 tons per 12-ton "T" truck or 6 tons per 15-ton "T" truck (see pages 188 and 189)...	BB	
Egg Fruit, same as vegetables		
Elevators	2	
Emolium (see Bitumen Emulsions)		
Empty Containers n.o.s. (see Empties, page 122)		
Engines, New and Second-hand (Second-hand to be subject to inspection by Departmental Engineer at cost of sender)		d, g
" n.o.s.	2	
" Gas, Oil or Steam, stationary	2	
" Motor (see pages 157 and 158)	*2	
" Engines as above in truck loads (see (af))	1	
" Donkey	C	
" Locomotives	C	
" Oil or Steam, portable	C	
" Traction	C	
" Second-hand (see Machinery)		

§ Eggs, other than for export and Egg Pulp in Refrigerator trucks shall be charged Tariff Rates plus 25% subject to a minimum of the full weight carrying capacity of the truck used.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Fruit, Canned— <i>continued.</i>		
.. Produce of Commonwealth, consigned direct to the seaboard for immediate export beyond the State (see page 148)	*AP	
.. Product of Victorian Industry exported by rail beyond the State (see page 152)		
.. Dried—		d
.. .. n.o.s.	*2	
.. .. Produce of Commonwealth on "Up" journey ...	*A, less 10 p.c.	
.. .. Produce of Commonwealth, forwarded to distilleries for distillation (see page 152)		
.. .. For export (see page 151)		
.. .. Produce of Commonwealth, returned to the original forwarding station for distillation purposes on production of declaration	*Half A, less 10 p.c.	
.. .. Refuse (see (ae))	A, less 25 p.c.	
.. .. Mixture, on "Up" journey	*A	
.. .. Single Package Rate (see page 133)		
§ Fresh—		
.. .. In lidded or unlidded cases or in bags, "Smalls" minimum	AA	d
.. .. In trays or punnets "Smalls" minimum	AA	d, g
.. .. In buckets, casks, tubs, or tins, "Smalls" minimum at O.R. only	B, less 10 p.c.	
.. .. Consigned direct to the seaboard for immediate export beyond the Commonwealth (see pages 148, 152, 188 and 189)	** Grain	d
.. .. Single Package Rate (See page 133)		
Fruit Juice or Fruit Juice Cordial manufactured from fruit grown in the Commonwealth		d, e, g, i, k
.. .. n.o.s., "Smalls" minimum	C	
.. .. On "Up" journey (see page 152)	*A	
.. .. Consigned direct to the seaboard for export beyond the State (see page 148)	*AP	
.. .. Product of Victorian Industry exported by rail beyond the State (see page 152)		
Fruit and Tomato Pulp—		d, i
.. .. "Smalls" minimum	A	
.. .. In tins in cases (see (ai))	AA	
.. .. In tins uncased, minimum 8½ tons per 11 ton truck ; 11 tons per 16, 22 or 27 ton truck	AA	
.. .. Consigned direct to the seaboard for immediate export beyond the State (see pages 148 and 152)	*AP	
Fruit stones "Small" minimum	A	a,
.. .. see (af)	M	a,
Fuller's Earth—		c, d, f, j
.. .. n.o.s.	2	
.. .. For scouring purposes	C	
.. .. Produce of Commonwealth on "Up" journey	*A	
Furnaces, Tobacco—		
.. .. n.o.s.	2	
.. .. Produce of Commonwealth	1	

§ Fruit, fresh, in Refrigerator trucks, shall be charged at Tariff rates plus 25 per cent., subject to a minimum of the full weight carrying capacity of the truck used.

** May be accepted in cases at Commissioners' Risk on payment of 5 per cent. additional.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Furniture, New or Secondhand—	*2	h
A packing charge of £1/10/10 per ton (minimum 3/2 per consignment) is to be charged in addition to the Tariff rate (District rates shown on page 163 excepted) on any furniture not packed in accordance with the Commissioners' specifications (see page 28)		
(a) On furniture loaded by the Department		
(b) On furniture loaded by carriers or others the packing charge calculated on the weight of the furniture shall be imposed for the use of Departmental packing materials		
In van bodies or sling vans, minimum 30 cwt	1	
In van bodies on wheels minimum 2 tons	2	
Wickerwork, seagrass or cane, (plus the packing charge shown above for furniture when not protected by packing)	Double 2	
Furniture Van and Sling Vans without wheels, returned empty or otherwise	1	
Furs, subject to General Condition No. 2	2	d
G.		
(For Explosives and Goods of a Dangerous Nature see Vol. II.)		
Gambier	A	a
Game, Dead		d
(C.R.)	1, plus 10 p.c.	
(O.R.)	1	
Gangboards, Wooden	B	
Garages—See Houses		
Garlic	A	a, d
Gas Manufacturing Plant	2	d, g
Gas Liquor, in steel drums	M	i
Gates, Iron* or Wood	2	
Gelatine	*2	c, d, e, i
Ginger—		
Dry or Preserved	2	a, c, d, e, f
Green, "Smalls" minimum	A, less 25 p.c.	c, d, f
Girders, Iron—(see Iron and Steel)		
Glass—		
Broken (see af)	M	d
Pavement and Floor lights	1	d, g
Plate or Window, and Glassware, subject to General Condition No. 2	*2	d, g
Window in cases to be used in the erection of hot-houses and covering tomato plants (see af)	C	
Glaxo—		
n.o.s.	2	c, d
Produce of Commonwealth on "Up" journey	BB	c, d
Product of Victorian country industry consigned direct to the seaboard for immediate export beyond the Commonwealth (see (ad) and page 148)	BB, less 25 p.c.	c, d
Gliders (see Aeroplanes)		
Glucose or Maize Syrup	*C	c, d, e, i
" " in 3-ton lots	*B, plus 25 p.c.	c, d, e, i
Glue—		
n.o.s.	1	a, d, e, i
Produce of Commonwealth, on "Up" journey	C	a, d, e, i

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Glue— <i>continued.</i>		
" When sent with 1-ton or more of other goods from one consignator at one station to the same consignee at destination station, minimum 10 cwt.	C	a, d, e, i
" When loaded in same truck with not less than— 2 tons of leather { same as 10 cwt. of leather { leather P. of C.		
" Pieces	1	a, b, c, d
Glycerine—Crude	1	c, d, e, i
" Pure, in bottles or jars	2	c, d
Gold, manufactured or unmanufactured (see General Condition No. 20)		
Golden Syrup	1	c, d, e,
Go-carts—		
" Packed	2	d, g
" Loose, at O.R. only	Double	
"	2	
"	2	c, d
Goloshes	2	
Goods, n.o.s.	2	
Grain, n.o.s. (see pages 152 and 153)	Grain	a
Grains, Brewers' (see (af) and page 156)	Grain	a
" If loose to be charged truck load minimum		
Grain Bin Trailers on wheels	Vehicle rate	
Granite (see Stone)	M	e
Grape Skins, crushed (see (af))		
Grape Spirit, Produce of Commonwealth (certificate from Customs Department to accompany consignment note)	*B	e, i
Graphite, n.o.s.	1	c, d, f, j
" crude	A	c, d, f, j
" " (see (ai))	A, less 25 p.c.	c, d, f, j
Grass and Rushes, for rope and broom making (see (ab))	A.P.	a, b
Grass Rope, twisted (see (aa))	A.P.	a, b
Grates	2	d, g
Gratings—		
" Wooden	A	d, g
" Iron	2	d, g
Gravel (see page 154)	M	a
Grave Railings, iron, in bundles, C.R.	2	
Grease—		
" Axle and Anti-friction	C	c, d, i
" Curriers', for tanning	A	c, d, i
Grindstones	1	d, g
Grit, Steel, for dressing stone	M	c, d, f, j
Groceries, n.o.s.	2	c, d
Gum—		
" n.o.s.	2	c, d, e, i
" Dry, wattle	1	a, d
" Yacca	M	
Gun trailers	1	
Gunmetal—		
" n.o.s.	2	d
" Scrap	*A	d
Guns—		
" Sporting	2	d
" Small arms	2	d
" Heavy and Field, including Limbers	1	
Guttering, galvanized iron, or Asbestos Cement	2	g
Gypsum	A.P.	a
" For manure, and so declared on consignment note (see page 111)	Manure	a
" Building Blocks (see (ad))	M	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
H.		
(For Explosives and Goods of a Dangerous Nature see Vol. II.)		
Hair—		
Builders', and n.o.s.	2	a, b
Pigs'	1	a, b
Upholsters'	2	a, b
Tanners', waste (see af)	M	a
§Hams	*B less 10 p.c.	a
For export (see page 155)		
Single package rate (see page 133)		
Hames and Chains	2	b, d, g
(see (ai))	1	b, d, g
Hand-carts	2	
Handles—		
Wooden, n.o.s.	1	b, d
Hardwood, Produce of Commonwealth, on "Up" journey	*A	b, d
Broom, hardwood, product of Victorian Country Industry, on "Up" journey—minimum 2 tons	A, less 33½ p.c.	b, d
" " Smaller quantities, "Smalls" minimum	B, less 17 p.c.	b, d
Hardware, n.o.s.	2	d, g
Hares—(same as Rabbits)		
Harness, n.o.s.	2	d
Hats and Millinery		
Felt, untrimmed, including berets, men's felt hats and caps, and straw (pandan)	2	c, d
n.o.s.	2, plus 50 p.c.	c, d
Hay, in sheaves or bales (see (ag))	Grain	
Hemp	*A	b
Herbs	2	a, c, d
Hessian—		
n.o.s.	*2	b
declared on consignment note to be for use in packing blankets and woollens to be forwarded by rail	B	b
for covering wheat or salt stacks or fruit-drying racks or for wrapping around tobacco forwarded by rail	B	b
Hides—		
n.o.s.	B	
for country tanneries in Victoria—		
minimum 2 tons	*A.P.	
minimum 10 cwt.	*A, less 25 p.c.	
smaller lots, "Smalls" minimum	*B	
NOTE.—When loose hides are required to be tallied, an extra charge of 4s. 0d. per ton shall be made in addition to Commissioners' Risk rate.		
waste product of, for glue making, when forwarded with leather or basils, Produce of the Commonwealth, on the "Up" journey to be charged same rates and conditions.		
pieces, waste product, consigned for making glue (see (af))	M	
Hinges	2	c, d
Hoes, Garden	2	b, d, g
Hollowware, n.o.s.	2	c, d, g
Honey—		
n.o.s., minimum 10 cwt.	B, less 10 p.c.	d, g, i
smaller quantities, "Smalls" minimum	C, less 10 p.c.	

§ Hams in Refrigerator trucks shall be charged Tariff rates plus 25 per cent., subject to a minimum of the full weight carrying capacity of the truck used.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Honey— <i>continued.</i>		
" Produce of Commonwealth on "Up" journey— minimum 10 cwt.	*A, less 10 p.c.	
" " smaller quantities, "Smalls" minimum	*B, less 10 p.c.	
" Single Package Rate, (see page 133) " For export (see pages 188 and 189)		
Hooks, Reaping	2	b, d, g
Hoops, Cheese	1	d, g
Hops (see page 155)		a, b
" loaded to full cubical capacity of trucks utilized	C, less 25 p.c.	
" minimum 10 cwt.	C	
" smaller quantities	1	
Horns and Hoofs	B	a
" (see (ab))	A	a
Horseshoes	1	a, d
" see (ai)	C	a, d
Hose—		
" Canvas	2	b
" Reels (see page 155)		
Hosiery, same as Clothing		
Houses or Offices—		
" Wooden, whole, or in packages	B	
Houses, Sheds, Sleepouts, Huts or Garages, Prefabricated in sections or of galvanised iron, fibro cement, fibrolite or similar material and including doors, windows and iron angle frames	C	
Hurdles, wooden or iron	1	
Huts (same as Houses)		
I.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Ice, in waterproof cases or sacks, "Smalls" minimum	B	
" (see (aa))	A	
" dry (carba), in cartons in insulated containers	B	
" (see page 155)		
" Chests, (same as furniture) .		d, g
Ice Cream—		
" n.o.s., "Smalls" minimum	B	
" in Refrigerator trucks—		
" Minimum 7 tons per 12-ton and 10-tons per 15-ton truck	B	
Ink	2	c, d, e, i
Insecticide, non-dangerous	2	c, d, e, f, i, j
Instruments, Musical, Optical, Scientific, Surgical, and n.o.s.	2	d
Insulators—		
" n.o.s.	2	d, g
" for telegraph or electric light poles	C	d, g
" " " (see (ac))	A	d, g
Insulwool	C	c, d
Iron and Steel—		
" " Angle or Plate, drilled, ready for bolting together	1	
" " " (see (ai))	C	
" " Bar, Rod, Plate and Angle, not prepared in any way	*C	
" " " (see (ai))	*B	
" " Billets and Blooms (same as Bar, Rod, &c.)		
" " Channels, n.o.s.	1	
" " " (see (ai))	C	
" " " to Victorian Country Foundries	*C	
" " " (see (ai))	*B	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
K.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Kaolin	M	a
.. pulverized and cleaned	M	a
Kapok	*2	b, d
Kerbing (see Stone)		
Kindlers, fire	1	c, d
Knife Grinders	1	d
L.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Lace, subject to General Condition No. 2,	*2	d
Lactofarina	A	
Lactogen—		c, d, g, f, j
.. n.o.s.	2	
.. Produce of Commonwealth		
.. On "Up" journey	BB	
.. On Down journey consigned direct to the seaboard for immediate export beyond the State (see page 155)	BB	
.. Product of Victorian country industry consigned direct to the seaboard for immediate export beyond the Commonwealth (see (ad)) (see page 148)	BB, less 25 p.c.	
Ladders, including step ladders, up to 18 feet in length, rate and half	} C.R.	2, plus 10 p.c.
Over 18 feet in length, double rate		
Lamp Black	O.R.	2
Lamps—		c, d, j
.. packed	2	c, d
.. loose, at O.R. only	2 plus 50 p.c.	
Lampware	*2	c, d
Lanoline (crude)	B	d, e, j
Lard (see page 155)	*B less 10 p.c.	d, f
Lasts	2	d, g
Lathes, (see machinery)		
Lathing Steel, interlocking	1	
Lattice Bars, Struts and Ties, iron or steel	2	
Laundry, in hampers	2	
.. " when returned to the original despatching station after having been laundered, and so declared on consignment note	2 less 50 p.c.	
Lead—		
.. Ingot to Victorian Country Foundries	*C	
.. " " minimum 5 tons per 4-wheeled truck	*B	
.. Pig and Ingot, n.o.s.	C	
.. Red* or White	2	d, i
.. Scrap	*A	a
.. Sheet	*1	g
.. Slag	A	a
Leather—		b, d, g
.. Fancy and Bookbinders	2	
.. Patent	*1	
.. Plain and Basils, n.o.s.	*1	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Leather—continued.		
" Produce of Commonwealth on "Up" journey—		
minimum 2 tons	*A.P.	
minimum 10 cwt.	*A, less 25 pc.	
smaller lots	*B	
" Cloth	*2	
" Leatherboard	1	
" " (see (af))	C	
Leatherware	2	c, d
Legs, Chair and Table, sawn or turned in the rough, product of Victorian Country Industry, on "Up" journey	*A	b
Lemon Peel Candied—		
" " n.o.s.	2	d, f
" " Produce of Commonwealth, on "Up" journey	*A	d, f
Lemon Skins—		
" " in brine or brine cured, "Smalls" minimum	AA	e
" " in brine, consigned direct to the seaboard for immediate export beyond the State—(see page 148)		
minimum 7 tons per 11-ton truck		
and 9½ tons per 16, 22 or 27 per ton truck	Grain	e
" " fresh, "Smalls" minimum	AA	e
Lentils	1	a, c, d
Lime, Quick or Unslaked (see Volume II)		
Lime and Lime, Hydrate of		a
" " n.o.s.	M	
" " minimum 3 tons	A	
" " Smaller quantities, "Smalls" minimum (see pages 155 and 159)	B	
" Bisulphite	1	d, g, f
" Carbonate of (see Manures)	1	
" Chloride of	1	
" " (see (af))	C	
" Water	1	c, d, e, i
Limestone (see page 155)	M	a
Linerite	*C	g
Linoleum (when rolled tightly on wooden cores)	2	b
Links, Bucket, iron, for dredging plant	1	
Linotype Metal	2	a, d
" " Waste	A	a, d
Linseed	Grain	a
Liqueurs, n.o.s.	2	c, d
Liquor, black, by-product of wood pulping	*C	e, i
Liquorice	2	c, d
Litharge, used in assaying of gold	1	i
Live Stock (see page 204)		
Loam	M	a
Locks	2	c, d
Logwood	1	a, f
Lucerne, leafmeal, (see (af))	A.P.	a
Luggage (when in suitable receptacles C.R.)	2	
Lupul (see (ak))	A.P.	a
M.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Machinery and Machines as under may be accepted when new at Commissioners' Risk under the following conditions :-		
" " §In cases or crates		
" " §All projecting parts and light castings to be crated or removed and cased		

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Machinery &c.— <i>continued.</i>		
Machinery, product of Victorian Country Industry and new, manufactured in the Commonwealth, (see page 148)		
“ shown below, classified under Classes 1 and 2 shall be charged one rate lower than the rate specified hereunder, when in truck loads, subject to minimums of 8 tons per 11-ton truck, 12 tons per 16, 22, or 27-ton truck, 16 tons per QR truck and 24 tons per Q or QB truck		
“ †Bone Cutters and Crushers	2	
“ †Brickmaking and Scooping	1	
“ †Buttermaking and Dairy-cooling plant (including Cheese Hoops and Milking Machinery, but not including Vats, Pasteurisers or Tanks)	1	
“ †Butterworkers and Printers	1	
“ †Concrete Mixers	2	
“ †Cream Separators	1	
“ †De-hydrators for Fruit Drying	2	
“ †Distillery Apparatus	2	
“ †Drilling	2	
“ †Drills, Diamond and Rock	1	
“ †Electrical	2	
“ †Excavators	2	
“ †Flour Dressing	1	
“ †Front End Loader	2	
“ †Fruit Graders	1	
“ †Grain Grinding (see note (a) below)	1	
“ †Grain Pickling	1	
“ †Grape Crushers	2	
“ †Grubbing	1	
“ †Hop Sulphurating	2	
“ †Irrigation and Water Supply	1	
“ †Jacks, Stump Grubbing or Lifting	1	
“ †Lathes	2	
“ †Mangles	2	
“ †Mining	1	
“ †n.o.s.	2	
“ †Pile Driving	C	
“ †Post Hole Diggers	1	
“ †Presses, Cheese	1	
“ † “ Copying	2	
“ † “ Wine and Wool	2	
“ †Printing	2	
“ †Pulpers	2	
“ †Rabbit Exterminating	1	
“ Refrigerating—		
“ †Light	1	
“ †Heavy	1	
“ †Road Graders	1	
“ †Road Scarifiers	C	
“ †Sausage	2	
“ †Sawmilling	1	
“ Sewing, Treadle and Electric (same as Furniture)		
“ †Sheep Shearing	1	
“ †Sole Plates	*2	
“ †Spraying (see note (a) below)	1	
“ †Stokers, Mechanical	1	
“ †Stone Breaking	2	
“ †Textile, consigned to Victorian country woollen mills	1	
“ †Water Boring	1	
“ †Weighbridges	1	
“ †Wheels, Fly	*2	
“ †Winches, Crab	2	

(a) Grain Grinders and Spraying Machines and Spraying Outfits when uncrated may be accepted for carriage at Commissioners' Risk on payment of 10 per cent. additional.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Machinery, &c.— <i>continued.</i>		
.. Secondhand may be accepted at Commissioners' Risk when packed or protected as described on page 54 and subject to inspection by Departmental Engineer at cost of sender		
.. Secondhand on Declaration Form G.F. 104 that machinery has been in use for three years being lodged with consignment note	C	
.. Mining, including boilers, secondhand, subject to minimums of 8 tons per 11-ton truck, 12 tons per 16, 22 or 27-ton truck, 16 tons per QR truck, and 24 tons per Q or QB truck ...	B	
Macaroni	*2	c, d
Magnesia, Fluid	2	c, d
Magnesite	M	
Magnesium Ingot	C	
Maize	Grain	a
Maizena	2	c, d
Mallee Roots (see pages 117 and 118)	Fire-wood	
Malt and crushed Malt Grains	Grain	a
.. Comings, minimum 6 tons per 11 ton truck, 9½ tons per 16, 22 or 27-ton truck (see page 156)	Grain	a, d
.. Extract	2	c, d
.. (see page 151)		
Manganese	C	a
Mangel Wurzel	Grain	a
Manures (see page 111)		a
.. Ammonia, Sulphate of		
.. Bonedust		
.. Bone and Blood mixture		
.. Calcium Silicate Slag		
.. Carbonate of Lime		
.. Castor Meal		
.. Diammonphos		
.. Dolomite		
.. Floranid		
.. Floraphos		
.. Lawnex		
.. Lime († see page 57 and 155)		
.. Lime and Hair (see (af))		
.. Marl		
.. Monaphos		
.. Muriate of Potash		
.. Nitrate of Potash (†see page 57)		
.. Nitrate of Lime		
.. Nitrate of Soda (†see page 57)		
.. Nitro-chalk		
.. Organite		
.. Peatmoss		
.. Peat Mulch		
.. Phosphatic Rock		
.. Poultry Humoss		
.. Salt (see page 159)... ..		
.. Seaweed, Wet		
.. Stable Manure		
.. minimum 6 tons per 11-ton truck and 10 tons per 16, 22 or 27-ton truck		
.. Street Sweepings (see (af))		
	†Man-ure***	

† and *** See footnote page 57.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Manures, Artificial— <i>continued.</i>		
.. Sulphate of Potash	†Manure***	
.. Superphosphate		
.. Wool dust and waste from wool carbonizing (see (af))		
.. Wood Ashes (see (af))		
.. Zinc Sulphate		
Mantle-pieces	2	d, g
Maps—Subject to General Condition No. 2	2	d
Marble (see Stone)		
Margarine	C	d,
Marl (see Manures)	M	a
Masonite, (see Wallboards)		
Matting and Mats	2	b, d
Mattresses*, (same as Furniture)		
Mauls, wooden	C	
Meal—		
.. in bags	A	a
.. in packets	1	c, d
.. n.o.s.	2	c, d
.. Castor (see Manures)	A.P.	a
.. for stock food, n.o.s.	A.P.	a
.. Meat	A.P.	a
.. Rice, in bags	A.P.	a
.. Velvet Oil, in bags	A.P.	a
.. Wheat, in bags (see pages 114 and 151)...	Wheat	a
Meat—		
.. Fresh, or Salted, including veal and pork, "Smalls" minimum	B, plus 25 p.c.	
.. Fresh in louvre trucks, minimum 5 tons	A	
.. Fresh (see page 156)		
.. Frozen or chilled also Poultry or rabbits frozen or chilled in "T" trucks minimum 8 tons per 12-ton truck and 12 tons per 15-ton truck except that the minimum for frozen meat loaded in "T" trucks numbered 343 to 392 inclusive shall be 10 tons, 5d. per ton per mile, minimum charge 74s. 0d. per 12-ton "T" truck, and 112s. 4d. per 15-ton "T" truck (see pages 156 and 188)		
.. Extract of and preserved, in bottles or jars, n.o.s.	2	c, d
.. Produce of Commonwealth on "Up" journey	*B	c, d
Meat Wrappers (see Empties, page 126)		
Medicines, n.o.s.	2	c, d
Medicinal Preparations, Non-poisonous	2	c, d
Melaine—		
.. n.o.s.	C	d, e, j
.. Minimum, 3 tons	B plus 25 p.c.	d, e, j
Melons—		
.. (see (af))	Grain	a, d, g
.. Small lots (must be in bags, crates, or cases), same as fresh fruit		a, d, g
Merry-go-rounds (see Circuses)		

† See Volume II for Conditions of Carriage.

*** The Manure rate only applies when the commodity specified is to be used solely for manuring land or in the manufacture of artificial manures and is so declared on the consignment note.

† When forwarded to the Seaboard for export, Class M rate and conditions shall be applicable.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Metalcrete for Cement floors	1	a
" " " " (see (ai))	C	a
Metal—		
" Expanded, packed	1	b, d, g
" Loose at O.R. only	2	
" Scrap, n.o.s.	*A	
" Ingot (Brass, Copper, Lead, Zinc) to Victorian Country Foundries	*C	
" " " " Minimum 5 tons per 4-wheeled truck	*B	
" Road (see Stone)		
Meters, water and gas	2	d, g
Mexphalt (see Bitumen Emulsions)		
Mica	2	d
" Crude, not processed in any way	B	d
" " Minimum 15 tons per 4-wheeled truck	A	d
Milk—		
" Condensed and concentrated, n.o.s.	1	c, d, e, i
" " " Produce of the Commonwealth	BB	c, d, e, i
" " " Product of Victorian Country Industries consigned direct to the seaboard for immediate export beyond the Commonwealth (see (ad) and page 148)	BB less 25 p.c.	c, d, e, i
" Dried (same as Milk, condensed)		
" Fresh (see page 130)		
" Malted, n.o.s.	2	c, d
" " Produce of Commonwealth on "Up" journey	BB	c, d
" Powder, Skim (same as milk, condensed)		
" Powder (Skim) for poultry and animal food (see page 157)		
" Sugar of, n.o.s.	1	c, d
" " Produce of Commonwealth.	BB	c, d
Millet Seed (see page 160)	Grain	a
Millet Straw, for broom-making—		
" " in bundles, minimum 3 tons	S.A.P., less 10 p.c.	
" " " " Smaller quantities, "Smalls" minimum	B, less 10 p.c.	
" " Loose—		
" " " Minimum 3 tons for any quantity loaded in 4-wheeled truck	S.A.P., less 10 p.c.	
Millinery (see Hats)		
Millstones—		
" C.R.	2, plus 10 p.c.	
" O.R.	2	
Mineral Waters—		
" " n.o.s.	C	d, e, g, i
" " Produce of Commonwealth	*B	d, e, g, i
" " " (see (aa))	*A	d, e, g, i
Mineral Wool for covering steam pipes	C	a, b
Mirrors, Packed, same as Furniture and subject to General Condition No. 2		
" Unpacked, at O.R. only, plus the packing charge shown on page 48 for furniture not protected by packing	Double 2	
Molasses—		
" n.o.s.	1	c, d, i
" For cattle food on declaration (see (ae))	A.P.	c, d, i
" For distillation purposes (see (ae))	A.P.	i
Moss, dry	1	a, b
" green	A	a, d

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Motor Cars, Motor Chassis on wheels ... }	Vehi- le Rate	
„ Bodies, and Cabs for motor trucks ... }	*2	
„ Chassis in cases, or loose (without wheels or fittings) ... }	*2	b, d, g
„ Body parts ... }		
„ Cycles, Motor Cycle Side Cars,* or Motor Cycles with Side Car attached, Packed ... }	2, plus 25 p.c.	d, g
„ „ Loose at O.R. only ... }	Double 2	
„ Cycle Side Car Chassis, packed in pairs ... }	2, plus 25 p.c.	d, g
„ Engine or Cylinder Blocks (see page 158) ... }	2	d, g
Motor Tractors—		
„ „ n.o.s. ... }	*B	
„ „ Attached to agricultural implements or machines ... }	1	
„ „ Attached to other descriptions of Machines ... }	2	
„ „ Parts (excluding tyres and tubes) ... }	*1	d, g
Motor wheels without tyres ... }	*2	d, g
Mould Boards ... }	*1	b
Mouldings—		
„ Gilt or n.o.s. ... }	2	d, g
„ Plaster (see Plaster)		
„ Timber (see Timber)		
Moulds, Steel, secondhand, for manufacture of concrete pipes ... }	C	
Mowers, garden ... }	2	d, g
‡Mushrooms, "Smalls" minimum ... }	A	d
Mustard ... }	2	c, d, g
Myrabolams—		a
„ consigned to country tanneries in Victoria— (see (aa)) minimum 10 cwt. ... }	*M *A, less 25 p.c.	
„ n.o.s. ... }	A	a
„ Extract of ... }	1	d, e, i
N.		
(For Explosives and Goods of a Dangerous Nature see Vol. II.)		
Nails—		d, , j
„ Aluminium ... }	1	
„ Boot, Iron or Brass ... }	2	
„ Iron or Wire ... }	*1	
„ In 20-ton lots ... }	C, less 10 p.c.	
„ n.o.s. ... }	2	
Naphthaline ... }	1	d
Naves—		g
„ Turned and Mortised ... }	*C	
„ „ (see (ai)) ... }	*A	
„ Turned only ... }	*M	
„ Rough ... }	*M	
„ Blocks ... }	M	
Neon Tubes ... }	2	c, d
Nescafe, } n.o.s. ... }	2	c, d
Nescory, } Produce of Commonwealth on "Up" journey ... }	*1	c, d
Nets, Fishing ... }	2	b, d
New Char (Brewers Compound) ... }	B	a

‡ The freight charges on Mushrooms must be prepaid and consignments fully addressed to facilitate delivery.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Nitrate of Lime (see Manures)		
Noils	*C	a, b
Nulomoline	*C	a
„ minimum 3 tons	*B, plus 25 p.c.	a
Nutmegs	2	a, c, d
Nuts, edible		
„ n.o.s.	2	a, c, d
„ Produce of Commonwealth, on "Up" journey, "Smalls" minimum	A, less 25 p.c.	a, c, d
„ Iron	*1	a, d
O.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Oars, boat	2	g
Oats	Grain	a
„ for seed (see page 160)		
„ Crushed or ground "without addition of other ingredients for stock food" and so consigned	Grain	a
„ Rolled	A	a, c, d
„ Hulled	Grain	a
„ Husks (see (ab))	Grain	a
Oatmeal	A	a, c, d
Ochre	*A	c, d
Oils— Non-dangerous as under		d, e, g, i
„ n.o.s.	2	
„ Asphaltic	C	
„ „ consigned solely for the purpose of fluxing or thinning bitumen, and so declared on the consignment note (see (af))	M	
„ Batching	*1	
„ Castor	2	
„ Chinese	2	
„ Coconut	*1	
„ Fish, including Cod (unrefined), Seal, and Whale	A	
„ Lubricating or Transformer	1	
„ „ (see (ae))	C	
„ Lubricating, spent forwarded for reconditioning	A	
„ Neatsfoot	*1	
„ Oleine	1	
„ „ for Soap making	B	
„ Olive, n.o.s.	2	
„ „ Produce of the Commonwealth on "Up" journey	*B	
„ Paraffin (see page 158)	2	
„ Palm	1	
„ Peanut, ground	1	
„ Pine	1	
„ Red or White, for spraying purposes	A	
„ Salad	2	
„ Sheep, Blowfly	1	
„ Sunflower Seed	C	
„ Tar, n.o.s.	*C	
„ „ used directly for fuel in open furnaces, and so declared on consignment note (see (af))	M	
„ Textile	*1	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Paper—continued.		
" Roofing and Insulating, in rolls, cored	1	b
" Strawpaper	*A	b, d
" Toilet—		
" n.o.s.	2	b, c, d
" Unfinished, in original rolls from paper mills	1	b, d
" (see (af))	C	
" Waste and Old, for paper making or packing	*A	a, b
" Writing	2	c, d
Paperboard	*C	b
" (see (af))	*A	b
Parsnips	Grain	a
" small quantities, "Smalls" minimum	A, less 10 p.c.	a
Pastes, Meat or Fish	2	c, d
Pasteurizers (see Vats)		
Patterns—		
" Wooden, n.o.s.	2	d, g
" When sent to or from a Victorian country industry	C	d, g
Pearl Ash	A	a
Peas—		
" Blue, in packets	1	c, d
" " in bulk	Grain	a
" Field	Grain	a
" Green, fresh (same as vegetables)		
" Split, n.o.s.	1	a, c, d
" Produce of Commonwealth on "Up" journey	B	a, c, d
Peat	M	a
" Dust	C	
Pelts, pickled	*B	e
Pepper, ground or whole, also cayenne	*2	c, d
Perambulators—		
" Packed	2	d, g
" In nests, O.R. only	2	
" Loose, at O.R. only	Double 2	
Perfumery, in bottles	2	c, d
Petroleum Jelly	1	c, d
Phosphatic Rock (see Manures)		
Pianos and Organs— Same as Furniture		
Pickeys, Packed	*1	d, g
" Loose, at O.R. only	*2	
Pickles—		
" In bottles or jars n.o.s.	2	c, d
" " " Produce of Commonwealth on "Up" journey	*A	
" " " Produce of Commonwealth, consigned direct to the seaboard for immediate export beyond the State (see page 148)	*A.P.	
" " " Product of Victorian Industry exported by rail beyond the State (see page 152)		
Pictures (see Engravings)		
Pigs' Feet (see page 155)	B, less 10 p.c.	a
Piles (see Timber)		
Pins, Wooden, for telegraph poles	1	a, d
Pipes—		
" Brass or Copper	2	d, g
" Concrete and Collarst		g
" " " High pressure (exceeding 13lb. per sq. inch)	*B	
" " " " (see (ah))	*A	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Pipes, Concrete and Collars†— <i>continued.</i>		
" " " Low pressure (not exceeding 13lb. per sq.inch, and so declared on consignment note) ...	A	
" " " " (see (ah)) ...	A, less 25 p.c.	
" " " Product of Victorian Country Industry ...	*A	
" " " " (see (ah)) ...	M, less 21 p.c.	
Pipes, Earthenware—		g
" " " Glazed—		
" " " High pressure (exceeding 13 lb. per sq. inch) ...	B	
" " " Low pressure (not exceeding 13 lb. per sq. inch and so declared on consignment note) ...	A	
" " " " (see (ac)) ...	A, less 25 p.c.	
" " " Product of Victorian Country Industry ...	*A	
" " " " (see (ac)) ...	M, less 21 p.c.	
" " " Unglazed without sockets—for Agricultural purposes ...	A	
" " " Minimum 7 tons per 11-ton truck, and 12 tons per 16, 22 or 27-ton truck ...	M	
" " " Product of Victorian Country Industry ...	*A	
" " " Minimum 7 tons per 11-ton truck, and 12 tons per 16, 22 or 27-ton truck ...	M, less 21 p.c.	
" " " Asbestos-Cement—		
" " " High pressure, including cast-iron fittings ...	B	g
" " " " (see (ah)) ...	A	g
" " " Down ...	2	g
" " " Iron or Steel—		
" " " Black or Galvanized, in bundles, C.R. n.o.s. ...	*1	
" " " " (see (ai)) ...	*C	
" " " Consigned to Victorian Country Water Trusts and Municipalities ...	C	
" " " Down ...	2	g
" " " Cast Iron—		
" " " For city or town reticulation by Victorian public bodies ...	B	
" " " Gas and n.o.s. ...	C	
" " " Vent ...	*2	g
" " " Wrought Iron or Steel ...	*B	
" " " " (see (ah)) ...	*A	
" " " Plastic ...	2	g
" " " Smoking ...	2	c, d
" " " Wine and Tallow (see Empties, page 127)		
" " " Wooden—		
" " " Consigned to the country for use by Victorian Government Bodies, Municipalities, or Water and Sewerage Trusts ...	B	g
" " " For irrigation ...	A	g
Piping, Lead and Compo ...	2	d, g
Pitch ...	C	f, j
Pitchers (see Stone)		
Plants and Shrubs—		
" " " In cases or bundles ...	C	d, g
" " " Loose, at O.R. only ...	2	

† Concrete Pipes in crates and declared on consignment note to have been manufactured at least five weeks may be accepted at Commissioners' Risk.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Pollard (see pages 115, 150 and 153)	Flour, Bran and Pollard	a
Postal Line Material—		
" " " Bands, transposition, galvanized iron	1	g
" " " Bars, check, iron		
" " " Braces, arm, galvanized iron		
" " " Combiners, arm, iron		
" " " Rings, bridle, galvanized iron		
" " " Stakes, earth, galvanized iron		
" " " Stay rods, galvanized iron		
" " " Steps, pole, galvanized iron		
" " " Steps, manhole, iron	A	g
" " " Asbestos Cement Pillar bases and hoods	A	g
" " " Cement jointing pits		
Posts—		
" Concrete (see Cement and Concrete Articles)		
" Fencing, Iron (see Wire Fencing)		
" Lamp and verandah, Iron	2	g
" Verandah—		
" " Hardwood, dressed	A	
" " Softwood	C	
" and Rails, hardwood (see Timber)		
Potash	1	d, f, j
" (see (af))	C	d, f, j
" Bisulphite of	2	d, f, j
" Carbonate of	A	d, f, j
" Muriate of (see Manures)		
Potash Salts—		
" " n.o.s.	M	a
" " (a) If consigned to a Victorian country station and declared on consignment note to be used for manurial purposes only	Manure	
" " (b) If consigned to a Manure Manufacturer in Victoria and declared on consignment note to be used in the manufacture of Artificial Manure	Manure	
Potato Crisps	1	c, d
Potato flour, product of Victorian country industry	*C	a
Potatoes—		
" Small quantities, "Smalls" minimum	Grain A, less 10 p.c.	a
Pots, Flower, Earthenware	C	d, g
Potteryware—		
" Including locally manufactured sanitary pedestal pans		d, g
" " Packed (see (ac))	*A	
" " " Smaller lots	*C	
" " " Loose at O.R. only	*2	
" For export (see pages 148 and 153)		

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Rattans (in bundles, C.R.)	2	
Rayon Goods	2	b, c, d
" " n.o.s.	2	
" " Produce of Commonwealth	1	
" " " " on "Up" journey, "Smalls" minimum	*C	
Reaping Hooks	2	b, d, g
Reels—		
" Hose (minimum 5 cwt. each, including equipment), O.R. (see page 155)	2	
" Hose, for fixing inside buildings	2	g
Refrigerators, household or shop (same as Furniture)		d, g
Resin	*A	c, d, f, j
Retorts and Crucibles, clay, n.o.s.	C	g
" " Produce of Commonwealth, on "Up" journey (see (aa))	*M	
" " Iron	2	g
Rice and Rice Flour	C	a
" Bran and Pollard	A.P.	a
" Palm or Flaked	1	c, d
" Paddy	Grain	a
" Hulls (see (ab))	Grain	a
Ridging, Galvanized Iron	2	d, g
" Fibro Cement	2	d, g
Rifles	2	d
Rims—		
" Buggy, unfinished and in the rough	*1	b
" finished	*2	b
" Wooden, for harvester wheels (same as Agricultural Machines, parts of)		a, d, j
Rivets—		
" n.o.s.	2	
" Iron	*1	
" " for Boilers	*1	
" " (see (ai))	*B	
" when forming part of a truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel (see (ai))	*B	
Rollers—		
" Garden	2	d, g
" Mill	1	d, g
" " for repairs, half rate on return journey on declaration		
" Road	C	
" Wooden, for windlasses	A	
Roofing Materials (such as Malthoid, Ormonoid and Rubberoid, tightly rolled on wooden cores)	C	b
Roots—		
" Medicinal	A	a
" Agricultural and Garden (see Seeds)		
" Orris, powdered	*2	a
Rope, old, for paper making on declaration	A	a, b
" Hempen	*1	a, b
" Wire and Steel, in coils	1	
" for mining, on declaration (see (af))	C	
" Scrap for reclamation purposes—"Smalls" minimum	A	a, b
Rubber Goods	*2	c, d
Rubble (see Stone)		
Rugs—		
" n.o.s.	2	b, c, d
" Woollen (see Blankets)		
Runners, Undressed, Produce of Commonwealth	B	d, e
Rushes, Green or Dried, n.o.s. (also see Grass)	A	a, b
Rye (see page 151)	Grain	a

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
S.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Saddlery	2	b, d, g
Safes, Iron or n.o.s.	2	g
Sago	2	a, c, d
Salt—		
" n.o.s.	1	a, c, d
" Cake	M.	a, c, d
" Refined	*A	a, c, d
" " Product of Victorian Country Industry on "Up" journey (see (ai))	*A, less 25 p.c.	a, c, d
" Lick for Stock	A.P.	c, d
" Rock	A.P.	a
" Unrefined, in bags or in bulk—		
" For destroying noxious weeds (see page 159)		
" n.o.s.	A.P.	a
" See Manures, and page 159		
" ex Cheetham Salt Co's. Siding (see page 159)		
Salts—		
" Epsom		
" " Crude	1	a, c, d
" " In packets (Druggists)	2	c, d
" Glauber, refined	*2	c, d
" " crude	*B	a, c, d
Sand—		
" n.o.s. (see pages 113 and 159)	Sand	
" Antimony	A	
" " (see (ai))	A, less 25 p.c.	
" Black (Ilmenite)	A	
" " (see (ai))	A, less 25 p.c.	
Sanitaryware	*2	d, g
" (see page 158)		
Sarsaparilla	2	c, d, g, k
Sashes, window, set up—		
" Glazed (when protected by timber, C.R.)	2	
" Unglazed, in secure bundles, C.R.	2	
Sauces—		
" n.o.s.	2	c, d, e, g, i, k
" Produce of Commonwealth, on "Up" journey	*A	
" Produce of Commonwealth consigned direct to the seaboard for immediate export beyond the State (see page 148)	*A.P.	
" Product of Victorian Industry exported by rail beyond the State (see page 152)		
Sausage Skins and Hog Casings	1	d, e
Sausage Skins, Undressed, Produce of Commonwealth	B	d, e
Sausage Meal	1	a, d, f
Sausages, "Smalls" minimum	C	d
Saws	2	d, g
Sawdust (see (af))	M	a
Scaffolding Clips (Steel)	*2	a
Scales and Beams	2	d, g
Scheelite	2	a
" (see (af))	1	
Screenings—		
" Coke (see (ae))	M	a
" Stone (see page 154)	M	a

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Screens, iron, mining (when in bundles, C.R.)	1	
Screws and Washers—		
" " n.o.s.	*2	a, d
" " Iron	*1	a, d
Scythe Blades	2	d, g
" Stones	2	d
Seats—		
" Church, (when in pieces)	1	d, g
" " or Hall, complete	2	h
" Garden	2	
" Wooden, for chairs	1	d, g
Seaweed, Dried	B	a
" Wet (see Manure)		
Securities for the payment of money (see General Condition No. 20)		
Seeds and Roots—		
" " Agricultural, Lupin, Grass, Sorghum, Canary, Pannicum, Soudan, and Vegetable, n.o.s. (see (aa))	Grain	a
Seeds—		
" Roots and bulb, garden and flower	2	a, c, d
" Sunflower (see (aa))	A.P.	a, c, d
" Carraway	2	a, c, d
" Ambercane	A.P.	a, c, d
" Mustard, "Smalls" minimum	C	a, c, d
" Prepared for birds	C	a, c, d
Semolina—		
" In bulk in bags	Grain	a
" In packets	1	c, d
Shafting, steel	*2	
Shafts (see Poles)		
Shale—		
" Oil	B	i
" Other than oil	M	a
Sharps (see (aj) and page 150)	Grain	a
Shavings, Wood (see (ab))	M	a
Sheep Branding commodities	C	c, d, e, g, i
" Drench	B	c, d, i
" Trotters for glue making	A	a
Sheet Piling—		
" " New	2	
" " " (see (ai))	1	
" " Secondhand—	1	
" " " (see (ai))	C	
Shells, gravel	M	a
Shell Grit (see page 160)	M	a
Shingles (see Timber)		
Shop Fronts—		
" " Not set up	2	d, g
" " Set up	Double 2	d, g
Shot	2	a, d
Shovels and Spades—		
" " (in cases, C.R.)	1	d
" " (in bales, C.R.)	2	b
Shrubs (see Plants)		
Sieves	2	d, g
Signboards, wooden, signs to be protected—		
" " " " Up to 18 feet in length	2	
" " " " Over 18 feet in length	2 plus 50 p.c.	

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Signs—		
" Electric	2	c, d, g
" Metal, including advertising plates	2	d, g
Silica, crude	M	a
Silicate of Cotton, for covering steam pipes	C	a, b
Silk Waste	A	a,
Silks, subject to General Condition No. 2	2	d
Sillimanite	M	a
Silos, galvanised iron or steel frame, in sections	C	g
Silver, manufactured, or unmanufactured (see General Condition No. 20)		
Sisal	*A	a, b
Skewers, wooden	C	c, d
Skins—		
" Kangaroo, Wallaby, Opossum and Goat	1	a, b, d
" Fox—		
" O.R.	2	
" C.R., subject to General Condition No. 2	2	a, b, d
" Sheep—		
" In bundles	*B	
" Loose—		
" minimum 3 tons (which may be comprised of sheep skins, hides and tallow)	*B	
" Smaller lots—		
" " C.R. subject to Note (a)	*1, plus 10 p.c.	
" " O.R.	*1	
" " NOTE (a)—When loose sheep skins are required to be tanned, or are consigned at Commissioners' Risk, an extra charge of 4s. 0d. per ton for tanning shall be made in addition to Commissioners' Risk rate.		
" Rabbit and Hare—Minimum 1 ton	B	a, b, d
" Smaller lots	1	a, b, d
Skirtings, Hardwood (see Timber)		
" Softwood	C	
Slabs—Ironite	A	g
" (see (ai))	A, less 25 p.c.	g
Slates—		
" Fibro cement	C	d, g
" Asbestos, roofing	C	
" Roofing, n.o.s.	B	
" Produce of Commonwealth, on "Up" journey	*M	
Slate Slabs (see Stone)		
Sleepers, Hardwood (see Timber)		
Sleep Outs (see Houses)		
Slippers	*2	c, d
Soap—		
" Fancy		
" n.o.s.	2	c, d
" Produce of Commonwealth	*1	c, d
" Foam, Extract of	2	c, d
" Household and Extract of	*C	c, d
" (see (ai))	*B	c, d
" Lye Refuse (see (ae))	M	e, i
" Polish	C	c, d, e, l
" Soft	*C	c, d, e, l
" accompanying red oil as spraying material	A	i
Soda Ash	*A	a

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Soda—		
" Bicarbonate of	B	a, c, d
" Carbonate of, for fruit dipping and so declared on consignment note	A	a, c, d
" Crystals, washing	B	a, c, d
" Hypo-phosphate of	B	c, d, e, f
" Hypo-sulphate of	A	c, d, e, f
" Silicate of	*A	c, d, e, i
Sodium Sulphite—		
" " Crude, consigned to Victorian paper mills for manufacture of paper	M	a
" n.o.s.	B	a
Soft drinks (Aerated and Temperance)	*B	d, e, g, k
" (see (aa))	*A	d, e, g, k
Soil, n.o.s.	M	a
" for top dressing Bowling Greens, Cricket Pitches or Golf Greens	Fire-wood plus 20 p.c.	
Solder	1	d
Solvol	1	c, d
Soup, Tomato and Vegetable (same as Sauces)		
" Tablets and Powders		
" n.o.s.	2	c, d
" Produce of Commonwealth, on "Up" journey	*A	c, d
Spalls (see Stone)		
Spanish Clay, for wine fining	1	a, d
Spice, Condition, for stock	A	a, d
Spices, Culinary	2	c, d
Spikes, Iron	1	a, d
Spindles, Wood or Iron	1	b, d
Spirits—		
" Denatured	1	c, d, e, g, i
" n.o.s.	2	
" Produce of Commonwealth "Smalls" minimum	*C	
" For fortifying wine (Certificate from Customs Department to accompany consignment note)	*B	
Spokes—		
" Wooden (see Felloes)		
" Iron, for agricultural machines	1	b, d
Spongemix	1	c, d
Spouting, galvanized iron	2	g
Spraying materials (see Orchard Pests Specifics)		
Springs—		
" Vehicle	*2	b, d
" Furniture	*2	b, d
Stamps (see General Condition No. 20)		
Standards, Fencing (see Wire)		
Starch—		
" n.o.s.	*2	a, c, d
" Confectionery	*A	a, c, d
" Potato	*A	a, c, d
Stationery	2	c, d
Stearax	A	a
Stearine	A	f, j
Steatite, crude or manufactured	M	a
Steel—		
" Expanded, Packed	1	d, g
" " Loose at O.R. only	2	
" Polished	*2	d, g

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Steel—continued.		
„ Shafting	*2	
„ Sheet (see Iron)		
„ „ Stainless	2	g
„ Strapping Bands for securing timber	C	
„ „ (see (ai))	B	
Steelite or Steelcrete—		
„ „ For cement floors	1	
„ „ „ (see (ai))	C	
Stock Feeders, automatic—		
„ „ „ Dismantled	B	g
„ „ „ Set up, manufactured of		
„ „ „ Galvanized and angle iron	2, plus	
„ „ „ Concrete and timber	50 p.c.	
„ „ „ „	2	g
Stone, as under—		
„ Ballast		
„ Coring		
„ Dust (see page 154)		
„ Flagging		
„ Granite, rough blocks (see page 160)		
„ Kerbing or street paving		
„ Marble, rough blocks (see page 160)		
„ Metal, road (see page 154)	M	
„ Pitchers		
„ Rubble (see page 154)		
„ Spalls (see page 154)		
„ Toppings (see page 154)		
„ Undressed (including slate), n.o.s.		
„ Granite, sawn, but not otherwise dressed (see page 160)	M	d, g
„ Granite, marble, and other stone—		
„ Dressed for buildings and foundations for monuments, grave railings or headstones, but not polished or carved either wholly or partially	A	d, g
„ Dressed, and only partially polished or carved, or wholly polished on only one side	C	d, g
„ Wholly polished or carved, Packed	*1	d, g
„ „ „ „ Loose, at O.R. only	*2	
„ Gravestones—		
„ „ Dressed, polished or carved, Packed	1	d, g
„ „ „ „ Loose, O.R. only	2	
„ Marble (see page 160)		
„ Marble Chips (see page 160)	M	a
„ Slate slabs, for paving, flooring, building, and graves	A	g
„ Slate slabs, for billiard tables	1	d, g
Stones—		
„ Fruit, "Smalls" minimum	A	a
„ „ (see (af))	M	a
„ Precious (see General Condition No. 20)		
Stoneware (see Earthenware)		
Stout (see Ale)		
Stoves and Stove Pipes—		
„ „ „ n.o.s.	2	d, g
„ „ „ Produce of Commonwealth	*1	d, g
Straw—		
„ n.o.s., in bundles or bales (see (ag))	Grain	
„ Flax (see (ab))	Grain	
„ „ Minimum 3 tons for any quantity loaded in a 4-wheeled truck	S.A.P.	
	less	
	10 p.c.	
Strawboard	*C	d, g
„ (see (af))	*A	d, g
„ (see page 160)		

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Sugar—		
" n.o.s. minimum 1 ton	*B, plus 25 p.c.	a
" "Smalls" minimum	*C	a
" Icing, castor, and loaf	2	a, c, d
" Cane, "Smalls" minimum	A	a
Sulphate of—		
" Ammonia (see Manures)	A	a
" Iron	A	a
" " consigned to Artificial Manure Manufacturers (see page 111)	Manure	a
" Potash (see Manures)		
" Sodium (see Salts Glauber)		
Sulphur	*B	a
" (see (af))	A, less 20 p.c.	a
Sulphur Lick	B	a
" Rock, for manufacture of sheep dip, and orchard pests specifics, and so declared on the consignment note	M	a
Swingle Bars (when in bundles, C.R.)—		
" For agricultural machines	1	
" n.o.s.	2	
Syphons, soda-water, in packing in cases or crates (same as Bottles)		
T.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Tacks	*2	d, f, j
Tags, flour	1	c, d
Tallow	*B	f, j
Tan, Spent (see (ab))	M	a, b
Tanning Compounds—		
" " If dangerous, the name of the commodity is to be shown on the Consignment Note. (See Volume II for Conditions of Carriage.)		
" n.o.s.	A	c, d, e, f, g, i
" " Consigned to a country tannery in Victoria—		
" " (see (aa))	*M	c, d, e, f, g, i
" " Minimum 10 cwt.	*A, less 25 p.c.	c, d, e, f, g, i
Tanks, petrol or oil, plate iron—		
" " " " (Crated, C.R.)	*2	g
" " " " (Not crated, C.R.)	*2, plus 10 p.c.	
" " " " " O.R.	*2	
Tanks, plate iron, empty, n.o.s.—		
" " " " Up to 400 gallons	C.R. 2, plus 10 p.c. O.R. 2	
" " " " Over 400 gallons, and not exceeding 1,000 gallons, rate and a half		
" " " " Over 1,000 gallons, double rate		
Tanks or Vats, galvanized or corrugated iron—		
" " " " Up to 1,000 gallons, rate and a half	C.R. 2 plus 10 p.c. O.R. 2	
" " " " Over 1,000 gallons, double rate		
Tanks, Filled. Tanks as above; contents as per Classification		
" Concrete (see Cement and Concrete Articles)		
Tapioca	2	a, c, d

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Taps, Metal or Wooden	2	d
Tapes (Clothing)	*2	c, d
Tar, n.o.s.	B	i
" Minimum 6 tons per 11-ton truck, and 9 tons per 16, 22 or 27-ton truck	A	i
" Consigned to the country to be used in combating frosts in orchards or vineyards, and so declared on the consignment note	A.P.	i
" Crude, used directly for fuel in place of wood, coal, or coke, and so declared on the consignment note (see (ae))	M	i
" Dehydrated, consigned solely for the purpose of fluxing or thinning bitumen and so declared on the consignment note (see (af))	M	i
" Compo (for tarring telegraph poles)	A	i
" Stock	*C	i
Tarpaulins	2	b
Tea	2	c, d, g
Tents	2	b
Tent floors, wooden	B	
Terne plate (same as tinplate)		
Terra-cotta, architectural	2	d, g
" (see (ae))	C	d, g
" Lumber, Kerbing, and Channelling, minimum 8½ tons per 11-ton truck, and 14½ tons per 16, 22 or 27-ton truck	M	d, g
Tetracarnit, to woollen and knitting mills	*2	i
Texaco Cold Patch (cold mix asphalt) (see Bitumen Emulsion)		
Theatrical Scenery—		d, g
Per Truck Per Mile		
4-wheeled 3 4		
Q.R. 6 8		
Q., E. or S. 10 0		
} Minimum charge £5 7s. 6d.		
" Small lots in cases or crates	2	d, g
Three-ply Timber, secured by wire in bundles C.R.	C	
Ticking	*2	b, d
Tiles—		d, g
" Common Paving, n.o.s.	A	
" Produce of Commonwealth on "Up" journey	*M	
" Roofing, glazed or unglazed, n.o.s.	A	
" Produce of Commonwealth, on "Up" journey, minimum 7½ tons per 11-ton truck, and 11 tons per 16, 22 or 27-ton truck	*M	
" Drain and Edging, n.o.s.	A	
" Produce of Commonwealth, on "Up" journey (see (af))	*M	
" Ornamental and Tesselated	*2	
" Glazed, n.o.s.	1	
" Produce of Commonwealth, on "Up" journey	*C	
Timber—		
" Hardwood, Unseasoned (See page 112)		
" Sawn, dressed or undressed n.o.s.		Un-
" Cut to sizes for case making		season-
" Sleepers, sawn or hewn		Hard-
		wood
		Timber

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Timber—continued.		
" Hardwood, Unseasoned—continued.		
" Palings, Pickets, Battens, Droppers, sawn or split }	Un-season-Hard-wood timber	
" Posts and Rails, sawn or split }		
" Rough, n.o.s. { See loading scale, page 119 re Stakes Vine } tonnage to be charged	Special M	
" Timber (unseasoned) of dimensions requiring the services, of bogie trucks, 5 4/5 d. per ton per mile, minimum rate 13s. 7d. per ton. Minimum 17 tons per Q.R. truck, 24 tons per "E," "S," or "Q" truck. When truckloads are forwarded a distance of over 167 miles, 5 4/5 d. per ton per mile, less 20 per cent. shall be charged subject to a minimum rate of £4.0.8 per ton. Class A rate and conditions shall apply if cheaper.		
" Props and Slabs, undressed, for mining (see Loading Scale page 119 re tonnage to be charged)	Fire-wood plus 20 p.c.	
" Hardwood, Seasoned, sawn, dressed or undressed, n.o.s. (see (ad))	A A, less 25 p.c.	
" Seasoned at Victorian country seasoning works when railed therefrom on "Up" journey (see (ad))	Special M	
" Cut to sizes for case making "Smalls" minimum (see (ad))	A Special M	
" Architraves, Moulding and Skirtings (see (ad))	A A, less 25 p.c.	
" Oak, imported (see (ac))	*C *B	
" Logs, Piles, Poles and Sawn Hardwood, in long lengths, n.o.s.; minimum 17 tons per "Q.R." truck, 24 tons per "E," "S," or "Q." See note (a) " Poles, scaffolding, (see (af) and Note (a)) " for case making (see (af) and Note (a)) " § Log rate 7d. per ton per mile; minimum rate, 16s. 4d. per ton. When truckloads are forwarded a distance of over 167 miles, 7d. per ton per mile, less 20 per cent., shall be charged subject to a minimum rate of £4.16.10 per ton. Class A rate and conditions shall apply if cheaper.	Log rate see §	

Note (a). The tonnage minimum for piles and poles in 30 and 35 feet lengths, loaded in "Q" trucks is 20 tons.

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Timber—continued.		
.. Logs, Piles and Poles (Hardwood)—continued.		
.. Poles and Logs, in short lengths, loaded in a 4-wheeled truck without overhanging ... }	Un-season-Hard-wood, Timber,	
.. Softwood—		
.. Sawn, n.o.s. ...	C	
.. " (see (ac)) ...	B	
.. Architraves, Mouldings and Skirtings ...	C	
.. Cut to sizes, for case making, n.o.s. "Smalls" minimum ...	A	
.. " " " " " (see (ab)) ...	† A, less 25 p.c.	
.. Staves ...	C	
.. Pinus Radiata, Murray Pine and Cyprus Pine, Australian grown, as under :—		
.. Unseasoned, sawn—		
.. Pinus Radiata, minimum 8½ tons per 11-ton truck, 14½ tons per 16, 22 or 27-ton truck ...	} Special M	
.. Murray Pine (see (af)) ...		
.. Cypress Pine (see (af)) ...		
.. Seasoned, sawn—		
.. Pinus Radiata (see (ad)) ...	} A, less 25 p.s. A	
.. Murray Pine (see (af)) ...		
.. Cypress Pine (see (af)) ...		
.. Smaller lots		
.. Pinus Radiata, seasoned at Victorian country seasoning works and railed on the "Up" journey therefrom (see (ad))	Special M	
.. Unseasoned or seasoned, cut to sizes, for case making, "Smalls" minimum ...	A	
.. " (see (ad)) ...	† Special M	
.. Logs		
.. Pinus Radiata and Murray Pine, Australian grown, in long lengths (see (af)) ...	Log rate § page 75	
.. " " In short lengths, loaded in a 4-wheeled truck without overhanging (see (ad)) ...	Special M	
.. Three-ply, secured by wire in bundles, C.R. ...	C	
.. Veneer ...	C	d, g
Tinfoil	2	d
Tin—		
.. Concentrates ...	A	a
.. Ingot ...	2	
.. Plate, n.o.s. ...	C	
.. " (see (ai)) ...	B	
.. " to Victorian country factories ...	*A	
.. Clippings (see (aa)) ...	M	
.. Scrap (see (aa)) ...	M	a
Tins—		
.. Empty (see Empties page 125)		
.. Kerosene, flattened, plain, or corrugated, in bundles "Smalls" minimum ...	B	

† maximum rate 98s. 7d. per ton

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Tinware, n.o.s.	2	d, g
Title Deeds (see General Condition No. 20.)		
Tobacco—		b
" Leaf and Stalks (in bundles, C.R.)		
" " " Minimum 10 cwt.	B	
" " " "Smalls" minimum	C	
" Smoking, n.o.s.	2	c, d
" Plant Refuse	A	a, b
Tomato—		
" Paste, Pulp, Puree (same as Fruit Pulp)		
" Soup (same as Sauce)		
" Juice (same as Fruit Juice)		
Tomatoes (same as Fruit)		
Tools	2	d
Toppings, Stone (see Stone)		
Tourist Bureaux, exhibits for (see page 149)		
Tow	*A	a, b
Toys—		
" (in cases or crates, C.R.)	2	d, g
" (in packages at O.R. only)	2	
" (loose, at O.R. only)	2 plus 50 p.c.	
" Wheeled, unassembled in packages, at O.R. only	2	
Tram Cars (same as Vehicles, page 132)		
Transport Boxes	1	
Transformers	2	d, g
" Secondhand (see Machinery)	C	d, g
Treacle, n.o.s.	1	c, d, g, i
" For cattle Food, on declaration (see (ae))	A.P.	c, d, g, i
Trees—		
" Fruit or Shelter and Fruit Tree Cuttings, in cases, tins or bundles	C	d, g
" Citrus or Palm, with roots balled in earth, Product of Victorian Country Industry, on "Up" journey—		
" Minimum 1 ton	C, less 20 p.c.	d, g
" Smaller quantities	1, less 20 p.c.	d, g
Trellis, Wooden, collapsible (in bundles, C.R.)	1	g
Tricycles, childrens (see Toys)		
Troughing, Iron	2	g
Troughs—		
" Concrete (see Cement and Concrete Articles)		
" Iron	2	
Trucks—		
" Cable	2	
" Hand	2	
" Trucks and Skips, Iron, mining, and timber	1	
Trufood (Dried Milk) (same as Milk, condensed)		
Trunks, Steel	2	d, g
Tubes—		
" Boiler, Iron, n.o.s.	1	g
" " " On "Down" journey	*1	g
" " " " " (see (ai))	*B	
Tubing—		
" Brass	2	g
" For Diamond Drill and Water Boring	1	g
" Polished	2	g
Tubs—		
" Tin or other metal	2	d, g
" Wooden	2	
Turnips	Grain	a
" In small quantities, "Smalls" minimum	A, less 10p.c.	a
Twine and Lines, n.o.s.	*2	b d;

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Ventilators—		
" Terra Cotta Air Vents	C	d, g
" Iron	2	d, g
Vent Pipes	*2	d, g
Verandah Posts (see Posts)		
Vermicelli	2	c, d
Vialit Emulsion (see Bitumen Emulsion)		
Vine Cuttings	C	b
Vinegar (in jars or bottles) n.o.s.	2	c, d, g, k
" In bulk, n.o.s.	1	e
" Produce of Commonwealth, "Smalls" minimum	*A, less 10 p.c.	c, d, e, g
Vineyard—Waste Products (see (aa))	A	
Vyces, Iron	2	d, g
W.		
(For Explosives and Goods of a Dangerous Nature see Volume.II.)		
Wadding	*2	b, d
Walls, Metal (see Ceilings)		
Wallboards (pulped wood paper or cane, including Caneite, Celotex, Masonite and Jutex	C	g
" (see also Plaster Articles)		
Washers—		
" n.o.s.	*2	c, d
" Iron	*1	c, d
Washing Boards, Glass and n.o.s.	1	d, g
Washing Machines	2	d, g
Waste Products consigned to Australian Red Cross Society, Melbourne	A	
Waste Wool, Silk and Cotton, including Card Flyings, Card Fettings, Cotton Clippings, Cotton Waste, Wool Clippings, Wool Fluff, Wool Waste, n.o.s.	A	a, b
Watches (see General Condition No. 20)		
Water—		
" Minimum 9 tons per 2,000 gallon tank truck plus cost of water	M	
" (see page 160)		
" Clarifier, n.o.s.	A	c, d, g, i
" Distilled (see (af))	M	c, d, g, k, l
" Heaters	*2	d, g
Wattle Tops and Leaves	B	a
Wax—		
" n.o.s.	2	c, d
" Bees*, Paraffin, and Ceresine	1	a, c, d
" For sealing bottles, and so described on consignment note	1	c, d
" Mineral	B	c, d
Weed Killer—		
" Non-poisonous	A	c, d, g, i
" Poisonous, the name of the commodity to be shown on the consignment note (see Volume II for Conditions of Carriage)	A	
Weights, Iron—		
" Sash	1	a
" (see Castings, rough)		
" used by Municipal Councils for testing Weighbridges	C	
" n.o.s. (56 lb. and under to be cased)	1	
Weighbridges (see Machinery)		
Wheat—		
" in bags or in bulk (see page 114)	Wheat	a

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Wheat—continued.		
" (see pages 150, 152 and 153)		
" crushed or ground, "without addition of other ingredients for stock food," and so consigned (see pages 114 and 151)	Wheat	a
" germ	1	a, c, d
" offal and combings in bags (see page 114)	Wheat	a
" for seed (see page 160)		
" salts	1	a, d
Wheel-barrows	2	
Wheels—		
" n.o.s.	*2	g
" Barrow	2	
" Fly (see Machinery)		
" Iron, for mining and timber trucks and traction engines	1	
" Iron, attached to axles	2	
" Motor, without tyres	*2	
" Plow	1	
" Rough and unfinished	*1	
Whipple-trees (in bundles, C.R.)		
" for Agricultural Machines	1	
" n.o.s.	2	
Whiting, n.o.s.	*B	a, d, j
" Produce of Commonwealth on "Up" journey	*A	a, d, j
Willows, for basket making (in bundles, C.R.)	C	
Windmills—		
" Dismantled	*1	d, g
" Set up, at O.R. only	*2	
Windows, wire, protected by timber, C.R.	2	
Wine—		
" When accepted at C.R., Fibreboard containers shall be subject to a maximum of twelve 26-oz. bottles to each container		c, d, e, g, i, k
" Single Package Rate, (see page 133)		
" n.o.s.	2	
" Produce of Commonwealth "Smalls" minimum	*A, less 10 p.c.	
" consigned direct to the seaboard for immediate export beyond the State—in hogsheads, minimum 7 tons per 11-ton truck, and 9½ tons per 16, 22 or 27-ton truck; in quarter casks, minimum 5 tons per 11-ton truck, and 8 tons per 16, 22 or 27-ton truck (see page 148)		
" Off, previously carried by rail returned to vigneron at the original forwarding station, shall be charged at half of Class A, less 10 per cent. rate, subject to Class A conditions. Declaration to be furnished with consignment note.	‡Grain	
" Off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class A, less 10 per cent. rate and conditions in the first instance, and on production of a certificate from the Customs Officer that the identical wine has been distilled, the charges may be reduced to Class M, less 10 per cent. (see (ae)*)		

‡ May be accepted at C.R. on payment of 5 per cent. additional

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
<i>Wine—continued.</i>		
" Off, forwarded to vinegar manufacturers for vinegar making and so declared on the consignment note, shall be charged under Class A, less 10 per cent. rate and conditions in the first instance, and on production of a certificate from the Customs Officer that the identical wine has been used for vinegar making, the charges may be reduced to Class M, less 10 per cent. (see (ae)*)		
" Finings	2	a, d
" Quinine—		
" " n.o.s.	2	c, d, g
" " Produce of Commonwealth	B	c, d, g
" Lees, n.o.s.	B	e, i
" " Produce of Commonwealth "Smalls" minimum	*A, less 10 p.c.	e, i
" " (when forwarded to distilleries for distillation and so declared on consignment note shall be charged under Class A, less 10 per cent. rate and conditions in the first instance and on production of a certificate from the Customs Officer that the identical Wine Lees has been distilled, the charges may be reduced to Class M less 10 per cent. (see (ae)*)		
" Spirit, Produce of Commonwealth (Certificate from Customs Department to accompany consignment note)	*B	e, i
" Stone	*C	a, d
<i>Wire—</i>		
" Baling or Tying or for binding cases	A	b, d
" Brass	2	b, d
" Copper	2	b, d
" Insulated	1	b, d
" Iron*—		
" " Fencing, Galvanized, Barbed and Cyclone Fencing in bundles also Droppers, Staples, Clamps Standards, Strainers, Wedges, and Steel or Iron Fencing Posts—		
" " n.o.s.	C	
" " Minimum 3 tons	A	
" (Wire Netting may be amalgamated with any of the above-mentioned commodities to make up the minimum of 3 tons, and also charged at Class A)		
" Netting	A	
" " Minimum 7½ tons per 11-ton truck, and 10 tons per 16, 22 or 27-ton truck	Special M	
" For Nail Making (same as Fencing Wire)	*1	b, d
" For Wire Mattresses, woven	*C	b, d
" For Mattress making, on declaration	2	b, d
" Cloth	2, plus 50 p.c.	d, g
" Stands and Frames	1	c, d
Wire-cutters		
Wireless Sets (same as Furniture)		c, d
Wolfram	2	a
" (see (af))	1	a
Wood Pulp	*B	
" " (see (ai))	*A	
Woodmeal (see (af))	M	a
Woodwool, n.o.s.	C	a, b
" For packing fruit or eggs and so declared on consignment note	B	a, b

ALPHABETICAL CLASSIFICATION OF GOODS (Continued).

Article	Class	Packing Symbol
Wool—		
" In bales, bags or fadges (see pages 150)	Wool	a, b
" Slag	C	a
" Fluff	A	a
" Clippings or Waste, n.o.s.	A	a
" Dust and Waste (residue from wool carbonizing) (see Manures)		
" Tops	*1	a, b
Woolen Goods (see Blankets)		
Woolpacks—		
" "Smalls" minimum	A	
" Secondhand, minimum 2s. 0d.	A	
Wool Bale Clips (iron)	1	d, g
Wringers	2	d, g
Y.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Yarn—		
" Coir	*1	a, b
" Cotton, n.o.s.	*C	b, d.
" " Consigned to Victorian country Knitting or Woollen Mills, Cotton Factories or Rope and Twine Works	*B	b, d.
" Worsted or Woollen		
" n.o.s.	2	d
" Consigned to Victorian Country Knitting Mills, Woollen Mills or Cotton Factories	*B	d
" On "Up" journey, "Smalls" minimum	*C	d
" Fibro (same as artificial silk yarn)		
" Flax	*B	a, b
" Hemp	*C	a, b
" Jute	*B	a, b
" Silk, artificial—		
" " n.o.s.	C	b, c, d
" " Consigned to Victorian Country Knitting Mills	*B	b, c, d
Yeast—		
" Liquid	2	c, d, e, k
" Powder	2	a, c, d, f
Z.		
(For Explosives and Goods of a Dangerous Nature see Volume II.)		
Zinc—		
" n.o.s.	2	d
" Ingots, n.o.s.	C	
" " to Victorian Country Foundries	*C	
" " minimum 5 tons per 4-wheeled truck	*B	
" perforated	2	d, g
" Scrap, in bags	*A	a
" Shavings, n.o.s.	2	a, d
" " used in assaying of gold	1	a, d
" Sheet	2	d, g
" White, Oxide of,	2	a, c, d, f, g, i
" " (see (a))	C	a, c, d, f, g, i
Zincanneal		
" 20 ton lots	C less 10 p.c.	d, g

Rates for the Carriage of Goods

including Special Schedules of Rates for—

	Page
Coal	116
Firewood	117
Flour, Bran and Pollard ..	115
Manure	111
Sand	113
“Smalls” Minimum Tariff ..	108
Timber, Unseasoned Hardwood	112
Wheat	114

MILEAGE RATES PER TON FOR GOODS.

The following rates are for carriage at Owner's Risk. For carriage at Commissioners' Risk, see General Condition No. 4, page 10.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1-10	0 8 8	0 11 1	0 11 1	0 11 1	0 10 6	0 11 1
11	0 11 2	0 12 1	0 12 1	0 12 1	0 11 2	0 12 1
12	0 11 2	0 12 1	0 12 1	0 12 1	0 11 2	0 12 1
13	0 11 2	0 12 1	0 12 1	0 12 1	0 11 2	0 12 1
14	0 11 2	0 12 9	0 12 9	0 12 4	0 11 2	0 12 9
15	0 11 2	0 12 9	0 12 9	0 12 4	0 11 2	0 12 9
16	0 11 2	0 12 9	0 12 9	0 12 4	0 11 2	0 12 9
17	0 11 2	0 12 9	0 12 9	0 12 9	0 12 4	0 12 9
18	0 11 2	0 14 8	0 14 11	0 13 10	0 12 4	0 14 11
19	0 11 2	0 14 8	0 14 11	0 13 10	0 12 4	0 14 11
20	0 11 2	0 14 8	0 14 11	0 13 10	0 12 4	0 14 11
21	0 11 2	0 14 8	0 14 11	0 14 8	0 13 2	0 14 11
22	0 11 6	0 14 8	0 15 8	0 14 8	0 13 2	0 16 7
23	0 11 6	0 14 8	0 15 8	0 14 8	0 13 2	0 16 7
24	0 12 4	0 14 8	0 15 8	0 16 4	0 14 6	0 16 7
25	0 12 4	0 14 8	0 15 8	0 16 4	0 14 6	0 16 7
26	0 12 10	0 14 8	0 15 8	0 16 4	0 14 6	0 19 3
27	0 13 6	0 15 8	0 16 4	0 16 10	0 15 2	0 19 3
28	0 13 6	0 15 8	0 16 4	0 16 10	0 15 2	0 19 3
29	0 14 4	0 16 4	0 17 2	0 16 10	0 15 2	0 19 3
30	0 14 4	0 16 4	0 17 2	0 16 10	0 15 2	1 0 8
31	0 14 4	0 16 4	0 17 2	0 18 8	0 16 10	1 1 6
32	0 15 8	0 16 10	0 18 0	0 18 8	0 16 10	1 1 6
33	0 15 8	0 16 10	0 18 0	0 18 8	0 16 10	1 1 6
34	0 16 2	0 17 10	0 18 6	0 18 8	0 16 10	1 2 0
35	0 16 2	0 17 10	0 18 6	1 0 8	0 18 8	1 3 1
36	0 17 2	0 18 8	1 0 0	1 0 8	0 18 8	1 3 1
37	0 17 2	0 18 8	1 0 0	1 2 0	1 0 0	1 3 1
38	0 17 10	1 0 2	1 0 10	1 2 0	1 0 0	1 5 4
39	0 17 10	1 0 2	1 0 10	1 2 0	1 0 0	1 5 4
40	0 17 10	1 0 2	1 0 10	1 3 6	1 0 10	1 5 4
41	0 18 4	1 0 8	1 1 10	1 3 6	1 0 10	1 5 4
42	0 18 4	1 0 8	1 1 10	1 3 6	1 0 10	1 7 2
43	0 19 8	1 1 4	1 2 4	1 4 10	1 2 0	1 7 2
44	0 19 8	1 1 4	1 2 4	1 4 10	1 2 0	1 7 2
45	1 0 4	1 2 0	1 3 4	1 4 10	1 2 0	1 7 2
46	1 0 4	1 2 0	1 3 4	1 5 4	1 2 8	1 9 8
47	1 0 10	1 2 8	1 4 2	1 5 4	1 2 8	1 9 8
48	1 1 8	1 4 2	1 5 4	1 5 4	1 2 8	1 9 8
49	1 1 8	1 4 2	1 5 4	1 7 4	1 4 10	1 9 8
50	1 1 8	1 4 2	1 5 4	1 7 4	1 4 10	1 10 11
51	1 2 4	1 4 10	1 6 0	1 8 0	1 5 0	1 10 11
52	1 2 4	1 4 10	1 6 0	1 8 0	1 5 0	1 10 11
53	1 2 8	1 6 0	1 7 4	1 8 0	1 5 0	1 10 11
54	1 2 8	1 6 0	1 7 4	1 9 4	1 6 4	1 13 7
55	1 4 4	1 7 4	1 8 6	1 9 4	1 6 4	1 13 7
56	1 4 4	1 7 4	1 8 6	1 10 8	1 7 6	1 13 7
57	1 5 4	1 8 0	1 9 4	1 10 8	1 7 6	1 13 7
58	1 5 4	1 8 0	1 9 4	1 10 8	1 7 6	1 15 10
59	1 5 10	1 8 6	1 10 0	1 10 8	1 7 6	1 15 10
60	1 5 10	1 8 6	1 10 0	1 10 8	1 7 6	1 15 10

* For minimum weights and alternative rates for smaller quantities, see, General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1-10	0 11 1	0 8 5	0 12 1	0 9 8	0 12 7	0 12 7	0 13 7
11	0 12 1	0 8 10	0 12 1	0 10 11	0 13 0	0 13 0	0 15 6
12	0 12 1	0 8 10	0 12 1	0 10 11	0 13 7	0 13 7	0 16 6
13	0 12 1	0 8 10	0 12 1	0 10 11	0 15 6	0 15 6	0 18 5
14	0 12 9	0 8 10	0 14 3	0 11 9	0 16 6	0 16 6	0 19 10
15	0 12 9	0 8 10	0 14 3	0 11 9	0 17 11	0 17 11	1 0 9
16	0 12 9	0 8 10	0 14 3	0 11 9	0 19 0	0 19 5	1 1 9
17	0 12 9	0 8 10	0 15 9	0 12 11	0 19 10	0 19 10	1 2 9
18	0 14 11	0 10 2	0 15 9	0 12 11	1 0 9	1 0 9	1 4 8
19	0 14 11	0 10 2	0 15 9	0 12 11	1 1 9	1 1 9	1 5 8
20	0 14 11	0 10 2	0 18 4	0 15 0	1 2 5	1 2 5	1 6 7
21	0 14 11	0 10 2	0 18 4	0 15 0	1 2 9	1 2 9	1 7 7
22	0 16 7	0 11 5	0 18 4	0 15 0	1 4 3	1 5 1	1 9 0
23	0 16 7	0 11 5	1 0 5	0 16 4	1 5 8	1 5 8	1 10 6
24	0 16 7	0 11 5	1 0 5	0 16 4	1 6 0	1 6 2	1 12 0
25	0 16 7	0 11 5	1 0 5	0 16 4	1 6 10	1 7 7	1 14 0
26	0 19 3	0 12 10	1 2 0	0 17 11	1 8 2	1 8 2	1 14 10
27	0 19 3	0 12 10	1 2 0	0 17 11	1 8 10	1 9 0	1 15 4
28	0 19 3	0 12 10	1 2 0	0 17 11	1 9 3	1 10 6	1 16 3
29	0 19 3	0 12 10	1 4 1	0 19 8	1 10 0	1 12 0	1 18 2
30	1 1 6	0 14 7	1 4 1	0 19 8	1 10 3	1 12 11	1 18 9
31	1 1 6	0 14 7	1 4 1	0 19 8	1 11 4	1 14 3	2 0 1
32	1 1 6	0 14 7	1 5 11	1 1 0	1 12 1	1 14 10	2 1 2
33	1 1 6	0 14 7	1 5 11	1 1 0	1 13 1	1 15 4	2 2 1
34	1 3 1	0 15 9	1 5 11	1 1 0	1 14 0	1 16 3	2 4 0
35	1 3 1	0 15 9	1 8 3	1 2 11	1 14 11	1 17 10	2 5 0
36	1 3 1	0 15 9	1 8 3	1 2 11	1 17 1	1 18 2	2 7 5
37	1 3 1	0 15 9	1 8 3	1 2 11	1 18 2	1 19 2	2 8 4
38	1 5 4	0 17 2	1 9 5	1 4 0	1 19 0	2 0 1	2 9 5
39	1 5 4	0 17 2	1 9 5	1 4 0	1 19 5	2 0 6	2 10 4
40	1 5 4	0 17 2	1 9 5	1 4 0	2 0 1	2 2 1	2 11 8
41	1 5 4	0 17 2	1 12 0	1 6 1	2 0 10	2 2 6	2 13 4
42	1 7 2	0 18 5	1 12 0	1 6 1	2 1 5	2 4 0	2 13 8
43	1 7 2	0 18 5	1 12 0	1 6 1	2 1 11	2 5 0	2 14 8
44	1 7 2	0 18 5	1 14 1	1 7 8	2 3 3	2 7 5	2 16 7
45	1 7 2	0 18 5	1 14 1	1 7 8	2 4 1	2 7 10	2 17 1
46	1 9 8	1 0 4	1 14 1	1 7 8	2 4 4	2 8 10	2 18 0
47	1 9 8	1 0 4	1 15 9	1 9 0	2 5 1	2 9 5	3 0 6
48	1 9 8	1 0 4	1 15 9	1 9 0	2 6 2	2 10 4	3 1 6
49	1 9 8	1 0 4	1 15 9	1 9 0	2 6 4	2 11 8	3 3 3
50	1 10 11	1 1 0	1 17 4	1 10 4	2 7 2	2 12 4	3 4 11
51	1 10 11	1 1 0	1 17 4	1 10 4	2 9 0	2 13 4	3 5 3
52	1 10 11	1 1 0	1 17 4	1 10 4	2 9 4	2 14 2	3 6 9
53	1 10 11	1 1 0	1 19 11	1 12 9	2 10 3	2 14 8	3 7 9
54	1 13 7	1 2 8	1 19 11	1 12 9	2 11 2	2 15 8	3 8 3
55	1 13 7	1 2 8	1 19 11	1 12 9	2 11 6	2 17 1	3 10 1
56	1 13 7	1 2 8	2 1 1	1 13 1	2 14 3	2 17 6	3 11 1
57	1 13 7	1 2 8	2 1 1	1 13 1	2 14 11	2 18 0	3 11 6
58	1 15 10	1 4 6	2 1 1	1 13 1	2 15 6	3 0 6	3 13 5
59	1 15 10	1 4 6	2 3 9	1 15 7	2 16 0	3 1 6	3 14 11
60	1 15 10	1 4 6	2 3 9	1 15 7	2 16 4	3 1 11	3 16 6

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
61	1 5 10	1 8 6	1 10 0	1 10 8	1 7 6	1 15 10
62	1 6 4	1 9 4	1 10 10	1 11 8	1 8 6	1 17 7
63	1 6 4	1 9 4	1 10 10	1 11 8	1 8 6	1 17 7
64	1 7 4	1 10 0	1 11 6	1 11 8	1 8 6	1 17 7
65	1 7 4	1 10 0	1 11 6	1 11 8	1 8 6	1 17 7
66	1 8 6	1 11 8	1 13 4	1 11 8	1 8 6	1 18 6
67	1 8 6	1 11 8	1 13 4	1 13 0	1 10 0	1 18 10
68	1 9 0	1 12 6	1 14 2	1 13 0	1 10 0	1 18 10
69	1 9 0	1 12 6	1 14 2	1 13 0	1 10 0	1 18 10
70	1 9 8	1 13 0	1 14 8	1 13 8	1 10 8	2 0 10
71	1 10 8	1 13 8	1 15 4	1 13 8	1 10 8	2 0 10
72	1 10 8	1 13 8	1 15 4	1 15 10	1 12 4	2 1 11
73	1 11 4	1 14 6	1 16 4	1 15 10	1 12 4	2 1 11
74	1 11 4	1 14 6	1 16 4	1 15 10	1 12 4	2 2 6
75	1 12 2	1 15 10	1 17 10	1 17 0	1 13 4	2 3 2
76	1 12 2	1 15 10	1 17 10	1 17 0	1 13 4	2 3 2
77	1 12 2	1 16 6	1 18 6	1 17 0	1 13 4	2 3 2
78	1 12 2	1 16 6	1 18 6	1 17 10	1 13 8	2 5 6
79	1 12 2	1 17 10	1 19 8	1 17 10	1 13 8	2 5 6
80	1 12 2	1 17 10	1 19 8	1 17 10	1 13 8	2 5 6
81	1 12 2	1 18 6	2 0 4	1 17 10	1 13 8	2 5 6
82	1 12 2	1 18 6	2 0 4	1 17 10	1 13 8	2 5 6
83	1 12 2	1 18 6	2 0 4	1 18 10	1 14 10	2 6 10
84	1 12 2	1 18 6	2 0 4	1 18 10	1 14 10	2 6 10
85	1 13 4	1 18 10	2 0 10	1 18 10	1 14 10	2 6 10
86	1 13 4	1 18 10	2 0 10	1 18 10	1 14 10	2 6 10
87	1 13 4	1 18 10	2 0 10	2 0 4	1 16 6	2 9 0
88	1 13 4	1 18 10	2 0 10	2 0 4	1 16 6	2 9 0
89	1 13 4	1 18 10	2 0 10	2 0 4	1 16 6	2 9 0
90	1 13 4	2 0 4	2 2 6	2 0 4	1 16 6	2 9 0
91	1 13 4	2 0 4	2 2 6	2 1 6	1 17 4	2 9 6
92	1 13 4	2 0 4	2 2 6	2 1 6	1 17 4	2 9 6
93	1 13 4	2 0 4	2 2 6	2 1 6	1 17 4	2 9 6
94	1 13 4	2 0 10	2 2 10	2 1 6	1 17 4	2 9 6
95	1 14 0	2 0 10	2 2 10	2 2 6	1 18 0	2 10 10
96	1 14 0	2 0 10	2 2 10	2 2 6	1 18 0	2 10 10
97	1 14 0	2 0 10	2 2 10	2 2 6	1 18 0	2 10 10
98	1 14 0	2 1 6	2 3 8	2 2 6	1 18 0	2 10 10
99	1 14 0	2 1 6	2 3 8	2 2 6	1 18 0	2 10 10
100	1 14 0	2 2 6	2 4 6	2 2 6	1 18 0	2 13 2
101	1 14 0	2 2 6	2 4 6	2 2 6	1 18 0	2 13 2
102	1 14 0	2 4 2	2 6 6	2 2 6	1 18 0	2 13 2
103	1 14 0	2 4 2	2 6 6	2 2 6	1 18 0	2 13 2
104	1 14 0	2 5 0	2 7 0	2 2 6	1 18 0	2 13 2
105	1 14 6	2 5 0	2 7 0	2 4 2	1 19 8	2 13 10
106	1 14 6	2 5 0	2 7 0	2 4 2	1 19 8	2 13 10
107	1 14 6	2 5 0	2 7 0	2 4 2	1 19 8	2 13 10
108	1 14 6	2 5 6	2 7 8	2 4 2	1 19 8	2 13 10
109	1 14 6	2 5 6	2 7 8	2 4 2	1 19 8	2 13 10
110	1 14 6	2 5 6	2 7 8	2 5 6	2 0 10	2 15 6

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Mini- mum 1 ton	BB ‡ Mini- mum 1 ton	C ‡ Mini- mum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
61	1 15 10	1 4 6	2 3 9	1 15 7	2 17 5	3 3 10	3 17 11
62	1 17 7	1 5 5	2 5 3	1 16 7	2 18 6	3 4 11	3 19 3
63	1 17 7	1 5 5	2 5 3	1 16 7	2 19 7	3 5 3	3 19 10
64	1 17 7	1 5 5	2 5 3	1 16 7	3 0 3	3 6 9	4 0 8
65	1 17 7	1 5 5	2 7 11	1 18 8	3 1 1	3 7 2	4 3 3
66	1 19 2	1 6 7	2 7 11	1 18 8	3 2 1	3 7 9	4 3 8
67	1 19 2	1 6 7	2 7 11	1 18 8	3 2 4	3 9 8	4 4 7
68	1 19 2	1 6 7	2 9 0	1 19 9	3 3 1	3 10 1	4 6 2
69	1 19 2	1 6 7	2 9 0	1 19 9	3 4 2	3 10 9	4 7 0
70	2 1 11	1 8 7	2 9 0	1 19 9	3 5 3	3 11 6	4 8 5
71	2 1 11	1 8 7	2 11 5	2 1 11	3 5 7	3 12 1	4 10 0
72	2 1 11	1 8 7	2 11 5	2 1 11	3 6 4	3 13 5	4 11 6
73	2 1 11	1 8 7	2 11 5	2 1 11	3 6 6	3 14 11	4 12 10
74	2 3 2	1 9 6	2 13 0	2 3 0	3 7 2	3 16 6	4 13 10
75	2 3 2	1 9 6	2 13 0	2 3 0	3 9 5	3 16 11	4 14 2
76	2 3 2	1 9 6	2 13 0	2 3 0	3 11 1	3 18 4	4 16 2
77	2 3 2	1 9 6	2 14 11	2 4 8	3 11 6	3 19 3	4 17 2
78	2 6 0	1 10 11	2 14 11	2 4 8	3 12 7	3 19 10	4 17 9
79	2 6 0	1 10 11	2 14 11	2 4 8	3 13 2	4 0 8	4 19 2
80	2 6 0	1 10 11	2 17 0	2 6 3	3 14 3	4 1 3	5 0 8
81	2 6 0	1 10 11	2 17 0	2 6 3	3 14 8	4 3 3	5 1 1
82	2 7 6	1 12 2	2 17 0	2 6 3	3 15 2	4 4 3	5 3 5
83	2 7 6	1 12 2	2 19 0	2 7 11	3 16 5	4 4 7	5 5 0
84	2 7 6	1 12 2	2 19 0	2 7 11	3 17 2	4 5 1	5 6 4
85	2 7 6	1 12 2	2 19 0	2 7 11	3 17 6	4 7 0	5 7 5
86	2 10 3	1 14 5	3 1 1	2 9 8	3 18 3	4 7 6	5 8 10
87	2 10 3	1 14 5	3 1 1	2 9 8	3 19 8	4 8 5	5 9 8
88	2 10 3	1 14 5	3 1 1	2 9 8	4 0 3	4 10 0	5 10 9
89	2 10 3	1 14 5	3 3 1	2 11 4	4 0 7	4 11 6	5 12 2
90	2 11 5	1 14 9	3 3 1	2 11 4	4 1 3	4 12 5	5 12 7
91	2 11 5	1 14 9	3 3 1	2 11 4	4 2 4	4 13 5	5 14 2
92	2 11 5	1 14 9	3 5 3	2 13 0	4 2 11	4 13 10	5 15 6
93	2 11 5	1 14 9	3 5 3	2 13 0	4 4 6	4 14 2	5 16 7
94	2 14 0	1 16 2	3 5 3	2 13 0	4 5 7	4 16 2	5 18 5
95	2 14 0	1 16 2	3 6 11	2 14 1	4 6 5	4 16 8	5 19 5
96	2 14 0	1 16 2	3 6 11	2 14 1	4 7 9	4 17 2	6 0 5
97	2 14 0	1 16 2	3 6 11	2 14 1	4 8 4	4 18 2	6 1 9
98	2 15 8	1 17 8	3 9 5	2 16 5	4 9 3	4 19 2	6 3 9
99	2 15 8	1 17 8	3 9 5	2 16 5	4 9 10	5 0 0	6 4 5
100	2 15 8	1 17 8	3 9 5	2 16 5	4 11 3	5 1 1	6 5 9
101	2 16 8	1 18 5	3 9 11	2 16 5	4 11 7	5 3 0	6 7 1
102	2 16 8	1 18 5	3 10 1	2 17 0	4 12 2	5 3 5	6 7 7
103	2 16 11	1 18 10	3 10 8	2 17 1	4 12 6	5 5 0	6 9 1
104	2 16 11	1 18 10	3 10 8	2 17 1	4 13 9	5 6 4	6 10 8
105	2 17 8	1 18 10	3 11 0	2 17 7	4 15 4	5 6 11	6 12 0
106	2 17 8	1 18 10	3 11 8	2 18 4	4 15 8	5 7 10	6 12 11
107	2 18 5	1 19 8	3 12 3	2 18 11	4 16 5	5 8 10	6 14 0
108	2 18 5	1 19 8	3 13 4	2 19 4	4 16 10	5 9 8	6 15 4
109	2 19 0	2 0 2	3 13 7	2 19 8	4 17 7	5 10 9	6 16 9
110	2 19 3	2 0 2	3 13 7	2 19 8	4 18 7	5 11 3	6 18 4

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
111	1 14 6	2 6 0	2 8 2	2 5 6	2 0 10	2 15 6
112	1 14 6	2 6 0	2 8 2	2 5 6	2 0 10	2 15 6
113	1 14 6	2 6 10	2 9 2	2 5 6	2 0 10	2 15 6
114	1 14 6	2 6 10	2 9 2	2 5 6	2 0 10	2 15 6
115	1 15 4	2 6 10	2 9 2	2 6 0	2 1 6	2 17 2
116	1 15 4	2 7 6	2 9 10	2 6 0	2 1 6	2 17 2
117	1 15 4	2 7 6	2 9 10	2 6 0	2 1 6	2 17 2
118	1 15 10	2 9 6	2 11 10	2 6 0	2 1 6	2 17 2
119	1 15 10	2 9 6	2 11 10	2 6 0	2 1 6	2 17 2
120	1 15 10	2 9 6	2 11 10	2 6 0	2 1 6	2 17 2
121	1 17 4	2 9 6	2 11 10	2 6 0	2 1 6	2 17 2
122	1 17 4	2 10 0	2 12 8	2 6 0	2 1 6	2 17 2
123	1 17 4	2 10 0	2 12 8	2 6 0	2 1 6	2 17 2
124	1 17 4	2 10 10	2 13 2	2 6 0	2 1 6	2 17 2
125	1 18 2	2 10 10	2 13 2	2 7 6	2 2 8	2 18 4
126	1 18 2	2 10 10	2 13 2	2 7 6	2 2 8	2 18 4
127	1 18 2	2 11 6	2 13 10	2 7 6	2 2 8	2 18 4
128	1 18 8	2 11 10	2 14 4	2 7 6	2 2 8	2 18 4
129	1 18 8	2 11 10	2 14 4	2 7 6	2 2 8	2 18 4
130	1 18 8	2 11 10	2 14 4	2 7 6	2 2 8	2 18 4
131	1 19 6	2 13 2	2 16 0	2 7 6	2 2 8	2 18 4
132	1 19 6	2 13 2	2 16 0	2 7 6	2 2 8	2 18 4
133	1 19 6	2 13 2	2 16 0	2 7 6	2 2 8	2 18 4
134	1 19 6	2 13 10	2 16 6	2 7 6	2 2 8	2 18 4
135	2 0 2	2 13 10	2 16 6	2 9 0	2 3 10	2 19 10
136	2 0 2	2 13 10	2 16 6	2 9 0	2 3 10	2 19 10
137	2 0 2	2 15 6	2 18 2	2 9 0	2 3 10	2 19 10
138	2 0 6	2 15 6	2 18 2	2 9 0	2 3 10	2 19 10
139	2 0 6	2 16 0	2 18 10	2 9 0	2 3 10	2 19 10
140	2 0 6	2 16 0	2 18 10	2 9 0	2 3 10	2 19 10
141	2 2 0	2 16 0	2 18 10	2 9 0	2 3 10	2 19 10
142	2 2 0	2 17 2	3 0 0	2 9 0	2 3 10	2 19 10
143	2 2 0	2 17 2	3 0 0	2 9 0	2 3 10	2 19 10
144	2 2 0	2 17 2	3 0 0	2 9 0	2 3 10	2 19 10
145	2 2 0	2 17 2	3 0 0	2 10 0	2 5 2	3 2 0
146	2 2 6	2 18 0	3 0 6	2 10 0	2 5 2	3 2 0
147	2 2 6	2 18 0	3 0 6	2 10 0	2 5 2	3 2 0
148	2 2 6	2 18 4	3 1 2	2 10 0	2 5 2	3 2 0
149	2 2 6	2 18 4	3 1 2	2 10 0	2 5 2	3 2 0
150	2 3 6	2 18 4	3 1 2	2 10 0	2 5 2	3 2 0
151	2 3 6	2 19 0	3 2 2	2 10 0	2 5 2	3 2 0
152	2 3 6	2 19 0	3 2 2	2 10 0	2 5 2	3 2 0
153	2 3 6	2 19 0	3 2 2	2 10 0	2 5 2	3 2 0
154	2 3 6	2 19 0	3 2 2	2 10 0	2 5 2	3 2 0
155	2 4 2	2 19 0	3 2 2	2 10 10	2 5 6	3 3 0
156	2 4 2	2 19 10	3 2 8	2 10 10	2 5 6	3 3 0
157	2 4 2	2 19 10	3 2 8	2 10 10	2 5 6	3 3 0
158	2 4 2	3 2 0	3 5 2	2 10 10	2 5 6	3 3 0
159	2 4 2	3 2 0	3 5 2	2 10 10	2 5 6	3 3 0
160	2 5 0	3 2 0	3 5 2	2 10 10	2 5 6	3 3 0

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
111	2 19 10	2 0 3	3 14 9	3 0 8	4 19 8	5 12 2	6 18 9
112	2 19 10	2 0 3	3 14 9	3 0 8	5 0 5	5 13 7	7 0 8
113	3 0 8	2 1 2	3 15 0	3 0 11	5 1 5	5 14 2	7 1 8
114	3 0 8	2 1 2	3 15 7	3 1 4	5 2 6	5 14 7	7 2 6
115	3 1 4	2 1 9	3 16 3	3 2 0	5 2 8	5 16 7	7 4 2
116	3 1 4	2 1 9	3 16 11	3 2 5	5 5 2	5 17 1	7 6 2
117	3 1 11	2 2 0	3 17 9	3 3 1	5 6 3	5 18 5	7 6 6
118	3 1 11	2 2 0	3 17 9	3 3 1	5 6 6	5 19 5	7 8 0
119	3 2 4	2 2 6	3 18 1	3 3 1	5 7 4	6 0 5	7 8 10
120	3 2 8	2 2 6	3 18 5	3 3 5	5 7 11	6 0 11	7 10 10
121	3 2 8	2 2 6	3 19 0	3 3 9	5 8 5	6 3 4	7 11 11
122	3 3 4	2 2 8	3 19 3	3 4 7	5 8 8	6 3 9	7 12 9
123	3 3 4	2 2 8	4 0 5	3 5 0	5 10 6	6 4 5	7 14 3
124	3 3 8	2 3 2	4 1 1	3 5 7	5 11 1	6 5 9	7 15 4
125	3 3 8	2 3 2	4 1 7	3 6 1	5 11 8	6 6 2	7 16 8
126	3 5 0	2 4 0	4 1 7	3 6 1	5 12 4	6 7 1	7 17 1
127	3 5 0	2 4 0	4 2 3	3 6 4	5 12 8	6 8 8	7 19 1
128	3 5 5	2 4 1	4 2 3	3 6 4	5 13 8	6 9 1	8 0 6
129	3 5 10	2 4 8	4 3 1	3 7 3	5 14 9	6 9 7	8 1 1
130	3 6 3	2 4 8	4 3 4	3 7 5	5 15 6	6 12 0	8 2 6
131	3 6 3	2 4 8	4 4 4	3 8 3	5 16 7	6 12 7	8 4 3
132	3 7 0	2 5 5	4 4 4	3 8 3	5 18 0	6 12 11	8 5 4
133	3 7 0	2 5 5	4 4 7	3 8 9	5 18 9	6 14 0	8 6 11
134	3 7 9	2 6 1	4 5 4	3 9 4	5 19 3	6 15 4	8 8 3
135	3 7 9	2 6 1	4 6 7	3 10 0	6 0 4	6 16 4	8 8 9
136	3 8 6	2 6 2	4 6 7	3 10 0	6 1 11	6 17 10	8 10 3
137	3 8 6	2 6 2	4 6 9	3 10 1	6 2 6	6 18 4	8 11 2
138	3 9 1	2 6 11	4 7 7	3 11 0	6 2 10	6 18 9	8 12 1
139	3 9 4	2 7 2	4 8 4	3 11 8	6 3 6	7 0 8	8 14 1
140	3 9 4	2 7 2	4 8 4	3 11 8	6 4 7	7 1 2	8 15 1
141	3 10 3	2 7 6	4 9 4	3 12 4	6 5 9	7 1 8	8 16 6
142	3 10 3	2 7 6	4 9 4	3 12 4	6 6 1	7 3 2	8 17 5
143	3 10 7	2 8 2	4 9 11	3 12 11	6 6 8	7 4 2	8 18 5
144	3 10 7	2 8 2	4 10 1	3 13 5	6 7 9	7 5 6	8 19 10
145	3 10 10	2 8 4	4 10 7	3 13 5	6 8 10	7 6 6	9 1 3
146	3 10 10	2 8 4	4 10 7	3 13 5	6 9 7	7 7 6	9 3 3
147	3 11 6	2 8 4	4 12 1	3 14 9	6 10 8	7 8 0	9 3 8
148	3 12 11	2 9 7	4 12 7	3 15 0	6 10 10	7 8 10	9 4 8
149	3 13 5	2 9 7	4 13 0	3 15 7	6 11 6	7 10 10	9 6 8
150	3 13 5	2 9 7	4 13 0	3 15 7	6 12 9	7 11 4	9 7 7
151	3 13 7	2 9 10	4 13 11	3 16 1	6 13 10	7 11 11	9 8 8
152	3 13 7	2 9 10	4 14 4	3 16 7	6 14 5	7 12 4	9 9 6
153	3 13 7	2 9 10	4 14 9	3 16 7	6 16 0	7 12 9	9 10 6
154	3 14 2	2 10 3	4 15 5	3 17 8	6 16 0	7 14 3	9 11 6
155	3 14 7	2 10 9	4 16 0	3 17 9	6 16 7	7 14 8	9 12 0
156	3 14 7	2 10 9	4 16 0	3 17 9	6 16 11	7 15 4	9 13 5
157	3 14 11	2 10 9	4 16 8	3 18 5	6 18 0	7 15 9	9 14 10
158	3 14 11	2 10 9	4 17 0	3 19 0	6 18 0	7 16 8	9 15 10
159	3 15 10	2 11 5	4 17 8	3 19 3	6 19 3	7 17 1	9 16 3
160	3 17 0	2 12 0	4 18 0	3 19 5	7 0 2	7 17 9	9 17 2

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
161	2 5 0	3 2 0	3 5 2	2 10 10	2 5 6	3 3 0
162	2 5 0	3 2 4	3 5 8	2 10 10	2 5 6	3 3 0
163	2 5 0	3 2 4	3 5 8	2 10 10	2 5 6	3 3 0
164	2 5 0	3 2 4	3 5 8	2 10 10	2 5 6	3 3 0
165	2 5 0	3 2 4	3 5 8	2 11 10	2 6 10	3 3 10
166	2 5 0	3 2 4	3 5 8	2 11 10	2 6 10	3 3 10
167	2 6 2	3 3 0	3 6 2	2 11 10	2 6 10	3 3 10
168	2 6 2	3 3 0	3 6 2	2 11 10	2 6 10	3 3 10
169	2 6 2	3 3 0	3 6 2	2 11 10	2 6 10	3 3 10
170	2 6 2	3 3 0	3 6 2	2 11 10	2 6 10	3 3 10
171	2 6 2	3 3 0	3 6 2	2 11 10	2 6 10	3 3 10
172	2 6 10	3 3 10	3 6 8	2 11 10	2 6 10	3 3 10
173	2 6 10	3 3 10	3 6 8	2 11 10	2 6 10	3 3 10
174	2 6 10	3 3 10	3 6 8	2 11 10	2 6 10	3 3 10
175	2 7 6	3 3 10	3 6 8	2 13 10	2 8 2	3 5 8
176	2 7 6	3 3 10	3 6 8	2 13 10	2 8 2	3 5 8
177	2 7 6	3 4 4	3 7 8	2 13 10	2 8 2	3 5 8
178	2 7 6	3 4 4	3 7 8	2 13 10	2 8 2	3 5 8
179	2 7 6	3 4 4	3 7 8	2 13 10	2 8 2	3 5 8
180	2 8 2	3 4 4	3 7 8	2 13 10	2 8 2	3 5 8
181	2 8 2	3 4 4	3 7 8	2 13 10	2 8 2	3 5 8
182	2 8 2	3 5 8	3 8 10	2 13 10	2 8 2	3 5 8
183	2 8 2	3 5 8	3 8 10	2 13 10	2 8 2	3 5 8
184	2 8 2	3 5 8	3 8 10	2 13 10	2 8 2	3 5 8
185	2 8 8	3 5 8	3 8 10	2 14 4	2 9 2	3 6 8
186	2 8 8	3 5 8	3 8 10	2 14 4	2 9 2	3 6 8
187	2 8 8	3 6 8	3 10 2	2 14 4	2 9 2	3 6 8
188	2 8 8	3 6 8	3 10 2	2 14 4	2 9 2	3 6 8
189	2 8 8	3 6 8	3 10 2	2 14 4	2 9 2	3 6 8
190	2 8 8	3 6 8	3 10 2	2 14 4	2 9 2	3 6 8
191	2 8 8	3 6 8	3 10 2	2 16 0	2 10 2	3 8 4
192	2 9 6	3 7 8	3 10 10	2 16 0	2 10 2	3 8 4
193	2 9 6	3 7 8	3 10 10	2 16 0	2 10 2	3 8 4
194	2 9 6	3 7 8	3 10 10	2 16 0	2 10 2	3 8 4
195	2 9 6	3 7 8	3 10 10	2 16 0	2 10 2	3 8 4
196	2 9 6	3 7 8	3 10 10	2 16 0	2 10 2	3 8 4
197	2 11 0	3 8 4	3 11 10	2 16 0	2 10 2	3 8 4
198	2 11 0	3 8 4	3 11 10	2 16 0	2 10 2	3 8 4
199	2 11 0	3 8 4	3 11 10	2 16 0	2 10 2	3 8 4
200	2 11 0	3 8 4	3 11 10	2 16 0	2 10 2	3 8 4
201	2 11 8	3 8 10	3 12 6	2 17 2	2 11 6	3 10 2
202	2 11 8	3 8 10	3 12 6	2 17 2	2 11 6	3 10 2
203	2 11 8	3 8 10	3 12 6	2 17 2	2 11 6	3 10 2
204	2 11 8	3 8 10	3 12 6	2 17 2	2 11 6	3 10 2
205	2 11 8	3 10 2	3 13 8	2 17 2	2 11 6	3 10 2
206	2 11 8	3 10 2	3 13 8	2 17 2	2 11 6	3 10 2
207	2 11 8	3 10 10	3 14 4	2 17 2	2 11 6	3 10 2
208	2 11 8	3 10 10	3 14 4	2 17 2	2 11 6	3 10 2
209	2 11 8	3 10 10	3 14 4	2 17 2	2 11 6	3 10 2
210	2 11 8	3 10 10	3 14 4	2 17 2	2 11 6	3 10 2

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Mini- mum 2 tons	AA Smalls Minimum	B ‡ Mini- mum 1 ton	BB ‡ Mini- mum 1 ton	C ‡ Mini- mum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
161	3 17 0	2 12 0	4 19 1	4 0 4	7 1 6	7 19 1	9 17 10
162	3 17 3	2 12 2	4 19 9	4 0 7	7 1 6	8 0 0	9 19 2
163	3 17 3	2 12 2	5 0 1	4 1 4	7 1 10	8 0 6	10 0 3
164	3 17 8	2 12 7	5 0 1	4 1 4	7 2 8	8 1 1	10 1 2
165 ^a	3 18 6	2 12 10	5 0 4	4 1 7	7 2 8	8 1 7	10 2 6
166	3 18 6	2 12 10	5 1 0	4 1 9	7 3 8	8 2 6	10 4 1
167	3 18 9	2 13 5	5 1 3	4 2 3	7 4 0	8 3 10	10 4 5
168	3 18 9	2 13 5	5 2 4	4 3 1	7 4 8	8 4 3	10 5 0
169	3 19 4	2 13 11	5 3 0	4 3 3	7 4 8	8 5 4	10 6 4
170	4 0 0	2 14 0	5 3 0	4 3 3	7 5 7	8 5 10	10 7 0
171	4 0 0	2 14 0	5 3 4	4 3 7	7 6 2	8 6 11	10 8 4
172	4 0 9	2 14 7	5 3 9	4 4 0	7 7 3	8 7 9	10 9 11
173	4 0 9	2 14 7	5 4 3	4 4 5	7 7 3	8 8 3	10 10 4
174	4 1 8	2 15 5	5 5 1	4 5 4	7 7 11	8 8 9	10 10 9
175	4 1 8	2 15 5	5 5 4	4 5 8	7 8 8	8 9 3	10 12 9
176	4 2 0	2 15 5	5 5 11	4 5 11	7 9 9	8 10 3	10 13 3
177	4 2 0	2 15 5	5 6 8	4 6 9	7 9 9	8 10 9	10 13 9
178	4 2 4	2 15 8	5 6 8	4 6 9	7 11 7	8 11 2	10 15 8
179	4 2 11	2 16 3	5 7 8	4 7 0	7 12 1	8 12 1	10 16 2
180	4 2 11	2 16 3	5 7 11	4 7 3	7 12 1	8 13 5	10 17 2
181	4 3 2	2 16 6	5 8 5	4 7 11	7 12 8	8 14 1	10 18 7
182	4 3 2	2 16 6	5 8 9	4 8 1	7 13 4	8 14 6	10 19 0
183	4 4 6	2 17 3	5 9 1	4 8 8	7 13 11	8 15 1	10 19 7
184	4 5 2	2 17 9	5 10 8	4 9 11	7 14 10	8 15 5	11 0 11
185	4 5 2	2 17 9	5 10 11	4 10 1	7 15 7	8 17 1	11 2 5
186	4 5 8	2 17 9	5 10 11	4 10 1	7 16 9	8 17 5	11 3 5
187	4 5 8	2 17 9	5 11 11	4 10 7	7 17 0	8 17 11	11 4 5
188	4 5 10	2 17 10	5 11 11	4 10 7	7 17 0	8 18 5	11 5 5
189	4 6 4	2 18 5	5 12 1	4 10 9	7 18 1	8 19 10	11 6 2
190	4 6 4	2 18 5	5 12 11	4 11 5	7 18 9	9 0 10	11 7 2
191	4 7 3	2 19 0	5 13 4	4 12 0	7 18 11	9 1 3	11 7 9
192	4 7 3	2 19 0	5 13 4	4 12 0	7 18 11	9 2 4	11 8 9
193	4 7 6	2 19 3	5 14 4	4 12 7	7 19 8	9 3 3	11 10 8
194	4 7 6	2 19 3	5 14 8	4 13 0	8 2 0	9 3 8	11 11 7
195	4 8 7	3 0 0	5 15 0	4 13 7	8 2 0	9 4 3	11 12 1
196	4 8 7	3 0 0	5 15 11	4 13 11	8 2 9	9 4 8	11 13 0
197	4 8 9	3 0 0	5 16 3	4 14 4	8 2 11	9 6 3	11 13 5
198	4 8 9	3 0 0	5 16 9	4 14 7	8 3 8	9 6 8	11 15 0
199	4 9 7	3 0 5	5 17 0	4 14 11	8 3 8	9 7 7	11 15 11
200	4 10 2	3 1 3	5 17 0	4 14 11	8 4 2	9 8 0	11 16 4
201	4 10 11	3 1 3	5 17 8	4 15 8	8 5 1	9 8 8	11 17 4
202	4 10 11	3 1 3	5 18 9	4 16 4	8 6 10	9 9 6	11 19 3
203	4 11 1	3 1 10	5 18 9	4 16 4	8 6 10	9 10 6	11 19 10
204	4 11 1	3 1 10	5 19 0	4 16 8	8 7 3	9 10 11	12 0 4
205	4 11 1	3 1 10	5 19 0	4 16 8	8 8 0	9 11 6	12 2 2
206	4 11 11	3 2 4	5 19 8	4 16 8	8 9 0	9 12 0	12 2 9
207	4 11 11	3 2 4	5 19 8	4 16 8	8 9 0	9 12 10	12 4 2
208	4 11 11	3 2 4	6 0 0	4 17 0	8 9 4	9 13 5	12 5 6
209	4 12 9	3 2 8	6 0 0	4 17 0	8 10 1	9 14 10	12 6 2
210	4 12 9	3 2 8	6 0 3	4 17 8	8 10 1	9 15 10	12 6 7

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
211	2 13 0	3 11 8	3 15 0	2 18 0	2 11 10	3 11 8
212	2 13 0	3 11 8	3 15 0	2 18 0	2 11 10	3 11 8
213	2 13 0	3 12 8	3 16 6	2 18 0	2 11 10	3 11 8
214	2 13 0	3 12 8	3 16 6	2 18 0	2 11 10	3 11 8
215	2 13 0	3 12 8	3 16 6	2 18 0	2 11 10	3 11 8
216	2 13 0	3 12 8	3 16 6	2 18 0	2 11 10	3 11 8
217	2 13 0	3 14 0	3 17 8	2 18 0	2 11 10	3 11 8
218	2 13 0	3 14 0	3 17 8	2 18 0	2 11 10	3 11 8
219	2 13 0	3 14 0	3 17 8	2 18 0	2 11 10	3 11 8
220	2 13 0	3 14 0	3 17 8	2 18 0	2 11 10	3 11 8
221	2 13 6	3 14 0	3 17 8	2 19 0	2 13 2	3 12 8
222	2 13 6	3 14 10	3 18 6	2 19 0	2 13 2	3 12 8
223	2 13 6	3 14 10	3 18 6	2 19 0	2 13 2	3 12 8
224	2 13 6	3 14 10	3 18 6	2 19 0	2 13 2	3 12 8
225	2 13 6	3 14 10	3 18 6	2 19 0	2 13 2	3 12 8
226	2 13 6	3 14 10	3 18 6	2 19 0	2 13 2	3 12 8
227	2 13 6	3 15 8	3 19 0	2 19 0	2 13 2	3 12 8
228	2 13 6	3 15 8	3 19 0	2 19 0	2 13 2	3 12 8
229	2 13 6	3 15 8	3 19 0	2 19 0	2 13 2	3 12 8
230	2 13 6	3 15 8	3 19 0	2 19 0	2 13 2	3 12 8
231	2 15 6	3 15 8	3 19 0	2 19 10	2 13 10	3 14 0
232	2 15 6	3 16 2	4 0 0	2 19 10	2 13 10	3 14 0
233	2 15 6	3 16 2	4 0 0	2 19 10	2 13 10	3 14 0
234	2 15 6	3 16 2	4 0 0	2 19 10	2 13 10	3 14 0
235	2 15 6	3 16 2	4 0 0	2 19 10	2 13 10	3 14 0
236	2 15 6	3 16 2	4 0 0	2 19 10	2 13 10	3 14 0
237	2 15 6	3 16 8	4 0 6	2 19 10	2 13 10	3 14 0
238	2 15 6	3 16 8	4 0 6	2 19 10	2 13 10	3 14 0
239	2 15 6	3 16 8	4 0 6	2 19 10	2 13 10	3 14 0
240	2 15 6	3 16 8	4 0 6	2 19 10	2 13 10	3 14 0
241	2 16 4	3 16 8	4 0 6	3 0 4	2 14 2	3 14 10
242	2 16 4	3 17 4	4 1 2	3 0 4	2 14 2	3 14 10
243	2 16 4	3 17 4	4 1 2	3 0 4	2 14 2	3 14 10
244	2 16 4	3 17 4	4 1 2	3 0 4	2 14 2	3 14 10
245	2 16 4	3 17 4	4 1 2	3 0 4	2 14 2	3 14 10
246	2 16 4	3 17 4	4 1 2	3 0 4	2 14 2	3 14 10
247	2 16 4	3 19 0	4 3 0	3 0 4	2 14 2	3 14 10
248	2 16 4	3 19 0	4 3 0	3 0 4	2 14 2	3 14 10
249	2 16 4	3 19 0	4 3 0	3 0 4	2 14 2	3 14 10
250	2 16 4	4 0 0	4 4 0	3 0 4	2 14 2	3 14 10
251	2 16 8	4 0 0	4 4 0	3 2 0	2 15 8	3 15 8
252	2 16 8	4 0 0	4 4 0	3 2 0	2 15 8	3 15 8
253	2 16 8	4 0 0	4 4 0	3 2 0	2 15 8	3 15 8
254	2 16 8	4 0 0	4 4 0	3 2 0	2 15 8	3 15 8
255	2 16 8	4 0 6	4 4 6	3 2 0	2 15 8	3 15 8
256	2 16 8	4 0 6	4 4 6	3 2 0	2 15 8	3 15 8
257	2 16 8	4 0 6	4 4 6	3 2 0	2 15 8	3 15 8
258	2 16 8	4 0 6	4 4 6	3 2 0	2 15 8	3 15 8
259	2 16 8	4 0 6	4 4 6	3 2 0	2 15 8	3 15 8
260	2 16 8	4 1 2	4 5 4	3 2 0	2 15 8	3 15 8

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
211	4 13 3	3 3 4	6 1 8	4 18 9	8 10 9	9 16 3	12 8 7
212	4 13 3	3 3 4	6 2 1	4 19 0	8 13 0	9 16 9	12 8 10
213	4 13 10	3 3 8	6 2 1	4 19 0	8 13 9	9 17 2	12 9 6
214	4 13 10	3 3 8	6 2 5	4 19 4	8 13 9	9 17 10	12 10 6
215	4 14 5	3 3 8	6 2 5	4 19 4	8 14 4	9 19 2	12 11 4
216	4 14 5	3 3 8	6 3 0	4 19 11	8 15 0	9 19 8	12 12 10
217	4 14 5	3 3 8	6 3 0	4 19 11	8 15 5	10 0 3	12 13 10
218	4 14 7	3 3 11	6 3 5	5 0 1	8 15 5	10 1 2	12 14 8
219	4 14 7	3 3 11	6 3 5	5 0 1	8 17 0	10 2 6	12 15 4
220	4 14 7	3 3 11	6 4 3	5 0 4	8 17 9	10 3 0	12 16 4
221	4 15 1	3 4 5	6 4 7	5 1 0	8 18 3	10 4 1	12 18 2
222	4 15 1	3 4 5	6 4 7	5 1 0	8 18 3	10 4 5	12 18 8
223	4 16 6	3 5 1	6 5 4	5 1 9	8 18 10	10 5 0	12 19 8
224	4 16 6	3 5 1	6 5 4	5 1 9	8 19 10	10 6 1	13 0 1
225	4 16 9	3 5 7	6 5 8	5 1 11	8 19 10	10 6 4	13 2 1
226	4 17 2	3 5 10	6 5 8	5 1 11	9 0 2	10 7 0	13 3 0
227	4 17 2	3 5 10	6 6 3	5 2 5	9 0 11	10 8 0	13 3 7
228	4 17 2	3 5 10	6 6 3	5 2 5	9 2 4	10 8 4	13 4 5
229	4 17 8	3 5 10	6 7 1	5 3 1	9 2 4	10 9 11	13 5 5
230	4 17 8	3 5 10	6 7 1	5 3 1	9 3 5	10 10 4	13 6 3
231	4 18 7	3 6 7	6 7 11	5 3 8	9 4 10	10 10 9	13 7 11
232	4 18 7	3 6 7	6 7 11	5 3 8	9 5 2	10 11 3	13 8 10
233	4 18 7	3 6 7	6 8 4	5 3 9	9 5 2	10 12 9	13 9 3
234	4 19 1	3 7 0	6 8 4	5 3 9	9 5 10	10 13 3	13 9 11
235	4 19 1	3 7 0	6 9 5	5 5 1	9 6 3	10 13 9	13 12 2
236	4 19 1	3 7 0	6 9 5	5 5 1	9 7 10	10 14 2	13 12 7
237	4 19 6	3 7 0	6 9 11	5 5 4	9 7 10	10 15 8	13 13 2
238	5 0 3	3 7 11	6 9 11	5 5 4	9 8 5	10 16 2	13 15 1
239	5 0 3	3 7 11	6 10 5	5 5 7	9 9 6	10 17 2	13 15 8
240	5 0 3	3 7 11	6 10 5	5 5 7	9 9 6	10 17 7	13 16 1
241	5 0 10	3 8 3	6 10 9	5 6 4	9 10 2	10 18 7	13 17 6
242	5 0 10	3 8 3	6 11 3	5 6 7	9 11 0	10 19 0	13 18 0
243	5 1 6	3 8 10	6 11 3	5 6 7	9 12 2	10 19 7	13 18 5
244	5 1 6	3 8 10	6 11 9	5 7 0	9 12 2	10 19 11	14 0 5
245	5 1 6	3 8 10	6 11 9	5 7 0	9 12 11	11 0 11	14 1 6
246	5 1 10	3 9 2	6 12 11	5 7 8	9 13 2	11 2 5	14 2 4
247	5 1 10	3 9 2	6 12 11	5 7 8	9 13 11	11 2 11	14 3 4
248	5 1 10	3 9 2	6 13 3	5 7 11	9 13 11	11 3 5	14 4 10
249	5 2 7	3 9 5	6 13 5	5 8 5	9 15 0	11 4 5	14 5 4
250	5 2 11	3 9 5	6 13 5	5 8 5	9 16 2	11 5 5	14 6 8
251	5 4 1	3 10 7	6 14 1	5 8 9	9 16 2	11 6 2	14 7 7
252	5 4 1	3 10 7	6 14 11	5 9 3	9 16 5	11 6 9	14 8 8
253	5 4 1	3 10 7	6 14 11	5 9 3	9 16 5	11 6 9	14 9 1
254	5 4 9	3 10 7	6 15 5	5 9 9	9 16 5	11 7 2	14 9 7
255	5 4 9	3 10 7	6 15 5	5 9 9	9 17 6	11 7 9	14 10 8
256	5 4 9	3 10 7	6 15 11	5 10 4	9 17 6	11 7 9	14 11 1
257	5 5 1	3 10 10	6 15 11	5 10 4	9 17 6	11 8 9	14 11 6
258	5 5 1	3 10 10	6 16 8	5 10 9	9 19 3	11 9 7	14 12 0
259	5 5 4	3 11 6	6 16 8	5 10 9	9 19 3	11 9 7	14 13 0
260	5 5 4	3 11 6	6 17 0	5 11 1	9 19 3	11 10 8	14 14 0

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
261	2 18 0	4 1 2	4 5 4	3 2 4	2 16 4	3 16 2
262	2 18 0	4 1 2	4 5 4	3 2 4	2 16 4	3 16 2
263	2 18 0	4 1 2	4 5 4	3 2 4	2 16 4	3 16 2
264	2 18 0	4 1 2	4 5 4	3 2 4	2 16 4	3 16 2
265	2 18 0	4 2 6	4 6 6	3 2 4	2 16 4	3 16 2
266	2 18 0	4 2 6	4 6 6	3 2 4	2 16 4	3 16 2
267	2 18 0	4 2 6	4 6 6	3 2 4	2 16 4	3 16 2
268	2 18 0	4 2 6	4 6 6	3 2 4	2 16 4	3 16 2
269	2 18 0	4 2 6	4 6 6	3 2 4	2 16 4	3 16 2
270	2 18 0	4 3 0	4 7 2	3 2 4	2 16 4	3 16 2
271	2 18 4	4 3 0	4 7 2	3 3 0	2 17 0	3 17 4
272	2 18 4	4 3 0	4 7 2	3 3 0	2 17 0	3 17 4
273	2 18 4	4 3 0	4 7 2	3 3 0	2 17 0	3 17 4
274	2 18 4	4 3 0	4 7 2	3 3 0	2 17 0	3 17 4
275	2 18 4	4 4 6	4 8 8	3 3 0	2 17 0	3 17 4
276	2 18 4	4 4 6	4 8 8	3 3 0	2 17 0	3 17 4
277	2 18 4	4 4 6	4 8 8	3 3 0	2 17 0	3 17 4
278	2 18 4	4 4 6	4 8 8	3 3 0	2 17 0	3 17 4
279	2 18 4	4 4 6	4 8 8	3 3 0	2 17 0	3 17 4
280	2 18 4	4 4 10	4 9 4	3 3 0	2 17 0	3 17 4
281	2 19 10	4 4 10	4 9 4	3 3 10	2 17 2	3 18 6
282	2 19 10	4 4 10	4 9 4	3 3 10	2 17 2	3 18 6
283	2 19 10	4 4 10	4 9 4	3 3 10	2 17 2	3 18 6
284	2 19 10	4 4 10	4 9 4	3 3 10	2 17 2	3 18 6
285	2 19 10	4 5 10	4 10 2	3 3 10	2 17 2	3 18 6
286	2 19 10	4 5 10	4 10 2	3 3 10	2 17 2	3 18 6
287	2 19 10	4 5 10	4 10 2	3 3 10	2 17 2	3 18 6
288	2 19 10	4 5 10	4 10 2	3 3 10	2 17 2	3 18 6
289	2 19 10	4 5 10	4 10 2	3 3 10	2 17 2	3 18 6
290	2 19 10	4 6 10	4 11 2	3 3 10	2 17 2	3 18 6
291	3 0 4	4 6 10	4 11 2	3 4 4	2 18 0	3 19 0
292	3 0 4	4 6 10	4 11 2	3 4 4	2 18 0	3 19 0
293	3 0 4	4 6 10	4 11 2	3 4 4	2 18 0	3 19 0
294	3 0 4	4 6 10	4 11 2	3 4 4	2 18 0	3 19 0
295	3 0 4	4 8 0	4 12 2	3 4 4	2 18 0	3 19 0
296	3 0 4	4 8 0	4 12 2	3 4 4	2 18 0	3 19 0
297	3 0 4	4 8 0	4 12 2	3 4 4	2 18 0	3 19 0
298	3 0 4	4 8 0	4 12 2	3 4 4	2 18 0	3 19 0
299	3 0 4	4 8 0	4 12 2	3 4 4	2 18 0	3 19 0
300	3 0 4	4 8 6	4 12 10	3 4 4	2 18 0	3 19 0
301	3 1 0	4 8 6	4 12 10	3 5 8	2 19 0	4 0 6
302	3 1 0	4 9 0	4 13 4	3 5 8	2 19 0	4 0 6
303	3 1 0	4 9 0	4 13 4	3 5 8	2 19 0	4 0 6
304	3 1 0	4 9 0	4 13 4	3 5 8	2 19 0	4 0 6
305	3 1 0	4 9 0	4 13 4	3 5 8	2 19 0	4 0 6
306	3 1 0	4 9 0	4 13 4	3 5 8	2 19 0	4 0 6
307	3 1 0	4 10 4	4 15 0	3 5 8	2 19 0	4 0 6
308	3 1 0	4 10 4	4 15 0	3 5 8	2 19 0	4 0 6
309	3 1 0	4 10 4	4 15 0	3 5 8	2 19 0	4 0 6
310	3 1 0	4 10 4	4 15 0	3 5 8	2 19 0	4 0 6

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
261	5 5 4	3 11 6	6 17 11	5 11 11	9 19 11	11 11 7	14 14 6
262	5 6 1	3 11 8	6 17 11	5 11 11	9 19 11	11 11 7	14 14 11
263	5 6 1	3 11 8	6 18 3	5 12 1	10 0 4	11 12 1	14 15 4
264	5 6 1	3 11 8	6 18 3	5 12 1	10 0 4	11 12 7	14 15 10
265	5 6 3	3 11 8	6 18 7	5 12 5	10 0 4	11 12 7	14 16 11
266	5 7 5	3 12 10	6 18 7	5 12 5	10 1 0	11 13 0	14 18 3
267	5 7 5	3 12 10	6 19 4	5 12 11	10 1 0	11 13 5	14 18 10
268	5 7 5	3 12 10	6 19 7	5 13 3	10 1 0	11 13 5	15 0 3
269	5 8 2	3 13 0	6 19 7	5 13 3	10 1 3	11 15 0	15 1 2
270	5 8 2	3 13 0	7 0 9	5 13 11	10 1 3	11 15 0	15 2 2
271	5 8 6	3 13 6	7 1 0	5 14 7	10 3 0	11 15 0	15 2 9
272	5 8 6	3 13 6	7 1 0	5 14 7	10 3 0	11 15 11	15 3 7
273	5 8 6	3 13 6	7 1 7	5 14 9	10 3 0	11 16 4	15 4 1
274	5 9 0	3 13 7	7 1 7	5 14 9	10 3 7	11 16 4	15 4 7
275	5 9 5	3 14 2	7 2 0	5 15 0	10 3 7	11 17 0	15 5 0
276	5 9 5	3 14 2	7 2 0	5 15 0	10 3 7	11 17 4	15 5 6
277	5 9 5	3 14 2	7 2 3	5 15 7	10 4 1	11 18 4	15 7 0
278	5 10 4	3 14 7	7 2 3	5 15 7	10 4 1	11 19 3	15 7 5
279	5 10 7	3 14 11	7 3 4	5 16 3	10 4 6	11 19 10	15 8 0
280	5 10 7	3 14 11	7 3 4	5 16 3	10 4 6	11 19 10	15 8 5
281	5 10 7	3 14 11	7 4 1	5 16 11	10 5 11	12 0 4	15 9 0
282	5 11 2	3 15 3	7 4 5	5 16 11	10 6 3	12 0 10	15 9 5
283	5 11 2	3 15 3	7 4 5	5 16 11	10 6 3	12 0 10	15 10 5
284	5 11 2	3 15 3	7 5 0	5 17 4	10 6 3	12 2 2	15 11 4
285	5 12 0	3 15 9	7 5 9	5 18 1	10 8 0	12 2 9	15 11 9
286	5 12 0	3 15 9	7 5 9	5 18 1	10 8 0	12 2 9	15 13 3
287	5 13 1	3 16 6	7 6 3	5 18 8	10 8 0	12 4 2	15 14 3
288	5 13 1	3 16 6	7 6 3	5 18 8	10 8 4	12 5 1	15 15 3
289	5 13 1	3 16 6	7 6 5	5 18 9	10 8 4	12 5 1	15 15 9
290	5 13 3	3 16 6	7 6 5	5 18 9	10 8 4	12 5 6	15 16 7
291	5 13 10	3 17 1	7 6 11	5 19 0	10 9 0	12 6 2	15 17 2
292	5 13 10	3 17 1	7 7 9	6 0 0	10 9 0	12 6 2	15 17 7
293	5 13 10	3 17 1	7 7 9	6 0 0	10 10 2	12 6 7	15 18 3
294	5 14 3	3 17 4	7 8 8	6 0 3	10 10 2	12 7 1	15 18 7
295	5 14 3	3 17 4	7 8 8	6 0 3	10 10 2	12 7 1	16 0 0
296	5 14 3	3 17 4	7 9 1	6 0 9	10 10 6	12 8 7	16 0 11
297	5 14 7	3 17 8	7 9 1	6 0 9	10 10 6	12 8 10	16 1 7
298	5 16 2	3 18 6	7 9 4	6 1 0	10 10 6	12 8 10	16 2 0
299	5 16 2	3 18 6	7 9 4	6 1 0	10 11 2	12 9 6	16 2 5
300	5 16 2	3 18 6	7 9 11	6 1 4	10 11 2	12 9 6	16 3 5
301	5 16 5	3 18 9	7 10 4	6 1 9	10 11 7	12 9 11	16 4 0
302	5 16 5	3 18 9	7 10 4	6 1 9	10 11 7	12 10 6	16 4 11
303	5 16 9	3 18 9	7 10 7	6 2 3	10 11 7	12 11 4	16 5 5
304	5 16 9	3 18 9	7 11 11	6 3 5	10 13 4	12 11 4	16 6 3
305	5 17 6	3 19 4	7 11 11	6 3 5	10 13 4	12 11 11	16 6 9
306	5 17 6	3 19 4	7 12 7	6 3 9	10 13 4	12 12 10	16 8 9
307	5 17 9	3 19 5	7 12 7	6 3 9	10 14 1	12 13 4	16 9 10
308	5 17 9	3 19 5	7 12 9	6 3 9	10 14 1	12 13 10	16 10 1
309	5 17 9	3 19 5	7 12 9	6 3 9	10 14 1	12 14 8	16 10 9
310	5 18 6	3 19 11	7 13 1	6 4 3	10 15 2	12 14 8	16 11 2

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
311	3 1 8	4 10 4	4 15 0	3 6 2	2 19 10	4 1 2
312	3 1 8	4 11 4	4 16 4	3 6 2	2 19 10	4 1 2
313	3 1 8	4 11 4	4 16 4	3 6 2	2 19 10	4 1 2
314	3 1 8	4 11 4	4 16 4	3 6 2	2 19 10	4 1 2
315	3 1 8	4 11 4	4 16 4	3 6 2	2 19 10	4 1 2
316	3 1 8	4 11 4	4 16 4	3 6 2	2 19 10	4 1 2
317	3 1 8	4 12 2	4 16 10	3 6 2	2 19 10	4 1 2
318	3 1 8	4 12 2	4 16 10	3 6 2	2 19 10	4 1 2
319	3 1 8	4 12 2	4 16 10	3 6 2	2 19 10	4 1 2
320	3 1 8	4 12 2	4 16 10	3 6 2	2 19 10	4 1 2
321	3 2 4	4 12 2	4 16 10	3 6 8	3 0 0	4 2 6
322	3 2 4	4 12 10	4 17 4	3 6 8	3 0 0	4 2 6
323	3 2 4	4 12 10	4 17 4	3 6 8	3 0 0	4 2 6
324	3 2 4	4 12 10	4 17 4	3 6 8	3 0 0	4 2 6
325	3 2 4	4 12 10	4 17 4	3 6 8	3 0 0	4 2 6
326	3 2 4	4 12 10	4 17 4	3 6 8	3 0 0	4 2 6
327	3 2 4	4 13 4	4 18 4	3 6 8	3 0 0	4 2 6
328	3 2 4	4 13 4	4 18 4	3 6 8	3 0 0	4 2 6
329	3 2 4	4 13 4	4 18 4	3 6 8	3 0 0	4 2 6
330	3 2 4	4 13 4	4 18 4	3 6 8	3 0 0	4 2 6
331	3 2 10	4 13 4	4 18 4	3 7 8	3 0 6	4 3 0
332	3 2 10	4 14 6	4 19 0	3 7 8	3 0 6	4 3 0
333	3 2 10	4 14 6	4 19 0	3 7 8	3 0 6	4 3 0
334	3 2 10	4 14 6	4 19 0	3 7 8	3 0 6	4 3 0
335	3 2 10	4 14 6	4 19 0	3 7 8	3 0 6	4 3 0
336	3 2 10	4 14 6	4 19 0	3 7 8	3 0 6	4 3 0
337	3 2 10	4 15 0	4 19 4	3 7 8	3 0 6	4 3 0
338	3 2 10	4 15 0	4 19 4	3 7 8	3 0 6	4 3 0
339	3 2 10	4 15 0	4 19 4	3 7 8	3 0 6	4 3 0
340	3 2 10	4 15 0	4 19 4	3 7 8	3 0 6	4 3 0
341	3 4 6	4 15 0	4 19 4	3 8 10	3 2 2	4 4 0
342	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
343	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
344	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
345	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
346	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
347	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
348	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
349	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
350	3 4 6	4 16 10	5 1 6	3 8 10	3 2 2	4 4 0
351	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
352	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
353	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
354	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
355	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
356	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
357	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
358	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
359	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10
360	3 5 2	4 18 4	5 3 0	3 10 2	3 3 0	4 4 10

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Mini- mum 2 tons	AA Smalls Minimum	B ‡ Mini- mum 1 ton	BB ‡ Mini- mum 1 ton	C ‡ Mini- mum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
311	5 18 6	3 19 11	7 14 0	6 4 11	10 15 2	12 15 4	16 11 9
312	5 18 6	3 19 11	7 14 0	6 4 11	10 15 4	12 15 9	16 12 1
313	5 19 0	4 0 5	7 14 4	6 5 1	10 15 4	12 15 9	16 13 8
314	5 19 0	4 0 5	7 14 4	6 5 1	10 15 4	12 16 4	16 14 1
315	6 0 1	4 1 7	7 15 3	6 6 0	10 15 11	12 18 2	16 14 6
316	6 0 1	4 1 7	7 15 3	6 6 0	10 15 11	12 18 2	16 15 0
317	6 0 1	4 1 7	7 15 11	6 6 3	10 15 11	12 18 8	16 15 11
318	6 0 5	4 1 7	7 15 11	6 6 3	10 17 3	12 19 1	16 16 6
319	6 0 9	4 1 8	7 16 3	6 6 8	10 17 3	12 19 1	16 17 0
320	6 0 9	4 1 8	7 16 3	6 6 8	10 17 3	12 19 8	16 17 11
321	6 0 9	4 1 8	7 16 11	6 7 1	10 18 6	13 0 1	16 18 4
322	6 1 8	4 2 4	7 17 4	6 7 7	10 18 6	13 0 1	16 19 5
323	6 2 0	4 2 4	7 17 11	6 7 11	10 19 2	13 2 1	16 19 11
324	6 2 0	4 2 4	7 17 11	6 7 11	10 19 2	13 2 6	17 0 11
325	6 2 0	4 2 4	7 18 1	6 8 0	10 19 2	13 2 6	17 1 4
326	6 2 7	4 2 11	7 18 1	6 8 0	10 19 7	13 3 0	17 3 4
327	6 2 7	4 2 11	7 19 4	6 9 4	10 19 7	13 3 7	17 4 2
328	6 2 7	4 2 11	7 19 4	6 9 4	10 19 7	13 3 7	17 4 8
329	6 2 10	4 3 2	7 19 11	6 9 8	11 0 6	13 4 5	17 5 3
330	6 2 10	4 3 2	7 19 11	6 9 8	11 0 6	13 4 5	17 6 2
331	6 3 7	4 3 5	8 0 4	6 9 11	11 1 4	13 4 11	17 7 2
332	6 3 7	4 3 5	8 0 9	6 10 5	11 1 4	13 5 5	17 7 6
333	6 4 9	4 4 4	8 0 9	6 10 5	11 1 4	13 6 3	17 8 2
334	6 4 9	4 4 4	8 1 0	6 10 5	11 2 0	13 6 3	17 8 7
335	6 4 11	4 4 7	8 1 0	6 10 5	11 2 0	13 6 11	17 9 6
336	6 4 11	4 4 7	8 1 7	6 10 9	11 3 1	13 7 11	17 9 11
337	6 4 11	4 4 7	8 1 7	6 10 9	11 3 9	13 7 11	17 10 6
338	6 5 8	4 4 7	8 2 4	6 11 9	11 3 9	13 8 10	17 11 6
339	6 5 8	4 4 7	8 2 4	6 11 9	11 3 9	13 9 3	17 12 6
340	6 5 8	4 4 7	8 3 0	6 12 1	11 4 6	13 9 3	17 12 11
341	6 6 0	4 5 5	8 3 7	6 12 9	11 4 6	13 9 11	17 13 4
342	6 6 0	4 5 5	8 4 1	6 13 1	11 5 7	13 11 3	17 13 10
343	6 6 3	4 5 8	8 4 1	6 13 1	11 5 7	13 11 3	17 14 5
344	6 6 3	4 5 8	8 4 11	6 13 5	11 5 7	13 12 2	17 15 10
345	6 7 9	4 6 4	8 4 11	6 13 5	11 5 7	13 12 7	17 16 9
346	6 8 3	4 6 10	8 5 1	6 13 5	11 5 7	13 12 7	17 17 9
347	6 8 3	4 6 10	8 5 1	6 13 5	11 5 7	13 13 2	17 18 9
348	6 8 3	4 6 10	8 5 9	6 14 1	11 6 4	13 14 1	17 19 1
349	6 8 7	4 7 3	8 5 9	6 14 1	11 6 4	13 14 1	18 0 9
350	6 8 7	4 7 3	8 6 4	6 14 11	11 6 4	13 15 1	18 1 1
351	6 9 2	4 7 3	8 7 0	6 15 5	11 6 6	13 15 8	18 1 8
352	6 9 2	4 7 3	8 7 0	6 15 5	11 6 6	13 15 8	18 2 9
353	6 9 2	4 7 3	8 7 7	6 16 0	11 8 6	13 16 1	18 3 0
354	6 9 7	4 7 5	8 7 7	6 16 0	11 8 6	13 16 6	18 3 0
355	6 9 7	4 7 5	8 8 4	6 16 7	11 8 6	13 16 6	18 4 1
356	6 9 7	4 7 5	8 8 4	6 16 7	11 9 2	13 17 6	18 5 5
357	6 10 5	4 8 2	8 8 7	6 16 9	11 9 2	13 18 0	18 5 11
358	6 10 9	4 8 2	8 9 0	6 17 3	11 9 2	13 18 0	18 6 6
359	6 10 9	4 8 2	8 9 0	6 17 3	11 10 1	13 18 5	18 6 11
360	6 10 9	4 8 2	8 9 7	6 17 3	11 10 1	13 19 6	18 7 5

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
361	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
362	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
363	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
364	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
365	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
366	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
367	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
368	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
369	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
370	3 6 0	4 18 8	5 3 4	3 10 10	3 3 10	4 5 10
371	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
372	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
373	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
374	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
375	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
376	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
377	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
378	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
379	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
380	3 6 4	5 0 10	5 5 8	3 11 8	3 4 4	4 8 0
381	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
382	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
383	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
384	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
385	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
386	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
387	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
388	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
389	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
390	3 7 2	5 2 4	5 7 4	3 12 0	3 5 2	4 8 6
391	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
392	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
393	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
394	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
395	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
396	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
397	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
398	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
399	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
400	3 8 4	5 2 8	5 8 0	3 12 8	3 5 8	4 9 0
401	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
402	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
403	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
404	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
405	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
406	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
407	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
408	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
409	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10
410	3 9 2	5 3 2	5 8 8	3 14 0	3 6 4	4 9 10

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
361	6 11 7	4 8 11	8 10 7	6 18 3	11 11 4	13 19 6	18 7 11
362	6 11 7	4 8 11	8 10 7	6 18 3	11 11 4	14 0 5	18 9 3
363	6 11 11	4 9 7	8 11 1	6 18 7	11 11 4	14 1 6	18 9 11
364	6 11 11	4 9 7	8 11 1	6 18 7	11 12 5	14 1 6	18 10 10
365	6 11 11	4 9 7	8 11 4	6 19 4	11 12 5	14 1 9	18 11 11
366	6 12 6	4 9 7	8 11 4	6 19 4	11 12 5	14 2 4	18 12 7
367	6 12 6	4 9 7	8 11 9	6 19 5	11 12 7	14 2 10	18 13 8
368	6 12 6	4 9 7	8 11 9	6 19 5	11 12 7	14 3 4	18 14 7
369	6 13 6	4 10 2	8 12 5	6 19 8	11 12 7	14 4 10	18 15 1
370	6 13 6	4 10 2	8 12 5	6 19 8	11 13 8	14 4 10	18 15 8
371	6 14 3	4 10 11	8 13 1	7 0 8	11 13 8	14 5 4	18 16 2
372	6 14 3	4 10 11	8 13 8	7 0 8	11 14 7	14 6 3	18 16 7
373	6 14 3	4 10 11	8 13 8	7 0 8	11 14 7	14 6 3	18 17 7
374	6 14 9	4 11 1	8 14 5	7 1 0	11 14 7	14 6 8	18 18 5
375	6 14 9	4 11 1	8 14 5	7 1 0	11 15 1	14 7 7	18 19 1
376	6 14 9	4 11 1	8 14 9	7 1 7	11 15 1	14 7 7	18 19 6
377	6 15 11	4 11 7	8 15 1	7 2 0	11 15 1	14 8 8	19 0 5
378	6 15 11	4 11 7	8 15 1	7 2 0	11 16 1	14 9 1	19 1 6
379	6 16 5	4 12 3	8 16 0	7 2 9	11 16 1	14 9 1	19 1 11
380	6 16 5	4 12 3	8 16 0	7 2 9	11 16 1	14 9 7	19 2 10
381	6 16 5	4 12 3	8 16 8	7 2 11	11 16 7	14 10 8	19 3 5
382	6 17 0	4 12 6	8 16 11	7 3 8	11 16 7	14 10 8	19 4 3
383	6 17 0	4 12 6	8 16 11	7 3 8	11 17 2	14 11 1	19 5 4
384	6 17 0	4 12 6	8 18 1	7 4 4	11 17 2	14 11 6	19 5 10
385	6 17 4	4 13 1	8 18 1	7 4 4	11 17 2	14 11 6	19 6 3
386	6 17 9	4 13 1	8 18 5	7 4 11	11 18 4	14 12 0	19 8 2
387	6 17 9	4 13 1	8 18 5	7 4 11	11 18 4	14 13 0	19 8 8
388	6 17 9	4 13 1	8 18 11	7 5 0	11 18 4	14 13 0	19 9 2
389	6 18 4	4 13 3	8 18 11	7 5 0	11 18 8	14 14 0	19 9 8
390	6 18 4	4 13 3	8 19 4	7 5 3	11 19 9	14 14 6	19 10 8
391	6 19 6	4 14 5	9 0 1	7 6 3	12 0 5	14 14 6	19 11 1
392	6 19 6	4 14 5	9 0 1	7 6 3	12 0 5	14 14 11	19 12 0
393	6 19 6	4 14 5	9 0 8	7 6 5	12 0 5	14 15 4	19 12 7
394	6 19 11	4 14 7	9 1 0	7 6 7	12 1 6	14 15 4	19 13 0
395	7 0 1	4 15 1	9 1 0	7 6 7	12 1 6	14 15 10	19 14 0
396	7 0 1	4 15 1	9 1 11	7 7 1	12 1 6	14 16 11	19 14 6
397	7 0 1	4 15 1	9 1 11	7 7 1	12 2 2	14 17 10	19 15 0
398	7 0 10	4 15 4	9 2 3	7 7 8	12 2 2	14 18 3	19 15 11
399	7 1 8	4 15 9	9 2 3	7 7 8	12 2 2	14 18 10	19 16 11
400	7 1 8	4 15 9	9 3 0	7 8 7	12 2 7	14 18 10	19 17 5
401	7 1 8	4 15 9	9 3 5	7 8 8	12 2 7	15 0 3	19 17 10
402	7 2 3	4 16 0	9 3 5	7 8 8	12 4 2	15 1 2	19 18 10
403	7 2 3	4 16 0	9 4 0	7 9 1	12 4 2	15 1 2	19 19 5
404	7 2 8	4 16 7	9 4 0	7 9 1	12 4 2	15 2 2	20 1 3
405	7 2 8	4 16 7	9 4 4	7 9 4	12 4 7	15 2 9	20 1 9
406	7 2 8	4 16 7	9 4 4	7 9 4	12 4 7	15 2 9	20 2 10
407	7 3 6	4 16 11	9 4 9	7 9 11	12 4 7	15 3 7	20 3 3
408	7 3 6	4 16 11	9 4 9	7 9 11	12 5 5	15 4 1	20 4 2
409	7 3 10	4 17 2	9 6 0	7 10 5	12 5 5	15 4 1	20 4 7
410	7 3 10	4 17 2	9 6 0	7 10 5	12 5 5	15 4 7	20 5 6

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
411	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
412	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
413	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
414	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
415	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
416	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
417	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
418	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
419	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
420	3 9 8	5 4 8	5 9 8	3 14 10	3 7 2	4 10 4
421	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
422	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
423	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
424	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
425	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
426	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
427	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
428	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
429	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
430	3 10 4	5 5 8	5 11 2	3 15 8	3 7 10	4 12 2
431	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
432	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
433	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
434	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
435	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
436	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
437	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
438	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
439	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
440	3 12 0	5 6 6	5 11 6	3 16 2	3 8 6	4 12 10
441	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
442	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
443	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
444	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
445	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
446	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
447	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
448	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
449	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
450	3 13 2	5 8 8	5 14 0	3 16 8	3 8 10	4 13 4
451	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
452	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
453	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
454	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
455	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
456	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
457	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
458	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
459	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0
460	3 14 0	5 9 8	5 15 4	3 17 4	3 9 8	4 15 0

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
411	7 3 10	4 17 2	9 6 3	7 10 8	12 5 8	15 5 0	20 6 1
412	7 4 9	4 17 8	9 6 11	7 11 4	12 5 8	15 5 0	20 7 1
413	7 4 9	4 17 8	9 7 1	7 11 9	12 7 5	15 5 6	20 7 6
414	7 5 2	4 18 3	9 7 1	7 11 9	12 7 5	15 7 0	20 8 0
415	7 5 2	4 18 3	9 7 8	7 12 5	12 7 5	15 7 0	20 8 7
416	7 5 2	4 18 3	9 7 8	7 12 5	12 7 9	15 7 5	20 9 5
417	7 5 6	4 18 7	9 8 4	7 12 9	12 7 9	15 8 0	20 10 5
418	7 5 6	4 18 7	9 9 5	7 13 9	12 7 9	15 8 0	20 11 1
419	7 6 4	4 19 1	9 9 5	7 13 9	12 9 2	15 8 5	20 11 4
420	7 6 4	4 19 1	9 9 9	7 14 0	12 9 2	15 9 0	20 11 9
421	7 6 6	4 19 1	9 10 3	7 14 0	12 9 6	15 9 0	20 13 4
422	7 6 6	4 19 1	9 10 3	7 14 0	12 9 6	15 9 5	20 14 5
423	7 7 10	5 0 1	9 10 7	7 14 1	12 9 6	15 10 5	20 14 10
424	7 7 10	5 0 1	9 10 7	7 14 1	12 10 7	15 10 5	20 15 3
425	7 7 10	5 0 1	9 11 4	7 15 1	12 10 7	15 11 4	20 15 9
426	7 8 1	5 0 1	9 11 4	7 15 1	12 10 7	15 11 9	20 17 2
427	7 8 1	5 0 1	9 11 9	7 15 4	12 11 3	15 12 5	20 17 9
428	7 8 8	5 0 5	9 11 9	7 15 4	12 11 3	15 13 3	20 18 8
429	7 8 8	5 0 5	9 12 3	7 16 0	12 11 3	15 13 9	21 0 1
430	7 8 8	5 0 5	9 13 3	7 16 7	12 11 9	15 13 9	21 0 8
431	7 9 1	5 0 11	9 13 11	7 17 4	12 11 9	15 15 3	21 0 11
432	7 9 1	5 0 11	9 13 11	7 17 4	12 12 9	15 15 9	21 1 7
433	7 9 4	5 1 2	9 14 4	7 17 11	12 12 9	15 15 9	21 2 0
434	7 9 4	5 1 2	9 14 4	7 17 11	12 12 9	15 16 7	21 3 7
435	7 9 4	5 1 2	9 14 8	7 17 11	12 13 10	15 17 2	21 4 0
436	7 10 6	5 1 6	9 14 8	7 17 11	12 13 10	15 17 2	21 4 7
437	7 10 6	5 1 6	9 15 1	7 18 0	12 13 10	15 17 7	21 4 11
438	7 11 4	5 2 7	9 15 1	7 18 0	12 14 10	15 18 3	21 5 5
439	7 11 4	5 2 7	9 15 5	7 18 4	12 14 10	15 18 3	21 5 11
440	7 11 4	5 2 7	9 15 5	7 18 4	12 14 10	15 18 7	21 7 10
441	7 11 8	5 2 7	9 15 11	7 18 8	12 15 5	16 0 0	21 8 4
442	7 11 8	5 2 7	9 17 3	7 19 11	12 15 5	16 0 0	21 8 9
443	7 12 3	5 2 11	9 17 3	7 19 11	12 16 0	16 0 6	21 9 10
444	7 13 1	5 3 9	9 17 9	8 0 4	12 16 0	16 1 7	21 10 4
445	7 13 1	5 3 9	9 17 9	8 0 4	12 16 6	16 1 7	21 10 9
446	7 13 1	5 3 9	9 18 0	8 0 9	12 17 4	16 2 0	21 12 2
447	7 13 6	5 3 9	9 18 0	8 0 9	12 17 4	16 2 5	21 13 2
448	7 13 6	5 3 9	9 18 8	8 0 9	12 17 4	16 2 5	21 13 9
449	7 13 9	5 3 11	9 19 3	8 1 7	12 18 3	16 3 5	21 14 2
450	7 13 9	5 3 11	9 19 3	8 1 7	12 18 3	16 4 0	21 14 6
451	7 13 9	5 3 11	9 19 11	8 1 8	12 19 6	16 4 0	21 15 1
452	7 14 3	5 4 4	10 0 1	8 2 1	12 19 6	16 4 11	21 16 6
453	7 14 3	5 4 4	10 0 1	8 2 1	12 19 6	16 5 5	21 17 0
454	7 15 2	5 4 11	10 0 9	8 2 11	12 19 9	16 5 5	21 17 6
455	7 15 2	5 4 11	10 0 9	8 2 11	12 19 9	16 6 3	21 18 0
456	7 15 2	5 4 11	10 1 5	8 3 5	12 19 9	16 6 9	21 18 5
457	7 16 1	5 5 4	10 1 5	8 3 5	13 0 7	16 7 4	22 0 0
458	7 16 1	5 5 4	10 2 1	8 4 1	13 0 7	16 8 9	22 0 4
459	7 16 7	5 6 1	10 2 1	8 4 1	13 0 7	16 9 10	22 2 0
460	7 16 7	5 6 1	10 2 8	8 4 1	13 0 9	16 9 10	22 2 4

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Minimum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
461	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
462	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
463	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
464	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
465	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
466	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
467	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
468	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
469	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
470	3 14 6	5 10 6	5 16 0	3 18 6	3 10 10	4 16 4
471	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
472	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
473	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
474	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
475	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
476	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
477	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
478	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
479	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
480	3 15 2	5 11 2	5 16 10	3 19 0	3 11 8	4 16 10
481	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
482	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
483	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
484	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
485	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
486	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
487	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
488	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
489	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
490	3 15 10	5 11 6	5 17 2	4 0 0	3 11 10	4 17 4
491	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
492	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
493	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
494	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
495	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
496	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
497	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
498	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
499	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
400	3 17 2	5 13 0	5 18 6	4 0 6	3 12 6	4 18 4
501	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
502	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
503	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
504	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
505	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
506	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
507	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
508	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
509	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0
510	3 18 2	5 15 2	6 1 0	4 1 2	3 12 10	5 0 0

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
461	£ s. d. 7 16 7	£ s. d. 5 6 1	£ s. d. 10 3 0	£ s. d. 8 4 7	£ s. d. 13 0 9	£ s. d. 16 10 1	£ s. d. 22 3 4
462	7 16 10	5 6 1	10 3 0	8 4 7	13 1 10	16 10 9	22 3 9
463	7 16 10	5 6 1	10 3 4	8 4 11	13 1 10	16 10 9	22 4 3
464	7 17 5	5 6 3	10 3 4	8 4 11	13 1 10	16 11 2	22 4 8
465	7 17 5	5 6 3	10 4 7	8 5 11	13 2 11	16 11 9	22 6 2
466	7 17 5	5 6 3	10 5 0	8 6 3	13 2 11	16 11 9	22 7 2
467	7 17 10	5 6 10	10 5 0	8 6 3	13 2 11	16 12 1	22 7 9
468	7 17 10	5 6 10	10 5 7	8 6 5	13 4 8	16 13 8	22 8 2
469	7 18 1	5 7 0	10 5 7	8 6 5	13 4 8	16 13 8	22 8 8
470	7 18 1	5 7 0	10 6 0	8 7 1	13 4 8	16 14 1	22 10 0
471	7 19 6	5 8 0	10 6 5	8 7 3	13 5 10	16 14 6	22 10 6
472	7 19 6	5 8 0	10 6 5	8 7 3	13 5 10	16 14 6	22 11 1
473	8 0 2	5 8 3	10 6 9	8 7 3	13 6 7	16 15 0	22 11 7
474	8 0 2	5 8 3	10 6 9	8 7 3	13 6 7	16 15 11	22 12 6
475	8 0 2	5 8 3	10 7 8	8 8 4	13 6 7	16 15 11	22 12 11
476	8 0 5	5 8 3	10 7 8	8 8 4	13 6 10	16 16 6	22 13 7
477	8 0 5	5 8 3	10 8 3	8 9 0	13 6 10	16 17 0	22 14 6
478	8 0 9	5 8 10	10 8 3	8 9 0	13 6 10	16 17 0	22 15 10
479	8 0 9	5 8 10	10 8 9	8 9 1	13 7 4	16 17 11	22 16 4
480	8 0 9	5 8 10	10 8 9	8 9 1	13 7 4	16 18 4	22 16 11
481	8 1 8	5 9 5	10 9 1	8 9 8	13 7 11	16 18 4	22 17 5
482	8 1 8	5 9 5	10 9 9	8 10 0	13 7 11	16 19 5	22 17 10
483	8 2 1	5 9 5	10 9 9	8 10 0	13 7 11	16 19 11	22 19 8
484	8 2 1	5 9 5	10 10 5	8 10 11	13 9 6	16 19 11	23 0 3
485	8 2 1	5 9 5	10 11 0	8 10 11	13 9 6	17 0 11	23 0 9
486	8 3 0	5 10 4	10 11 0	8 10 11	13 9 6	17 1 4	23 1 8
487	8 3 0	5 10 4	10 11 9	8 11 4	13 10 1	17 3 4	23 2 9
488	8 3 8	5 10 7	10 11 9	8 11 4	13 10 1	17 3 8	23 3 8
489	8 3 8	5 10 7	10 12 3	8 11 9	13 10 1	17 4 2	23 4 1
490	8 3 8	5 10 7	10 12 3	8 11 9	13 10 7	17 4 2	23 4 8
491	8 4 0	5 10 7	10 13 0	8 12 8	13 10 7	17 4 8	23 5 5
492	8 4 0	5 10 7	10 13 4	8 13 0	13 11 5	17 5 3	23 6 1
493	8 4 9	5 11 8	10 13 4	8 13 0	13 11 5	17 5 3	23 6 6
494	8 5 2	5 11 11	10 13 9	8 13 5	13 11 5	17 6 2	23 7 11
495	8 5 2	5 11 11	10 13 9	8 13 5	13 11 7	17 7 2	23 7 11
496	8 5 2	5 11 11	10 14 4	8 13 9	13 11 7	17 7 2	23 9 0
497	8 5 9	5 11 11	10 14 4	8 13 9	13 11 7	17 7 6	23 9 11
498	8 5 9	5 11 11	10 14 8	8 14 0	13 12 4	17 8 2	23 10 5
499	8 6 0	5 12 4	10 14 8	8 14 0	13 12 4	17 8 2	23 10 11
500	8 6 0	5 12 4	10 15 11	8 14 9	13 13 7	17 8 7	23 12 4
501	8 6 0	5 12 4	10 16 4	8 15 1	13 14 6	17 9 6	23 12 11
502	8 7 4	5 13 1	10 16 7	8 15 7	13 14 6	17 9 6	23 13 3
503	8 7 4	5 13 1	10 16 7	8 15 7	13 15 6	17 9 11	23 13 8
504	8 7 11	5 13 3	10 17 1	8 16 0	13 15 6	17 10 6	23 14 3
505	8 7 11	5 13 3	10 17 1	8 16 0	13 15 6	17 10 6	23 14 8
506	8 7 11	5 13 3	10 17 5	8 16 8	13 15 11	17 11 6	23 16 8
507	8 8 4	5 13 10	10 17 5	8 16 8	13 15 11	17 12 6	23 17 1
508	8 8 4	5 13 10	10 18 7	8 17 1	13 15 11	17 12 6	23 17 7
509	8 8 10	5 14 3	10 18 7	8 17 1	13 16 8	17 12 11	23 18 8
510	8 8 10	5 14 3	10 18 9	8 17 5	13 16 8	17 13 4	23 19 7

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
511	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
512	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
513	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
514	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
515	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
516	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
517	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
518	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
519	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
520	3 18 10	5 15 6	6 1 6	4 2 6	3 14 4	5 0 10
521	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
522	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
523	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
524	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
525	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
526	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
527	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
528	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
529	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
530	3 19 2	5 17 6	6 3 4	4 3 0	3 14 10	5 2 4
531	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
532	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
533	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
534	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
535	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
536	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
537	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
538	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
539	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
540	4 0 2	5 18 0	6 4 2	4 4 0	3 15 8	5 2 8
541	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
542	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
543	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
544	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
545	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
546	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
547	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
548	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
549	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
550	4 0 8	5 19 4	6 5 2	4 4 10	3 16 8	5 3 2
551	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
552	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
553	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
554	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
555	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
556	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
557	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
558	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
559	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8
560	4 2 2	6 0 4	6 6 2	4 5 10	3 17 4	5 4 8

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Minimum 1 ton	BB ‡ Minimum 1 ton	C ‡ Minimum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
511	8 8 10	5 14 3	10 19 9	8 18 0	13 17 8	17 13 4	24 0 1
512	8 9 1	5 14 3	10 19 9	8 18 0	13 17 8	17 13 10	24 0 6
513	8 9 1	5 14 3	11 0 0	8 18 3	13 17 8	17 14 5	24 1 6
514	8 9 8	5 14 7	11 0 0	8 18 3	13 18 5	17 14 5	24 2 6
515	8 9 8	5 14 7	11 0 4	8 18 5	13 18 5	17 15 10	24 2 10
516	8 9 8	5 14 7	11 0 4	8 18 5	13 18 5	17 16 9	24 3 10
517	8 10 5	5 15 3	11 1 3	8 19 4	13 19 11	17 17 2	24 4 6
518	8 10 5	5 15 3	11 1 3	8 19 4	13 19 11	17 17 9	24 5 5
519	8 11 2	5 15 10	11 1 5	8 19 7	13 19 11	17 18 9	24 6 6
520	8 11 2	5 15 10	11 1 5	8 19 7	14 0 11	17 18 9	24 6 9
521	8 11 9	5 16 4	11 2 11	9 0 9	14 0 11	17 19 1	24 7 4
522	8 11 9	5 16 4	11 2 11	9 0 9	14 1 7	18 0 9	24 7 10
523	8 12 4	5 16 8	11 3 11	9 1 4	14 1 7	18 0 9	24 8 9
524	8 12 4	5 16 8	11 3 11	9 1 4	14 1 7	18 1 1	24 9 2
525	8 12 4	5 16 8	11 4 1	9 1 8	14 2 0	18 1 8	24 10 3
526	8 13 2	5 16 9	11 4 1	9 1 8	14 2 0	18 1 8	24 11 8
527	8 13 2	5 16 9	11 4 7	9 2 1	14 2 0	18 2 9	24 12 2
528	8 13 4	5 17 6	11 4 7	9 2 1	14 2 8	18 3 0	24 12 7
529	8 13 4	5 17 6	11 5 0	9 2 3	14 2 8	18 3 0	24 13 0
530	8 13 4	5 17 6	11 5 0	9 2 3	14 2 8	18 3 7	24 13 8
531	8 14 1	5 17 9	11 5 4	9 2 9	14 2 10	18 4 1	24 15 0
532	8 14 1	5 17 9	11 5 8	9 3 0	14 2 10	18 4 1	24 15 8
533	8 14 8	5 18 1	11 5 8	9 3 0	14 4 10	18 5 5	24 16 1
534	8 14 8	5 18 1	11 7 0	9 4 1	14 4 10	18 5 11	24 16 4
535	8 14 8	5 18 1	11 7 0	9 4 1	14 4 10	18 5 11	24 18 0
536	8 15 4	5 18 6	11 7 7	9 4 1	14 5 6	18 6 6	24 18 4
537	8 15 4	5 18 6	11 7 7	9 4 1	14 5 6	18 6 11	24 19 11
538	8 15 11	5 18 11	11 8 0	9 4 5	14 5 6	18 6 11	25 0 4
539	8 15 11	5 18 11	11 8 4	9 4 11	14 5 8	18 7 5	25 0 10
540	8 15 11	5 18 11	11 8 4	9 4 11	14 5 8	18 7 11	25 1 11
541	8 16 9	5 19 1	11 9 0	9 5 9	14 7 0	18 7 11	25 2 2
542	8 16 9	5 19 1	11 9 7	9 6 0	14 7 0	18 9 3	25 2 10
543	8 17 0	5 19 7	11 9 7	9 6 0	14 7 0	18 9 11	25 3 10
544	8 17 5	6 0 3	11 9 9	9 6 3	14 7 6	18 9 11	25 4 2
545	8 17 5	6 0 3	11 9 9	9 6 3	14 7 6	18 10 10	25 5 3
546	8 17 5	6 0 3	11 10 11	9 7 1	14 7 6	18 11 11	25 6 2
547	8 18 0	6 0 3	11 10 11	9 7 1	14 8 7	18 12 4	25 6 7
548	8 18 0	6 0 3	11 11 4	9 7 8	14 8 7	18 12 7	25 7 2
549	8 19 1	6 1 4	11 11 4	9 7 8	14 8 7	18 13 8	25 8 7
550	8 19 1	6 1 4	11 12 1	9 7 11	14 8 10	18 13 8	25 9 1
551	8 19 1	6 1 4	11 12 4	9 8 3	14 8 10	18 14 7	25 9 7
552	8 19 8	6 1 4	11 12 4	9 8 3	14 9 11	18 15 1	25 10 0
553	8 19 8	6 1 4	11 13 0	9 8 5	14 9 11	18 15 1	25 10 6
554	8 19 11	6 1 8	11 13 0	9 8 5	14 10 9	18 15 8	25 11 11
555	8 19 11	6 1 8	11 13 3	9 9 3	14 11 0	18 16 2	25 12 11
556	8 19 11	6 1 8	11 13 3	9 9 3	14 11 0	18 16 2	25 13 5
557	9 0 4	6 2 0	11 14 3	9 9 9	14 11 0	18 16 7	25 14 5
558	9 0 4	6 2 0	11 15 0	9 10 7	14 12 5	18 17 7	25 14 10
559	9 1 1	6 2 7	11 15 0	9 10 7	14 12 5	18 17 7	25 15 5
560	9 1 1	6 2 7	11 15 7	9 11 0	14 12 5	18 18 5	25 15 9

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES					
	Firewood plus 20% * Truck loads	Special M * Truck loads	M * Truck loads	A.P. * Truck loads	Grain * Truck loads	S.A.P. Mini- mum 3 tons
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
561	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
562	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
563	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
564	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
565	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
566	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
567	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
568	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
569	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
570	4 2 6	6 1 6	6 7 8	4 6 10	3 18 4	5 5 0
571	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
572	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
573	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
574	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
575	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
576	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
577	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
578	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
579	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
580	4 3 2	6 2 10	6 9 0	4 8 0	3 18 10	5 6 6
581	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
582	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
583	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
584	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
585	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
586	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
587	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
588	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
589	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
590	4 4 0	6 3 4	6 9 8	4 8 6	3 19 10	5 7 4
591	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
592	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
593	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
594	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
595	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
596	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
597	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
598	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
599	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8
600	4 4 10	6 4 2	6 10 2	4 9 0	4 0 2	5 8 8

* For minimum weights and alternative rates for smaller quantities, see General Condition No. 15.

Mileage Rates Per Ton For Goods—continued.

Miles	CLASSES						
	A ‡ Minimum 2 tons	AA Smalls Minimum	B ‡ Mini- mum 1 ton	BB ‡ Mini- mum 1 ton	C ‡ Mini- mum 1 ton	1 Smalls Minimum	2 Smalls Minimum
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
561	9 1 1	6 2 7	11 15 9	9 11 0	14 12 10	18 19 1	25 16 9
562	9 1 9	6 2 9	11 15 9	9 11 0	14 12 10	18 19 1	25 17 9
563	9 1 9	6 2 9	11 16 3	9 11 4	14 13 6	19 0 5	25 18 3
564	9 2 4	6 3 2	11 16 3	9 11 4	14 13 6	19 0 5	25 19 3
565	9 2 4	6 3 2	11 16 8	9 11 7	14 13 6	19 0 5	25 19 8
566	9 2 4	6 3 2	11 16 8	9 11 7	14 14 0	19 1 6	26 1 2
567	9 3 2	6 3 5	11 17 1	9 12 0	14 14 0	19 1 11	26 2 1
568	9 3 2	6 3 5	11 17 1	9 12 0	14 14 0	19 1 11	26 2 7
569	9 3 6	6 4 0	11 18 4	9 13 4	14 16 0	19 2 10	26 3 2
570	9 3 6	6 4 0	11 18 4	9 13 4	14 16 0	19 3 5	26 3 7
571	9 3 10	6 4 7	11 18 8	9 13 7	14 16 9	19 3 5	26 4 7
572	9 3 10	6 4 7	11 19 4	9 13 11	14 16 9	19 4 3	26 5 0
573	9 4 10	6 4 9	11 19 4	9 13 11	14 16 9	19 5 4	26 6 7
574	9 4 10	6 4 9	11 19 8	9 14 4	14 16 11	19 5 4	26 7 0
575	9 4 10	6 4 9	12 0 5	9 14 8	14 16 11	19 5 10	26 7 11
576	9 5 6	6 4 11	12 0 5	9 14 8	14 16 11	19 6 3	26 8 4
577	9 5 6	6 4 11	12 0 9	9 15 1	14 18 2	19 7 9	26 9 0
578	9 5 9	6 5 8	12 0 9	9 15 1	14 18 2	19 8 2	26 9 3
579	9 5 9	6 5 8	12 1 1	9 15 4	14 18 2	19 8 8	26 10 10
580	9 5 9	6 5 8	12 1 1	9 15 4	14 18 11	19 8 8	26 11 3
581	9 7 0	6 6 3	12 2 0	9 16 0	14 18 11	19 9 2	26 11 9
582	9 7 0	6 6 3	12 2 4	9 16 7	15 0 5	19 9 8	26 12 4
583	9 7 4	6 6 10	12 2 4	9 16 7	15 0 5	19 9 8	26 12 10
584	9 7 4	6 6 10	12 3 4	9 17 3	15 0 5	19 10 8	26 13 2
585	9 7 4	6 6 10	12 3 4	9 17 3	15 1 1	19 11 1	26 14 2
586	9 7 10	6 7 1	12 3 11	9 17 9	15 1 1	19 11 1	26 15 6
587	9 7 10	6 7 1	12 3 11	9 17 9	15 1 1	19 12 0	26 16 2
588	9 8 4	6 7 1	12 4 1	9 17 9	15 1 7	19 12 7	26 17 1
589	9 8 4	6 7 1	12 4 1	9 17 9	15 1 7	19 12 7	26 17 6
590	9 8 4	6 7 1	12 4 7	9 18 0	15 1 7	19 13 0	26 18 2
591	9 9 1	6 7 10	12 5 7	9 19 1	15 2 2	19 14 0	26 19 0
592	9 9 1	6 7 10	12 5 7	9 19 1	15 2 2	19 14 0	27 0 11
593	9 9 8	6 8 4	12 6 1	9 19 4	15 3 0	19 14 6	27 1 6
594	9 10 1	6 8 4	12 6 7	10 0 0	15 3 0	19 15 0	27 2 0
595	9 10 1	6 8 4	12 6 7	10 0 0	15 3 0	19 15 0	27 2 5
596	9 10 1	6 8 4	12 7 3	10 0 3	15 3 8	19 15 11	27 2 10
597	9 11 0	6 9 2	12 7 3	10 0 3	15 3 8	19 16 11	27 4 5
598	9 11 0	6 9 2	12 7 7	10 0 7	15 3 8	19 16 11	27 4 8
599	9 11 4	6 9 7	12 7 7	10 0 7	15 4 1	19 17 5	27 5 4
600	9 11 4	6 9 7	12 7 11	10 0 9	15 4 1	19 17 10	27 5 9

‡ Unless otherwise specified. For alternative rates for smaller quantities, see General Condition No. 15.

"SMALLS" MINIMUM TARIFF (At Owner's Risk)

MINIMUM FREIGHT CHARGES FOR SMALL CONSIGNMENTS

Traffic Chargeable at Classes 'A' & 'AA', 'B' & 'BB'	Traffic Chargeable at Classes 'A' & 'AA', 'B' & 'BB'		Traffic Chargeable at Classes 'C'		Traffic Chargeable at Classes '1' & '2'		Weight not Exceeding—												
	s.	d.	s.	d.	s.	d.	1 qr.	2 qrs.	3 qrs.	1 cwt.	1c. 1q.	1c. 2q.	1c. 3q.	2 cwt.	2c. 1q.	2c. 2q.	2c. 3q.	3 cwt.	
11 9	11 0	10 9	s.	d.	s.	d.	2 9	2 9	2 9	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
17 0	16 0	15 9	2 9	2 9	2 9	2 9	2 9	2 9	2 9	3 7	3 11	2 9	2 9	2 9	2 9	2 9	2 9	2 9	2 9
22 3	21 0	20 6	2 9	2 9	2 9	2 9	2 9	2 9	2 9	2 10	2 10	2 10	2 10	3 2	3 3	3 3	3 3	3 7	3 10
28 0	26 9	26 0	2 9	2 9	2 9	2 9	2 9	2 9	2 10	3 2	3 3	3 3	3 3	3 4	3 11	4 4	4 4	4 8	4 11
33 3	31 9	31 0	2 9	2 9	2 9	2 9	2 9	2 9	3 2	3 4	3 7	3 11	3 11	4 4	4 8	5 0	5 2	6 1	6 1
38 3	36 6	35 6	2 9	2 9	2 9	2 9	2 9	2 9	3 3	3 7	3 11	4 4	4 4	4 11	5 2	6 1	6 5	6 10	6 10
43 9	41 9	40 9	2 9	2 9	2 9	2 9	2 9	2 9	3 7	3 11	4 4	4 4	4 11	5 5	6 3	6 7	7 2	7 7	7 7
55 0	52 6	51 0	2 9	2 9	2 10	2 10	2 10	2 10	4 5	4 5	5 2	6 1	6 1	6 10	7 4	8 2	8 7	9 6	9 6
65 3	62 0	60 6	2 9	2 9	3 3	3 3	3 3	3 3	5 0	5 0	6 3	7 2	8 2	9 0	10 4	11 1	11 11	12 11	12 11
76 6	72 9	71 0	2 9	2 9	3 3	3 3	3 3	3 3	6 3	6 3	7 2	8 2	9 0	10 4	11 1	11 11	12 11	12 11	12 11
87 0	82 9	80 9	2 9	2 9	3 4	3 4	3 4	3 4	7 1	7 1	7 11	9 0	10 5	11 6	12 4	13 7	14 11	14 11	14 11
109 0	103 9	101 3	2 10	2 10	3 11	3 11	3 11	3 11	8 3	8 3	9 8	11 5	12 7	14 1	15 5	17 0	18 4	18 4	18 4
130 3	124 0	121 0	3 2	3 2	4 5	4 5	4 5	4 5	10 0	10 0	11 6	13 3	15 1	16 8	18 4	20 1	22 1	22 1	22 1
152 0	144 9	141 3	3 3	3 3	5 0	5 0	5 0	5 0	11 5	11 5	13 3	15 5	17 4	19 3	21 4	23 6	25 4	25 4	25 4
173 3	165 0	161 0	3 7	3 7	5 9	5 9	5 9	5 9	12 9	12 9	15 1	17 4	19 9	22 3	24 8	26 8	28 11	28 11	28 11
195 6	186 0	181 6	3 10	3 10	6 5	6 5	6 5	6 5	11 8	11 8	14 4	16 8	19 5	22 3	24 8	27 2	30 0	32 6	32 6
217 0	206 9	201 6	4 3	4 3	7 1	7 1	7 1	7 1	12 9	12 9	15 9	18 8	21 5	24 7	27 5	30 1	33 2	36 1	36 1
238 6	227 0	221 6	4 5	4 5	7 6	7 6	7 6	7 6	14 1	14 1	17 4	20 3	23 7	26 10	30 1	33 2	36 6	39 8	39 8
260 3	247 9	241 6	4 11	4 11	8 2	8 2	8 2	8 2	15 2	15 2	19 0	22 3	25 11	29 0	32 11	36 1	39 9	43 3	43 3

"SMALLS" MINIMUM TARIFF—Continued.

Traffic Chargeable at Classes 'A' & 'AA'	Traffic Chargeable at Classes 'B' & 'BB'	Traffic Chargeable at Class 'C'	Traffic Chargeable at Classes '1', '1' & '2'	Weight not Exceeding—													
				1 qr.	2 qrs.	3 qrs.	1 cwt.	1c. 1q.	1c. 2q.	1c. 3q.	2 cwt.	2c. 1q.	2c. 2q.	2c. 3q.	3 cwt.		
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
282 3	268 9	262 0	252 0	242 0	232 0	222 0	212 0	202 0	192 0	182 0	172 0	162 0	152 0	142 0	132 0	122 0	112 0
—	289 0	281 9	271 0	261 0	251 0	241 0	231 0	221 0	211 0	201 0	191 0	181 0	171 0	161 0	151 0	141 0	131 0
—	309 9	302 0	290 6	279 0	268 0	257 0	246 0	235 0	224 0	213 0	202 0	191 0	180 0	169 0	158 0	147 0	136 0
—	330 0	321 9	309 6	297 0	285 0	273 0	261 0	249 0	237 0	225 0	213 0	201 0	189 0	177 0	165 0	153 0	141 0
—	351 0	342 3	329 3	316 0	303 0	290 0	277 0	264 0	251 0	238 0	225 0	212 0	199 0	186 0	173 0	160 0	147 0
—	—	362 6	348 6	334 0	320 0	306 0	292 0	278 0	264 0	250 0	236 0	222 0	208 0	194 0	180 0	166 0	152 0
—	—	382 3	367 6	352 0	337 0	322 0	307 0	292 0	277 0	262 0	247 0	232 0	217 0	202 0	187 0	172 0	157 0
—	—	401 9	387 0	372 0	357 0	342 0	327 0	312 0	297 0	282 0	267 0	252 0	237 0	222 0	207 0	192 0	177 0
—	—	—	406 9	391 0	376 0	361 0	346 0	331 0	316 0	301 0	286 0	271 0	256 0	241 0	226 0	211 0	196 0
—	—	—	426 3	411 0	396 0	381 0	366 0	351 0	336 0	321 0	306 0	291 0	276 0	261 0	246 0	231 0	216 0
—	—	—	446 0	431 0	416 0	401 0	386 0	371 0	356 0	341 0	326 0	311 0	296 0	281 0	266 0	251 0	236 0
—	—	—	465 9	450 0	435 0	420 0	405 0	390 0	375 0	360 0	345 0	330 0	315 0	300 0	285 0	270 0	255 0
—	—	—	485 6	470 0	455 0	440 0	425 0	410 0	395 0	380 0	365 0	350 0	335 0	320 0	305 0	290 0	275 0
—	—	—	505 0	490 0	475 0	460 0	445 0	430 0	415 0	400 0	385 0	370 0	355 0	340 0	325 0	310 0	295 0
—	—	—	524 9	509 0	494 0	479 0	464 0	449 0	434 0	419 0	404 0	389 0	374 0	359 0	344 0	329 0	314 0
—	—	—	544 6	529 0	514 0	499 0	484 0	469 0	454 0	439 0	424 0	409 0	394 0	379 0	364 0	349 0	334 0
—	—	—	564 3	549 0	534 0	519 0	504 0	489 0	474 0	459 0	444 0	429 0	414 0	399 0	384 0	369 0	354 0
—	—	—	Each 19/9 or-part thereof above 564/3 add	—	—	—	—	—	—	—	—	—	—	—	—	—	—

For Conditions see next page.

CONDITIONS FOR "SMALLS" MINIMUM TARIFF.

(1) 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 "Smalls" Minimum Tariff specified on the preceding page.

The "Smalls" Minimum Tariff 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 "Smalls" Minimum Tariff, provided that such minimum charge shall not be less than 6s. 9d. at Owner's Risk.

(2) When 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 "Smalls" Minimum Tariff 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 "Smalls" Minimum Tariff. The total charge only shall be subject to the minimum charge of 6s. 9d. as prescribed in Clause (1).

(3) When the weight of a consignment of goods classified under Class 2, plus 25 per cent., Class 2 plus 50 per cent. or Double Class 2 does not exceed 3 cwt. the percentage concerned shall be added to the single Class 2 rate and charged in accordance with the "Smalls" Minimum Tariff for the rate so obtained.

(4) 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 25 per cent., 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 amount to 3 cwt., each portion of the consignment shall be charged *pro rata* 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."

(5) Commissioners' Risk

(a) The Commissioners' Risk charge under the "Smalls" Minimum Tariff in respect of goods classified below Class 1 shall be computed in accordance with General Condition No. 4, page 10, but such charge shall not exceed the Owner's Risk rate prescribed in the "Smalls" Minimum Tariff for Class 1.

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

(c) The "Smalls" Minimum Tariff for consignments classified at Class 1 plus 10 per cent., or Class 2 plus 10 per cent., shall be computed at the tonnage rate for Class 1 or Class 2 respectively at the O.R. "Smalls" Minimum plus 10 per cent., provided that the charges so ascertained shall not be less than 3s. 4d. per consignment in excess of the "Smalls" Minimum at such O.R. rates for Classes 1 and 2.

(6) The charges for small consignments forwarded by goods train must not exceed the charges under the Parcels Rates.

(7) (a) Any traffic which is subject to the "Smalls" Minimum Tariff and is charged at rates less than Class "A" shall be charged the "Smalls" Minimum provided for Class "A."

(b) Small consignments of fish charged at a rate per ton per mile and subject to "Smalls" Minimum Tariff shall be charged the "Smalls" Minimum provided for Class "C."

(c) Small consignments chargeable at a combination of rates under different classifications shall be charged the "Smalls" Minimum provided for the higher classification concerned.

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OWNER'S RISK RATES PER TON FOR MANURE.

For carriage at Commissioners' Risk, see General Condition No. 4.

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
	s. d.		s. d.		s. d.		s. d.
1-27	8 4	88-93	19 6	186-193	30 0	341-360	42 10
28-31	8 10	94-96	20 2	194-200	30 8	361-380	44 2
32-34	10 6	97-101	20 8	201-210	31 8	381-390	45 0
35-37	11 2	102-109	21 4	211-220	33 0	391-410	45 6
38-41	12 0	110-117	22 0	221-230	33 8	411-430	46 0
42-43	12 4	118-125	23 6	231-240	34 6	431-450	46 10
44-46	12 10	126-133	24 2	241-250	35 10	451-470	47 6
47-50	13 10	134-141	24 10	251-260	37 0	471-490	49 0
51-57	14 8	142-149	25 4	261-270	37 10	491-510	49 6
58-63	15 8	150-157	26 0	271-280	38 10	511-530	50 0
64-69	16 4	158-165	27 4	281-290	40 4	531-550	50 10
70-75	16 10	166-173	28 0	291-300	40 10	551-570	51 6
76-81	17 10	174-177	28 6	301-320	41 6	571-580	51 10
82-87	18 8	178-185	29 4	321-340	42 6	581-600	53 2

The above rates are subject to the undermentioned truckload minima :—

Per 11 ton truck	...	...	...	10 tons 9 cwt.
Per 16, 22 or 27 ton truck	...	...	...	15 tons 4 cwt.
Per Bogie truck	...	...	...	25 tons 0 cwt.

Smaller quantities shall be charged :—

Minimum 2 tons	...	...	...	Firewood plus 20 per cent. rate.
Minimum 10 cwt.	...	...	...	"A.P." rate.
Smaller quantities	...	...	...	"A" rate "Smalls" Minimum.

OWNER'S RISK RATES PER TON FOR UNSEASONED HARDWOOD TIMBER
(See Footnotes.)

For carriage at Commissioners' Risk see General Condition No. 4.

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
1-10	s. d. 11 1	90-93	s. d. 33 7	187-191	s. d. 55 7	322-326	s. d. 77 4
11-13	12 1	94-97	34 0	192-196	56 5	327-331	77 9
14-26	12 3	98-99	34 7	197-200	56 11	332-336	78 9
27-28	13 1	100-101	35 5	201-204	57 4	337-341	79 2
29-31	13 7	102-103	36 10	205-206	58 6	342-350	80 8
32-33	14 0	104-107	37 6	207-210	59 0	351-360	81 11
34-35	14 10	108-110	37 11	211-212	59 9	361-370	82 3
36-37	15 7	111-112	38 4	213-216	60 7	371-380	84 0
38-40	16 10	113-115	39 0	217-221	61 8	381-390	85 3
41-42	17 3	116-117	39 7	222-226	62 4	391-400	85 7
43-44	17 9	118-121	41 3	227-231	63 1	401-410	86 0
45-46	18 4	122-123	41 8	232-236	63 6	411-420	87 3
47	18 11	124-126	42 4	237-241	63 11	421-430	88 1
48-50	20 2	127	42 11	242-246	64 5	431-440	88 9
51-52	20 8	128-130	43 2	247-249	65 10	441-450	90 7
53-54	21 8						
55-56	22 9	131-133	44 4	250-254	66 8	451-460	91 5
57-58	23 4	134-136	44 10	255-259	67 1	461-470	92 1
59-61	23 9	137-138	46 3	260-264	67 8	471-480	92 8
62-63	24 5	139-141	46 8	265-269	68 9	481-490	92 11
64-65	25 0	142-145	47 8	270-274	69 2	491-500	94 2
66-67	26 5	146-147	48 4	275-279	70 5	501-510	96 0
68-69	27 1	148-150	48 7	280-284	70 8	511-520	96 3
70	27 6	151-155	49 2	285-289	71 6	521-530	97 11
71-72	28 1	156-157	49 10	290-294	72 4	531-540	98 4
73-74	28 9	158-161	51 8	295-299	73 4	541-550	99 5
75-76	29 10	162-166	51 11	300-301	73 9	551-560	100 3
77-78	30 5	167-171	52 6	302-306	74 2	561-570	101 3
79-80	31 6	172-176	53 2	307-311	75 3	571-580	102 4
81-84	32 1	177-181	53 7	312-316	76 1	581-590	102 9
85-89	32 4	182-186	54 9	317-321	76 10	591-600	103 6

The above rates are applicable to the undermentioned descriptions of Unseasoned Hardwood timber and shall be subject to the truckload minima specified hereunder :—

	Per 11 ton truck.	Per 16, 22 or 27 ton truck.	Per "QR" truck.	Smaller quantities.
	T. C. Q.	T. C. Q.	T. C. Q.	Class.
Sawn, dressed or undressed n.o.s.	8 10 0	13 17 3	20 0 0	"A" rate and conditions
Sleepers, sawn or hewn ...	8 10 0	14 10 0	...	"A" rate and conditions
Palings, sawn or split ...				
Pickets, Battens, Droppers ...				
Post and Rails ...				
Cut to sizes for case making ...	8 10 0	14 10 0	...	"A" rate and conditions
Poles and Logs in short lengths loaded in 4-wheeled trucks without overhanging ...	8 10 0	14 10 0	...	"A" rate and conditions

Minimum (Maximum rate 98s. 7d. per ton)

OWNER'S RISK RATES PER TON FOR SAND.

For carriage at Commissioners' Risk see General Condition No. 4.

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
	s. d.		s. d.		s. d.		s. d.
1-10	8 4	81-84	25 2	177-181	42 4	317-321	60 6
11-13	9 1	85-89	25 6	182-186	43 0	322-326	60 10
14-17	9 7	90-93	26 7	187-191	43 11	327-331	61 5
18-26	9 10	94-97	26 9	192-196	44 3	332-336	61 11
27-28	10 2	98-99	27 4	197-200	44 11	337-341	62 1
29-31	10 9	100-101	27 10	201-204	45 4	342-350	63 5
32-33	11 3	102-103	29 1	205-206	46 1	351-360	64 5
34-35	11 7	104-107	29 5	207-210	46 5	361-370	64 7
36-37	12 6	108-110	29 10	211-212	46 11		
38-40	13 0	111-112	30 2	213-216	47 10	371-380	66 1
				217-221	48 7	381-390	67 1
41-42	13 8	113-115	30 9	222-226	49 1	391-400	67 6
43-44	13 11	116-117	31 2	227-231	49 5	401-410	67 11
45-46	14 7	118-121	32 5	232-236	50 0	411-420	68 7
47	15 2	122-123	32 11	237-241	50 4	421-430	69 6
48-50	15 10	124-126	33 3	242-246	50 9	431-440	69 8
51-52	16 3	127	33 8	247-249	51 11	441-450	71 3
53-54	17 1	128-130	33 11	250-254	52 6	451-460	72 1
55-56	17 10	131-133	35 0	255-259	52 10	461-470	72 6
57-58	18 4	134-136	35 4	260-264	53 4	471-480	73 0
59-61	18 9	137-138	36 5	265-269	54 1	481-490	73 3
62-63	19 3	139-141	36 9	270-274	54 6	491-500	74 1
64-65	19 8	142-145	37 6	275-279	55 5	501-510	75 8
66-67	20 10	146-147	37 10	280-284	55 10	511-520	75 11
68-69	21 5	148-150	38 3	285-289	56 5	521-530	77 1
70	21 8	151-155	38 11	290-294	57 0	531-540	77 8
71-72	22 1	156-157	39 2	295-299	57 8	541-550	78 3
73-74	22 8	158-161	40 9	300-301	58 0	551-560	78 11
75-76	23 8	162-166	41 1	302-306	58 4	561-570	79 10
77-78	24 1	167-171	41 5	307-311	59 5	571-580	80 8
79-80	24 10	172-176	41 8	312-316	60 2	581-590	81 1
						591-600	81 5

The above rates are subject to the undermentioned truckload minima :—

- Per 11 ton truck 10 tons 9 cwt.
- Per 16, 22 or 27 ton truck 15 tons 4 cwt.
- Per Bogie truck 25 tons.

Smaller quantities must be in bags and shall be charged Class "A" rate and conditions.

OWNER'S RISK RATES PER TON FOR WHEAT.

For carriage at Commissioners' Risk, see General Condition No. 4.

Miles	* Truck-loads	Minimum 3 tons	Miles	* Truck-loads	Minimum 3 tons	Miles	* Truck-loads	Minimum 3 tons
	Rate	Rate		Rate	Rate		Rate	Rate
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1-10	10 0	10 0	75-77	34 8	38 10	291-300	60 5	74 1
11-13	10 11	10 11	78-81	35 1	41 5	301-310	61 6	75 6
14-17	11 6	11 6	82	35 1	42 9	311-320	62 4	76 2
18-20	12 10	13 5	83-85	36 3	42 9	321-330	62 6	77 5
21	13 5	13 5	86	36 3	43 10	331-340	63 0	77 10
22-23	13 9	14 11	87-89	38 0	45 3	341-350	64 10	78 9
24-25	14 11	14 11	90	38 0	45 11	351-360	65 8	79 6
26	15 1	17 4	91-93	38 10	46 3	361-370	66 6	80 5
27-29	15 10	17 4	94	38 10	46 6	371-380	67 0	82 6
30	15 10	19 4	95-99	39 7	47 7	381-390	67 11	83 0
31-33	17 6	19 4	100-104	39 7	49 11	391-400	68 5	83 5
34	17 6	20 8	105-109	41 4	50 5	401-410	69 1	84 2
35-36	19 6	20 9	110-114	42 6	52 1	411-420	70 0	84 8
37	20 9	20 9	115-124	43 3	53 8	421-430	70 8	86 6
38-39	20 10	22 10	125-134	44 6	54 8	431-440	71 4	87 0
40-41	21 8	22 10	135-144	45 8	56 1	441-450	71 8	87 6
42	21 8	24 5	145-154	47 1	58 2	451-460	72 7	89 1
43-45	22 11	24 5	155-164	47 5	59 1	461-470	73 9	90 4
46-48	23 8	26 8	165-174	48 9	59 10	471-480	74 8	90 9
49	25 10	26 8	175-184	50 3	61 7	481-490	74 10	91 3
50	25 10	27 10	185-190	51 3	62 6	491-500	75 6	92 2
51-53	26 1	27 10	191-200	52 4	64 1	501-510	75 10	93 9
54-55	27 5	30 3	201-210	53 8	65 10	511-520	77 5	94 6
56-57	28 8	30 3	211-220	54 0	67 2	521-530	77 11	95 11
58-61	28 8	32 3	221-230	55 5	68 2	531-540	78 10	96 3
62-65	29 8	33 10	231-240	56 1	69 5	541-550	79 11	96 9
66	29 8	35 3	241-250	56 6	70 1	551-560	80 6	98 2
67-69	31 3	35 3	251-260	58 0	70 11	561-570	81 7	98 5
70-71	32 0	37 9	261-270	58 8	71 6	571-580	82 1	99 11
72-73	33 8	37 9	271-280	59 5	72 6	581-590	83 2	100 8
74	33 8	38 10	281-290	59 7	73 8	591-600	83 7	101 11

* Subject to undermentioned truckload minima :—

In Bulk	{ Per 27 ton "GZ" or "IZ" truck	... 18 tons
	{ " 22 " "GY" or "HY" "	... 19 tons
	{ " 22 " "IY" or 16 ton "I" "	... 15 tons 4 cwt.
In Bags	{ Wheat n.o.s.	Per 11 ton truck ... 10 tons 9 cwt.
	{ Wheat, ground or crushed without addition of ingredients for stock food and so consigned...	.. 16, 22 or 27 ton truck... 15 tons 4 cwt.
	{ Wheat meal ...	.. higher capacity truck ... 25 tons
	{ Wheat offal and combings ...	Per 11 ton truck ... 7 tons
		.. 16, 22 or 27 ton truck... 10 tons

Consignments of less than three tons shall be charged—

Minimum 2 tons	... Class "A" rate less 10 per cent.
Smaller quantities	... Class "B" rate less 10 per cent. "Smalls" minimum

OWNER'S RISK RATES PER TON FOR FLOUR, BRAN, AND POLLARD.

For carriage at Commissioners' Risk, see General Condition No. 4.

Miles	* Truck-load	Minimum 3 tons	Miles	* Truck-load	Minimum 3 tons	Miles	* Truck-load	Minimum 3 tons
	Rate	Rate		Rate	Rate		Rate	Rate
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
1-10	8 9	10 0	110-114	34 0	41 8	401-410	55 3	67 4
11-13	9 4	10 11	115-124	34 7	42 11	411-420	56 0	67 9
14-16	9 4	11 0	125-134	35 7	43 9	421-430	56 6	69 2
17	10 3	11 6	135-144	36 6	44 10	431-440	57 1	69 7
18-20	10 3	12 3	145-154	37 8	46 6	441-450	57 4	70 0
21-23	11 0	13 4	155-164	37 11	47 3	451-460	58 1	71 3
24-26	12 1	14 8	165-174	39 0	47 10	461-470	59 0	72 3
27-30	12 8	15 6	175-184	40 2	49 3	471-480	59 9	72 7
31-34	14 0	16 6	185-190	41 0	50 0	481-490	59 10	73 0
35-36	15 7	18 7	191-200	41 10	51 3	491-500	60 5	73 9
37-39	16 8	19 6	201-210	42 11	52 8	501-510	60 8	75 0
40-42	17 4	21 0	211-220	43 2	53 9	511-520	61 11	75 7
43-45	18 4	22 0	221-230	44 4	54 6	521-530	62 4	76 9
46-48	18 11	23 0	231-240	44 10	55 6	531-540	63 1	77 0
49-50	20 8	24 5	241-250	45 2	56 1	541-550	63 11	77 5
51-53	20 10	25 3	251-260	46 5	56 9	551-560	64 5	78 6
54-55	21 11	25 11	261-270	46 11	57 2	561-570	65 3	78 9
56-61	22 11	27 9	271-280	47 6	58 0	571-580	65 8	79 11
62-66	23 9	28 11	281-290	47 8	58 11	581-590	66 6	80 6
67-69	25 0	29 1	291-300	48 4	59 3	591-600	66 10	81 6
70-71	25 7	30 7	301-310	49 2	60 5			
72-74	26 11	31 11	311-320	49 10	60 11			
75-77	27 9	33 2	321-330	50 0	61 11			
78-82	28 1	34 2	331-340	50 5	62 3			
83-86	29 0	35 1	341-350	51 10	63 0			
87-90	30 5	36 9	351-360	52 6	63 7			
91-94	31 1	37 2	361-370	53 2	64 4			
95-99	31 8	38 1	371-380	53 7	66 0			
100-104	31 8	39 11	381-390	54 4	66 5			
105-109	33 1	40 4	391-400	54 9	66 9			

The rates provided for flour in truckloads shall also apply to self-raising flour in the specified truckloads when forwarded in jute or calico bags.

* Subject to the undermentioned truckload minima :—

	Flour tons cwt.	Bran and Pollard tons cwt.
Per 11 ton truck	10 9	9 10
Per 16, 22 or 27 ton truck	15 4	14 5
Per "QR" truck...	25 0	19 0
Per other bogie truck	25 0	25 0

Consignments of less than three tons shall be charged :—

Minimum 2 tons	Class "A" rate less 10 per cent.
Smaller Quantities...	Class "B" rate less 10 per cent. "Smalls" minimum.

OWNER'S RISK RATES PER TON FOR COAL.

For carriage at Commissioners' Risk, see General Condition No. 4.

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
	s. d.		s. d.		s. d.		s. d.
1-10	11 1	71-72	34 10	142-145	59 8	250-254	82 10
11-13	12 1	73-74	35 10	146-147	60 0	255-259	83 10
14-17	12 9	75-76	37 4	148-150	60 8	260-264	84 6
18-21	14 11	77-78	38 2	151-155	61 8	265-269	85 10
22-26	15 8	79-80	39 6	156-157	62 4	270-274	86 6
27-28	16 2	81-84	40 2	158-161	64 6	275-279	88 2
29-31	17 2	85-89	40 4	162-166	64 8	280-284	88 8
32-33	17 10	90-93	42 0	167-171	65 8	285-289	89 0
34-35	18 4	94-97	42 6	172-176	66 2	290-294	90 4
36-37	19 8	98-99	43 6	177-181	66 8	295-299	91 4
38-40	20 10	100-101	44 2	182-186	68 4	300-301	92 0
41-42	21 8	102-103	46 2	187-191	69 8	302-306	92 8
43-44	22 0	104-107	46 6	192-196	70 4	307-311	94 2
45-46	22 8	108-110	47 0	197-200	71 0	312-316	95 2
47	24 0	111-112	47 10	201-204	71 8	317-321	95 10
48-50	25 4	113-115	48 8	205-206	72 10	322-326	96 8
51-52	25 10	116-117	49 6	207-210	73 8	327-331	97 0
53-54	27 4	118-121	51 8	211-212	74 6	332-336	98 4
55-56	28 0	122-123	52 4	213-216	75 10	337-341	98 8
57-58	29 0	124-126	52 8	217-221	76 10	342-350	101 0
59-61	29 8	127	53 2	222-226	77 8	351-360	102 0
62-63	30 8	128-130	53 10	227-231	78 6	361-370	102 8
64-65	31 4	131-133	55 6	232-236	79 0	371-380	104 10
66-67	33 4	134-136	56 4	237-241	79 10	381-390	106 6
68-69	34 0	137-138	58 0	242-246	80 8	391-400	107 0
70	34 2	139-141	58 4	247-249	82 6		

Notes.

(a) The ordinary rates for the carriage of coal shall be the "Coal" mileage rates shown above.

(b) In respect of coal forwarded by rail on the "Up" journey from any coal-field in Victoria direct to any station, the rate for the carriage of such coal over the whole or any part of the line from the coalfield to Melbourne shall be 3.414 pence per ton per mile and the rate for the carriage of such coal on any other line shall be the difference between the "Coal" mileage rate, for the mileage of the journey from the coalfield to Melbourne, or any portion of such journey over which the coal has been hauled, and the "Coal" mileage rate for the total mileage from the coalfield to the station of destination, provided that the minimum charge to be paid by the consignor or consignee shall be 14s. 8d. per ton subject to "Coal" mileage rate as a maximum; and that the freight charge to be paid by the consignor or consignee for the carriage of coal from the coalfield to any station on any other line, except as shown in clause (c), shall not be less than the "Coal" mileage rate from Melbourne to such station and not less than 3.414 pence per ton per mile for the total mileage from the coalfield to the destination station. The "Coal" mileage rates shown above for the total mileage 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) The rate on Brown Coal forwarded direct from Victorian Brown Coal Mines at Yallourn, Winchelsea, Ballan, Gelliondale, Dean Marsh, Bacchus Marsh or Parwan to any station on the Victorian Railways System either on—

- (i) Up journey,
- (ii) Combined Up and Down journey, or
- (iii) Down journey.

shall not exceed the Firewood plus 20 per cent. rate for the mileage from the forwarding to the destination station, provided, however, that the minimum charge for the carriage of any such coal shall be 14s. 8d. per ton subject to "Coal" mileage rate as a maximum.

- (d) The above rates are subject to the undermentioned truckload minima:—
- Per 11 ton truck 10 tons 9 cwt.
 - Per 16, 22 or 27 ton truck 15 tons 4 cwt.
 - Per "Q.R." truck 22 tons 0 cwt.
 - Per other bogie truck 25 tons 0 cwt.

Smaller quantities must be in bags and shall be charged Class "A" Rate and conditions.

OWNER'S RISK RATES PER TON FOR FIREWOOD.

For carriage at Commissioners' Risk, see General Condition No. 4.

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
	s. d.		s. d.		s. d.		s. d.
1-10	7 3	66-67	23 9	172-174	39 0	371-380	55 3
11-21	9 4	68-69	24 2	175-179	39 7	381-390	56 0
22-23	9 7	70	24 9	180-184	40 2	391-400	56 11
24-25	10 3	71-72	25 7	185-191	40 7	401-410	57 8
26	10 8	73-74	26 1	192-196	41 3	411-420	58 1
27-28	11 3	75-84	26 10	197-200	42 6	421-430	58 7
29-31	11 11	85-94	27 9	201-210	43 1	431-440	60 0
32-33	13 1	95-104	28 4	211-220	44 2	441-450	61 0
34-35	13 6	105-114	28 9	221-230	44 7	451-460	61 8
36-37	14 4	115-117	29 5	231-240	46 3	461-470	62 1
38-40	14 10	118-120	29 10	241-250	46 11	471-480	62 8
41-42	15 3	121-124	31 1	251-260	47 3	481-490	63 2
43-44	16 5	125-127	31 10	261-270	48 4	491-500	64 4
45-46	16 11	128-130	32 3	271-280	48 7	501-510	65 2
47	17 4	131-134	32 11	281-290	49 10	511-520	65 8
48-50	18 1	135-137	33 6	291-300	50 3	521-530	66 0
51-52	18 7	138-140	33 9	301-310	50 10	531-540	66 10
53-54	18 11	141-145	35 0	311-320	51 5	541-550	67 3
55-56	20 3	146-149	35 5	321-330	51 11	551-560	68 6
57-58	21 1	150-154	36 3	331-340	52 4	561-570	68 9
59-61	21 6	155-159	36 10	341-350	53 9	571-580	69 4
62-63	21 11	160-166	37 6	351-360	54 4	581-590	70 0
64-65	22 9	167-171	38 6	361-370	55 0	591-600	70 8

See Loading Scale, page 118 for tonnage to be charged.

Smaller quantities must be in bags and shall be charged Class "A" rate and conditions.

See page 121 for Conditions for the Conduct of Traffic at Suburban Firewood Stations.

LOADING SCALE AND TONNAGE TO BE CHARGED FOR SHORT FIREWOOD AND MALLEE ROOTS.

Class and Description of Truck	Capacity of Truck	Height of Loading	SHORT FIREWOOD (See Notes on page 120)			MALLEE ROOTS	
			BLOCKS Box, Apple, Black, Brown, Grey, Spotted, Yellow, Buloke (Sawn) under 3 ft. long	BLOCKS Red Box, Long leaf Box, Belar and Iron-bark under 3 ft. long	SHORT FIREWOOD n.o.s. (Sawn or not sawn) under 3ft. long		
	Tons	ft. ins.	Tonnage to be charged tons cwt.	Tonnage to be charged tons cwt.	Tonnage to be charged tons cwt.		
I. and I.A. High Sided	16	Water level	12 0	11 5	10 5	Up to 2 ft. 6 in. above water level	10 0
I.A. High Sided when used as I. and I.A. Swing Door	11	2 8	7 0	6 10	6 0	4 11	6 0
I.A. Swing Door when used as I. and I.A. Drop-door	16	Water level	12 0	11 5	10 5	Up to 2 ft. 6 ins. above water level	10 0
I. and I.A. Drop-door	11	2 2	7 0	6 10	6 0	4 0	6 0
I.A. Drop Door when used as I.Y.	16	Water level	12 0	11 5	10 5	Up to 2 ft. 6 ins. above water level	10 0
I.Y.	11	2 0	7 0	6 10	6 0	3 7	6 0
I.Z. and G.Z.	22	Water level	12 0	11 5	10 5	Up to 2 ft. 6 ins. above water level	10 0
I.Z. and G.Z. when used as G.Y. and H.Y.	27	Water level	14 5	13 8	12 5	Up to 2 ft. 6 ins. above water level	11 7
G.Y. and H.Y.	16	3 6	12 0	11 5	10 5	Up to 1 ft. 9 ins. above water level	10 0
G.Y. and H.Y. when used as Q.R. Nos. 1 to 376 and number 407	22	Water level	15 10	14 10	13 5	Up to 2 ft. 6 in. above water level	12 0
Q.R. Nos. 1 to 376 and number 407	16	3 6	12 0	11 5	10 5	Up to 1 ft. 4 in. above water level	10 0
Q.R. numbered 377 to 406 inclusive	26 & 30	Water level	14 5	13 5	12 5	Up to 2 ft. 6 in. above water level	12 0
"E"	30	Water level	16 10	15 5	14 5	Up to 2 ft. 6 in. above water level	14 0
N.Q. (narrow gauge) from and to stations on narrow gauge lines only.	44	Water level	29 5	27 10	25 0	Up to 2 ft. 6 in. above water level	22 10
	11	2 8	7 0	6 10	6 0	—	—
	11	3 4	—	—	7 10	—	—

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NOTES.

1. Narrow-gauge truck numbered 80, which is fitted with grated floor, may be loaded 4 inches higher than the height specified in the loading scale.
2. The loading of trucks containing long firewood and split staves for cask making must be secured by a fence consisting of pieces of timber placed upright along the ends and sides of truck. When the timber is not long enough to obtain the requisite height otherwise, a foundation must first be made by placing sufficient wood along the floor of the truck to attain the necessary height, and the fence built on such foundation (see note 10).
3. Rough firewood of varying lengths which cannot be safely secured above water level according to the loading scale for long firewood shall be loaded to water level and charged the scale weights applicable to short firewood, N.O.S.
4. The tonnage to be charged in respect of box, red box, and ironbark firewood cut from limbs of trees and axed into lengths under 3 feet long shall be computed under the scale prescribed for other short firewood.
5. Truck loads of mixed descriptions of firewood shall be charged the highest tonnage minimum prescribed for any of the descriptions of firewood contained in the truck.
6. Waste ends and chips bagged from firewood cutting mills shall be charged a minimum of 9½ tons per 11-ton truck, and 15 tons per 16, 22 or 27 ton truck. If sent loose they shall be charged as short firewood N.O.S.
7. Rough and split timber comprises—(a) droppers, pickets, shingles, fodderboards, battens, billets for case-making, blackwood billets, kanooka and needlewood billets (for pipe making), spoke billets, sawn staves for cask making, props, lids and caps; (b) palings, mining laths and mining slabs with least possible number standing up.
8. Rough and split timber for mining,—exceeding 8 feet in length shall, when forwarded in "Q.R." trucks, be loaded to a height of 49 inches, and the freight computed as for 18 tons per "Q.R." trucks numbered 1 to 376 and number 407, and 20 tons 15 cwt. per "Q.R." truck numbered 377 to 406. A sufficient number of upright stays and lashings is to be used to secure loading.
9. Trucks loaded in excess of the heights specified will not be permitted to go forward, but will be detained until adjusted at the expense of the owner.
10. The loading in 26 and 30-ton "QR" trucks of 6 ft. firewood with a 6 ft. fence around the side of the truck, is **not permitted**. Any 6 ft. firewood loaded in these types of trucks shall be loaded within the truck to water level or to a height of 5 feet within a fence of 5 ft. firewood standing on the floor of truck. Five feet firewood may be loaded in these types of trucks to a height of 5 ft. by means of a fence of 5 ft. **firewood standing on the floor of the truck.**

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 6s. 0d. per day 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 6s. 0d. 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 himself or his agent to give a receipt, the unloading of each truck shall nevertheless proceed, and the lessee who is not present, or neglects to give a receipt within twelve hours after the truck is discharged, shall be held as infringing the conditions of his lease. And upon other than leased allotments, consignments for which no receipts have been given, or for which the railway charges have not been paid on demand, or which have not been removed from the ground within twelve hours after the truck is discharged, shall be liable to the storage charges aforesaid, or to be warehoused, or to be sold at the cost and risk of the said consignee. And no claim shall be recognized 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 4s. 0d. 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 6s. 0d. 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. All suburban Firewood Sidings will be open for the removal of firewood, coal and briquettes during the hours and on days specified in General Condition No. 27, page 17.

Storage of Stone, Sand, Metal Screenings, etc. at Suburban Sidings.

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

Rates for the Carriage of Empties.

(a) The rates for the carriage of **Empty Returns** only apply to containers which have on the outward journey been carried over the railways full, and are being consigned by the original consignee at the original receiving station to the original consignor at the sending station. Consignors of returned empties must declare on the consignment note that the identical returned empties were conveyed full by rail on the forward journey, otherwise the higher rate provided in clause (c) shall operate.

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

(c) **Empty Containers**, which are sent on the forward journey by rail to be despatched, when full by road, boat, or by any method of transportation other than rail or empty containers which when full were forwarded by road, boat, or any method of transportation other than rail but are returned by rail shall be charged under Class 2 rate subject to the Tariff for "Smalls."

(d) **Empty Containers** which have contained poisonous chemicals must be thoroughly washed out by senders before being accepted by rail. The bungs and lead washers of empty sulphuric acid drums must be securely seated. Consignors will be required to give a certificate on the consignment note that all trace of poison has been removed.

(e) Repayment of Freight.

(1) The freight charges on empties marked * shall be prepaid in cash or freight stamps at the option of the Commissioners.

(2) The freight charges on all empties except those specified in clause (3) forwarded to the Melbourne Goods Depot or to Dynon must be prepaid.

(3) Exceptions: Barrels, casks, crates and cases for all Breweries in Melbourne and gas cylinders for any consignees in Melbourne may be sent to Melbourne freight "to pay."

Description.	Class.	Minimum. ††	
		s. d.	
Barrels— *Fruit Pulp	B.	2 0	
Baskets— Bread	C.	2 0	
*Fish, new or R.E. in packages, for each 28 lbs. or part thereof	—	—	Up to 101 miles 5d. each, for each succeeding 100 miles or part thereof 3d. each ad- ditional or if cheaper Class B minimum 2s. 0d.
Strawberry, including punnets ...	C.	2 0	
Boxes or Cases— Ammunition viz—Wooden or Iron, ... new or R.E. such as for Cordite, Fuse, Shells for Defence Services and Munitions Department	B.	S.M.	
*Butter, new or R.E. (including wrap- ping paper up to 1 lb.)— Not exceeding 28 lbs. each ...	—	—	Up to 101 miles 5d. each for each succeeding 100 miles or part thereof 3d. each ad- ditional or if cheaper Class B minimum 2s. 0d.
Exceeding 28 lbs. each ...	—	—	
Cheese, new or *R.E. ...	A.	2 0	Double above package rates or Class "B," minimum 2s. 0d. when cheaper
Collapsible Angle Brace, when collapsed, new or R.E.	A.	2 0	

Empties—continued.

Description.	Class.	Minimum.		—
		††	s. d.	
Boxes or Cases— <i>continued.</i>				
*Egg, new or R.E. (including Fillers) ...	...	...	...	Same as butter boxes.
*Fish, new or R.E., irrespective of weight, each box ...	...	...	...	Up to 101 miles 5d. each, for each succeeding 100 miles or part thereof 3d. each additional or if cheaper Class B minimum 2s. 0d.
Fruit—				
New ...	A.	2	0	
*R.E. (truck loads may be accepted freight "to pay") ...	A.	2	0	
*Kerosene, R.E. ...	A.	2	0	
Milk, concentrated, new or R.E. ...	A.	2	0	
Motor Body ...	2	...	...
New, N.O.S. ...	A.	2	0	
Petrol Pump ...	C.	S.M.		
Piano ...	C.	S.M.		
*R.E., N.O.S. ...	A.	2	0	
Sweat—				
New or *R.E. ...	A.	2	0	
Test for Milk or Cream ...	...	...	...	See page 0
Buckets, in nests or crated—				
*Fruit ...	B.	2	0	
*Raspberry, R.E. ...	...	...	...	Up to 101 miles 5d. each, for each succeeding 100 miles or part thereof 3d. each additional or if cheaper Class B minimum 2s. 0d.
Cans—				
Milk and Cream and Cream Billies new	C.	2	0	
" " " " *R.E.	...	...	...	Up to 101 miles 5d. each, for each succeeding 100 miles or part thereof 3d. each additional or if cheaper Class B minimum 2s. 0d.
*Mineral Water, small, R.E. ...	...	...	...	Same as butter boxes
Carboys, protected by bagging or wicker-work in cases or crates—				
Acid, R.E. ...	B.	...	...
New or not returned ...	C.	...	...
Cartons—				
Cardboard in crates *R.E. ...	C.	2	0	
Cardboard, collapsed, R.E., in bags, crates or cases ...	A.	2	0	
Cases. See Boxes.				
Caskets, wooden, for protecting coffins, R.E. ...	C.	S.M.		
Casks (see page 127).				
Cones and Tubes, paper, R.E. ...	A.	2	0	
Containers, metal, collapsible, new, or returned empty ...	A.	2	0	

Empties—continued.

Description.	Class.	Minimum. ††	—		
			s. d.		
Coops—					
Collapsible, wooden and wire—					
In packages, N.O.S.	C.	2 0			Free return at Owner's Risk to sending station on production of usual certificate from the Secretary of the Show.
,, Used at agricultural shows	...	...	
*Poultry, R.E.—					
			Not over 101 miles each	102 to 150 miles each	Over 150 miles each
			s. d.	s. d.	s. d.
Not exceeding 19 cubic feet ... ..	...	...	1 1	1 11	2 9
Exceeding 19 cubic feet ... ..	...	...	1 11	2 9	3 4
			(or B Class minimum 2s.0d. if cheaper.)		
*New, sent to the country to be filled for return journey ... ..	...	...			Same as Coops, Poultry R.E.
New, N.O.S.	2	...			
Crates—					
Aerated water, R.E. to Victorian Country Industries	A.	2 0			
Beer, new or R.E.	B.	2 0			
Cheese, new or R.E.	A.	2 0			
Collapsible—					
Wooden and Wire—					
In packages, N.O.S.	C.	2 0			Free return at Owner's Risk to sending station on production of the usual certificate from the Secretary of the Show.
Used at agricultural shows	...	...	
For packing concrete pipes on return to original forwarding station	A.	2 0			
Fittings for packing asbestos sheets, returned to original forwarding stations	A.	2 0			
For drying potatoes	A.	2 0			
Stove	B.	2 0			
Angle Brace, new or R.E., when collapsed	A.	2 0			
Cordial new or R.E.	B.	2 0			
Flower and plant	A.	2 0			
*Fruit, new or R.E.	A.	2 0			
*Honey, new or R.E.	A.	2 0			
*New, sent to the country to be filled for return journey ... ..	...	...			Same as Coops, Poultry R.E.
N.O.S.—					
New	2	...			
R.E.	C.	2 0			
Onion, new or R.E.	A.	2 0			
*Pig, R.E. ... ..	...	...	
					each s. d.
			Not over 50 miles	...	1 11
			51 to 101 miles	...	3 4
			102 to 150 miles	...	4 9
			Over 150 miles	...	6 5
Pottery, new or R.E.	C.	2 0			
*Poultry, R.E. ... ..	...	...			Same as Coops, Poultry R.E.

Empties—continued.

Description.	Class.	Minimum.		—
		††		
		s.	d.	
<i>Crates—continued.</i>				
Rabbit—				
*N.O.S. new or returned	...	...	...
Not exceeding 8 cubic feet,				
irrespective of weight	...	...	...	Up to 101 miles 5d. each, for
				each succeeding 100 miles or
				part thereof 3d. additional or if
				cheaper Class B minimum 2s.0d.
Exceeding 8 cubic feet in	B.	2	0	
measurement				
Export, new or R.E., or in shooks	A.	2	0	
*Sheep, R.E. ...	...	...	...	Same as Crates, pig, R.E.
*Vegetable, R.E. ...	...	...	...	Same as Coops, Poultry, R.E.
Wine, R.E. ...	C.	2	0	
<i>Cylinders, new or R.E.—</i>				
Gas ...	C.	2	0	
Mineral Water ...	A.	2	0	
Cylinders for Explosives, R.E. ...	...	...	...	Free at Owner's Risk
<i>Drums—</i>				
N.O.S. (see page 127) ...	C.	S.M.		
<i>Hampers—</i>				
Boot, not returned ...	2	...	...
Boot, R.E. ...	1	...	...
For Woollens and Clothing, R.E. ...	1	...	...
Vegetable ...	C.	2	0	
<i>Jars, in cases or crates—</i>				
Acid, R.E. ...	B.	S.M.		
Confectionery, R.E. ...	C.	S.M.		
Fruit Juice ...	B.	2	0	
Mineral Water, R.E. ...	A.	2	0	
Weed Eradicator, R.E. ...	A.	...	...
Wine, R.E. ...	B.	2	0	
Magazines—Portable, explosives, R.E. ...	...	...	...	Free, at Owner's Risk
Reels, wooden, for hose ...	A.	2	0	
Spools, Yarn, R.E. ...	A.	2	0	
<i>Tins, new or *R.E., as under—</i>				
may be accepted at Commissioner's				
Risk when in cases or crates—				
Biscuit	Fruit			
Boot Polish	Honey			
Butter	†Kerosene			
Confectionery	Lino Polish			
Custard	†Lubricating Oil			
Disinfectant	†Petrol			
Egg Preservative	Preserves			
Eucalyptus	Saline			
In cases, crates or bags ...	A.	2	0	
In bundles ...	B.	2	0	
<i>Loose—</i>				
In truck loads, minimum 30 cwt.	B.			
Smaller lots ...	1			

† Empty kerosene, lubricating oil and petrol tins in cases, in truck loads may be sent freight "to pay."

To—	At—
Vacuum Oil Co. ...	Spotswood.
Shell Co. ...	Spotswood or Newport.
Neptune Oil Co. ...	Spotswood or Newport.

Empties—continued.

Description.	Class.	Minimum.	—
		††	
		s. d.	
<i>Tins—continued.</i>			
Biscuit Tins, R.E., packed in Transport Vans, fully loaded	A.	2 0	For the total weight of the transport and contents
Milk, condensed or concentrated in cases, crates or bags	A.	2 0	
Fruit Dip	C.	S.M.	
N.O.S., in cases, crates, or bags	C.	2 0	
N.O.S., loose	1	...	
Transports, cake (boxes on wheels used as containers for cake) R.E.	B.	S.M.	
„ for fruit tins, R.E.	B.	S.M.	
„ cases or boxes N.O.S.	1	...	
<i>Trays—</i>			
Drying, new	A.	2 0	Same as Butter Boxes
Egg ... ..	...	...
Trunks—Boot ... ..	...	...	Same as Hampers, Boot
Tubes and cones, paper, R.E.	A.	2 0	
<i>Tubs—</i>			
*Butter ... ..	...	...	Same as Butter Boxes
Ice Cream	C.	2 0	
<i>Wrappers—</i>			
Bacon and Meat, New or *R.E.	A.	2 0	

†† Where no entry appears in this column the ordinary class weight minimum shall apply (see General Condition No. 15.) "S.M." indicates "Smalls" Minimum.
 "R.E." indicates Returned Empty.

For carriage at Commissioners' Risk see General Condition No. 4.

Empties—continued.

	New or not Returned Empty "Smalls" Minimum	Returned Empty. Not Exceeding—						
		Miles 101	Miles 200	Miles 300	Miles 400	Miles 500	Miles 600	
	Class	each s. d.	each s. d.	each s. d.	each s. d.	each s. d.	each s. d.	
†Demijohns, in wickerwork	2							} Or Class "C" "Smalls" Minimum if cheaper
†Firkins ...	C.	1 2	1 2	2 2	2 10	3 11	5 0	
†Kegs, not over 10 gallons ...	C.							
†Barrels ...	C.							
†Quarter Casks ...	C.							
†Kilderkins ...	C.	2 2	2 10	3 11	4 5	5 6	7 1	
†Octaves ...	C.							
†Casks, egg, small	C.							
†Hogsheads ...	C.	2 10	3 11	5 6	7 7	9 4	11 1	
†Pipes, tallow ...	Same as Butts							
***Pipes, wine ...								
*Casks, large, for crockery ...	C.	3 11	5 6	7 7	9 4	10 10	12 7	
***Puncheons, wine	C.							
† " " tallow	C.							
†Drums, capacity not exceeding—								
140 gallons ...		Class C	"Smalls"	Minimum				
90 gallons ...	C.	5 0	7 2	9 9	11 11	14 0	16 2	
70 gallons ...	C.	3 11	5 6	7 7	9 4	10 10	12 7	
45 gallons ...	C.	2 2	2 10	3 11	4 5	5 6	7 1	
25 gallons ...	C.	1 8	2 2	3 3	3 10	5 0	6 3	

Butts, vats (wooden), pipes, N.O.S. set up, new, or returned empty :—

	Class
Not over 100 gallons capacity ...	C. "Smalls" Minimum
101-400 gallons capacity ...	2
Over 400 gallons capacity ...	2 plus 50 per cent.

" " " " and casks, dismantled, in packages ... C. and conditions

† New or not returned empty when consigned to the country shall be charged at the same rate as empty returns only when a declaration is made on consignment note, that the empties when full will be returned by rail.

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

For carriage at Commissioners' Risk see General Condition No. 4.

Rates for the Carriage of Fish.

1. The rates for the carriage of Fish,—fresh, smoked, salted, or dried (Produce of Commonwealth)—also oysters and other shell fish, fresh, shall, except otherwise provided, be as follows :—

		Per ton per mile. Owner's Risk	
From	1 to 100 miles	9d.	} Plus 20%
"	101 " 200 "	5d. additional	
Over	200 miles	3d. "	

3s. 6d. per ton terminal (which includes loading and unloading) shall be added, and the charge shall be subject to the tariff for "Smalls."

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

Fish, Produce of Commonwealth in refrigerator trucks shall be charged tariff rates plus 25% subject to a minimum of the full weight carrying capacity of the truck used.

2. Fish from Anderson, Bairnsdale, Drysdale or Orbost to Melbourne Goods Depot shall be charged as shown hereunder :—

From	Minimum 3 tons per consignment per ton	Smaller Quantities "Smalls" Minimum per ton
	£ s. d.	£ s. d.
Anderson	(a) 2 16 8	3 9 10
Bairnsdale	4 19 6	6 9 6
Drysdale	1 15 6	2 3 7
Orbost	5 11 10	7 13 1

(a) Minimum 1 ton.

The above rates include 3s. 6d. per ton terminal charge.

3. 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.

4. Fish carried portion of the journey by Mixed train and the balance of the journey by Passenger train shall be charged Goods rates.

5. 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 a Goods consignment note.

6. For carriage at Commissioners' Risk, see General Condition No. 4.

Rates for the Carriage of Cream.

Cream in cans by Goods and Mixed trains shall be charged under Class BB and conditions subject to the following charges for distances not exceeding 90 miles being applied if cheaper.

Miles	Per Can, not exceeding 126 lb.	
	Owner's Risk	
1 to 30	s. d.	1 11
31 to 50		2 9
51 to 70		3 5
71 to 90		4 7
Over 90	Class BB and conditions	

See also special rates for single packages of Country Produce, Schedule 2, page 133.

2. Transfer Charges for Cream at Break of Gauge Stations—

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

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

3. Empty Return Cream Cans.—When waybilling cans of Cream on the forward journey the charge for the return of the empty can shall be added to the freight for the carriage of the full can and included in the debit on the outwards waybill. The empty can shall be returned free to the original forwarding station, and so waybilled.

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

5. For carriage at Commissioners Risk, see General Condition No. 4.

Rates for the Carriage of Milk.

BY GOODS AND MIXED TRAINS.

Miles	Per 30-qt. Can (100 lbs.)	Per 40-qt. Can (126 lbs.)	Per 50-qt. Can (160 lbs.)
	Owner's Risk	Owner's Risk	Owner's Risk
	s. d.	s. d.	s. d.
1 to 15	1 1	1 3	1 5
16 to 30	1 5	1 11	2 5
31 to 50	2 3	2 5	2 11
51 to 70	2 11	3 3	3 11
71 to 100	3 7	3 11	5 0
101 to 150	4 6	4 6	5 7
151 to 200	4 9	5 0	6 4

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

2. When cheaper than the rates per can shown above, the following rates shall be charged for milk forwarded by Mixed or Goods trains :—

	Class
Minimum 4 tons per 4-wheeled "1" or 11-ton louvre truck	A less 10%
Minimum 6 tons per 15-ton louvre truck	... .. A less 10%
Minimum 1 ton	... .. BB
Smaller quantities	... .. C less 10% "Smalls" Minimum

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

4. **Transfer Charges for Milk at Break of Gauge Stations.**—When waybilling milk from stations on narrow gauge lines to stations on broad gauge lines, debit for the transfer charges at the break of gauge station, both for the forward and return journeys, shall be raised by the outwards narrow gauge station when waybilling the full can on the forward journey.

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

5. **Empty Return Milk Cans.**—When waybilling cans of Milk on the forward journey the charge for the return of the empty can shall be added to the freight for the carriage of the full can and included in the debit on the outwards waybill. The empty can shall be returned free to the original forwarding station, and so waybilled.

6. 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 Returned Empty Can Goods rates, whether sent by Passenger or Goods train.

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

Rates for the Carriage of Boats. (Owner's Risk)

1. ROWING AND N.O.S., INCLUDING FOR RACING AND SAILING (see (a) and (b).)

Loaded in	Per truck Per mile	Minimum Charge per truck
Truck	s. d.	£ s. d.
Per 4-wheeled	2 2	4 8 11
Per "Q.R."	3 4	6 14 5
Per 50-ft. "Q." "E." "S." or "Q.B." *	6 8	13 8 10
Each additional 4-wheeled	1 1	2 4 10

* Add 59s. 9d. for use of "Q.B." truck.

(a) When one boat is conveyed in a truck fully loaded with other goods, half the rates per truck per mile shown in clause 1 shall be charged for the boat.

(b) An additional charge of £6 3s. 1d. shall be imposed in respect of each placing of trucks for loading or unloading boats at Flinders-street Yard (Jollimont).

2. CANOES AND SIMILAR SMALL BOATS.

When conveyed in trucks loaded with other goods.—Quarter boat rates for each canoe or small boat, subject to the full boat rate per truck per mile as a maximum for any number loaded in the same truck.

N.O.S.—The same rates and conditions as for Rowing Boats apply.

3. MOTOR.

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

Loaded in	Per truck Per mile	Minimum Charge per truck
Truck	s. d.	£ s. d.
Per 4-wheeled.	4 7	8 16 11
Per bogie	6 8	13 8 10
Per 50-ft. "Q." "E." "S." or "Q.B." *	11 6	22 0 10

* Add 59s. 9d. for use of "Q.B." truck.

New or secondhand boats of all descriptions may be accepted for carriage at Commissioners' Risk at the above rates plus 10%, subject to the following conditions:—

- (1) Racing Boats, Canoes and similar small boats shall be properly protected by packing.
- (2) Motor Boats must have propeller, rudder and shafting removed and engine wholly encased.

Rates for the Carriage of Vehicles.

The Owner's Risk rates for the carriage by goods train of motor vehicles and other vehicles of all descriptions also motor chassis, trailers, motor bodies or cabs for motor trucks shall be as shown hereunder :—

1. Rate per Railway Truck containing one or more of above road vehicles etc. :—

Per 4-wheeled Railway Truck	Per "QR" Bogie Railway Truck	Per "Q" "E" or "S" Railway Truck
Per mile s. d. 3 4	Per. mile s. d. 6 8	Per mile s. d. 10 0

Minimum charge, 107s. 6d.

2. Any Vehicle etc., weighing not more than 7 cwt. not requiring a separate truck and loaded with other goods shall be charged at 1s. 8d. per mile, minimum charge 53s. 9d.

3. Trailers loaded in trucks with other goods ...	Weight not exceeding 5 cwt.	Per vehicle per mile 10d. Minimum charge £2/13/9d.
Trailers or Floats loaded in trucks with other goods ...	12 cwt.	1/8d. Minimum charge £2/13/9d.

Full Vehicle Rates and Conditions to apply when cheaper.

4 Trotting Sulkies in pieces (wheels off and securely fastened to seat) shall be charged parcels rates plus 50 per cent.

NOTES.

(a) New or secondhand vehicles may be accepted at Commissioners' Risk at the above rates plus 10% when they are in cases or set up protected by a calico or hessian cover. All moveable lamps and tools to be enclosed in case and all accessories to be secured to vehicles and declared on consignment note. Secondhand vehicles set up are subject to inspection by Stationmaster and secondhand motor vehicles to the proviso that they are driven to the railway station under their own power. When these conditions are not complied with, the vehicles shall be accepted for carriage at Owner's Risk only.

(b) Trotting sulkies which have accompanied trotting horses by rail in connexion with Race Meetings shall be returned at half tariff rates, and wherever practicable, afforded similar transport on the return journey as was given on the forward journey, in order that, as far as possible, the sulkies may accompany the horses.

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

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

Declaration to this effect 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.

Special Owner's Risk Rates for Single Packages of Country Produce.

1. Country Produce.

With the exception of consignments forwarded from Melbourne or from any station situated within 20 miles of Melbourne, single packages of country produce forwarded to any station which is open for Goods traffic in less than truckloads shall be charged at the rates shown hereunder :—

Mileage	Schedule 1		Schedule 2	
	Dried Fruit, Vegetables, Cider, Honey, Perry, and Wine, Produce of the Commonwealth		Butter, Eggs, Cream, Cheese, Ham and Bacon	
	Per Package not exceeding 30 lb. (Honey, 33 lb.) (Dried Fruit, 36 lb.)	Per Package exceeding 30 lb., but not exceeding 60 lb. (Honey, 67 lb.) (Dried Fruit, 67 lb.)	Per Package not exceeding 30 lb.	Per Package exceeding 30 lb., but not exceeding 60 lb.
Up to 25 miles	s. d. 1 3	s. d. 2 0	s. d. 1 3	s. d. 2 0
26 " 50 "	1 6	2 7	1 6	2 7
51 " 101 "	2 0	2 7	2 3	2 11
102 " 150 "	2 3	2 11	2 7	3 5
151 " 200 "	2 3	2 11	2 11	3 9
201 " 250 "	2 7	3 5	3 0	4 2
251 " 300 "	2 7	3 7	3 5	4 7
301 " 400 "	2 11	4 2	3 7	5 0
401 " 500 "	3 0	4 4	4 1	6 5
501 " 600 "	3 5	5 0	4 2	7 1

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

2. FRESH FRUIT AND TOMATOES.

With the exception of consignments forwarded from suburban passenger stations, single packages of Fresh Fruit and Tomatoes may be forwarded between all stations which are open for either Goods or Passenger business at the rates shown below :—

Mileage	Per Package not exceeding 30 lb.	Per Package exceeding 30 lb., but not exceeding 60 lb.
Up to 25 miles... ..	s. d. 1 3	s. d. 2 0
26 " 50 "	1 6	2 7
51 " 200 "	2 0	2 7
201 " 300 "	2 0	2 11
301 " 400 "	2 0	3 5
401 " 500 "	2 0	3 9
501 " 600 "	2 0	4 0

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

For carriage at Commissioners Risk see General Condition No. 4.

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

(1) Single packages of Country Produce and Fresh Fruit and Tomatoes, fully addressed and not marked "To be called for," when consigned in packages not exceeding the weights specified below, will be delivered from the Melbourne Goods Depot by the Departmental cartage contractor to any address in the districts shown in clause (3) at the following rates :—

	District "A" (City)	District "B"	District "C"
	s. d.	s. d.	s. d.
Per package not exceeding 30 lb. (honey, 33 lb., and dried fruit, 36 lb.)	1 0	1 9	2 0
Per package, exceeding 30 lb., but not exceeding 60 lb. (dried fruit 67 lb., and honey 67 lb.)	1 6	2 3	2 6
Per jar of wine	2 6	2 9	3 6

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

	District "A" (City)	District "B"	District "C"
lb.	s. d.	s. d.	s. d.
For each consignment whether consisting of one or more packages not exceeding—	28	1 9	2 0
	56	1 9	2 6
	cwt. 1	2 6	3 6
	2	4 6	6 0
	3	6 3	9 0
	5	10 0	15 6
Each additional 56 lbs.	1 6	2 0	2 3
Furniture or Pianos	Double Rates	Double Rates	Double Rates
Potatoes, Vegetables and Grain per Bag	3 0	3 6	3 6

Railway weights to be taken.

The freight and delivery charges which must be prepaid shall be shown separately on waybills.

(3) The Districts concerned are :—

DISTRICT " A "	DISTRICT " B " (Inner Suburbs.)	DISTRICT " C " (Outer Suburbs.)
<p>Within the City Area, bounded by Flinders, Spring, Victoria, Peel, William, Latrobe and Spencer Streets.</p>	<p>Abbotsford, Albert Park, Alphington, Armadale, Auburn, Ascot Vale, Balaclava, Balwyn to Belmore-rd., Brunswick, Burnley, Camberwell, Camberwell East, Canterbury, Carlton, North Carlton, Caulfield, Clifton Hill, Collingwood, Coburg to Bell-street, Croxton, Deepdene to Belmore-rd., East St. Kilda, East Kew, Elsternwick, Elwood, Essendon, Essendon North, Fairfield, Fitzroy, Fitzroy Nth., Flemington, Footscray, Footscray West to Kingsville-rd., Gardenvale, Gardiner, Glenferrie, Glen Iris, Hawksburn, Hawthorn, Ivanhoe, Jolimont, Kensington, Kew, Kooyong to Glenferrie-rd., Malvern, Maribyrnong, Melbourne North, South, East, West and Port, Middle Park, Moreland, Moonee Ponds, Newmarket, Newport, Northcote, Parkville, Prahran, Preston to Bell-street, Richmond, St. Kilda, South Yarra, Spotswood, Thornbury, Toorak, Windsor, Yarraville</p>	<p>Balwyn (beyond Belmore-rd.), Beaumaris, Bentleigh, Black Rock, Box Hill, Brighton, Burwood, Carnegie, Cheltenham, Coburg (beyond Bell Street), Deepdene (beyond Belmore-rd.), East Burwood, East Oakleigh, Footscray West (beyond Kingsville-rd.), Glenhuntly, Hampton, Heidelberg, Highett, Kooyong (beyond Glenferrie-rd.), Malvern East, McKinnon, Mentone, Merlynston, Mont Albert, Moorabbin, Mordialloc, Murrumbeena, Oakleigh, Ormond, Preston (beyond Bell-street), Reservoir, Rosanna, Sandringham, Surrey Hills, Sunshine, Williamstown</p>

Commodity Special Rates.

The commodity and concession rates specified hereunder are in all cases subject to the following conditions :—

1. That such commodity or concession rates shall apply only where the person firm or body corporate or unincorporate obtaining the benefit of such rates uses the railways solely for the transportation of goods where in the opinion of the Chief Commercial Manager railway facilities are available and might reasonably be used.

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

3. Rebates.—Unless otherwise provided all claims for rebates must be lodged with the Chief Commercial Manager within six (6) months from the date the consignments are forwarded.

ADVERTISING MATERIALS (INTERSYSTEM).

Tourist Literature, Time Tables and Railway Pamphlets consigned to Australian Railway administrations and Government Tourist Bureaux shall be carried "Free" on each railway system.

Commercial advertising matter (including show cases and enamel plates) for display on railway premises and consigned to the Railway Advertising Division shall be charged at ordinary tariff rates unless cheaper to charge one-quarter parcels rates over all systems except New South Wales and Commonwealth Railways, on which the charge shall be half rate. Freight charges on consignments to Queensland and Western Australia must be prepaid.

ARSENIC (see Volume 11 for conditions of carriage).

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

From—	To—	Classification to be Charged	
		Truck Loads, (a)	Smaller Quantities Minimum 1 ton
Spotswood and Yarraville ...	Port Melbourne or Williamstown Pier	Class B.	Class C.
Any Country Station ...	Melbourne, Port Melbourne, Yarraville or Williamstown Pier ...	} B. less 17 per cent.	} C. less 19 per cent.

(a) Subject to Minimum of 10 tons 9 cwt. per 11-ton truck, 15 tons 4 cwt. per 16, 22 or 27-ton truck.

COMMODITY SPECIAL RATES—*continued.***ARSENIC AND ARSENICAL COMPOUNDS FOR ERADICATION OF NOXIOUS WEEDS** — (See Volume II for conditions of carriage.)

Arsenic and Arsenical Compounds consigned to any Victorian Municipal Council for the eradication of noxious weeds shall be carried free of charge, subject to the following conditions:—

Application for the concession to be made by the Municipal Council to the Chief Commercial Manager at least fourteen (14) days prior to the date when the consignment is to be forwarded, specifying the name of the consignee, and the station from and to which the Arsenic or Arsenical Compounds will be consigned, together with a statutory declaration from the Municipal Council that the consignments will be used solely for the eradication of noxious weeds.

This concession will only be granted on the authority of the Chief Commercial Manager, 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 Chief Commercial Manager being attached to the account as a voucher.

BENZOL — (See Volume II for conditions of carriage.)

Benzol declared on the consignment note to be used for prevention of blue mould in tobacco growing districts shall be charged the ordinary tariff rates in the first instance, but on production by the consignee of a Statutory Declaration to the effect that the identical consignments have been so used, the charges may be reduced to the rate for Orchard Pests Specifics (Class "A" and conditions) by the receiving station.

The way-billing station shall endorse the waybills "declared to be used for the prevention of blue mould" when benzol is so consigned.

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

BRICKS, ordinary, in truck loads of 10 tons 9 cwt. per 11-ton truck, or 15 tons 4 cwt. per 16, 22, or 27-ton truck, forwarded as shown hereunder, shall be charged at the following rates:—

Station from—	Station to—	Rate Per ton s. d.
Ballarat	Melbourne	29 8
Ballarat East		
Selkirk's Siding		
Ballarat	Geelong	20 2
Ballarat East		
Selkirk's Siding		
Melbourne	Geelong	17 10
Jewell		
Northcote		
Thornbury		
Bell	South Geelong	

District Rate conditions shall apply in respect of any consignments forwarded to suburban stations within 10 miles of Spencer Street or Flinders Street.

BUTTER AND CHEESE.

The mileage rates for the carriage of butter or cheese classified under Class BB or Class B plus one eighth, or any maximum rate applicable to these rates shall apply to the carriage of these commodities in refrigerator "T" trucks only where any person firm or body corporate or unincorporate who obtains or seeks to obtain the benefit of any such rates for such transportation in refrigerator "T" trucks has used the railways and no other means whatsoever for the transportation of goods in cases where railway facilities were available for such transportation. If at any time the Chief Commercial Manager or such Officer as may be acting in the office of Chief Commercial

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COMMODITY SPECIAL RATES—continued.

Manager is satisfied upon reasonable inquiry that any goods have been transported by road or by any method of transportation other than by rail by or on behalf of any such person firm or body corporate or unincorporate when railway facilities were available for such transportation the Chief Commercial Manager or such officer acting as aforesaid may direct that from and after the date of such direction the rates to be charged and paid for the carriage of butter or cheese in refrigerator "T" trucks consigned to or by or on behalf of any such person firm or body corporate or unincorporate shall be the mileage rates for the carriage of butter or cheese classified under Class BB or Class B plus one eighth, with the addition of 25 per cent. and subject to a minimum charge for 10 tons per truck in addition to the cost of icing the truck for the journey and freight at tariff rates on the quantity of ice so used.

CELERY forwarded from Mile End to Melbourne or Sydney in non-refrigerated trucks shall be charged the following rates for carriage at owner's risk:—

(i) To Melbourne—		Per ton	
		£	s. d.
Victoria	... ..	2	0 4
South Australia	... ..	2	19 8
Total		5	0 0

(ii) To Sydney via Albury—			
South Australia	... ..	2	2 1
Victoria	... ..	4	4 5
New South Wales	... ..	4	18 0
Counting	... ..	0	1 6
Transhipping	... ..	0	5 0
Uniform rating charge at Darling Harbour	... ..	0	0 6
Total		11	11 6

The above rates shall be subject to the following minimum tonnages in South Australia and Victoria:—

- 9 tons per Victorian 11 ton "U" truck;
- 14 tons per Victorian 15 ton "U" truck;
- 10 tons per other 4-wheeled truck;
- 20 tons per bogie truck.

CEMENT.

(a) When not less than 1,000 tons of cement per annum are forwarded in the prescribed truck loads from one sender at one station to one consignee at one destination station, the tariff rate for the journey shall be subject to a maximum of 82s. 2d. per ton, which shall be granted by rebate. Application for rebate must be lodged with the Chief Commercial Manager within six months of the despatch of the 1,000 tons.

(b) Cement forwarded in truck loads from Fyansford or Melbourne to Irrigation Trusts in the Mildura district for cementing and concreting channels shall be subject to a maximum rate of 106s. 1d. per ton, provided that a declaration is made by the Secretary of the Trust on the original waybill at the inwards station, that the cement is to be used for the purpose mentioned.

CIRCUSES.

Circuses which can be conveyed by ordinary goods trains when times are suitable will be provided with special trains as may be approved, in consequence of no suitable goods trains running, at the following rates:—

£1 19s. 0d. per mile, subject to a minimum charge of £40 11s. 10d., and in addition a charge of 10s. 0d. per mile for any mileage incurred in running light engines in order to provide for such special trains, and for the hire of carriage stock required for the sole use of the circus £4 1s. 1d. per car per day, the Department reserving the right to use such special trains as it may require.

COMMODITY SPECIAL RATES—continued.

CONCESSION RATES ON CONSIGNMENTS FROM OR TO VICTORIAN COUNTRY INDUSTRIES.

(Applicable to such industries situated outside a radius of 20 miles from Melbourne (Flinders Street or Spencer Street)).

1. RAW MATERIAL TO BE USED IN THE MANUFACTURE OF PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES.

(a) The following Raw Materials, consigned as indicated hereunder to the Victorian Country Industries specified shall, except where otherwise provided, be charged at tariff Rates, less the following percentages (see also clauses (b) and (c) and page 163, clause (e) and note (a) on page 145 :—

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

Country Industry consigned to	Commodity	—
Agricultural Implement Works (see also clause (c))	Iron and Steel, viz.—	} On Down journey
	Bar, rod, plate, angle, hoop, pig, polished, sheet and galvanized	
	Mouldboards	
	Piping, black	
	Discs and ploughshares	
	Bolts, nuts and rivets	
	Shafting, bright steel	
Rims, wooden, for harvester wheels		
Aerated Water Manufacturers	Carbon Dioxide Gas	On Down journey
Bacon Factories	Salt (refined)	On Down journey
Bark Mills	Bark, bundles or in sheets	
Biscuit and Confectionery Factories (see also clause (b))	Confectionery starch	} On Down journey
	Nulomoline	
Blind Manufacturers	Duck	On Down journey
Boot Manufacturers	Leather	On Down journey
Canned Fruit Manufacturers (see also clause (b))	Caustic Soda	On Down journey
Cardboard Box Manufacturers	Strawboard	} On Down journey
	Paperboard	
Cement Pipe Manufacturers	Cement	} On Down journey
	Reinforcements, fabricated iron or steel	
	Iron and steel rod	
	Iron, wire	
Cement Tank Manufacturers	Cement	} On Down journey
	Reinforcements, fabricated iron or steel	
	Iron and steel rod	
	Iron, wire	

Commodity Special Rates—continued.
Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

Country Industry Consigned to.	Commodity.	—
Cement Tile Manufacturers ...	Cement	On Down journey
Cement Wash-trough Manufacturers	Cement	On Down journey
Coachbuilders ... (see also clause (b)).	Axles arms and boxes ... Felloes Iron and steel—bar rod, plate, angle, hoop, sheet, and galvanized Naves, rough, turned, and mortised Poles Rims buggy, finished and unfinished, Shafts Spokes " rough Springs Tyres, iron Wheels, cart, dray, waggon, rough and unfinished	} On Down journey
Concrete Building Block Manufacturers	Cement Iron and Steel Rod ... Reinforcements, fabricated iron or steel	} On Down journey
Concrete Manufacturers (Terrazzo)	Cement Reinforcements, fabricated iron or steel Oxide, red Plaster Hemp and Sisal	} On Down journey
Country Factories ...	Tin plate Silicate of soda	} On Down journey
Disinfectant Manufacturers ...	Tar oil Resin Caustic soda	} On Down journey
Distilleries ...	Dried Fruit	When consigned direct to distillers and accompanied by a declaration that it is to be used for distilling purposes
	" "	Returned to the original forwarding station for distillation purposes on production of declaration
	Wine off, for distillation	
Fibrous Plaster ...	Coconut Fibre Coir Fibre Hemp and Sisal Plaster of Paris Tow	} On Down journey

Commodity Special Rates—continued.
Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

Country Industry Consigned to.	Commodity.	—
Foundries ... (see also clause (c))	Boiler tubes ...	} On Down journey
	Castings and forgings, rough and finished	
	Piping, black and wrought iron	
	Channels and rolled joists ...	
	Iron and Steel—	
	Bar, rod, plate, angle, pig, hoop, scrap, polished, sheet and galvanized	
	Bolts, nuts and rivets ...	
	Blooms, ingots	
	Metal, scrap including castings and ingot	
	Gunmetal scrap ...	
Fruit Dip Buckets or Tins, Frost Pots	Iron, sheet, black, galvanized and hoop, wire, washers and steel rods	} On Down journey
Grocers' Sundries Manufacturers ... (see also clause (b))	Acetic Acid ...	} On Down journey
	Resin ...	
	Caustic soda ...	
	Soda ash ...	
	Tar, stock ...	
Insect Exterminator Manufacturers	Orris root, powdered ...	} On Down journey
	Pepper ...	
Knitting Mills and Cotton Factories	Formic Acid ...	} On Down journey
	Ammonia Solution ...	
	Cotton, raw ...	
	Cotton and worsted yarn ...	
	Fibre Silk ...	
	Hydro-chloric Acid ...	
	Hydro-peroxide ...	
	Laces and braids ...	
	Dyes ...	
	Soda Ash ...	
	Soap, Common ...	
	Tapes ...	
	Wool Tops ...	
	Yarn, Silk, Artificial ...	
" Woollen ...		
Sodium Hypochlorite ...		
Sulphur ...		
Solvent T. ...		
Tetracarnit ...		
Mattress Manufacturers ... (see also clause (b))	Bolts, iron ...	} On Down journey
	Wire, woven, for wire mattresses	
	Wire in coils, packed in casks, for mattress making on declaration	
Milk Condenseries ...	Carbon Dioxide Gas ...	On Down journey

Commodity Special Rates—continued.
Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

Country Industry Consigned to.	Commodity.	—
Motor Bodies, Motor Vehicles, and Chassis—Manufacturers and Assemblers	Tin plates	} On Down journey
	Accumulators and Storage	
	Batteries	
	Bolts and Washers	
	Bumper Bars	
	Castings	
	Felt	
	Iron and Steel Wire	
	Iron, sheet	
	Lacquers	
	Paints	
	Rubber manufactures	
	Tacks, nails, screws, and rivets	
	Tow	
Tyres and Tubes, Rubber		
Wooden parts		
Motor Chassis parts		
Motor Wheels without tyres		
Paper Mills	Glass paper Wood pulp Waste paper Silicate of Soda Hoop Iron Acid, sulphuric Alumina, sulphate of (water purifier)	} On Down journey
Polish Manufacturers	Methylated spirits Resin	} On Down journey
Pottery Works	Lead, red Oxide, red Canes Plaster of Paris Whiting	} On Down journey
Rope and Twine Works	Yarn—Hemp, flax, jute, coir Hemp—Fibre flax... .. Cotton yarn	} On Down journey
Sauce and Pickle Manufacturers	Acetic Acid	On Down journey
Sheep Dip Manufacturers	Acid, sulphuric and muriatic Arsenic, refined Sulphur	} On Down journey
Soap Manufacturers	Resin Caustic soda Soda ash Coconut oil	} On Down journey
	Tallow	On Up or Down journey
Tanneries	Bark extract " ground or chopped " bundles or in sheets	

Commodity Special Rates—continued.
 Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

Country Industry Consigned to.	Commodity.	
Tanneries— <i>continued.</i>	*Hides, in less than 2-ton lots	} On Down journey
	Myrabolams	
	Oil, mineral	
	Pelts, pickled	
Textile Machinery Manufacturers	Lead, and bar iron	On Down journey
	Underclothing Manufacturers ...	} Rebate shall be granted to Class B and conditions less 28½ per cent. } On Down journey
Brands		
Buttons		
Cotton (sewing)		
Laces		
Tapes		
Biege		
Vineyards	Spirits for fortifying wine	}
	Wine or Grape Spirit	
Vinegar Manufacturers	„ stone	}
	Wine off, for vinegar making	
Water Heater Manufacturers ...	Acetic Acid	} On Down journey
	Copper, sheet	
	Iron, galvanized	
Windmills Manufacturers	„ black sheet	}
	Iron, bar, rod, plate, angle, and galvanized	
Woolwashing Establishments (including Albury)	Galvanized iron piping	} On Down journey
	Sheepskins	
Woolen Mills	Wool	} On Down journey
	Soda ash	
	Wool tops	
	Acid, acetic	
	„ formic	
	„ hydrochloric	
	„ muriatic	
	„ sulphuric	
	Ammonia Solution	
	Caustic Soda	
	Cotton, raw	
	Dyes	
	Hydro peroxide	
	Oil, Neatsfoot, Batching, and Textile	
	Salts, Glauber, crude or refined	
	Soap, common	
	Extract of	
	Soda ash	
	Sodium Hypochlorite	
	Solvent T	
Tetracarnit		
Sulphur		
Woolen Noils		
Washing fluid		
Yarn, worsted or woolen...		

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

Commodity Special Rates—continued.

Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

(b) The under-mentioned Raw Materials on Down journey consigned to the Victorian Country Industries shown hereunder, shall be charged the ordinary Tariff rates in the first instance, and a REBATE to the extent of the percentages shown below (see page 163, clause (e)) shall, except where otherwise specified, be granted on production of a statutory declaration that such raw materials have been converted into manufactured products, which have been subsequently conveyed by rail from the place of manufacture (except as otherwise specified hereunder) :—

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

Country Industry Consigned to.	Commodity.	
Biscuit and Confectionery Factories	Glucose Sugar	
Canned Fruit Manufacturers ...	Sugar ...	See †
Coachbuilders ...	Lamps, Leather, Motor Tyres, Paints and colours	
Dried Fruit Mixtures ...	Dried Fruit ...	Rebate shall be granted to Class A and conditions, less 17 per cent. on consignments of dried fruit forwarded from Melbourne and subsequently returned thereto as Dried Fruit Mixture
Furniture Manufacturers...	Duck, Flock, Kapok, Frames (chair, couch and settee, set up and partly polished) Springs, furniture... Hessian ... Fibre, coconut ... Leather ... Leather cloth ... Imported oak ... Wadding...	} See *
Grain Storage, and Sheep Feeding Bin Manufacturers	Iron, corrugated ... " sheet and angle ... " piping ...	} See *
Grocers' Sundries Manufacturers ...	Sugar Tartaric acid Gelatine Tar oil Turpentine	
Jam Manufacturers ...	Sugar ...	See †

* The rebate shall be granted irrespective of whether the manufactured products are subsequently railed outwards or not.

† The freight may be computed and waybilled in the first instance at tariff rates, less the percentage above-mentioned, as the case may be, subject to the authority of the Chief Commercial Manager being obtained by the forwarding station.

Commodity Special Rates—continued.

Concessions to Victorian Country Industries—Raw Materials, etc.—continued.

Country Industry Consigned to.	Commodity.	
Joinery Works	Glass used in manufacture of windows	See *
Mattress Manufacturers	Flock, Kapok, Ticking	See †
Metal Ceiling and Wall Manufacturers	Sheet iron or steel Galvanized sheet iron	
Milk Condenseries	Sugar	On production of a Statutory Declaration that such sugar has been converted into condensed milk or dried milk which has been subsequently conveyed by rail from the place of manufacture to the seaboard and consigned direct for export beyond the Commonwealth a rebate shall be granted to 28½ per cent. less than the classification rate, provided that the net rate on sugar shall not be thereby reduced below 17s. 4d. per ton
Foundries	Cylinders and Flywheels	
Manufacturers of Iron Chimneys, Furnace Frames, and Stove and Tobacco Kiln Pipes	Galvanized and black sheet iron	See *
Manufacturers of Motor Tractors ...	Motor engines, transmissions, wheels, and gears	Rebate shall be granted to Class "C" and conditions, less 31½ per cent.
Manufacturers of Tanks, Sanitary Pans, Spouting, Ridging, Down Piping, Baths, Bath Screens, Milk and Cream Cans, Iron Wash or Horse Troughs, Iron Chimneys, Rubbish and Flour Bins and Trunks	Iron or Steel Corrugated (galvanized) Sheet (galvanized or tinned)	See *
Sewing Machine Manufacturers ...	Rough castings, bar iron and steel, sheet iron, bolt and nuts	

NOTE.—(a) When materials for a country industry are chargeable under Class 1 less 26½ per cent., loading and unloading charges are not to be imposed.

* The rebate shall be granted irrespective of whether the manufactured products are subsequently railed outwards or not.

† The freight may be computed and waybilled in the first instance at tariff rates, less the percentage above-mentioned, as the case may be, subject to the authority of the Chief Commercial Manager being obtained by the forwarding station.

COMMODITY SPECIAL RATES—*continued.*Concessions to Victorian Country Industries—Raw Materials, etc.—*continued.*

(c) Raw Materials to be used in the manufacture of Agricultural Implements and Machines and Products of Victorian Country Foundries.

Raw materials, consisting of steel, iron (bar, rod, plate, angle, and galvanized), mould-boards, discs, bolts and rivets used in the manufacture of agricultural implements and machines and products of country foundries, and sheet-iron or steel and galvanized sheet-iron used in the manufacture of metal ceilings and walls shall be charged the ordinary tariff rates in the first instance, and a rebate subsequently granted to Class "M" rate, less 33 per cent., and conditions, on production of a statutory declaration that the raw materials were subsequently converted into implements, machinery, products of country foundries, metal ceilings or walls, conveyed by rail from the place of manufacture direct for export, or to places outside the State, either by water or rail (see page 163, clause (e)).

2. PRODUCTS OF VICTORIAN COUNTRY INDUSTRIES.

The following products of Victorian Country Industries, so described on the Consignment Note shall, with the exception of those for which provision is made in clauses 4 and 5 hereof and on page 163 clause (e), and where otherwise specified, be charged on the "Up" journey from the place of manufacture at Tariff Rates, less the percentages shown hereunder—(see note (a) on page 147).

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

Aerated Waters.

Ale, Beer, and Stout, bottled.

Ale, Beer, and Stout, bulk.

Bacon.

Baking Powder.

Baths and Basins, enamel, cast and galvanized iron.

Baths and Basins, Terrazzo Cement.

Bath Heaters.

Bedding and Bedsteads.

Beeswax.

Biscuits.

Blankets, Flannels and Woollens, including Woollen Rugs, and Woollen Cloths

Boots and Shoes

Butchers Small Goods, viz., Black and White Puddings, Brawn, Frankfurts, Germans, Sausages, Saveloys.

Brandy.

Chalk.

Chutney.

*Cider.

Citrus Health Saline Powder.

Clothes Pegs.

Clothing.

Coffee Essence.

Coffins.

Concrete Building Blocks.

Confectionery.

Cordials.

Cotton Goods.

Cotton Yarn.

Crucibles, clay.

Culverts, box, cement.

Curry Powder.

Disinfectants.

*Earthenware.

Egg Preservative.

Envelopes, straw.

Felloes and Spokes.

Fibre flax.

Fibrous Plaster Sheets.

Finings, Beer.

Fire Bricks, Fire Clay and Fire Lumps.

Flock.

Fruit, dried*, canned, bottled, preserved.

Fruit dried mixture.

Fruit Juices.

Fuller's Earth.

Furniture, new.

Gates, iron.

Hams.

Handles, seasoned.

Honey.

Jams and Jellies.

Jelly Crystals.

Joinery.

Lard.

†Leather.

Legs, Chair and Table, sawn or turned-in the rough.

COMMODITY SPECIAL RATES—continued.**Concessions to Victorian Country Industries—continued.****2. Products of Victorian Country Industries—continued.**

Lemon Peel, candied.	Salt, refined.
Linerite.	*Sanitaryware.
Liquor, black, by-product of wood pulping.	Sauces.
Macaroni.	Sinks, Terrazzo Cement.
Mattresses.	Slates, roofing.
Meat, extract of and preserved.	Slippers.
Mineral Waters.	Sheep Dip.
Motor-cycle side-cars.	Spirits.
Nescafe.	Spirit, Wine or Grape.
Nescory.	Soap.
Noils	Soup Tablets and Powders.
Ochre.	Starch.
Oil, eucalyptus.	" potato.
Oil, olive.	Strawboard.
Oxide, Red.	Strawpaper.
Pedestals, Terrazzo Cement.	Tanks, Cement.
*Perry.	Temperance Drinks.
Pickles.	Tiles.
Pipes, Concrete.	Tow.
" wrought iron or steel	Troughs, Cement, Washing, Sheep, Pig,
" earthenware.	Cattle or Horse.
" vent.	Troughs, Terrazzo Cement, Washing.
Plaster of Paris.	Twine and Lines.
Polish, wax, for boots, furniture and linoleum	Twine, reaper and binder and seaming.
Polish, marble and stove.	Vegetables, preserved, dehydrated or dried.
Potato, flour.	Vinegar.
*Potteryware, including sanitary pedestal	Water Heaters.
pans.	Whiting.
Pulp, tomato and fruit for export.	*Wine.
Rabbits, canned	Wine lees.
Rayon Goods.	Woolen and Knitting Mills, products of.
Retorts, clay.	Wool Tops.
Rope, hempen.	Yarn, Woollen, Worsted.

Note.—(e) When products of a Victorian Country Industry are chargeable under Class 1 less 15%, loading and unloading charge are not to be imposed.

* The reduced rates shall not apply in respect of earthenware, potteryware, and sanitaryware, for which a special rate is provided on page 158, nor in respect of wine, cider, perry and dried fruit consigned direct for export.

† Leather charged under "A.P." or "A" less 25 per cent. shall be allowed a reduction of $4\frac{1}{2}$ per cent.

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

Granite and marble, wholly polished or carved, loose or in cases (specified in the classification under Classes 1 and 2), which are the product of Victorian Country Industries consigned by rail direct for export from the place of manufacture to Melbourne, Geelong, or Portland, shall be charged the full tariff rates in the first instance and, except as provided on page 163, clause (e) a rebate to half rates less 15 per cent. shall be granted on satisfactory proof of export being furnished.

4. PRODUCTS OF VICTORIAN COUNTRY FOUNDRIES.

Products (new) of Victorian country foundries, including Metal Ceilings and Walls, Stoves and Stove Pipes, Scaffolding Clips, Vent Pipes, Windmills, Agricultural Implements and Agricultural Machines forwarded on the "Up" journey from the place of manufacture, shall be charged one rate lower than the tariff rate, less the percentage shown in clause 2 for the respective classes, provided that such reduced rate shall not be applicable in respect of consignments which are subject to rebate, as prescribed in clause 5 hereof and as provided on page 163, clause (e).

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 Class "C," less 19 per cent., subject to Tariff for "Smalls" instead of being subject to the weight conditions of Class "C."

The provisions of this clause 4 shall not apply to Wrought Iron or Steel Pipes.

COMMODITY SPECIAL RATES—continued.

Concessions to Victorian Country Industries—continued.

5. MACHINERY, MACHINES, VEHICLES, ETC., NEW, MANUFACTURED IN THE COMMONWEALTH.

The following new articles, viz., agricultural implements and machines and parts, steel balls for grinding purposes, boilers, castings (rough), crab winches, fly wheels, forgings (rough), gates (iron), machinery and parts including small petrol or oil engines, metal ceilings and walls, motor bodies and parts, motor chassis, motor tractors and parts, motor vehicles, picks and pickeys, saw benches, sole plates, wrought iron or steel pipes, stoves and copper frames, plate iron petrol or oil tanks, vent pipes, windmills and vehicles, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of manufacture for immediate export beyond the State, or sent from country stations to any station not less than 50 miles from Melbourne, shall, except as provided on page 163, clause (e), subject to the conditions specified hereunder, be charged half the tariff rates and the following percentage reductions also allowed in respect of consignments which are the products of Victorian country industries and which are classified under the classes shown hereunder, viz.:

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

- (a) In respect of machinery, &c., intended for export, the full tariff rates shall be charged in the first instance, and a rebate to half rates, or half rates less the percentages shown above, as the case may be, granted on satisfactory proof of immediate export beyond the State 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 situated outside a radius of 20, but within 50 miles of Melbourne, the rates from the forwarding station to the destination station shall not be more than the reduced rates from the forwarding station to a station 50 miles from Melbourne and not less than the full tariff rates from Melbourne to a station 50 miles therefrom.
- (d) In respect of motor vehicles and other road vehicles sent from country stations to stations situated within 20 miles of Melbourne, the rate shall not be more than the rate to a station 50 miles beyond Melbourne.
- (e) The Tariff for "Smalls," where applicable, shall be applied on the actual tonnage rate charged.
- (f) In computing the charges on any of the abovementioned machinery etc. which may be consigned for the full journey by rail from a country industry in Victoria to Adelaide, Sydney, Brisbane, Kalgoorlie or Perth, when such charges are based on the sum of the local rate from the country station to Melbourne, plus the Special Intersystem Through Goods Rate, half the full tariff rate, less the percentages specified from the country station to the radius of 20 miles from Melbourne, (Exception—For Kalgoorlie consignments read "to Melbourne" instead of the underlined words), shall be charged plus the full Special Intersystem Through Rate thence to destination.

CONSIGNMENTS FOR EXPORT.

A reduced rate is provided in the Classification of Goods for the following commodities when consigned direct for export, viz.:—Milk (condensed, concentrated or dried), Chutney, Fruit (canned, bottled and preserved), Fruit (fresh), Fruit juice or cordials, Glaxo, Jams and Jellies, Lactogen, Lemon Skins in brine, Oil (Eucalyptus), Pickles, Potteryware, Pulp (Fruit and Tomato), Sauces, Wine, Canned Vegetables.

(a) When these commodities are consigned to Melbourne for export they shall be charged the ordinary Classification Rates in the first instance and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided.

(b) When these commodities are declared on the consignment note to be for export at the Victoria Dock, by a specific ship, the name of which must be shown on the waybill, the Export Rate and conditions shall be charged in the first instance. Should the whole or part of any consignment not be shipped, the Goods Superintendent shall adjust the freight charges at the full ordinary rate, and report the matter to the Chief Commercial Manager.

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

Rates and conditions for the carriage of materials—

- (a) consigned to or by the Chief Engineer for Railway Construction for the construction of new lines ;
- (b) used in the construction or alteration of private sidings, irrespective of whether the work is done by the Department or not ;
- (c) used by other than the Department in the maintenance of private sidings ; shall be as follows, viz. :—

Rate per Ton per Mile	Capacity of Truck	Subject to the following
	Tons	Minimums
		Tons
Truck Loads—3½d.	11	9
	16, 22 or 27	14
	Q.R. Bogie	18
	50 ft. Q.	24
Smaller Lots—4½d.	Actual weight, where cheaper than the truck load rate and conditions	

Minimum rate 8s. 8d. per ton, and minimum charge 23s. 6d., otherwise classification rate, subject to "Smalls" minimum. This traffic shall not be subject to haulage charges.

In computing the charges to be made for gravel, road-metal, &c., in full truck loads the freight shall be calculated on the basis of the rates and conditions charged for similar materials for Borough and Shire Councils, page 154, if cheaper than the Construction rates and conditions shown above.

In cases where construction material is loaded or unloaded by the Traffic staff, a charge of 4s. 0d. per ton shall be imposed for the service. Debits to be included on the waybill and cleared by voucher account.

(d) **St. Kilda, Brighton and Black Rock.**—All materials and supplies for the maintenance, or working of the St. Kilda-Brighton Electric Street Railway, and the Sandringham-Black Rock Electric Street Railway shall be charged under the above rates and conditions.

In the event of a special train being run with equipment from Newport to Elsternwick or St. Kilda on account of the Electric Street Railway, an additional charge of £8 1s. 6d. shall be made for the special service.

DOORS, HARDWOOD, product of Victorian Country Joinery Works, railed from the place of manufacture on the "Up" journey, shall be charged under Class "C" and conditions.

EXHIBITS FOR GOVERNMENT TOURIST BUREAUX shall be carried "free" for either Intersystem or local journeys.

Heavy or bulky consignments shall be carried by goods train at the discretion of the Systems concerned.

COMMODITY SPECIAL RATES—continued.

FLOUR AND MALT.

1. MILLING IN TRANSIT REBATES.

A.—Rebates on wheat railed to flour mills specified below and manufactured there, and railed thence to destinations shown below as flour, bran, pollard or sharps, will be allowed in accordance with the following provisions :—

WHEAT CONSIGNED BY RAIL			
FROM	TO any flour mill at	and manufactured at such flour mill and carried thence by rail as flour, bran, pollard or sharps to—	shall be charged the separate ordinary mileage rates for each journey, i.e., as wheat and as flour, etc., in the first instance, and a rebate will be granted to the continuous mileage rate for the total distance from the wheat forwarding station to the flour, etc., destination station, plus a stopover charge of— Per ton.
1. Any Country station	Any Country station	(i) Melbourne and Suburban stations (ii) Portland, Geelong, Warrnambool or Port Fairy or to any station intermediate between Geelong and Port Fairy (iii) any station on the Queenscliff, Forrest, Crowes, Timboon, Alvie or Mortlake lines	s. d. 3 11
2. Any Country station	Any Country station with the exception of G'long (see Clause 5)	Any station on the Eastern or South Eastern line or any branch thereof outside a radius of 20 miles of Melbourne	3 11
3. Melbourne and Subn. stations	Any Country station	Any station	3 11
4. Any Country station	Any Country station	Any station other than those specified in Clauses 1 and 2	9 7
5. Any Country station	(i) Melbourne and Suburban stations (ii) Geelong	Any station on the Eastern or South-Eastern line, or any branch thereof outside a radius of 20 miles of Melbourne	9 7

The following conditions will apply to such rebates :—

- (a) The quantity of wheat railed from the most distant despatching station to the flour mill and the quantity of flour, bran, pollard and sharps railed from the flour mill to the most distant destination station will first be taken into account, and then the quantity of wheat similarly railed from each succeeding despatching station and the quantity of flour, bran, pollard and sharps railed to each destination station in the order of greatest distance.
- (b) The tonnage of the flour, bran, pollard and sharps on which rebate is granted shall not exceed the tonnage of the wheat railed—
 - (i) from any country stations to the flour mills mentioned in respect of the wheat/flour movements specified in Clauses 1, 2, 4 and 5.
 - (ii) to the flour mills mentioned from any station on the "Up" side thereof in respect of the wheat/flour, etc., movements specified in Clause 3.

COMMODITY SPECIAL RATES—continued.**Flour and Malt—continued.**

- (c) The 20 miles radius of Melbourne will include stations within 20 miles of Flinders Street or Spencer Street.
- (d) The rebate provisions above prescribed shall apply in respect of wheat railed from Victorian stations to Albury, Wahgunya (for Corowa), and Tocumwal, and subsequently railed therefrom as flour, bran, pollard and sharps to Victorian stations.

B.—The provisions of Clause A will also apply in every respect to—

- (i) barley and wheat railed to country Maltheuses and manufactured there and railed thence in the shape of malt ;
- (ii) wheat railed to flour mills or wheat crushing or grinding plants and subsequently railed therefrom in the form of wheatmeal or crushed or ground wheat provided that these commodities contain no ingredient except wheat ;
- (iii) Rye railed to flour mills and subsequently railed therefrom in the form of rye flour.

C.—All claims for rebate must be lodged with the Chief Commercial Manager within 18 months of the railing of the wheat, rye or the barley inwards and within 6 months of the railing of the flour, bran, pollard, sharps, malt, wheatmeal, crushed or ground wheat outwards.

2. FLOUR FOR EXPORT REBATE.

In respect of flour, white or brown, and self-raising flour consigned by rail from Victorian country flour mills direct to the seaboard for immediate export beyond the State, a rebate shall be granted, subject to the production of satisfactory proof of export, of 15 per cent. below the rate applicable to the journey between the flour mill and the port of export.

This rebate shall also apply to flour, white or brown, and self-raising flour gristed at Albury, Corowa or Tocumwal, and forwarded to Victorian ports direct for export.

FORMALIN FOR PICKLING WHEAT shall be charged the ordinary rate in the first instance, and a reduction to Class "A" rate and conditions arranged by the receiving station on production by the consignee of a statutory declaration that the formalin has been used for pickling wheat.

FRUIT, DRIED, FOR EXPORT.

The rates for the carriage of Dried Fruit, Produce of the Commonwealth, on the "Up" journey consigned from the stations shown below, direct to the places at the seaboard shown hereunder, for immediate export beyond the Commonwealth, and provided it is forwarded on a continuous rail journey from the point of production to the point of shipment, shall be as follow:—

Station from—	To Melbourne See note (b)		To Victoria Dock (inclg. haulage)		To Pt. Melbourne Pier		To Williamstown Pier	
	Truck loads See note (a) Per ton	Mini- mum 3 tons Per ton	Truck loads See note (a) Per ton	Mini- mum 3 tons Per ton	Truck loads See note (a) Per ton	Mini- mum 3 tons Per ton	Truck loads See note (a) Per ton	Mini- mum 3 tons Per ton
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Redcliffs ...	65 7	74 4	67 8	76 5	66 10	75 9	66 10	75 9
Irymple ...	66 10	75 9	68 11	77 10	67 2	76 5	67 2	76 2
Mildura ...	67 2	76 5	69 3	78 6	67 8	77 0	67 8	77 0
Merbein ...	68 3	77 8	70 4	79 9	69 2	78 6	69 2	78 6
Yelta ...	69 5	78 6	71 6	80 7	69 5	78 9	69 5	78 9
Swan Hill ...	51 3	59 3	53 4	61 4	51 5	59 9	51 5	59 9
Woorinen ...	52 2	60 4	54 3	62 5	52 9	60 9	52 9	60 9
Nyah West ...	53 5	61 11	55 6	64 0	53 7	62 1	53 7	62 1
Piangil ...	54 3	62 9	56 4	64 10	54 11	63 4	54 7	63 4
Robinvale ...	60 5	69 5	62 6	71 6	60 9	70 3	60 5	69 5
Mooroopna ...	35 6	41 1	37 7	43 2	35 11	41 4	36 8	42 7
Shepparton ...	35 11	41 4	38 0	43 5	36 8	42 7	36 10	42 8
Kyabram ...	37 3	43 2	39 4	45 3	38 0	44 1	38 9	44 10
Tresco ...	49 10	57 9	51 11	59 10	50 5	58 1	49 11	57 9

(a) Minimums—10 tons 9 cwt. per 11-ton truck, or 15 tons 4 cwt. per 16, 22 or 27-ton truck.

(b) When Dried Fruit is consigned to Melbourne for export, it shall be charged under the ordinary classification in the first instance, and a rebate to the export rate shall be subsequently granted on production of satisfactory proof of export and a statutory declaration that the identical dried fruit railed has been exported beyond the Commonwealth.

COMMODITY SPECIAL RATES—continued.

FRUIT, DRIED, FOR DISTILLATION, Produce of Commonwealth, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class "A" less 10 per cent. and conditions in the first instance, and on production of a certificate from the Customs officer that the identical dried fruit has been distilled, the charges may be reduced to Class "M," less 10 per cent.,* subject to minimums of 10 tons 9 cwt. per 11-ton truck, and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

* For concessions to Victorian Country Industries see page 140.

FRUIT, FRESH, FOR EXPORT, forwarded from country stations to Cool Stores at Melbourne for storage or treatment and subsequently exported, shall be charged under Class "AA" "Smalls" Minimum, in the first instance, and waybilled accordingly; but on production of a statutory declaration that the identical fruit has been exported beyond the Commonwealth, supported by proof of shipment, a rebate may be arranged by the Goods Superintendent to the rate and conditions provided for fruit consigned direct for export.

FRUIT JUICE AND FRUIT PULP forwarded from Mildura to Melbourne shall be subject to a maximum rate of 87s. 3d. per ton, subject to the Tariff for "Smalls."

FRUIT AND VEGETABLES CANNED, JAMS, JELLIES, SAUCES AND PICKLES, FRUIT JUICE OR FRUIT JUICE CORDIALS (manufactured from fruit grown in the Commonwealth), products of Victorian Industries exported by rail from the place of manufacture direct to destinations beyond the State of Victoria shall be charged the ordinary classification rates in the first instance, but on production of a statutory declaration that the consignments have been so railed and disposed of for use outside of the State of Victoria, a rebate will be made to the following classification, viz.:-

- In truck loads—minimum 10 tons 9 cwt. per 11 ton truck, or 15 tons 4 cwt. per 16, 22 or 27 ton truck Class A plus 25%
- In smaller quantities, subject to the Tariff for "Smalls" Class B plus 10%

FYANSFORD—

CEMENT, COAL AND OTHER TRAFFIC a/c. Australian Portland Cement Pty. Ltd., to and from Fyansford, which is 3½ miles from North Geelong and open for traffic inwards and outwards in truck loads (minimum 3 tons) and for empty returns inwards a/c. the aforementioned Company, shall be charged as follows:—

Commodity		Rate to be Charged
Cement	Fyansford to Melbourne	Per ton s. d. 20 0 (a) (b)
	Fyansford to Other Stations	Tariff rates from North Geelong plus 9d. per ton
Other Traffic	Forwarded to or from Fyansford	Tariff rates to or from North Geelong plus 9d. per ton (b)
Coal	Between Geelong Station or Pier or Corio Quay and Fyansford	2 0 (a)
Other Traffic	Between Geelong Station or Pier or Corio Quay and Fyansford	2 0

- (a) In truckloads subject to a minimum of 10 ton 9 cwt. per 11 ton truck and 15 tons 4 cwt. per 16, 22 or 27 ton truck.
- (b) Clause 3 of the Instructions governing the application of the District rate shall be applicable to consignments forwarded between Fyansford and suburban stations within a radius of 20 miles of Melbourne (either Flinders Street or Spencer Street).

GRAIN CONSIGNEE FOR EXPORT AT PORTS OUTSIDE OF MELBOURNE.

In respect of any Grain in truckloads carried to any port outside of Melbourne which is situated nearer to the forwarding station than Williamstown Pier, for export beyond the State, a rebate shall in such cases as it may be necessary, and subject to the production of satisfactory proof of export, be granted of sufficient extent to cause the net rate from the forwarding station to such port to be 1s. 3d. per ton less than the rate under the mileage scale from the forwarding station to Williamstown Pier.—

Provided that in respect of any Grain in truckloads carried from **Horsham and Stations North and West of Horsham to Portland** for export beyond the State, a rebate shall, in such cases as it may be necessary, and subject to the production of satisfactory proof of export, be granted of sufficient extent to cause the net rate from the forwarding station to Portland to be 1s. 3d. per ton less than the mileage rate from the forwarding station to Geelong, or 2s. 6d. per ton less than the mileage rate from the forwarding station to Williamstown Pier, as the case may be.

COMMODITY SPECIAL RATES—continued.

GRAIN, FLOUR, BRAN, POLLARD AND COMPRESSED FODDER, as under, in consignments of not less than 30 tons in trucks loaded to the minimum tonnage prescribed for the commodities concerned, shall be charged the following rates per ton (not including loading or unloading) for the journeys shown :—

					s. d.
Wheat	...	...	...	...	7 0
Grain N.O.S. and Compressed Fodder	...	...	...	...	6 8
Flour, Bran and Pollard	...	...	...	...	5 7

Commodity	From	To
Grain for export (previously carried by rail)	Melbourne	Williamstown Pier Port Melbourne Pier Victoria Dock
	South Kenington	
	Arden Street	
	Burnley	
	Glenroy	
	Kensington	
	Newmarket	
	Macaulay	
	Moreland	
	Thomas' Mill (Newport)	
	Fitzroy	
	North Fitzroy	
	Victoria Park	
	Sunshine	
	West Footscray	
	Australian Barley Board's Siding (Newport-Sunshine Loop)	
	Williamstown Pier	
	Port Melbourne	
Victoria Dock		
Export Flour, Bran, Pollard and Compressed Fodder manufactured from grain or produce previously carried by rail	Melbourne	Williamstown Pier Port Melbourne Pier Victoria Dock
	Kensington	
	South Kensington	
	Burnley	
	Glenroy	
	Arden Street	
	Macaulay	
	Newport	
	Fitzroy	
	Victoria Park	
	St. Albans	
	Sunshine	
	West Footscray	
	Williamstown Pier	
Port Melbourne		
Victoria Dock		
Grain previously carried by rail (only at the close of the export season each year, the date of which shall be determined by the Chief Commercial Manager)	Williamstown Pier	Melbourne or suburban stations within 10 miles of Melbourne.
	Port Melbourne Pier	

NOTES.—The above rates will not be granted in respect of agricultural produce rejected at the shipping ports during the currency of the export grain season.

For conditions under which goods may be forwarded to or from private sidings at Commissioners' or Owner's Risk see General Conditions Nos. 4 and 5, page 10.

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COMMODITY SPECIAL RATES—*continued.***GRAVEL, METAL, METAL SCREENINGS (DRY), RUBBLE, STONE DUST, TOPPINGS AND SPALLS.**

The rates for the carriage in truck loads (see (d)) of Gravel, Metal, Metal Screenings (Dry), Rubble, Stone Dust, Toppings and Spalls, consigned to Victorian Borough and Shire Councils and the Country Roads Board, for the construction and maintenance of roads, including footpaths, culverts and bridges, shall be as prescribed hereunder :—(See Addenda for list of Borough and Shire Councils).

Miles	Rate per ton	Miles	Rate per ton
	s. d.		s. d.
1-10	11 1	141-142	55 6
11-13	12 1	143-144	56 0
14-17	12 9	145-147	57 0
18-21	14 11	148-150	58 2
22-26	15 8	151-153	59 10
27-28	16 4	154-157	61 8
29-31	17 2	158-165	64 6
32-33	18 0	166	65 8
34-35	18 6	167-173	66 2
36-37	20 0	174-176	66 8
38-40	20 4	177-181	67 8
41-42	21 10	182-186	68 10
43-50	22 0	187-191	70 2
51-60	22 6	192-196	70 10
61-70	24 10	197-200	71 10
71-72	25 0	201-204	72 6
73-74	26 4	205-206	73 8
75-76	27 4	207-210	74 4
77-78	28 2	211-212	75 0
79-80	29 4	213-216	76 6
81-82	30 6	217-221	77 8
83-84	30 10	222-226	78 6
85-86	31 4	227-231	79 0
87-88	31 8	232-236	80 0
89-90	34 2	237-241	80 6
91-92	34 10	242-246	81 2
93-94	35 6	247-249	83 0
95-96	35 10	250-254	84 0
97-98	37 0	255-259	84 6
99-100	38 0	260-264	85 4
101-102	38 8	265-269	86 6
103-104	39 10	270-274	87 2
105-107	40 6	275-279	88 8
108-110	42 0	280-284	89 4
111-112	42 8	285-289	90 2
113-114	43 8	290-294	91 2
115-116	44 2	295-299	92 2
117-118	45 2	300-301	92 10
119-120	46 10	302-306	93 4
121-122	47 6	307-311	95 0
123-124	48 2	312-316	96 4
125-127	49 0	317-321	96 10
128-130	49 2	322-326	97 4
131-132	50 10	327-331	98 4
133-134	51 10	332-336	99 0
135-136	53 0	337-341	99 4
137-138	53 6	342-360	101 6
139-140	53 10		

(d)—Subject to minimum tonnages of 10 ton 9 cwt. per 11 ton truck, 15 tons 4 cwt. per 16, 22 or 27 ton truck and 25 tons per bogie truck.

COMMODITY SPECIAL RATES—continued.

HAMS AND BACON (including Lard and Pigs' Feet), product of Victorian country industries on the Up journey consigned direct from the point of production to the seaboard for immediate export beyond the State, shall be charged under Class "AP" rate less $4\frac{1}{2}$ per cent., minimum 8 tons per 11-ton truck, and 12 tons per 16, 22 or 27-ton truck.

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

When these commodities are consigned to Melbourne for export they shall be charged the ordinary Tariff rates in the first instance, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided.

HOPS.

Hops forwarded from Eurobin to Melbourne shall be charged 110s. 0d. per ton, including unloading.

HOSE REELS, MANUAL FIRE ENGINES AND EQUIPMENT FOR FIRE BRIGADES, forwarded by rail to and from fire brigade demonstrations shall be charged ordinary rate on the forward and return journeys.

On production of a statutory declaration or statement from the Stationmaster at the original forwarding station that all the competing members of the brigade travelled by rail to and from the demonstration, free carriage of the hose reels, equipment and engines on the backward journey will be allowed.

ICE.

- (a) Ice, supplied for the purpose of cooling fish carried by rail, shall be charged under Class "A" rate, subject to the tariff for "Smalls," provided that it be supplied for that purpose. The maximum charge for any distance shall be 45s. 2d. per ton Owner's Risk if cheaper than the tariff rate, and provided that the ice is forwarded to destination in empty trucks going down for fish or butter. Stationmasters must see that ice carried at this rate is applied for the sole purpose of Fish Refrigerating.

When sent in VANS of Passenger, Mixed or Goods trains, the tariff rates shall be charged.

When ice is supplied by the Commissioners, £4 17s. 6d. per ton shall be charged on the waybill for the ice, in addition to the freight charge as above.

- (b) Ice from Melbourne to Stony Point shall be charged 27s. 5d. per ton, Owner's Risk, subject to the tariff for "Smalls."
- (c) Ice, supplied by the Department to the lessees of Refreshment Rooms shall, when forwarded on the Down journey in "T" trucks being used in the butter traffic, be charged at the rate of 8s. 6d. per block (about 1 cwt.), including freight, at Owner's Risk.

LACTOGEN, Produce of the Commonwealth, railed from country districts in Victoria on the "Down" journey to Victorian Coastal Ports for carriage by sea to another Victorian Port for immediate trans-shipment there to an Interstate or Overseas vessel for export beyond the State, shall be charged Class "2" rate in the first instance. On production of a statutory declaration and satisfactory proof that the identical goods have been exported, a rebate to Class "BB" shall be granted in respect of consignments exported beyond the State, and to Class "BB" less 25 per cent, in respect of consignments exported beyond the Commonwealth. The latter rate is subject to a minimum of 7 tons per 11-ton truck, and 10 tons per 16, 22 or 27-ton truck.

LIME AND LIMESTONE (Owner's Risk, see Volume II. for conditions of Carriage).

The following special rates and conditions shall be charged :—

From—	To—	Special rate (see (d))
Stations and Sidings on the Timboon line	Melbourne and Suburbs within a radius of 20 miles of Melbourne	4d. per ton per mile
" " " "	Other Stations (see (a))	
		Per ton
		s. d.
Kawarren	Melbourne	40 10 (b), (c)
Lara	Burnley	15 2
Nowa Nowa	Melbourne	59 8 (c)

- (a) Consignments to other stations shall be charged the ordinary tariff rate unless cheaper to charge the sum of the special rate to Melbourne thence tariff rate to destination.
- (b) Plus transfer charges, see page 176.
- (c) Clause 3 of Instructions governing the District Rates shall apply to suburban stations within a radius of 20 miles of Melbourne (either Flinders Street or Spencer Street).
- (d) All these rates shall be subject to minimum tonnages of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

COMMODITY SPECIAL RATES—continued.

MALT COMBINGS AND BREWERS' GRAINS FOR MANURE shall be charged the ordinary tariff rates in the first instance, but if used for manurial purposes, the rate may be reduced to Manure Rate (subject to minimums specified below) on production of a Statutory Declaration by the consignee that the total quantity of Malt Comblings or Brewers' Grains, as the case may be, in each particular consignment has been used for manure.

		Per 11-ton	Per 16, 22 or 27-ton
		truck	truck
Minimums—Brewers' Grains		8 tons	12 tons
Malt Comblings		6 tons	9½ tons

In every case where a reduction to Manure rate is made, the Chief Commercial Manager's authority must be obtained.

MEAT.

Carried at Owner's Risk only. Owner to load and unload.

	Per Louvre	Per TT	Minimum
	Truck	Truck	per
			Special
			Trip
(1) MEAT, FRESH (Melbourne and Suburbs)—			
From Newport, Borthwick's Siding, N. S. Smorgan and Sons' Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to Port Melbourne Pier ...	s. d. 99 9	s. d. 147 11	s. d. 598 7
From Newport, Borthwick's Siding, N. S. Smorgan and Sons' Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to Government Cool Stores at the Victoria Dock, Victoria Dock, or Melbourne ...	66 6	—	398 9
From Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne (Newport excepted), to Williamstown Pier ...	99 9	—	598 7
From Newport, and Borthwick's Siding, or N. S. Smorgan and Sons' Siding to Williamstown Pier ...	66 6	—	398 9
	Per	Per	Minimum
	12-ton	15-ton	per
	Truck	Truck	Special
			Trip
(2) MEAT, FROZEN (Melbourne and Suburbs)—			
Between Melbourne, 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 ...	s. d. 99 9	s. d. 143 11*	s. d. 598 7
From Victoria Dock to Port Melbourne or Williamstown Pier ...	99 9	143 11*	598 7
From Government Cool Stores at the Victoria Dock, or the Victorian Butter Factories Siding to ships berthed at the Victoria Dock ...	s. d. 53 9	s. d. 79 2	s. d. —
Between Government Cool Stores, Victoria Dock, and the Victorian Butter Factories Siding ...	53 9	79 2	—
From Port Melbourne Siding to Port Melbourne Pier ...	53 9	79 2	—

* The charge for trucks numbered 343 to 392 inclusive shall be 126s. 6d. per truck.

COMMODITY SPECIAL RATES—continued.

(3) **RABBITS** (see pages 188 and 189).

(4) **MEAT, FROZEN** (from country stations to Melbourne, or Piers, by special train)—
The tariff rates shall be charged, subject to a minimum of 15 "T" trucks for each special train.

(5) **SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—**

(a) Frozen produce loaded at the Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, or the Melbourne Goods Depot, 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 and subject to sufficient local loading being available to justify the running of such trains) :—

For Port Melbourne Pier—At 4 a.m. and 2.30 p.m. daily, Saturdays, 1 p.m.

For Williamstown Pier—At 4.30 a.m., 9.30 a.m., 1 p.m. and 8 p.m. daily.

Consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance.

(b) The Commissioners shall not be under obligation to remove trucks loaded with frozen produce from the Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, or Melbourne Goods Depot, at hours other than those specified in the preceding clause, or forward such trucks to Port Melbourne Pier or Williamstown Pier (as the case may be), by special train unless there is, at the place requiring clearance, a minimum of six fully-loaded trucks, or the freight charge on the goods is at least £29 16s. 1d. ; 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 42s. 8d. 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 Chief Commercial Manager.

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

Frozen meat shut out or rejected at the Piers and returned to Melbourne or suburban sidings, to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers.

MILK POWDER (SKIM) AND CONDENSED OR POWDERED BUTTERMILK,
Produce of the Commonwealth, shall be charged ordinary rate in the first instance, viz.:—
Class "BB" rate and conditions, and—

(a) On production of a statement from the consignee that the skim milk powder or the condensed or powdered buttermilk is to be used as poultry or animal food, the charges may be reduced to Class "AP" rate and conditions by the receiving station.

(b) When consigned to a storekeeper, an application for rebate to Class "AP" and conditions, accompanied by a statement from the actual user of the skim milk powder or condensed or powdered buttermilk that it has been utilized for poultry or animal food, must be submitted to the Chief Commercial Manager.

MOTOR ENGINE REPLACEMENTS.

The Ford Motor Company of Australia Pty Ltd. operates a replacement scheme under which they will forward from Melbourne or Geelong a "reconditioned" engine to be fitted to a secondhand car or truck by the Company's Agents in country towns. The engine taken out "replaced" will be returned to the Company at Melbourne or Geelong. The following regulations will apply to this traffic :—

Freight to be charged.

1. "Reconditioned" motor engine forwarded by the Company from Melbourne or Geelong to a country station. Full ordinary Tariff rates and conditions.

COMMODITY SPECIAL RATES—continued.

Motor Engine Replacements.—continued.

2. "Replaced" motor engine sent from a country station by the person who receives the "reconditioned" motor engine to the original forwarding station account the original consignor of the "reconditioned" engine (Ford Motor Company of Australia Pty. Ltd.).

Freight to be charged.

Provided full tariff rate has been paid on the "Reconditioned" motor engine (clause 1) **half the full ordinary tariff rate** shall be charged for the "Replaced" motor engine, provided the consignment note is endorsed "Replacing 'Reconditioned' engine received on .../.../19...., for which freight charges amounting to £—s—d. have been paid" (see Note A). The waybill for the replacement engine issued at the country station shall be endorsed when issued as follows:—"Replacing 'Reconditioned' engine received on .../.../19...., Waybill No....., Abstract No..... from..... station to..... station."

Note "A."—If it is cheaper to charge Freight Contract or the District rates shown on pages 161 and 163, for either of the consignments referred to in clauses 1 and 2, the half rate provided in clause 2 shall not be allowed for the "Replaced" motor engine.

MOTOR ENGINE OR CYLINDER BLOCKS forwarded by goods train from country stations to Melbourne for re-boring purposes and returned to the original despatching station, are to be charged half the ordinary tariff rates on the return journey, provided the consignment note is endorsed "forwarded by rail and returned after re-boring."

OIL, PARAFFIN, used for the purpose of cleaning dried fruits, shall be charged at the ordinary rate in the first instance, but on production of a written statement by the consignee to the Stationmaster at the inwards station that the Paraffin Oil will be used for the purpose mentioned, the freight charges may be reduced to Class "A" rate and conditions. (See Volume II for conditions of carriage).

OWNER'S TANK TRUCKS.

The free return of empty tank trucks is allowed only when a tank truck is returned direct from the destination station to which it was sent loaded to the station from where it was forwarded full.

In all other instances a charge of 7s. 11d. per mile shall be made for the haulage of the empty tank truck.

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

In truck loads of 8 tons per 11-ton truck, or 12 tons	...	...	...	Class C, less 31½ per cent.
per 16, 22 or 27-ton truck	...	...	...	Class I, less 26½ per cent.
Smaller quantities	...	...	...	Class I, less 26½ per cent.

POTTERYWARE, product of Victorian Country Industries consigned direct for export shall be charged Class "M" less 21 per cent. subject to a minimum of 5 tons per 11-ton and 7½ tons per 16, 22 or 27-ton truck.

When the traffic is consigned to Melbourne for export it shall be charged the ordinary Classification Rates in the first instance, and a rebate to the export rate provided shall be subsequently granted on production of a statutory declaration that the identical goods railed have been exported. Satisfactory proof of export must also be provided.

POTTERYWARE, EARTHENWARE AND SANITARYWARE, SPECIAL RATES.

From	To	Owner's Risk Rate Per ton †*	—
Epsom	Melbourne	s. d. 40 10	Subject to a minimum of 5 tons per 11-ton truck and 7½ tons per 16, 22 or 27-ton truck
„	Yarraville or Deer Park...	42 7	

* May be accepted at Commissioners' Risk—

- (ii) when properly packed as prescribed in the Classification, and
- (ii) subject to the additional charges and conditions shown in General Conditions Nos. 4 and 5, page 10.

† The reduction provided on page 146 for Products of Victorian Country Industries is not applicable in respect to the rates specified above.

COMMODITY SPECIAL RATES—continued.

PRINTED MATTER FOR COMMONWEALTH DEPARTMENTS, forwarded by the Government Printer from Melbourne to Canberra and other Capital Cities, or from Canberra to other Capital Cities, by goods train, shall be charged two-thirds of the ordinary mileage rate on each system, unless it is cheaper to charge Intersystem rates where the latter are applicable.

PUBLICITY MATTER for Australia National Publicity Association shall be conveyed free over all Australian Systems.

“QB” TRUCKS.

Goods of exceptional dimensions, which require to be carried in these trucks shall be charged the tariff rates subject to a minimum weight as for four 4-wheeled trucks plus 5s. 9d. for the use of the special truck.

RAILS.

Old Iron and Steel Rails which are intended for use in the construction of timber tramways running into railway stations will be carried in full truck loads at Class “M” rate. This reduced rate will, however, be granted only when specially authorized by the Chief Commercial Manager.

RAILWAY REFRESHMENT ROOMS.

1. Rooms Managed by the Department.—Consignments for Railway Refreshment Rooms managed by the Superintendent of Refreshment Services shall be waybilled free on the ordinary goods waybill, which must be numbered and abstracted in the usual manner.

The number of packages and the weight must be shown on the waybill, and particular care is to be exercised that proper receipts are obtained on delivery. Any shortage, ullage or damage must be immediately reported to the Claims Agent.

Urgent consignments not exceeding 3 cwt., whether perishable or otherwise, may be forwarded by any passenger train except the Sydney or Adelaide Express trains.

These regulations also apply to consignments account the Refreshment Services Poultry Farm, Noble Park, Ouyen Rest House, Refreshment Services Store and The Chalet, Mt. Buffalo National Park.

2. Rooms Leased to Private Persons.—Freight charges must be imposed in respect of consignments forwarded to Railway Refreshment Rooms, or fruit or other stalls which are leased from the Department.

Urgent consignments of fruit and other perishable goods, not exceeding 3 cwt. per consignment, for such lessees of Refreshment Rooms, may be forwarded at goods rates by any passenger train except the Sydney or Adelaide express trains.

SALT EX CHEETHAM COMPANY'S SIDING SOUTH GEELONG.

(a) Salt in truck loads of 11 tons per 11-ton truck or 16 tons per 16, 22 or 27-ton truck forwarded by the company from the siding to Melbourne shall be charged for at the rate of 19s. 4d. per ton, such rate to include unloading at Melbourne, but the loading at the siding shall be done by the company. Clause 3 of the Instruction governing the application of District rates (page 162), shall also be applicable in respect of salt from the siding to suburban stations.

(b) Any consignment of refined salt forwarded to stations other than Melbourne and suburban stations within 20 miles of Melbourne, shall be charged the ordinary tariff rates and conditions as from Geelong, plus an additional charge of 1s. 2d. per ton for carriage for the portion of the journey between the siding and Geelong.

Unrefined salt forwarded to stations other than Melbourne and suburban stations within 20 miles of Melbourne shall be charged the ordinary tariff rates and conditions as from the siding.

(c) The reduction provided for Products of Victorian Country Industries is not applicable in respect to these rates.

(d) Ordinary rates and conditions shall apply where cheaper than the foregoing rates.

SALT, UNREFINED, FOR DESTROYING NOXIOUS WEEDS IN VICTORIA AND SALT AND LIME FOR MANURE PURPOSES shall be charged the ordinary rate in the first instance, and a reduction to Manure rate granted as follows:—

(a) On production of a statement from the consignee that the salt is to be used for destroying noxious weeds in Victoria, or the salt or lime is to be used for manurial purposes, the charges shall be reduced to Manure rate and conditions by the receiving station.

(b) When consigned to a Storekeeper, an application for rebate, accompanied by a statement from the actual user of the salt or lime that it has been used for manure or for destroying noxious weeds must be submitted to the Chief Commercial Manager.

SAND forwarded from Bayles to Metropolitan stations situated within a radius of 20 miles of Spencer Street shall be charged the SAND rate for the mileage as from Koo-wee-Rup.

COMMODITY SPECIAL RATES—continued.**SEED WHEAT, OATS, BARLEY AND MILLET.**

(1) Pedigreed seed wheat, oats and barley forwarded from the following Government Agricultural Colleges and Farms, viz.:—

Longerenong Agricultural College, Werribee State Farm, Rutherglen State Farm, Dookie Agricultural College, Mallee Research Station, Walpeup.

to consignees at Victorian country stations shall, when forwarded in less than truck loads, be charged under the appropriate truckload rate for the commodity concerned subject to "Smalls" Minimum in the first instance, provided a certificate is furnished from the Principal of the Agricultural College or the State Farm Manager to the effect that the consignment consists of pedigreed seed wheat, oats, or barley, as the case may be, and the consignment note is made out accordingly.

(2) Wheat, Oats, Barley and Millet for seed, consigned by senders other than the Agricultural Colleges and State Farms specified in clause (1) to consignees at Victorian country stations, shall be charged the ordinary tariff rates and conditions in the first instance, but on production of a written statement from the consignee that the identical wheat, oats, barley or millet has been sown, the charges shall be adjusted under the appropriate truckload rate for the commodity concerned subject to "Smalls" Minimum.

SHELL GRIT forwarded from Portland to Melbourne in truck loads, minimum 10 tons 9 cwt. per 11-ton truck or 15 tons 4 cwt. per 16, 22 or 27 ton truck, shall be charged 74s. 4d. per ton.

Clause 3 of the Instructions governing the application of District Rates (page 162), shall also be applicable in respect of Shell Grit forwarded from Portland to suburban stations.

STONE.

Granite in rough blocks consigned from Harcourt by two or more consignors to two or more consignees at two different destination stations in Melbourne and the suburbs, shall be charged at the truck load rate, viz., Class "M," provided that the stone is loaded into one truck to the prescribed tonnage minimum.

Granite, undressed, forwarded from Casterton to West Footscray or Melbourne shall be charged 65s. 2d. per ton, subject to a minimum tonnage of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27 ton truck.

Marble, undressed, and Marble Chips, forwarded from Nowa Nowa to Melbourne shall be charged 59s. 8d. per ton, subject to a minimum tonnage of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

STRAWBOARD railed from Melbourne to Warburton to be used in the manufacture of books, periodicals and cartons shall be charged:—

In truck loads of 8 tons per 11-ton truck and 12 tons per 16, 22 or 27-ton truck	...	...	...	...	Class A, less 28½ per cent.
Smaller quantities	...	...	...	...	Class C, less 28½ per cent.

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING.

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

20s. 8d. per mile shall be charged for the forward journey, and 10s. 3d. per mile for the return journey, minimum charge £11 1s. 10d. plus supervision charges (if any).

(b) **Freight Charge.**

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

WATER SUPPLIED TO DRY DISTRICTS.

The ordinary rate to be charged for water carried by rail is Class "M," minimum 9 tons per 2,000 gallon water tank truck.

Exception.—In circumstances such as the supply of water for domestic and stock use becoming exhausted, lower special rates may be authorised by the Chief Commercial Manager on each occasion that a truck load of water is forwarded.

In submitting applications to the Chief Commercial Manager, Stationmasters must furnish the following particulars:—

- (a) Name of consignee.
- (b) Station to and from which water is to be railed.
- (c) Number of trucks of water required.
- (d) Is water required for domestic use or for stock or for some other purpose (to be explained).
- (e) Have all local supplies of water failed.
- (f) Distance from nearest alternative source of supply of water.
- (g) How are other settlers in district obtaining supplies of water.
- (h) Stationmaster's recommendation to supply water at special rates.

When authority is received from the Chief Commercial Manager to charge special rates, the authority must be attached to the waybill and a copy of the waybill sent immediately to the Chief Commercial Manager's Office.

DISTRICT RATES—continued.

3. The rates prescribed in Clause 2 hereof shall unless otherwise specified also have application under the following provisions (see sub clauses (a) and (b)) to similar traffic between suburban stations within 20 miles of Melbourne (either Flinders Street or Spencer Street), and the stations specified, but shall not otherwise have any application whatsoever, except as provided in Clauses (c), (d), (e) and (f). hereof

- (a) *If the suburban station be of equal or less distance than Melbourne (Spencer Street), from the District Rate Station, the same rates shall be charged as between the District Rate Station and Melbourne if less than the mileage rates.*
- (b) *If the suburban station be of greater distance than Melbourne (Spencer Street) and is situated—*
 - (i) *beyond and via Melbourne.—The rates as between the District Rate Station and Melbourne shall be charged plus the difference between the mileage rates from the District Rate Station to Melbourne and from the District Rate Station to the suburban station.*
 - (ii) *not beyond or via Melbourne.—The rates as between the District Rate Station and Melbourne shall be charged plus the difference between the mileage rate from the District Rate Station to the junction station on the main line and the mileage rate from the District Rate Station to the suburban station via such junction station on the main line, provided that such combined rates be less than the mileage rates for the whole distance. The Broadmeadows—Albion loop line is not to be used in the computation of freight charges under the conditions of this clause.*
- (c) *The District rates prescribed in Clause 2, in respect of the traffic between Melbourne and Ouyen, and all stations thence to Yelta and Morkalla, shall be the rates between such stations and stations on the direct line from Melbourne on either the Ballarat, Castlemaine, or Geelong route, if less than the mileage rates.*
- (d) *The rates for traffic between Bendigo and Mildura, Merbein, Irymple, Redcliffs, Yelta and stations on the Morkalla line, shall be the same as the District rates provided in clause 2 hereof, between such stations and Melbourne, when cheaper than the mileage rates.*
- (e) *Goods between Harcourt, Kangaroo Flat, Golden Square, or Epsom and Mildura, Merbein, Irymple, Redcliffs or Yelta shall be charged mileage rates between Harcourt, Kangaroo Flat, Golden Square, or Epsom and Bendigo, plus the District rates between Bendigo and Mildura, Merbein, Irymple, Redcliffs, or Yelta, when cheaper than charging mileage rates for the through journey.*
- (f) *The District rates prescribed in Clause 2, in respect of traffic between Melbourne and North Geelong shall also apply between Melbourne and certain private sidings situated at Corio, Geelong or North Geelong as provided in Volume III.*

DISTRICT RATES—continued.

The District Rates per ton between Melbourne and the stations named hereunder shall, in respect of the classes of goods and commodities specified, be as follow :—

Between Melbourne and—	General Merchandise (not otherwise herein specified) which is ordinarily chargeable at higher rates per ton, with the exception of vehicles and wool		Furniture		Beer (a) Per ton	Galvanised Iron (a) Per ton	Sugar		Cement	
	(a) Per ton	(d) Per ton	Packed (a) Per ton	Not Packed (a) Per ton			Truck Loads (b) Per ton	Smaller Quantities (a) Per ton	Truck Loads (c) Per ton	Smaller Quantities (a) Per ton
Albury	188 1	188 1	188 1	258 7	114 5	137 4	93 4	123 6	74 11	102 11
Wodonga	186 6	186 6	186 6	255 3	111 7	133 11	92 5	122 8	72 1	100 4
Wangunyah	173 4	173 4	173 4	241 7	105 10	127 0	88 0	115 10	70 4	94 1
Oaklands	193 0	193 0	193 0	267 2	128 8	...	97 8	128 8	76 8	104 8
Wangamong	191 5	191 5	191 5	262 11	...	...	94 1	128 8	75 8	103 11
Sangar	186 6	186 6	186 6	257 0	...	...	93 4	128 8	72 1	100 4
Rennie	181 6	181 6	181 6	249 5	...	...	88 11	128 8	71 1	97 8
Warragoon	176 6	176 6	176 6	244 1	...	...	88 0	128 8	70 4	95 1
Slane	173 4	173 4	173 4	237 2	...	...	84 6	128 8	66 6	93 4
Mulwala	168 4	168 4	168 4	232 0	...	...	83 7	128 8	65 8	89 8
Cobram	161 10	161 10	161 10	224 3	98 8	118 5	79 2	105 7	63 8	87 1
Tocumwal	163 5	163 5	163 5	225 8	98 8	118 5	81 11	106 4	64 8	88 0
Deniliquin	188 1	188 1	188 1	258 7	114 5	137 4	93 4	123 6	74 11	102 11
Gulpa ...	178 4	178 4	178 4	246 6	110 1	132 1	88 11	128 8	70 4	97 8
Mathoura	171 7	171 7	171 7	237 10	105 10	127 0	87 1	112 6	69 4	93 4
Moira ...	166 7	166 7	166 7	228 8	102 11	123 6	82 8	112 6	65 8	93 4

(a) Minimum charge 2s. 4d. per consignment note.

(b) Sugar, subject to a minimum of ... Per 11-ton Truck Tons. cwt. ... Per 16, 22 or 27-ton Truck Tons. cwt.

(c) Cement ... 10 0 ... 10 9 ... 15 4

(d) Consignments between the above country stations and suburban stations within 20 miles of Melbourne shall be charged these District rates subject to the conditions and additional charges where applicable shown in clause 3, page 162.

(e) The Concessions to Victorian country industries provided on pages 139 to 146 (clauses 1, 2, 3, 4 and 5) shall not apply to these rates.

DISTRICT RATES—continued.
BETWEEN MELBOURNE AND COWES (PHILIP ISLAND) AND TANKERTON (FRENCH ISLAND).

1. Through traffic carried by rail between Melbourne and Stony Point, thence by boat by the Cowes Ferry Company shall be charged at the rates shown hereunder for the carriage by rail and boat.—

	Rice, Salt, Sugar, Gal. Iron, Kerosene (at owner's risk only), Softwood, or Mixed Consignments thereof, Rail min. 1 ton, Chicory roots, dried, Rail Minimum 10 cwt. *	Butter Rail Minimum 1 ton *	Class M, Rail Minimum 2 tons *	Class AP, Rail Minimum 2 tons *	Class Grain, Rail Minimum 2 tons *	Class A, Rail Minimum 1 ton *	Class B, Rail Minimum 1 ton *	Class C, Rail Minimum 1 ton *	Class 1, Rail Minimum 1 ton *	Class 2, Rail Minimum 1 ton *
Per Ton	s. d. 21 8 15 0	s. d. 18 5 15 0	s. d. 20 8 15 0	s. d. 20 8 15 0	s. d. 18 11 15 0	s. d. 20 8 15 0	s. d. 20 8 15 0	s. d. 30 6 15 0	s. d. 30 6 15 0	s. d. 37 10 15 0
RAIL rates at Owner's Risk † ...	...	...	...	...	...	...	...	...	...	...
BOAT rate minimum 20 cwt. (See clauses 2 and 3) ...	...	...	...	...	...	...	...	...	...	...

* Smaller quantities shall be charged Class C rail "Smalls Minimum" specified above when cheaper than charging ordinary mileage rate for rail proportion.
† The conveyance of goods at the Commissioners' Risk in accordance with General Condition No. 4 page 10, applies only to the rail portion of the journey. For wharfage and transfer charges see clauses 4 and 5.

Consignments between Stony Point and suburban stations within 20 miles of Melbourne shall be subject to the District Rate conditions shown in Clause 3, page 162.

2. BOAT CHARGES FOR CONSIGNMENTS WEIGHING LESS THAN ONE TON (except as shown in clause 3).
The following boat charges shall be added to the rail proportion shown in clause 1 instead of the boat proportion shown in that clause :—

Weight not over—	Weight not over—		Weight not over—	
	cwt.	qr.	cwt.	qr.
0 1	1 0	...	2 0	...
0 2	1 6	...	3 0	...
1 0	2 0	...	5 0	...
1 2	2 6	...	...	...

Weight not over—	Weight not over—		Weight not over—	
	cwt.	qr.	cwt.	qr.
...
...
...
...

DISTRICT RATES—continued.**Between Melbourne and Cowes, etc.—continued.****3. BOAT CHARGES FOR SPECIAL CONSIGNMENTS AS UNDER :—**

The following boat charges shall be added to the rail charges for through traffic for the under-mentioned commodities instead of the boat rates shown in clauses 1 and 2 :—

							s.	d.
Chicory	...	...	...	...	...	...	per ton	20 0
Furniture	...	...	...	...	...	...	per ton	25 0
Superphosphate	...	...	...	...	...	...	per ton	10 0
Motor Spirit	...	...	...	...	...	...	per drum	4 0
Explosives	...	...	...	...	...	...	per cylinder	3 0
Seaweed	...	...	...	...	...	...	per bale	1 9
Wool	...	...	...	...	...	...	per bale	6 0
Cream	...	...	...	...	...	...	per large can	1 9
Cream	...	...	...	...	...	...	per small can	1 6
Vealers	...	...	...	...	...	...	per carcass	2 0
Beef	...	...	...	...	...	...	per quarter	3 6
Mutton	...	...	...	...	...	...	per carcass	1 6
Rabbits	...	...	...	...	...	...	per crate	2 6
Bicycles or Perambulators	...	...	...	...	...	...	each	1 0
Motor Cycles	...	...	...	...	...	...	each	5 0

4. WHARFAGE CHARGES.

(a) Wharfage charges shall be imposed on all goods (except as shown in sub-clause (b)), consigned to Cowes or Tankerton to be forwarded via Stony Point as under :—

General cargo—1/- per ton, with a minimum of 1d. per package.

Returned empties (not new, including casks, cases, boxes, crates and baskets, packages of biscuits and confectionery tins)—3d. per ton, with a minimum of 1d. for single return empties.

(b) (Exceptions : Goods belonging to Her Majesty's Government, Artificial Manures for agricultural purposes, Fresh Fish, Fishing and Secondhand Boats, Ice landed for preservation of fish being sent to Market, Firewood, Agricultural Implements.)

5. TRANSFER CHARGES.

A transfer charge of 1s. 10d. per ton, minimum 7d. per consignment, shall be imposed on all goods to or from Phillip Island or French Island per the boats of the Cowes Ferry Company forwarded by rail to or from Stony Point.

6. PREPAYMENT OF CHARGES.

Rail, boat and incidental charges shall be prepaid on goods consigned to Tankerton on French Island, and to Cowes on Phillip Island, for despatch from Stony Point by the boats of the Cowes Ferry Company.

7. WAY-BILLING.

Goods consigned to or from Phillip Island or French Island per the boats of the Cowes Ferry Company shall be way-billed through on Old and New lines way-bills showing Rail and Transfer charges and Boat and Wharfage charges separately.

The Boat's proportion of charges is to be computed separately for each sender on consignments from two or more consignors to one consignee.

THROUGH TRAFFIC BETWEEN MELBOURNE AND FRENCH ISLAND.

Through consignments between Melbourne and French Island, conveyed by boats other than those of the Cowes Ferry Company shall be charged the rail proportion of the rates shown in clause 1 for carriage by rail to or from Stony Point.

Intersystem Goods Rates.

1. The Intersystem Through Goods Rates shown hereafter are special Through Rates, which shall be charged between the cities specified, and shall not apply between any other stations except as shown in paragraphs 2 and 6.

2. These special Intersystem Rates shall also be charged to and from stations and sidings situated in the vicinity of Melbourne, Sydney, Newcastle and Brisbane (Roma Street only) within the maximum distance zone prescribed in the footnotes to the respective rates.

3. Each System's Classification of Goods and all other conditions of carriage on such System, shall apply to its appropriate proportion of the Through Intersystem Rates, with the following exceptions :—

(i) Goods specified in the respective Systems' classification under class rates not provided for in the Intersystem Through Rates shall be charged as follows :—

System	Class rate specified in Goods Rates Book	Intersystem Through Class rate to be charged
Victoria	Class " Grain " " SAP " " AA " " BB "	Class " AP " " A " " A " " B "
South Australia ...	" SAP " " AA " " BB " " A " + 10/- " B " + 10/-	" AP " " A " " B " " A " + 10/- " B " + 10/-
Commonwealth ...	" AA " " BB " " CC "	" A " + 12/- " B " + 12/- " C " + 12/-

Wherever in the classifications of the Systems concerned a rate is provided less a percentage or plus a percentage the rates to be charged shall be as shown hereunder :—

(a) Less a percentage—

N.S.W., Queensland Commonwealth ... The percentage shall be deducted from these Systems' proportion of the Intersystem Rates.

Victoria, South Australia, Western Australia ... The percentage shall not be deducted from these Systems' proportion of the Intersystem Rates.

(b) Plus a percentage—

All Systems... .. The proportion for any System plus the additional percentage which is provided for that System shall be charged.

(ii) Goods (including fruit) carried via Kyogle between Border Tunnel and South Brisbane chargeable at truck load rates shall be subject to the New South Wales truck load minima.

4. The sum of the *local rates on each System shall apply for the through journey in all cases where cheaper than the Intersystem Through Rates, but no total rate is to be made up of the local rate for one System added to another System's proportion of the through Intersystem rates, except as provided in paragraph 5.

* See District Rates, page 163.

INTERSYSTEM GOODS RATES—continued.

5. These special Intersystem rates shall not apply to the commodities shown hereunder viz :—

Basketware
 Bicycles, cycles, tricycles, velocipedes, etc.
 Bicycle frames and wheel-rims
 Breakfast foods
 Cabinets (radio)
 Cages
 Cans (empty)
 Cartons (not collapsed)
 Chimney glasses
 Cotton wool and wadding
 Concrete mixers (hand operated)
 Electric light bulbs, globes, neon lights and fittings
 Feathers and down
 Hair
 Hats
 Ice Cream Cones
 Jex
 Lampware
 Piping (down, and stove when not attached to stove)
 Punnets, (strawberry etc.)
 Safes (wire)
 Sanitary pads and towels
 Steel Wool
 Tins (garbage and sanitary)
 Tinware (loose or not nested)
 Wheelbarrows (assembled)
 Wool, mineral (Insul, Slag, etc.)

which shall be charged at the sum of the local rates based on the classification of the Systems concerned, with the following exceptions :—

- (a) Consignments conveyed over the Commonwealth Railways shall continue to be charged for that System's proportion of the journey at the Intersystem rate for the applicable classification, and
- (b) Consignments originating in South Australia, consisting of any of the commodities outlined above, if declared on consignment notes to measure less than 240 cubic feet to the ton and provided waybills are so endorsed, shall be charged for the South Australian proportion of the journey at the Intersystem rate for the applicable classification.

6. Goods forwarded Intersystem between other stations for which Intersystem Through Rates are not provided shall be charged at the sum of the local rates for each system concerned, unless it is cheaper to charge the combination of the Intersystem Through Rates concerned and the local rate for the mileage to or from the city to which such Intersystem Through Rate applies, less the mileage of the maximum distance zone specified in paragraph 2. For traffic charged at the sum of the local rate for each System, see Addenda pages 9 and 10, for terminal charges at Albury and Wodonga and New South Wales Uniform Freight Rates in the Darling Harbour Area.

7. The following charges for sundry services en route shall be imposed in addition to the freight charges for all Intersystem traffic forwarded between Victoria and New South Wales and Queensland :—

Loading at originating station and unloading at destination station (where due).

At Albury as prescribed in subclause (i.) and (iii.) ...	} Transhipping Counting
At Tocumwal as prescribed in subclause (i.) and (ii.)...	
At Wallangarra or Clapham (Queensland) as prescribed in subclauses (iv.) and (v.) ...	} Transhipping Counting
For Queensland traffic charged at Intersystem Through Goods Rates only as prescribed in subclause (vi.)	
	} Terminal Charges (Queensland)

INTERSYSTEM GOODS RATES—continued.

Clause 7—continued.

Details of these service charges are shown hereunder :—

(i) TRANSHIPPING AT ALBURY AND TOCUMWAL.

All goods transhipped by the Railways Department at Albury and Tocumwal, whether consigned direct or to the care of an agent, shall be charged for as under :—

	Albury (All N.S.W. propor- tion)	Tocumwal		
		Total	Proportions	
			Vic.	N.S.W.
	s. d.	s. d.	s. d.	s. d.
All commodities (except where other- wise specified) Per ton	5 0	5 0	2 10	2 2
*Goods—light, bulky—exceeding 200 cubic feet to the ton "	10 0	10 0	5 9	4 3
Vehicles, including motor cars, boats and aeroplanes "	10 0	10 0	5 9	4 3
Sheep skins (loose) "	10 0	10 0	5 9	4 3
Vegetables (loose) "	6 0	6 0	3 5	2 7
Wool Per Bale	0 9	0 9	0 5	0 4
" Per Bag	0 3	0 3	0 2	0 1
Minimum charge—				
Per consignment of two or more packages ...	2 0	2 0	1 2	0 10
Single packages each	1 2	1 2	0 8	0 6

*Includes—

- | | |
|--------------------------|-----------------------------|
| Aeroplane parts | Ice cream cones |
| Balsa wood | Insulwool |
| Basketware | Kapok |
| Bedding | Lampware |
| Bicycles | Mattresses |
| Bins | Motor cycles and side cars |
| Breakfast foods (patent) | Musical Instruments |
| Cages | Pans |
| Cans (empty) | Perambulators and strollers |
| Cartons (not collapsed) | Popcorn |
| Cases and crates (empty) | Sanitary paper and pads |
| Casks (empty) | Slag wool |
| Christmas stockings | Sponge rubber |
| Coal dust, in bags | Steel wool |
| Combine dressings | Straw |
| Corks | Tanks |
| Drums (empty) | Theatrical scenery |
| Electric light bulbs | Tins |
| Feathers and down | Toys |
| Felt pads | Underfelt |
| Fibre pads | Vats |
| Flock | Watering cans |
| Flowers (artificial) | Wheelbarrows (assembled) |
| Furniture | Wireless cabinets |
| Hats | Wireless sets |
| Hay | Wood wool |
| Heaters | Wool (knitting) |

and other similar traffic of a light and bulky nature.
The Commissioners reserve to themselves the right to make a special charge for the transhipment of traffic when the cost of such transhipping exceeds the rates quoted, such charge to be not less than the actual cost of transhipment.

INTERSYSTEM GOODS RATES—continued.

Clause 7—continued.

(ii) TRANSFER OF INTERSYSTEM TRAFFIC BY THE MECHANICAL TRANSPORTERS AT WODONGA AND TOCUMWAL.

Intersystem traffic transferred by the mechanical transporters at Wodonga and Tocumwal will be charged at the rate of 2s. 6d. per ton and credited as follows :—

via Wodonga	All Victorian proportion.
via Tocumwal	Victoria—1s. 5d. per ton.
	New South Wales—1s. 1d. per ton.

(iii) COUNTING AT ALBURY.

A charge of 1s. 6d. per ton (minimum 1s. 0d. per consignment) will be made at Albury for counting goods charged at rates less than Class 1 (according to the N.S.W. Classification) in transit between Intersystems stations.

Counting charges shall not apply to a single package.

In instances where Fresh Fruit consigned from Victoria to New South Wales or Queensland is not tallied by the Department at the forwarding station, no tally will be made at Albury and in such instances this counting is not to be imposed.

The charge for counting fruit at Albury shall not be imposed in respect of consignments account McRostie & Growers Pty. Ltd., The Committee of Direction of Fruit Marketing and Fruit and Vegetables Traders Ltd.

(iv) TRANSHIPPING AT WALLANGARRA AND CLAPHAM.

The charges for transshipping all goods at Wallangarra and goods for Queensland stations beyond South Brisbane, at Clapham, whether booked through or requiring to be rebooked, shall be as under :—

	Per ton	Minimum charge
	s. d.	per consignment
	s. d.	s. d.
Theatrical scenery	Actual cost	4 1
Motor bodies	Actual cost	4 1
Timber (including counting)	10 5	2 9
Meat	9 1	2 9
All other traffic	8 9	2 9

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, such charge to be not less than the actual cost of transshipment.

Transshipping charges shall be divided between New South Wales and Queensland as follows :—

Traffic transhipped at Clapham.—All Queensland proportion.

Traffic transhipped at Wallangarra.—Divided equally between New South Wales and Queensland. When an odd penny is concerned, it shall be apportioned to New South Wales when traffic is forwarded to Queensland, or to Queensland when traffic is forwarded from Queensland.

(v) COUNTING AT WALLANGARRA AND CLAPHAM.

The counting charges at Wallangarra and Clapham shall be as follow :—

	Per ton	Minimum charge
	s. d.	per consignment
	s. d.	s. d.
All goods (single packages and timber excepted) carried at a rate less than Class 1	2 9	2 9

This charge shall be entered separately on waybills and apportioned similarly to transshipping charges.

For counting at Wallangarra the charge shall be based on the classification in the originating State for the traffic concerned, and at Clapham on the Queensland classification.

Exceptions.

(a) The charge for counting fruit at Wallangarra shall not be imposed in respect of consignments account McRostie & Growers Pty. Ltd., The Committee of Direction of Fruit Marketing and Fruit and Vegetable Traders Ltd.

(b) At Clapham the counting charge is not imposed on consignments of fruit or vegetables for The Committee of Direction of Fruit Marketing or D. G. Wills (Bowen Fruit Export Co.)

INTERSYSTEM GOODS RATES—continued.

Clause 7—continued

(vi) QUEENSLAND TERMINAL CHARGES.

Terminal charges (all Queensland proportion) as set out hereunder, shall be made on all consignments charged under the Through Intersystem Rates :—

Class C per cwt.	Class 1 per cwt.	Class 2 per cwt.	Minimum charge	Maximum charge per ton
s. d. 0 9	s. d. 0 9	s. d. 0 9	s. d. 0 11	s. d. 2 3

Fractions of 1 cwt. shall be charged as 1 cwt.

INTERSYSTEM THROUGH GOODS RATES PER TON

Between		Miles	Class					Mini-charge per Con-shipment
			A.	B.	C.	1	2	
MELBOURNE (a) and ADELAIDE	Vic. S.A.	287 194	s. d. 63 7 42 11	s. d. 82 4 55 8	s. d. 107 5 72 7	s. d. 117 3 79 3	s. d. 149 6 101 0	s. d. 7 9 5 3
		481	106 6	138 0	180 0	196 6	250 6	13 0
		462	106 6	138 0	180 0	196 6	250 6	13 0
GEELONG and ADELAIDE	Vic. S.A.	268 194	61 9 44 9	80 1 57 11	104 5 75 7	114 0 82 6	145 4 105 2	7 6 5 6
		462	106 6	138 0	180 0	196 6	250 6	13 0
		462	106 6	138 0	180 0	196 6	250 6	13 0
MELBOURNE (a) and SYDNEY (b) via Albury	Vic. N.S.W.	191 403	41 0 86 6	52 7 110 11	69 11 147 7	78 11 166 7	93 3 196 9	3 8 7 10
		594	127 6	163 6	217 6	245 6	290 0	11 6
	via Tocumwal	Vic. N.S.W.	157 476	31 7 95 11	40 7 122 11	53 11 163 7	60 11 184 7	71 11 218 1	2 10 8 8
MELBOURNE (a) and NEWCASTLE (c) via Albury	Vic. N.S.W.	191 492	40 0 103 0	52 4 134 8	69 6 179 0	78 5 202 1	93 0 239 6	3 9 9 9
		683	143 0	187 0	248 6	280 6	332 6	13 6
	via Tocumwal	Vic. N.S.W.	157 565	31 1 111 11	40 8 146 4	54 0 194 6	61 0 219 6	72 4 260 2	2 11 10 7
	722	143 0	187 0	248 6	280 6	332 6	13 6	

These rates shall also apply to and from stations or sidings distant by rail not more than —

- (a) 20 miles from Melbourne.
- (b) 25 miles from Darling Harbour and to or from stations Hornsby to St. Leonards inclusive.
- (c) 25 miles from Newcastle.

INTERSYSTEM THROUGH GOODS' RATES PER TON—continued.

Between	Miles	Class						Minimum charge per Con- signment
		A.	B.	C.	1	2		
MELBOURNE (a) and SOUTH BRISBANE via Albury and Kyogle	Vic.	191	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	N.S.W.	932	—	—	69 7	81 0	94 8	4 1
	Q.	69	—	—	339 4	395 3	461 8	19 11
		1,192	—	—	434 0	505 6	590 6	25 6
via Tocumwal and Kyogle	Vic.	157	—	—	55 4	64 6	75 4	3 3
	N.S.W.	1,005	—	—	354 4	412 8	482 1	20 10
	Q.	69	—	—	24 4	28 4	33 1	1 5
		1,231	—	—	434 0	505 6	590 6	25 6
MELBOURNE (a) and BRISBANE (Roma St.) (d) via Albury and Wallangarra	Vic.	191	—	—	70 2	81 8	95 5	4 1
	N.S.W.	768	—	—	282 0	328 5	383 8	16 7
	Q.	223	—	—	81 10	95 5	111 5	4 10
		1,182	—	—	434 0	505 6	590 6	25 6
via Tocumwal and Wallangarra	Vic.	157	—	—	55 10	65 0	75 11	3 3
	N.S.W.	841	—	—	298 11	348 2	406 9	17 7
	Q.	223	—	—	79 3	92 4	107 10	4 8
		1,221	—	—	434 0	505 6	590 6	25 6
SYDNEY (b) and ADELAIDE via Albury	N.S.W.	403	84 6	105 10	134 9	155 9	182 0	9 1
	Vic.	469	98 4	123 2	156 10	181 3	211 10	10 7
	S.A.	194	40 8	51 0	64 11	75 0	87 8	4 4
		1,066	223 6	280 0	356 6	412 0	481 6	24 0
via Tocumwal	N.S.W.	476	97 10	122 7	156 1	180 5	210 10	10 6
	Vic.	417	85 9	107 5	136 9	158 1	184 9	9 3
	S.A.	194	39 11	50 0	63 8	73 6	85 11	4 3
		1,087	223 6	280 0	356 6	412 0	481 6	24 0
SOUTH BRISBANE and ADELAIDE via Kyogle and Albury	Q.	69	—	—	23 5	26 8	31 7	1 6
	N.S.W.	932	—	—	315 7	359 7	426 6	20 2
	Vic.	469	—	—	158 10	180 11	214 8	10 2
		1,664	—	—	65 8	74 10	88 9	4 2
via Kyogle and Tocumwal	Q.	69	—	—	23 1	26 3	31 2	1 6
	N.S.W.	1,005	—	—	336 1	382 11	454 2	21 5
	Vic.	417	—	—	139 5	158 11	188 6	8 11
		1,685	—	—	64 11	73 11	87 8	4 2
		1,685	—	—	563 6	642 0	761 6	36 0

These rates shall also apply to and from stations or sidings distant by rail not more than—

- (a) 20 miles from Melbourne.
- (b) 25 miles from Darling Harbour and to or from stations Hornsby to St. Leonards, inclusive.
- (d) 21 miles from Brisbane (Roma Street).

INTERSYSTEM THROUGH GOODS RATES PER TON —continued.
TRANS-AUSTRALIAN AND WESTERN AUSTRALIAN RATES

Between—	Miles	Class								Minimum charge per Consignment									
		A.P.		M		A		B			C		1		2				
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
MELBOURNE (a) and PERTH—																			
Victoria ...	287	27	10	31	1	46	1	57	11	69	1	92	10	117	5	4	1		
South Australia ...	329	31	11	35	8	52	10	66	4	79	2	106	5	134	8	4	8		
Commonwealth ...	1108	107	5	120	1	178	0	223	7	266	9	358	4	453	5	15	10		
West Australia ...	380	36	10	41	2	61	1	76	8	91	6	122	11	155	6	5	5		
	2104	204	0	228	0	338	0	424	6	506	6	680	6	861	0	30	0		
MELBOURNE and KALGOORLIE																			
Victoria ...	287	26	11	31	4	46	10	59	4	71	10	93	4	118	10	5	0		
South Australia ...	329	30	10	35	10	53	9	68	0	82	4	106	11	136	3	5	9		
Commonwealth ...	1108	103	9	120	10	180	11	229	2	277	4	360	3	458	11	19	3		
	1724	161	6	188	0	281	6	356	6	431	6	560	6	714	0	30	0		
GEE LONG and PERTH—																			
Victoria ...	268	26	3	29	4	43	5	54	7	65	1	87	6	110	8	3	10		
South Australia ...	329	32	2	36	0	53	4	67	0	79	11	107	5	135	10	4	9		
Commonwealth ...	1108	108	5	121	2	179	8	225	7	269	2	361	7	457	7	15	11		
West Australia ...	380	37	2	41	6	61	7	77	4	92	4	124	0	156	11	5	6		
	2085	204	0	228	0	338	0	424	6	506	6	680	6	861	0	30	0		
GEE LONG and KALGOORLIE—																			
Victoria ...	268	25	5	29	7	44	3	56	0	67	10	88	1	112	3	4	9		
South Australia ...	329	31	2	36	3	54	4	68	10	83	3	108	2	137	9	5	9		
Commonwealth ...	1108	104	11	122	2	182	11	231	8	280	5	364	3	464	0	19	6		
	1705	161	6	188	0	281	6	356	6	431	6	560	6	714	0	30	0		

(a) These Melbourne-Perth rates also shall apply to or from stations or sidings not more than 20 miles by rail from Melbourne.

The rates to Perth and Kalgoorlie shown above include transhipment at stations where break of gauge occurs on the direct route via Port Pirie Junction.

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**INTERSYSTEM FRESH FRUIT RATES.
VICTORIA AND NEW SOUTH WALES.**

(See Notes on page 175)

Between	and	via	Total freight Per ton	Proportions per ton		Subject to minimum tonnage specified in notes (on page 174)
				Vic.	N.S.W.	
1. Melbourne (and stations not more than 20 miles therefrom) and the following Goulburn Valley (Vic.) stations :—Merrigum, Mooroopna, Kyabram, Shepparton, Tatura, Tongala and Toolamba	Sydney (Darling Harbour)	Albury	s. d.	s. d.	s. d.	
			119 2	36 2	83 0	(a)
2. Emu Plains, Granville, Hawksbury River, Kurrajong, Liverpool, St. Leonards (N.S.W.) and intermediate stations	Melbourne and stations not more than 20 miles therefrom	Albury	140 2	36 2	104 0	(b)
			155 2	36 2	119 0	(a)
3. Murwillumbah (N.S.W.)	Melbourne and stations not more than 20 miles therefrom	Albury	185 2	36 2	149 0	(b)
			127 2	36 2	91 0	(a)
4. Melbourne (and stations not more than 20 miles therefrom) and the following Goulburn Valley (Vic.) stations :—Merrigum, Mooroopna, Kyabram, Shepparton, Tatura, Tongala and Toolamba	Newcastle or Honeysuckle (N.S.W.)	Albury	149 2	36 2	113 0	(b)

VICTORIA AND QUEENSLAND

(See Notes on page 175)

Between	and	via	Total freight per ton	Proportions per ton			Subject to minimum tonnage specified in notes (on page 174)
				Vic.	N.S.W.	Q.	
5. Melbourne (and stations not more than 20 miles therefrom) and the following Goulburn Valley (Vic.) stations, Merrigum, Mooroopna, Kyabram, Shepparton, Tatura, Tongala, and Toolamba	South Brisbane	Albury and Kyogle	s. d.	s. d.	s. d.	s. d.	
			189 10	36 2	117 0	36 8	(a)
			219 10	36 2	147 0	36 8	(b)

VICTORIA AND SOUTH AUSTRALIA

6. Melbourne (and stations not more than 20 miles therefrom) and from Ballarat and Geelong	Adelaide (Mile end)	—	s. d. 100 0	Vic. s. d. 59 8	S.A. s. d. 40 4	—	(c)
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INTERSYSTEM FRESH FRUIT RATES—continued.

- (bb) South Australia ... 9 tons per Victorian 11 ton 'U' truck.
 14 tons per Victorian 15 ton 'U' truck.
 10 tons per other 4-wheeled truck.
 20 tons per bogie truck.
- Victoria ... 9 tons per Victorian 15 ton 'U' truck:
 8 tons per other 4-wheeled truck.
 16 tons per bogie truck.
- New South Wales ... 'U' trucks 9 tons, other trucks 6 tons per 4-wheeled truck.
- Queensland ... N.S.W. minima apply.
- (d) The service charges for loading, unloading, inspection, transhipping, counting shall be imposed where due, also the Uniform Rating charge of 6d. per ton applicable at Darling Harbour.
- (e) When fresh fruit is sent to or from stations other than those shown above, mileage rates shall be charged to or from the nearest station shown above plus the Intersystem through rates when cheaper than charging the sum of the local rates.
- Fresh fruit forwarded Intersystem to or from stations distant **more than 20 miles from Melbourne** shall be charged at the Intersystem Through rates to or from Melbourne, plus the ordinary mileage rates for the distance in excess of 20 miles from Melbourne, when cheaper than the sum of local rates.
- (f) Consignments in truck loads from different consignors at the same station to one consignee on the same day and bearing one distinctive overriding brand shall be treated as one consignment.
- (g) Fresh fruit loaded in REFRIGERATOR TRUCKS shall be charged as follows :—
- Victoria—Tariff rates plus 25%, subject to full carrying capacity of the truck being charged for.
- New South Wales.—At the special mileage rates for fresh fruit (Table C), subject to the following minima :—15 tons in 16-ton bogie refrigerator cars ; 19 tons in 20-ton bogie refrigerator cars.
- Queensland.—Mileage rates (minimum 100 miles), plus 50%, subject to the following minima :—15 tons in 16-ton bogie refrigerator cars ; 19 tons in 20-ton bogie refrigerator cars.
- (h) A terminal charge of 11d. per ton shall be credited on the waybill to New South Wales from the Victorian rates per ton shown in Schedules 1, 2, 3, 4, 5, 7, 8 and 9.

Charges for Transfer of Goods To and From Narrow-gauge Lines.

	Colac	Upper Ferntree Gully	Moe (see note (**))
	Per ton s. d.	Per ton s. d.	Per ton s. d.
Briquettes	2 8	3 2	2 6
Firewood	2 8	3 2	2 6
Pulpwood	2 8(t)	3 2	2 6(t)
Sawn and other hardwood timber	2 8	3 2	2 6
Grain and other produce in bags	2 8	3 2	2 6
Iron Ore, Lime, Limestone (loose)	2 8	3 2	2 6
Lime in bags	2 8	—	2 6
Material, account Way and Works and Construction			
Branches (piles excepted)	2 8	3 2	2 6
Piles (including Scaffolding Poles)	2 8	3 6	2 6
Screenings	2 8	—	—
Goods not otherwise specified	2 8	3 2	2 6
Live Stock, per Narrow Gauge Truck	5 0	6 6	—
" per Broad Gauge truck	—	—	6 0

Notes.—(a) Minimum Transfer Charges :—Small Vehicles, 3s. 4d. each ; other small consignments 7d. each.

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

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

(**) Any traffic including wood billets for paper pulp purposes transhipped at the Electric Gantry Crane at Moe shall be charged as follows :—

	Per ton
a/c Australian Paper Manufacturers	1s. 9d.
a/c other rail users	2s. 6d.

(t) Applies also to Wood Billets for paper pulp purposes.

DETENTION TO GOODS TRAINS ON BROAD AND NARROW-GAUGE LINES

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

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

On Broad Gauge lines ... 30s. 10d. for the first 15 minutes detention or part thereof, and 9s. 4d. for each 5 minutes detention or part thereof beyond the first 15 minutes.

and subject to freight charges being computed as to or from the adjacent station farthest from the loading or discharging point. These instructions shall also apply when (under special arrangements), ordinary goods trains are detained for the purpose of loading or unloading consignments exceeding 10 cwt. at certain stations which have no siding accommodation. The consignors shall be responsible for any damage to rolling stock resulting from the loading or unloading of heavy consignments due to lack of proper loading or discharging facilities.

Pier Charges.

CHARGES FOR HAULAGE OF GOODS BETWEEN GEELONG PIER AND GEELONG STATION AND BROUGHAM STREET CROSSING (GEELONG).

1. The rate for general cargo hauled between Geelong Pier and Geelong Station shall be as under :—

12s. 3d. per ton, including unloading but not loading.

The freight shall be computed on the dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners, and shall be subject to the following minimum charges per consignment :—

		s. d.
Not exceeding 10 cubic feet or 5 cwt.	7	8
Over 10 cubic feet or 5 cwt.	9	0

2. All goods between other stations and Geelong Pier shall be charged $\frac{1}{4}$ of a mile in addition to the mileage to or from Geelong, but the charge shall not be less than the freight between Geelong Pier and Geelong Station shown in Clause 1.

3. (a) **GOODS BETWEEN BROUGHAM STREET CROSSING AND STATIONS OTHER THAN GEELONG PIER.**—Mileage shall be computed as to or from Geelong, plus $\frac{1}{4}$ of a mile. In addition the following shunting charges shall be imposed for the placing at Brougham Street of trucks whether loaded or empty :—

		s. d.
Per 4-wheeled truck	6	0
Per bogie truck	12	0
Minimum charge	24	0
Maximum charge	48	0

(b) **COAL** in truck loads from Geelong Pier to Brougham Street Crossing or to Huddart Parker & Co.'s Coal Gears shall be charged 4s. 7d. per ton.

4. Local Haulage of Wheat.

(a) Wheat previously railed to stores and stacking sites at Geelong or North Geelong, and subsequently hauled from such locations to piers in the vicinity, shall be charged for such haulage at the rate of 2s. 11d. per ton, subject to the tonnage minimums prescribed for wheat. Smaller quantities to be charged at the rate prescribed for wheat, minimum 3 tons, if cheaper.

(b) Wheat 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 2s. 11d. per ton, subject to the prescribed tonnage minimums. Smaller quantities to be charged at the rate prescribed for wheat, minimum 3 tons, if cheaper.

PORTLAND STATION AND PIER—(Owner's Risk Rates).

The conditions under which goods may be forwarded to or from unattended stations or private sidings at Commissioners' or at Owner's Risk, are set forth in the General Conditions covering the carriage of goods.

1. Trucks used between the Old Pier and Portland Station shall be charged for at the rate of 68s. 2d. per four-wheeled truck per day or part thereof, the time to be reckoned from when the trucks are supplied at Portland Station until their release thereat.

2. Wheat previously railed to stacking sites in the vicinity of Portland, and subsequently hauled from such locations to Portland Pier, shall be charged for such haulage at the rate of 2s. 11d. per ton subject to the tonnage minimums prescribed for wheat.

3. Wheat, other grain and flour for export, consigned from country stations to Portland Pier shall be charged $\frac{1}{4}$ of a mile in addition to the mileage to Portland.

4. Coal from Portland Pier to inland stations shall be charged $\frac{1}{4}$ of a mile in addition to the mileage from Portland.

PIER CHARGES—continued.

PORTLAND—continued.

3. Cargo, including ship's stores, oil, motor spirit and goods N.O.S., forwarded from or to the ship's side at the Portland New Pier shall be charged the following haulage charges :—

	Per ton
	s. d.
(a) From ship's side to Portland station for local delivery	9 9
(b) From Portland station to ship's side, minimum 3 tons per 4-wheeled truck	9 9
(c) Between Portland station and ship's side for despatch to or from inland stations (in addition to the tariff rate between Portland station and destination) 4 7	4 7

These haulage charges shall be subject to a minimum equivalent to engine detention charge, viz., 30s. 10d. for the first 15 minutes and 9s. 4d. for each subsequent 5 minutes, minimum charge 30s. 10d. for the time the engine is engaged at the Pier, time to be computed from when the engine leaves Portland station until its return thereto.

Portland Wool Appraisalment Centre Siding.

1. Freight Charges on all traffic except where otherwise specified shall be computed on the mileage to Portland, viz., 251½ miles from Melbourne.

2. In addition to freight, the following charges shall be imposed for each placing of trucks on the siding :—

	s. d.
Per 4-wheeled truck	10 3
Per bogie truck	20 6
Minimum charge for each placing	20 6

3. Between the Siding and Portland Station or Portland Pier.

The following charges shall be imposed :—

- | | s. d. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| (a) Wool | 3 2 per single bale. |
| | (Double dumped bales double the single bale rate). |
| (b) Goods other than Wool shall be charged 79s. 2d. per 4-wheeled truck irrespective of weight or class of goods. | |
| (c) Cargo shut out of vessels at Pier shall be charged half rate from the ship to the siding and also from the siding to the ship when the cargo is re-shipped. | |

4. Engine Services—Special Charges for—

When the services of the local engine are required by the siding holder 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 services shall be at the rate of 61s. 1d. per hour in addition to the charges specified in Clauses 1, 2 and 3.

If a special engine has to be brought from Ararat, Hamilton or Heywood in connexion with traffic to or from the siding, the following charges shall be imposed to cover the cost of bringing the engine from and returning it to the depot from where it was supplied :—

If the Depot from which engine is supplied is—	Special Charge	
	£	s. d.
Ararat	98	18 8
Hamilton	49	9 4
Heywood	12	7 4

No charge shall be made for the engine while it is at Portland unless it be occupied for more than 12 hours, after which time, the rate for each working hour or part thereof shall be 61s. 1d., in addition to the charges specified in Clauses 1, 2 and 3.

If the special engine be also required for traffic at both Portland Freezing Works Siding and the Portland Appraisalment Centre Siding, the special charges shall be borne proportionately by each, in accordance with the time the engine is occupied moving traffic to, from, or on the respective sidings.

PIER CHARGES—continued.

Portland Freezing Works Siding (Thos. Borthwick & Sons (Aust.) Pty. Ltd.)

1. Freight Charges on all goods, wool and live stock traffic, except where otherwise specified, shall be computed on the mileage to Portland, viz., 251½ miles from Melbourne.

2. In addition to freight, the following charges shall be imposed for placing all trucks on the siding except where otherwise specified :—

	s. d.
Per 4-wheeled truck	10 3
Per Bogie truck	20 6
Minimum charge for each placing	20 6

(Live Stock is exempted from these placing charges).

3. Between the Siding and Portland Station or Portland Pier.

The following charges shall be imposed :—

(a) Frozen Meat and Produce and Preserved Meats to be consigned at Owner's Risk and loaded and unloaded by owners—

Subject to a minimum of—

	Per ton s. d.
8 tons per 12-ton "T" truck	12 3
12 tons per 15-ton "T" truck	12 3

(b) Wool 3 2 per single bale
(Double dumped bales double the single bale rate)

(c) Export Fruit previously carried by rail to Portland Freezing Works for storage when railed from the Works to Portland Pier for shipment shall be charged for the latter journey { 10s. 3d. per ton Minimum— 79s. 2d. per 4-wheeled truck

(d) Goods not otherwise specified shall be charged 79s. 2d. per 4-wheeled truck irrespective of weight or class of goods.

(e) Cargo shut out of vessels at pier shall be charged half rates from the ship to the siding and also from the siding to the ship when the cargo is re-shipped.

4. "T" Trucks sent from Melbourne to Portland for the purpose of making special trips with Frozen Produce shall be charged 1s. 5½d. each per mile, one way only, provided that this charge shall not be imposed for three refrigerator trucks loaded with tallow pipes or other goods at the Company's Newport Works for conveyance to Portland.

5. Engine Services.—The Special Charges shown on page 178, clause 4, shall also apply to such engine services for this siding.

WARRNAMBOOL PIER.

1. Between Warrnambool Pier and Warrnambool Station.—The charges for the haulage of goods shall be as follows :—

	Per ton s. d.
Goods N.O.S.	7 4
Coal, loose, owners to load and unload, (subject to the prescribed minimums)	6 11

2. Warrnambool Pier and Dennington.—Goods carried between Warrnambool Pier and Dennington shall be charged the mileage rates between Warrnambool Station and Dennington with the following additional charges for carriage between Warrnambool Station and the Pier, viz.:—

	Per ton s. d.
General cargo	4 7
Coal (subject to the prescribed minimums)	3 6
Sugar	4 7
Milk	4 7

(Owners to load and unload)

3. Warrnambool Pier and all Stations other than Warrnambool and Dennington.—Goods carried between Warrnambool Pier and all Stations other than Warrnambool and Dennington shall be charged the mileage rate between Warrnambool Station and such stations, with the following additional charges for carriage between Warrnambool Station and the Pier.

	Per ton s. d.
Agricultural produce	4 7
General cargo	7 4
Coal and Briquettes (subject to the prescribed minimums)	3 11

(Owners to load and unload)

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CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS (Not including loading or unloading at Port Melbourne and Williamstown Piers).

INWARDS CARGOES.

To Montague Shipping Shed from Port Melbourne, Victoria Dock or Williamstown Piers—

	s. d.
General cargo	11 11 per ton
Vehicles—two-wheeled	£2 4 2 each
,, four-wheeled	£2 18 7 each

Wheat, Flour, Bran, Pollard and Goods in the Grain or AP class shall be carried at the rates and conditions applicable to those classes, unless otherwise specified.

To Geelong from Port Melbourne or Williamstown Piers—

	£ s. d.
General cargo	1 12 9 per ton

To Graham Goods Station from Port Melbourne Pier—

	s. d.
General cargo	9 5 per ton

To Williamstown Siding or Sheds from Williamstown Pier—

	s. d.
Coal, in full truck loads	6 0 per ton
Artificial manures, in full truckloads	5 7 „

To Other Stations from Port Melbourne or Williamstown Piers—

The Tariff rates and conditions shall be applicable subject to the rates from the Piers to Montague Shipping Shed as a minimum.

OUTWARD CARGOES.

From Montague Shipping Shed to Port Melbourne or Williamstown Piers and from Melbourne Goods Sheds to Williamstown Pier, or Port Melbourne Pier—

	s. d.
General cargo	11 11 per ton
Vehicles	Same as Inwards

Wheat, Flour, Bran, Pollard and Goods in the Grain or AP class from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to those classes, unless otherwise specified.

Fresh Fruit in truck loads, consigned from Melbourne Goods Depot to the Port Melbourne and Williamstown Piers direct for export, is to be charged under Grain rate, subject to the tonnage minimum prescribed for Fresh Fruit.

Lesser quantities than truck loads are to be charged at the general cargo rate, viz., 11s. 11d. per ton.

From Port Melbourne or Williamstown Sidings and Sheds to the Piers at Port Melbourne and Williamstown respectively—

	s. d.
General cargo	9 5 per ton

From Graham Goods Station to Port Melbourne Pier—

	s. d.
Coal, including weighing; owners to load and unload	12 3 per ton
Tallow, in truck loads; owners to load	9 9 „

From Geelong to Port Melbourne and Williamstown Piers—

	s. d.
General cargo	32 9 per ton

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS—continued.

From Other Stations to Port Melbourne or Williamstown Piers—

1. The Tariff rates and conditions shall be applicable subject to the rates from Montague Shipping Shed to the Piers as a minimum.
2. Goods in Classes 1 and 2 despatched from stations other than Montague Shipping Shed to Port Melbourne Pier or Williamstown Pier. Subject to Clause 1, when waybilling 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 rates shall be made and consignments waybilled accordingly.
3. Agricultural Machines, set up or in cases, forwarded from Melbourne or Sunshine to Port Melbourne or Williamstown Piers shall be charged 29s. 11d. for each machine if cheaper than measurement weight at their respective tariff rates.

NOTE.—(i) See also special rates for the carriage of meat (page 156) and wool (page 193).
 (ii) The mileage from Spencer Street to Montague Shipping Shed is 3 miles.

GENERAL.

1. The minimum charges which shall be imposed in respect of the traffic to and from the Piers are as under :—

	s.	d.
Not exceeding 10 cubic feet or 5 cwt.	5	9
Over 10 cubic feet or 5 cwt.	6	9
2. Cargo landed in mistake from inwards vessels forwarded to Montague Shipping Shed and subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys.
 Cargo previously carried by rail to Piers shut out of outwards vessels, and returned to Montague Shipping Shed to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers.
3. Any single package which exceeds 2 tons dead weight shall be charged 5s. 2d. per ton in addition to the freight to cover the extra cost of loading or unloading at Montague Shipping Shed.

PORT MELBOURNE PIER.

- (a) Fruit, fresh or dried, or any other export traffic hauled from a ship on one side of the pier to a ship on the other side shall be charged 6s. 0d. per 4-wheeled truck, subject to a minimum of 12s. 0d. and a maximum of 24s. 0d.
- (b) Fruit, fresh or dried, or any other export traffic rejected at ship's side and hauled therefrom to the Port Melbourne Yard or Graham Goods Station, shall be charged 12s. 0d. per ton. If the traffic is subsequently returned from the Port Melbourne Yard or Graham Goods Station to the Pier for export, no additional charge shall be imposed for the return journey.
- (c) Fruit, fresh or dried, or any other export traffic, rejected at ship's side, and left in trucks which have to be specially placed at some point for delivery or repacking shall be charged 12s. 0d. per ton, subject to a minimum charge of 12s. 0d. per consignment.

HAULAGE OF GRAIN, FODDER, ARTIFICIAL MANURE AND TIMBER AT WILLIAMSTOWN PIER.

- (a) Wheat previously railed to stores and stacking sites at Spotswood and Williamstown Pier, and subsequently hauled from such locations to piers in the vicinity, shall be charged for such haulage at the rate of 2s. 11d. per ton subject to a minimum of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.
- (b) Agricultural produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 2s. 11d. per ton for haulage from the shed to the pier, subject to a minimum of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

**CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT
MELBOURNE AND WILLIAMSTOWN PIERS—continued.**

(c) Agricultural produce rejected at the ship's side shall be charged 2s. 11d. per ton for haulage from the piers to the shed, subject to a minimum of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

(d) Agricultural produce hauled from one shed to another shed shall be charged 2s. 11d. per ton, subject to a minimum of 10 tons 9 cwt. per 11-ton truck and 15 tons 4 cwt. per 16, 22 or 27-ton truck.

(e) Artificial manures hauled from the piers to local sheds shall be charged 5s. 5d. per ton.

(f) Timber for lining vessels or dunnage purposes forwarded from the local sidings at Williamstown Pier to ship's side shall be charged 4s. 0d. per ton, minimum 8½ tons per 11-ton truck and 14½ tons per 16, 22 or 27-ton truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 2s. 11d. per ton, subject to a minimum of 8½ tons per 11-ton truck and 14½ tons per 16, 22 or 27-ton truck.

The rates shown in clauses (a) to (f) are the Owner's Risk rates. The conditions under which goods may be forwarded at Commissioners' Risk from or to unattended stations, platforms, or sidings, are set forth in the General Conditions covering the carriage of goods.

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 in addition to the usual charge of 10s. 7d. for the use of each tarpaulin, a charge of 2s. 1d. per tarpaulin shall be imposed.

Delivery of Chaff and other Agriculture Produce at Melbourne.

1. A terminal charge of 3s. 2d. per truck shall be imposed in respect of all chaff, potatoes, onions and all other agricultural produce railed to Melbourne, for delivery at the Cowper Street chaff or potato platforms, in addition to the unloading charge and shall be shown separately on waybills by waybilling stations.

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

3. Chaff and other agricultural produce consigned to Melbourne shall, except as hereinafter provided, be taken delivery of direct from the truck into road vehicle, whether such truck be placed for delivery at a siding alongside a platform or at a siding unprovided with a platform, but provided with an approach road. In the case of a truck placed for delivery at a siding inside the shed known as the chaff shed at Cowper Street, the chaff or other agricultural produce 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 prescribed rates, but in any such case the chaff or other agricultural produce 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 or other agricultural produce as aforesaid a storage charge of 4s. 0d. per ton or part of a ton per day—or part of a day—shall be imposed and levied in respect of so much of the said chaff as remains on railway premises after the time specified herein for removal.

4. Except as hereinbefore provided, the unloading and discharge of chaff or other agricultural produce from any truck placed in any siding for the purpose of delivery shall be performed by and at the expense and risk of the consignee within the period allowed for unloading after placing specified in General Condition No. 28.

5. The demurrage charges and conditions specified in General Condition No. 28 shall be imposed and levied in respect of any truck containing chaff or other agricultural produce which is detained at Spencer Street, for unloading or discharging purposes beyond the time therein specified. This provision shall not apply in any case where any truck containing chaff or other agricultural produce is placed for delivery at a siding inside the Cowper Street chaff shed and unloaded and discharged on to the floor of such shed.

6. The Commissioners will not, except as prescribed in clause 2 thereof, provide room or space on railway premises for the storage of chaff or other agricultural produce. The consignee shall, except as hereinbefore provided, forthwith upon unloading or discharging chaff from any truck placed in any siding for delivery remove from the railway premises the chaff so unloaded or discharged.

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

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

MELBOURNE.—Haulage Charges at Sidings in the vicinity of and at Victoria Dock.

The charges for the haulage of goods at Owner's Risk between Melbourne and (1) Piggott-street Sidings, (2) Straw Siding or open roads on Cowper-street Siding, (3) Victoria Dock, (4) Harbor Trust Crane Siding, shall be as follows :—

Siding.	Haulage Charge (in addition to the Tariff Rate to or from Melbourne except where marked † which indicates the total rate to be charged).	For Traffic.
	Per ton. s. d.	
(1) Piggott-street Sidings—		
Open for inwards or outwards consignments in truck loads, minimum 3 tons, for the following companies only :—		
(a) Houghton and Co. (for traffic to store only)	3 4	Inwards
Melbourne Harbour Trust ...	0 3½	Goods, n.o.s.
	(per bale)	Wool
Melbourne Hydraulic Power Co.	1 10	Coal from Victorian Coal-fields
H. Deville ...	4 0	Outwards
Wool Pressing and Contracting Co. Pty Ltd.	...	
(b) Victorian Stevedoring and General Contracting Co. Pty. Ltd.	0 3½	Wool, Inwards
Victorian Stevedoring and General Contracting Co. Pty. Ltd. account Crompton and Son (Victoria)	6 0	Goods, N.O.S. Inwards and Outwards
(c) Gas and Fuel Corporation of Victoria	2 1	Inwards and Outwards
Gas and Fuel Corporation of Victoria Siding Extension account Commonwealth Shipping Board	Nil	Coal to stations under 10 miles from Spencer or Flinders Streets
	1 10	Coal to stations over 10 miles from Spencer or Flinders Streets
(d) Victorian Butter Factories Co. ...	6 0	Inwards timber and straw
	†6 3	" coal from Victoria Dock
	1 10	" " from Victorian coal-fields
	†6 0	} Outwards new empty boxes in truck loads to the Victoria Dock all other consignments
	minimum.	
	40 2	
	per special trip	
	6 0	

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Melbourne.—Haulage Charges, etc.—continued.

Siding.	Haulage Charge (in addition to the Tariff Rate to or from Melbourne except where marked † which indicates the total rate to be charged).	For Traffic.
(2) Straw Siding and Open Roads on Cowper-street Siding	Per ton. s. d. ...	Open for the receipt of truck loads of— (a) Certain descriptions of goods, the unloading of which, by the consignee may be permitted— Fresh Fruit in un-lidded cases, Cement, or Potash Salts, Salt, (unrefined bulk,) which shall be placed without charge (b) Casein, skim milk powder, Lactogen, Charcoal, Fruit Pulp, Granose, Fruit—canned, dried, or fresh, n.o.s., Flour, Bran, Pollard, Malt Jam, Tomato Sauce, Molasses, Salt, n.o.s., which shall be charged 6s. per 4-wheeled truck and 12s. per bogie truck for placing (c) Other consignments shall not be placed without the authority of the Chief Traffic Manager, or the Chief Commercial Manager
(2A) Melbourne Harbour Trust Siding account Potato Marketing Board (Victoria)	4 9	The siding is situated adjacent to the Government Cool Store and is open for inwards and outwards traffic in truckloads

Melbourne.—Haulage Charges, etc.—continued.

Siding.	Haulage Charge (in addition to the Tariff Rate to or from Melbourne except where marked † which indicates the total rate to be charged).	For Traffic.
<p>(3) Victoria Dock—</p> <p>Open for Inwards or Outwards consignments in truck loads to or from vessels lying at berths accessible by rail</p> <p>Consignments of less than 3 tons may be accepted for Victoria Dock. The freight on such consignments shall be computed on the actual weight to Melbourne, plus a minimum of 3 tons at the prescribed haulage charge to Victoria Dock</p>	<p>Per ton. s. d.</p> <p>0 6½</p> <p>2 1</p> <p>1 10 †4 0 minimum, 40 2 if special trip is required</p> <p>†6 0</p> <p>†6 3</p> <p>Nil</p> <p>2 1</p> <p>1 10</p> <p>2 1 1 10 3 2 4 0</p>	<p>Inwards Traffic—</p> <p>Grain, hay, straw, flour, bran, pollard, compressed fodder and chaff</p> <p>Wool and all other goods unless otherwise specified</p> <p>Coal from Victorian coal-fields</p> <p>Inwards wool or grain from Grain Shed (not including loading or unloading)</p> <p>When way-billing goods in classes 1 and 2 from stations other than Melbourne to the Victoria Dock for direct shipment, a deduction of 6d. per ton from the tariff rates (which will not include unloading) shall be made and so way-billed.</p> <p>Special rates are applicable for certain traffic, such as Butter, Poultry, Rabbits, Fruit, and Meat, forwarded to Victoria Dock from certain stations, see pages 188 and 189</p> <p>Outwards Traffic—</p> <p>Coke and grain in truck loads to Spencer-street</p> <p>Coal in truck loads to Spencer-street</p> <p>Coal to stations under 10 miles from Spencer-street or Flinders-street</p> <p>Coke to stations under 10 miles from Spencer-street or Flinders-street</p> <p>Coal to stations over 10 miles from Spencer-street or Flinders-street</p> <p>Scrap Iron</p> <p>Bitumen, Manures</p> <p>Softwood timber cut to sizes for case-making, in shooks</p> <p>All other goods.</p> <p>Traffic hauled from one part to another part of the wharf at Victoria Dock shall be charged 6s. per 4-wheeled truck, subject to a minimum of 12s. and a maximum of 24s.</p>

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Melbourne.—Haulage Charges, etc.—continued.

Siding.	Haulage Charge (in addition to the Tariff Rate to or from Melbourne except where marked † which indicates the total rate to be charged).	For Traffic.
(4) Melbourne Harbor Trust Crane Siding, situated on the Wharf-road-Piggott-street extension, between the Victoria Dock and the River Wharf	Per ton. s. d. ...	<p>The placing of loaded trucks and removal of empties from the Crane necessitates the service of a special engine and the following charges shall be imposed in respect of traffic in truck loads to or from the Melbourne Harbor Trust Crane Siding :—</p> <p>Freight charges shall be computed at Classification rates to or from Melbourne plus the following additional charges between Melbourne and the Crane Siding, viz :—</p> <p>Haulage—8s. 9d. per ton Special Train Service—£4 12s. 9d. for each trip either to place or remove trucks</p> <p>Supervision—5s. for each trip when delivery or acceptance of traffic is involved</p> <p>Detention—30s. 10d. for the first 15 minutes and 9s. 4d. for each 5 minutes or part thereof beyond the first 15 minutes, minimum charge 30s. 10d. shall be imposed for detention to engine when utilized for such work as the movement of trucks at the Crane Siding in connexion with the discharging of heavy consignments of machinery</p> <p>The haulage charge of 8s. 9d. per ton must be added to the freight charges on the way-bills to and from Melbourne</p> <p>Goods Superintendent, Melbourne, shall raise debit in Miscellaneous Book for the special train service and supervision when a delivery or acceptance of traffic is involved</p>

HAULAGE CHARGES FOR BACON, BUTTER, CHEESE, EGGS, HONEY, MEAT, FRUIT, POULTRY, RABBITS AND HARES FOR EXPORT.

All at Owner's Risk. Loading or unloading to be done by or at the expense of owners.

Commodity	From—	To—	Charge
(a) Rabbits and Hares in truck loads, Bacon, Butter, Cheese, Eggs, Honey, Meat, and Fruit for export	Country stations ...	Vic. Butter Factories Co.'s Sdg. Govt. Cool Stores at Vic. Dock	per ton s. d. 4 10 4 10 } in addition to tariff rate to Melbourne per package 3 2
(b) Rabbits, Hares, Poultry, Eggs and Honey, small lots	" " ...	Govt. Cool Stores at Vic. Dock	per ton 11 11 Min. charge, 48s. 2d. per 4-wheeled truck
(c) Bacon and Butter (frozen), Cheese, Eggs, Honey and Fruit	Govt. Cool Stores at Vic. Dock, Vic. Butter Factories, Siding, between Melb. Goods Depot (in insulated trucks) and	Port Melbourne or Williamstown Piers	Per crate not Hares exceeding and cubic Poultry Rabbits feet 3½ 1s. 5d. 1s. 0d. 7 2s. 1d. 1s. 6d. 9 2s. 4d. 2s. 1d. Min. charge per truck, 48s. 2d. Per "T" Truck Maximum Capacity Charge Tons £ s. d. 12 6 11 5 15 8 6 3
(d) Hares, Poultry and Rabbits (frozen)	Govt. Cool Stores at Vic. Dock, Vic. Butter Factories' Siding, Melbourne Goods Depot, Angliss Siding, Footscray, Newport Freezing Works	Port Melbourne or Williamstown Piers	Bacon, Butter and Meat at rates and minimum shown in clause (c) Hares, Rabbits and Poultry at rates and minimum shown in clause (d)
(e) Mixed consignments of Bacon, Butter, Rabbits, Hares, Poultry and Meat (frozen)	Govt. Cool Stores at Vic. Dock, Vic. Butter Factories' Siding, Melbourne Goods Depot	Port Melbourne or Williamstown Piers	
(f) Rabbits (frozen) ...	Mitcham ... Borthwick's Siding (South Brooklyn) ...	Port Melbourne Pier ... Williamstown Pier ... Victoria Dock ...	£7 3s. 11d. per 12-ton truck £9 2s. 9d. per 15-ton truck
(g) Rabbits (frozen) ...	Vic. Butter Factories' Siding	Victoria Dock ...	11s. 11d. per ton, minimum charge, £2 8s. 2d. per 4-wheeled truck. Per "T" Truck Maximum Capacity Charges Tons £ s. d. 12 6 11 5 15 8 6 3

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

Commodity	From—	To—	Charge
(h) Butter and Rabbits (frozen) Cheese and Fresh Fruit	Govt. Cool Stores at Vic. Dock	Victoria Dock	10s. 7d. per ton, mini- mum charge £2 8s. 2d. per 4-wheeled truck

- (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 hares, rabbits and meat will be carried back to Melbourne at the rate of 12s. 3d. per ton.
In each case the consignments will be forwarded back to the Pier for export free.
- (j) *The freight must be prepaid in every instance, 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 Chief Traffic Manager.*
- (l) For charges in respect of frozen meat, also special trains, see pages 156 and 157.

MILEAGE RATES PER BALE FOR WOOL.

The rates shown hereunder are for carriage at Owner's Risk and include loading and unloading unless otherwise specified and are subject to a minimum charge of 5/1d. per consignment.

For carriage at Commissioners Risk add 5 per cent. minimum additional charge 3/4d. per consignment.

When the loading of wool is performed by consignors at stations in charge of Caretakers or at No-one-in-charge stations, the following allowances for loading by consignors shall be deducted from the freight charges :—

Per bale	...	...	...	...	...	6d.
" fadge	...	...	...	...	...	2d.
" bag	...	...	...	...	...	1d.

Miles.	Rate per Bale.	Miles.	Rate per Bale.	Miles.	Rate per Bale.	Miles.	Rate per Bale.
	s. d.		s. d.		s. d.		s. d.
1-10	2 1	61- 62	9 11	112-114	17 1	214-217	23 9
11-12	2 2	63	10 1	115-116	17 2	218-221	24 0
13	2 6	64	10 3	117	17 5	222-223	24 1
14	2 10	65	10 6	118-120	17 6	224-227	24 2
15	2 11	66- 67	10 8	121-122	17 7	228-232	24 5
16	3 0	68- 69	10 11	123-124	17 10	233-235	24 6
17- 18	3 3	70	11 1	125	17 11	236-239	24 8
19	3 4	71	11 3	126-128	18 2	240-244	24 11
20- 21	3 8	72	11 4	129	18 3	245-247	25 1
22	3 9	73	11 7	130	18 7	248-251	25 3
23	4 1	74	11 8	131-133	18 8	252-256	25 5
24	4 3	75	11 9	134	18 10	257-260	25 6
25- 26	4 5	76	12 4	135-136	19 0	261-264	25 8
27	4 6	77- 78	12 5	137-139	19 1	265-269	25 10
28	4 10	79	12 6	140-141	19 3	270-273	25 11
29	5 0	80	12 9	142-144	19 7	274-277	26 2
30	5 1	81	12 10	145	19 8	278-282	26 3
31	5 3	82	13 0	146-148	19 10	283-286	26 7
32	5 5	83	13 2	149	20 1	287-290	26 8
33	5 9	84- 85	13 3	150	20 4	291-294	26 11
34- 35	5 10	86	13 5	151-154	20 5	295-299	27 0
36	5 11	87	13 9	155-158	20 6	300-304	27 1
37- 38	6 3	88	13 10	159-160	20 9	305-309	27 4
39	6 6	89- 90	14 0	161-162	20 10	310-316	27 5
40	6 7	91- 92	14 6	163-166	21 1	317-321	27 7
41- 42	6 8	93	14 7	167-168	21 2	322-328	27 9
43	7 0	94	14 8	169-170	21 3	329-333	27 10
44- 45	7 5	95	14 11	171-174	21 6	334-337	28 2
46	7 7	96	15 0	175-178	21 11	338-341	28 4
47	7 9	97	15 4	179-182	22 0	342-346	28 5
48	7 11	98	15 5	183-184	22 2	347-350	28 7
49- 50	8 0	99	15 8	185-188	22 4	351-357	28 9
51- 52	8 4	100	15 9	189-190	22 6	358-362	28 10
53	8 5	101-102	15 11	191-192	22 7	363-369	29 1
54	8 8	103-104	16 1	193-196	22 9	370-375	29 2
55- 56	9 1	105-106	16 2	197-201	22 11	376-382	29 3
57	9 2	107-108	16 4	202-203	23 0	383-391	29 6
58	9 5	109	16 6	204-207	23 4	392-400	29 10
59	9 6	110	16 8	208-211	23 5	401-408	29 11
60	9 7	111	16 11	212-213	23 8	409-410	30 0

Double dumped bales shall be charged double the single bale rate.
 Fadges—Two fadges shall be charged as one bale.
 Bags—Not exceeding chaff bag size shall be charged 1/4th of the bale rate.
 Bags—Exceeding chaff bag size shall be charged the bale rate.

SPECIAL RATES FOR THE CARRIAGE OF WOOL.

WOOL FORWARDED FROM THE FOLLOWING STATIONS SHALL BE CHARGED AT THE UNDERMENTIONED RATES :—

1. Between the following stations and destinations shown.

Between—	And—	Per Bale.
		s. d.
Goroke	Melbourne, Kensington, South Kensington, Newmarket, West Footscray, Macaulay ...	18 10
Gymbowen	" " " "	18 10
Mortat	" " " "	19 3
Carpolac	" " " "	19 5
Goroke	Geelong or Portland	17 6
Gymbowen	" " " "	17 6
Mortat	" " " "	17 10
Carpolac	" " " "	18 2
Geelong, North Geelong or South Geelong	Melbourne, Victoria Park, Port Melbourne, Williamstown Pier, Macaulay, Victoria Dock, Kensington, South Kensington, Newmarket, Burnley, Coburg, West Footscray, North Williamstown, Jewell, Spotswood, Footscray, Brunswick :—	s. d.
	Per Bale	3 8
	Per Fadge	1 7
	Per Bag	0 10

Double dumped bales are to be charged double the single bale rate.

2. To Victoria Dock from stations other than Melbourne or Geelong—3½d. per bale in addition to the mileage rates to Melbourne.

3. From the Darling River District.—Wool forwarded from the Darling River District via Echuca, Kerang, Swan Hill, Mildura, Merbein, Yelta or Robinvale, shall be charged the following rates from the stations specified.

The brands of the bales and the name of the holding from which they are forwarded shall be entered on the consignment notes, and such other information shall be supplied as may be required by the Commissioners as evidence that such wool has been duly forwarded from the Darling River District :—

Echuca.		Kerang.		Swan Hill.		Mildura, Merbein or Yelta.		Robinvale.	
To Melbourne, Kensington, Sth. Kensington, Newmarket, West Footscray and Macaulay.	To G'long.	To Melbourne, Kensington, Sth. Kensington, Newmarket, West Footscray and Macaulay.	To G'long.	To Melbourne, Kensington, Sth. Kensington, Newmarket, West Footscray and Macaulay.	To G'long.	To Melbourne, Kensington, Sth. Kensington, Newmarket, West Footscray and Macaulay.	To G'long.	To Melbourne, Kensington, Sth. Kensington, Newmarket, West Footscray and Macaulay.	To G'long.
Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.	Per bale s. d.
11 8	13 2	14 0	15 5	16 4	17 7	18 10	18 10	18 2	18 2

SPECIAL WOOL RATES—(continued)

4. WOOL FROM CERTAIN NEW SOUTH WALES STATIONS.

Wool forwarded from the undermentioned New South Wales stations to Melbourne, Kensington, South Kensington, Newmarket, Macaulay or West Footscray via Tocumwal shall be charged the New South Wales tariff rate per bale to Tocumwal plus the special Victorian rate per bale from Tocumwal to destination as shown hereunder.

New South Wales Stations	New South Wales		Victoria
	Miles	per bale	per bale
		s. d.	s. d.
Broken Hill	517	49 0	10 8
Menindie	443	47 0	11 9
Gum Lake	395	46 0	13 0
Darnick	365	45 0	13 9
Bellpajah	355	45 0	11 7
Ivanhoe	325	43 0	12 4
Conoble	302	41 0	12 10
Trida	284	41 0	13 3
Wee Elwah	269	39 0	13 10
Roto	257	39 0	14 3
Lowlands	247	39 0	14 7
Hillston	226	37 0	15 5
Dirring	219	35 0	15 8
Langtree	214	35 0	15 11
Goorawin	208	34 0	16 1
Merrilwagga	202	34 0	16 4
Budawong	196	33 0	16 8
Goolgowi	190	32 0	16 11
Corolgi	183	32 0	17 5
Tabbita	178	31 0	17 6
Warburn	171	31 0	17 11
Tharbogang	164	29 0	18 3
Griffith	160	29 0	18 8
Yoogali East	155	29 0	18 10
Widgelli	153	29 0	19 0
Wumbulgal	149	28 0	19 3
Neeambah	146	28 0	19 5
Murrarni	141	27 0	19 8
Hay	219	35 0	15 8
Illilliwa	209	34 0	16 1
Nulabor	203	34 0	16 4
Beabula	201	34 0	16 4
Uardry	191	33 0	16 11
Carrathool	184	32 0	17 2
Groongal	176	31 0	17 7
Bringagee	168	30 0	18 2
Benerembah	162	29 0	18 7
Willbriggie	150	28 0	19 1
Whitton	140	26 0	19 8

TRANSHIPPING CHARGES.

	New South Wales	Victoria
	s. d.	s. d.
Per bale	0 4	0 5
Per bag	0 1	0 2

SPECIAL WOOL RATES—(continued)**5. Between Melbourne, Williamstown Pier, Port Melbourne Pier and Victoria Dock, and to Corio Quay.**

	Per Bale.
	s. d.
(a) Melbourne, Macaulay, West Footscray, South Kensington, Kensington and Newmarket to Williamstown Pier or Port Melbourne Pier and vice versa	3 3
(b) South Kensington, Macaulay, West Footscray, Kensington and Newmarket to Victoria Dock	3 3
(c) Port Melbourne Pier to Williamstown Pier, or vice versa	4 8
(d) Port Melbourne Pier or Williamstown Pier to Victoria Dock or vice versa	4 8
(e) Geelong—Brougham Street Crossing, Dennys Lascelles and Dalgety and Co.'s Sidings (plus shunting charges thereat) to Corio Quay	3 3

Double dumped bales are to be charged double the single bale rate.

Wool may be consigned direct from country stations to the Williamstown or Port Melbourne Piers, provided that the name of the vessel it is intended for is shown on the consignment note.

If a Special Train be engaged to carry wool from Melbourne to the Port Melbourne or Williamstown Piers, a minimum charge of £11.1.10 will be imposed in addition to the ordinary freight charge.

6. To Wool-washing Establishments in Victoria.

Wool and sheep skins forwarded from Melbourne, Geelong, or any country station to Country Wool-washing Establishments in Victoria (including Albury) to be scoured or treated, and so declared on the consignment note, shall be charged at the following classifications:—

	Class.
Minimum 6 tons per 4-wheeled truck	A less 28½ per cent.
Smaller lots	B less 28½ per cent.

The weight of wool shall be computed on the basis of 7½ bales per ton.

This Concession Rate shall also be charged on Scoured Wool forwarded to Country Woollen Mills, which have furnished the Chief Commercial Manager with a statutory declaration that such scoured wool will be used for the manufacture of woollen or worsted textiles.

7. General

(a) The rate per bale, fadge or bag shall be subject to a minimum charge of 5/1d. per consignment.

(b) Except where otherwise provided, wool placed in the Commissioners' sheds for storage, will be charged for at the rate of 7d. per bale per day 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.

(c) When rates less than the mileage rates are charged between any other station and Melbourne, the application of such rates in respect of suburban stations within 20 miles of Melbourne, shall be as shown in clause 3 of District Rates.

(d) Unless otherwise expressly provided, the mileage rates shall apply.

(e) For conditions under which goods may be forwarded at Commissioners' Risk from or to unattended stations, platforms or sidings, stations in charge of caretakers or private sidings, see General Conditions Nos. 4 and 5.

(f) Double dumped bales shall be charged double the single bale rate.

WOOL RATES.

Rates per bale from principal forwarding stations to Melbourne, Kensington, South Kensington, Newmarket, West Footscray, Macaulay and Geelong.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Addington	92½	14	7	73	11	7
Alberton	133½	18	10	178½	22	0
Albury	190½	22	7	233½	24	6
Alexandra	102	15	11	145	19	8
Allendale	90½	14	6	71	11	3
Amphitheatre	135½	19	0	120½	17	7
Antwerp	235½	24	8	216½	23	9
Ararat	131	18	8	111½	17	1
Arcadia	98	15	5	141	19	3
Argyle	71½	11	4	114½	17	2
Armytage	76½	12	5	31½	5	5
Avenel	72	11	4	115	17	2
Avoca	127	18	2	112	17	1
Avonmore	124½	17	11	162½	21	1
Axedale	89½	14	0	132½	18	8
Bacchus Marsh	31½	5	5	69½	11	1
Baddaginnie	113½	17	1	156½	20	6
Bairnsdale	171½	21	6	216½	23	9
Ballan	49½	8	0	70½	11	3
Ballarat	73½	11	8	54½	9	1
Balmattum	98½	15	8	141½	19	7
Balmoral	238½	24	8	204½	23	4
Balranald	272	25	11	315	27	5
Bannockburn	55½	9	1	13	2	10
Banyena	194½	22	9	175½	21	11
Barfold	72	11	4	110	16	8
Barnawartha	174	21	6	217	23	9
Barnes	152½	20	5	195½	22	9
Barrakee	168½	21	3	172½	21	6
Barraport	177	21	11	181½	22	0
Barwon	98½	15	8	53½	8	8
Bealiba	137½	19	1	122½	17	10
Beaufort	102½	16	1	83½	13	3
Beetoomba	245½	25	1	288½	26	8
Bena	66	10	8	111	16	11
Benalla	121½	17	7	164½	21	1
Benarca	158½	20	9	201½	23	0
Bendigo	100½	15	11	138½	19	1
Ben Nevis	144	19	7	124½	17	11
Berambong	237½	24	8	280½	26	3
Berrillock	225½	24	2	230½	24	5
Berrybank	94½	14	11	52½	8	5
Berwick	28	4	10	73	11	7
Bet Bet	121	17	7	106	16	2
Beulah	238½	24	8	219½	24	0
Beveridge	26	4	5	69	10	11

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s. d.			s. d.	
Birchip	214½	23	9	199½	22	11
Birregurra	83½	13	3	38½	6	6
Bittern	43	7	0	88	13	10
Blowhard	85	13	3	65½	10	8
Bolinda	35	5	10	73	11	7
Bonnie Doon	118	17	6	161	20	10
Boolarra	102	15	11	147	19	10
Boorcan	131½	18	8	86½	13	9
Boort	169	21	3	173½	21	6
Borong	156	20	6	160½	20	10
Bowman	169	21	3	212	23	8
Branxholme	213½	23	9	179	22	0
Bridgewater	126½	18	2	140	19	3
Bright	196	22	9	239	24	8
Brim	229	24	5	209½	23	5
Broadford	46½	7	9	89½	14	0
Bruthen	190½	22	7	235½	24	8
Buangor	116½	17	5	97½	15	5
Buckley	64½	10	6	19½	3	8
Buckrabanyule	165	21	1	169½	21	3
Bullioh	217	23	9	260	25	6
Buln Buln	67½	10	11	112½	17	1
Bumberrah	183½	22	2	228½	24	5
Bung Bong	119½	17	6	104½	16	2
Bunnaloo	173½	21	6	216½	23	9
Burraboi	204½	23	4	247½	25	3
Burrunbeet	86½	13	9	67½	10	11
Caldermeade	46½	7	9	91½	14	6
Caldwell	184½	22	4	227½	24	5
Camperdown	123½	17	10	78½	12	6
Carapooee	152½	20	5	137½	19	1
Carisbrook	107½	16	4	101½	15	11
Carpolac	254½	19	5	235½	18	2
Casterton	245½	25	1	211	23	5
Castlemaine	78	12	5	116	17	2
Cathkin	93½	14	8	136½	19	1
Cavendish	213½	23	9	179	22	0
Charlton	173½	21	6	178½	22	0
Cheviot	83½	13	3	126½	18	2
Clunes	96½	15	4	77½	12	5
Clyde	31½	5	5	76½	12	5
Cobram	155½	20	6	198½	22	11
Cohuna	185½	22	4	223½	24	2
Colac	95½	15	0	50½	8	4
Colbinabbin	117½	17	6	160½	20	10
Coleraine	221½	24	1	187	22	4
Colquhoun	199½	22	11	244½	25	1
Condah	221½	24	1	187	22	4
Cope Cope	175	21	11	160	20	9
Coromby	190½	22	7	171½	21	6
Cosgrove	126½	18	2	169½	21	3

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.
		Rate per Bale.			
		s. d.			s. d.
Cowwarr	114½	17	2	159½	20 9
Craigieburn	16½	3	3	59½	9 7
Cranbourne	28½	5	0	73½	11 8
Cressy	85½	13	5	43½	7 5
Creswick	85½	13	5	66½	10 8
Cudgewa	255	25	5	298	27 0
Culgoa	217	23	9	221½	24 1
Curyo	227½	24	5	212½	23 8
Dandenong	19½	3	8	64½	10 6
Darbyshire	224½	24	2	267½	25 10
Darnum	66½	10	8	111½	17 1
Dartmoor	261½	25	8	227	24 2
Daylesford	75½	12	4	91½	14 6
Dean Marsh	90½	14	6	45½	7 7
Deniliquin	190½	22	7	233½	24 6
Derrinal	78½	12	6	121½	17 7
Derrinalium	109½	16	8	67½	10 11
Detpa	255½	25	5	236½	24 8
Devenish	137½	19	1	180½	22 0
Dhuragoon	221	24	0	264	25 8
Diapur	259½	25	6	240	24 11
Diggers Rest	20½	3	8	58½	9 6
Dimboola	224½	24	2	205½	23 4
Dingee	131½	18	8	169½	21 3
Dobie	125½	18	2	106½	16 4
Donald	182½	22	2	167½	21 2
Donnybrook	20½	3	8	63½	10 3
Dookie	130	18	7	173	21 6
Doroq	66½	10	8	24½	4 5
Drouin	57½	9	5	102½	16 1
Drysdale	57½	9	5	12½	2 6
Dumosa	200½	22	11	204½	23 4
Dunkeld	178½	22	0	144½	19 8
Dunolly	125½	18	2	110½	16 11
Ebden	195½	22	9	238½	24 8
Echuca	145	19	8	188	22 4
Echuca Wharf	146	19	10	189	22 6
Elaine	76½	12	5	34½	5 10
Elmhurst... ..	144½	19	8	129½	18 7
Elmore	128½	18	3	166½	21 2
Elphinstone	70½	11	3	108½	16 6
Emu	145½	19	10	130½	18 8
Englefield	233	24	6	198½	22 11
Epping	14	2	10	57½	9 5
Euroa	93½	14	8	136½	19 1
Everton	161	20	10	204	23 4
Fairley	184½	22	4	222½	24 1
Fernbank	153½	20	5	198½	22 11
Fish Creek	100½	15	11	145½	19 10

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Flynn	107	16	4	152	20	5
Foster	108½	16	6	153½	20	5
Garvoc	144½	19	8	99½	15	9
Gatum	223½	24	2	189½	22	6
Geelong	45	See page 191				
Gelliondale	130½	18	8	175½	21	11
Gerang Gerung	235½	24	8	216	23	9
Gheringhap	51½	8	4	9½	2	1
Gisborne	40	6	7	78	12	5
Glengarry	104½	16	2	149½	20	4
Glenloch	183	22	2	187½	22	4
Glenorchy	162½	21	1	143½	19	7
Glenrowan	136	19	0	179	22	0
Glen Thompson	167½	21	2	133	18	8
Goorambat	131½	18	8	174½	21	11
Goornong	118	17	6	156	20	6
Gordon	56½	9	2	63½	10	3
Goroke	245½	18	10	226½	17	6
Grassdale	222½	24	1	188½	22	6
Great Western	141½	19	7	122½	17	10
Gredgwin	180½	22	0	185½	22	4
Greenwald	254	25	5	219½	24	0
Gulpa	177½	21	11	220½	24	0
Gunbower	172	21	6	210	23	5
Gymbowen	238½	18	10	219½	17	6
Haddon	84½	13	3	65	10	6
Hamilton	197½	22	11	163½	21	1
Hawkesdale	189½	22	6	144½	19	8
Healesville	40	6	7	85	13	3
Heathcote	73½	11	8	116½	17	5
Henty	236½	24	8	202	23	0
Heyfield	121½	17	7	166½	21	2
Heywood	235½	24	8	201	22	11
High Camp	51½	8	4	94½	14	11
Hillside	164	21	1	209	23	5
Homewood	74½	11	9	117½	17	6
Hopetoun	254½	25	5	235½	24	8
Horsham	203½	23	4	184	22	2
Hunter	135½	19	0	173½	21	6
Huon	201	22	11	244	24	11
Impimi	259	25	6	302	27	1
Ingiewood	131	18	8	135½	19	0
Ingliston	45	7	5	75½	12	4
Inverleigh	62½	10	1	20½	3	8
Irrewarra	91½	14	6	46½	7	9
Irymple	347½	28	7	332½	27	10
Jallumba	230½	24	5	211½	23	8
Jeffries	240½	24	11	217½	24	0
Jeparit	247½	25	3	228½	24	5
Jimaringle	212	23	8	255	25	5
Joyce's Creek	95½	15	0	113½	17	1

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Jung	192	22	7	172½	21	6
Kanagulk	245½	25	1	212½	23	8
Kanawalla	203	23	0	168½	21	3
Kaniva	272½	25	11	253½	25	5
Kanumbra	101½	15	11	144½	19	8
Katamatite	147	19	10	190	22	6
Katunga	140½	19	3	183½	22	2
Kerang	179½	22	0	217½	24	0
Kerrisdale	68½	10	11	111½	17	1
Kiata	240	24	11	220½	24	0
Kilmore	42½	7	0	85½	13	5
Kilmory	120½	17	7	165½	21	1
Kingston	92½	14	7	73	11	7
Kinnabulla	224½	24	2	209½	23	5
Knowsley	83	13	2	126	18	2
Koetong	229	24	5	272	25	11
Korlella	97½	15	5	140½	19	3
Koroit	175½	21	11	130½	18	8
Korong Vale	151	20	5	155½	20	6
Korumburra	69½	11	1	114½	17	2
Koyuga	135	19	0	178	21	11
Kyabram	124	17	10	167	21	2
Kyneton	57	9	2	95	14	11
Kyup	209	23	5	174½	21	11
Lake Boga	205	23	4	243	24	11
Lake Charm	190½	22	7	228½	24	5
Lalbert	205½	23	4	210½	23	5
Lal Lal	78½	12	6	41½	6	8
Lancefield	46	7	7	84	13	3
Lang Lang	48½	8	0	93½	14	8
Langi Logan	136½	19	1	117½	17	6
Langwarrin	30½	5	3	75½	12	4
Lara	35½	5	11	9½	2	1
Larpen	100½	15	11	55½	9	1
Leitchville	177	21	11	215	23	9
Leongatha	79	12	6	124	17	10
Lethbridge	61½	9	11	19½	3	8
Lillimur	278½	26	3	259½	25	6
Lindenow	160½	20	10	205½	23	4
Linton	98½	15	8	74	11	8
Lismore	103½	16	1	61½	9	11
Litchfield	192	22	7	177	21	11
Little River	29½	5	1	15½	3	0
Loch	60	9	7	105	16	2
Lockington	147½	19	10	185½	22	4
Locksley	79½	12	9	122½	17	10
Longwood	84½	13	3	127½	18	2
Lorquon	261½	25	8	242½	24	11
Lubeck	175	21	11	155½	20	6
Lyons	248	25	3	213½	23	9
Macorna	165½	21	1	203½	23	4

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Maffra	132½	18	8	177½	21	11
Maindample	122½	17	10	165½	21	1
Maldon	89	14	0	127	18	2
Malmsbury	63½	10	3	101½	15	11
Mangalore	68	10	11	111	16	11
Mansfield	131½	18	8	174½	21	11
Marnoo	200	22	11	180½	22	0
Maroona	144½	19	8	110	16	8
Maryborough	112	17	1	97	15	4
Massey	197½	22	11	182½	22	2
Mathoura	169½	21	3	212½	23	8
Meatian	212½	23	8	217½	24	0
Meenyan	89	14	0	134	18	10
Melton	23½	4	3	61½	9	11
Meredith	71	11	3	29	5	0
Merino	231½	24	5	197	22	11
Merrigum	117½	17	6	160½	20	10
Merton	108½	16	6	151½	20	5
Middle Creek	112½	17	1	93½	14	8
Mildura	351½	28	9	336½	28	2
Mincha	159½	20	9	197½	22	11
Minhamite	196½	22	11	151½	20	5
Mininera	138½	19	1	96½	15	4
Minyip	198½	22	11	179	22	0
Miram	266½	25	10	247½	25	3
Mirboo North	110	16	8	155	20	6
Mitiamo	142½	19	7	180½	22	0
Mitre	227½	24	5	208½	23	5
Moama	146½	19	10	189½	22	6
Moira	160½	20	10	203½	23	4
Molesworth	90½	14	6	133½	18	10
Mologa	147	19	10	185	22	4
Monomeith	44	7	5	89	14	0
Moolort	100½	15	11	108½	16	6
Moorooduc	35½	5	11	80½	12	10
Mooroopna	110	16	8	153	20	5
Morandng	49½	8	0	92½	14	7
Morlac	60	9	7	15	2	11
Mornington	40½	6	8	85½	13	5
Mortat	251½	19	3	232	17	10
Mortlake	150½	20	5	105½	16	2
Morton Plains	207½	23	5	192½	22	9
Morwell	90	14	0	135	19	0
Moulamein	231½	24	5	274½	26	2
Moutajup	184½	22	4	150½	20	5
Mulwala	164	21	1	207	23	4
Munro	145½	19	10	190½	22	7
Murchison	93½	14	8	136½	19	1
Murchison East	91½	14	6	134½	19	0
Murrabit	194½	22	9	232½	24	6

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Murroon	95½	15	0	50½	8	4
Murtoa	185½	22	4	166	21	1
Myall	190½	22	7	228½	24	5
Myamyn	224½	24	2	190½	22	7
Myrtleford	177½	21	11	220½	24	0
Mysia	160½	20	10	164½	21	1
Mystic Park	196½	22	11	234½	24	6
Nagambie	78½	12	6	121½	17	7
Nathalia	147½	19	10	190½	22	7
Natimuk	218½	24	0	199½	22	11
Nerrin Nerrin	126½	18	2	84½	13	3
Netherby	267½	25	10	248½	25	3
Newlyn	90½	14	6	76½	12	5
Newstead	92½	14	7	116½	17	5
Newtown	92½	14	7	68	10	11
Nhill	248½	25	3	229	24	5
Niemur	216½	23	9	259½	25	6
Noradjuha	223½	24	2	204½	23	4
Nowa Nowa	208½	23	5	253½	25	5
Nullawil	207	23	4	211½	23	8
Numurkah	133½	18	10	176½	21	11
Nyora	56½	9	2	101½	15	11
Oaklands	199½	22	11	242½	24	11
Orbost	231½	24	5	276½	26	2
Ovens	180½	22	0	223½	24	2
Pakenham	36½	6	3	81½	13	0
Parwan	29½	5	1	67½	10	11
Penshurst	208½	23	5	163½	21	1
Perekerten	247½	25	3	290½	26	11
Picola	154½	20	6	197½	22	11
Pimpinio	213½	23	9	194½	22	9
Pine Lodge	121	17	7	164	21	1
Pittong	104½	16	2	79½	12	9
Pomborneit	113½	17	1	68½	10	11
Port Fairy	186½	22	4	141½	19	7
Prairie	136½	19	1	174½	21	11
Pura Pura	121½	17	7	79½	12	9
Purdeet	201½	23	0	156½	20	6
Pyalong	56½	9	2	99½	15	9
Pyramid	155	20	6	193	22	9
Quambatook	191	22	7	195½	22	9
Rainbow	266½	25	10	247	25	1
Ravenswood	90½	14	6	128½	18	3
Raywood	120	17	6	158	20	6
Redesdale	76½	12	5	114½	17	2
Rennie	181	22	0	224	24	2
Riddell	35½	5	11	73½	11	8
Rochester	138½	19	1	176½	21	11
Rockbank	18½	3	4	56½	9	2
Romsey	40½	6	8	78½	12	6

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Rosebery	246	25	1	226½	24	2
Rosedale	112½	17	1	157½	20	6
Roslynmead	157½	20	6	195½	22	9
Rowsley	34½	5	10	72½	11	7
Rupanyup	184½	22	4	165½	21	1
Rushworth	104½	16	2	147½	19	10
Rutherglen	169½	21	3	212½	23	8
Sale	128½	18	3	173½	21	6
Sandford	242½	24	11	208½	23	5
Sanger	188½	22	6	231½	24	5
Sea Lake	238	24	8	242½	24	11
Serviceton	287	26	8	267½	25	10
Seymour	61½	9	11	104½	16	2
Sheephills	206½	23	4	187½	22	4
Shelbourne	99½	15	9	137½	19	1
Shelley	235½	24	8	278½	26	3
Shepparton	113	17	1	156	20	6
Skipton	111½	17	1	86½	13	9
Sloane	169	21	3	212	23	8
Springhurst	160	20	9	203	23	0
St. Arnaud	158½	20	9	143½	19	7
Stavely	162	20	10	127½	18	2
Stawell	150	20	4	130½	18	8
St. James	141½	19	7	184½	22	4
Stony Creek	91	14	6	136	19	0
Stony Point	46½	7	9	91½	14	6
Stratford	138½	19	1	183½	22	2
Strathallan	146½	19	10	184½	22	4
Strathkellar	192	22	7	157½	20	6
Strathmerton	146	19	10	189	22	6
Sunbury	23½	4	3	61½	9	11
Sutherland	165½	21	1	150½	20	5
Swan Hill	214½	23	9	252½	25	5
Tabilk	74	11	8	117	17	5
Tabor	210	23	5	170	21	3
Talbot	107½	16	4	88½	14	0
Tallangatta	212½	23	8	255½	25	5
Tallarook	56	9	1	99	15	8
Tallygaroopna	123½	17	10	166½	21	2
Tandarra... ..	127	18	2	165	21	1
Tantonan	179	22	0	222	24	1
Tarnagulla	136½	19	1	121½	17	7
Tarranyurk	242	24	11	222½	24	1
Tarrawingee	157½	20	6	200½	22	11
Tatura	110	16	8	153	20	5
Tatyoan	144½	19	8	102½	16	1
Telford	154½	20	6	197½	22	11
Terang	137½	19	1	92½	14	7
Thorpdale	92½	14	7	137½	19	1
Thyra	168½	21	3	211½	23	8
Tinamba	127½	18	2	172½	21	6

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Tocumwal	156½	20	6	199½	22	11
Tongala	130½	18	8	173½	21	6
Tooborac	62½	10	1	105½	16	2
Toolamba	103½	16	1	146½	19	10
Toolondo	234½	24	6	215½	23	9
Toongabbie	109½	16	8	154½	20	6
Toora	114½	17	2	159½	20	9
Tourello	93	14	7	73½	11	8
Tragowel	170½	21	6	208½	23	5
Traralgon	98½	15	8	143½	19	7
Trawalla	97½	15	5	78½	12	6
Trawool	63	10	1	106	16	2
Tungamah	149½	20	4	192½	22	9
Ultima	221½	24	1	225½	24	2
Urangara	218	24	0	183½	22	2
Vasey	228	24	5	193½	22	9
Violet Town	105½	16	2	148½	20	1
Waala	140½	19	3	183½	22	2
Wahgunyah	174	21	6	217	23	9
Wahring	84½	13	3	127½	18	2
Wall	219½	24	0	200	22	11
Waltchie	233½	24	6	238	24	8
Wakool	197½	22	11	240½	24	11
Wallan	29½	5	1	72½	11	7
Wal Wal	169	21	3	149½	20	4
Wanalta	112½	17	1	155½	20	6
Wandong	34½	5	10	77½	12	5
Wangamong	194½	22	9	237½	24	8
Wangaratta	145½	19	10	188½	22	6
Wannon	210½	23	5	176½	21	11
Waranga	99½	15	9	142½	19	7
Warncoort	87	13	9	42	6	8
Warne	213	23	8	217½	24	0
Warracknabeal	216½	23	9	197½	22	11
Warragoon	175½	21	11	218½	24	0
Warragul	62½	10	1	107½	16	4
Warrenhelp	69½	11	1	50½	8	4
Warrnambool	166	21	1	121	17	7
Warrong	179	22	0	134	18	10
Watchem	202½	23	0	187½	22	4
Watchupga	234½	24	6	219½	24	0
Waubra	95½	15	0	76	12	4
Wedderburn	151	20	5	155½	20	6
Wedderburn Junction	146	19	10	150½	20	5
Weerite	117½	17	6	72½	11	7
Werribee	19½	3	8	25½	4	5
Westmere	132½	18	8	90½	14	6

WOOL RATES—continued.

Station.	Miles.	To Melbourne, Kensington, South Kensington, Newmarket, West Footscray and Macaulay.		Miles.	To Geelong.	
		Rate per Bale.			Rate per Bale.	
		s.	d.		s.	d.
Whittlesea	26½	4	6	70½	11	3
Willaura	154½	20	6	120½	17	7
Winchelsea	70½	11	3	25½	4	5
Wingee	73½	11	8	31½	5	5
Winnap	258	25	6	223½	24	2
Wodonga	187	22	4	230	24	5
Womboota	163½	21	1	206½	23	4
Wonthaggi	87½	13	10	132½	18	8
Woodend	48½	8	0	86½	13	9
Woodfield	114½	17	2	157½	20	6
Woomelang	241½	24	11	226½	24	2
Wunghnu	129½	18	7	172½	21	6
Wycheproof	190½	22	7	194½	22	9
Wychitella	159½	20	9	164½	21	1
Yaapeet	276½	26	2	257½	25	6
Yabba North	138½	19	1	181½	22	0
Yackandandah	184	22	2	227	24	2
Yallakool	191	22	7	234	24	6
Yanac	279½	26	3	260½	25	8
Yangalake	266½	25	10	309½	27	5
Yan Yean	23	4	1	66½	10	8
Yarck	97	15	4	140	19	3
Yarra Glen	31½	5	5	76½	12	5
Yarrawonga	161½	20	10	204½	23	4
Yatchaw	204½	23	4	170½	21	6
Yea	79½	12	9	122½	17	10
Yendon	75	11	9	45½	7	7
Yinnar	97½	15	5	142½	19	7

Rates and Conditions (Supplementary to the General Conditions) for the Carriage of Live Stock.

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 authorised to receive the same.

Power is reserved to the Commissioners to regulate the number per truck or container of horses, cattle or other animals or birds insured at the risk of the Commissioners, 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.

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.	£ 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 prescribed special requisition form.

4. Except where otherwise provided, live stock shall be loaded and unloaded by the consignors and consignees respectively, by whom also the trucks shall be hand shunted to and from the loading race, and the truck doors and fastenings secured.

5. The number of animals must be so limited that the gross weight in any one truck shall not exceed its weight-carrying capacity.

6. 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 connection 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.

LIVE STOCK—continued.

7. 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.

8. 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.

9. 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.

Yokes, harness and other goods shall be separately consigned and charged for if loaded in same truck as live stock ; the total charge shall not exceed the rate for a full truck of Live Stock.

10. 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 the rate for a full truck load has not been paid.

11. Requisitions for trucks for the carriage of live stock by rail shall be made on the prescribed form, 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 employee of the Commissioners at any station or siding shall not be taken to imply that the required trucks will be supplied.

12. Requisitions for the carriage of live stock must be lodged with the Commissioners not less than three 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 6s. 7d. for each live stock truck, and 3s. 10d. 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 recognized agents or consignors of stock, 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.

13. 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 loading station altered, except on payment of the penalty charges shown hereafter.

(a) Orders for trucks to load to Newmarket sales :—

(1) 6s. 7d. if truck be supplied before notice of cancellation or alteration be received, provided that if a truck be not used on account of rain, or industrial dispute, the penalty charge shall be 15s. 10d. per truck ;

(2) 15s. 10d. if notice of cancellation or alteration be received before truck is supplied.

(b) All orders (except as per (a)) :—

(1) No charge if notice of cancellation be received before truck is supplied or if truck be supplied and is not loaded but is held for a later order at the same station or in respect of stand-by trucks which are supplied to meet anticipated orders ex country sales.

(2) 3s. 10d. if an ordered truck is supplied empty but is not loaded and the truck is moved empty in any direction to another station.

In respect of requisitions for 14 trucks and upwards, one truck in every 13 shall be exempt from the foregoing provisions.

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

14. If a special train be provided at the request of the owner for live stock which otherwise would be carried by ordinary train, a charge at the rate of 9s. 2d. per train hour shall be imposed in addition to the freight charge, provided the train mileage for the return trip does not exceed 50 miles ; the time to be computed from when the train is scheduled to leave and scheduled to return to the originating station. Any special train for live stock is subject to arrangements being made with the Live Stock Agent.

15. When an alteration is made in the destination while live stock trucks are in transit, a charge of 7s. 9d. per truck shall be made for each alteration.

16. Live stock must be yarded in sufficient time to be loaded for and despatched by the trains specified by the proper employee 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

LIVE STOCK—continued.

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.

17. 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.

18. 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.

19. Consignors will not, owing to the danger of fire arising through sparks from the engine, be permitted to place straw in sheep trucks.

20. Horse boxes are subject to the same regulations in respect of deposits and penalties as are prescribed in Conditions Nos. 12 and 13 for live stock trucks.

21. **Tarpaulins.**—Tarpaulins used at the request of the owner of the stock, to cover live stock trucks (including trucks conveying stock free or at reduced rates) shall be charged for at the rate of 10s. 7d. for each tarpaulin.

If covering of the trucks is performed by the Commissioners an additional charge of 2s. 1d. for each tarpaulin shall be imposed.

22. **Refund Fee on Live Stock Rebates.**—From any gross rebate which may be granted in respect of—

- (a) Store stock on Up or Down journey or combined Up and Down journey ; or
- (b) Stock from Agricultural Shows or returning from stud, horses returning from race meetings or staving stock, for which the necessary certificates were not presented at the time of consigning,

the Commissioners will deduct the sum of 2s. 6d. per truck and the surplus remaining over after such deduction has been made shall be the net rebate payable to the owner or to his order.

23. **Loading and Unloading Live Stock at more than one Station.**—(a) Any truck of live stock listed to set down animals *en route* shall be charged the rate applicable to the number of animals originally loaded from the starting station to the final destination station, with an additional charge of 12s. 9d. for each occasion on which the truck is detached from the train for the purpose of setting down animals *en route*.

(b) Any truck of live stock listed to pick up animals *en route* shall be charged at the rate for a full truck from the starting station to the final destination station, with an additional charge of 12s. 9d. for each pick-up listed, but the charges shall be adjusted at the final destination station in accordance with the number of animals actually carried plus a charge of 12s. 9d. for each occasion on which the truck was detached from the train for the purpose of picking up animals.

(c) See Addenda page 22.

24. **Stock Spelled *en route*.**—Live stock which can be given through transit but is spelled *en route* at the request of owner shall be charged on basis of through mileage rate plus an extra charge of 12s. 9d. per truck, provided break of journey does not exceed four days at spelling station ; if break of journey exceeds four days, the rates for two separate journeys shall be charged.

No extra charge shall be imposed in respect of consignments booked by the Department for spelling during interval between trains.

If any portion of consignment be offered for sale or sold at the spelling station, the mileage rates for two separate journeys shall be charged.

25. Live stock despatched from one district to another which is placed at Newmarket at the request of the owner for any purpose other than spelling shall be charged the freight as for two separate journeys, i.e. :—

(a) from the forwarding station to Newmarket, and

(b) from Newmarket to destination station ;

provided that stock which is not sold or offered for sale and which would be entitled to store rate as a through consignment, shall be charged store rate as for two separate journeys as per (a) and (b).

26. **Feeding Charges.**—Wherever it is necessary that live stock be fed *en route*, or at the destination on account of delay by the consignee in taking delivery, the cost of feeding if defrayed by the Department shall be debited to the consignee.

27. **Live Stock Agent** shall mean the Live Stock Agent of the Commissioners, or such officer as may be acting in that capacity.

LIVE STOCK—continued.
THE RATES FOR THE CARRIAGE OF LIVE STOCK PER 4-WHEELED TRUCK SHALL, UNLESS OTHERWISE PROVIDED, BE COMPUTED ON THE FOLLOWING BASIS (See Notes on page 209).

Number of Head	Sheep, Calves, and Mixed Lots of Sheep and Calves (See Notes 1, 2, 3)		Mixed Lots of Sheep, Calves and Pigs; Pigs and Sheep (See Notes 1, 2, 3)		Pigs. (See Note 1)	
	1/249 Miles	250 Miles and over	1/249 Miles	250 Miles and over	1/249 Miles	250 Miles and over
1	10d. per mile, minimum 30s. 8d.; half full rate to be maximum charge	...	...	...	8 ³ / ₄ d. per mile, minimum 27s. 7d.; half full rate, less 10 per cent., to be maximum charge	8 ³ / ₄ d. per mile; half full rate, less 10 per cent., to be maximum charge
2-15	Half full rate	Half full rate	Half full rate	Half full rate	Half full rate, less 10 per cent	Half full rate, less 10 per cent
16-25	Two-thirds full rate; unless half full rate, plus ³ / ₄ d. per mile for each animal over 15 is cheaper; one tier rate to be maximum charge	Two-thirds full rate; unless half full rate, plus ³ / ₄ d. per mile for each animal over 15 is cheaper	Two-thirds full rate; unless half full rate, plus ³ / ₄ d. per mile for each animal over 15 is cheaper	Two-thirds full rate; unless half full rate, plus ³ / ₄ d. per mile for each animal over 15 is cheaper	Two-thirds full rate, less 10 per cent.; unless half full rate, less 10 per cent., plus ³ / ₄ d. per mile for each animal over 15 is cheaper	Two-thirds full rate, less 10 per cent.; unless half full rate, less 10 per cent., plus ³ / ₄ d. per mile for each animal over 15 is cheaper
26 and over	One tier rate; unless two-thirds full rate, plus ³ / ₄ d. per mile for each animal over 25 is cheaper	Full rate, less 10 per cent.; unless two thirds full rate, plus ³ / ₄ d. per mile for each animal over 25 is cheaper; one tier rate to be maximum charge	One tier rate; unless two-thirds full rate, plus ³ / ₄ d. per mile for each animal over 25 is cheaper	One tier rate; unless two-thirds full rate, plus ³ / ₄ d. per mile for each animal over 25 is cheaper	Full rate, less 10 per cent.; unless two-thirds full rate, less 10 per cent., plus ³ / ₄ d. per mile for each animal over 25 is cheaper	One tier rate; unless two-thirds full rate, less 10 per cent., plus ³ / ₄ d. per mile for each animal over 25 is cheaper
Any number loaded in two tiers of sheep truck	Full rate	Full rate, plus 20 per cent.; full rate for 250 miles to be maximum charge	Full rate	Full rate	Full rate, plus 20 per cent.; full rate for 250 miles to be maximum charge	Full rate

LIVE STOCK—continued.

Number of Head	CATTLE (Including Bulls)	HORSES (Including Stallions) (See Note 4)	MIXED CONSIGNMENTS, as follows:—
1	10d. per mile, minimum 30s. 8d.; half full rate not over three months old at foot of cow, free	Half full rate, one foal not over six months old at mare's foot, free	not otherwise specified, shall be charged as follows:— 1 *calf, sheep or pig ... with 1 cattle ... Half full rate " " " " ... 2 " " ... Two-thirds full rate " " " " ... 3 " " ... Full rate " " " " ... 1 horse ... Two-thirds full rate " " " " ... 2 horses ... Full rate 2 to 15 *calves, sheep or pigs ... 1 cattle or 1 horse ... Two-thirds full rate 16 or more *calves, sheep or pigs ... 2 cattle or 2 horses ... Full rate " " " " ... 1 cattle or 1 horse ... Full rate, unless two-thirds full rate, plus 1/2d. per mile for each calf, sheep or pig over 15 is cheaper " " " " ... 1 horse ... Two-thirds full rate " " " " ... 1 horse ... Full rate " " " " ... 2 horses ... Full rate
2	Half full rate; one calf not over three months old at foot of each cow, free	Two-thirds full rate; one foal not over six months old at each mare's foot, free	
3	Two-thirds full rate; one calf not over three months old at foot of each cow, free	Full rate	
4	Full rate		

Live Stock conveyed on Narrow-gauge Lines.—The charges for live stock conveyed on narrow-gauge lines and between narrow and broad gauge lines shall be computed as shown hereunder:—

Class of Live Stock	Loaded in—	To be charged as if loaded in Broad-gauge Four-wheeled Truck as under:
Cattle or horses	1 narrow-gauge truck	One cattle truck
Sheep	1 " " "	One tier of sheep truck
" " "	2 " " "	Two tiers of sheep truck
Pigs, *calves, mixed consignments of sheep, pigs and *calves	1 " " "	One tier of sheep truck
" " "	2 " " "	Two tiers of sheep truck

* Calves not exceeding 36 inches in height at shoulder: if exceeding this height calves shall be charged the same rates as cattle.

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NOTES.—

1. The charges specified for sheep and pigs up to and inclusive of group "26 head and over," are applicable only if loaded in a cattle truck or goods truck or in one tier of a sheep truck; in the latter case the consignment note and waybill must be plainly endorsed "one tier used." If such consignment be spread over both tiers of a sheep truck the rate for a two-tier lot shall be charged.

2. The charges specified for calves and for calves loaded with sheep or pigs up to and inclusive of group "26 and over," are applicable only if the consignments be loaded in one tier of a sheep truck; if such consignments be spread over both tiers of a sheep truck the rate for a two-tier lot shall be charged. Calves exceeding the following heights at the shoulder shall not be loaded in sheep trucks:—Top tier 36 inches, lower tier 33 inches.

3. Calves of any height loaded in a cattle truck or goods truck shall be charged the same rates as cattle.

4. Shetland ponies not over 40 inches high at the shoulder and so shown on consignment note shall be charged the same rates as cattle.

5. The Commissioners may at their option supply goods or cattle trucks for the carriage of sheep, calves not exceeding 36 inches in height at shoulder, or pigs. One such truck shall be charged as if the consignment was loaded in one tier of a sheep truck, and two such trucks as if loaded in two tiers of a sheep truck.

6. Goats shall be charged the same rate and conditions as sheep.

7. Camels, Elephants or Donkeys shall be charged the same rates and conditions as horses.

8. **Divided Consignments.**—Consignments of live stock forwarded by one or more consignors to one or more consignees shall be charged as one consignment, provided that (a) in the case of a "paid" consignment, the combined lot be consigned by one consignor who shall unless otherwise authorized pay the whole of the freight charges; or (b) in the case of a "to pay" consignment, the combined lot be consigned to one consignee who shall unless otherwise authorized pay the whole of the freight charges.

9. **Bogie Live Stock Trucks.**—Each "MM" bogie cattle truck or "LL" bogie sheep truck shall be counted as two trucks, provided that if a bogie truck be supplied for Departmental convenience to fulfil an order for one four-wheeled truck the rate for the latter type of truck shall be charged and the waybill so endorsed.

10. **Bogie Live Stock Trucks from South Australia.**—(a) A minimum charge of full rate for the Victorian proportion as for one four-wheeled truck shall be charged for any consignment of one, two or three head of cattle, or one or two head of horses forwarded from South Australian stations to Victorian stations in a South Australian bogie cattle truck.

(b) Any consignment of sheep or pigs which can be accommodated in a four-wheeled truck must not be accepted for despatch in a South Australian bogie sheep truck on a journey from South Australian stations to Victorian stations. A four-wheeled South Australian or Victorian sheep truck must be used for such consignments and the Victorian proportion of the charges shall be computed at the prescribed rates.

**MILEAGE RATES PER 4-WHEELED TRUCK FOR THE CARRIAGE OF
LIVE STOCK BY GOODS OR MIXED TRAINS.**

The mileage to be charged for Live Stock forwarded from or to cattle sidings situated outside station limits shall, unless otherwise shown in the siding instructions, be that prescribed for general goods traffic at the station concerned.

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

Live Stock Mileage Rates Per 4-Wheeled Truck—continued.

Miles	Full Rate	Store Rate	One Tier Rate	Miles	Full Rate	Store Rate	One Tier Rate
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
101	12 17 7	9 14 6	8 13 4	151	14 19 2	11 5 5	10 16 0
102	12 18 7	9 15 0	8 14 4	152	15 1 7	11 7 2	10 17 0
103	12 18 7	9 15 0	8 14 4	153	15 3 8	11 8 11	10 18 4
104	13 0 10	9 16 8	8 15 5	154	15 4 10	11 9 7	10 18 4
105	13 0 10	9 16 8	8 15 5	155	15 6 8	11 11 5	10 19 1
106	13 1 11	9 18 0	8 17 6	156	15 10 1	11 13 10	11 0 5
107	13 1 11	9 18 0	8 17 6	157	15 11 5	11 14 5	11 1 4
108	13 4 4	9 19 2	8 18 10	158	15 13 6	11 16 6	11 4 8
109	13 4 4	9 19 2	8 18 10	159	15 14 8	11 17 2	11 4 8
110	13 5 2	9 19 11	9 1 11	160	15 16 10	11 18 8	11 5 10
111	13 5 2	9 19 11	9 1 11	161	15 17 10	11 19 4	11 6 11
112	13 6 5	10 1 0	9 3 1	162	16 0 0	12 1 2	11 7 11
113	13 6 5	10 1 0	9 3 1	163	16 1 4	12 2 1	11 7 11
114	13 11 7	10 5 0	9 5 2	164	16 3 5	12 3 8	11 10 4
115	13 11 7	10 5 0	9 5 2	165	16 4 6	12 4 7	11 11 5
116	13 12 11	10 5 11	9 6 4	166	16 6 7	12 6 1	11 12 4
117	13 12 11	10 5 11	9 6 4	167	16 12 2	12 10 6	11 15 7
118	13 12 11	10 5 11	9 6 4	168	16 13 1	12 11 2	11 15 7
119	13 14 1	10 6 6	9 7 8	169	16 14 4	12 11 11	12 0 2
120	13 14 1	10 6 6	9 7 8	170	16 16 7	12 13 6	12 1 2
121	13 15 5	10 7 7	9 9 8	171	16 17 6	12 14 2	12 2 2
122	13 15 5	10 7 7	9 9 8	172	17 0 11	12 16 11	12 4 7
123	13 18 4	10 9 11	9 10 8	173	17 2 0	12 17 7	12 4 7
124	13 18 4	10 9 11	9 10 8	174	17 3 1	12 18 5	12 6 8
125	13 19 7	10 11 0	9 14 2	175	17 4 0	12 19 1	12 7 10
126	13 19 7	10 11 0	9 14 2	176	17 7 6	13 1 10	12 8 11
127	14 0 7	10 11 6	9 15 0	177	17 8 7	13 2 7	12 9 11
128	14 0 7	10 11 6	9 15 0	178	17 10 8	13 4 4	12 9 11
129	14 1 10	10 12 5	9 16 5	179	17 12 10	13 5 11	12 11 2
130	14 1 10	10 12 5	9 16 5	180	17 15 2	13 7 6	12 13 5
131	14 3 11	10 14 1	9 17 5	181	17 17 4	13 9 2	12 15 6
132	14 3 11	10 14 1	9 17 5	182	17 18 6	13 9 11	12 16 6
133	14 5 0	10 14 11	9 18 5	183	17 19 2	13 10 11	12 16 6
134	14 5 0	10 14 11	9 18 5	184	18 3 0	13 13 1	12 18 7
135	14 7 4	10 16 7	10 0 10	185	18 3 11	13 14 1	12 19 10
136	14 7 4	10 16 7	10 0 10	186	18 6 0	13 15 10	13 1 11
137	14 7 4	10 16 7	10 1 7	187	18 9 6	13 18 0	13 1 11
138	14 9 5	10 18 4	10 1 7	188	18 11 7	13 19 8	13 3 1
139	14 9 5	10 18 4	10 1 7	189	18 12 8	14 0 7	13 4 4
140	14 10 7	10 19 0	10 5 0	190	18 13 10	14 1 5	13 8 6
141	14 10 7	10 19 0	10 5 0	191	18 17 0	14 3 11	13 10 11
142	14 11 6	10 19 8	10 6 1	192	18 18 4	14 4 7	13 10 11
143	14 11 6	10 19 8	10 6 1	193	18 19 4	14 5 6	13 11 7
144	14 13 8	11 1 4	10 9 5	194	19 2 10	14 8 0	13 12 11
145	14 13 8	11 1 4	10 9 5	195	19 6 0	14 10 7	13 16 1
146	14 15 0	11 2 4	10 10 7	196	19 6 10	14 11 2	13 17 6
147	14 15 0	11 2 4	10 10 7	197	19 7 11	14 12 0	13 17 6
148	14 17 1	11 4 1	10 13 11	198	19 9 4	14 12 11	13 18 4
149	14 17 1	11 4 1	10 13 11	199	19 10 0	14 13 8	13 19 7
150	14 19 2	11 5 5	10 16 0	200	19 13 6	14 15 4	14 0 7

Live Stock Mileage Rates Per 4-Wheeled Truck—continued.

Miles	Full Rate	Store Rate	One Tier Rate	Miles	Full Rate	Store Rate	One Tier Rate
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
201	19 15 2	14 16 6	14 1 10	251	23 17 5	17 18 1	16 18 10
202	19 17 0	14 17 10	14 1 10	252	23 18 10	17 19 1	16 19 11
203	19 18 4	14 18 10	14 2 10	253	24 0 4	18 0 2	17 0 11
204	20 0 0	15 0 0	14 3 11	254	24 1 8	18 1 6	17 2 0
205	20 1 11	15 1 7	14 5 2	255	24 3 4	18 2 4	17 2 11
206	20 3 7	15 2 8	14 6 4	256	24 4 8	18 3 7	17 4 0
207	20 4 11	15 3 8	14 7 5	257	24 6 1	18 4 8	17 5 2
208	20 6 8	15 5 1	14 8 6	258	24 7 7	18 5 10	17 6 1
209	20 8 5	15 6 6	14 9 10	259	24 9 0	18 6 10	17 7 1
210	20 10 1	15 7 7	14 11 2	260	24 10 7	18 8 1	17 8 4
211	20 11 7	15 8 10	14 12 4	261	24 11 10	18 9 0	17 9 2
212	20 13 4	15 10 0	14 13 7	262	24 13 5	18 10 2	17 10 5
213	20 15 1	15 11 5	14 14 8	263	24 14 10	18 11 1	17 11 4
214	20 16 10	15 12 4	14 15 10	264	24 16 4	18 12 5	17 12 5
215	20 18 4	15 13 7	14 16 11	265	24 17 10	18 13 2	17 13 6
216	21 0 0	15 15 0	14 18 2	266	24 19 5	18 14 6	17 14 2
217	21 1 8	15 16 1	14 19 2	267	25 0 7	18 15 6	17 15 7
218	21 3 5	15 17 8	15 0 5	268	25 2 0	18 16 8	17 16 8
219	21 4 11	15 18 6	15 1 7	269	25 3 7	18 17 8	17 17 5
220	21 6 7	15 19 11	15 2 8	270	25 5 0	18 18 10	17 18 6
221	21 8 4	16 1 4	15 3 10	271	25 6 6	19 0 0	17 19 10
222	21 9 11	16 2 5	15 5 1	272	25 8 1	19 1 2	18 0 7
223	21 11 4	16 3 5	15 6 6	273	25 9 7	19 2 1	18 1 10
224	21 13 0	16 4 11	15 7 7	274	25 11 0	19 3 4	18 2 6
225	21 14 8	16 6 2	15 8 10	275	25 12 6	19 4 5	18 3 11
226	21 16 5	16 7 6	15 10 0	276	25 13 11	19 5 5	18 4 10
227	21 17 11	16 8 5	15 11 1	277	25 15 2	19 6 5	18 5 10
228	21 19 8	16 9 8	15 12 2	278	25 16 8	19 7 10	18 6 10
229	22 1 5	16 11 0	15 13 6	279	25 18 4	19 8 6	18 8 1
230	22 3 1	16 12 2	15 14 8	280	25 19 10	19 9 10	18 9 0
231	22 4 6	16 13 6	15 15 7	281	26 1 1	19 11 0	18 9 11
232	22 6 2	16 14 7	15 16 10	282	26 2 7	19 12 4	18 10 11
233	22 7 11	16 15 11	15 18 2	283	26 4 0	19 13 0	18 12 1
234	22 9 6	16 17 4	15 19 4	284	26 5 7	19 14 5	18 13 1
235	22 11 1	16 18 2	16 0 2	285	26 7 0	19 15 2	18 14 5
236	22 12 10	16 19 5	16 1 7	286	26 8 6	19 16 4	18 15 4
237	22 14 5	17 0 11	16 2 10	287	26 9 11	19 17 6	18 16 2
238	22 16 1	17 2 2	16 4 0	288	26 11 4	19 18 8	18 17 7
239	22 17 6	17 3 1	16 4 11	289	26 12 10	19 19 8	18 18 5
240	22 19 2	17 4 6	16 6 2	290	26 14 2	20 0 10	18 19 5
241	23 0 11	17 5 10	16 7 6	291	26 15 10	20 1 11	19 0 5
242	23 2 7	17 7 1	16 8 5	292	26 17 2	20 3 1	19 1 7
243	23 4 1	17 8 4	16 9 7	293	26 18 8	20 4 0	19 2 10
244	23 5 11	17 9 5	16 10 10	294	27 0 4	20 5 4	19 3 6
245	23 7 7	17 10 8	16 11 11	295	27 1 10	20 6 4	19 4 7
246	23 9 1	17 12 1	16 13 1	296	27 3 2	20 7 6	19 6 0
247	23 10 10	17 13 2	16 14 2	297	27 4 6	20 8 5	19 6 8
248	23 12 6	17 14 2	16 15 5	298	27 6 0	20 9 7	19 7 10
249	23 14 2	17 15 7	16 16 7	299	27 7 4	20 10 7	19 8 6
250	23 15 11	17 17 1	16 17 8	300	27 8 10	20 11 8	19 9 10

Live Stock Mileage Rates Per 4-Wheeled Truck—continued.

Miles	Full Rate	Store Rate	One Tier Rate	Miles	Full Rate	Store Rate	One Tier Rate
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
301	27 10 2	20 12 7	19 10 8	351	30 14 2	23 0 8	21 16 2
302	27 11 7	20 13 10	19 11 8	352	30 15 0	23 1 5	21 16 10
303	27 12 11	20 14 8	19 12 8	353	30 16 5	23 2 4	21 17 7
304	27 14 0	20 15 6	19 13 6	354	30 17 4	23 3 0	21 18 6
305	27 15 5	20 16 7	19 14 5	355	30 18 6	23 4 0	21 18 11
306	27 16 10	20 17 7	19 15 2	356	30 19 7	23 4 8	21 19 11
307	27 17 11	20 18 6	19 16 2	357	31 0 7	23 5 7	22 0 11
308	27 19 0	20 19 4	19 17 4	358	31 1 8	23 6 4	22 1 7
309	28 0 5	21 0 4	19 17 11	359	31 3 1	23 7 6	22 2 1
310	28 1 10	21 1 6	19 19 0	360	31 3 10	23 8 0	22 3 1
311	28 3 1	21 2 2	19 19 10	361	31 5 1	23 9 0	22 3 10
312	28 4 2	21 3 5	20 0 8	362	31 6 2	23 9 5	22 4 6
313	28 5 6	21 4 1	20 1 6	363	31 7 2	23 10 8	22 5 4
314	28 6 11	21 5 2	20 2 6	364	31 8 4	23 11 1	22 6 2
315	28 8 1	21 6 4	20 3 7	365	31 9 7	23 12 5	22 6 11
316	28 9 5	21 7 0	20 4 4	366	31 10 4	23 12 10	22 7 8
317	28 10 7	21 8 0	20 5 4	367	31 11 8	23 14 0	22 8 7
318	28 11 11	21 9 1	20 6 4	368	31 12 10	23 14 6	22 9 5
319	28 13 2	21 10 1	20 7 1	369	31 13 10	23 15 5	22 10 0
320	28 14 5	21 10 10	20 8 0	370	31 14 11	23 16 0	22 10 10
321	28 15 10	21 11 10	20 8 11	371	31 16 2	23 17 1	22 11 7
322	28 17 5	21 13 0	20 9 10	372	31 17 0	23 17 8	22 12 4
323	28 18 4	21 13 8	20 10 11	373	31 18 5	23 18 10	22 13 2
324	28 19 6	21 14 8	20 11 7	374	31 19 2	23 19 5	22 14 0
325	29 0 11	21 15 6	20 12 7	375	32 0 6	24 0 6	22 14 7
326	29 2 5	21 16 10	20 13 7	376	32 1 6	24 1 0	22 15 7
327	29 3 5	21 17 7	20 14 5	377	32 2 7	24 2 0	22 16 4
328	29 4 7	21 18 7	20 15 2	378	32 3 7	24 2 7	22 16 10
329	29 6 0	21 19 8	20 15 11	379	32 4 10	24 3 8	22 17 10
330	29 7 7	22 0 5	20 17 2	380	32 5 10	24 4 5	22 18 6
331	29 8 8	22 1 7	20 17 10	381	32 7 1	24 5 5	22 19 2
332	29 9 8	22 2 6	20 18 11	382	32 8 1	24 6 1	23 0 0
333	29 11 1	22 3 2	20 19 5	383	32 9 4	24 7 1	23 0 8
334	29 12 7	22 4 6	21 0 7	384	32 10 4	24 7 10	23 1 5
335	29 13 11	22 5 4	21 1 8	385	32 11 5	24 8 6	23 2 5
336	29 14 8	22 6 2	21 2 5	386	32 12 5	24 9 4	23 3 1
337	29 16 1	22 7 0	21 3 5	387	32 13 10	24 10 1	23 4 0
338	29 17 8	22 8 4	21 4 1	388	32 14 6	24 11 0	23 4 8
339	29 18 11	22 9 1	21 5 2	389	32 15 10	24 11 10	23 5 7
340	30 0 2	22 10 0	21 5 11	390	32 17 0	24 12 8	23 6 1
341	30 1 2	22 11 1	21 6 11	391	32 17 11	24 13 7	23 7 2
342	30 2 8	22 12 1	21 8 0	392	32 19 0	24 14 6	23 7 8
343	30 4 0	22 12 11	21 8 8	393	33 0 5	24 15 2	23 8 7
344	30 5 2	22 14 0	21 9 8	394	33 1 1	24 15 8	23 9 4
345	30 6 6	22 14 11	21 10 6	395	33 2 4	24 16 11	23 10 4
346	30 7 11	22 15 10	21 11 7	396	33 3 6	24 17 5	23 11 0
347	30 9 1	22 16 10	21 12 6	397	33 4 7	24 18 6	23 11 10
348	30 10 4	22 17 10	21 13 4	398	33 5 7	24 19 5	23 12 6
349	30 11 6	22 18 6	21 14 1	399	33 6 10	25 0 2	23 13 7
350	30 13 1	22 19 10	21 15 4	400	33 7 8	25 1 1	23 14 0

Live Stock Mileage Rates Per 4-Wheeled Truck—continued.

Miles	Full Rate	Store Rate	One Tier Rate	Miles	Full Rate	Store Rate	One Tier Rate
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
401	33 8 10	25 1 7	23 14 6	451	35 14 4	26 15 10	25 7 1
402	33 9 10	25 2 4	23 15 5	452	35 15 5	26 16 4	25 7 11
403	33 10 6	25 3 0	23 15 11	453	35 16 2	26 17 2	25 8 4
404	33 11 5	25 3 7	23 16 8	454	35 17 2	26 17 11	25 9 4
405	33 12 5	25 4 7	23 17 5	455	35 17 11	26 18 7	25 9 8
406	33 13 5	25 5 0	23 17 10	456	35 18 11	26 19 1	25 10 4
407	33 14 1	25 5 5	23 18 8	457	35 19 8	27 0 1	25 11 4
408	33 15 1	25 6 5	23 19 2	458	36 0 11	27 0 6	25 11 8
409	33 15 11	25 6 11	24 0 1	459	36 1 7	27 1 0	25 12 6
410	33 17 0	25 7 11	24 0 6	460	36 2 6	27 1 11	25 13 1
411	33 17 7	25 8 2	24 1 0	461	36 3 6	27 2 6	25 13 11
412	33 18 8	25 9 2	24 1 8	462	36 4 5	27 3 6	25 14 5
413	33 19 8	25 9 8	24 2 5	463	36 5 2	27 3 11	25 14 11
414	34 0 8	25 10 4	24 3 4	464	36 6 2	27 4 11	25 15 7
415	34 1 6	25 11 4	24 3 8	465	36 7 2	27 5 5	25 16 4
416	34 2 5	25 11 8	24 4 5	466	36 8 4	27 6 1	25 16 11
417	34 3 4	25 12 8	24 5 1	467	36 8 10	27 6 10	25 17 7
418	34 4 4	25 13 2	24 5 11	468	36 10 0	27 7 4	25 18 4
419	34 5 0	25 13 11	24 6 5	469	36 10 10	27 8 2	25 19 0
420	34 6 1	25 14 7	24 7 1	470	36 11 10	27 8 10	25 19 10
421	34 7 0	25 15 2	24 7 10	471	36 12 6	27 9 5	26 0 1
422	34 8 0	25 16 0	24 8 4	472	36 13 6	27 10 2	26 0 11
423	34 8 8	25 16 6	24 8 8	473	36 14 5	27 10 10	26 1 7
424	34 9 7	25 17 4	24 9 7	474	36 15 5	27 11 7	26 2 2
425	34 10 6	25 18 0	24 10 1	475	36 16 1	27 12 2	26 2 11
426	34 11 7	25 18 10	24 11 0	476	36 17 1	27 12 11	26 3 4
427	34 12 4	25 19 4	24 11 5	477	36 18 2	27 13 8	26 4 0
428	34 13 4	26 0 0	24 12 2	478	36 19 1	27 14 1	26 4 11
429	34 14 5	26 0 8	24 12 11	479	37 0 0	27 15 0	26 5 4
430	34 15 1	26 1 6	24 13 7	480	37 0 8	27 15 8	26 6 1
431	34 16 1	26 2 2	24 14 1	481	37 1 11	27 16 6	26 6 8
432	34 16 11	26 2 11	24 14 10	482	37 2 10	27 17 2	26 7 6
433	34 17 11	26 3 7	24 15 4	483	37 3 6	27 17 10	26 7 11
434	34 19 0	26 4 5	24 16 2	484	37 4 8	27 18 6	26 8 7
435	34 19 7	26 4 11	24 16 5	485	37 5 5	27 19 0	26 9 6
436	35 0 8	26 5 7	24 17 4	486	37 6 6	28 0 0	26 9 11
437	35 1 6	26 6 4	24 18 4	487	37 7 0	28 0 5	26 10 4
438	35 2 8	26 7 0	24 19 0	488	37 8 2	28 1 1	26 11 2
439	35 3 2	26 7 6	24 19 6	489	37 8 11	28 1 10	26 11 11
440	35 4 4	26 8 2	25 0 2	490	37 10 1	28 2 6	26 12 7
441	35 5 2	26 9 1	25 0 7	491	37 10 6	28 3 1	26 13 0
442	35 6 4	26 9 7	25 1 6	492	37 11 10	28 3 10	26 13 10
443	35 6 11	26 10 2	25 1 11	493	37 12 10	28 4 7	26 14 6
444	35 8 0	26 10 11	25 2 11	494	37 13 7	28 5 2	26 15 5
445	35 9 0	26 11 7	25 3 4	495	37 14 6	28 6 0	26 15 10
446	35 9 10	26 12 5	25 4 1	496	37 15 5	28 6 8	26 16 4
447	35 10 10	26 13 0	25 4 8	497	37 16 5	28 7 7	26 17 0
448	35 11 6	26 13 10	25 5 4	498	37 17 5	28 8 1	26 17 7
449	35 12 7	26 14 6	25 6 2	499	37 18 1	28 8 6	26 18 5
450	35 13 7	26 15 5	25 6 8	500	37 19 1	28 9 5	26 18 11

Live Stock Mileage Rates Per 4-Wheeled Truck—continued.

Miles	Full Rate	Store Rate	One Tier Rate	Miles	Full Rate	Store Rate	One Tier Rate
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
501	38 0 1	28 10 1	26 19 7	551	40 5 7	30 4 1	28 11 10
502	38 1 0	28 10 11	27 0 5	552	40 6 6	30 4 11	28 12 7
503	38 1 8	28 11 4	27 0 10	553	40 7 5	30 5 7	28 13 2
504	38 2 8	28 11 11	27 1 10	554	40 8 6	30 6 6	28 14 1
505	38 3 8	28 12 8	27 2 1	555	40 9 1	30 6 11	28 14 5
506	38 4 8	28 13 5	27 2 7	556	40 10 2	30 7 7	28 15 4
507	38 5 5	28 14 1	27 3 6	557	40 11 4	30 8 4	28 16 0
508	38 6 5	28 14 8	27 3 11	558	40 12 0	30 9 1	28 16 6
509	38 7 4	28 15 5	27 4 11	559	40 13 0	30 9 10	28 17 5
510	38 8 4	28 16 1	27 5 5	560	40 13 8	30 10 5	28 17 10
511	38 9 0	28 16 11	27 6 0	561	40 14 10	30 11 5	28 18 4
512	38 10 0	28 17 7	27 6 10	562	40 15 11	30 11 11	28 19 2
513	38 11 0	28 18 4	27 7 4	563	40 16 6	30 12 6	28 19 6
514	38 12 1	28 19 2	27 8 2	564	40 17 7	30 13 2	29 0 4
515	38 12 8	28 19 6	27 8 8	565	40 18 4	30 13 11	29 1 1
516	38 13 11	29 0 4	27 9 1	566	40 19 7	30 14 8	29 2 1
517	38 14 7	29 1 0	27 9 11	567	41 0 1	30 15 0	29 2 6
518	38 15 8	29 1 8	27 10 7	568	41 1 2	30 15 11	29 3 2
519	38 16 4	29 2 5	27 11 0	569	41 2 1	30 16 7	29 3 10
520	38 17 5	29 3 0	27 11 11	570	41 3 2	30 17 4	29 4 6
521	38 18 1	29 3 10	27 12 5	571	41 3 10	30 18 0	29 4 11
522	38 19 2	29 4 6	27 13 4	572	41 4 11	30 18 6	29 5 10
523	38 19 10	29 4 11	27 13 10	573	41 5 11	30 19 2	29 6 4
524	39 0 11	29 5 10	27 14 6	574	41 6 8	31 0 1	29 7 2
525	39 2 0	29 6 4	27 15 5	575	41 7 6	31 0 7	29 7 8
526	39 2 8	29 7 2	27 15 8	576	41 8 5	31 1 7	29 8 4
527	39 3 8	29 7 11	27 16 6	577	41 9 6	31 2 2	29 9 4
528	39 4 5	29 8 8	27 17 1	578	41 10 6	31 3 1	29 9 8
529	39 5 8	29 9 5	27 17 10	579	41 11 2	31 3 5	29 10 5
530	39 6 8	29 10 0	27 18 6	580	41 12 2	31 4 0	29 10 11
531	39 7 5	29 10 8	27 18 11	581	41 13 1	31 5 0	29 11 5
532	39 8 4	29 11 2	27 19 7	582	41 14 1	31 5 6	29 12 4
533	39 9 4	29 12 2	28 0 5	583	41 14 10	31 6 2	29 12 10
534	39 10 4	29 12 10	28 1 1	584	41 15 10	31 6 10	29 13 6
535	39 11 0	29 13 0	28 1 8	585	41 16 7	31 7 10	29 14 4
536	39 12 0	29 14 0	28 2 2	586	41 17 10	31 8 4	29 14 8
537	39 12 10	29 14 7	28 3 1	587	41 18 4	31 8 7	29 15 7
538	39 13 11	29 15 7	28 3 6	588	41 19 5	31 9 7	29 16 1
539	39 14 6	29 16 0	28 4 2	589	42 0 5	31 10 1	29 17 0
540	39 15 7	29 16 10	28 4 10	590	42 1 4	31 11 1	29 17 5
541	39 16 7	29 17 5	28 5 6	591	42 2 1	31 11 8	29 17 11
542	39 17 7	29 17 11	28 6 4	592	42 2 11	31 12 6	29 18 7
543	39 18 4	29 18 11	28 6 8	593	42 4 1	31 13 2	29 19 4
544	39 19 4	29 19 6	28 7 7	594	42 5 2	31 13 10	30 0 2
545	40 0 2	30 0 4	28 8 1	595	42 5 8	31 14 6	30 0 7
546	40 1 2	30 1 0	28 8 10	596	42 6 11	31 15 0	30 1 2
547	40 1 11	30 1 7	28 9 5	597	42 7 7	31 15 11	30 2 0
548	40 2 11	30 2 4	28 10 1	598	42 8 8	31 16 7	30 2 8
549	40 3 11	30 3 0	28 10 11	599	42 9 5	31 17 0	30 3 4
550	40 4 11	30 3 8	28 11 4	600	42 10 5	31 17 10	30 4 0

LIVE STOCK—continued.

SPECIAL RATES

1. For Distances up to 23 Miles.—The following special charges shall be operative in respect of live stock conveyed for distances up to 23 miles, and which are chargeable at half full rate, half full rate less 10 per cent., two-thirds full rate or two-thirds full rate less 10 per cent., as indicated on pages 207 and 208.

Distance	For Consignments Chargeable at—				
	Half Full Rate less 10 per cent.	Half Full Rate	Two-thirds Full Rate less 10 per cent.	Two-thirds Full Rate	
	Pigs	Other Stock	Pigs	Sheep, Calves, Mixed Sheep and Calves	Other Stock
Miles	s. d.	s. d.	s. d.	s. d.	s. d.
1-18	27 7	30 8	35 7	37 2	39 6
19	28 10	32 1	35 7	38 7	39 6
20	29 8	32 10	36 8	38 7	40 7
21	30 8	34 0	38 7	40 7	42 10
22	31 11	35 4	40 7	42 10	45 1
23	31 11	35 4	41 7	44 0	45 11

24 miles and over on the basis indicated on pages 207 and 208.

If more than 15 and less than 25 sheep, calves and /or pigs, the special charge shall be as for 15 head plus $\frac{1}{10}$ d. per mile (minimum 18 miles) for each animal in excess of 15 if this be cheaper than the special charge for 25 head.

If more than 25 pigs or more than 25 head in a mixed lot of pigs and calves ; or pigs and sheep ; or pigs, calves and sheep ; the special charge shall be as for 25 head plus $\frac{1}{10}$ d. per mile (minimum 18 miles) for each animal in excess of 25 if this be cheaper than the ordinary rate for 26 and over.

2. Live Stock in crates carried by Goods or Mixed Trains shall be charged goods mileage rate as follows :—

Crates of—	Classification to be charged Subject to the "Smalls" Minimum Tariff
Cattle, horses, sheep, bears, dogs, goats, hares, kangaroos, monkeys, wallabies, and wombats (any distance)	Class "2" less 10 per cent.
Pigs (1 to 249 miles)	Class "2" less 20 per cent. (not to exceed 250 miles rate)
Pigs (250 miles and over)	Class "2" less 33½ per cent.

Crates of live stock loaded in the same truck with " loose " stock charged less than the rate for a full truck, shall be separately charged for at the above-mentioned rates or, if cheaper, the charge shall be computed at the rate for the total number of animals both loose and in the crates, the rate for a full truck not to be exceeded.

3. Stud Sheep Purchased at Agricultural or Pastoral Shows by exhibitors thereof, and forwarded from the Show uncrated in the same truck as the exhibitor's returned unsold exhibits of sheep to the original forwarding station of the latter shall be charged at Class "2" mileage rate less 10 per cent. on the basis of 3 cwt. per animal and subject to the " Smalls " Minimum Tariff where cheaper than the ordinary rates.

4. Animals in Horse Boxes.—Animals carried by Goods trains in Horse Boxes will be charged the same rates as by Passenger trains.

LIVE STOCK—SPECIAL RATES—continued.

5. **Horses for certain events.**—Hunters' horses taking part in hunting meetings during the season from May to the end of September ; polo ponies taking part in polo matches ; horses forwarded to parades, gymkhanas or race meetings ; Police horses to and from Public Demonstrations, shall be charged at the full ordinary rates on the forward journey, but, on production of Form P.L. 11 suitably amended and signed by the Master of the Hunt, the Secretary of the Polo Club, the Organizer of the Parade or Gymkhana, Secretary of the Race Club or Police Department respectively, shall be charged half ordinary rate for the homeward journey when returning to the station from which they were originally forwarded.

6. **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 £13 18s. 10d for the lot, and each additional truck shall be charged £1 8s. 7d. If forwarded in consignments of less than six trucks, the charge shall be £2 18s. 5d. per truck, subject to maximum charge of £13 18s. 10d. Charges shall be prepaid.

7. **Horses in truck loads from Port Melbourne** to ship's side at the Pier shall be charged £1 8s. 7d. per truck. Charges shall be prepaid.

8. **Horses and other Live Stock** forwarded from country stations to the Victoria Dock, Port Melbourne Pier, or Williamstown Pier, for shipment, and discharged from the trucks at the ship's side, shall be charged the rates to Melbourne, Port Melbourne Pier, or Williamstown Pier respectively. Charges shall be prepaid.

9. **Sheep, Lambs, Cattle and Pigs for Export.**—The freight charges on—

- (a) Sheep and lambs in truck loads carried on all days except Monday.
- (b) Cattle in truck loads carried on all days except Tuesday for treatment and export as chilled beef in quarters ;
- (c) Pigs which have been charged at full rate plus 20 per cent, or at full rate, consigned to recognized exporters and subsequently exported, may be rebated to the extent of 10 per cent. on application being submitted to the Live Stock Agent within six (6) months from the date the consignments are forwarded. Statutory declaration that the identical animals shown in claim for rebates were exported and satisfactory proof of export must be furnished with the rebate claim.

10. **Brood Mares and Stallions**, also Grooms', Ponies accompanying Stallions travelling for breeding purposes during the months of July, August, September, October, November, December, January and February, shall be charged full ordinary rates for the outward journey, whether sent in horse-boxes or live stock trucks but shall be charged half rate for the homeward journey when returning to the station from which they were originally forwarded on condition that before commencing the outward journey, and previous to commencing the homeward journey, a certificate (Form G.F. 7) shall be furnished and that more vehicles are not used on the return journey than on the forward journey. Entires and Grooms' Ponies may be allowed to break their journey. The homeward journey must be completed before the end of February.

11. **Boars, Sows, Rams, Ewes** (in trucks or in crates), **Bulls or Cows** travelling for breeding purposes at any time, shall be charged full ordinary rate for the outward journey, but shall be charged half rate for the homeward journey when returning to the station from which they were originally forwarded on condition that before commencing the outward journey, and previous to commencing the homeward journey, a certificate (Form G.F. 7) shall be furnished, and that more vehicles are not used on the return journey than on the forward journey. The homeward journey must be completed within three months of the date of the outward journey.

12. **Live Stock for Young Farmers' or Calf Clubs.**—Live stock in crates or trucks forwarded to bona fide members of Young Farmers' or Calf Clubs, or forwarded to Agricultural and Pastoral Shows for exhibition by members of Young Farmers' or Calf Clubs shall be charged at half the ordinary rate, provided that a certificate on Form G.F. 7a, properly filled in and signed by the Secretary of the Young Farmers' or Calf Clubs concerned, is lodged when the Live Stock is consigned. Certificate must be attached to the waybill as the authority for charging half rate.

LIVE STOCK—SPECIAL RATES—*continued.*

13. Sheep and Cattle from Northern Districts to Bendigo Sales, Reconsigned to Newmarket.—Sheep and cattle forwarded to the Bendigo market and not sold, if re-consigned from Bendigo to Newmarket on the day of the sale shall be charged at through mileage rates from the original despatching station to Newmarket plus 37s. 11d. per truck. The consignment note must be endorsed by the Bendigo Selling Agent, certifying that the stock were unsold.

14. Wodonga-Albury.—Live stock forwarded between Victoria and New South Wales via Albury shall be charged as follows:—

Victoria.—At the Victorian rates for the mileage to or from Wodonga.

New South Wales.—At the New South Wales rates for the mileage to or from Wodonga, provided that in respect of live stock forwarded from Victorian stations to Albury for local requirements and which is placed at the Albury Dock for unloading, the charges shall be computed at the Victorian rates for the mileage to Albury.

15. Hire of Stock Yards.—(a) Sales of Live Stock may be conducted in Railway Stockyards at towns where there are no private or municipal saleyards, provided that trucking arrangements or railway traffic are not interfered with, on payment of the charges shown in clause (c). The yards must not be occupied for a longer period than 24 hours.

(b) Travelling mobs of cattle, horses, and sheep may be camped or drafted in Railway yards entirely at the risk of the owner, provided trucking arrangements or other railway traffic is not interfered with, on payment of the charges shown in clause (c).

(c) The following charges shall be imposed.

For sale of Live Stock	... £2 18 0	} Per day of 24 hours or part thereof.
For camping or drafting travelling stock	... 1 9 0	

16. Hurdles for Separating Live Stock.—No charge shall be made for carriage of hurdles used by consignors in cattle trucks to separate animals, but for the return of such hurdles to the original forwarding station the charges shall be—

	Per Hurdle	
	s.	d.
Not over 50 miles	2	4
51 to 101 miles	4	0
102 to 150 miles	5	8
Over 150 miles	7	8

17. Stock to Agricultural Shows. (See Agricultural Shows), page 25.

18. Concessions to Owners or Their Drivers. (See Passenger Fares Book.)

19. Live Stock Rates per Passenger Trains. (See Passenger Fares Book.)

20. Circus Wild Animals, such as Elephants, Lions and Tigers. (See Circus Material), page 41.

Store Stock.

1. In the construction of this Regulation, the following expressions shall have the meanings hereby respectively assigned to them, namely :—

“**Store Stock**” shall mean cattle (including calves) or sheep consigned with the Commissioners for carriage which require to be grazed for a period of at least eight weeks from the date of arrival at the destination station, and which are not in a fit condition to permit of their being sold or offered for sale as fat stock.

Provided that—

(a) any truck load of cattle containing one or more bulls, dairy cows in milk, or dairy springers which calve within eight weeks from date of arrival at the destination station ;

(b) any truck load of sheep containing more than ten rams;
shall not be deemed to come within the meaning of store stock.

“**Mileage Store Rate**” shall mean the rate prescribed as “Store Rate” on pages 210 to 215.

“**Owner**” shall mean the actual owner at the time of the delivery of the stock at the destination station.

“**Up**” Journey shall mean a journey in the direction of Melbourne, and “**Down**” Journey shall mean a journey in a direction away from Melbourne, as indicated in each case in the Commissioners’ current working time-table, provided that, notwithstanding the foregoing definitions and anything contained in the said time-table,

“**Down**” Journey shall include journeys as indicated hereunder :—

Between Hamilton and East Natimuk,
 „ Hamilton and Koroit,
 „ Ararat and Maryborough,
 „ Inglewood and Dunolly.

2. **Reduced Rates Applicable to Store Stock.**—Subject to the provisions and conditions of any By-law of the Commissioners for the time being in force, store stock may, in the absolute discretion of the Commissioners, be carried at the following reduced rates :—

<i>Number of Trucks in Consignment.</i> (See Note (a) -).	<i>To be Charged per Four-wheeled Truck.</i>
1 to 14, any distance ... ..	... Mileage Store Rate.
15 and over, under 100 miles ... ..	... Mileage Store Rate. (100 Mile Rate to be maximum.)
15 to 34, minimum distance 100 miles ... ..	... 1s. 3d. per mile (See Note (b)). (Mileage Store Rate to be maximum.)
35 to 49, minimum distance 100 miles ... ..	... 1s. 1½d. per mile (See Note (b)). (Mileage Store Rate to be maximum.)
50 and over, minimum distance 100 miles ... ..	... 10½d. per mile. (See Note (b)). (Mileage Store Rate to be maximum.)

NOTES.

(a) If cheaper, the minimum of next lower scale is to be charged, i.e. :—

1 to 14 trucks at the charge for 15 trucks.
 15 to 34 trucks at the charge for 35 trucks.
 35 to 49 trucks at the charge for 50 trucks.

(b) In ascertaining the rate per truck, fractions of one penny not exceeding one halfpenny shall not be charged for, but one halfpenny and fractions of one penny exceeding one halfpenny shall be charged as one penny.

Subject to the prior authority of the Live Stock Agent being obtained, a consignment totalling fifteen trucks and over between two or more stations in one district and one or more stations in another district, may be charged the appropriate store rate.

STORE STOCK—*continued.*

Provided that the abovementioned rates shall not be applicable to—

- (i) Any consignment of store stock of less than a full truck lot.
- (ii) Any live stock consigned for carriage to Newmarket.
- (iii) Any store stock carried on an "up" journey or on an "up" and "down" journey as set out in clause 5 hereof, which are sold or offered for sale within eight weeks from the date of arrival at the destination station.
- (iv) Any truck load of sheep or cattle containing one or more animals which are intended to be, or are, slaughtered within eight weeks from the date of arrival at the destination station.
- (v) Consignments of pigs in store condition (special provision being made therefor in clause 7, page 221.)

Provided also that, in any case where an employee receiving or delivering any live stock consigned as store stock, is of opinion that such live stock is not store stock, the ordinary live stock rate shall be charged; and the employee shall submit a report to the Live Stock Agent who may, in his discretion, on production by the owner of satisfactory proof, subsequently authorize the carriage of the consignment at store rate, and make a rebate accordingly.

3. Store Stock Conveyed on "Down" Journey.—The reduced rates stipulated in clause 2 shall apply at the time of carriage to all store stock consigned on a "Down" journey, provided that the following conditions are complied with:—

- (a) The Consignor shall deliver to an authorised employee of the Commissioners at the time of making such consignment, a declaration in the prescribed form (G.F. 144, page 229) declaring *inter alia* that the stock consigned are store stock.
- (b) The owner shall deliver to an authorized employee of the Commissioners at the time of delivery of such consignment, a declaration in the prescribed form (G.F. 145, page 229), declaring *inter alia* that such stock are store stock, and that the said stock will be grazed for a period of at least eight weeks from the date of arrival at the destination station, and that during the said period of eight weeks none of such stock will be slaughtered.
- (c) Where the owner is both consignor and consignee of the store stock, he shall only be required to deliver to an authorized employee of the Commissioners a declaration (Form G.F. 145, page 229), as prescribed in sub-clause (b).
- (d) Store stock consigned on a "Down" journey at the reduced rates stipulated in clause 2 may be sold within a period of eight weeks from the date of arrival at the destination station, provided that the said stock are sold as store stock, and are to be grazed by the purchaser for the said period of eight weeks after such date of arrival.
- (e) Any owner consigning at the one time both store stock and live stock other than store stock on a "Down" journey, may consign the said store stock at the reduced rates applicable thereto, provided that such store stock are consigned separately and comprise at least one full truck load.
- (f) "Down" journey consignments for an intersystem destination (including Tocumwal) shall be charged store rate at the time of carriage only if the owner's declaration (G.F. 145) be supplied when the stock is consigned at the forwarding station.

4. Store Stock Conveyed from One Line to Another, comprising both an "Up" and a "Down" Journey.—(a) Any consignment of store stock consigned to a station on another line necessitating both an "Up" and "Down" journey, shall be regarded as a "Down" journey consignment, and shall be subject to the reduced rates and conditions applicable thereto, as set out in clauses 2 and 3, provided that the mileage store rate for the through journey is not less than the ordinary live stock rate for the "Up" portion of such journey.

(b) Any consignment of store stock consigned to a station on another line necessitating both an "Up" and "Down" journey, for which the mileage store rate for the through journey is less than the ordinary rate for the "Up" portion of the journey, shall be regarded as a "Down" journey consignment, and shall be subject to the conditions applicable thereto as set out in clauses 2 and 3, with the exception that the reduced charge at time of carriage shall be the ordinary rate for the "Up" portion of the journey; in such cases, a rebate of the difference between through store rate and the ordinary rate for the "Up" portion of the journey may be authorized, provided the "Up" journey conditions as per clause 5 be subsequently fulfilled.

STORE STOCK—continued.

5. Store Stock Conveyed on "Up" Journey and Certain Consignments necessitating both an "Up" and "Down" Journey.—(a) All store stock consigned on an "Up" journey, or (except as provided in clause 4) on an "Up" and "Down" journey, shall at the time of carriage be charged the ordinary live stock rate, but the Live Stock Agent may, in his discretion, subsequently authorize carriage of any such consignment at store rate, and make the necessary rebate in that connexion, provided that, within six months from the date of the delivery of such consignment to the consignee or to his agent, the owner of such stock shall forward to the Live Stock Agent an application for rebate and a statutory declaration in the prescribed combined form (G.F. 146, page 230), declaring *inter alia*—

- (i) That the live stock in respect of which such application is made was store stock at the time of consigning with the Commissioners.
- (ii) That at the time of the arrival of such store stock at the destination station, and for a period of at least eight weeks thereafter, he was the owner of the said store stock.
- (iii) That for a period of at least eight weeks from the arrival of such store stock at the destination station, the said store stock was grazed by him, and that during such period none of the stock was sold or offered for sale or slaughtered.

(b) Where a consignment comprising both store stock and live stock other than store stock has been carried on an "Up" journey, or (except as provided in clause 4 hereof) on an "Up" and "Down" journey, the owner may subsequently, at the discretion of the Live Stock Agent, be granted a rebate in respect of the store stock in such consignment, provided that the said store stock comprise at least one full truck load and that the owner makes an application for rebate in the manner prescribed in sub-clause (a).

6. Conditions under which Horses may be Regarded as Store Stock.—Horses (stallions excepted) which are not broken in and which are consigned with and carried by the Commissioners in order that they may be transferred to new pastures or used for stocking country, and horses which are in such poor condition that they require to be depastured in order that they may regain condition, and which are consigned with and carried by the Commissioners for that purpose, shall be deemed to be store stock and may, subject to the prior consent of the Live Stock Agent, be carried at the reduced rates specified in clause 2, provided that none of such horses is allowed to be worked for a period of at least eight weeks after arrival at the destination station, and that all the appropriate conditions in the foregoing clauses, with any necessary adaptations thereto, are complied with.

7. Consignment of Pigs in Store Condition which are consigned with the Commissioners for carriage to enable the said stock to be fattened for a period of at least eight weeks after arrival at the destination station may, subject to the prior consent of the Live Stock Agent, be carried at a special store rate of 25 per cent. less than the ordinary live stock rate prescribed for the carriage of such stock, provided that each consignment comprises at least one tier lot and that all the appropriate conditions in the foregoing clauses, with any necessary adaptations thereto, are complied with.

Starving Stock and Fodder for Starving Stock

In any instance where reduced rates below the ordinary rates are granted for the carriage of starving stock or for fodder for starving stock such reduced rates shall apply only where any person firm or body corporate or unincorporate who obtained or seeks to obtain the benefit of any such rates has used the railways and no other means whatsoever for the transportation of goods and live stock in cases where railway facilities were available for such transportation. If at any time the Chief Commercial Manager or such officer acting as aforesaid is satisfied upon reasonable inquiry that any goods or live stock have been transported by road or by any method of transportation other than by rail by for or on behalf of any such person firm or body corporate or unincorporate when railway facilities were available for such transportation the Chief Commercial Manager or such officer acting as aforesaid may direct that from and after the date of such direction the rates to be charged and paid for the carriage of any such starving stock or fodder consigned to or on behalf of or by or on behalf of any such person, firm or body corporate or unincorporate shall be the ordinary rates for live stock and Class A rate for fodder.

"A"—LIVE STOCK.

1. **Forward Journey.**—Where the natural feed or water has failed through drought, fire, flood or ravages of grasshoppers on any property, starving cattle, horses or sheep in truck load consignments forwarded from such property for agistment shall, at the time of carriage, be charged at the concession rates shown in clause 2, subject to the conditions and the production of the Statutory Declaration prescribed in clause 3.

2. The concession rates for the carriage of such starving stock shall be :—

1 to 77 miles	...	...	Store rate.
78 to 153 miles	...	...	£7 11s. 10d. per 4-wheeled truck.
Over 153 miles	...	...	Half ordinary rate.

Large lots forwarded a minimum distance of 100 miles shall be charged the special Store Rate shown below if cheaper than the above rates :—

Minimum Number of Trucks	To be Charged per Truck per Mile
	s. d.
15	1 3
35	1 1½
50	0 10½

3. A Statutory Declaration shall be signed by and submitted by the owner stating :—

- (a) That the stock is the property of the owner at the date of trucking and has been his property for the preceding three months during which period, except when travelling for agistment, the stock has been upon the property owned and /or occupied by the owner.
- (b) That the moving of the stock is necessary owing to the failure of the natural feed or water by drought, fire, flood or ravages of grasshoppers on the owner's property.
- (c) That the stock is being despatched for agistment and will not be sold or offered for sale within a period of eight weeks after arrival at the destination station.
- (d) That, in respect of starving stock moved from any property in New South Wales, he undertakes for a period of twelve (12) months from the date of trucking, to send and receive by rail all his goods (including wool) and live stock (droving of live stock excepted) when such commodities are forwarded to or received from Victoria and railway facilities are available for such transportation, and further agrees that if during the currency of this undertaking any goods (including wool) or live stock (droving of live stock excepted) are transported other than by rail by for or on his behalf when railway facilities are available for such transportation, he shall refund to the Commissioners the difference between the amount which would have been payable for the carriage of the said starving stock at the Commissioners' ordinary live stock rates and the amount which was paid at the said concession rate for such carriage.

STARVING STOCK, Etc.—*continued*

- (e) The undertaking prescribed in clause (d) is not required in respect of starving stock moved from properties in Victoria. The reduced rates in such instances are allowed under the conditions provided above.
- (f) The Statutory Declaration must be submitted by the applicant to the District Lands Department Inspector so far as consignments to or from Victorian stations are concerned and Live Stock Inspector of the District in respect of consignments forwarded to or from New South Wales, from where the stock is forwarded, to certify in the space provided thereon that the particulars shown on the Statutory Declaration are to the best of his knowledge and belief correct.
- (g) "Forward journey" Form G.F. 141 shall be used for consignments from New South Wales properties and "forward journey" Form G.F. 140 for consignments from Victorian properties.

4. The Commissioners may at their absolute discretion declare that a condition of drought exists generally in a particular district, and on such decision being arrived at, the concession rates may be applied when the stock is trucked, on production of the prescribed Statutory Declaration which need not be certified to by the District Lands Department Inspector so far as consignments to or from Victorian stations are concerned or Live Stock Inspector of the District in respect of consignments forwarded to or from New South Wales, as required in sub-clause (f), of clause 3.

5. In the event of any of the stock carried at the concession rate being sold within the specified period of eight (8) weeks after arrival at the destination station, the owner shall notify the Commissioners and pay to them in respect of the stock so sold, the difference between the amount of the freight actually paid and the amount which would have been payable had the freight on such stock been charged at ordinary live stock rate.

6. **Return journey.**—Cattle, horses, or sheep removed by rail on the forward journey under the conditions specified in clauses 1 and 3 and charged at concession rates specified in clause 2, shall, if such stock have not been sold, be carried on the return journey to the owner's property from which they were sent on the forward journey, at the concession rates specified in clause 2 provided that the owner furnishes a Statutory Declaration ("return journey" Form G.F. 142, if declared in Victoria and "return journey" Form G.F. 143, if declared in New South Wales) that the animals being returned are the same animals (and the progeny* thereof born on relief country) as were carried on the forward journey.

7. Stock must be returned to the original pastures not more than twelve (12) months after they have been despatched therefrom, otherwise the concession rate on the return journey may be disallowed.

8. Stock which was originally sent on the forward journey by rail and which is returned by rail to the owner's property over a route or for a mileage other than that used on the forward journey, may, subject to the prescribed conditions being fulfilled, and with the approval of the Live Stock Agent, be allowed the concession rate prescribed herein on the return journey for an equivalent mileage to that for which the stock was forwarded on the forward journey.

9. Stock purchased at any time within three (3) months prior to the day of trucking on the forward journey or sold or offered for sale at any time within eight (8) weeks after arrival at destination station, shall not receive the benefit of the concession rate.

10. If, as the result of rainfall, the natural feed on the original pastures of the stock on the owner's property be restored within eight (8) weeks after the stock is removed for agistment such stock may be returned to the original pastures at any time within the specified eight (8) weeks and be eligible for the concession rate on the forward and return journeys.

* The number of animals born on relief country must be separately shown on the Consignment Note.

STARVING STOCK, Etc.—*continued.***"B"—FODDER.**

1. In bona fide cases in which any description of fodder (including carrots, turnips, potatoes, mangels, molasses, linseed meal and pumpkins) are being forwarded by rail solely for the purpose of keeping alive starving cattle, horses and sheep, a concession rate of 20 per cent. less than the ordinary tariff rate for consignments of one (1) ton and upwards shall be allowed on such fodder subject to the following conditions :—
2. The owner or manager of the property affected shall lodge with the consignment note or at time of delivery of the fodder at the destination station, a Statutory Declaration stating :—
 - (a) That the natural feed has failed through drought, fire, flood or ravages of grasshoppers on his property for which the fodder is consigned.
 - (b) That such fodder carried by rail will be used solely for feeding his starving cattle, horses, or sheep that would otherwise perish through starvation.
 - (c) That in respect of fodder required to feed stock on any property in New South Wales he undertakes for a period of twelve (12) months from the date the fodder is carried to send and receive by rail all his goods (including wool) and live stock (droving of live stock excepted) whenever such commodities are forwarded to or received from Victoria and railway facilities are available for such transportation, and further agrees that if during the currency of this undertaking any goods (including wool) or live stock (droving of live stock excepted) are transported other than by rail by for or on his behalf when railway facilities are available for such transportation, he shall refund to the Commissioners the difference between the amount which would have been payable for the carriage of the said fodder at the Commissioners' ordinary prescribed rates and the amount which was paid at the said concession rate for such carriage.
 - (d) The undertaking prescribed in clause (c) is not required in respect of carriage of fodder to feed stock on properties in Victoria.
 - (e) Form G.F. 139 shall be used for consignments of fodder to feed stock on New South Wales properties and Form G.F. 138 for consignments of fodder for Victorian properties.
 - (f) The Statutory Declaration must be submitted by the applicant to the District Lands Department Inspector so far as consignments to or from Victorian stations are concerned and Live Stock Inspector of the District in respect of consignments forwarded to or from New South Wales, to which the fodder is forwarded to certify in the space provided thereon that drought conditions prevail on the owner's property at the date of the consignment of the fodder.
3. Fodder consigned to stations situated within 30 miles of Melbourne shall be charged for at the ordinary classification rates. Any application for reduced rates on such consignments shall be submitted with Form G.F. 138 completed, to the Chief Commercial Manager within six (6) months from the date the consignments were forwarded.
4. The Commissioners may at their absolute discretion declare that a condition of drought exists generally in a particular district, and on such decision being arrived at the concession rate may be applied to fodder on production of the prescribed Statutory Declaration form, which need not be certified to by the District Lands Department Inspector so far as consignments to or from Victorian stations are concerned or Live Stock Inspector of the District in respect of consignments forwarded to or from New South Wales as required in sub-clause (f), clause (2).

FORMS—continued.

VICTORIAN RAILWAYS.

DECLARATION IN CONNECTION WITH THE CONVEYANCE OF MOTOR VEHICLES OVER THE VICTORIAN RAILWAYS.

I, WE, of _____, in the State of Victoria (†) declare in respect of the motor *vehicle vehicles hereby described

† Insert business of Victoria (†) *vehicle

* Strike out the singular or plural, as the case may be.

(a) That no petrol or volatile oils or other volatile inflammable substances accompany or are carried on the said motor *vehicle ; vehicles ;

(b) That all petrol, volatile oils, and other volatile inflammable substances, have been removed from the 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 vehicles 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.

G.F. 11C

VICTORIAN RAILWAYS.

LIVE STOCK CONSIGNMENT NOTE.

Date..... Train.....
 From..... To.....
 Consignor..... Consignee.....
 Truck Nos. {

No. of Trucks	Number of						Weight		Paid on	Paid	To Pay	Initials of Delivery Officer	Date of Delivery	Received in Good Order
	Calves	Cattle	Horses	Pigs	Sheep	Others	Rate	Cwt.							Qrs.

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

†One to be struck out.

FORMS—continued.

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..... 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 Chief Traffic Manager 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*

LIVE STOCK REQUISITION.

SPECIAL

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.

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FORMS—continued.

VICTORIAN RAILWAYS.
STORE STOCK CONSIGNMENTS.
 ("Down" Journey).
 Consignor's Declaration.

G.F. 144.

I declare that the (Insert number of trucks) truck loads of (Insert whether cattle or sheep) consigned by me on behalf of the owner Mr. station to Mr. station on / / * are store stock at from station on / / * are store stock within the meaning of the definition of store stock set out hereunder :—

.....Signature of Consignor.
Date.

Definition of Store Stock.

Store stock means cattle (including calves) or sheep consigned with the Commissioners for carriage which require to be grazed for a period of at least eight weeks from the date of arrival at the destination station, and which are not in a fit condition to permit of their being sold or offered for sale as fat stock, provided that—

- (a) any truck load of cattle containing one or more bulls, dairy cows in milk, or dairy springers which calve within eight weeks from the date of arrival at the destination station ;
 - (b) any truck load of sheep containing more than ten rams ;
- shall not be deemed to come within the meaning of store stock.

VICTORIAN RAILWAYS.
STORE STOCK CONSIGNMENTS
 (Down Journey)

G.F. 145

OWNER'S APPLICATION FOR STORE RATE.

To the Victorian Railways Commissioners.
 I HEREBY APPLY for store rate to be charged for the carriage of the undermentioned store stock :—

Date of Consignment	Consignor	Consignee	Journey		No. of Trucks	No. of Head	
			Station from	Station to		Sheep	Cattle

OWNER'S DECLARATION.

AND I HEREBY DECLARE—

- * See Note (1) below.
- (1) That I am the owner * of the abovementioned stock.
 - (2) That the said stock are store stock inasmuch as they require to be grazed for a period of at least eight weeks from the date of arrival at the destination station and are not in a fit condition to permit of their being sold or offered for sale as fat stock during that period.
 - (3) That the said stock will be grazed for a period of at least eight weeks from the said date of arrival and that none of such stock will be slaughtered in such period.
 - (4) That the said stock do not include any bull, any dairy cow in milk, or any dairy springer, which will calve within eight weeks from the said date of arrival.
 - (5) That the said stock do not include more than 10 rams in any one truck.

.....Signature of Owner.
Postal Address.
Date.

Witness.....

Note.—

- (1) The applicant must be the owner of the stock at the date of arrival of the stock at the destination station.
- (2) This application should be completed and lodged by the Owner or his Manager at the date of delivery of the stock at the destination station or be forwarded to reach the Live Stock Agent within six months of delivery, otherwise the concession rate may not be granted.

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FORMS—continued.

VICTORIAN RAILWAYS.
STORE STOCK CONSIGNMENTS.
 (Up Journey)

G.F. 146.

OWNER'S APPLICATION FOR REBATE.

To the Victorian Railways Commissioners.

I HEREBY APPLY for a rebate of portion of the amount paid by me or on my behalf as freight charges for the carriage of the undermentioned store stock :—

Date of Consignment	Consignor	Consignee	Journey		No. of Trucks	No. of Head	
			Station from	Station To		Sheep	Cattle

OWNER'S STATUTORY DECLARATION.

AND IN SUPPORT OF THIS APPLICATION—

* State postal address.

I, _____ of*
 in the State of Victoria, do solemnly and sincerely declare—

- (1) That I was the owner of the abovementioned stock at the date of arrival of such stock at the destination station and for a period of at least eight weeks thereafter.
- (2) That the said stock at the said date of arrival required to be grazed for a period of at least eight weeks.
- (3) That during the said period of eight weeks the said stock were grazed by me and that none of such stock was sold or offered for sale or slaughtered in such period.
- (4) That the said stock did not include any bull, any dairy cow in milk, or any dairy springer which calved within eight weeks from the said date of arrival.
- (5) That the said stock did not include more than ten rams in any one truck.

AND I make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making false declaration punishable for wilful and corrupt perjury.

DECLARED AT
 in the State of Victoria this _____ day of _____
 19____
 Before me } _____ Signature of Owner.

A Justice of the Peace in and for
 the Bailiwick
 of the State of Victoria.

This application for rebate should be forwarded to reach the Live Stock Agent within six months of the date of delivery of the stock at the destination station, otherwise rebate may not be granted.

LIST OF STATIONS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS.

For conditions of carriage of goods, see General Conditions Nos. 1 to 37.

The loading and unloading of all goods at unattended stations, platforms or siding, stations in charge of caretakers (which are shown in *italics*), must be performed by or at the cost of the consignor or consignee, as the case may be, and the charges on goods consigned to such places must, unless otherwise provided, be prepaid. (See General Conditions Nos. 4 and 5.)

Goods not fully addressed must be marked with the initials of the consignee, together with the distinctive letters shown opposite the name of each station.

References—

- (a) Stations marked thus (a) have no shed accommodation and are open for goods in truck-loads only (minimum 3 tons).

Exceptions—

Furniture and household effects—	Minimum Weight
Per Four-wheeled goods or 11-ton louvre truck...	2 tons
Per 15-ton louvre truck	3 „
Empties such as cases, crates, drums or tins	1½ „

The minimum tonnage may be accepted for despatch outwards by one consignor when comprised of consignments for different consignees at the same or different destination stations.

Suburban stations within 20 miles of Melbourne are not open for the despatch of consignments in less than full truckloads unless otherwise authorised by the Chief Traffic Manager.

Where the quantity loaded in a truck is less than the minimum tonnage shown above, freight charges shall be computed at tariff rates for the actual weight of the consignments concerned, plus the difference between the actual weight loaded and the minimum tonnage, at the lowest classification rate of any goods in the truck, as from the country station to the first station at which any part of the goods is or could be transferred.

Where consignments weighing less than the minimum tonnage shown are received inwards, the freight charges shall be computed on the actual weight to the nearest station to which general goods could be forwarded, plus freight as for the minimum tonnage above specified for the distance from such station to the destination station, at the lowest classification of any goods in the truck.

- (b) Stations marked thus (b) have no siding accommodation. No consignment weighing more than 10 cwt. is to be accepted for these stations.
- G. Stations marked thus (G) are open for goods not requiring crane power. No package sent to such stations must exceed 5 cwt. in weight unless the approved guarantee (see General Condition No. 24) re discharging is lodged with the consignment note.
- (c) Stations marked thus (c) are open for goods of all descriptions (see General Condition No. 24).

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Addington ...	G.	A D	92½	Bayles ...	G.	B A S	46½
Agnes ...	G.	A G	117½	Bayswater ...	G.	B A Y	19½
Albacutya ...	G.	A H	272½	Beaconsfield ...	G.	B F	29½
Alberton ...	G.	A T	133½	Bealiba ...	(c)	B E A	137½
*Albury ...	(c)	A Y	190½	Beaufort ...	(c)	B Q	102½
Alexandra ...	(c)	A X R	102	Beech Forest (N) ...	(c)	B F T	124½
Allansford ...	G.	A F	159	Beechworth ...	(c)	B H	171½
Allendale ...	G.	A E	90½	Beetoomba ...	G.	B M B	245½
Almurta ...	G.	A R	68	Belgrave (N) ...	G.	B E G	26½
Alphington ...	(a) In G Out	A P	6½	Bell ...	(c)	B E L	7½
Altona ...	(a)	A L T	10½	Bena ...	G.	B N	66
Alvie ...	G.	A L V	105	Benalla ...	(c)	B J	121½
Amphitheatre ...	G.	A M	135½	Benarca ...	G.	B C C	158½
Anderson ...	G.	A R N	77	*Bendigo ...	(c)	B O	100½
Annuello ...	(c)	A N O	274	*Benetook ...	G.	B T K	355
Antwerp ...	G.	A N	235½	Ben Nevis ...	G.	B N Y	144
Arapiles ...	G.	A S	223½	Bennison ...	G.	B N S	111½
Ararat ...	(c)	A	131	Berambong ...	G.	B B G	237½
Arcadia ...	G.	A C	98	Berriwillock ...	(c)	B E R	225½
Arden Street... (a)	A R D	1	Berrybank ...	G.	B B	94½	
Argyle ...	G.	A R G	71½	Berwick ...	G.	B W	28
Arkona ...	G.	A K	231½	Bet Bet ...	G.	B E T	121
Armstrong ...	G.	A O	136½	Beulah ...	(c)	B U	238½
Armytage ...	G.	A R M	76½	Beveridge ...	G.	B E V	26
Arnold ...	G.	A B	139½	Birchip ...	(c)	B P	214½
Aspendale ...	G.	A S P	19	Birregurra ...	G.	B G E	83½
Avenel ...	G.	A L	72	Bittern ...	G.	B I T	43
Avoca ...	(c)	A V	127	Blackburn ...	G.	B L K	11½
Avonmore ...	G.	A M E	124½	Blowhard ...	G.	B L W	85
Axedale ...	G.	A X	89½	Bochara ... (a)	B O C	205	
				Boigbeat ...	G.	B G T	232½
				Boinka ...	G.	B O K	332
				Balangum ...	G.	B G M	206½
Baarmutha ... (b)	B A A	168½	Boiga ...	G.	B O L	207½	
Bacchus Marsh (c)	B M	31½	Bolinda ...	G.	B I N	35	
Baddaginnie ...	G.	B A G	113½	Bolton ...	G.	B T N	265½
Bagshot ...	G.	B A G	112	Bonegilla ... (b)	B G L	193½	
Bairnsdale ... (c)	B D	171½	Bonnie Doon... G.	B I	118		
Bald Hills ... (b)	B L D	82½	Boolarra ...	G.	B O O	102	
Ballan ... (c)	B L	49½	*Boonoonar ...	G.	B N N	327	
*Ballarat ... (c)	B	73½	Boorcan ...	G.	B O R	131½	
Ballarat Cattle Siding ...	...	79½	Boorhaman ...	G.	B H H	156½	
*Ballarat East ... (c)	B E	73½	Boort ... (c)	B Z	169		
Balmattum ...	G.	B A L	98½	Boronia ... (b)	B R A	21	
Balmoral ... (c)	B R L	238½	Borong ...	G.	B N G	156	
Balranald ... (c)	B R D	272	Bowman ...	G.	B O W	169	
*Bambill ...	G.	B A M	383½	Bowser ...	G.	B W R	149
Bannerton ...	G.	B N E	285½	Box Hill ... (c)	B O X	10½	
Bannockburn ...	G.	B K N	55½	Bradshaw ... (b)	B C K	52	
Banool (N) ...	G.	B N L	116½	Branxholme ...	G.	B X	213½
Banyena ...	G.	B A N	194½	Bridgewater ... (c)	B D G	126½	
Barfold ...	G.	B A R	72	Bright ... (c)	B T	196	
Barnawartha ... (c)	B R N	174	Brim ... (c)	B R M	229		
Barnes ...	G.	B A R N	152½	Broadford ... (c)	B V	46½	
Barongarook (N) ...	G.	B N K	102½	Broadmeadows ...	G.	B R Q	10½
Barrakee ...	G.	B K	168½	Bronzewing ...	G.	B R Z	279½
Barraport ...	G.	B P T	177	Brookfield ...	G.	B R F	164½
Barwo ... (b)	B W O	150½	Brunswick ... (a) In, G Out	B S	4½		
Barwon ... (c)	B D N	98½	Bruthen ... (c)	B H N	190½		
Batchica ... (a)	B A T	221½	Buangor ...	G.	B G R	116½	
Baxter ...	G.	B X R	32½	Buckley ...	G.	B U K	64½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Buckrabanyule	G.	B K L	165	Coldstream ...	G.	C S	27
Buffalo ...	G.	B U F	95½	Coleraine ...	(c)	C E	221½
Bullarto ...	G.	B T O	69½	Collins Siding			
Bullioh ...	G.	B L H	217	(N)	G.	C O S	98½
Buln Buln ...	G.	B L N	67½	Colquhoun ...	G.	C X N	199½
Bumberrah ...	G.	B B H	183½	Condah ...	G.	C O N	221½
Bungaree ...	G.	B U N	64	Congupna Road	G.	C R D	119½
Bung Bong ...	G.	B O N	119½	Cope Cope ...	(c)	C P	175
Bunnaloo ...	G.	B L O	173½	Coragulac ...	G.	C G C	102½
Bunyip ...	G.	B Y	49½	Corio ...	(b)	C O R	39½
Burnley ...	(a)	B L Y	3½	Cororooke ...	G.	C K E	101
Burraboi ...	G.	B B I	204½	Coromby ...	G.	C Y	190½
Burrum ...	G.	B R U	190½	Cosgrove ...	G.	C T	126½
Burrumbeet ...	G.	B U R	86½	Cowangie ...	G.	C O W	345½
Bylands ...	G.	B Y L	38½	Cowwarr ...	G.	C W	114½
Byrneside ...	G.	B Y N	113	Craigieburn ...	G.	C R A	16½
Caldermeade ...	G.	C A L	46½	Cranbourne ...	G.	C O	28½
Caldwell ...	G.	C W L	184½	Creighton ...	G.	C R E	89
California Gully	G.	C G	104½	Cressy ...	(c)	C S O	85½
Calvert ...	(a)	C L V	150½	Creswick ...	(c)	C R	85½
Camberwell ...	(c)	C L	6½	Crib Point ...	(c)	C Z	45½
Campbell ...	G.	C A M	80½	Crossley ...	G.	C R O	177½
Camperdown ...	(c)	C D	123½	Crossover ...	G.	C X R	73½
Camperdown				Crowes (N) ...	G.	C R S	139
Cattle Siding...	...	...	123½	Croydon ...	G.	C D N	19½
Cannie ...	G.	C I E	198½	Cudgee ...	G.	C X	155
Canterbury ...	(b)	C B Y	7½	Cudgewa ...	(c)	C U D	255
Carapooee ...	G.	C P E	152½	Culgoa ...	(c)	C U L	217
Carina ...	G.	C N A	361½	Curlewis ...	G.	C R L	55
Carisbrook ...	(c)	C B	107½	Curdie ...	G.	C C	146½
Carlsruhe ...	G.	C R U	53	Curyo ...	G.	C U R	227½
Carpolac ...	G.	C P O	254½				
Carrum ...	G.	C A R	22½	Dahlen ...	(a)	D B G	209
*Carwarp ...	G.	C W P	332	Dalmore ...	G.	D M E	38½
Casterton ...	(c)	C N	245½	Dalyston ...	G.	D A Y	83½
Castlemaine ...	(c)	C	78	Dandenong ...	(c)	D G	19½
Cathkin ...	G.	C T H	93½	Danyo ...	G.	D N Y	350½
Caulfield ...	G.	C T D	7½	Darbyshire ...	G.	D Y S	224½
Cavendish ...	G.	C A V	213½	Darlimurla ...	G.	D L A	106½
Charlton ...	(c)	C A	173½	Darling ...	(a)	D L G	8
Chelsea ...	G.	C S A	21	Darnum ...	G.	D U	66½
Cheltenham ...	G.	C J	14½	Dartmoor ...	G.	D T M	261½
Cheviot ...	G.	C F	83½	Dattuck ...	G.	D A T	265½
Chewton ...	G.	C I	74½	David ...	(b)	D V D	85
Chillingollah ...	(c)	C H L	241½	Dawson ...	G.	D S	118
Chiltern ...	G.	C H	168½	Daylesford ...	(c)	D	75½
Chinikapook ...	G.	C N K	249½	Dean Marsh ...	(c)	D M	90½
Clarkefield ...	G.	C F D	31½	Deep Lead ...	G.	D P L	154½
Clayton ...	G.	C L A	13	Deer Park ...	G.	D P	11
Clematis (N) ...	G.	C L M	32	*Deniliquin ...	(c)	D N	190½
Clunes ...	(c)	C U	96½	Dennington ...	G.	D E N	169
Clyde ...	G.	C L Y	31½	Derby ...	G.	D R	121½
Coalville ...	G.	C V	86½	Derrinal ...	G.	D L	78½
Cobden ...	G.	C O	135½	Derrinalum ...	G.	D E R	109½
*Cobram ...	(c)	C M	155½	Detpa ...	G.	D E P	255½
Coburg ...	(c)	C O B	6½	Devenish ...	G.	D V	137½
Cocamba ...	G.	C O C	255½	Dhuragon ...	G.	D H U	221
Cockatoo (N) ...	G.	C R K	37½	Diamond Creek	G.	D C K	20½
Cohuna ...	(c)	C O H	185½	Diapur ...	(c)	D W	259½
*Colac ...	(c)	C K	95½	Diggers Rest	G.	D T	20½
Colbinabbin ...	(c)	C L B	117½	Dimboola ...	(c)	D A	224½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Dingee ...	G.	DE	131½	Ferguson (N) ...	G.	FR	127½
Dinmont (N) ...	G.	DMT	121½	Fernbank ...	G.	FK	153½
Ditchley (N) ...	(b)	DCY	124½	Fern Hill ...	(c)	FH	59½
Dobie ...	G.	DB	125½	Fish Creek ...	G.	FC	100½
Donald ...	(c)	DO	182½	Fitzroy ...	(a)	FY	6
Donnybrook ...	G.	DF	20½	Flynn ...	G.	FL	107
Dooen ...	G.	DH	198½	Footscray ...	†	FCY	4½
Dookie ...	(c)	DI	130	Forrest ...	(c)	FO	103½
Doroq ...	G.	DZ	66½	Foster ...	G.	FS	108½
Drouin ...	(c)	DJ	57½	Frankston ...	(c)	FN	27½
Drysdale ...	G.	DQ	57½	Fulham ...	G.	FM	124½
Duffholme ...	(a)	DUF	232½	Galah ...	G.	GAH	298
Dumosa ...	G.	DOA	200½	Galaquil ...	G.	GAL	234½
Dunkeld ...	(c)	DK	178½	Gama ...	G.	GAM	253½
Dunnewerthy ...	G.	DUN	141½	Gannawarra ...	G.	GAW	191
Dunnstown ...	G.	DC	67½	Gapstead ...	G.	GAP	173½
Dunolly ...	(c)	DY	125½	Garfield ...	G.	GAR	46½
Duverney ...	G.	DVR	89½	Garvoc ...	G.	GAV	144½
Dynon (Melbourne) ...	‡	...	...	Gatum ...	G.	GAT	223½
Dysart ...	(a)	DSA	58½	*Geelong ...	(c)	G	45
Eaglehawk ...	(c)	EA	105½	Gellibrand (N) ...	G.	GBD	112½
East Metcalfe ...	G.	EM	66½	Gelliondale ...	G.	GEL	130½
East Natimuk ...	(a)	ENT	217	Gembrook (N) ...	G.	GM	41½
Ebden ...	(c)	EB	195½	Gerang Gerung ...	(c)	GNG	235½
Echuca ...	(c)	E	145	Gheringhap ...	G.	GP	51½
Edgcombe ...	(c)	EC	62½	Girgarre ...	G.	GGA	118½
Elaine ...	G.	EL	76½	Gisborne ...	(c)	GI	40
Elingamite ...	G.	EX	140½	Glenalbyn ...	G.	GB	139½
Ellam ...	G.	ELM	255	Glen Forbes ...	G.	GNF	69½
Elmhurst ...	G.	EH	144½	Glenfyne ...	G.	GF	142½
Elmore ...	(c)	EO	128½	Glenгарry ...	(c)	GY	104½
Elphinstone ...	(c)	EP	70½	Glenhuntly ...	G.	GLN	8½
Elsternwick ...	G.	ES	7	Glenloth ...	G.	GZ	183
Eltham ...	G.	ELT	17½	Glenorchy ...	(c)	GC	162½
Emberton ...	G.	EN	69½	Glenrowan ...	G.	GL	136
Emerald (N) ...	G.	EMD	33	Glenroy ...	G.	GNV	9
Emu ...	G.	EU	145½	Glen Thompson ...	G.	GT	167½
Englefield ...	G.	ENG	233	Gnarkeet ...	G.	GNK	99½
Epping ...	G.	EQ	14	Golden Square ...	(c)	GS	99½
Epsom ...	G.	ET	105½	Goldsborough ...	G.	GH	129½
Erica (N) ...	G.	ERA	99½	Goorambat ...	G.	GA	131½
Erwen ...	G.	EW	109	Goornong ...	(c)	GO	118
Essendon ...	G.	ESS	5	Gorge ...	G.	GE	246½
Eureka ...	(a) In, G Out	...	...	Gordon ...	(c)	GD	56½
Euroa ...	(c)	EK	74½	Goroke ...	(c)	GK	245½
Eurobin ...	G.	ER	93½	Gould (N) ...	G.	GV	91½
Eversley ...	G.	EI	187½	Gowanford ...	G.	GOW	226½
Everton ...	G.	EV	147½	Goyura ...	G.	GJ	249
Fairfield ...	G.	EF	161	Graham ...	(a)	GG	3½
Fairley ...	G.	FA	184½	Grassdale ...	G.	GR	222½
Fairview ...	G.	FV	186½	Great Western ...	G.	GW	141½
				Gredgwin ...	G.	GX	180½
				Green Hill ...	G.	GHL	64½
				Greensborough ...	G.	GRB	14½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

† Footscray is open for:—

Inwards—Agricultural machinery or parts for repairs, sugar or manure for reconditioning, and consignments in truck loads.

Outwards—Agricultural machinery, sugar in 10 cwt. lots, and consignments in truck loads.

‡ For junction mileage see Addenda page 53

‡ The same rates as to or from Melbourne shall be charged.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Greenwald ...	G.	GRN	254	Kanagulk ...	G.	KGK	245½
Guildford ...	G.	GU	84½	Kanawalla ...	(a)	KLA	203
*Gulpa ...	G.	GLP	177½	Kangaroo Flat ...	G.	KAN	97½
Gunbower ...	(c)	GN	172	Kaniva ...	(c)	KX	272½
Gymbowen ...	G.	GN	238½	Kanumbra ...	G.	KB	101½
Gypsum ...	G.	GYP	274	Kanyapella ...	(a)	KA	139½
				*Karawinna ...	G.	KWA	372½
Haddon ...	G.	HN	84½	Kardella ...	G.	KC	72½
Hallam ...	G.	HR	23½	Karook ...	(b)	KRK	110½
Hamilton ...	(c)	H	197½	*Karween ...	G.	KAE	397½
Hammond ...	G.	HAM	96½	Katamatite ...	G.	KT	147
Hampton ...	(b)	HMT	11½	Katunga ...	G.	KF	140½
Harcourt ...	(c)	HT	82½	Kawarren (N) ...	G.	KAW	108½
Hastings ...	G.	HS	40½	Keely ...	G.	KEE	181½
*Hattah ...	G.	HAT	310½	Kensington ...	†	KEN	2½
Hawkesdale ...	G.	HW	189½	Kerang ...	(c)	KG	179½
Hawthorn ...	G.	HA	4½	Kernot ...	G.	KH	66½
Heafesville ...	(c)	HE	40	Kerrisdale ...	G.	KD	68½
Heathcote ...	(c)	HC	73½	Kew ...	(a) In, G Out	KW	5½
Heathmere ...	G.	HMR	241½	*Kiamal ...	G.	KAB	294
Hedley ...	G.	HF	124½	Kiata ...	(c)	KI	240
Heidelberg ...	G.	HB	9	Kilcunda ...	(b)	KLD	79½
Henty ...	G.	HJ	236½	Kilcunda Siding ...	(a)	KNS	80½
Heyfield ...	(c)	HD	121½	Killara ...	G.	KIL	35½
Heywood ...	(c)	HQ	235½	Kilmany ...	G.	KLM	120½
High Camp ...	G.	HCP	51½	Kilmore ...	(c)	KR	42½
Hillside ...	G.	HX	164	Kilmore East ...	G.	KE	39½
Hinksons ...	G.	HIN	187½	Kincaid Siding ...	(N)		
Hoddle ...	G.	HG	103½	(N) ...	(b)	KK	131
Homebush ...	G.	HU	123½	Kingston ...	(c)	KJ	92½
Homewood ...	G.	HO	74½	Kinnabulla ...	G.	KBA	224½
Hopetoun ...	(c)	HP	254½	Kirkstall ...	G.	KL	179
Horsham ...	(c)	HM	203½	Knowsley ...	G.	KN	83
Hunter ...	G.	HTR	135½	Koetong ...	G.	KTG	229
Huntly ...	G.	HY	108	Koimbo ...	G.	KBO	269½
Huon ...	G.	HL	201	Kooloanong ...	(c)	KNG	257½
Hurstbridge ...	G.	HH	23½	Koondrook ...	(c)	KDK	193½
				Koonwarra ...	G.	KU	84
Illowa ...	G.	IA	172	Koorkab ...	G.	KOO	261½
Impimi ...	G.	IMP	259	Koo-wee-rup ...	(c)	KP	42
Inglewood ...	(c)	I	131	Koriella ...	G.	KOR	97½
Inglston ...	G.	IN	45	Koroit ...	G.	KS	175½
Inverleigh ...	G.	IH	62½	Korong Vale ...	(c)	KV	151
Irrewarra ...	G.	IR	91½	Korumburra ...	(c)	KM	69½
*Irymple ...	G.	IRY	347½	Kotta ...	G.	KTA	152½
				Koyuga ...	G.	KO	135
Jackson ...	G.	JAC	180½	Kulwin ...	G.	KUL	275½
Jallumba ...	G.	JL	230½	Kurting ...	G.	KZ	135
Jeetho ...	G.	JE	62½	Kyabram ...	(c)	KY	124
Jeffries ...	G.	JR	240½	Kyeton ...	(c)	K	57
Jeparit ...	(c)	JP	247½	Kyup ...	G.	KYV	209
Jewell ...	G.	JWL	4	La La ...	(a)		49
Jimaringle ...	G.	JIM	212	Lah ...	G.	LAH	225½
Joyce's Creek ...	G.	JC	95½	Lake Boga ...	(c)	LB	205
Jung ...	G.	JG	192	Lake Charm ...	G.	LC	190½
				Lalbert ...	(c)	LBT	205½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

† Kensington is open only for consignments for Messrs. W. S. Kimpton & Son, Barastoc Products and Youngusband Ltd. The same rates as to Melbourne shall be charged for inwards traffic to Kensington and actual mileage rates for Outwards traffic unless otherwise specified.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Lal Lal ...	G.	LAL	78½	Mansfield ...	(c)	MD	131½
Lancefield ...	(c)	LD	46	Marnoo ...	(c)	MRN	200
Langi Logan ...	G.	LL	136½	Marong ...	G.	MG	112½
Lang Lang ...	G.	LNG	48½	Maroona ...	G.	MAR	144½
Langwarrin ...	G.	LGN	30½	Marp ...	G.	MRP	267
Lara ...	G.	LV	35½	Marshall ...	G.	MSL	49½
Larpent ...	G.	LP	100½	Maryborough ...	(c)	M	112
Lascelles ...	G.	LAS	248½	Massey ...	G.	MSY	197½
Launching Place ...	(c)	LAP	42	*Mathoura ...	(c)	MTH	169½
Laurie ...	G.	LAU	132½	McCall ...	G.	MCC	144½
Laver's Hill (N) ...	G.	LVH	137½	McDevitt (N) ...	(b)	MCV	120
Laverton ...	G.	LAV	13	McDougall ...	G.	MCD	48
Learmonth ...	G.	LM	88½	Meatian ...	G.	MET	212½
Leichardt ...	G.	LK	117½	Meeniyah ...	G.	MEY	89
Leitchville ...	G.	LLE	177	Melton ...	(c)	ME	23½
Leitpar ...	G.	LPR	270½	Mentone ...	G.	MEN	15½
Leongatha ...	(c)	LG	79	Menzies' Creek (N) ...	G.	MZK	30½
Leopold ...	(a)	LEO	52	*Merbein ...	(c)	MRE	358½
Lethbridge ...	G.	LEG	61½	Meredith ...	(c)	MH	71
Lillimur ...	(c)	LJ	278½	*Meringur ...	G.	MEG	393½
Lilliput ...	G.	LT	165	Merino ...	G.	MNO	231½
Lilydale ...	(c)	L	24½	Merrnda ...	G.	MNA	21
Lindenow ...	(c)	LW	160½	Merrigum ...	G.	MER	117½
Linga ...	G.	LGA	32½	*Merrinee ...	G.	MNE	366
Linton ...	G.	LN	98½	Merton ...	G.	MTN	108½
Lismore ...	G.	LS	103½	Middle Brighton ...	(a) In. G. Out	MBM	9½
Litchfield ...	G.	LF	192	Middle Creek ...	G.	MCK	112½
Little Brooklyn ...	†	LEB	9	*Mildura ...	(c)	MDA	351½
Little River ...	G.	LR	29½	Millbrook ...	G.	MIL	58½
Llanelli ...	G.	LNy	138½	Millgrove ...	G.	MGV	46½
Loch ...	G.	LA	60	Milltown ...	G.	MLM	227½
Lockington ...	G.	LOC	147½	Mincha ...	G.	MC	159½
Locksley ...	G.	LOX	79½	Minhamite ...	G.	MIH	196½
Londrigan ...	(c)	LON	152½	Mininera ...	G.	MIN	138½
Longlea ...	G.	LEA	93	Minyip ...	(c)	MI	198½
Longwarry ...	G.	LY	52	Miralie ...	G.	MRL	238
Longwood ...	G.	LO	84½	Miram ...	(c)	MV	266½
Lorquon ...	G.	LOR	261½	Mirboo North ...	(c)	MNH	110
Lovat (N) ...	G.	LVT	111	Mitcham ...	G.	MCH	14½
Lower Ferntree Gully ...	G.	LX	22½	Mitiamo ...	(c)	MIT	142½
Loy Yang ...	G.	LZ	102½	Mitre ...	G.	MLK	227½
Lubeck ...	G.	LU	175	Mittyack ...	G.	MYC	266½
Lyndhurst ...	G.	LYN	24	Moama ...	G.	MOA	146½
Lyons ...	G.	LNS	248	Moe ...	(c)	MO	81½
Lyonville ...	G.	LQ	67½	*Moir ...	G.	MRA	160½
Macedon ...	(c)	MDN	43½	Molesworth ...	(c)	MWH	90½
Macorna ...	(c)	MA	165½	Mologa ...	G.	MOL	147
Maffescioni's Siding ...	(a) Out	...	141½	Monea ...	G.	MEA	75½
Maffra ...	(c)	MF	132½	Monegeeta ...	G.	MON	36½
Mandample ...	G.	MPL	122½	Monameith ...	G.	MOU	44
Maldon ...	(c)	MN	89	Montgomery ...	G.	MTO	134½
Malmsbury ...	(c)	MY	63½	Moolort ...	G.	MLT	100½
Malvern ...	(a)	MAL	6½	Moondarra (N) ...	G.	MND	96
Manangatang ...	(c)	MNG	259½	Moorabbin ...	G.	MBN	11½
Mangalore ...	G.	MGR	68	Moorabool ...	G.	MBL	48½
Mannerim ...	G.	MAN	61	Moorooduc ...	(c)	MDC	35½
Manor ...	G.	MNX	24½	Mooroolbark ...	G.	MBK	21½
				Mooroopna ...	(c)	MP	110

* See District Rates, pages 161 to 163. (N) Narrow gauge line station.

† Little Brooklyn is open for the despatch and receipt of livestock only.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Morandng ...	G.	MOR	49½	Nhill ...	(c)	N	248½
Mordialloc ...	G.	MX	17½	Nicholson ...	G.	NIC	177½
Moreland ...	(a)	MLD	5½	Niemur ...	G.	NMR	216½
Moriac ...	G.	MRC	60	Ninda ...	G.	NNA	244½
*Markalla ...	G.	MOK	402½	Nobelius Siding	G. a/c		
Mornington ...	(c)	MQ	40½	(N)	Nobelius		33½
Mortat ...	G.	MAT	251½	Noojee ...	(c)	NJE	89½
Mortlake ...	(c)	MT	150½	Nooramunga ...	G.	NI	134½
Morton Plains ...	G.	MPN	207½	Noradjuha ...	G.	NX	223½
Morwell ...	(c)	MZ	90	North Brighton ...	G.	NBN	8½
Mossiface ...	G.	MSF	188½	Northcote ...	G.	NCE	5½
Moulamein ...	(c)	MMN	231½	North Creswick ...	G.	NC	86½
Mount Evelyn	(c)	MYL	28½	North Fitzroy ...	G.	NF	5
Mount Gambier				*North Geelong	G.	NO	43½
Border † ...			280	North Man-			
Moutajup ...	G.	MJP	184½	geetta ...	(b)	NQ	38½
Moyne ...	G.	MOY	181½	North			
Muckleford ...	G.	MUK	84½	Williamstown	(a)	NW	7½
*Mulwala ...	G.	MUL	164	Nowa Nowa ...	(c)	NWN	208½
Munro ...	G.	MRO	145½	*Nowingi ...	G.	NOW	322½
Murchison ...	G.	MU	93½	Nullan ...	G.	NL	202½
Murchison East	(c)	MUE	91½	Nullawil ...	G.	NU	207
Murrabit ...	(c)	MBT	194½	Numurkah ...	(c)	NK	133½
Murrayville ...	(c)	MVL	356½	Nunawading ...	(b)	NWG	13½
Murroon ...	G.	MUR	95½	*Nunga ...	G.	NGA	284
Murrumbeena	(a)	MUB	9½	Nyahwest ...	(c)	NXH	232½
Murtoa ...	(c)	MR	185½	Nyarrin ...	G.	NYN	250
Musk ...	G.	MSK	72½	Nyora ...	G.	NY	56½
Myall ...	G.	MYA	190½				
Myamyn ...	G.	MYN	224½	*Oaklands ...	(c)	OKD	199½
Myrtleford ...	(c)	ML	177½	Oakleigh ...	(c)	OA	10½
Mysia ...	G.	MS	160½	Oakvale ...	G.	OK	185½
Mystic Park ...	G.	MK	196½	Officer ...	G.	OF	32
Mywee ...	G.	MYE	150	Orbost ...	(c)	OB	231½
				*Ouyen ...	(c)	OY	288½
				Ovens ...	G.	OV	180½
Nagambie ...	(c)	NA	78½				
Nandaly ...	G.	NAN	255½	Painswick ...	G.	PW	130½
Nar-Nar-Goon	G.	NGG	41	Pakenham ...	G.	PK	36½
Naraghid ...	G.	NG	131½	Paninya ...	G.	PTY	368
Narracan ...	G.	NR	88½	Panmure ...	G.	PV	150½
Narre Warren	G.	NW	25½	Parkwood ...	G.	PWD	215½
Nathalia ...	(c)	NH	147½	Parwan ...	G.	PN	29½
Natimuk ...	(c)	NT	218½	Patchewallock	(c)	PAT	281½
Natya ...	G.	NAT	250½	Patha ...	G.	PTH	165½
Nayook ...	G.	NYK	83½	Peechelba East	G.	PEE	161½
Neerim	G.	NRM	80½	Pennyroyal ...	G.	PR	93
Neerim South	G.	NS	75½	Penshurst ...	(c)	PT	208½
Nerrin Nerrin ...	G.	NNR	126½	Pental ...	G.	PEN	209½
Netherby ...	(c)	NBY	267½	Perekerten ...	G.	PKT	247½
Newlyn ...	G.	NZ	90½	Piangil ...	(c)	PNG	242
Newmarket ...	‡	NEW	2½	Picola ...	(c)	PI	154½
Newport ...	(c)	NP	6½	Pier Millan ...	G.	PRN	260
Newstead ...	(c)	ND	92½	Pimpinio ...	G.	PO	213½
Newtown ...	G.	NE	92½				

* See District Rates' pages 161 to 163.

(N) Narrow gauge line station.

† No station is provided. In arriving at the Victorian proportion of freight charges on inter-system consignments via Mount Gambier, the mileage rates to or from Mount Gambier Border shall be charged.

‡ (a) In and Out, G. In, account Dalgety & Co. whose consignments shall be charged the same rates as to Melbourne for Inwards traffic and actual mileage rates for Outwards traffic unless otherwise specified. Empty livestock crates, In

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Pinnaroo				Rosebrook	(d)	R B K	184½
Border†	...	...	369½	Rosedale	(c)	R S	112½
Pine Lodge	G.	PL	121	Roslynmead	G.	R O S	157½
Pira	G.	P R A	227½	Rowsley	G.	R W	34½
*Pirlta	G.	P I R	360½	Ruby	G.	R U	75½
Pirron Yallock	G.	P Y	104½	Rupanyup	(c)	R P	184½
Pisgah	(b)	P C	81½	Rushworth	(c)	R H	104½
Pittong	G.	P I T	104½	Rutherglen	(c)	R	169½
Pomborneit	G.	P B	113½	Sale	(c)	S B	128½
Poorneet	G.	P O R	79½	Salisbury	G.	S A L	242½
Porepunkah	G.	P U	192½	Sandford	G.	S A N	242½
Port Fairy	(c)	P F	186½	Sandringham	G.	S H M	12½
Portland	(c)	P	251½	*Sangar	G.	S A G	188½
Portland North	G.	P L N	250½	Scarsdale	G.	S D E	90½
Port Melbourne	(a)	P M	3½	Seaford	G.	S F O	24½
Port Melbourne Pier	G to or from steamers		3½	Sea Lake	(c)	S L	238
Prairie	G.	P E	136½	Sebastian	G.	S E	116
Pullut	G.	P U L	259	Selby (N)	(b)	S E Y	28½
Puralka	G.	P K A	274	Serviceton	(c)	S N	287
Pura Pura	G.	P P	121½	Seville	G.	S E V	33½
Purdeet	G.	P D	201½	Seymour	(c)	S	61½
Pyalong	G.	P G	56½	Sheephills	(c)	S H P	206½
Pyramid	(c)	P H	155	Shelbourne	(c)	S L B	99½
Pyramid Creek	G.	P Y K	182½	Shelley	G.	S H Y	235½
Quambatook	(c)	Q K	191	Shepparton	(c)	S P	113
Quantong	G.	Q G	214	Shepparton Cattle Siding	...	...	114½
Queenscliff	(c)	Q	67½	Sinclair	(a)	S I N	241
Rainbow	(c)	R B W	266½	Skipton	G.	S K T	111½
Ravenswood	G.	R A	90½	*Sloane	G.	S L E	169
Raywood	G.	R V	120	Smythesdale	G.	S M I	88½
*Redcliffs	(c)	R L	342½	Somerton	G.	S M	13½
Redesdale	G.	R E	76½	Somerville	(c)	S V	35
Redesdale Junct.	G.	R J	60	Southdown	(a)	S D N	182½
Remlaw	(a)	R E M	208	*South Geelong	G.	S G	46½
Rennick	G.	R N K	279½	South Kensington...	†	S K N	2½
*Rennie	G.	R N I	181	South Morang	G.	S M G	17½
Reservoir	G.	R E S	9½	Speed	G.	S P E	264½
Riddell	G.	R C	35½	Spotswood	§	S P D	5½
Ringwood	G.	R D	16½	Springhurst	G.	S T	160
Robinvale	(c)	R O B	293½	Spring Vale	G.	S R	15½
Rochester	(c)	R O	138½	St. Albans	G.	S T A	11½
Rockbank	G.	R K	18½	Stalker (N)	G.	S T L	134½
Rokeby	(c)	R B	70½	Stanhope	(c)	S T H	115½
Romsey	G.	R M	40½	St. Arnaud	(c)	S A	158½
Roseberry	(c)	R Y	246	State Mine	††	S M E	86½
				Staughton's Siding	(a)	S T N	26½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

† No station is provided. In arriving at the Victorian proportion of freight charges on inter-system consignments via Pinnaroo, the mileage rates to or from Pinnaroo Border shall be charged.

†† Open for Goods account the State Mine only.

‡ South Kensington is open for—(a) In and Out, account Minifie & Co., G. In and Out, account New Zealand Loan and The Australian Mercantile Land and Finance Co. Inwards traffic to South Kensington shall be charged the same rates as to Melbourne and actual mileage rates, unless otherwise specified, for Outwards traffic from South Kensington.

§ Spotswood is open for the receipt and despatch of goods in truck loads for any consignor or consignee; agricultural machines and parts for repair; consignments in or out in less than 3 tons, where trucks are loaded to full cubical capacity; and for the receipt of Inwards goods in any quantity on account of the Shell Co. of Australia Ltd. and the Asphalt Cold Mix (Aust.) Pty. Ltd.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Stavelly ...	G.	SVY	162	Tostaree ...	G.	TST	214½
Stawell ...	(c)	SW	150	Tourello ...	G.	TLO	93
St. James ...	G.	SJ	141½	Trafalgar ...	G.	TW	75
St. Kilda ...	(a)	STK	4½	Tragowel ...	G.	TRG	170½
Stoneyford ...	G.	SD	111	Traralgon ...	(c)	TN	98½
Stony Creek ...	G.	SC	91	Trawalla ...	G.	TR	97½
Stony Point ...	(c)	SO	46½	Trawool ...	G.	TRA	63
Strangway ...	G.	STR	88½	Trentham ...	(c)	TM	63½
Stratford ...	(c)	STD	138½	Tresco ...	G.	TSO	201½
Strathallan ...	G.	SHL	146½	*Trinita ...	G.	TRN	302
Strathkellar ...	G.	SKR	192	Tungamah ...	(c)	T	149½
Strathmerton ...	G.	SX	146	Turriff ...	G.	TRF	260½
Sulky ...	G.	SK	80½	Tutye ...	G.	TT	339
Sunbury ...	G.	SI	23½	Tyabb ...	G.	TV	37½
Sunshine ...	(c)	SUN	7½	Tylden ...	G.	TY	56½
Surrey Hills ...	G.	SZ	8½	Tynong ...	(c)	TZ	44½
Sutherland ...	G.	SU	165½	Ultima ...	(c)	UL	221½
Swan Hill ...	(c)	SH	214½	Underbool ...	(c)	UB	319½
Swan Hill Cattle Siding ...	...	...	216	Upper Ferntree Gully ...	(c)	UG	23½
Swanwater ...	G.	SQ	170½	Upwey (N) ...	(b)	UP	25½
Sydenham ...	G.	SY	15	Urangara ...	G.	UR	218
Tabilk ...	G.	TK	74	Vasey ...	G.	VA	228
Tabor ...	G.	TO	210	Vectis ...	G.	V	211½
Talbot ...	(c)	TQ	107½	Victoria Park ...	(c)	VK	3½
Tallangatta ...	(c)	TA	212½	Violet Town ...	(c)	VT	105½
Tallaroock ...	(c)	TL	56	Vite Vite ...	G.	VV	115½
Tallygaroopna ...	G.	TP	123½	Waaia ...	G.	WA	140½
Tandarra ...	G.	TD	127	*Wahgunyah ...	(c)	WG	174
Tantonan ...	G.	TTN	179	Wahring ...	G.	WQ	84½
Taradale ...	G.	TDL	67½	Wail ...	G.	WAI	219½
Tarnagulla ...	G.	TG	136½	Waichie ...	G.	WIE	233½
Tarranginnie ...	G.	TIN	255½	Wakool ...	G.	WAK	197½
Tarranyurk ...	G.	TYK	242	Wallace ...	G.	WC	61½
Tarrawarra ...	G.	TAR	35	Wallan ...	G.	WK	29½
Tarrowingee ...	G.	TWG	157½	Walpeup ...	G.	WLP	307½
Tarwin ...	G.	TWN	87½	Walwal ...	G.	WAL	169
Tatura ...	(c)	TU	110	Wanalta ...	G.	WLT	112½
Tatyoon ...	(c)	TYO	144½	Wandin ...	G.	WAN	31½
Teal Point ...	G.	TPT	188½	Wandong ...	G.	WJ	34½
Teddywaddy ...	G.	TED	178½	*Wangamong ...	G.	WGG	194½
Telford ...	G.	TE	154½	Wangaratta ...	(c)	W	145½
Tempy ...	G.	TMY	268½	Wannon ...	G.	WV	210½
Terang ...	(c)	TNG	137½	Waranga ...	G.	WX	99½
Thomastown ...	G.	TSN	12	Warburton ...	(c)	WAR	48½
Thorpdale ...	G.	TH	92½	Warncoort ...	G.	WNT	87
*Thurla ...	G.	THL	348½	Warne ...	G.	WRN	213
Thyra ...	G.	THY	168½	Warracknabeal ...	(c)	WL	216½
Timboon ...	G.	TIM	149½	Warragamba ...	G.	WRG	140½
Tinamba ...	G.	TI	127½	*Warragoona ...	G.	WGD	175½
*Tocumwal ...	(c)	TCL	156½	Warragul ...	(c)	WI	62½
Tongala ...	G.	TJ	130½	Warra Yadin ...	G.	WYN	136
Tooborac ...	G.	TBC	62½	Warrenheip ...	G.	WHP	69½
Toolamba ...	(c)	TLA	103½	Warrnambool ...	(c)	WB	166
Toolondo ...	G.	TOO	234½	Warrong ...	G.	WNG	179
Toongabbie ...	G.	TB	109½	Watchem ...	(c)	WCH	202½
Toora ...	(c)	TOA	114½	Watchupga ...	G.	WHA	234½
Tooradin ...	G.	TDN	36½	Watson (N) ...	(b)	WTN	97½
Toorak ...	(c)	TOK	5½	Waubra ...	G.	WAJ	95½
Tooronga ...	G.	TGA	6½				
Torrta ...	G.	TRT	312½				

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

Station	Reference	Brand	Mileage from Melbourne	Station	Reference	Brand	Mileage from Melbourne
Waygara ...	(c)	W Y G	222½	Woomelang ...	(c)	W M G	241½
Wedderburn ...	(c)	W E D	151	Woorinen ...	G.	W N N	222
Wedderburn Junction ...	G.	W J N	146	Woari Yallock	G.	W Y K	38½
Weeaproinah (N) ...	G.	W E A	129½	Wooragee ...	G.	W O	178½
Weerite ...	G.	W E R	117½	Wunghnu ...	G.	W U	129½
Wellsford ...	(b)	W L F	115½	Wycheproof ...	(c)	W Y	190½
Welshpool ...	G.	W P L	120½	Wychitella ...	G.	W Z	159½
Werrabee ...	(c)	W R	19½	Wyeiangta (N)	G.	W Y L	133
*Werrimul ...	G.	W M L	378	Yaapeet ...	(c)	Y T	276½
Wesburn ...	(c)	W E S	45½	Yabba North ...	G.	Y N	138½
West Footscray	(c)	W F Y	4½	Yabba South ...	G.	Y S	133½
Westmere ...	(c)	W S M	132½	Yackandandah...	(c)	Y A	184
White Hills Siding ...	†	...	103½	Yallakool ...	G.	Y K L	191
Whittlesea ...	G.	W S	26½	Yallourn ...	G.	Y A L	86½
Willaura ...	(c)	W I L	154½	Yanac ...	(c)	Y B	279½
Williamstown Pier ...	(c)	W P	9½	Yangalake ...	G.	Y G K	266½
Willowmavin ...	G.	W V N	45½	Yan Yean ...	G.	Y E	23
Wimba (N) ...	(b)	W M B	118½	Yarck ...	G.	Y K	97
Winchelsea ...	G.	W H	70½	Yarra Glen ...	(c)	Y L	31½
Windermere ...	G.	W T	83½	Yarragon ...	G.	Y O	70
Windsor ...	(a) In, G. Out	...	...	Yarra Junction	(c)	Y J T	43½
Wingeel ...	G.	W G I	73½	Yarram ...	(c)	Y A R	137½
Winnap ...	G.	W N P	258	*Yarrara ...	G.	Y R R	388
Winton ...	G.	W N	127½	Yarraville ...	†	Y V	4½
*Wodonga ...	(c)	W D	187	Yarrowonga ...	(c)	Y G	161½
Womboota ...	G.	W O T	163½	Yarroweyah ...	G.	Y H	150½
Wonthaggi ...	(c)	W O N	87½	Yarto ...	G.	Y T O	271½
Woodend ...	(c)	W E	48½	Yatchaw ...	G.	Y C	204½
Woodfield ...	G.	W F	114½	*Yatpool ...	G.	Y P	338½
Woodleigh ...	G.	W D L	63½	Yea ...	(c)	Y	79½
Woolamai ...	G.	W L M	73½	*Yelta ...	G.	Y E L	364
Woolsthorpe ...	G.	W S P	185	Yendon ...	G.	Y D	75
				Yering ...	G.	Y I	29½
				Yinnar ...	G.	Y R	97½
				Youanmite ...	G.	Y M	142
				Yungera ...	G.	Y G A	264½

* See District Rates, pages 161 to 163.

(N) Narrow gauge line station.

† (a) In : fruit, vegetables and gravel Out.

‡ Yarraville is open for:—

Inwards—Truck loads, manure and sugar for reconditioning, empty return cases, jars, bags, &c., account Colonial Sugar Coy., Commonwealth Fertilizer Coy., and Victor Leggo & Coy.

Outwards—General goods not requiring crane power.

JUNCTION MILEAGE TABLE
The following Table shows the mileages for use in respect of goods or live stock traffic between Junction stations and from Junction stations to Intersystem Border stations.

Local Junctions	Albury	Albion	Ararat	Bal-larat	Benalla	Bendigo	Broad-meadows	Carlisle-ruhe	Castle-maine	Coler-aine Junct.	Cressy	Dunolly	East Nati-muk	Echuca	*Foot-scray
Albion ...	188	—	124	66	119	92	8	44	69	191	87	117	210	143	5
Ararat ...	312	124	—	57	243	111	132	113	88	67	79	68	86	165	127
Ballarat ...	255	66	57	—	186	99	75	59	76	124	43	56	143	153	70
Benalla ...	119	—	243	186	—	157	110	164	180	310	204	209	329	130	122
Bendigo ...	92	157	111	99	—	—	92	47	22	178	141	55	197	54	97
Broadmeadows ...	180	8	132	75	110	—	—	53	25	200	94	126	218	134	12
Carlisle-ruhe ...	233	44	113	59	164	47	53	—	—	180	118	72	199	102	49
Castlemaine ...	249	69	88	76	180	23	25	—	—	174	118	47	174	77	74
Coleraine Junction ...	380	191	67	124	310	178	200	180	155	120	120	135	165	233	194
Cressy ...	274	87	79	43	204	141	94	101	118	120	98	98	154	107	122
Dunolly ...	279	117	68	56	209	55	126	47	78	135	81	154	—	251	213
East Natimuk ...	398	210	86	143	329	197	134	102	77	233	195	107	251	146	146
Echuca ...	199	143	165	153	130	54	12	102	77	194	82	122	213	111	34
*Footscray ...	192	5	127	70	122	97	12	76	92	222	116	121	241	111	82
Heathcote Junction ...	157	31	93	81	88	69	22	78	53	160	123	121	179	215	127
Inglewood ...	254	122	93	63	185	30	119	78	136	135	20	118	185	88	88
Irewarra ...	280	93	113	101	211	161	100	121	98	180	143	44	199	102	147
Korong Vale ...	274	142	113	132	205	50	139	98	73	121	151	56	140	155	73
Linton Junction ...	258	69	154	13	189	100	78	60	77	257	151	156	276	140	69
Mangalore ...	422	66	190	132	53	104	57	110	126	54	66	81	99	179	140
Maroona ...	326	137	131	70	256	124	146	126	101	54	66	81	140	111	108
Maryborough ...	283	103	131	42	214	56	172	89	34	121	134	122	31	220	181
Murtoa ...	367	178	54	111	297	165	187	167	142	110	134	122	31	153	71
North Ballarat ...	256	67	56	56	187	98	76	56	24	123	42	55	144	53	98
North Ballarat Junc.	225	93	112	100	156	86	90	49	24	179	142	53	198	53	83
North Creswick ...	268	79	68	123	199	86	88	46	63	135	54	43	154	141	40
North Geelong ...	232	45	110	53	162	137	52	89	114	162	42	109	196	186	285
Ouyen ...	442	280	231	219	373	218	289	235	210	298	261	163	317	270	285
Toolamba ...	157	101	207	168	88	96	92	144	119	274	186	148	293	41	104
Border Junctions															
Albury ...	—	188	312	255	69	226	180	233	249	380	274	279	398	199	192
Tocumwal ...	210	154	260	221	141	149	145	197	172	327	239	201	346	94	157
Serviceton ...	468	280	156	213	399	267	288	269	244	175	235	224	283	321	283
Mt. Gambier Border	461	273	149	206	392	260	281	262	237	81	202	217	160	314	276
Pinnaroo Border	522	360	311	299	453	298	369	316	291	379	341	243	397	350	365
Oaklands ...	147	198	322	264	78	235	189	242	258	389	283	288	408	208	201

* Junction of Northern and South-Western lines.

The following table shows the mileages for use in respect of goods or live stock traffic between Junction stations and from Junction stations to Intersystem Border stations—continued.

	Heathcote Junction.	Inglewood	Irrewarra	Korong Vale	Limton Junction.	Mangalore	Maroocha	Maryborough	Murtoa	North Ballarat	North Bendigo Junction.	North Creswick	North Geelong	Ouyen	Toolamba
Local Junctions															
Albion ...	31½	122½	93½	142½	69½	66½	137½	103½	178½	67½	93½	79½	45	280½	101½
Ararat ...	155½	93	99½	113	54½	190½	13½	54½	54½	56½	112½	68½	110½	231½	207½
Ballarat ...	98½	81	63½	101	2½	133	70½	42½	111½	187½	100½	12½	53	219½	168½
Benalla ...	88	185	211	205	189	256½	256½	214	297½	187½	156	199	162½	372½	88½
Bendigo ...	69½	30½	161½	50½	100½	104	124½	56½	165½	96½	11	86½	137½	218	96½
Broadmeadows ...	2½	119½	100½	139½	78½	57½	146	112½	187½	76½	90½	88½	52	289	92½
Carlsruhe ...	76	78	121½	98	60½	110½	126½	59	167½	58½	49	46½	89½	235½	144
Castlemaine ...	92	53	138½	73	77½	125½	101½	34	142½	75½	24	63½	114½	210½	119
Coleraine Junction ...	22½	160½	135	160½	121½	257½	54	121½	110	123½	179½	135½	162½	298½	274½
Cressy ...	116½	123	20	143	40½	151½	66½	84½	134	43½	142½	54½	42	261½	186½
Dunolly ...	12½	24½	118½	44½	57½	156½	81½	133½	122½	55½	53½	43½	109½	163	148½
East Natimuk ...	241½	179	185½	199	140½	276½	99½	140½	313½	142½	198½	154½	196½	317½	293½
Echuca ...	82½	215½	215½	102½	155	77	179	111½	220	153	53½	141	186½	270	41½
*Footscray ...	34½	127½	88½	147½	73	69½	140½	108½	181½	71	98½	83	40	285½	104½
Heathcote Junction ...	—	97	123	117	101	34½	168½	126	209½	99	68	111	74½	284½	70
Inglewood ...	123	143	143	20	82½	137½	106½	38½	147½	80½	29	68½	134	187½	124
Irrewarra ...	117	20	163	163	60½	151½	86½	104½	154	62½	162½	74½	48½	281½	193
Korong Vale ...	101	82½	60½	102½	102½	139½	126½	104½	154	100½	49	88½	154	207½	144
Limton Junction ...	101	82½	60½	102½	102½	139½	203½	43½	108½	2	107½	14	55½	220½	171
Mangalore ...	34½	137½	157½	102½	135½	—	203½	160½	244½	133½	102½	145½	109½	319½	351
Maroocha ...	168½	106½	86½	126½	67½	160	67½	43½	67½	69½	125½	81½	108½	244½	220½
Maryborough ...	126	38½	104½	58½	43½	244½	67½	67½	108½	41½	58	29½	95½	176½	153
Murtoa ...	209½	147½	154	167½	108½	244½	67½	67½	108½	41½	166½	122½	164½	285½	261½
North Ballarat ...	99	80½	62½	100½	108½	2	67½	108½	—	110½	99½	12	53½	218	169
North Bendigo Junction ...	68	29	162½	49	101½	102½	126½	41½	110½	—	87½	87½	138½	216½	95
North Creswick ...	111	68½	74½	88½	14	145	81½	29½	166½	99½	138½	—	65½	206½	181
North Geelong ...	74½	134	48½	154	55½	109	106½	95½	122½	117	138½	—	272½	272½	144½
Ouyen ...	284½	187½	281½	207½	220½	319½	244½	176½	285½	218½	216½	206½	—	—	311½
Toolamba ...	70	124	193	144	171	35½	220½	153	261½	169	95	181	144½	311½	—
Border Junctions															
Albury ...	157½	254½	280½	274½	258½	122½	326	283½	367	256½	225½	268½	232	442	157½
Tocumwal ...	123	177	246	197	224	88½	273½	206	314½	227½	148	234	197½	364½	53
Serviceton ...	311½	249	255½	269	210½	346½	168	210½	101½	212½	266½	274	266½	387½	363½
Mt. Gambier Border ...	304½	242	216½	262	203½	339½	135½	203½	191½	205½	261½	217½	244½	380½	356½
Pinnaroo Border ...	365½	268½	361½	288½	301	400	325	257½	366	299	297½	287	352½	80½	392½
Oaklands ...	166½	263½	289½	283½	267½	131½	33½	292½	376½	265½	234½	277½	241½	451½	167

* Junction of Northern and South-Western lines.

[6711]



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VICTORIAN RAILWAYS

— o —
VICTORIAN RAILWAYS COMMISSIONERS

BY-LAW No. 375

— o —
GOODS RATES BOOK

Volume II

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



VICTORIAN



RAILWAYS

GOODS RATES BOOK

VOLUME II

Rates and Conditions for the Carriage of
**EXPLOSIVES AND GOODS OF A
DANGEROUS NATURE**

To Take Effect On And From 1st December, 1954

The Commissioners hereby notify that the Rates and Conditions, Classifications, and Charges shown herein are subject to alteration at any time.

To be read and construed with Goods Rates Book—
Volumes I and III.

All Rates, Conditions, Classifications and Charges for the Carriage of Explosives and Goods of a Dangerous Nature issued prior to 1st December, 1954, are cancelled.

Published by the authority of the Government of the State of Victoria :

M. L. G. McKenzie
Manager

Victorian Railways Printing Works, North Melbourne

1954

VICTORIAN RAILWAYS

VICTORIAN RAILWAYS COMMISSIONERS

BY-LAW No. 375

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 and the charges for other services shall be as set forth in Volumes I., II. and III. of this By-Law.

The provisions of this By-Law shall become effective as from 1st December, 1954.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 29th day of September, in the year of our Lord One thousand nine hundred and fifty-four in the presence of—

(SEAL)	R. G. Wishart	}	Victorian Railways Commissioners
	O. G. Meyer		
	E. H. Brownbill		

Confirmed by the Governor-in-Council

the fifth day of October, 1954.

A. Mahlstedt
Clerk of the Executive Council.

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PART I.**Conditions for the Carriage of Explosives
and Goods of a Dangerous Nature.**

1. (a) The words and expressions used in the following regulations shall respectively have and include the several meanings assigned to them or defined in the Railways Acts and any Act relating to explosives or goods of a dangerous nature and in the Regulations and By-laws made under any of the foregoing Acts.

(b) The word "Commissioners" used in this By-law shall mean the Railways Commissioners or Commissioner in whom the railway premises or railways on or over which the explosives and/or dangerous goods are to be handled or conveyed, are vested or controlled.

(c) "Explosive" means any explosive the transport of which is authorised under any Act relating to explosives or any Regulation, By-law or Order made thereunder. The carriage of any explosive which is not an "authorised" explosive is absolutely prohibited.

(d) "Goods of a Dangerous Nature" means any goods of a dangerous nature and includes any inflammable liquid or dangerous goods, other than explosives, defined as such in any Act or in any Regulation or By-law made thereunder, goods referred to in this By-law as being of a dangerous nature, and goods deemed by an officer of the Commissioners receiving the same for carriage to be of a dangerous nature.

(e) "Owner" when used in relation to explosives and to goods of a dangerous nature, includes any consignor, consignee or any agent for the sale, custody, loading or unloading thereof.

(f) "Explosives Van" means a vehicle, partitioned or otherwise (the design of which meets with the approval of the Government Authority or Department controlling explosives), owned by the Commissioners and maintained for the carriage of explosives.

(g) "Portable Magazine" means a receptacle for explosives, substantially constructed of hardwood and galvanised iron, or other approved materials, in such a manner that no iron or steel shall be exposed to view on the interior side thereof, and the lid of which is closely fitting and secured in an approved manner. Its construction shall be such as will effectively protect the explosives which it contains from accident by fire from without. It shall be capable of being carried when full by two men and shall be approved by the Government Authority or Department controlling explosives.

2. (a) The Commissioners are not common carriers of explosives or of goods of a dangerous nature, and hereby give notice that they do not undertake the carriage thereof except on the following special conditions. Explosives and goods of a dangerous nature will only be received and carried subject to the Railways Acts and any Act relating to explosives or goods of a dangerous nature and the Regulations and By-laws made under any of the foregoing Acts and upon the express condition that the Commissioners shall be

- (i) exempt from all liability of whatsoever nature howsoever arising in respect of loss of or damage to the explosives or goods of a dangerous nature and
- (ii) compensated by the sender for any loss or damage in any way caused by the said explosives or goods of a dangerous nature to the Commissioners' property and indemnified by the sender against any claim in respect of loss, damage or injury in any way caused by the said explosives or goods of a dangerous nature to any person or the property of any person, unless such loss, damage or injury arises from wilful misconduct on the part of the Commissioners' servants.

(b) The carriage of any explosive, other than an explosive within the meaning of this By-law, is absolutely prohibited.

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

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4. The Commissioners do not guarantee to despatch explosives or goods of a dangerous nature at any particular time or by any particular train, nor will they allow consignments, whether carried or to be carried, to remain on railway premises longer than is necessary. If packages containing explosives or goods of a dangerous nature carried by railway be not accepted and removed by the consignee within one working day, they may be removed by the Commissioners at the owner's risk and expense, or otherwise disposed of as they think fit, or returned to the sender who will be required to remove them at once from the premises and pay the whole charges incurred in connection therewith.

5. The Commissioners may refuse to receive, forward, carry, or allow to be brought or carried upon any railway under their control, any vehicle or package which they suspect to be packed or sent, or to contain any article or thing packed or sent in contravention of this By-law or any Acts and Regulations relating to explosives or goods of a dangerous nature; and in case any vehicle or package which the Commissioners suspect to be so packed or sent, or to contain any such article or thing as aforesaid, shall be on any railway under the control of the Commissioners, the Commissioners may open or require such vehicle or package to be opened to ascertain the fact.

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

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

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

8. No person shall send to the Commissioners any consignment of explosives for conveyance unless he has given the Commissioners such notice as the Commissioners may require, and has had an intimation from the Commissioners that they are prepared to receive such consignment. The information required of a person's intention to send such a consignment shall comprise the true name, description and quantity of the explosives proposed to be conveyed, the sender's own name and address, and the name and address of the proposed consignee.

9. Each consignment of explosives or goods of a dangerous nature shall be accompanied by a consignment note on a form provided for the purpose (see page 109), stating the true name, description and quantity to be conveyed, the name and address of the sender, the name and address of the consignee and the name of the railway station to which such explosives or goods of a dangerous nature are to be conveyed. Such consignment note shall be handed to the receiving officer to whom the goods are delivered. The consignment note for explosives shall bear a declaration by the consignor that the explosives referred to therein are in good order and condition, and are packed and marked in accordance with the Acts, By-laws and Regulations dealing with explosives.

A declaration on the consignment note for goods of a dangerous nature shall be made that the goods have been securely packed and marked as prescribed in the relevant Acts, Regulations and By-laws. Where alternative methods of packing to those prescribed in the relevant Acts, Regulations and By-laws have been permitted, the authority under which this permission was granted shall be shown on the consignment note.

Goods of a dangerous nature packed in containers which do not comply with the requirements of this By-law may be accepted for carriage when consigned direct from a ship to a railway destination station, subject to the following conditions:—

- (i) That the containers are in good condition and free from leaks.
- (ii) That the authority of the Chief Traffic Manager has been obtained to despatch such consignment. The terms of such authority must be shown on the consignment note.

10. Consignments of explosives or goods of a dangerous nature shall be sent to the forwarding station, and shall be loaded or unloaded only at such times during such hours between sunrise and sunset as the Commissioners may appoint, and every such consignment proposed to be carried by rail shall immediately on the arrival thereof be delivered to the employe or employes of the Commissioners authorised to receive explosives or goods of a dangerous nature, unless this provision shall be varied by the written authority of the Commissioners or the Chief Traffic Manager.

11. Goods of a dangerous nature shall not be offered for conveyance unless packed in such a manner that no part of the contents can escape under any reasonable condition of transport, and shall be packed and marked as prescribed in Parts III, IV and V of this By-law, so as to indicate clearly the nature of the contents of such packages.

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

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

13. All explosives shall be marked conspicuously with the word "Explosive" followed by the name of such explosive and all goods of a dangerous nature shall be marked conspicuously with the word "Danger" followed by the name of such goods.

PART II.

Explosives.

IN EXPLOSIVE VANS OR PORTABLE MAGAZINES EXCEPT WHERE OTHERWISE SPECIFIED BY MIXED AND GOODS TRAINS.

- 1. All explosives taken on to any railway premises or offered for transport shall be packed as required by the Explosives Acts and the Regulations thereunder and to the satisfaction of the Railway Commissioners.
- 2. Except in the case of Safety Cartridges, Safety Fuse for blasting, Railway Fog Signals, Percussion Caps and Manufactured Fireworks, there shall not be any iron or steel exposed on any packages containing explosives.
- 3. Any package which is defective or insecure shall be forthwith removed by the owner, consignor, consignee or their agents, on instructions issued by any of the Commissioners' employes.

MARKING AND LABELLING.

- 4. Packages of explosives shall have affixed to them in conspicuous characters by means of a brand or securely attached label, the word "EXPLOSIVE," the class and division of the explosive, the name of the sender, and the name and address of the consignee.

CLASSIFICATION OF EXPLOSIVES.

The classification, marking and examples of authorised explosives which may be conveyed are as follows:—

Class 1.—GUNPOWDER. Each package to be marked conspicuously:—

<p>EXPLOSIVE CLASS 1 GUNPOWDER Name of Manufacturer or Sender</p>

Class 2.—NITRATE MIXTURE. Each package to be marked conspicuously:—

<p>EXPLOSIVE CLASS 2—NITRATE MIXTURE NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

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Class 3.—NITRO COMPOUND (Two Divisions). Liquid Nitro Glycerine shall not be tendered for or accepted for transport by rail under any circumstances.

Division 1.—Division 1 comprises any explosive which consists partly of nitro glycerine, e.g., Blasting Gelatine, Gelatin Dynamite, Gelignite, Quarry Monobel, Ajax, and Dynobel No. 2. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 3—NITRO COMPOUND Division 1 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Division 2.—Division 2 comprises any explosive and any nitro compound as defined in the Explosives Acts and Regulations thereunder which is not in the first division, e.g., Amberite No. 2, E. C. Sporting Powder and Smokeless Diamond Powder. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 3—NITRO COMPOUND Division 2 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Class 4.—CHLORATE MIXTURE (Two Divisions).

Division 1.—Division 1 comprises any chlorate preparation which consists partly of nitro glycerine or other liquid nitro compound. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 4—CHLORATE MIXTURE Division 1 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Division 2.—Manufactured chlorate mixtures of this Division (Rack-a-Rock, Rend Rock and Lithyte) shall not be tendered for or accepted for transport by rail under any circumstances.

Class 5.—FULMINATE (Two Divisions). This class, due to its dangerous nature, shall not be tendered for or accepted for transport by rail without the consent in writing of the Chief Inspector of Explosives.

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Class 6.—AMMUNITION (Three Divisions).

Division 1.—Ammunition that will not explode in bulk, e.g., Multiple Safety Fuse Igniters, Percussion Caps, Railway Fog Signals, Safety Cartridges, Safety Fuse and Safety Instantaneous Fuse. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 6—AMMUNITION Division 1 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Division 2.—Ammunition that may explode in bulk but does not contain its own means of ignition, e.g., Detonating Fuse (which includes Prima Cord, Cordtex and Cordeau Bickford). Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 6—AMMUNITION Division 2 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Division 3.—Ammunition that will explode in bulk and contains its own means of ignition, e.g., Detonators, Electric Detonators, and Electric Delay Action Detonators. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 6—AMMUNITION Division 3 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

Class 7.—FIREWORKS (Three Divisions).

Division 1.—Firework composition. Not to be tendered for or accepted for transport by rail under any circumstances.

Divisions 2 and 3.—Manufactured Fireworks. Each package to be marked conspicuously:—

<p style="text-align: center;">EXPLOSIVE CLASS 7—FIREWORKS Division 2 or 3 NAME OF EXPLOSIVE Name of Manufacturer or Sender</p>

5. The Stationmaster or such other person or employe in charge of the station at the time of receipt and delivery is authorised by the Commissioners to carry out the By-laws, rules and instructions necessary to the safe handling and carriage of explosives, including the proper direction of all employes and other persons concerned.

6. While on railway premises to assist in the despatch or receipt of explosives, consignors, consignees and their employes shall observe strictly the instructions of the local railway employe authorised to conduct the safe handling, loading and despatch of explosives traffic, and do everything in their power to assist him in carrying out his duties.

7. While the loading, unloading, stowing or conveyance of explosives is in progress, each person engaged in such loading, unloading, stowing or conveyance must observe all necessary precautions for the prevention of accident by fire or explosion; must not allow any unauthorised person to have access to such goods; must abstain from smoking or any act whatever which may tend to cause fire or explosion, and is not necessary to the loading, unloading, stowing or conveyance of explosives; and must prevent any other person from smoking or committing any such act. Further, he shall not have upon his person any matches or means of striking a light.

NOTES ON PERMISSIBLE GROUPING OF EXPLOSIVES IN RAILWAY TRUCKS FOR TRANSPORT BY RAIL.

8. Subject to the Regulations under the Explosives Acts the following conditions will apply:—

(a) Unless otherwise stated, explosives must be loaded only into explosives vans, or, when in portable magazines, into ordinary trucks for transport by goods train.

(b) No explosive shall be loaded into a railway vehicle which contains any other type of dangerous goods or inflammable material.

(c) All explosives grouped in one Class and Division may be loaded together in the one vehicle; but unless otherwise provided for shall not be loaded with explosives of any other Class or Division.

(d) Explosives of Class 1, Class 2, Class 3 and Class 4, Division 1, and such explosives in Class 6, Division 2, as may be authorised from time to time, may be carried together in the same vehicle, providing there is no exposed iron or steel on the packages.

(e) Explosives of Class 6, Division 1, need not be loaded into an explosives van or a portable magazine, but may be accepted if packed in strong wooden cases approved by the Explosives Department and forwarded in ordinary railway goods trucks provided no other explosives are in the trucks.

(f) Explosives of Class 7, Division 2 (Large Fireworks) are only to be accepted at approved stations, and are only to be conveyed in explosives vans, unless exempted by a special written authority. These explosives to be packed in sealed tins enclosed in strong wooden cases.

(g) Explosives of Class 7, Division 3 (Small Fireworks), if packed in strong wooden cases lined with tin, galvanised iron or zinc, or wrapped in waterproof and siftproof material and enclosed in strong wooden cases, or, if imported, in their original packages, may be accepted at any station and forwarded in ordinary railway goods trucks.

(h) Sporting Powder not exceeding 5 lb. in weight if packed in tins in metal lined cases and secured against movement, may be accepted at approved stations.

(i) A limited quantity of safety cartridges Class 6, Division 1, may be received at Spencer Street and Flinders Street Parcels Offices, and despatched to country stations by passenger train.

(j) Except where otherwise specified explosives may be received for carriage only at approved stations and only on such days as may be appointed from time to time.

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

PART III.**SECTION NO. 1.****Compressed Gases.**

1. Compressed gases will be accepted for transport if containers comply with one of the following requirements in all details:—

(a) Steel cylinders manufactured to the appropriate Australian Standard Specification for the particular gas, tested, maintained and filled in accordance with the requirements of the Australian Standard No. CB.4—S.A.A. Code for Compressed Gas Cylinders.

(b) Steel cylinders manufactured to a Standard Specification approved by the Standards Association of Australia for the particular gas (as listed in the Australian Standard No. CB.4—S.A.A. Code for Compressed Gas Cylinders) tested, maintained and filled in accordance with the requirements of the Australian Standard No. CB.4—S.A.A. Code for Compressed Gas Cylinders.

(c) Large gas welded steel drums with capacity up to 20 cwt. manufactured to a recognised specification approved by the Commissioners and tested, maintained and filled in accordance with such specification or approval. These drums must be securely mounted on suitable flat trucks, but may be removed for filling and emptying, provided adequate lifting appliances are available. These drums are suitable for compressed liquifiable gases such as Chlorine and Sulphur Dioxide (see Packing Clause No. 138).

(d) Cylinders which do not comply fully with the requirements of the Australian Standard No. CB.4—S.A.A. Code for Compressed Gas Cylinders, but for which the Gas Cylinder Sectional Committee of the Standards Association of Australia has issued a permit under special restricted conditions for their continued use.

Such cylinders will be covered as far as rail transport is concerned by a special exemption authority. In applying for such exemption authority, to be issued by the Commissioners, the consignor must clearly state the number of the Standards Association of Australia Gas Cylinder Committee's ruling on the subject. The number of the Special Exemption Authority which may be of a tentative nature shall be quoted as part of the certificate given on the Consignment Note for Goods of a Dangerous Nature.

(e) Privately owned tank cars approved by the Commissioners.

2. Filled cylinders imported into Victoria, if constructed to an acceptable specification, but where a test is overdue on the basis of Australian practice, will be carried to their primary destination, but before refilling in this country must be tested in accordance with the Australian Standard No. CB.4—S.A.A. Code for Compressed Gas Cylinders.

3. Cylinders containing Hydrocyanic Acid Gas, anhydrous—STABILISED, as well as those containing the gas in solution (see Poisonous Materials, Part III, Section No. 5), nitrogen peroxide (di-oxide and tetroxide), phosgene, and other highly poisonous gases, will not be accepted for conveyance by rail unless accompanied by the written authority of the Chief Traffic Manager.

The application for the permit to carry highly poisonous gases for which written authority of the Chief Traffic Manager is required and for which Packing Clause No. 139 is prescribed, shall include a signed declaration that all the supplementary conditions in Packing Clause No. 139 have been fully complied with and shall give particulars and numbers of the cylinders involved. The Permit when granted shall be submitted with the Consignment Note for Goods of a Dangerous Nature, when cylinders are tendered for transport.

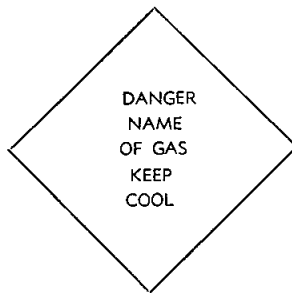
4. THE CARRIAGE OF UNSTABILISED ANHYDROUS HYDROCYANIC ACID IS STRICTLY PROHIBITED.

5. The Commissioners may at any time refuse to accept for transport by rail any cylinder or other type of container which they consider unsatisfactory.

6. Consignors of compressed gases shall complete the Consignment Note for Goods of a Dangerous Nature, giving a written certificate that the relevant conditions have been complied with in all respects.

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7. LABELLING.—In addition to any label denoting the specific risk of the compressed gas (see Part III, Sections Nos. 2-6) the name of the gas and the words "Danger—Keep Cool" shall appear either in the label or as a separate label. In the case of non-inflammable, non-poisonous gases, the cylinders shall have affixed a GREEN label at least 4 inches square, with BLACK lettering thus:—



SECTION NO. 2. INFLAMMABLE MATERIALS.

DEFINITIONS.

(I) Inflammable Liquid means any liquid having a true closed cup flash point of less than 150° Fahrenheit (65.6° Centigrade) as determined by the Standard Methods laid down by the British Institute of Petroleum, I/P. 33/44, 34/47, or subsequent revisions.

(II) Inflammable Solid means any solid or semi-solid which, because of its readily combustible properties, constitutes a fire hazard.

INFLAMMABLE LIQUIDS.

1. For the purpose of transportation by railway, inflammable liquids are divided into two groups as follows:—

Group "A": Highly inflammable, having a true Flash Point of less than 73° Fahrenheit.

Group "B": Inflammable, having a true Flash Point of not less than 73° Fahrenheit, and not more than 150° Fahrenheit.

2. All containers whether full or empty shall be sound and sealed so that they are liquid and vapour tight.

3. All inflammable liquid taken on to any railway premises shall be packed and marked as prescribed in this By-law.

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

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

(a) except between the hours of sunrise and sunset without the permission in writing and under conditions approved by the proper officer of the Commissioners;

(b) unless and until the vehicle in which it is to be loaded, or from which it is to be unloaded, shall have been thoroughly ventilated by opening doors and allowing sufficient time for the escape of any vapours;

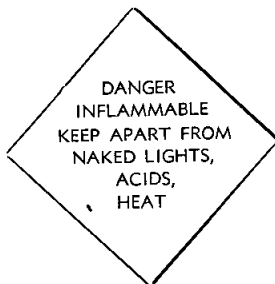
(c) unless and until all the pipes and other appliances used for handling in bulk are free from leakage;

(d) except under other conditions as may be imposed by the proper officer of the Commissioners.

6. Tank trucks for the conveyance of inflammable liquids shall be of a design approved by the Commissioners.

MARKING AND LABELLING.

7. Outer packages must be marked in conspicuous type, with the name of the contents and the name and address of the sender, and have affixed a RED label with BLACK lettering not less than 4 inches square, thus:—



8. In addition, outer packages containing inflammable liquids Group "A" must be marked in conspicuous type with the words "HIGHLY INFLAMMABLE."

INFLAMMABLE SOLIDS.

1. All containers of inflammable solids shall be sound and free from leaks.
2. All inflammable solids taken on to any railway premises shall be packed and marked as prescribed in this By-law.
3. All empty containers must be thoroughly cleansed before being offered for transport.

MARKING AND LABELLING.

The marking and labelling of containers or packages of inflammable solids shall be similar in all respects to that prescribed in this By-law for inflammable liquids.

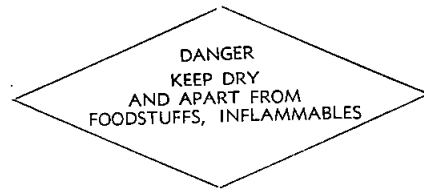
SECTION NO. 3.

MATERIALS REACTING DANGEROUSLY WITH AIR OR WATER.

1. All containers of materials which will react dangerously when in contact with air or water shall be sound and hermetically sealed so that they will remain moisture and air-tight.
2. All materials which react dangerously with air or water taken on to any railway premises, shall be packed and marked as prescribed in this By-law.
3. All empty containers must be thoroughly cleansed before being offered for transport.

MARKING AND LABELLING.

4. Outer packages must be marked in conspicuous type with the name of the contents, the name and address of the sender, and also whether "INFLAMMABLE," "CORROSIVE" or "POISONOUS" and have affixed a YELLOW label at least 4 inches long by 2 inches wide with BLACK lettering, thus:—

**SECTION NO. 4.****CORROSIVE MATERIALS - LIQUIDS AND SOLIDS.**

1. All containers for corrosive materials shall be sound and leak proof. Corrosive materials shall not be placed with those classed as incompatibles (see Part IV). Nitric Acid and Sulphuric Acid must not be enclosed in the same outer package.

2. All stoppers, plugs, bungs, or lids must be luted, tied down, or secured in such a way that they cannot leak or spill any of the contents of the containers during conveyance.

3. Bottles with stoppers ground to fit, must have the stoppers held in place by Plaster of Paris covered by strong cloth, securely tied. Bottles having necks with moulded screw threads must be closed with elastic composition cushions, and with glass, porcelain or similar liners which must be impervious to the acid. Such caps must be secured in place by at least one complete continuous thread, and must be capable of preventing any leakage of the contents.

4. Cushioning materials must be of the type specified herein unless the approval of the Commissioners is first obtained for any other type to be used.

5. Returnable containers shall be thoroughly examined before re-use, and cushioning material and containers must be in an efficient condition when brought on to railway premises.

6. All empties must be thoroughly cleansed or resealed before being brought on to railway premises for transport.

7. All corrosive materials taken on to any railway premises shall be packed and marked as prescribed in this By-law.

MARKING AND LABELLING.

8. Outer packages must be marked in conspicuous type with the name of the contents, the name and address of the sender, and have affixed a BLUE label at least 4 inches square with WHITE lettering, thus:—



SECTION NO. 5.
POISONOUS MATERIALS.

1. All containers for poisonous materials shall be sound and free from leaks.
2. All poisonous materials taken on to any railway premises shall be packed and marked as prescribed in this By-law.
3. All empty containers must be thoroughly cleansed before being brought on to railway premises for transport.

MARKING AND LABELLING.

4. Outer packages must be marked in conspicuous type with the name of the contents, the name and address of the sender, and have affixed a WHITE label at least 4 inches square, with RED lettering, thus:—



SECTION NO. 6.
OXIDISING MATERIALS.

1. All containers for oxidising materials must be sound and free from leaks.
2. Packages must not contain any organic substance mixed with oxidising materials.
3. All empties must have been thoroughly cleansed before being brought on to railway premises for transport.
4. All oxidising materials taken on to any railway premises shall be packed and marked as prescribed in this By-law.

MARKING AND LABELLING.

5. Outer packages must be marked in conspicuous type with the name of the contents, the name and address of the sender, and if poisonous, with the word "POISON" and have affixed a YELLOW label at least 4 inches square, with BLACK lettering, thus:—



PART IV.**Alphabetical List and Freight
Classification of Goods of a
Dangerous Nature.**

1. Goods of a dangerous nature are classified under six sections (see Part III hereof) and the following list contains a column showing the section which is applicable to each article of a dangerous nature

2. None of the articles specified in the following alphabetical list may be carried in a PASSENGER TRAIN OR A GUARD'S VAN with the exception of limited quantities of the undermentioned, which shall be packed and marked as described hereunder:—

ACCUMULATORS (AND CHARGED BATTERIES).

Cells constructed of glass or other material must be sealed around the top edges with pitch or other suitable material, and the filling holes securely plugged with approved splash proof stoppers.

Cells must be well insulated to prevent short circuits, and packed as a neat fit in strong wooden cases with gable tops or in strong, double walled corrugated or solid fibre-board containers with gable tops, of sufficient strength to withstand the weight of the contents.

Any packing material or dunnage used must be of a non-conductive nature, and under no circumstances shall any article or articles other than the batteries and packing material or dunnage be contained in the cases or fibre containers.

The outer container to be marked or labelled in distinctive characters "BATTERY—CONTAINING CORROSIVE ELECTROLYTE. THIS SIDE UP," and have affixed the BLUE label with WHITE lettering for corrosive materials described in Part III, Section No. 4.

The maximum weight of a package must not exceed 60 lbs. The maximum number of packages carried by any one passenger train shall not exceed six.

Consignors must certify in writing on the consignment note that the charged batteries or accumulators described thereon have been sealed and packed in accordance with the specifications of the Railways Commissioners.

AMMONIA GAS.

Cylinders must comply with the requirements of Part III, Section 1.

A permit, the terms of which must be shown on the consignment note, shall be obtained from the Chief Traffic Manager for each consignment.

The number of cylinders of ammonia gas carried on any one passenger train shall not exceed one.

Cylinders must be marked and labelled as required in Part III, Section 1.

MEDICAL GASES.

Cylinders must comply with the requirements of Part III, Section 1.

Cylinders shall not exceed 52½ lbs. water capacity.

Cylinders addressed to physicians or hospitals may be accepted without a permit.

The number of cylinders of medical gases carried on any one passenger train shall not exceed five.

Cylinders must be marked and labelled as required in Part III, Section 1, and shall also be distinctively marked to indicate that the gas is to be used for medical purposes.

ETHER (SULPHURIC)

Anaesthetic ether up to 3 lbs. in weight must be packed in securely closed glass bottles, surrounded with sawdust in closed tins and packed in a strong wooden box.

The quantity of ether carried on any one passenger train shall not exceed 12 lbs.

Packages of ether (sulphuric) shall be marked and labelled as required in Part III, Section 2, for highly inflammable liquids.

SAMPLES OF INFLAMMABLE LIQUIDS.

(a) Samples of inflammable liquids with a true flash point below 73° Fahrenheit listed as inflammable liquids Group "A" in the alphabetical list, with the exception of Carbon Bisulphide (disulphide), Nickel Carbonyl, Spirits of Nitroglycerin and Zinc Ethyl, may be accepted for despatch by passenger train when packed in metal containers not less than 30 B.G. (0.012") thickness and not exceeding one quart capacity, solder sealed, tightly fitting in individual cases, or packed with sawdust or other cushioning material in individual cases, provided that the maximum quantity of inflammable liquids with a true flash point below 150° Fahrenheit does not exceed one gallon on any one train.

(b) Samples of inflammable liquids with a true flash point of not less than 73° Fahrenheit listed as inflammable liquids Group "B" in the alphabetical list, may be accepted for despatch by passenger train when packed in metal containers not less than 30 B.G. (0.012") thickness and not exceeding one gallon capacity, positively sealed against leakage by screwed cap and gasket or soldered seal, tightly fitting in a wooden case or packed in sawdust in a wooden case, provided that the maximum quantity of inflammable liquids with a true flash point below 150° Fahrenheit does not exceed one gallon on any one train.

(c) Outer packages must be labelled and marked in accordance with requirements of Part III, Section 2, for INFLAMMABLE MATERIALS.

PAINTS AND VARNISHES.

(a) In tins, sealed with at least three spots of solder or approved type metal clips, not exceeding 1 gallon capacity, packed in a strong wooden case or strong fibreboard container, well cushioned with sawdust or other absorbent material. Tinplate not to be less than 30 B.G. (0.012") thickness.

Quantity in any one package not to exceed 1 gallon.

(b) In sealed metal drums, not exceeding 6 gallons capacity, constructed of 24 B.G. (0.025") minimum thickness sheet steel.

Full open head drums are acceptable provided the head is securely fastened and leak proof.

Lacquers.—In tins, sealed with at least three spots of solder or approved type metal clips, not exceeding 1 gallon capacity, packed in a strong wooden case or strong fibreboard container, well cushioned with sawdust or other absorbent material. Tinplate not to be less than 30 B.G. (0.012") thickness.

Quantity in any one package not to exceed 1 gallon.

Each container must be marked and labelled as required in Part III, Section 2, of the Commissioners' By-law for Highly inflammable liquids.

The maximum quantity on one train shall not exceed 10 gallons.

Thinners.—Not accepted.

FILMS, NITROCELLULOSE BASE.

Must be packed in closed metal cans each holding not more than 2,000 feet, the metal cans to be packed in a metal box lined with material which is a non-conductor of heat. The gross weight of each metal box must not exceed 2 cwt.

or

Metal cases lined throughout with hard faced fibreboard (at least 0.125" in thickness), hinged and fastened as set out in Part VB, Specification 8A or 8B of the Commissioners' By-law. Where metal partitions are used, they are to be the same thickness as the body of the case and lined the same as the case;

or

A metal can with a securely fitting lapped detachable cover packed singly in a strong fibreboard container. When not more than 500 feet of film is in the can a lap of $\frac{1}{4}$ " will be permitted, but when the quantity exceeds this, and up to the permitted maximum of 2,000 feet of film, the lap shall be $\frac{3}{4}$ ". Each fibreboard container MUST be securely bound with a strong cord.

Outer packages must be marked and labelled as prescribed in Part III, Section 2 of the Commissioners' By-law.

RADIO ACTIVE MATERIAL.

Radio active material may be accepted for carriage by passenger train or by parcels coach provided that the approval of the Chief Traffic Manager has been granted in writing for its carriage by rail, and such approval is produced to the railways' officer in charge at the railway station at which the radio active material is tendered for despatch, and that it is packed and marked in accordance with the requirements of the Commissioners' By-law. See also Part VB, Packing Clause 94, of the Commissioners' By-law.

CHEMICALS, DRUGS AND MEDICINAL PREPARATIONS IN SMALL QUANTITIES.

For details of packaging and restrictions see Part VA, Packing Clause 107, of the Commissioners' By-law. The maximum gross weight of a case containing chemicals, drugs and medicinal preparations which will be accepted for carriage by passenger train must not exceed 14 lbs.

SAFETY CARTRIDGES.

A limited quantity of safety cartridges, Class VI, Division 1, may be received at Spencer Street and Flinders Street Parcels Offices, and despatched to country stations, provided they are securely packed in a substantial wooden case, marked "Safety Cartridges" together with the name of the manufacturer or sender.

SAFETY MATCHES.

Books and boxes of safety matches in sealed tins, each tin to be packed in a strong wooden case. Each tin to contain not more than three gross books of book safety matches or a one gross parcel of ordinary safety matches.

The outer container must be labelled and marked in accordance with requirements of Part III, Section 2, for INFLAMMABLE MATERIALS.

The maximum number of packages on any one passenger train is six.

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature.

Article.	Sectional Classification (See Part 3 and Proportions.)	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Acaroid Resin	INFLAMMABLE SOLID (Section 2)	Cases, barrels, bags or drums	28, 52, 55, 61, 75	..	Cool; away from Batteries, Acids and Oxidising Materials	"2"
Acetallene (Paranitrosodimethylamine)	INFLAMMABLE SOLID (Section 2) Spontaneously if dry. Poisonous.	With 50% moisture, wooden barrels, iron not allowed	51	..	Well ventilated, cool; away from Foodstuffs, Acids, Inflammables	"2"
Accumulators (and Charged Batteries)	CORROSIVE LIQUID (Section 4) Short Circuits.	Wooden cases, fibre-board containers, L.C.L. steel containers	101 150	..	Away from Inflammables, Chromic Acid, Sodium Peroxide, Potassium Peroxide, Carbides, Explosives	"2"
Acetaldehyde (Ethyl Aldehyde)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71, 78	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Acetate of Lead (Sugar of Lead)	POISONOUS SOLID (Section 5)	Bottles, tins or paper bags in cases, drums	5, 22, 26, 76	..	Away from Foodstuffs	"2"
Acetic Acid (under 60%)	Non-Dangerous	Guarantee of strength of contents of consignment must be given, otherwise to be treated as the stronger product				"C"
Acetic Acid (over 60%)	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, jars in crates, wooden barrels, drums	3, 4, 41, 45, 51, 78	10%	Cool; away from Chromic Acid, Sodium Peroxide, Nitric Acid, Oxidising Materials	"C"
Acetic Anhydride	REACTS WITH WATER (Section 3) Inflammable, Corrosive	Bottles in cases, carboys, jars in crates	3, 4, 41, 45	10%	Cool; away from Foodstuffs, Water, Oxidising Materials	"2"
Acetic Ether (Ethyl Acetate)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Sunlight	"2"
Acetone	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	10%	Well ventilated, cool; away from Batteries, Acids	N.O.S. "2" "Up" journey "C"
Acetone Oil	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"1"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Case No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Acetyl Chloride	REACTS WITH WATER (Section 3) Corrosive, Inflammable	Bottles, carboys in cases, drums in crates, drums	3, 4, 41, 45, 74	5%	Well ventilated, cool, dry; away from Alcohol, Batteries, Water	"2"
Acetylene	COMPRESSED GAS (Section 1) Dissolved, Inflammable, Anaesthetic	Steel cylinders with porous packing Gas dissolved in Acetone	131	..	Well ventilated, cool; away from cylinders of Chlorine Gas, Combustible Material, Batteries, Acids	N.O.S. "2" Minimum 6 tons per 4 wheeled truck "1"
Acetylene Tetrachloride . . . . .	..	See "Ethane Tetrachloride"				"2"
Acids . . . . .	..	See under specific name of Acid				"2"
Acids, N.O.S. . . . .	..	..				"2"
Acrylonitrile	INFLAMMABLE LIQUID Group "A." (Section 2)	Packaging to the approval of the Commissioners Bottles or tins in cases, carboys, drums	3, 4, 21, 41, 71, 78	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Air, Compressed	COMPRESSED GAS (Section 1) Permanent Mixed	Steel cylinders — High pressure, 1,800 lb. per sq. in.	132, 133, 134	..	Cool storage; away from Acids	"2"
Alcohol, Allyl	INFLAMMABLE LIQUID Group "A." (Section 2) Poisonous.	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Alcohol, Amyl	INFLAMMABLE LIQUID Group "B." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohol, Butyl	INFLAMMABLE LIQUID Group "A." or "B." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohols, Denatured	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohol, Ethyl	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohol, Industrial	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Alcohol, Iso-Propyl	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohols, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Alcohol, Propyl	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Alcohol, Tertiary	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Alcohol, Wood, Methanol	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Aldehyde . . . . .	..	See "Acetaldehyde"				"2"
Alkaline Corrosive Battery Fluid	CORROSIVE LIQUID (Section 4)	Bottles in cases, wooden casks, carboys, drums	3, 4, 41, 51, 74	5%	Cool, away from Acids, Foodstuffs	"2"
Alkaline Corrosive Battery Fluid with Battery . . . . .	..	See "Accumulators"				"2"
Allyl Alcohol . . . . .	..	See "Alcohol, Allyl"				"2"
Aluminium Bronze Powder . . . . .	..	See "Aluminium, Granulated or Powdered"				"2"
Aluminium Chloride	CORROSIVE SOLID (Section 4) When Wet	Bottles or tins in cases, drums, casks	5, 22, 52, 55, 75	..	Dry; away from Liquids	"2"
Aluminium Ferro-Silicon	REACTS WITH WATER (Section 3)	Tins in cases, casks, drums, sacks	22, 28, 52, 55, 61, 75	..	Well ventilated, dry; away from Acids, Caustic Alkalies	"2"
Aluminium, Granulated or Powdered	INFLAMMABLE SOLID (Section 2) Water casks Combustion	Bottles or tins in cases, casks, drums, casks	5, 22, 26, 28, 52, 55, 75	..	Dry; away from Acids, Caustic Alkalies, Chlorates, Nitrates, Inflammables	"2"
Aluminium Liquid . . . . .	..	See "Paints containing Inflammable Liquid"				"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—Continued.

Article.	Sectional Classification (See Parr 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Aluminium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Organic Acids, Sources of Ignition	"2"
Aluminium Paint or Lacquer	..	See "Paints containing Inflammable Liquid"				"2"
Aluminium Powder . . . . .	..	See "Aluminium, Granulated or Powdered"				"2"
Ammonia, Liquefied, Anhydrous	COMPRESSED GAS (Section 1) Medium Pressure Liquefiable, Poisonous and Suffocating	Steel cylinders, medium pressure 412 lb. per sq. in.	134, 137	Filling Ratio 0.51	Well ventilated, cool; away from Cylinders of Chlorine, Oil	"2"
Ammonia Solution (Specific Gravity .880-.941)	POISONOUS LIQUID (Section 5)	Bottles in cases, jars in crates, drums, carboys Tank trucks	1, 3, 4, 41, 45, 74	10%	Well ventilated, cool; away from Bromine, Acids, Foodstuffs	"2"
Ammonium Arsenate	POISONOUS SOLID (Section 5)	Bottles, tins or paper cases, drums	5, 22, 26, 52, 55, 76	..	Dry; away from Foodstuffs	"2"
Ammonium Bichromate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, wooden casks, drums	11, 23, 52, 76	..	Dry; away from Combustibles, Acids, Foodstuffs	"2"
Ammonium Fluoride	REACTS WITH AIR AND WATER (Section 3) Corrosive	Bottles in cases, casks, drums	51, 52, 53, 77	..	Dry; away from Acids	"2"
Ammonium Nitrate Fertiliser	..	See "Fertiliser containing Oxidising Materials"				..
Ammonium Nitrate Pure, Free from added Organic Matter	OXIDISING MATERIAL (Section 6) Liable to explode	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustibles, Acids, Trucks containing Explosives	"2"
Ammonium Perchlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustibles, Acids, Trucks (may explode)	"2"
Ammonium Permanganate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 29, 52, 55, 76	..	Dry; away from Combustibles, Acids	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—Continued.

Article.	Sectional Classification (See Part 4) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibles.	Freight Classification Class
Ammonium Picrate—Wet ..	INFLAMMABLE SOLID (Section 2)	Bottle in a case	102	..	Cool; away from Mechanical Damage	"2"
Amyl Acetate ..	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool, away from Acids, Batteries	"2"
Amyl Alcohol ..	..	See "Alcohol, Amyl"				
Amyl Chloride ..	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Amyl Nitrite ..	INFLAMMABLE LIQUID Group "A" (Section 2)	Capsules in cases	10	..	Well ventilated, cool; away from Acids, Batteries	"2"
Anhydrous Ammonia ..	..	See "Ammonia, Liquefied, Anhydrous"				
Anhydrous Hydrofluoric Acid	..	See "Hydrofluoric Acid, Anhydrous"				
Aniline Oil (Aniline) ..	POISONOUS LIQUID (Section 5) Gives off Poisonous Vapours	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Foodstuffs	"2"
Aniline Salt ..	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Away from Foodstuffs, Alkalies	"2"
Anti-Freeze Compounds, Liquid	INFLAMMABLE LIQUID (Section 2)	Bottles in cases, drums, carboys	3, 4, 41, 71	10%	Well ventilated, cool; away from Acids, Batteries	"2"
Antimony Chloride ..	CORROSIVE LIQUID (Section 4) Poisonous	Bottles in cases, jars in crates, carboys	13, 14, 42, 45	5%	Well ventilated, cool; away from Foodstuffs, Water	"2"
Antimony Compounds and Preparations ..	POISONOUS SOLID OR LIQUID (Section 5)	Bottles or tins in cases, casks, drums, carboys	Liquid: 3, 4, 71, 41, 51, 52, 55, 76 Solid: 5, 22, 52, 55, 76	5% if Liquid	Well ventilated, cool; away from Foodstuffs	"2"
Antimony Pentachloride ..	CORROSIVE LIQUID (Section 4) Poisonous	Bottles in cases, carboys, drums	13, 14, 42, 77	5%	Well ventilated, cool; away from Foodstuffs	"2"
Aqua Fortis ..	..	See "Nitric Acid"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibles.	Freight Classification Class
Argon	COMPRESSED GAS (Section 1) Permanent	Steel cylinders, high pressure 1,800 lb. per sq. in.	132, 133, 134	..	Cool, well ventilated; away from Acids	"2"
Argon + 20% Nitrogen	COMPRESSED GAS (Section 1) Permanent Mixed	Steel cylinders, high pressure 1,800 lb. per sq. in.	132, 133, 134	..	Cool, well ventilated; away from Acids	"2"
Arsenate of Lead (Paste or Solid)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, carboys, jars, board containers, bags in cases	5, 22, 51, 76, 26, 28, 52, 55, 64 (in tins only)	..	Dry, away from Foodstuffs	"A"
Arsenic Acid with under .05% Nitric Acid	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys, jars	3, 4, 21, 41, 45, 71	5%	Dry, away from Foodstuffs	"2"
Arsenic Acid	POISONOUS LIQUID (Section 5)	Bottles in cases, carboys, drums, jars	3, 4, 41, 45, 77	5%	Dry, away from Foodstuffs	"2"
Arsenic Acid	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Foodstuffs	"2"
Arsenic, Compounds of	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys, jars	3, 4, 21, 41, 45, 71	5%	Away from Foodstuffs	"2" See page 137, Volume I
Arsenic, Compounds of	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Foodstuffs	"2" See page 137, Volume I
Arsenic, Refined	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Foodstuffs	"2" See pages 136 and 137, Volume I
Arsenic, Crude	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Foodstuffs	"A" Minimum 10 tons 9 cwt. per 11 ton truck and 15 tons 4 cwt. per 16, 22 or 27 ton truck, "A", 25%
Arsenic, Pentoxide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Foodstuffs	"A", "2" When declared for the destruction of noxious weeds—"A"
Arsenical Compounds . . . . .	..	See "Arsenic, Compounds of"		..	..
Arsenious Oxide . . . . .	..	See "Arsenic, Compounds of"		..	..

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Bags, Nitrate of Soda . . . . .	..	Must be thoroughly washed and cleansed before being offered for transport		..		"A," minimum 2/-
Bags, Waste, Oily . . . . .	..	See "Cotton Waste, Cloth, Oily"		..		"C"
Barium Carbonate . . . . .	..	See "Barium, Compounds of"		..		"2"
Barium Chlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Cool, dry; away from Ammonium, Sulphur, Sugar, Acids, Combustibles, Foodstuffs	"C"
Barium Chloride . . . . .	..	See "Barium, Compounds of"				"2"
Barium, Compounds of	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, cases, fibreboard containers	5, 22, 26, 28, 52, 55, 64, 76	..	Dry; away from Foodstuffs, Acids, Batteries	"2"
Barium Cyanide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 29, 54, 76	..	Dry; away from Foodstuffs, Acids, Batteries	"2"
Barium Metallic	REACTS WITH AIR, WATER OR ACIDS (Section 5) Poisonous	Bottles or tins in cases, airflight drums	5, 22, 76	..	Dry; away from Foodstuffs, Acids, Inflammables, Batteries	"2"
Barium Nitrate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Foodstuffs, Acids, Combustibles, Batteries	"2"
Barium Oxide . . . . .	..	See "Barium, Compounds of"				"2"
Barium Perchlorate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Foodstuffs, Acids, Batteries	"2"
Barium Permanganate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, casks, drums, cases	11, 23, 28, 52, 55, 76	..	Dry; away from Foodstuffs, Acids, Batteries, Combustibles	"2"
Barium Peroxide (Binoxide, Dioxide)	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Foodstuffs, Acids, Combustibles, Batteries, Cylinders, Chlorine and Sulphur Dioxide	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Batteries, Wet (charged) . . . . .	..	See "Accumulators"	..	..	Dry; away from Inflammable Liquids	"2"
Bengal Matches	INFLAMMABLE SOLID	Tin boxes in wooden cases	1, 22	..	Well ventilated, cool; away from Batteries, Acids	"2"
Benzaldehyde	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Benzene . . . . .	..	See "Benzol"	..	..	..	..
Benzine	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	Same as Motor Spirit
Benzol	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	Same as Motor Spirit See page 137, Volume 1
Benzoline . . . . .	..	See "Benzine"	..	..	..	..
Benzoyl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 41, 72, 77	5%	Well ventilated, cool; away from Foodstuffs	"2"
Benzoyl Peroxide	INFLAMMABLE SOLID (Section 2)	Tins in cases, drums	103	..	Cool; away from Inflammables	"2"
Benzyl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums, jars in crates	13, 14, 41, 77	5%	Well ventilated, cool; away from Foodstuffs, Inflammables	"2"
Bisulphide of Carbon . . . . .	..	See "Carbon Bisulphide"	..	..	..	..
Bituminous Paints . . . . .	..	See "Paints, containing Inflammable Liquid"	..	..	..	..
Black Carbon, Lamp or Vegetable	INFLAMMABLE SOLID (Section 2)	Drums, casks, cases	28, 52, 55, 75	..	Dry; away from Acids, Batteries	"2"
Bleaching Liquid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	3, 4, 41	5%	Cool; away from Foodstuffs	"C"
Bleaching Powder	CORROSIVE SOLID (Section 4)	Bottles or tins in cases, drums	5, 22, 75	..	Dry; away from Acids, Foodstuffs	"C"
Bleaching Solution (Sodium Hypochlorite)	CORROSIVE LIQUID (Section 4)	Bottles in cases, jars in crates, carboys with vented closures	3, 4, 41, 45	5%	Well ventilated, cool; away from Foodstuffs	"C"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—*continued.*

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Bordeaux Arsenite (Liquid) ..	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums	3, 4, 21, 71	5%	Well ventilated, cool; away from Foodstuffs	"2"
Bordeaux Arsenite (Solid) ..	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64 (in tins only), 76	..	Dry; away from Foodstuffs	"2"
Boron Trichloride	CORROSIVE LIQUID (Section 4)	Steel cylinders	92	..	Cool; away from Foodstuffs	"2"
Bromacetone Liquid	POISONOUS LIQUID (Section 5)	Steel cylinders, bottles in cases	18, 92	5%	Cool; away from Acids, Foodstuffs	"2"
Brombenzyl Cyanide, Liquid ..	POISONOUS LIQUID (Section 5)	Steel cylinders, drums, tins in cases	21, 74, 92	5%	Cool; away from Acids, Foodstuffs	"2"
Bromine	CORROSIVE LIQUID (Section 4) Poisonous	Bottles in cases	16	15%	Well ventilated, cool; away from Foodstuffs, Organic Material, Ammonia	"2"
Bronzing Liquid (Inflammable Type)	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Tins in cases, drums	21, 22, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Brucine Solid (Dimethoxy Strychnine)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks	5, 17, 22, 26, 76, 53, 55	..	Dry; away from Foodstuffs	"2"
Burnt Cotton	INFLAMMABLE SOLID (Section 2)	Bales	104	..	Dry; away from Inflammables ..	"2"
Burnt Fibre	INFLAMMABLE SOLID (Section 2)	Cases, drums	29, 76	..	Dry; away from Inflammables ..	"2"
Butane .. . . . .	..	See "Hydrocarbon Gas, Liquefied"				
Butanol .. . . . .	..	See "Alcohol, Butyl"				
Butyl Acetate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Butyl Alcohol .. . . . .	..	See "Alcohol, Butyl"				
Butyl Cellulosolve	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Cause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Butyl Ether	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Butyl Formate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Butyl Propionate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Butyraldehyde	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Cacodylic Acid (Dimethyl-arsen C)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks, fibre-board containers	5, 17, 22, 26, 28, 52, 53, 55, 64 (in tins only), 73, 76	..	Dry; away from Food-stuffs, Acids	"2"
Calcium Arsenate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks, fibre-board containers	5, 17, 22, 26, 28, 52, 53, 55, 64 (in tins only), 73, 76	..	Dry; away from Food-stuffs, Acids	"2"
Calcium Arsenite	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks, fibre-board containers	5, 17, 22, 26, 28, 52, 53, 55, 64 (in tins only), 73, 76	..	Dry; away from Food-stuffs, Acids	"2"
Calcium Carbide	REACTS WITH AIR AND WATER (Section 3)	Tins in cases, drums	22, 75, 105	..	Well ventilated, dry; away from Acids, Batteries, Inflammables	N.O.S. "1" Minimum 8 tons per 1 ton truck and 12 tons per 16, 22 or 27 ton truck—B
Calcium Chlorate, in Solution	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 73, 76	..	Cool; away from Sulphur, Acids, Combustible Materials	"2"
Calcium Chlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 73, 76	..	Dry; away from Acids, Combustible Materials	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Calcium Cyanamide (Nitrim) containing Calcium Carbide	REACTS WITH WATER (Section 3)	Tins in cases, drums, sacks	22, 62, 75	..	Well ventilated, dry; away from Acids, Oxidising Materials, Batteries	"2"
Calcium Cyanide	POISONOUS SOLID (Section 5)	Tins in cases, casks, drums, fibreglass containers	5, 22, 54, 65, 76	**	Well ventilated, dry; away from Foodstuffs, Acids For rabbit destruction or fumigation, use of insecticides, combating weevils in wheat silos or storage bins on declaration — "1"	N.O.S. "2" "1"
Calcium, Metallic	REACTS WITH AIR AND WATER (Section 3)	Bottles or tins in cases, drums	5, 22, 76	..	Well ventilated, dry; away from Oxidisable Material, Acids	"2"
Calcium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Foodstuffs, Combustibles	"2"
Calcium Peroxide	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Combustibles	"2"
Calcium Permanganate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums, casks	11, 23, 52, 55, 76	..	Dry; away from Acids, Combustibles	"2"
Calcium Phosphide	REACTS WITH WATER (Section 3)	Tins or drums in cases	22, 80	..	Well ventilated, dry; away from Acids, Inflammables, Foodstuffs	"2"
Calcium Silicide	REACTS WITH AIR OR WATER (Section 3)	Tins in cases, drums	22, 76	..	Well ventilated, dry; away from Acids, Inflammables, Foodstuffs	Minimum 10 tons 9 cwt. per 11 ton truck or 15 tons 4 cwt. per 16, 22 or 27 ton truck — "A"
Canned Heat (Solidified Alcohol)	INFLAMMABLE SOLID (Section 2)	Tins in cases	22	..	Cool; away from Acids, Batteries	"2"
Carbetheox. (Carbon Dioxide and Ethylene Oxide), approx. 10%	COMPRESSED GAS High Pressure Liquefiable, Mixed	Steel cylinders, high pressure 1,800 lb. per sq. in.	136.	..	Well ventilated, cool; away from Batteries, Acids	"2"
Carbide . . . . .	..	See "Calcium Carbide"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Utilage	Packing, Stowage and Incompatibles.	Freight Classification Class
Carbon Dioxide, 5% in Oxygen)	COMPRESSED GAS (Section 1) Permanent Mixed	Steel cylinders, high pressure, 1,800 lb. per sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids, Batteries.	"2"
Carbolic Acid (Phenol)	POISONOUS LIQUID OR SOLID (Section 5) Corrosive	Bottles or tins in cases, drums, carboys	3, 4, 5, 21, 22, 41, 71	5% Liquid	Well ventilated, cool; away from Foodstuffs	"2"
Carbon Bisulphide (Carbon Disulphide)	INFLAMMABLE LIQUID Group "A" (Section 2) Poisonous	Bottles or tins in cases, drums	9, 74, 81, 85	10%	Well ventilated, cool; away from Foodstuffs, Acids, Batteries, Combustibles	N.O.S. "2" For rabbit killing or for use in combating weevils in wheat silos and storage bins on declaration "1"
Carbon Dioxide	COMPRESSED GAS (Section 1) High Pressure Liquefiable	Steel cylinders, high pressure	134, 136	Filling Ratio 0.667	Well ventilated, cool; away from Acids	"2"
Carbon Monoxide	COMPRESSED GAS (Section 1) Permanent Poisonous Inflammable	Steel cylinders, high pressure, 1,800 lb. per sq. in. Special authority required	139	..	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Carbon Remover Liquid	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Carbonyl Chloride . . . . .	..	See "Phosgene"				
Cartridges—Small Arm and Sundry . . . . .	..	See List of Authorised Explosives (Sporting Ammunition), Part II, Section I				"2"
Caustic Potash	CORROSIVE SOLID (Section 4)	Tins in cases, drums, bottles in cases	5, 22, 75	..	Dry; away from Acids, Foodstuffs	"2"
Caustic Soda	CORROSIVE SOLID (Section 4)	Bottles or tins in cases, drum containers, drums	5, 22, 64, 75	..	Dry; away from Acids, Foodstuffs	"A"
Cellosolve	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Celluloid	INFLAMMABLE SOLID (Section 2)	Cases	29	..	Away from Acids, Batteries	"2"
Celluloid Films . . . . .	..	See "Films, Nitrocellulose base"				
Celluloid Solution and Varnish . . . . .	..	See "Paints, containing Inflammable Liquids"				"2"
Cellulose Enamels . . . . .	..	See "Paints, containing Inflammable Liquids"				"2"
Cement, Leather	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles, tins or tubes in cases, drums	4, 19, 21, 22, 71, 73	..	Cool; away from Batteries, Acids	"2"
Cement, Liquid, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Cement, Roofing, Liquid	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles, tins or tubes in cases, drums	4, 19, 21, 22, 71, 73	..	Cool; away from Batteries, Acids	"2"
Cement, Rubber . . . . .	..	See "Rubber Cement and Solution"				
Charcoal	INFLAMMABLE SOLID (Section 2)	Paper bags, sacks, drums, barrels, cases, bulk	106	..	Dry	Charcoal—Minimum 7 tons per ton truck, 10 tons per high sider, 104 tons per drop door, 104 tons per drop door, 22 or 27 ton truck—"M". Char Dust—Minimum, 10 tons 9 cwt. per 11 ton truck, 15 tons 4 cwt. per 16, 22 or 27 ton truck—"M".
Char Dust . . . . .	..	See "Rubber Cement and Solution"				"2"
Chemicals, Drugs and Medical Preparations, N.O.S., in Small Quantities	POISON (Section 5)	Containers in cases	107	..	Dry; cool	"2"
Chile Saltpetre (Nitre) . . . . .	..	See "Sodium Nitrate"				
Chloroacetyl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, drums, carboys	14, 44, 77	5%	Well ventilated, cool; away from Foodstuffs, Combustibles	"2"
Chlorates, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				N.O.S. "2" When declared to be used for destroying noxious weeds—"A".
Chlorate of Potash . . . . .	..	See "Potassium Chlorate"				
Chlorate of Soda . . . . .	..	See "Sodium Chlorate"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibilities.	Freight Classification Class
Chlorobenzene (Chlorobenzol)	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Chloride of Sulphur . . . . .	..	See "Sulphur Monochloride"				
Chlorine	COMPRESSED GAS (Section 1) Medium Pressure Liquefiable, Poisonous	Steel cylinders, medium pressure, large welded steel removable drums —mounted on rail wagons	134, 137, 138	Filling Ratio 1.19 (Cylinders)	Well ventilated, cool; Isolated Storage	N.O.S. "2" For rabbit killing on declaration
Chloropicrin	POISONOUS GAS OR LIQUID (Section 5)	Bottles or tins in cases, steel cylinders	21, 32, 33, 92	5%	Open air storage; away from Foodstuffs, Acids	"2"
Chlorosene	REACTS WITH WATER (Section 3) Poisonous	Bottles or tins in cases, drums	5, 22, 76	..	Well ventilated, dry	"2"
Chlorosulphonic Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, jars in crates, carboys, drums	13, 14, 42, 74	5%	Well ventilated, cool; away from Nitric Acid, Foodstuffs	"2"
Chromic Acid, Liquid	CORROSIVE LIQUID (Section 4)	Bottles in cases, jars in cases, carboys, drums, plastic containers	13, 14, 42, 45, 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	10%	Well ventilated, cool; away from Foodstuffs, Combustibles	"2"
Chromic Acid	CORROSIVE SOLID (Section 4) Poisonous	Bottles in cases, drums	11, 73, 76	..	Well ventilated, dry; away from Foodstuffs, Acids, Alcohol	"2"
Chromium Anhydride . . . . .	..	See "Chromic Acid, Solid"				
Cinematograph Films . . . . .	..	See "Films, Nitrocellulose base"				
Cleaning Fluid	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys, plastic capsules Tank trucks	1, 3, 4, 21, 22, 36, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Batteries, Acids	"2"
Coal Gas, Compressed	COMPRESSED GAS (Section 1) Permanent, Poisonous Inflammable	Steel cylinders, high pressure 1,800 lb. per sq. in.	132, 134	..	Well ventilated, cool; away from Foodstuffs, Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—*continued.*

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Coal (Ground)	INFLAMMABLE SOLID (Section 2)	Cases, drums	108	..	Dry; away from Inflammables, Acids, Batteries	Minimum, 7½ tons per 11 ton truck and 12 tons per 15 cwt. per 16, 22 or 27 ton truck.—Fire-wood plus 20%
Coal Tar Oils . . . . .	..	See "Tar Oil Compounds"				Used directly, or cast in open furnaces on declaration. Minimum, 8 tons per 11 ton truck or 12 tons per 16, 22 or 27 ton truck.—"M"
Cobalt Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids	"2"
Cobalt Resinate (Precipitated)	INFLAMMABLE SOLID (Section 2)	Tins in cases, drums	22, 75	..	Dry; away from Acids, Batteries	"2"
Cocculus Solid (Fish Berry) . .	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums	5, 22, 52, 55, 76	..	Dry; away from Food-stuffs	"2"
Cold Starters	INFLAMMABLE SOLID (Section 2)	Tins in cases	24	..	Well ventilated, cool; dry	"2"
Collodion Cotton—(1) Saturated with Methylated Spirits or other Inflammable Liquids. (2) Wet with Water	INFLAMMABLE LIQUID (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 71, 94	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Cologne Spirits (Alcohol) . . .	..	See "Alcohol, Industrial"				
Columbian Spirits . . . . .	..	See "Alcohol, Wood"				
Compounds, Cleaning Liquid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 44, 77	5%	Well ventilated, cool; away from Food-stuffs, Combustibles	"2"
Compounds, Cleaning Liquid	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Compounds, Enamel . . . . .	..	See "Paints, containing Inflammable Liquids"				"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibles.	Freight Classification Class
Compounds, Lacquer or Varnish, Removing, Reducing or Thinning	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, carboys, Tank trucks	1, 3, 4, 21, 22, 41, 71	10%	Well ventilated, cool; away from Batteries, Acids	"2"
Compounds, Paint or Varnish, Removing (Acid type) . .	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	13, 14, 42	5%	Well ventilated, cool; away from Foodstuffs	"2"
Compounds, Paint or Varnish, Removing (Caustic type) . .	CORROSIVE LIQUID OR SOLID (Section 4)	Bottles or tins in cases, carboys, drums	Liquid: 1, 3, 4, 21, 41, 71; Solid: 22, 51, 76	5% if Liquid	Dry; away from Foodstuffs, Acids	"2"
Compounds, Polishing, Liquid	.. . . .	See "Polishes, Metal, Stove, Furniture and Wood"			Solvent Base"	
Compounds, Type Cleaning .	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Compounds, Vulcanising, Liquid, Alkaline	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, casks, drums	13, 14, 42, 44, 51, 74	5%	Well ventilated, cool; away from Foodstuffs, Combustibles	"2"
Compounds, Vulcanising Liquid (Solvent)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys, Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Compressed Gases . . . . .	..	See under name of particular Gas				
Copper Aceto Arsenite (Bois de Peche, Emerald Green, Imperial Green, Kings Meadow Green, Nitis Green, Parrot Green, Vienna Green)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 17, 22, 53, 76	..	Dry; away from Foodstuffs	"2"
Copper Arsenite (Scheele's Green, Cupric Green, Mineral Green, Orthoarsenite Swedish Green)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	15, 17, 22, 53, 76	..	Dry; away from Foodstuffs	"2"
Copper Cyanide . . . . .	..	See "Cyanide of Copper, Zinc, Lead and Silver"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Storage and Incompatibles.	Freight Classification Class
Copper Sulphate	POISONOUS SOLID (Section 5)	Bottles in cases, casks, kegs, drums, in truck-loads only	5, 26, 28, 52, 55, 63	..	Dry; away from Food-stuffs	N.O.S. "1" For spraying purposes and pickling wheat on declaration—"A" For Fluke prevention or treatment of foot rot in sheep on declaration—"B"
Copper Nitrate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Combustibles, Food-stuffs	"2"
Corrosive Liquids, N.O.S. . . . .	..	Packing to the approval of the Railways Commissioners				"2"
Corrosive Sublimate . . . . .	..	See "Mercuric Chloride"				
Cotton, Burnt . . . . .	..	See "Burnt Cotton"				
Cotton Waste, Cloth, Oily or Wet	INFLAMMABLE SOLID (Section 2)	Cases, drums	29, 75	..	Away from Batteries, Acids, inflammables	"A"
Cresol, Liquid . . . . .	..	See "Carbolic Acid"				
Cresylic Acid . . . . .	..	See "Carbolic Acid"				
Croton Aldehyde	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Crude Oil	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71, 85	5%	Well ventilated, cool; away from Batteries, Acids	Same as Fuel Oils. See page 44
Cyanamide . . . . .	..	See "Calcium Cyanamide"				
Cyanide of Calcium . . . . .	..	See "Calcium Cyanide"				
Cyanides of Copper, Zinc, Lead and Silver	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 29, 54, 76	..	Well ventilated, dry; away from Foodstuffs, Acids	"2"
Cyanide of Potassium, Liquid	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums Plastic containers	3, 4, 21, 71, 100% Ullage 37, 38	5%	Well ventilated, cool; away from Foodstuffs, Acids	"1"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties. (Section 5)	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incemperibiles. away from Foodstuffs, Acids	Freight Classification Class
Cyanide of Potassium, Solid ..	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 29, 54, 76	..	Well ventilated, cool; away from Foodstuffs, Acids	"1"
Cyanides, N.O.S. ....	..	Packing to the approval of the Railways Commissioners	..	..	..	"2"
Cyanide of Sodium, Liquid ..	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums Plastic containers	3, 4, 21, 71, Up to 40%; 37 and 38	5%	Well ventilated, cool; away from Foodstuffs, Acids	"1"
Cyanide of Sodium, Solid ..	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 29, 54, 76	..	Well ventilated, cool; away from Foodstuffs, Acids	"1"
Cyanogas	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks, tins in fibreboard containers	5, 22, 29, 54, 65, 76	..	Well ventilated, dry; away from Foodstuffs, Acids	See Calcium Cyanide
Cyclopentane	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Cyclopentane, Methyl	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Cyclopropane	COMPRESSED GAS (Section 1) Medium Pressure Liquefiable, Inflam- mable	Steel cylinders, medium pressure	134, 137	..	Well ventilated, cool; away from Batteries, Acids	"2"
Decahydroanthracene .....	..	See "Decalin"	..	..	..	..
D.D.T.	POISONOUS SOLID OR LIQUID (Section 5)	Bottles or tins in cases, drums	Solid: 5, 17, 22, 53, 76; Liquid: 71	..	Dry, away from Food- stuffs, Acids	"2"
Decalin	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Defonators .....	..	See Authorised List. Part II, Section 1	..	..	..	See Explosives
Diacetone Alcohol	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—*continued.*

Article.	Sectional Classification (See Part 1 and Properties.)	Packing.	Packing Case No.	Air Space Usage.	Packing, Stowage and Incompatibles.	Freight Classification Class
Dichlorodiphenyl-trichloroethane	..	See "D.D.T."				
Dichloroethylene	POISONOUS LIQUID AND FLAMMABLE LIQUID (Section 5)	Bottles or tins in cases, drums, carboys	3, 21, 41, 71	10%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Dichlorodifluoromethane (F. 12), Freon, Kinetic No. 12	COMPRESSED GAS (Section 1) Liquefiable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 1.05	Well ventilated, cool; away from Acids	"2"
Dichloromonofluoromethane (F. 21), Therman	COMPRESSED GAS (Section 1) Liquefiable	Steel cylinders, low pressure	134, 135, 137	..	Well ventilated, cool; away from Acids	"2"
Dichlorotetrafluoromethane (F. 114)	COMPRESSED GAS (Section 1) Liquefiable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 1.30	Well ventilated, cool; away from Acids	"2"
Dichromate of Potash .. . . .	..	See "Potassium Bichromate"				
Diesel Oil	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 2, 3, 4, 21, 22, 41, 71, 85	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	Same as Fuel Oil, excepting Clauses 3 and 4. See page 44
Diethylamine	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Difluoroethane	COMPRESSED GAS (Section 1) Liquefiable, Inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 0.68	Well ventilated, cool; away from Batteries, Acids	"2"
Dimethylamine	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Inflammable	Steel cylinders, low pressure	134, 135, 137	..	Well ventilated, cool; away from Batteries, Acids	"2"
Dimethyl Aniline	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Acids, Foodstuffs	"2"
Dimethylarsenic Acid .. . . .	..	See "Cacodylic Acid"				
Dimethyl Ether	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 0.55	Well ventilated, cool; away from Acids, Batteries	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Case No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Dimethyl Sulphate	CORROSIVE LIQUID (Section 4) Poisonous Vapours	Bottles in cases, drums	12, 81	10%	Well ventilated, cool; away from Acids, Foodstuffs and liability to mechanical damage	"2"
Dimethyl Sulphide	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Dinitrobenzene (Dinitrobenzol)	OXIDISING SOLID (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry, away from Combustibles or Material, Foodstuffs	"2"
Dinitro-ortho-cresol (Dinoc)	POISONOUS SOLID (Section 5)	Tins in cases	22	..	Dry, away from Foodstuffs	"2"
Dinitrotoluene . . . . .	..	See "Dinitrotoluol"				
Dinitrotoluol, Liquid (Dinitrotoluene)	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Acids, Combustibles	"2"
Dinitrotoluol, Solid (Dinitrotoluene)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks	5, 21, 22, 52, 55, 76	..	Dry; away from Acids, Combustibles	"2"
Diphenylamine	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, drums	5, 22, 76	..	Dry, away from Acids, Batteries	"2"
Distillate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank Trucks	1, 3, 4, 21, 22, 41, 71, 83	5%	Well ventilated, cool; away from Batteries, Acids	Same as Fuel Oil, excepting Clauses 3 and 4. See page 44
Disinfectant Fluids	POISONOUS LIQUIDS (Section 5)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids	N.O.S. "1" Produce of Commonwealth on "Up" journey "Smalls Minimum"—"C"
Dressing, Leather	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Driers, Paint or Varnish . . . . .	..	See "Paints, containing Inflammable Liquids"				"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3 and Properties.)	Packing.	Packing Class No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Drugs, Chemicals and Medicinal Preparations	See "Chemicals, Drugs and Medicinal Preparations"					
Dye Intermediates	POISONOUS LIQUIDS OR SOLIDS (Section 5) Inflammable	Bottles or tins in cases, drums, casks, carboys	Liquid: 3, 4, 21, 41, 71 Solid: 5, 21, 22, 32, 35, 76	5% if liquid	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Electric Storage Batteries . . . . .	..	See "Accumulators"	Inflammable	Liquids"		"2"
Enamels . . . . .	..	See "Paints, containing"	Inflammable	Liquids"		"2"
Eradicators, Paint or Grease	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ethane	COMPRESSED GAS (Section 1) High Pressure Liquefiable Inflammable	Steel cylinders, high pressure 1,800 lb. per sq. in.	134, 136	Filling Ratio 0.33	Well ventilated, cool; away from Batteries, Acids	"2"
Ethane Tetrachloride	POISONOUS LIQUID AND VAPOR (Section 5)	Bottles or tins in cases, drums	3, 4, 21, 71	10%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Ether Ethyl, Sulphuric	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, bottles in fibre-board containers	6, 25, 35, 74	7½%	Well ventilated, cool; away from Batteries, Acids, Sunlight	"2"
Ethyl Acetate . . . . .	..	See "Acetic Ether"				
Ethyl Alcohol . . . . .	..	See "Alcohol, Ethyl"				
Ethyl Aldehyde . . . . .	..	See "Acetaldehyde"				
Ethyl Aniline	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Ethyl Butyrate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ethyl Chloride	COMPRESSED GAS (Section 1) Liquefiable Inflammable	Steel cylinders, low pressure Bottles in fibreboard containers, each bottle not to exceed 4 fluid oz.	64, 134, 135, 137	Filling Ratio 0.79	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Storage and Incompatibilities.	Freight Classification
Ethylene	COMPRESSED GAS (Section 1) High Pressure Liquefiable Inflammable	Steel cylinders, high pressure	134, 136	Filling Ratio 0.27	Well ventilated, cool; away from Batteries, Acids	"2"
Ethylene Dichloride	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ethylene Oxide	COMPRESSED GAS (Section 1) Liquefiable Inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 0.75	Well ventilated, cool; away from Batteries, Acids	"2"
Ethyl Fluid . . . . .	. . . . .	See "Lead Tetra Ethyl"				
Ethyl Formate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Ethyl Lactate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Ethyl Methyl Ether	COMPRESSED GAS (Section 1) Low Pressure Inflammable	Steel cylinders, low pressure	134, 135, 137	..	Well ventilated, cool; away from Acids, Batteries	"2"
Ethyl Methyl Ketone	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ethyl Nitrate (Nitric Ether)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ethyl Nitrite (Nitrous Ether)	COMPRESSED GAS (Section 1) Liquefiable Inflammable	Steel cylinders, low pressure, capsules	10, 134, 135, 137	..	Well ventilated, cool; away from Batteries, Acids	"2"
Ethyl Silicate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Storage and Incompatibilities.	Freight Classification Class
Eucalyptus Oil	INFLAMMABLE LIQUID Group "B", (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, away from Acids	N.O.S.—"1" Minimum, 7 tons per 11 ton truck and 10½ tons per 16, 22 or 27 ton truck—"C" Produce of Commonwealth, on Up journey— Consigned direct to the sea-board for immediate export beyond the State— Minimum, 7 tons per 11 ton truck and 10½ tons per 16, 22 or 27 ton truck—"A", "B", "C" "Down" journey—"1" "Up" journey—"C" (See page 148, Volume I)
Explosives . . . . .	..	See "List of Authorised Explosives, Part II, Section 1"				(a) In Explosives Vans— Explosives forwarded from one station to another in a station in an explosives van by an ordinary goods train shall be charged Class "2," mileage rate, minimum 2 tons per van, provided that in no case shall the charge be less than 28s. 10d. for each consignment. 2. Explosives forwarded from one station to two or more destination stations in the same train shall be charged Class "2," mileage rate, minimum 2 tons per van for any portion of the journey, provided that in no case shall the charge be less than 28s. 10d. for each consignment. Where the weight in an explosives van for any portion of the journey is less than the minimum of 2 tons, the weight short of 2 tons is to be charged for at the Class "2," mileage rate for the portion of the journey concerned. (See Addenda, page 21, for Example.)

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—*continued.*

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Class No.	Air Space Ullage	Packing, Storage and Incompatibles.	Freight Classification Class
Explosives— <i>continued</i>						(b) In Portable Magazines or Cylinders— Explosives forwarded from Alder, Deer Park or Ravenhall in portable magazines or cylinders shall be charged Class 2 mileage rates for a minimum weight of 100 lbs. per container. Oct for each portable magazine or cylinder. Magazines or cylinders shall be returned free. District Rates.— Safety Cartridges and Sporting Gunpowder shall be charged District Rates where such are in operation, but in no other case shall any explosive consignments be given the benefit of any Tariff rates lower than the mileage rates. Consignments from One or More Consignors to One or More Consignees.— Consignments of Explosives forwarded 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.
Extracts, Liquid Flavoring ..	INFLAMMABLE LIQUID (Group "B" (Section 2))	Bottles or tins in cases, drums, carboys	9, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Fabric or Fibre, Oiled ..	INFLAMMABLE SOLID (Section 2) Reacts with Air	Metal lined cases, drums	31, 75	..	Dry; away from Acids, Inflammables	"2"
Felt Waste, Wet ..	..	See "Waste Wool, Wet"				
Ferric Arsenate ..	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, barrels	5, 17, 22, 26, 52, 53, 55, 76	..	Dry; away from Food-stuffs, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Ferric Arsenite	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, barrels	5, 17, 22, 25, 52, 53, 55, 76	..	Dry; away from Food-stuffs, Acids	"2"
Ferro Silicon (30%-75% Silicon)	REACTS WITH AIR AND WATER (Section 3) Poisonous Inflammable	Barrels, drums Bulk truckloads only, unsheeted	52, 55, 75, 76	..	Well ventilated, dry; away from Foodstuffs, Batteries, Acids	Full truck loads—"C"; Smaller quantities—"1"
Ferrous Arsenate (Iron Arsenite)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, barrels	5, 17, 22, 25, 52, 53, 55, 76	..	Dry; away from Food-stuffs, Acids	Same as "Arsenate of Lead." See page 24
Fertiliser and Artificial Manures, containing Oxidising Material	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, sacks, drums	11, 23, 66, 76	..	Dry; away from Inflammables, Acids, in steel trucks only	Same as "Manures." See page 56, Volume I
Fibre, Burnt . . . . .	..	See "Burnt Fibre"				
Fibre or Fabric, Oiled . . . . .	..	See "Fabric or Fibre, Oiled"				
Films (Nitrocellulose base)	INFLAMMABLE SOLID (Section 2)	Metal boxes	109	..	Cool, dry; away from Acids, Batteries and Electrical Equipment	"2"
Film Scrap (Nitrocellulose base) . . . . .	..	See "Celluloid"				
Fireworks . . . . .	..	See "List of Authorised Explosives, Part II, Section 1"				Small—"2" miscelge rates Large—Same as "Explosives"
Fish Meal or Fish Scrap, containing less than 6% or more than 13% moisture	INFLAMMABLE SOLID (Section 2)	Drums	76	..	Cool; away from Inflammables	Same as "Manure"
Fluorides, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Fly Sprays (flash point below 150° F.).	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys, fibre-board containers	3, 4, 21, 22, 41, 64, 71, 83	5%	Well ventilated, cool; away from Batteries, Acids	N.O.S., "2" Minimum 1/2 tons per 4 wheeled truck—"C"
Formic Acid	CORROSIVE LIQUID (Section 4) Inflammable	Bottles in cases, jars, carboys, drums, barrels, rels, plastic containers	3, 4, 41, 45, 51, 7, 31, 38	5%	Well ventilated, cool; away from Foodstuffs, Batteries	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1.

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class		
Freon . . . . .	..	See "Dichlorodifluoromethane"	1, 3, 4, 21, 22, 71, 83	5%	Well ventilated, cool; away from Acids	1. Used as fuel for motive power in internal combustion engines—"A" 2. In bulk in owner's tank trucks subject to a minimum of full capacity of tank trucks carrying empty tank trucks returned free) 3. Used for fuel in open furnaces or for roadmaking—"A" 4. For combating frosts—"A"	
‡Fuel and Residual Oil	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums Tank trucks	1, 3, 4, 21, 22, 71, 83	5%	Well ventilated, cool; away from Acids	1. Used as fuel for motive power in internal combustion engines—"A" 2. In bulk in owner's tank trucks subject to a minimum of full capacity of tank trucks carrying empty tank trucks returned free) 3. Used for fuel in open furnaces or for roadmaking—"A" 4. For combating frosts—"A"		
Fungicides, N.O.S.	POISONOUS SOLID (Section 5) POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums Bottles or tins in cases, carboys, drums	5, 17, 22, 52, 55, 64, 76, 77, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	5%	Well ventilated, cool; away from Acids	..	Dry, away from Food-stuffs Cool, away from Food-stuffs	If declared, as orchard pests specifics—"A"
Furniture Polishes . . . . .	..	See "Polishes, Metal, Stove, Furniture and Wood, Liquid"	..	..	..	..
Furniture or Wood Stains, Liquid . . . . .	..	See "paints, containing Inflammable Liquids"	..	..	..	..
Fuses, Safety	INFLAMMABLE SOLID (Section 2)	Tin boxes in wooden cases	122	..	Dry, away from inflammable Liquid	"2"		
Fuse Lighters (Fireworks) . . . . .	..	See "List of Authorised Explosives, Part II, Section 1"	..	..	..	"2"
Fuses (for Explosives) . . . . .	..	See "List of Authorised Explosives, Part II, Section 1"	..	..	..	"2"
Fusel Oil	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 71, 83	5%	Well ventilated, cool; away from Acids	"2"		

§ Oil, crude or residual, used directly for fuel in open furnaces in place of wood or coal, also for roadmaking, shall be charged the ordinary rate in the first instance, viz., Class "A." On production of a Statutory Declaration to the Chief Commercial Manager within six months from the date the consignments are forwarded that the oil has been used for either of the purposes mentioned, a rebate shall be granted to Class "M" rate, minimum 8 tons per 11 ton truck, 12 tons per 16 ton truck, or to Class "N" rate, minimum 8 tons per 11 ton truck, 12 tons per 16 ton truck, if the oil is used for either of the purposes mentioned. On application to the Chief Commercial Manager within six months from the date the consignments are forwarded and production of a declaration that the oil has been used for the purpose indicated a rebate may be allowed to Class "Ap" rate, minimum 8 tons per 11 ton truck, 12 tons per 16, 22 or 27 ton truck.

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Garbage, Tankage containing less than 8% moisture ..	INFLAMMABLE SOLID (Section 2)	Metal lined cases, drums	31, 75	..	Away from Acids, Inflammables	Some as "Monure"
Gas, Compressed or Liquefied, Not otherwise specified ..	..	Packaging to the approval of the Railways Commissioners	..	..	..	"2"
Gas Drips, Hydrocarbon ..	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Gas Identification Sets ..	POISONOUS LIQUID OR GAS (Section 5)	Cylinders, cases	110	..	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Gasoline ..	..	See "Motor Spirit"	..	..	..	Same as Motor Spirit. See page 56
Gold Paint ..	..	See "Paints, containing Inflammable Liquid"	..	..	..	"2"
Guanidine Nitrate ..	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, drums	5, 22, 76	..	Dry; away from Acids	"2"
Gunpowder ..	..	See "List of Authorised Explosives, Part II, Section I"	..	..	..	Same as Explosives
Gutta Percha in Solution ..	..	See "Rubber Cement and Solution"	..	..	..	..
Hair Waving Materials, Self Heating ..	..	See "Self-heating Hair-waving Pads"	..	..	..	..
Hair (Wet) ..	..	..	..	..	..	..
Helium ..	INFLAMMABLE SOLID (Section 2)	Cases, drums	31, 75	..	Away from Acids, Inflammables	"2"
..	COMPRESSED GAS (Section 1)	Steel cylinders, high pressure, 1,800 lb./sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids	"2"
..	Permanent	..	..	..	..	..
Heptane ..	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
..	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Hexane ..	..	..	..	..	..	..
..	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 44, 77	5%	Well ventilated; away from Foodstuffs	"2"
Hydrotic Acid ..	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	13, 14, 42	5%	Well ventilated; away from Foodstuffs, Sulphuric Acid	"2"
Hydrobromic Acid ..	Strong Fuming Acid	..	..	..	..	..
Hydrocarbon Gas, Non-liquefied ..	..	See "Methane"	..	..	..	..
Hydrocarbon Gas, Liquefied ..	COMPRESSED GAS (Section 1)	Steel cylinders, medium or low pressure	134, 135, 137 (low pressure)	Filling Ratio variable	Well ventilated, cool; away from Batteries, Acids	"2"
..	Liquefiable Inflammable	..	..	..	..	..

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibilities.	Freight Classification Class
Hydrocarbon Oil, for gas manufacture	INFLAMMABLE LIQUID Group "A" (Section 2)	Steel drums Tank trucks	1, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Hydrochloric Acid	CORROSIVE LIQUID (Section 4) Strong Fuming Acid	Bottles in cases, carboys, plastic containers	13, 14, 42, 37, 36	5%	Well ventilated; away from Foodstuffs	"A"
Hydrochloric Acid Mixtures	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	13, 14, 42	5%	Well ventilated; away from Foodstuffs	"2"
Hydrocyanic Acid, Anhydrous, stabilised	COMPRESSED GAS (Section 1) Inflammable, Poisonous, Low Pressure, Special	Steel cylinders, medium pressure, authority required	139	Filling Ratio 0.57	Open air stowage; away from Batteries, Acids, Foodstuffs	"2"
Hydrocyanic Acid Solution (Prussic Acid), 5% maximum	POISONOUS LIQUID AND/OR GAS (Section 3)	Bottles in tin-lined cases	20	10%	Open air stowage; away from Batteries, Acids, Foodstuffs	"2"
Hydrofluoric Acid, maximum 65%	CORROSIVE LIQUID (Section 4) Dangerous in contact with the skin	Containers in cases, drums, carboys	44, 77, 111	10%	Well ventilated, cool; away from Foodstuffs. Handle with care	"2"
Hydrofluosilicic Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, drums	112	10%	Well ventilated, cool; away from Foodstuffs. Handle with care	"2"
Hydrogen	COMPRESSED GAS (Section 1) Permissible, Inflammable, Suffocating	Steel cylinders, high pressure, 1,500 lb./sq. in.	132, 134	..	Well ventilated, cool; away from Batteries, Acids	N.O.S.—"2" Minimum 6 tons per 4 wheeled truck—"1"
Hydrogen Chloride	COMPRESSED GAS (Section 1) Liquefiable, Non-Inflammable	Steel cylinders, high pressure	134, 136	..	Well ventilated, cool; away from Acids	"2"
Hydrogen Peroxide, up to 20 volumes	Non-dangerous	Any suitable container	..	10%	Cool	"2"
Hydrogen Peroxide, between 20 and 100 volumes	OXIDISING LIQUID (Section 6)	Bottles in cases, carboys, drums. Containers must be vented	2, 3, 4, 41, 78	10%	Well ventilated, cool; away from Combustible Materials, Resins, Oils	"2"
Over 40% Strength . . . . .	..	Not acceptable for transport without approval of Railways Commissioners	..	..	..	..

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1.

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Storage and Incompatibles.	Freight Classification Class
Hydrogen Sulphide	COMPRESSED GAS (Section 1) Liquefiable, Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.657	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Igniters A.L.T.	INFLAMMABLE SOLID (Section 2)	Cases, fibreboard containers	114	..	Dry; away from Inflammables, Acids	"2"
Igniters (Fireworks) . . . . .	..	See "List of Authorised Explosives, Part II, Section 1"				"2"
Inflammable Liquids, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Inflammable Solids, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Ink, Printers'	INFLAMMABLE LIQUID (Section 1) Group "A," or "B" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Insecticide, Dry	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks	5, 22, 52, 55, 76	..	Dry; away from Foodstuffs	"2"
Insecticide, Liquid	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys	3, 4, 21, 41, 71	5%	Cool; away from Foodstuffs	"2"
Insect Spray . . . . .	..	See "Fly Spray"				
Iron Powder	INFLAMMABLE SOLID (Section 2)	Metal containers	113	..	Open steel trucks	"2"
Iron Mass, Spent . . . . .	..	See "Iron Mass, Spent"				
Iron Sponge, Spent . . . . .	..	See "Iron Mass, Spent"				
Isobutane (Frezol) . . . . .	..	See "Hydrocarbon Gas, Liquefied"				
Isobutylene	COMPRESSED GAS (Section 1) Liquefiable Inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 0.53	Well ventilated, cool; away from Batteries, Acids	"2"
Iso-octane (Iso-octene)	INFLAMMABLE LIQUID (Section 1) Group "A," (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Isopentane	INFLAMMABLE LIQUID (Section 2) Group "A," (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Isoprene	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Isopropanol	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Isopropyl Alcohol (isopropanol) . . . . .	..	See "Alcohol Iso-propyl"				
Kerosene	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases or fibreboard containers, drums, Tins in truck lots, Tank trucks	1, 3, 4, 21, 22, 64, 67, 71, 83, 84	5%	Well ventilated, cool; away from Batteries, Acids	N.O.S. "C," Minimum, 8 tons per truck or 12 tons per 16, 22 or 27 ton truck. Maximum, 6 tons per 11 ton truck or 8 tons per 16, 22 or 27 ton truck—"B," plus 12% subject to a minimum of 10% carrying capacity of truck—"D," subject to a minimum of 10% carrying capacity of truck.—All European trucks shall be re-tuned free of charge. In mixed loads with Motor Spirit (see General Condition No. 15, page 13, Volume 1)
Lacquer . . . . .	..	See "Paints, containing"	Inflammable Liquid"			"2"
Lacquer, Base or Chips, Dry	INFLAMMABLE SOLID (Section 2)	Tins in cases, drums	22, 76	..	Away from Batteries, Acids	"2"
Lacquer Base or Chips, Plastic (wet with Alcohol or Solvent)	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, carboys, drums	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Lacquer, Removing, Reducing and Thinning Compounds . . . . .	..	See "Compounds, Lacquer or Varnish, etc., Removing, Reducing or Thinning"				
Lactic Acid (80% and over)	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, barrels, drums, wooden barrels, drums	3, 4, 37, 38, 41, 45, 51, 76	10%	Cool; away from Acids and Oxidising Materials	"A"
Lead Arsenate, Paste or Solid	..	See "Arsenate of Lead (Paste or Solid)"				

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I.

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Lead Arsenite	POISONOUS SOLID (Section 5)	Bottles, tins or paper bags, in cases, drums, barrels, fibreboard containers	5, 17, 22, 26, 28, 30, 33, 38, 64, 73, 76	..	Dry, away from Foodstuffs and Foodstuff Empties	Same as arsenate of Lead. See page 24
Lead Cyanide . . . . .	..	See "Cyanide of Copper, Zinc, Lead or Silver"				
Lead Nitrate	OXIDISING SOLID (Section 6)	Bottles or tins in cases, drums, lined cases	11, 23, 28, 76	..	Dry, away from Inflammables, Acids, Foodstuffs	"2"
Lead Tetra-ethyl	POISONOUS LIQUID and VAPOUR (Section 5) Dangerous to skin	Bottles in cases, drums, cylinders Special authority required	1, 2, 74, 92	10%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Leather Bleach	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys, plastic containers Tank trucks	1, 3, 4, 21, 22, 37, 38, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Leather Dressing	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Lime, Quick or Unslaked	REACTS WITH WATER (Section 3)	Tins in cases, sacks, drums, bulk	22, 63, 75, 91	..	Dry stowage. Trucks to be covered with two thoroughly waterproof tarpaulins	N.O.S. "M" Minimum, 3 tons—"A" Smaller quantities, "Smalls Minimum" See pages 155 and 159, Volume I
Liquefied Carbon Dioxide . . . . .	..	See "Carbon Dioxide"				
Liquefied Hydrocarbon Gas . . . . .	..	See "Hydrocarbon Gas, Liquefied"				
London Purple Solid	POISONOUS SOLID (Section 5)	Bottles, tins or paper bags in cases, casks, drums, fibreboard containers	5, 17, 22, 26, 28, 52, 53, 55, 64, 73, 76	..	Dry, away from Foodstuffs and Foodstuff Empties	"2"
Lithium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry, away from Combustibles, Acids	"2"
Lyso	POISONOUS LIQUID (Section 5) Corrosive	Bottles in cases, carboys, jars in crates	3, 4, 41, 45	5%	Well ventilated, cool; away from Foodstuffs	Same as Disinfectant Fluids

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibilities.	Freight Classification Class
Magnesium Arsenate	POISONOUS SOLID (Section 5)	Bottles, tins or paper bags in cases, casks, drums, fibreboard containers, sacks	5, 17, 22, 26, 28, 52, 53, 55, 61, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Magnesium, Metallic and Alloys, Powder, Turnings . .	INFLAMMABLE SOLID (Section 2) Evolves Hydrogen with Water	Tins in cases, drums, casks, fibreboard containers	22, 29, 52, 55, 64, 73, 75	..	Dry; away from Inflammable Liquids, Acids, Batteries, Water Alkalis, Oxidising Materials	"2"
Magnesium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Inflammables, Acids, Batteries, Foodstuffs	"2"
Magnesium Perchlorate . . .	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Inflammables, Acids, Batteries, Foodstuffs	"2"
Magnesium Peroxide, Solid . .	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Inflammables, Acids, Batteries, Foodstuffs	"2"
Matches, Bengal	INFLAMMABLE SOLID (Section 2)	Tins in cases	122	..	Dry; away from Inflammables, Liquids	"2"
Matches, Safety	INFLAMMABLE SOLID (Section 2)	Cases, fibreboard containers	114	..	Dry; away from Inflammables, Acids	"2"
Matches, Safety Fusee . . . .	..	See "Fuses, Safety"		..		
Matches N.O.S. (Other than fireworks)	INFLAMMABLE SOLID (Section 2)	Cases	115	..	Dry; away from Inflammables, Acids	"2"
Medicines . . . . .	..	See "Chemicals, Drugs and Medicinal Preparations"				
Mercuric Acetate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibreboard containers	5, 17, 22, 26, 52, 53, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Ammonium Chloride, Solid	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibreboard containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Benzoate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibreboard containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibles.	Freight Classification Class
Mercuric Bromide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Chloride	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Cyanide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks	5, 22, 29, 54, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Iodide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Iodide Solution . .	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, carboys, barrels, drums Tank trucks	1, 3, 4, 21, 41, 51, 71	5%	Well ventilated, cool; away from Foodstuffs Acids	"2"
Mercuric Oleate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Oxide (Red and Yellow)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Oxy-Cyanide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Potassium Cyanide .	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums	5, 22, 29, 54, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Potassium Iodide . .	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Salicylate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3, and Properties.	Packing.	Packing Class No.	Air Space Usage	Packing, Stowage and Incapabilities.	Freight Classification Class
Mercuric Subsulphate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Cyanamide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric Sulphocyanate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercuric (Mercury Nucleate)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Bromide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Gluconate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Iodide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Nitrate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Oxide (Black)	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercurous Sulphate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercury Acetate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercury Bichloride	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incineration.	Freight Classification Class
Mercury Bisulphate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums, fibre-board containers	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mercury Compounds, N.O.S. . . . .	..	Packing to the approval of the Railways Commissioners				"2"
Mercury Cyanide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums, casks	5, 22, 29, 54, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Mesityl Oxide	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carbony Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Metalddehyde	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, drums, wooden kegs	5, 22, 52, 55, 76	..	Cool, dry; away from Batteries, Acids	"2"
Metal Polishes . . . . .	..	See "Polishes, Metal, Stove, Furniture and Wood, Solvent Base"				
Metallic Sodium or Potassium . . . . .	..	See "Potassium, Metallic"				
Metaphenylenediamine . . . . .	..	See "Dyes Intermediates"				
Metatolylenediamine . . . . .	..	See "Dyes Intermediates"				
Methane	COMPRESSED GAS (Section 1) Permanent, Inflammable	Steel cylinders, high pressure 1,800 lb. per sq. in.	132, 134	..	Well ventilated, cool; away from Acids, Batteries	"2"
Methanol (Wood Alcohol) . . . . .	..	See "Alcohol, Wood"				
Methyl Acetate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carbony Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Methyl Acetone	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carbony Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries	"2"
Methyl Alcohol . . . . .	..	See "Alcohol, Wood"				
Methyl Amyl Acetate	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carbony Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids, Batteries	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Methyl Amyl Acetone	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries, Foodstuffs.	"2"
Methyl Aniline	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Methylated Spirit	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	N.O.S. "2" In drums or rail tank trucks for power purposes—Same rate and conditions as Motor Spirit.
Methyl Bromide	COMPRESSED GAS (Section 1) Special, Liquefiable, Poisonous, Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 1.43	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Methyl Chloride	COMPRESSED GAS (Section 1) Special, Liquefiable, Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.79	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Methyl-Cyclo Hexanone	INFLAMMABLE LIQUID (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated; away from Batteries, Acids	"2"
Methyl Ethyl Ketone . . . . .	..	See "Ethyl Methyl Ketone"				
Methyl Formate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Mineral Oil	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, or fibre-board containers, Tank trucks	1, 3, 4, 21, 22, 64, 71, 83	5%	Well ventilated, cool; away from Batteries, Acids	N.O.S. "2" Consigned to Country Tanneries in Victoria— Minimum: 6 tons per 4 wheeled truck— Minimum: 10 cwt.— "A" less 25%

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Class No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Mineral Turpentine	INFLAMMABLE LIQUID (Group "A" or "B") (Section 2)	Bottles or tins in cases, drums, carboys, fibre-board containers Tank trucks	1, 3, 4, 21, 22, 41, 64, 71, 83	5%	Well ventilated, cool; away from Batteries, Acids	N.O.S., "1" Minimum: 8 tons per 11 ton truck or 10 tons per 16, 22 or 27 ton truck—C
Mixed Acids (Nitrating)	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	13, 14, 116	5%	Well ventilated; away from Combustible Material, Foodstuffs	"2"
Monochlorobenzene (Monochlorobenzol) . . . . .	..	See "Chlorobenzene"				
Monochlorodifluoroethane	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 0.86	Well ventilated, cool; away from Batteries, Acids	"2"
Monochlorodifluoromethane	COMPRESSED GAS (Section 1) Medium Pressure, Liquefiable, Non-inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.93	Well ventilated, cool; away from Acids	"2"
Monochlorotetrafluoroethane	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Non-inflammable	Steel cylinders, low pressure	134, 135, 137	Filling Ratio 1.15	Well ventilated, cool; away from Batteries, Acids	"2"
Monochlorotrifluoroethylene	COMPRESSED GAS (Section 1) Medium Pressure, Liquefiable, Non-inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 1.00	Well ventilated, cool; away from Batteries, Acids	"2"
Monochlorotrifluoromethane	COMPRESSED GAS (Section 1) High Pressure, Liquefiable, Non-inflammable	Steel cylinders, high pressure	134, 136	Filling Ratio 0.86	Well ventilated, cool; away from Batteries, Acids	"2"
Monofluorotrifluoromethane (F. 11)	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable	Steel cylinders, low pressure	134, 135, 137	..	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Monomethylamine (Methyl-amine)	COMPRESSED GAS (Section 1) Low Pressure, Special, Liquefiable Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.51	Well ventilated, cool; away from Acids, Batteries	"2"
Mortar Stain, Liquid	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Motion Picture Film . . . . .	..	See "Film, Nitrocellulose Base"				
Motor Fuel, Anti-knock Compound . . . . .	..	See "Lead Tetra Ethyl"				
Motor Spirit	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	N.O.S., "1" Minimum: 8 tons per 11 ton truck or 16 tons per 22 ton truck. Minimum: 6 tons per 11 ton truck or 8 tons per 16, 22 or 27 ton truck—"C", plus 12 1/2% in bulk in owner's truck subject to full carrying capacity of truck. Empty tank trucks shall be returned free. For mixed loads with Kerosene, see General Condition No. 15, page 13, Volume I
Muriatic Acid . . . . .	..	See "Hydrochloric Acid"				"1"
Naphtha	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"1"
Naphtha Distillate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"1"
Naphtha Petroleum . . . . .	..	See "Petroleum, Naphtha"				
Naphtha, Solvent	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"1"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Stowage and Incompatibles.	Freight Classification Class
Naoxane	INFLAMMABLE LIQUID (Group "A" (Section 2))	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Ngon	COMPRESSED GAS (Section 1) Permanent	Steel cylinders, high pressure 1,800 lb./sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids	"2"
Nickel Carbonyl	INFLAMMABLE LIQUID (Group "A" (Section 2)) Extremely Poisonous	Steel cylinders. Special authority required	139	10% filled with CO2 or an inert gas	Well ventilated, cool; away from Acids, Batteries, Foodstuffs	"2"
Nickel Cyanide	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 29, 54, 76	..	Dry; away from Foodstuffs, Acids	"2"
Nickel Nitrate	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Organic and Combustible Materials, Foodstuffs, Acids. Protect against mechanical injury	"2"
Nicotine and Compounds, Liquid	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, or fibreboard container, drums, carboys, Tank trucks	1, 3, 4, 21, 41, 64, 71	5%	Away from Foodstuffs, Acids	"2"
Nicotine Compounds, Solid	POISONOUS SOLID (Section 5)	Bottles or tins in cases, or fibreboard container, drums, casks	5, 17, 22, 26, 52, 53, 55, 64, 73	..	Dry; away from Foodstuffs and Foodstuff Empties, Acids	"2"
Nitrate of Aluminium . . . . .	..	See "Aluminium Nitrate"				
Nitrate of Ammonia . . . . .	..	See "Ammonium Nitrate"				
Nitrate of Lead . . . . .	..	See "Lead Nitrate"				
Nitrate of Potash . . . . .	..	See "Potassium Nitrate"				
Nitrate of Soda . . . . .	..	See "Sodium Nitrate"				
Nitrate of Strontia . . . . .	..	See "Strontium Nitrate"				
Nitrates, N.O.S. . . . .	..	Packing to the approval of the Railways Commissioners				"2"
Nitrating (Mixed) Acids . . . . .	..	See "Mixed Acids (Nitrating)"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part I and Properties.)	Packing.	Packing Class No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Nitre . . . . .	..	See "Potassium Nitrate"	22, 76	..	Dry, away from Water, Foodstuffs	Minimum: 8 tons per 11 ton truck or 12 tons per 16, 22 or 27 ton truck—M
Nitre Cake	CORROSIVE SOLID (Section 4)	Tins in cases, drums	13, 14, 42, 78, 79, Up to 50%: 37 and 38	10%	Well ventilated, cool; away from Combustible Materials, Hydrogen Sulphide, Foodstuffs, other Acids	"2"
Nitric Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums, plastic containers	..	..	..	..
Nitric Ether . . . . .	..	See "Ethyl Nitrate"	..	..	..	..
Nitrite of Soda . . . . .	..	See "Sodium Nitrite"	..	..	..	..
Nitro-Benzal (Nitrobenzene)	POISONOUS LIQUID (Section 5), Inflammable Vapour, Oxidising	Bottles or tins in cases, carboys, drums, Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids, Batteries, Chlorates, Nitrates	"2"
Nitro-Carbo-Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry, away from Acids, Foodstuffs, Combustible Material	"2"
Nitrocellulose, Scrap . . . . .	..	See "Celluloid"	..	..	..	..
Nitrocellulose, Wet . . . . .	..	See "Collodion Cotton"	..	..	..	..
Nitrochlorbenzene, Ortho, Liquid	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Nitrochlorbenzene, Meta or Para, Solid	POISONOUS SOLID (Section 5)	Bottles or tins in cases, or fibreboard containers, drums, casks	5, 17, 22, 26, 52, 53, 76	..	Dry, away from Foodstuffs, Acids	"2"
Nitrogen	COMPRESSED GAS (Section 1) High Pressure, Permanent	Steel cylinders, high pressure 1800 lb./sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids	"2"
Nitrogen, plus 5% Hydrogen	COMPRESSED GAS (Section 1) High Pressure, Permanent, Mixed	Steel cylinders, high pressure 1800 lb./sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Nitrogen Peroxide (Dioxide and Tetroxide)	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable (Special), Poisonous	Steel cylinders, medium pressure, Special authority required	139	..	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Nitroglycerin, Liquid . . . . .	..	Transport strictly prohibited				
Nitroglycerin, Spirits of . . . . .	..	See "Spirits of Nitroglycerin"				
Nitrolim . . . . .	..	See "Calcium Cyanamide"				
Nitrosyl Chloride	COMPRESSED GAS (Section 1) Low Pressure, Special, Liquefiable, Poisonous, Corrosive	Steel cylinders, medium pressure	134, 137	Filling Ratio 1.07	Well ventilated, cool; away from Acids	"2"
Nitrous Ether . . . . .	..	See "Ethyl Nitrite"				
Nitrous Oxide	COMPRESSED GAS (Section 1) High Pressure, Liquefiable, Anaesthetic	Steel cylinders, high pressure	134, 136	Filling Ratio 0.667	Well ventilated, cool; away from Combustibles, Acids, Oil	"2"
Oiled Fabric . . . . .	..	See "Fabric or Fibre, Oiled"				
Oil, Kerosene . . . . .	..	See "Kerosene"				
Oil, N.O.S. . . . .	..	Packing to the approval of the Railways Commissioners				"2"
Oil of Mirbane . . . . .	..	See "Nitro-Benzol"				
Oil of Vitriol . . . . .	..	See "Sulphuric Acid (over 1.84 gravity)"				"2"
Oil, Paraffin	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2" See page 159, Volume 1
Oil, Petroleum	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71, 85	5%	Well ventilated, cool; away from Batteries, Acids	"1"
Oily Cloths, Waste . . . . .	..	See "Cotton Waste, Cloth, Oily"				
Oleum . . . . .	..	See "Sulphuric Acid (over 1.84 gravity)"				"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class		
Orthocresol	POISONOUS SOLID (Section 5)	Bottles or tins in cases, casks, drums	5, 17, 22, 52, 73, 55, 73, 76	..	Dry; away from Food-stuffs	"2"		
Orthonitrotolual . . . . .	..	See "Dye Intermediates"					
Orthotolidine . . . . .	..	See "Dye Intermediates"					
Oxalic Acid	POISONOUS SOLID (Section 5)	Lined sacks, bottles, tins, cases, drums	5, 22, 52, 55, 73, 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000					
Oxidising Materials, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"	
Oxygen	COMPRESSED GAS (Section 1) Permanent	Steel cylinders, high pressure 1,800 lb./sq. in.	132, 133, 134	..	Well ventilated, cool; away from Acids, Oil, Combustibles	N.O.S. "2" Minimum 6 tons per 4 wheeled truck—"1"		
Oxygen, Liquid	COMPRESSED GAS (Section 1) Liquefied, Inflammable	Insulated metal containers. Special authority required	117	..	Cool; open air, isolated stowage; away from naked lights or other sources of ignition, inflammables	"2"		
Paint or Varnish Driers . . . . .	..	See "Paints, containing Inflammable Liquids"				"2"	
Paint Remover (Acid Type) . . . . .	..	See "Compounds, Paint or Varnish Removing, Acid Type"					
Paint Remover (Caustic Type) . . . . .	..	See "Compounds, Paint or Varnish Removing, Caustic Type"					
Paint Remover (Solvent Type) . . . . .	..	See "Compounds, Lacquer or Varnish Removing, Reducing, Thinning"					
Paints, containing Inflammable Liquids (flash point not exceeding 150° Fahrenheit)	INFLAMMABLE LIQUID Group "A" (Section 2) Group "B" (Section 2)	Jars or tins in cases, drums, fibreboard containers, drums	3, 4, 5, 21, 22, 71, 73, 3, 4, 5, 21, 22, 64, 71, 73	5%	Well ventilated, cool; away from Acids, Foodstuffs, Batteries	"2"		
Paper Stock, Wet	INFLAMMABLE SOLID (Section 2)	Cases, drums	31, 75	..	Away from Inflammables	"2"		
Paraffin . . . . .	..	See "Oil, Paraffin"					

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Paraldehyde	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, or fibreboard containers, drums, Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Paranitramine	POISONOUS SOLID (Section 5)	Bottles or tins in cases, or fibreboard containers, drums, casks	5, 17, 22, 26, 52, 53, 55, 64, 73, 76	..	Dry; away from Foodstuffs and Foodstuff Empties	"2"
Paranitrophenol . . . . .	..	See "Dye Intermediates"				
Paranitrosdimethylaniline . . . . .	..	See "Accelerene"				
Paranitrotolual . . . . .	..	See "Dye Intermediates"				
Paris Green, Solid . . . . .	..	See "Copper Acetoarsenite"				
Pentane	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Pentane Methyl	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Perchlorate of Ammonia . . . . .	..	See "Ammonium Perchlorate"				
Perchlorate of Potash . . . . .	..	See "Potassium Perchlorate"				
Perchlorates, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Perchloroethylene	POISONOUS LIQUID AND VAPOUR (Section 5)	Bottles or tins in cases, drums	3, 4, 21, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Perchloric Acid, over 72% strength . . . . .	..	Must not be offered for transport				
Perchloric Acid, not exceeding 72% strength	CORROSIVE LIQUID (Section 4)	Bottles in cases	16	10%	Well ventilated, cool; away from Inflammable, Oxidising Materials, Nitric Acid	"2"
Permanganate of Potash	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, or fibreboard containers, cases, casks, drums	11, 23, 28, 52, 55, 64, 76	..	Dry; away from Combustible Materials, Foodstuffs, Acids	"1"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Potassium Permanganate of Soda	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, or fibreboard containers, cases, casks, drums	11, 23, 28, 52, 53, 64, 76	..	Dry; away from Combustible Materials, Foodstuffs, Acids	"2"
Potassium Peroxide . . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Potassium Nitrate . . . . .	..	See "Sodium Peroxide"				
Potassium Dichromate	POISONOUS SOLID (Section 5)	Bottles or tins in cases, or fibreboard containers, drums	5, 17, 22, 32, 33, 34, 41, 64, (Arsenic and Nicotine compounds in tins only), 71, 76, 77	..	Dry; away from Foodstuffs; away from Foodstuffs	N.O.S. "2" If declared as Orchard Pests Specifics, see page 61, Volume I
Potassium Cyanide	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, or fibreboard containers, drums	3, 4, 21, 22, 41, 64, 71	5%	Well ventilated, cool; away from Batteries and Acids	"2"
Petrol	INFLAMMABLE LIQUID Group "A" or "B" (Section 5)	See "Motor Spirit"				
Petroleum (Crude) . . . . .	..	See "Fuel Oil"				
Petroleum Distillate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	See Distillate
Petroleum Ether	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Petroleum Gas, Liquid . . . . .	..	See "Hydrocarbon Gas, Liquefied"				
Petroleum Naphtha	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids	"1"
Phenol . . . . .	..	See "Carbolic Acid"				
Phenylcarbamylamine Chloride	POISONOUS LIQUID AND GAS (Section 5)	Steel cylinders	93	..	Well ventilated, cool; away from Foodstuffs	"2"
Phenyldichlorarsine Liquid	POISONOUS LIQUID (Section 5)	Steel cylinders, drums	81, 93	..	Well ventilated, cool; away from Acids, Foodstuffs	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage.	Packing, Stowage and Incompatibilities.	Freight Classification Class.
Phenyle	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, or fibreboard containers, drums	3, 4, 21, 22, 64, 71	5%	Cool; away from Acids, Foodstuffs	Same as Disinfectant Fluid
Phosgene (Diphosgene)	COMPRESSED GAS (Section 1) Low Pressure, Special; Liquefiable, Poisonous	Steel cylinders, medium pressure, 3, 4 (a) authority required	139	Filling Ratio 1.19	Well ventilated, cool; away from Acids, Foodstuffs	"2"
Phosphide of Calcium . . . . .	..	See "Calcium Phosphide"	..	..	..	..
Phosphoric Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, cartons, plastic crates, plastic containers	3, 4, 37, 38, 41, 45	5%	Well ventilated; away from Acids, Foodstuffs	"2"
Phosphoric Anhydride (Phosphorus Pentoxide)	CORROSIVE SOLID (Section 4)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Batteries	"2"
Phosphorus Amorphous, Red	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, drums	5, 22, 76	..	Cool; away from Foodstuffs, Chlorates, Acids, Oxidising Materials, Inflammables	"2"
Phosphorus, Black . . . . .	..	Not acceptable for transport	..	..	..	..
Phosphorus Oxychloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, cartons, drums	13, 14, 44, 77	10%	Well ventilated, cool; away from Foodstuffs, Combustible Materials	"2"
Phosphorus Pentachloride	INFLAMMABLE SOLID (Section 2) Corrosive	Bottles in cases, drums, casks, carboys	11, 44, 51, 77	..	Dry; away from Foodstuffs, Combustible Materials	"2"
Phosphorus Pentasulphide (Sequisulphide, Trisulphide)	INFLAMMABLE SOLID (Section 2) Liable to Spontaneous Ignition unless free from White Phosphorus	Tins in cases, drums	21, 22, 75	..	Well ventilated, cool; away from Acids, Foodstuffs, Inflammables	"2"
Phosphorus Tribromide	CORROSIVE LIQUID (Section 4)	Bottles in cases, cartons, drums	13, 14, 44, 77	10%	Well ventilated, cool; away from Foodstuffs, Combustible Materials	"2"
Phosphorus Trichloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, cartons, drums	13, 14, 44, 77	10%	Well ventilated, cool; away from Foodstuffs, Combustible Materials	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Ullage	Packing, Storage and Incompatibles.	Freight Classification Class
Phosphorus, White or Yellow, in Water	INFLAMMABLE, SOLID (Section 2), Ignites spontaneously in Air	Under water in tins in cases, drums	21, 22, 71, 76	..	Cool; away from Inflammables, Oxidising Materials	"2"
Photographic Flash Powder ..	INFLAMMABLE, SOLID (Section 2)	Tins in cases	34	..	Dry; away from Inflammables, Materials, Acids, Foodstuffs	"2"
Photographic Film . . . . .	..	See "Films, Nitrocellulose Base"				
Picrate of Ammonia . . . . .	..	See "Ammonium Picrate, Wet"				
Picric Acid, Mixed with less than half its weight of Water	INFLAMMABLE, SOLID (Section 2) Explosive when dry.	Bottles in cases	102	..	Cool; away from Inflammables, Lead or Metallic Oxides, Lime, Potash, Soda or Compounds of Oxidising Materials	"2"
Plastic, Wood	INFLAMMABLE LIQUID Group "A" (Section 2)	Tins and collapsible tubes in cases, drums	19, 21, 22, 71	..	Well ventilated, cool; away from Batteries, Acids	"2"
Poisonous Gases, Liquids, Solids, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Polishes, Metal, Stone, Furniture, Wood, Solvent Base	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums	3, 4, 21, 22, 41, 72, 74	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	Stove N.O.S. "2" Stove—Produce of Commonwealth on "Up" journey—*A" N.O.S. "2"
Potash, Caustic . . . . .	..	See "Caustic Potash"				
Potash, Caustic Solution ..	CORROSIVE LIQUID (Section 4)	Bottles or tins in cases, drums, carboys	3, 4, 21, 22, 41, 72, 74	5%	Cool; away from Acids, Foodstuffs	"2"
Potassium Arsenate Solid ..	POISONOUS SOLID (Section 5)	Paper bags, bottles or tins in cases or fibre-board containers, casks, drums	5, 22, 26, 52, 55, 64, 76	..	Dry, away from Foodstuffs	"2"
Potassium Arsenite Solid ..	POISONOUS SOLID (Section 5)	Paper bags, bottles or tins in cases or fibre-board containers, casks, drums	5, 22, 26, 52, 55, 64, 76	..	Dry, away from Foodstuffs	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Potassium Bromate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Combustible Materials, Inflammables	"2"
Potassium Bichromate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 29, 34, 76	..	Dry; away from Acids, Combustible Materials, Inflammables	"A"
Potassium Chlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Foodstuffs, Combustible Materials, Sulphur, Sugar, Ammonia, Cyanides, Oil of Mirbane	"1"
Potassium Cyanide . . . . .	..	See "Cyanide of Potassium"				
Potassium Hydroxide . . . . .	..	See "Caustic Potash"				
Potassium Metallic	INFLAMMABLE SOLID (Section 2)	In kerosene or mineral oil in bottles or tins in cases, drums in cases	7, 82	..	Dry, cool; away from Acids, Water, Combustible Material, Inflammable Liquids	"2"
Potassium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums, sacks	11, 23, 63, 76	..	Dry; away from Acids, Foodstuffs, Combustible Material	N.O.S. "1" To Powder, Factories on declaration—"B" For use in Bacon Factories on declaration—"B"
Potassium Nitrate, Mixed (fused) with Sodium Nitrite	OXIDISING MATERIAL (Section 6)	Drums	76	..	Dry; away from Acids, Foodstuffs, Combustible Material	"2"
Potassium Nitrite	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Foodstuffs, Combustible Material	"2"
Potassium Oxide	CORROSIVE SOLID (Section 4)	Bottles or tins in cases, drums	5, 22, 75	..	Dry; away from Acids, Foodstuffs	"2"
Potassium Perchlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Foodstuffs, Combustible Material	"2"
Potassium Permanganate . . . . .	..	See "Permanganate of Potash"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties. (Section 2)	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Potassium Peroxide	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Foodstuffs, Combustible Material	"2"
Potassium Sulphide, Anhydrous	INFLAMMABLE SOLID (Section 2) Liable to ignite in air	Bottles or tins in cases, drums	5, 22, 76	..	Dry; away from Acids, Foodstuffs, Combustible Material	"2"
Printers' Ink . . . . .	..	See "Ink, Printers"				
Propyl Acetate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, carboys, drums	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Propyl Alcohol . . . . .	..	See "Alcohol Propyl"				
Propyl Alcohol-iso . . . . .	..	See "Alcohol-iso Propyl"				
Propane . . . . .	..	See "Hydrocarbon Gas, Liquefied"				
Propylene	COMPRESSED GAS (Section 1) Inflammable, Liquefiable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0-92	Well ventilated, cool; away from Batteries, Acids	"2"
Prussic Acid . . . . .	..	See "Hydrocyanic Acid Solution"				
Pyridine	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Pyroligneous Acid . . . . .	..	See "Acetic Acid"				
Pyrophosphoric Acid . . . . .	..	See "Phosphoric Acid"				
Pyrosulphuryl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 74	10%	Well ventilated, dry; away from Foodstuffs, Nitric Acid, Combustible Material, Ammoniacal, Mastic and Alkaline Material	"2"
Pyroxylin Paints . . . . .	..	See "Paints, containing Inflammable Liquids"				
Pyroxylin Plastics . . . . .	..	See "Celluloid"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part I and Properties.)	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibilities.	Freight Classification Class
Pyroxylin Solutions	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums, carboys Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Pyroxylin Solvent	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, carboys, drums Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Pyroxylin Solvent, N.O.S.		Packaging to the approval of the Railways Commissioners				"2"
Quick Lime		See "Lime, Quick, Unslaked"				
Rabbit Poisons	POISONOUS SOLID (Section 5) Inflammable	Tins in cases or fibre-board containers, drums	22, 64, 76	..	Dry; away from Foodstuffs, Batteries, Acids	"1"
Rabbit Poisons containing Poisonous and Irritant Gas	POISONOUS GAS (Section 5)	Tins in cases, steel cylinders	21, 92	..	Well ventilated, cool; away from Foodstuffs, Acids	"1"
Rags, Oily		See "Cotton Waste, Cloth, Oily"				
Radio-active Materials	VARIOUS	To approval of Railways Commissioners	94	..	Dry; away from Photographic Film	"2"
Rags, Wet		See "Cotton Waste, Cloth, Wet"				
Rat Poison	POISONOUS SUBSTANCE (Section 5)	Tins in cases or fibre-board containers, drums	22, 64, 76	..	Dry; away from Foodstuffs, Batteries, Acids	"2"
Rectified Spirit	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, carboys, drums Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Reducing Compounds		See "Compounds, Lacquer or Varnish, etc., Removing, Reducing or Thinning"				
Removing Compounds		See "Compounds, Paint or Varnish, etc., Removing, Reducing (Acid or Caustic Type)"				
Resinate of Cobalt		See "Cobalt Resinate"				
Rockets, Schemuly (Fireworks)		See List of Authorised Explosives, Part II				Some as Fireworks

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties. (Section 2)	Packing.	Packing Clause No.	Air Space Usage.	Packing, Stowage and Incompatibilities.	Freight Classification Class.
Rubber Scrap or Buffings ..	INFLAMMABLE SOLID (Section 2)	Tins in cases, drums, cases, casks	22, 28, 52, 55, 75	..	Away from Batteries	"A" "Smalls" minimum
Rubber Cement and Solution ..	INFLAMMABLE LIQUID; Group "A" (Section 2)	Bottles, tins or tubes in cases, drums	4, 19, 21, 22, 71, 73	..	Cool; away from Batteries, Acids	"2"
Rum, Denatured ..	INFLAMMABLE LIQUID; Group "B" (Section 2)	Bottles or tins in cases, drums, carboys Tank trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Safety Fuses ..	..	See "Fuses, Safety"				
Safety Matches ..	..	See "Matches, Safety"				
Salicylic Acid ..	INFLAMMABLE SOLID (Section 2)	Bottles, tins or paper bags in cases or fibre-board containers, casks, drums	5, 22, 26, 52, 55, 64, 76	..	Dry; away from Batteries, Acids	"2"
Saltetre ..	..	See "potassium Nitrate"				N.O.S. "1" To Powder, Factories on declaration—"B" For use in Bacon Factories on declaration—"B"
Saltetre Chile ..	..	See "Sodium Nitrate"				"2"
Self-heating Hair Waving Pads ..	INFLAMMABLE SOLID (Section 2)	Containers in cases	118	..	Dry; away from Combustible Materials, Inflammable Liquids	"2"
Sewer Sludge ..	..	See "Garbage, Tankage, containing less than 8% moisture"				
Scheeles Green ..	..	See "Copper Arsenite"				
Sheep Dips ..	POISONOUS LIQUIDS PASTES OR SOLIDS (Section 3)	Containers in cases, tins in cases or fibre-board containers, drums	22, 71, and 74, if dry, 27, 64, 76	5% Liquid	Dry; away from Foodstuffs, Acids	"B"
Shellac (Spirit Varnish) ..	..	See "paints, containing Inflammable Liquid"				"2"
Silicon Chloride (Tetrachloride) ..	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums Tank trucks	1, 3, 4, 41, 74	5%	Well ventilated, cool; away from Foodstuffs, Inflammables	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Silver Cyanide . . . . .	..	See "Cyanides of Copper, Zinc, Lead and Silver"	11	..	Well ventilated, cool; away from Foodstuffs, Combustible Materials, Direct Rays of Sun	"2"
Silver Nitrate	OXIDISING MATERIAL (Section 6) Corrosive, Poisonous	Bottles in cases				
Sludge Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys	120	10%	Well ventilated, cool; away from Foodstuffs, Combustible Materials, Inflammables	"A"
Soap Flakes	REACTS WITH AIR (Section 3)	If packed in accordance with clause 119 may be treated as non-dangerous goods	..	..	..	Same as Soap. See page 70, Volume 1
Soda, Caustic . . . . .	..	See "Caustic Soda"				
Sodium Arsenate	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, drums, bags in cases	5, 17, 22, 26, 52, 53, 55, 64, 76	..	Dry; away from Foodstuffs, Acids	"2"
Sodium Arsenite Solution	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys Tank Trucks	1, 3, 4, 21, 22, 41, 71	5%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Sodium Azide	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, drums	5, 17, 22, 26, 52, 53, 55, 64, 76	..	Dry; away from Foodstuffs, Acids	"2"
Sodium Bisulphite Solution	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, casks	3, 4, 51, 71	10%	Well ventilated, cool; away from Foodstuffs, Acids	"2"
Sodium Cacodylate (Sodium Dimethylarsenate)	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, drums	5, 17, 22, 26, 52, 53, 55, 64, 76	..	Dry; away from Foodstuffs, Acids	"2"
Sodium Chlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Acids, Combustible Materials, Foodstuffs, Barterites	N.O.S. "2" When declared to be used for destroying noxious weeds—"A"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Sodium Chlorite	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Batteries, Foodstuffs	"2"
Sodium Cyanide . . . . .	..	See "Cyanide of Sodium"				
Sodium Hydrosulphite	REACTS WITH AIR OR WATER (Section 3)	Bottles or tins in cases, drums	5, 22, 76	..	Dry; away from Foodstuffs, Acids, Inflammable Liquids	"2"
Sodium Hydroxide . . . . .	..	See "Caustic Soda"				
Sodium Hypochlorite Liquid . . . . .	..	See "Bleaching Solution"				
Sodium Metabisulphite	REACTS WITH WATER (Section 3), Corrosive	Bottles in cases, casks, drums	5, 52, 55, 76	..	Dry; away from Acids, Foodstuffs	"2"
Sodium Metallic . . . . .	..	See "Potassium Metallic"				
Sodium Nitrate (Chile Saltpetre)	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums, casks in truck loads only	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Inflammables	"A" purposes, see For Manures, page 56, Volume 1
Sodium Nitrate Bags, Empty	..	See "Bags, Nitrate of Soda"				
Sodium Nitrite	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Foodstuffs, Inflammables	"2"
Sodium Nitrite (Mixed) . . . . .	..	See "Potassium Nitrate (Mixed), Fused with Sodium Nitrite"				
Sodium Percarbonate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, fibreboard containers, drums	11, 23, 28, 64, 75	..	Dry; away from Combustible Materials, Foodstuffs, Acids	"2"
Sodium Perborate	OXIDISING MATERIAL (Section 4)	Bottles or tins in cases, fibreboard containers, casks, drums	11, 23, 28, 52, 55, 64, 76	..	Dry; away from Combustible Materials, Foodstuffs, Acids	"2"
Sodium Perchlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Foodstuffs	"2"

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Utilage	Packing, Storage and Incompatibles.	Freight Classification Class
Sodium Permanganate	OXIDISING MATERIAL (Section 6)	See "Permanganate of Soda" Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Foodstuffs	"2"
Sodium Peroxide	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23	..	Cool; away from Inflammable Liquids, Acids, Foodstuffs	"2"
Sodium Picramate Wet (with 20% water)	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases	11, 23	..	Cool; away from Inflammable Liquids, Acids, Foodstuffs	"2"
Sodium Potassium Cyanide	INFLAMMABLE SOLID (Section 2)	See "Cyanide of Sodium"				
Sodium Sulphide, Anhydrous	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, drums. Containers must be full	5, 22, 76	..	Dry; away from Acids, Combustible Materials, Foodstuffs	"2"
Soldering Fluxes, Flaked or Liquid	CORROSIVE LIQUID OR SOLID (Section 4)	Bottles or tins in cases, jars in crates, carboys, drums	3, 4, 41, 45, and if dry: 5, 22, 76	5% if Liquid	Well ventilated, cool; away from Foodstuffs	"2"
Solution, Rubber . . . . .	..	See "Rubber Cement and Solutions"				
Solvents, N.O.S. . . . .	..	Packaging to the approval of the Railways Commissioners				"2"
Spent Acid . . . . .	..	See "Sludge Acid"				
Spent Iron Mass . . . . .	..	See "Iron Mass, Spent"				
Spent Iron Sponge (Spent Oxide) . . . . .	..	See "Iron Mass, Spent"				
Spent Sulphuric Acid . . . . .	..	See "Sludge Acid"				
Spirits of Nitroglycerin (not over 5% by weight)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases	121	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Spirits of Salts . . . . .	..	See "Hydrochloric Acid"				"A"
Spirits of Wine . . . . .	..	See "Alcohol, Ethyl"				
Spirit Varnish . . . . .	..	See "Paints, containing Inflammable Liquid"				"2"
Stain . . . . .	..	See "Paints, containing Inflammable Liquid"				"2"
Stannic Chloride . . . . .	..	See "Tin Tetrachloride"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Cases No.	Air Space Usage	Packing, Stowage and Incapabilities.	Freight Classification Class
Storage Batteries, Wet . . . . .	..	See "Accumulators"				
Stove Polish (Solvent Type) . . . . .	..	See "Polishes, Metal, Stove, Furniture and Wood Solvent"				
Strike Anywhere Matches . . . . .	..	See "Matches, N.O.S."				
Strontium Arsenite	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 22, 76	..	Dry; away from Food-stuffs	"2"
Strontium Chlorate, Wet	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Food-stuffs; Combustible Materials, Acids	"2"
Strontium Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Food-stuffs, Acids	"2"
Strontium Peroxide	OXIDISING MATERIAL (Section 6)	Bottles or tins in lined cases, drums	11, 23, 76	..	Dry; away from Combustible Materials, Acids, Foodstuffs	"2"
Strychnine, and Salts thereof	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, cases, drums	5, 17, 28, 52, 53, 55, 64, 76	..	Dry; away from Food-stuffs	"2"
Sulphide of Potassium . . . . .	..	See "Potassium Sulphide"				
Sulphide of Sodium . . . . .	..	See "Sodium Sulphide"				
Sulphur Chloride (Mono- and Di-)	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 45, 74, 77	10%	Well ventilated, cool, dry; away from Food-stuffs, Nitric Acid, Oxidising Materials	"2"
Sulphur Dioxide	COMPRESSED GAS (Section 1) Low Pressure, Special; Liquefiable, Irritant	Steel cylinders, medium pressure; large welded steel drums, removable mounted on rail trucks	134, 137, 138	Filling Ratio 1.19 Cylinders only	Well ventilated, cool; away from Acids, Moisture, Foodstuffs	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties. (Section 4)	Packing.	Packing Case No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Sulphur Trioxide	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 74	5%	Well ventilated, cool, dry; away from Foodstuffs, Nitric Acid, Oxidising Materials	"2"
Sulphuric Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, plastic containers	13, 14, 42, 45 Up to 50% : 37 and 38	5%	Well ventilated; away from Nitric Acid, Oxidising Materials, Combustible Materials, Alkaline Materials, Foodstuffs, Moisture	"A"
Sulphuric Acid (over 1.84 specific gravity)	CORROSIVE LIQUID (Section 4)	Steel drums Tank trucks	1, 45, 74	5%		"2"
Sulphuric Acid, Fuming (Oleum or Nordhausen) . . . . .	..	See "Sulphuric Acid"				"2"
Sulphurous Acid	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, casks	3, 4, 41, 51	10%	Well ventilated, dry; away from Nitric Acid, Foodstuffs	"A"
Sulphuryl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 74	10%	Well ventilated, dry; away from Nitric Acid, Foodstuffs, Combustible Materials, Caustic and Alkaline Materials	"2"
Tankage . . . . .	..	See "Garbage Tankage"				
Tar Oil Compounds	INFLAMMABLE LIQUID Group "A" or "B" (Section 2)	Tins in cases, drums, Tank trucks	1, 22, 51, 71, 83	5%	Well ventilated; away from Batteries, Acids, Foodstuffs	The name of the commodity to be shown on consignment note and charged accordingly
Terebene	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, or fibreboard containers, drums, Tank trucks	1, 3, 4, 21, 22, 64, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Tetrachlorethane . . . . .	..	See "Ethane, Tetrachloride"				
Tetra Ethyl Lead . . . . .	..	See "Lead, Tetra Ethyl"				

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume I

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Storage and Incompatibles.	Freight Classification Class
Tetrafluoroethylene (inhibited)	COMPRESSED GAS (Section 1) High Pressure, Liquefiable, Non-Inflammable	Steel cylinders, high pressure	134, 136	Filling Ratio 0.78	Well ventilated, cool; away from Batteries, Acids	"2"
Textile Waste, Wet	..	See "Cotton Waste, Cloth, etc., Wet"				
Thallium Salts	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, drums, cases	5, 17, 22, 26, 52, 53, 55, 64, 76	..	Dry; away from Acids, Foodstuffs	"2"
Thallium Sulphate	POISONOUS SOLID (Section 5)	Containers in cases or fibreboard containers, casks, drums, cases	5, 17, 22, 26, 52, 53, 55, 64, 76	..	Dry; away from Acids, Foodstuffs	"2"
Thermon	..	See "Dichloromonofluoromethane"				
Thinning Compounds, Paints, etc.	..	See "Compounds, Lacquer or Varnish, Thinning"				
Thionyl Chloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, jars in crates, carboys, drums	13, 14, 42, 45, 74, 77	10%	Well ventilated, dry, cool; away from Nitric Acid, Foodstuffs, Combustible Materials	"2"
Tin Tetrachloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 74	10%	Well ventilated, dry, cool; away from Nitric Acid, Combustible Materials, Foodstuffs	"2"
Titanium Powder (Wet with not less than 20% water)	INFLAMMABLE SOLID (Section 2)	Tins in cases	25	..	Well ventilated, cool; away from Batteries, Acids	
Titanium Tetrachloride	CORROSIVE LIQUID (Section 4)	Bottles in cases, carboys, drums	13, 14, 42, 74	10%	Well ventilated, dry, cool; away from Nitric Acid, Combustible Materials, Foodstuffs	"2"
Toluene (Toluol)	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, drums Tank trucks	1, 3, 4, 21, 22, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Trinitrobenzene, Wet (not over 16 oz.)	INFLAMMABLE SOLID (Section 2)	Bottles in cases	102	..	Well ventilated, cool; away from Batteries, Acids	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties. (Section 2)	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incapabilities.	Freight Classification Class
Triethylalene (not over 16 oz.)	INFLAMMABLE SOLID (Section 2)	Bottles in cases	102	..	Well ventilated, cool; away from Batteries, Acids	"2"
Turpentine and Substitutes ..	INFLAMMABLE LIQUID Group "B" (Section 2)	Bottles or tins in cases, Tank trucks	1, 3, 4, 21, 71, 83	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Turpentine (Mineral) . . . .	..	See "Mineral Turpentine"				
Urea Nitrate, Wet (with not less than 10% of water)	INFLAMMABLE SOLID (Section 2)	Bottles in cases	8	..	Well ventilated, cool; away from Batteries, Acids	"2"
Varnish . . . . .	..	See "Paint, containing Inflammable Liquid"				"2"
Varnish Driers . . . . .	..	See "Paint, containing Inflammable Liquid"				"2"
Varnish Remover or Reducer	..	See "Compounds, Paint or Varnish Removing (Acid or Caustic Type)"				
Varnish Thinning Compounds	..	See "Compounds, Lacquer or Varnish Removing, Reducing or Thinning"				
Vestas . . . . .	..	See "Matches, N.O.S."				
Vinyl Acetate	INFLAMMABLE LIQUID Group "A" (Section 2)	Bottles or tins in cases, Tank trucks	1, 3, 4, 21, 71	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Vinyl Chloride (Inhibited) ..	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Special, Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.75	Well ventilated, cool; away from Batteries, Acids	"2"
Vinyl Ether	INFLAMMABLE LIQUID Group "A" (Section 2) Anaesthetic	Bottles or tins in cases, drums	3, 4, 21, 72	5%	Well ventilated, cool; away from Batteries, Acids	"2"
Vinyl Methyl Ether (Inhibited)	COMPRESSED GAS (Section 1) Low Pressure, Liquefiable, Special, Inflammable	Steel cylinders, medium pressure	134, 137	Filling Ratio 0.60	Well ventilated, cool; away from Batteries, Acids	"2"
Waste Cloths, Rags, Cotton, Oil	..	See "Cotton Waste, Cloth, Oily or Wet"				

* For Concessions to Victorian Country Industries, see pages 139 to 148, Volume 1

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3 and Properties.)	Packing.	Packing Case No.	Air Space Ullage	Packing, Stowage and Incompatibilities.	Freight Classification Class
Waste Paper, Wet . . . . .	..	See "Paper Stock, Wet"				
Waste, Textile, Wet . . . . .	..	See "Cotton Waste, Cloth, Wet"				
Waste Wool, Wet . . . . .	..	See "Cotton Waste, Cloth, Wet"				
Weedicides, N.O.S.	INFLAMMABLE SOLID (Section 2)	Cases, drums	31, 75	..	Away from Inflammables, Acids	"A"
	POISONOUS SOLID (Section 5)	Bottles or tins in cases, drums	5, 17, 22, 52, 55, 64, 76	..	Dry; away from Foodstuffs	"A"
	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, carboys, drums	3, 4, 21, 41, 64 (Arsenic and Nicotinic compounds in tins only), 71	5%	Cool; away from Foodstuffs	
Weed Killer, Arsenical	INFLAMMABLE LIQUID Group "A" or "B" (Section 5)	Bottles or tins in cases, carboys, fibreboard containers, drums	3, 4, 21, 22, 41, 64, 71	5%	Well ventilated; cool; away from Batteries and Acids	"A"
Weed Killer, containing Chlorates	POISONOUS LIQUID (Section 5)	Bottles or tins in cases, drums, carboys, jars	3, 4, 21, 41	5%	Away from Foodstuffs	"A"
Westron	OXIDISING MATERIAL (Section 6) Poisonous	Bottles or tins in cases, drums, casks, cases	11, 23, 28, 52, 55, 76; Liquid: 71	..	Cool, dry; away from Ammonia Compounds, Sulphur, Sugar, Acids, Combustible Materials, Foodstuffs	"A"
Wet Hair . . . . .	..	See "Ethane Tetrachloride"				
Wet Nitrocellulose . . . . .	..	See "Hair, Wet"				
Wet Nitroguanidine (with at least 20% water) . . . . .	..	See "Collodion Cotton"				
Wet Nitrostarch (with at least 20% water)	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, casks, drums	3, 4, 21, 51, 71, 73	..	Cool; away from Batteries, Acids	"2"
Wet Paper Stock	INFLAMMABLE SOLID (Section 2)	Bottles or tins in cases, casks, drums	3, 4, 21, 51, 71, 73	..	Cool; away from Batteries, Acids	"2"
Wet Rags . . . . .	..	See "Paper Stock, Wet"				
Wet Textile Waste . . . . .	..	See "Cotton Waste, Cloth, Wet"				
Wet Wool Waste . . . . .	..	See "Waste, Textile, Wet"				
Wheat, Poisoned . . . . .	..	See "Waste Wool, Wet"				
	..	See "Rat Poison"				

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
White Spirit		See "Turpentine and Substitute"				Minimum 8 tons per 11 ton truck or 10 tons per 16, 22 or 27 ton truck—"C" Smaller quantities—"1"
Wood Alcohol		See "Alcohol, Wood"				"2"
Wood Filler (Surfacer)		See "Paints, containing Inflammable Liquid"				"2"
Wood, Plastic		See "Plastic Wood"				"2"
Wood Polish		See "Polish, Metal, Stone, Furniture and Wood (Solvent Type)"				"2"
Wood Stain, Liquid		See "Paints, containing Inflammable Liquid"				"2"
Wool Waste, Wet		See "Waste Wool, Wet"				"2"
X-Ray Films		See "Films, Nitrocellulose Base"				"2"
Xylene (Xylol)	INFLAMMABLE LIQUID Group "A." (Section 2)	Bottles or tins in cases, drums, Tank trucks	1, 3, 4, 21, 71	5%	Well ventilated, cool; away from Batteries, Acids, Foodstuffs	"2"
Xylidene		See "Dye Intermediates"				"2"
Xylol Bromide	POISONOUS LIQUID AND VAPOUR (Section 5)	Steel cylinders, drums	74, 92		Well ventilated, cool; away from Acids, Foodstuffs	"2"
Zinc Ammonia Nitrite	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76		Dry; away from Combustible Materials, Acids, Foodstuffs	"2"
Zinc Arsenate	POISONOUS SOLID (Section 5)	Bottles, tins, paper bags in cases or fibre-board cases, drums	5, 17, 22, 26, 28, 52, 53, 55, 64, 76		Dry; away from Foodstuffs	"2"
Zinc Arsenite	POISONOUS SOLID (Section 5)	Bottles, tins, paper bags in cases or fibre-board cases, drums	5, 17, 22, 26, 28, 52, 53, 55, 64, 76		Dry; away from Foodstuffs	"2"
Zinc Chlorate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases, drums	11, 23, 76		Dry; away from Combustible Materials, Foodstuffs	"2"

Alphabetical List and Freight Classification of Explosives and Goods of a Dangerous Nature—continued.

Article.	Sectional Classification (See Part 3) and Properties.	Packing.	Packing Clause No.	Air Space Usage	Packing, Stowage and Incompatibles.	Freight Classification Class
Zinc Chloride	CORROSIVE LIQUID OR SOLID (Section 4)	Bottles in cases, carboys, jars in crates	3, 4, 41, 45	5% if Liquid	Dry; away from Foodstuffs, Acids	"2"
Zinc Cyanide . . . . .	..	See "Cyanide of Copper, Zinc, Lead or Silver"				
Zinc Dust	REACTS WITH WATER (Section 3)	Bottles or tins in cases; drums	3, 4, 21, 22, 76	..	Dry; away from Acids, Foodstuffs	"2"
Zinc Ethyl	INFLAMMABLE LIQUID Group "A" (Section 2)	Steel cylinders	92	..	Well ventilated; cool; away from Batteries, Acids	"2"
Zinc Nitrate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases; drums	11, 23, 76	..	Dry; away from Foodstuffs, Combustible Materials	"2"
Zinc Permanganate	OXIDISING MATERIAL (Section 6)	Bottles or tins in cases; casks, drums	11, 17, 23, 52, 53, 55, 76	..	Dry; away from Combustible Materials, Acids, Foodstuffs	"2"
Zinc Phosphide	REACTS WITH WATER (Section 3)	Tins or drums in cases	22, 80	..	Dry, well ventilated; away from flammables, Foodstuffs	"2"
Zirconium, Metallic, Dry	INFLAMMABLE SOLID (Section 2)	Tins in cases	23	..	Dry; away from Foodstuffs, Batteries, Acids	"2"
Zirconium, Metallic, Wet or Sludge	INFLAMMABLE SOLID (Section 2)	Tins in cases	23	..	Dry; away from Foodstuffs, Batteries, Acids	"2"
Zirconium Picramate, Wet (with 30% water)	OXIDISING MATERIAL (Section 6)	Bottles in cases, casks	11, 51	..	Cool; away from Combustible Materials, Foodstuffs, Acids	"2"

PART V.

(A) PACKAGING CLAUSES FOR GOODS
OF A DANGEROUS NATURE.Clause
No.

- 1 Tank cars constructed and maintained in accordance with the Australian and New Zealand Railways Manual of Standard and Recommended Practice, Section G.
- 2 Tanks or vessels, constructed, maintained, and conveyed, in accordance with the requirements of the Railways Commissioners for the carriage of substances in bulk. All such vessels to be conspicuously marked with the words DANGER and the name of the contents.
All requirements as set out in the appropriate section of PART III must be strictly observed.
- 3 Glass or earthenware bottles securely stoppered, each containing not more than $\frac{1}{2}$ gallon, packed in sawdust or other cushioning material, in cases to Specification No. 1A. Each bottle to be surrounded with not less than $1\frac{1}{2}$ inches of cushioning material.
- 4 Glass or earthenware bottles securely stoppered, each containing not more than 1 gallon, packed in sawdust or other cushioning material, in cases to Specification No. 1A. Each bottle to be separated by a wooden partition not less than $\frac{1}{2}$ inch thick.
- 5 Glass or earthenware containers with screw caps, clip-on lids, tight-fitting bungs or other non-leaking type seal, packed in sawdust or other cushioning material in cases to Specification No. 1A. Each container to be surrounded with not less than 1 inch of cushioning material.
- 6 Glass bottles, securely stoppered, each containing not more than 1 quart, packed in sawdust or other cushioning material, in cases to Specification No. 1A. Each bottle to be surrounded with not less than 1 inch of cushioning material. Maximum gross weight of each case, 2 cwt.
- 7 Immersed in kerosene or mineral oil in glass or earthenware bottles, securely stoppered, not over $\frac{1}{2}$ gallon capacity, packed in sawdust in a wooden case to Specification No. 1A. Maximum gross weight of each case, 1 cwt.
- 8 Glass or earthenware bottles, securely stoppered, packed in sawdust or other suitable cushioning material, in cases to Specification No. 1A.
Maximum nett dry weight of contents of any outside container, 25 lb.
- 9 Sealed glass or earthenware bottles not over 5 pints capacity or sealed tinplate containers not over 1 gallon capacity, packed in sawdust or other cushioning material, in cases to Specification No. 1A.
Gross weight not to exceed 1 cwt.
- 10 Sealed glass capsules, packed in sawdust or other cushioning material, in cases to Specification No. 1A.
- 11 Glass or earthenware containers with screw caps, clip-on lids, tight-fitting bungs or other leakproof seal of non-combustible material, packed in kieselguhr or other non-combustible cushioning material, in cases to Specification No. 1A. Each container to be surrounded with not less than 1 inch of cushioning material.
- 12 Wooden cases to Specification No. 1A with each case containing a single glass inside container not over 1 quart capacity, closed by a ground-glass stopper securely fastened in place, and cushioned with incombustible cushioning material in the outside container.
- 13 Glass or earthenware bottles, securely stoppered, each containing not more than $\frac{1}{2}$ gallon, packed in whiting, kieselguhr, asbestos, powdered china clay or sifted ashes, in cases to Specification No. 1A. Each container to be surrounded with not less than $1\frac{1}{2}$ inches of cushioning material. All stoppers must be luted and tied down.

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- 14 Glass or earthenware bottles, securely stoppered, each containing not more than 1 gallon, packed in whiting, kieselguhr, asbestos, powdered china clay or sifted ashes, in cases to Specification No. 1A. Each bottle to be separated by a wooden partition not less than $\frac{1}{2}$ inch thick. All stoppers must be luted and tied down.
- 15 Wooden cases to Specification No. 1A, with inside glass bottles not over 7 lb. capacity each, individually enclosed in tightly-closed metal cans and cushioned therein with whiting, kieselguhr, asbestos, powdered china clay or sifted ashes. All stoppers must be luted and tied down.
- 16 Glass bottles not over 2 lb. capacity or earthenware bottles not over 5 lb. capacity, securely stoppered, packed in whiting, kieselguhr, asbestos, powdered china clay or sifted ashes, in cases to Specification No. 1A. Each bottle to be surrounded with not less than $1\frac{1}{2}$ inches of cushioning material. All stoppers must be luted and tied down.
- 17 Inside glass, earthenware or metal containers, or lock corner, sliding lid, wooden boxes, of not over 5 lb. capacity each, or chip board, pasteboard or cardboard cartons, cans or boxes of not over 1 lb. capacity each, packed in outside wooden cases to Specification No. 1A.
- 18 Hermetically sealed glass tubes or bottles containing not more than 1 lb. of liquid, each surrounded with not less than $\frac{1}{2}$ inch of absorbent material in sealed metal cans, packed in wooden cases to Specification No. 1A. Total amount of liquid per case must not exceed 30 lb.
- 19 Collapsible tubes, in cardboard cartons, packed in cases to Specification No. 1B.
- 20 Glass bottles, luted tied-down stoppers, up to 1 lb. capacity, wrapped in straw and packed in tin-lined sealed cases, with sufficient slaked lime to neutralise the whole of the contents of the case. Maximum contents of the case 20 lb. Cases must be made of sound timber, minimum thickness $\frac{1}{2}$ inch, close jointed, bound with hoop iron or wire.
- 21 Sealed tins not over 1 gallon capacity, packed in wooden cases to Specification No. 1B. Tins to be a neat fit within the case or packed in sawdust or other cushioning material in cases to Specification No. 1A.
- 22 Sealed tins not over 4 gallons capacity, packed in wooden cases to Specification No. 1B. Tins to be a neat fit within the case or packed in sawdust or other cushioning material in wooden cases to Specification No. 1A. Tinplate to be a minimum of 30 B.G. (0.012") thickness. Tins with press-on type lids must have lids secured by at least three spots of solder.
- 23 Metal tins or cans securely closed, press-on type lids to be secured in place by at least two spots of solder, packed in cases to Specification No. 1B. Tins to be a neat fit within the case or packed in kieselguhr or other non-combustible cushioning material in cases to Specification No. 1A.
- 24 Hermetically sealed tins, each containing not more than 150 starters, with a maximum of 10 tins in a felt-lined case to Specification No. 1B.
- 25 Sealed tins not over 1 gallon capacity, packed in cases to Specification No. 1B. Tins to be a neat fit within the case, or packed in sawdust or other cushioning material in cases to Specification No. 1A. Maximum gross weight of each case, 2 cwt.
- 26 Double paper bags of sift-proof construction, the inner bag or lining to be made of waterproof paper, packed in waterproof paper-lined wooden cases to Specification No. 1A.
- 27 Strongly made cardboard or fibreboard boxes or cartons with waterproof inside lining, packed in wooden cases to Specification No. 1B.
- 28 Wooden cases to Specification No. 1A, lined with waterproof paper to render them sift-proof.
- 29 Strongly constructed wooden cases, lined with tinplate or sheet metal, which must completely protect the wood of the case and be sift-proof.
- 30 Wooden cases to Specification No. 1B, lined with sheet zinc so as to be sift-proof.

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- 31 Hermetically sealed, strongly made, metal-lined wooden cases or boxes.
- 32 Glass or plastic inside containers, maximum capacity 1 pint, packed in individual tins with sawdust. Tins to be a neat fit or packed with cushioning material in cases to Specification No. 1A. Maximum contents 12 pints.
- 33 Glass or plastic inside containers, maximum capacity 1 pint, in individual envelopes of corrugated fibreboard packed in cushioning material in cases to Specification No. 1A. Maximum contents 12 pints.
- 34 Sealed tins, maximum capacity 5 lb., packed in whiting, kieselguhr, asbestos, powdered china clay, sifted ashes, in cases to Specification No. 1A. Each tin to be surrounded with not less than 1½ inches of cushioning material. Maximum of four tins per case in any one consignment is imposed on this material.
- 35 28 x 1 lb. glass bottles, securely stoppered, packed in a partitioned fibreboard container to Specification No. 6A. Maximum gross weight 70 lb.
- 36 Sealed plastic capsules in packets, packed in a wooden case to Specification No. 1A or fibreboard container to Specification No. 6A.
Maximum gross liquid content, 1½ gallons.
- 37 Approved polythene containers, securely stoppered, each containing not more than half a gallon, packed as a neat fit in a fibreboard container to Specification No. 6A.
- 38 Approved polythene containers, securely stoppered, each containing not more than one gallon, packed as a neat fit in a fibreboard container to Specification No. 6A.
- 41 Carboys packed to Specification No. 3A. Cushioning material to satisfactorily withstand tests.
- 42 Carboys packed to Specification No. 3A. Cushioning material to be whiting, kieselguhr, asbestos, powdered china clay, sifted ashes, or rubber cushioning pads.
- 43 Carboys packed to Specification No. 3A. Cushioning material to be whiting, asbestos or other non-combustible material.
- 44 Metal jacketed lead carboys to Specification No. 3B.
- 45 Earthenware jars to Specification No. 4A.
- 51 Wooden barrels (wet type), lined with pitch, to Specification No. 5A.
- 52 Wooden casks (dry type), lined with waterproof paper, to Specification No. 5B.
- 53 Inside glass, earthenware or metal containers, or lock corner, sliding lid, wooden boxes of not over 5 lb. capacity each, or chip board, pasteboard, or fibre cartons, cans or boxes of not over 1 lb. capacity each, packed in outside wooden casks to Specification Nos. 5B or 7A.
- 54 Wooden casks (dry type) to Specification No. 5B, lined with sheet metal (soldered) so as to be sift-proof, maximum capacity 2 cwt.
- 55 Wooden casks, glued plywood, to Specification No. 1A, lined with waterproof paper.
- 61 Double thickness hessian sacks with waterproof lining, such as tar impregnated paper, for solids in lump form.
- 62 Double thickness hessian sacks with waterproof lining, such as tar impregnated paper, for calcium cyanamide, with not more than 5 per cent. calcium carbide.
- 63 Strong jute sacks.
- 64 Fibreboard containers, with inside glass, earthenware or tinplate containers, packed in accordance with Specification No. 6A.
- 65 Fibreboard containers to Specification No. 6A, with inside tinplate containers. Maximum contents of outside container 5 lb.
Maximum quantity permitted in fibreboard containers, in any one consignment, 30 lb. Consignments in excess of 30 lb. must be packed in wooden cases to Specification No. 1B, lined with waterproof paper.

Clause
No.

- 66 Fertilisers containing oxidising materials will be accepted for transport when packed in strong jute sacks or double thickness hessian sacks, provided that the sacks are lined with a waterproof material such as tar impregnated paper, and that no organic material is present in the salt.
Sacks must be labelled and marked in accordance with requirements of Section No. 6, Part III.
Steel trucks only are to be used for this traffic.
- 67 4 gallon sealed tins, minimum thickness 30 B.G. (0.012"), crated or uncrated, in truck lots between Oil Companies' depots. Tins to be packed so as to eliminate movement within the truck.
Fresh, dry sawdust to be used to fill in any spaces between the tins, and with at least 1½ inches of sawdust on the floor of the truck, and between each tier of tins. The load must be covered by a sound tarpaulin, supported by a ridge and well tied down to prevent sagging.
- 71 Sealed metal drums to Specification Nos. 2A, 2B, 2C.
- 72 Sealed metal drums to Specification Nos. 2A, 2B.
- 73 Sealed metal drums to Specification No. 2D.
- 74 Sealed metal drums to Specification No. 2E.
- 75 Sealed metal drums to Specification Nos. 2F, 2G.
- 76 Sealed metal drums to Specification No. 2G.
- 77 Sealed lead-lined drums to Specification No. 2H.
- 78 Sealed aluminium or aluminium-lined drums to Specification Nos. 2 "I," 2J.
- 79 Sealed stainless steel drums to Specification No. 2K.
- 80 Sealed metal drums to Specification Nos. 2F, 2G, packed in strong wooden cases. Weight of contents not to exceed 1 cwt.
- 81 Sealed metal drums to Specification Nos. 2A, 2B, not over 25 gallons capacity each, enclosed in strong crates of timber at least ¾ inch thick.
- 82 Under kerosene or mineral oil in steel drums to Specification Nos. 2A, 2B, protected by a stout wooden case or crate.
- 83 Non-returnable (single trip) sealed metal drums, with a maximum capacity of 45 gallons, body and ends constructed of 18 B.G. steel sheet, double seamed or welded and provided with two swedged rolling hoops and leak-proof closures.
These containers are authorised for bulk traffic in truck lots only.
- 84 Drums to the Interstate Commerce Commission, U.S.A., Specifications No. 5, 5B, 6B, 6C.
- 85 Terneplate drums of maximum capacity 5 gallons with minimum 20 B.G. (0.039") bodies and 22 B.G. (0.031") ends. Closure to be a screw cap of a minimum 27 B.G. (0.017") tinplate with asbestos neoprene gasket.
Drums to be a neat fit in ½ inch timber cases, not more than two drums per case, subject to a maximum gross weight of 165 lb. Packing pieces between drums and batten over the caps to be of ½ inch thick timber. Cases to be wired with at least two strands of wire.
- 91 In bulk in steel trucks only. Trucks to be covered with two thoroughly waterproof tarpaulins.
- 92 Steel cylinders as used for compressed gases, except acetylene, fitted with valve protection cap and gasket.
- 93 Steel cylinders as used for compressed gases, except acetylene, fitted with valve protection cap and gasket. Cylinders must not exceed 125 lb. water capacity. Gaskets must be renewed before each consignment, even though such gaskets may appear undamaged.

Clause
No.

- 94 Radio-active materials are not acceptable for transport by rail without the consent in writing of the Chief Traffic Manager. Packages shall be conspicuously marked with the words "DANGER," "RADIO-ACTIVE MATERIAL," and shall also display the coloured label described in Section 5, Part III, for poisonous materials.
Packing of radio-active material to conform with accepted standards of safety as recommended by the Commonwealth X-Ray and Radium Laboratory.
- 101 Cells constructed of glass or other material must be sealed around the top edges with pitch or other suitable material, and the filling holes securely plugged with approved splash proof stoppers.
Cells must be well insulated to prevent short circuits, and packed as a neat fit in strong wooden cases with gable top or in strong, double walled corrugated or solid fibreboard containers with gable tops, of sufficient strength to withstand the weight of the contents.
Any packing material or dunnage used must be of a non-conductive nature, and under no circumstances shall any article or articles other than the batteries and packing material or dunnage be contained in the cases or fibreboard containers.
The outer container to be marked or labelled in distinctive characters, "BATTERY—CONTAINING CORROSIVE ELECTROLYTE—THIS SIDE UP."
Consignors are required to endorse on consignment notes a certificate that the charged batteries or accumulators described thereon have been sealed and packed in accordance with the specifications of the Railway Commissioners.
- 102 Trinitrobenzene and trinitrotoluene, wet with not less than 10 per cent. water, and ammonium picrate and picric acid, wet with not less than 33 per cent. water, in quantities not exceeding 16 ounces in one outside package, may be carried when in glass bottles, securely stoppered, each bottle being well cushioned within a strong fibreboard carton, which must be packed in cushioning material inside a wooden case to Specification No. 1A.
- 103 Benzoyl peroxide, if in powder or crystalline form, must be wet with at least 30 per cent. water by weight, and be packed in containers as follows:—
(a) Tinplate containers, not over 10 lb. gross weight, securely sealed, packed in wooden cases to Specification No. 1B. Tins to be a neat fit within the case or packed in cushioning material in cases to Specification No. 1A.
(b) Aluminium or aluminium-lined drums, securely sealed, to Specification Nos. 2 "I" or 2J. Gross weight of drum not to exceed 200 lb.
Benzoyl peroxide in granular form may be despatched in the dry condition when packed as follows:—
Metal containers, not over 1 lb. capacity, securely sealed and packed in wooden cases to Specification No. 1A. Gross weight of each case not to exceed 50 lb.
Note.—Benzoyl peroxide shall not be considered granular if more than 25 per cent. passes through a 20-mesh sieve.
- 104 "Burnt cotton" is cotton that has been on fire and from which the burnt portions have not been removed by repicking. It must not be offered for transportation until not less than ten days have elapsed since the last evidence of fire in it. It must be marked and described on consignment note as "Burnt Cotton," and the bales LABELLED with the appropriate label for Inflammable Solids. (See Section 2.)
- 105 "Calcium Carbide." Each package must bear in conspicuous character the words "CARBIDE OF CALCIUM," "DANGEROUS IF NOT KEPT DRY." "The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas. Name and address of the consignor." See also Section 3, Part 3.
- 106 Charcoal, when freshly prepared, must be exposed to the air for at least three days before being consigned. The charcoal must be dry. Wet or damp charcoal must not be offered for transport. Charcoal conforming to these requirements may be packed in strong triple thickness paper bags, strong sacks, metal drums, wooden barrels, stout cases, or in truck lots.

Clause
No.

107 This clause concerns small quantities of goods of a dangerous nature, having properties described in Section Nos. 2 to 6 included in mixed, cased consignments of chemicals, drugs and medicinal preparations.

LIQUIDS.—The requisite air space must be allowed in each container as shown in the table. Glass and earthenware bottles must be securely stoppered, luted and tied down, and cushioned with sawdust or other cushioning material to prevent containers coming in contact with each other or the sides of the case. Tins must be effectively closed to prevent leakage and packed in cushioning material. The contents of any one container must not exceed 1 gallon.

SOLIDS.—Glass, earthenware or tin containers, securely stoppered to prevent leakage of contents or the admission of moisture, must be packed in sawdust or other cushioning material in cases. Paper bags must be double thickness, new, and of heavy quality paper; the inner bag is to be made of waxed paper. The contents of any one container must not exceed 10 lb.

Special care must be taken to see that substances which react dangerously are not packed in the same case. Each case must not contain more than 1 lb. of 1 per cent. solution of nitro-glycerine in ethyl alcohol or 1 lb. of picric acid, dry.

Maximum gross weight of each case 2 cwt.

Cases must be constructed of sound timber, close jointed, lined with paper and bound with hoop iron or wire, and comply with requirements of Specification No. 1A.

EXCEPTIONS.—Over 4 per cent. hydrofluoric acid, commercial or concentrated nitric, perchloric, sulphuric, or hydrochloric acids, sodium peroxide, carbon bisulphide, phosphorus, metallic barium, calcium, potassium or sodium and 100 volume hydrogen peroxide, must not be included in mixed consignments, but must be consigned separately in accordance with requirements shown in the table. THESE MUST NOT BE CONSIGNED BY PASSENGER TRAIN.

CONVEYANCE BY PASSENGER TRAIN.—In general the conveyance of dangerous goods by passenger train is strictly prohibited and their inclusion in mixed consignments of chemicals, drugs and medicinal preparations should be avoided.

The maximum gross weight of a case containing any dangerous goods for conveyance by passenger train is 14 lb. and all containers must be adequately cushioned.

The contents of any one container for liquids must not exceed 1 quart.

The restrictions outlined in preceding paragraph titled "EXCEPTIONS" must be strictly observed.

MARKING.—Each case must be conspicuously marked "DANGER," "CHEMICALS," "HANDLE WITH CARE," "THIS SIDE UP," and have affixed a white label with red lettering not less than 3 inches square:—



108 Coal, ground bituminous, sea coal, coal facings, 90 per cent. of which will pass through a 100-mesh sieve, must be stored for at least six days after grinding, or if not so stored, must be shipped in tight metal containers or in tight, covered, steel trucks. Coal, ground bituminous, which has been dried by heating before grinding, must be packed in hermetically sealed metal-lined wooden boxes or air-tight drums.

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109 **FILMS, NITROCELLULOSE BASE.**

(a) Must be packed in closed metal cans each holding not more than 2,000 feet, the metal cans to be packed in a metal box lined with material which is a non-conductor of heat. The gross weight of each metal box must not exceed 2 cwt.

(b) Metal cases lined throughout with hard faced fibreboard (at least .125 inches in thickness), hinged and fastened as set out in Specification Nos. 8A or 8B, Part VB of the Commissioners' By-laws. Where metal partitions are used, they are to be the same thickness as the body of the case and lined the same as the case.

(c) A metal can with a securely fitting lapped detachable cover packed singly in a strong fibreboard carton. When not more than 500 feet of film is in the can a lap of $\frac{1}{2}$ inch will be permitted, but when the quantity exceeds this, and up to a permitted maximum of 2,000 feet of film, the lap shall be $\frac{3}{4}$ inch. Each carton MUST be securely bound with a strong cord.

- 110 Gas identification sets, containing poisonous liquids and gases, and poisonous articles may be consigned in amounts not exceeding 5 mls., if a liquid, or 5 grams if a solid when mixed with or absorbed in activated charcoal or silica-gel, or other absorbent medium, and packed in strong glass bottles of not less than 4 fluid ounces capacity. The poisonous gases and chlorine may be consigned if the gas itself is absorbed in, activated charcoal or silica gel, or other absorbent medium—this material to be filled into 4-ounce bottles as above; each bottle must be surrounded with at least 1 inch of appropriate absorbent cushioning material, and enclosed in a hermetically sealed metal can; each can must be surrounded on all sides by at least 1 inch of dry, fine sawdust or wood pulp, and enclosed in a wooden case to Specification No. 1A; the bottles must be closed with ground-in glass stoppers securely fastened; the cans must be made of material not less than 30 B.G. (0.012") thickness; and there must not be more than a total of 100 grams or mls., or a combination of both in each outside wooden case.

OR

Gas identification sets, containing poisonous liquids or liquefied gases, may be consigned in hermetically sealed glass tubes containing not more than 40 cubic centimeters each; each tube securely cushioned and packed in an individual mailing tube with screw thread metal cover; not more than twelve of such mailing tubes, cushioned with corrugated fibreboard packed in a closed fibreboard container; and not more than four such fibreboard containers, containing an aggregate of not more than forty-eight glass tubes; cushioned and packed in an outside steel cylinder of not less than 0.145 inches wall thickness, which is closed by a plate, bolted to a flange, welded to cylinder wall. Suitable gasket shall be placed between flange and head plate, and closure shall be such as to prevent leakage of any gas.

- 111 Approved gutta percha, wax, plastic or lead bottles, securely sealed, packed in sawdust, whiting, straw or other approved absorbent material in strong wooden cases, bound with hoop iron or wire.

Unlined metal drums, to Specification No. 2E, which have been subjected to adequate passification or neutralization process (see Note). Authorised only for acids of not less than 60 per cent strength. If any containers are washed out with water, they must be re-passified before consigning.

Note.—Each drum before being put into service must be passified by the following or an equally efficient method:—By filling the drum to 90 per cent. capacity with hydrofluoric acid of 58 per cent strength and allowing drum to stand 48 hours at a temperature of 80° F., and then 7 hours at 140° F., the internal pressure being maintained at atmospheric pressure by means of a ventilating bung. All drums must be tested before being consigned by subjecting them to an internal pressure of 30 lb./sq. in., then filling to not over 80 per cent. of their capacity, held for at least 8 hours after filling, and then vented just before consigning.

Tank trucks constructed and maintained in accordance with Australian and New Zealand Railways Manual of Standard and Recommended Practice, Section G, unlined, which have been passified or neutralized as described above (see Note), are authorised for acid of 60 per cent. to 80 per cent. strength. If tanks are washed out with water, they must be re-passified before consigning. Tanks lined with rubber are authorised only for acids not over 40 per cent. strength.

All drums must be loaded and unloaded, and tank trucks filled and emptied, by Consignor and Consignee.

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- 112 Gutta-Percha or wax bottles, securely sealed, packed in sawdust, whiting, straw or other approved absorbent material in strong wooden cases to Specification No. 1A, bound with hoop iron or wire.
- Metal drums to Specification No. 2E, lined with rubber, are authorised for acids not exceeding 40 per cent. strength.
- Hydrofluosilicic acid containing no free hydrofluoric acid or other ingredient that will attack glass, may be consigned in glass carboys, cushioned with sawdust, whiting, or other approved absorbent material, to Specification No. 3A. Rubber stoppers and gaskets are authorised.
- OR
- In glass bottles with rubber or ground-in glass stoppers, each containing not more than $\frac{1}{2}$ gallon, packed in sawdust, whiting, or other approved absorbent material, in cases to Specification No. 1A, bound with hoop iron or wire. Each bottle to be surrounded with not less than $1\frac{1}{2}$ inches of cushioning material.
- 113 Iron mass, spent, spent oxide, iron powder or iron sponge that has not been properly oxidised must be packed in airtight metal containers, or strongly made airtight metal-lined case.
- Spent oxide, spent iron mass, iron powder or spent iron sponge must be loaded into open steel cars or trucks.
- A written declaration must be obtained from the sender that these articles have been thoroughly oxidised by exposure to air before consigning.
- 114 Packets of one dozen boxes packed in strong wooden cases or solid or corrugated fibreboard containers to Specification No. 6A, sealed so as to exclude free passage of air.
- Flaps of fibreboard containers to be sealed with an approved adhesive and seams and joints to be covered with gummed paper.
- Label "SAFETY MATCHES," "INFLAMMABLE."
- Note.**—Up to one gross boxes of safety matches may be accepted as ordinary merchandise if packed in with groceries or tobacconist's sundries, provided that both the packets of matches and outer containers are sealed to exclude free passage of air, and that no other inflammable solids or liquids are included with the matches.
- 115 Packets of one dozen boxes packed in strong wooden cases, lined with waxed paper to exclude air.
- Cases containing up to 2 cwt. must be constructed of wood not less than $\frac{3}{8}$ inch thick at top, bottom and sides, and $\frac{3}{8}$ -inch ends strengthened with two battens across the lid outside, and two at each end inside of $2\frac{1}{2}$ in. x $\frac{1}{2}$ in. timber.
- Cases containing from 2 to 3 cwt. must be constructed of timber not less than $\frac{3}{8}$ -inch thick at top, bottom and sides, and $\frac{3}{8}$ -inch ends, strengthened with battens as for 2-cwt. case.
- 116 Carboys packed to Specification No. 3A, cushioned with whiting, kieselguhr, asbestos, powdered china clay or sifted ashes or sponge rubber buffers, are authorised only for mixed nitric and sulphuric acid containing not over 17 per cent. nitric acid and containing at least 38 per cent. water.
- 117 Liquid oxygen may be carried in suitable insulated metal containers of sufficient strength to withstand without damage the extremely low temperature of the liquid.
- Adequate relief arrangements must be provided to vent off any excess pressure arising from vapourisation of the liquid.
- The containers must be adequately protected against shock or damage during transit and fitted with permanent lifting slings.
- All containers must be labelled conspicuously with the name:—
- "Liquid Oxygen." "Highly Inflammable."**
"Not to be handled by Unauthorised Persons."
- Before consigning liquid oxygen, application must be made to the Chief Traffic Manager so that arrangements can be made for the allocation of an appropriate vehicle or vehicles.
- The consignor must provide facilities for loading and unloading the vehicles containing liquid oxygen, and details of the arrangements communicated to the Chief Traffic Manager.

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- 118 Self-heating hair-waving materials must be packed in strong wooden cases. When offered for transport the activating liquid or substance must not be packed in the same package with the sachets.
- 119 Soap flakes must be thoroughly cooled and aired before being packed for transport, may be packed in cardboard packets in strong wooden cases to Specification No. 1B, fibreboard containers to Specification No. 6A or in strong hessian or jute sacks.
- 120 Acid sludge, sludge acid, spent sulphuric acid, or spent mixed acid resulting from the use of sulphuric acid in various processes, except when containing hydrofluoric acid, which will not corrode interior of tank trucks at sufficiently rapid rate to cause leakage during transportation, must be packed in specification containers as follows:—
- (a) Wooden boxes to Specification No. 1A, with inside glass or earthenware containers not over 1 gallon capacity, except that glass or earthenware containers of not over 3 gallons capacity are authorised when one only is packed in each outside container, cushioned in kieselguhr, whiting, asbestos, sifted ashes, or powdered china clay.
 - (b) Boxed carboys to Specification No. 3A, cushioning material to be kieselguhr, whiting, asbestos, sifted ashes, powdered china clay, or sponge rubber buffers.
 - (c) Tank trucks to the approval of the Railway Commissioners, provided the product is sufficiently liquid to be unloaded through the dome.
- 121 Spirits of nitroglycerin, consisting of not over 5 per cent. by weight of nitroglycerin in ethyl alcohol. Wooden cases to Specification No. 1A, lined with paraffined paper, with inside metal containers, securely closed with rubber stoppers tied in place. The inside container must be entirely surrounded with at least 2 inches of dry, fine sawdust or kieselguhr. There must be not more than 6 quarts of the mixture in each outside container.
- Spirits of nitroglycerin, consisting of not over 1 per cent. by weight of nitroglycerin in ethyl alcohol, may be packed in wooden boxes to Specification No. 1A, with glass inside containers not over 1 quart capacity each, securely stoppered and surrounded with at least 2 inches of dry, fine sawdust or kieselguhr.
- 122 Fifteen matches individually paper wrapped in a box. One dozen boxes in a paper packet. Ten gross boxes in a tin box. Three tin boxes in a strong wooden case to Specification No. 1A.
- 131 Containers for the storage and transport of compressed acetylene dissolved in acetone shall have been constructed and marked in accordance with Australian Standard Specification B.13 (see A.S.S. Code CB.4) for containers of this description.
- No imported cylinders shall be used for the transport of this commodity unless they conform to the Specification requirements of Clause 2—2 and Table 4 of the Australian Standard Maintenance Rules, Part II, S.A.A. Code CB.4.
- Such containers shall be maintained, tested and filled in accordance with the Australian Standard Rules for the Maintenance, Testing and Filling of Containers for the Storage and Transport of Compressed Acetylene dissolved in Acetone, S.A.A. Code CB.4, Part II.
- In addition, the cylinders, their construction, marking, maintenance, filling and testing, etc., shall satisfy the Statutory Regulations which may be in force in any State in which the cylinders may require to be transported, and which are designed to ensure the safe handling of this gas when under pressure.
- 132 Seamless steel cylinders designed and manufactured for the storage and transport of permanent gases to the following standard specifications:—
- (a) S.A.A. Specification B.10—High carbon steel cylinders for the storage and transport of permanent gases—see S.A.A. Code CB.4.
 - (b) Cylinders manufactured in accordance with the First Report of the British Gas Cylinders Research Committee published in 1921 (cylinders branded GCRC.21).
 - (c) B.S.S.399—"High carbon" steel cylinders for the storage and transport of permanent gases.
 - (d) B.S.S.400—"Low carbon" steel cylinders for the storage and transport of permanent gases.
 - (e) British and Australian Standard Cylinders as designed for high pressure liquefiable gases (see Packing Clause 136).

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- 133 Manganese steel gas cylinders (for atmospheric gases) to B.S.S. 1045-1942 (carbon .40 per cent. maximum, manganese 1.30 to 1.70 per cent.).
- 134 Approved for use but not for manufacture in Australia. Cylinders manufactured to specifications of the Interstate Commerce Commission, U.S.A. Procedure in respect to inspection, testing, records, etc., during original manufacture shall be in accordance with that in force in the U.S.A. at the time of manufacture, and cylinders shall have been made to the satisfaction of the Bureau of Explosives, U.S.A. Specifications and service pressures shall be in accordance with those given in Tables 1 and 2 of the Australian Standard Rules S.A.A. Code CB.4 for the appropriate gas.
- 135 S.A.A. Specification B.15—Welded steel cylinders for the storage and transport of low pressure liquefiable gases—see S.A.A. Code CB.4. N.B.—New specifications not to be used until formally approved and issued by Standards Association of Australia, and any list of gases which may be carried in same confirmed.
- 136 Seamless steel cylinders for carriage of high pressure liquefiable gases which are in a liquid condition when charged into cylinders at a pressure not exceeding 1,800 lb./sq. in. to specifications as follows:—
 - (a) Australian Standard Specification B.11—High carbon steel cylinders for the storage and transport of high pressure liquefiable gases (see S.A.A. Code CB.4 for Compressed Gas Cylinders).
 - (b) B.S.S. 401-1931—Steel cylinders for storage and transport of liquefiable gases designed for a maximum working pressure of 1,800 lb./sq. in., calculated by the formula given for pressures above 1,500 lb./sq. in.
 - (c) B.S.S. 1287-1946—High carbon steel gas cylinders for carbon dioxide, nitrous oxide and ethylene.
 - (d) B.S.S. 1288-1946—Manganese steel gas cylinders for carbon dioxide, nitrous oxide and ethylene.
- 137 Seamless steel cylinders for medium and low pressure liquefiable gases to specification as follows:—
 - (a) Australian Standard Specification B.12-1931—Cylinders for storage and transport of anhydrous ammonia, chlorine and sulphur dioxide. See S.A.A. Code CB 4.
 - (b) British Standard Specification 401-1931—Steel cylinders for the storage and transport of liquefiable gas. Cylinders for any particular gas shall be designed for a pressure at least equal to the maximum vapour pressure of the gas at an assumed working temperature of 150° Fahrenheit, using the formula applicable to the pressures on which the design is calculated.
- 138 Large gas-welded drums for the transport of chlorine and sulphur dioxide, maximum capacity of the drums to be 20 cwt., designed for secure attachment to railway (flat top) trucks, but removable for filling or emptying at the works of either consignor or consignee.

The following specifications for the drums will be acceptable:—

- (a) Welded containers (drums) which comply in every respect with all the recommendations contained in the Report of the British Welded Containers Committee issued in 1930.
- (b) Association of American Railroads Specification for Tank Trucks having forged lap-welded steel tanks Class I.C.C. 106 A, 500.

The drums shall be tested and maintained in accordance with the requirements of the relevant specification. The following filling ratios shall be observed for gases carried in such welded drums:—

Chlorine	1.16
Sulphur dioxide	1.16

The appropriate railway authorities should be consulted in respect to the selection or approval of a suitable truck or trucks, the arrangement and construction of the supports and anchoring arrangements to secure drum to truck when ready for transport. Particular attention should be paid to the anchoring being duly secured before the vehicle is offered as ready for transport. Inquiries should also be made as to the lifting facilities available at loading, unloading and transhipping stations or sidings in respect of their ability to handle drums.

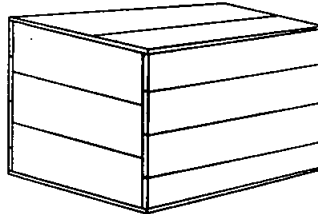
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- 139 Highly **poisonous gases** will only be accepted for transport in cylinders approved by the Standards Association of Australia, for the particular gas as specified in the Standards Association of Australia Safety Code CB.4, and providing the following supplementary conditions are observed:—
- (1) A Special Authority referred to in Part III, Section 1, must be obtained from the Chief Traffic Manager, authorising the carriage of highly poisonous gas by rail.
 - (2) The valve must be adequately protected as provided in Clauses 1-6 (Protection of Valves (a) Poisonous Gases) of the Standard Rules, Standards Association of Australia Safety Code CB.4 for Compressed Gases.
 - (3) Each valve opening must be fitted with a plug or cap with a suitable gasket to make it gas tight.
 - (4) The valve must show absolutely no leakage when tested as specified in the Standard Rules, Standards Association of Australia Safety Code CB.4 for Compressed Gases.
 - (5) Hydrocyanic acid, anhydrous, must be effectively stabilised by the addition of a suitable quantity of efficient stabiliser, which has not been stored in the cylinder for more than nine months when tendered for conveyance. (A tag must be attached to the cylinder showing the filling date.) This does not apply to "returning empty" cylinders.
- A signed declaration certifying that all these supplementary conditions have been met shall accompany the Application for a Permit to ship highly poisonous gas.
- 150 Departmental steel containers. Sheets of plywood or fibreboard supported on 1½ inch thick timber to be placed between each tier of accumulators, the timber being placed so as to protect the pole pieces and filling caps. Lengths of 4 inch x 2 inch timber to be placed across the door opening and used to partition off any portion of a tier on the top layer.
- Any spaces left between the accumulators to be filled with fibreboard or timber to eliminate movement within the steel container.
- Any spilt acid to be suitably neutralized and the steel container thoroughly cleaned out immediately the accumulators are removed.

(B) SPECIFICATIONS FOR CONTAINERS FOR GOODS OF A DANGEROUS NATURE

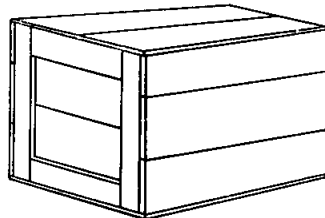
TYPES OF NAILED WOODEN CASES OR BOXES.

Equivalent one piece end case—
100 lb. gross weight.

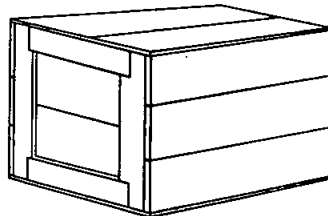


Tongued and Grooved and Glued
or Linderman Jointed and Glued.

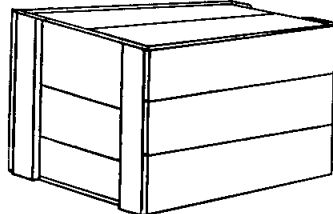
Cleated end Case.



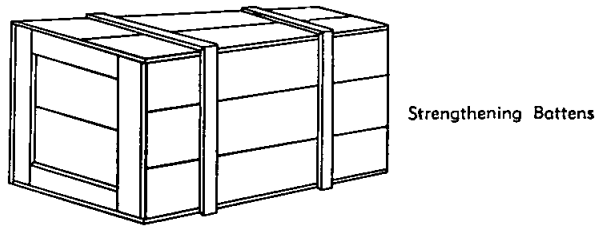
Cleated end Case.



Cleated end Case.



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SPECIFICATION No. 1A.

Nailed Wooden Cases or Boxes, close jointed, for use with cushioning material.

(A) MATERIAL.—

The dimensions described herein apply only to cases constructed of timbers considered best quality for packing case construction.

Timber must be well seasoned and dry, and free from knots with a diameter over one-quarter the width of the piece.

The outside surface of the timber shall be sufficiently smooth to permit legible marking.

(B) CONSTRUCTION.—

Ends: One piece or equivalent; parts at least 2½ inches wide; Linderman jointed and glued with two or more corrugated fasteners on each joint.

OR

Tongued and grooved and glued with two or more corrugated fasteners on each joint.

OR

Cleated construction (two vertical and two horizontal); parts to be close fitting along whole length of joint; width of cleats to be equal to twice the prescribed thickness plus ¾ inch; thickness of cleats to be the same as thickness of end parts.

MINIMUM THICKNESS OF END PARTS FOR ONE PIECE OR EQUIVALENT TYPES (NOT CLEATED).

Gross Weight	Smallest dimension of end.						
	Not over 8 ins.	Not over 9 ins.	Not over 10 ins.	Not over 11 ins.	Not over 12 ins.	Not over 14 ins.	Over 14 ins.
25 lb.	ins. 1½	ins. 1½	ins. 1½	ins. 1½	ins. 1½	ins. 1½	ins. 1½
50	ins. 2	ins. 2	ins. 2	ins. 2	ins. 2	ins. 2	ins. 2
75	ins. 2½	ins. 2½	ins. 2½	ins. 2½	ins. 2½	ins. 2½	ins. 2½
100	ins. 3	ins. 3	ins. 3	ins. 3	ins. 3	ins. 3	ins. 3

Cases over 100 lb. gross weight to be of cleated construction.

MINIMUM THICKNESS OF TOP AND BOTTOM.

Gross Weight	Width of Case or Box.						
	Not over 8 ins.	Not over 9 ins.	Not over 10 ins.	Not over 11 ins.	Not over 12 ins.	Not over 14 ins.	Over 14 ins.
25 lb.	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$	ins. $\frac{5}{16}$
50	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
75	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
100	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
125	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
150	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
175	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
200	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
250	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
300	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
350	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$	$\frac{3}{8}$
400	1	1	1	1	1	1	1
500	$1\frac{1}{2}$	$1\frac{1}{2}$	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$

Sides, tops and bottoms to be nailed into cleats on cleated end type.
 Nailing tops and bottoms to sides is permitted.
 Cases are to be bound with hoop-iron or wire, or battened.

(C) TESTING.

All cases when packed should withstand a drop of one foot on to each corner, on solid concrete, without damage to contents, distortion to the case or loss of packing material.

(D) BATTENS.—

Dividing the interior of the case into separate compartments by wooden partitions to separate containers (such as winchester bottles) in recommended as an added precaution against contact between containers.

SPECIFICATION No. 1B.

Nailed Wooden Cases or Boxes for tin containers without cushioning material.

(A) MATERIAL.—

The dimensions described herein apply only to cases constructed of timbers considered best quality for packing case construction.

Timber must be well seasoned and dry, and free from knots with a diameter over one-quarter the width of the piece.

The outside surface of the timber shall be sufficiently smooth to permit legible marking.

(B) CONSTRUCTION.—

The internal dimensions of the case must be such that the tin or tins are a close fit and unable to move about within the case after closing.

Ends: One piece or equivalent; parts at least 2½ inches wide.

Jointing for equivalent one-piece construction to be adequate to withstand tests.

Cases over 100 lb. gross weight to be cleated construction as for Specification No. 1A.

Minimum thickness of end parts as for Specification No. 1A.

Sides, Tops and Bottoms: Parts to be at least 2½ inches wide; parts to be close fitting.

MINIMUM THICKNESS OF SIDES.

Gross Weight	Depth of Case or Box.						
	Not over 8 ins.	Not over 9 ins.	Not over 10 ins.	Not over 11 ins.	Not over 12 ins.	Not over 14 ins.	Over 14 ins.
25 lb.	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$
50	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
75	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
100	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
125	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
150	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
175	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
200	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
250	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
300	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
350	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
400	1	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
500	1	1	1	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$

MINIMUM THICKNESS OF TOP AND BOTTOM.

Gross Weight	Width of Case or Box.						
	Not over 8 ins.	Not over 9 ins.	Not over 10 ins.	Not over 11 ins.	Not over 12 ins.	Not over 14 ins.	Over 14 ins.
25 lb.	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$	ins. $\frac{1}{8}$
50	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
75	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
100	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
125	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
150	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
175	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
200	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
250	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
300	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
350	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
400	1	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
500	1	1	1	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$

Sides, tops and bottoms to be nailed into cleats on cleated end type.
 Nailing tops and bottoms to sides permitted.
 Cases over 100 lb. gross weight are to be bound with hoop-iron or wire or battened.

(C) TESTING.—

All cases when packed should withstand a drop of one foot on to each corner, on solid concrete, without damage to contents, distortion to the case or loss of packing material.

SPECIFICATION No. 2A.**Returnable mild-steel drums for liquids.**

Construction to be in accordance with British Standard Specification No. 1702-1950 in all details.

Drums must be either new or in a condition equal to new.

SPECIFICATION No. 2B.**Returnable mild-steel drums for liquids.**

Construction to be in accordance with Australian Standard Specification, K.87, Type A or B, in all details.

Drums must be either new or in a condition equal to new.

MARKING.—

All drums shall be clearly marked as follows by embossing the bottom of the drum in type not less than 1 inch for 16 B.G. sheets and thicker, and not less than $\frac{1}{2}$ inch for sheets thinner than 16 B.G. :—

- | | |
|-----------------------------------------------------------------------------------------------------------------------|------------------------|
| (1) The manufacturer's name or mark | A.B. & Co. |
| (2) The gauge of the metal used (B.G.). The nominal capacity (Imperial gallons) and the year of manufacture | 14—44—47 |
| (3) The number of the specification | A.S.S.—K.87,
Type A |

i.e., the above container is manufactured by A.B. & Co., having 14 B.G. body and ends, 44 Imperial gallons capacity, manufactured in 1947, complying with the requirements of A.S.S. No. K.87, Type A.

SPECIFICATION No. 2C.**Non-Returnable (single trip) 4 and 6-gallon black steel drums.****(A) MATERIAL—**

Quality of material, method of manufacture and closure to comply with Australian Standard Specifications No. (E) K-501-1940 and (E) K.502-1940 (Emergency Series).

(B) THICKNESS OF MATERIAL—

The metal used in the drum shall be not less than 24 B.G. with a tolerance of 0.002 inch.

SPECIFICATION No. 2D.**Non-Returnable (single trip) mild-steel drums.****(A) MATERIAL—**

As for Specification No. 2C.

(B) CLOSURE—

As for Specification No. 2C or with detachable head, the sealing of which must be positive and adequate to comply with tests prescribed for drums to Specification No. 2B.

(C) SEAMS—

Head and chime seam, double seamed or welded.
Body seam, welded or folded and grooved and leaded or soldered so as to comply with tests.

(D) DIMENSIONS AND PARTS—

Marked Capacity Not Over—	Minimum Thickness in the Black. Birmingham Gauge.		Rolling Hoops
	Body Sheet.	End Sheets.	
galls. 6 10	24 22	24 22	None None

(E) MARKING—

As for Specification No. 2B.

SPECIFICATION No. 2E.

Returnable mild-steel drums for liquids.

(A) MATERIAL AND CLOSURE—

As for Specification No. 2A.

(B) SEAMS—

All seams welded.

(C) CHIME REINFORCEMENT—

As for Specification No. 2A.

(D) DIMENSIONS AND PARTS—

Marked Capacity Not Over—	Minimum Thickness in the Black. Birmingham Gauge.		Rolling Hoops.
	Body Sheet.	End Sheets.	
galls. 10 20 66	14 12 12	12 10 10	Swedged or rolled in. 1½ ins. x 1 in. 1 bar 6 lb./yd.

(E) ROLLING BEADS—

Swedged or rolled into body of drum, shall not be less than ⅜ inch in depth.
Closures and drain plugs must not protrude beyond chime or rolling hoops.

(F) TESTING—

As for Specification No. 2B.

(G) MARKING—

As for Specification No. 2B.
Drums must be either new or in a condition equal to new.

SPECIFICATION No. 2F.**Mild-steel drums with lever lid or other suitable large aperture closure, for solids.****(A) MATERIAL—**

As for Specification No. 2A.

(B) SEAMS—

Body seam welded or folded and grooved, ends double seamed and/or welded with or without end hoops.

(C) DIMENSIONS AND PARTS—

Diameter.	Height.	Non-Returnable.		Returnable.	
		Body, Birmingham, Gauge	Ends, Birmingham, Gauge	Body, Birmingham, Gauge	Ends, Birmingham, Gauge
Inches	Inches				
7	7 to 13	26	26	24	24
8	8 to 15	26	26	24	24
9	9 to 16	26	26	22	22
10	10 to 18	26	26	22	22
11	11 to 22	26	24	22	22
12	12 to 24	24	24	22	22
14	14 to 28	24	24	22	22
16	16 to 28	24	24	22	22
18	18 to 30	22	22	20	20
18½	18½ to 34	22	22	20	20
19½	19½ to 36	22	22	20	20
20	20 to 36	22	22	20	20
22	22 to 38	22	22	20	20
22½	22½ to 38	22	22	20	20
24	24 to 40	20	20	18	20

(D) TESTING—

All drums filled with finely powdered material to the equivalent of the weight to be transported shall withstand dropping a distance of 4 feet on to solid concrete so as to strike diagonally on chime or circumferential seam, or any part liable to show weakness, without rupturing or weakening.

Returnable drums must be either new or in a condition equal to new.

SPECIFICATION No. 2G.**Mild-steel drums with lever lid or other suitable large aperture closure, for solids.****(A) MATERIAL—**

As for Specification No. 2A.

(B) SEAMS—

Body seam welded or folded and grooved, ends double seamed and/or welded with or without end hoops.

(C) DIMENSIONS AND PARTS—

Diameter.	Height.	Non-Returnable.		Returnable.	
		Body, Birmingham, Gauge	Ends, Birmingham, Gauge	Body, Birmingham, Gauge	Ends, Birmingham, Gauge
inches	inches				
10	10 to 18	22	20	20	20
11	9	24	24	—	—
12	12 to 24	22	20	20	20
14	14 to 28	20	20	20	20
16	16 to 28	20	20	20	20
18	18 to 30	20	20	18	18
20	20 to 36	20	20	18	18
22	22 to 38	20	20	18	18
24	24 to 40	20	18	18	16

(D) TESTING—

As for Specification No. 2F.

SPECIFICATION No. 2H.**Returnable lead-lined steel drums.****(A) MATERIAL AND CONSTRUCTION—**

Must comply with Specification No. 2A.

(B) LINING—

Lead at least $\frac{3}{8}$ inch thick, completely bonded to the steel.

(C) CLOSURE—

Leak proof bung or plug screwed, not greater than $2\frac{1}{2}$ inches British Standard fine thread.

(D) TESTING—

As for Specification No. 2B.
Drums must be either new, or in a condition equal to new.

SPECIFICATION No. 2 "I."**Returnable aluminium-lined steel drums.****(A) MATERIAL AND CONSTRUCTION—**

Must comply with Specification No. 2A.

(B) LINING—

Aluminium, 99 per cent. pure; thickness, 0.12 inch; all seams welded.
Lining must be good fit within outer container to prevent any undue movement.

(C) CLOSURE—

Leak proof screwed plug or cap, located for protection between rolling hoops. Not to be greater than $2\frac{1}{2}$ inches British Standard fine thread, fitted with an aluminium gasket not less than 0.10 inch thick.

(D) TESTING—

As for Specification No. 2B.
Drums must be either new, or in a condition equal to new.

SPECIFICATION No. 2J.**Returnable Aluminium Drums.****(A) MATERIAL—**

Aluminium 99 per cent. pure or an aluminium base alloy of equivalent corrosion resisting and physical properties.

(B) SEAMS—

Welded, including attachments for closure, etc., circumferential seams at least 3 inches from chime. Chime seams not permitted.

(C) ROLLING HOOPS—

Must be firmly secured in place and not over 19 inches apart. Beading under hoops not allowed.

(D) CLOSURES—

Of screw thread type, not over $2\frac{1}{4}$ inches British Standard fine thread, with suitable gaskets.

Closing parts must not project beyond rolling hoops or chime.

(E) DIMENSIONS AND PARTS—

Capacity.	Minimum Thickness of Material.	Rolling Hoops "I" Section.
galls.	ins.	ins.
10	.110	$1\frac{1}{2} \times \frac{3}{4}$
30	.154	$1\frac{1}{2} \times \frac{3}{4}$
55	.187	$1\frac{1}{2} \times 1$
110	.230	$1\frac{1}{2} \times 1$

Drums must be either new, or in a condition equal to new.

SPECIFICATION No. 2K.**Returnable Stainless-steel Drums.****(A) MATERIAL—**

All sheet metal, welding rod, closing devices and samples taken from the welded portion of the finished container must be nominal 18 chrome 8 nickel alloy with limits of 0.08 per cent. carbon maximum, 17-20 per cent. chromium, 7-11 per cent. nickel, or other approved types of stainless steel of equivalent corrosion resistance and physical properties. The steel must be capable of resisting the action of nitric acid as follows:—

The limit of inches per month penetration in accordance with corrosion test as used in American Society of Testing Materials Committee A.10, 1933 collaboration testing programme, shall be 0.0015 inch, this figure to be an average of five 48-hour tests.

(B) SEAMS—

All seams welded, including attachment for closure.

(C) ROLLING HOOPS—

Must be firmly secured in place, not over 19 inches apart, by shrinking or by a raised bead on either side of hoop. Beading under hoops not allowed. Rolling hoops to be fitted to all drums of 20 gallons capacity or over.

(D) DIMENSIONS AND PARTS—

Dimensions of materials and parts to be in accordance with Specification 2B.

(E) TESTING—

As for Specification No. 2B.

Drums must be either new, or in a condition equal to new.

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SPECIFICATION No. 3A.

Carboys in boxes.

(A) MANUFACTURE—

Glass Carboys.—To be thoroughly annealed, moulded with straight sides and upward curved bottom, and of sufficient strength to withstand all tests. The surface of the top must be smooth and even.

Earthenware, Clay or Stoneware Carboys.—To be made of acid proof material and of sufficient strength to withstand all tests. The surface of the lip must be smooth and even.

Closures.—Leak-proof stoppers tied down or screwed, with gaskets of $\frac{1}{4}$ -inch asbestos rope or other resilient material equal in efficiency. Provided that where pressure is generated within the vessel, the closure shall be vented or sufficiently porous to vent off such pressure.

Outside Container.—

- (a) Wooden box completely enclosing the body of the carboy, with four vertical corner posts, two cleats for shoes and two carrying cleats.
- (b) Timber to be well seasoned, dry, and free from decay, loose knots or other defects which would lessen the strength of the case.
- (c) One piece or equivalent construction for parts. Pieces linderman jointed and glued or tongued and grooved and glued. Bottom nailed to sides and ends and top by an efficient method. Efficient screwed construction acceptable.

(d) **Dimensions and Parts**—

Capacity Not Over—	Minimum Dimensions.		
	Thickness, Sides, Top, Bottom, Ends.	Vertical Corner Posts.	Carrying Cleats and Shoes.
galls.	ins.	ins.	ins.
Up to 6	$\frac{5}{8}$	$\frac{5}{8} \times 2\frac{1}{2}^*$	$\frac{5}{8} \times 1\frac{7}{8}^*$
Over 6 to 13	$1\frac{1}{8}$	$1\frac{1}{8} \times 3^*$	$1\frac{1}{8} \times 2\frac{3}{8}^*$

* Other dimensions of equal cross sectional area acceptable.

- (e) An efficient protective device or bridge must cover projecting neck of carboy, and be firmly secured to the top of the box, which shall be clearly labelled or marked: "THIS SIDE UP."

(B) PACKING MATERIAL—

Appropriate packing material, as indicated in table, must completely fill space between carboy and outer box, except where rubber cushioning pads are used.

(C) RE-USE OF PACKAGES—

Parts of outside container and cushioning must be replaced when broken, decayed, or inefficient in any way. Chipped or cracked lips on carboys not allowed.

(D) TESTING—

Each package, with carboy filled with water up to the lower edge of neck, shall withstand ten test blows on the side and five on the bottom when swung on a pendulum with a radius of 14 feet, a distance of 55 inches, against a solid concrete wall or block located at the lowest point of the swing.

Packages should be tested at regular intervals in order to check strength of the cases and efficiency of packing.

SPECIFICATION No. 3B.**Metal-jacketed Lead Carboy.****(A) CAPACITY—**

This specification refers to carboys with a maximum capacity of 15 gallons.

(B) CONSTRUCTION—**Inside Container—**

Body.—Commercial sheet lead, weighing at least 8 lb. per square foot, rolled to shape, with edges lapped and burned inside and out to form side seam. Bottom and top edges must be flanged inwardly to form joints with bottom and top pieces.

Bottom.—Commercial sheet lead, weighing at least 8 lb. per square foot, joined to body by lapping and burning inside and out.

Top.—Commercial sheet lead, weighing at least 10 lb. per square foot, dished to shape, and joined to body by lapping and burning outside. Top must have circular hole in the centre for neck.

Neck.—Must be formed of commercial lead at least $\frac{3}{8}$ inch in thickness. Inside diameter 4 inches or less. Lower end must be flanged to fit top and joined thereto by burning outside. Neck must be of sufficient length to permit flanging over follower ring of closing device. If made of sheet lead rolled to shape, the side seam must be lapped and burned inside and out.

Closure.—To consist of a cast iron follower ring at least 3 inches larger in outside diameter than neck of carboy, bored to fit neck snugly and machined on top at right angles to neck hole. The top edge of the hole must have a $\frac{1}{4}$ -inch radius approximately, and the bottom edge have the sharp corner removed.

The follower ring for carboys with up to a 2-inch diameter neck must have four $\frac{1}{2}$ -inch studs, and over 2 inches diameter, six $\frac{1}{2}$ -inch studs, arranged on a pitch circle $1\frac{1}{2}$ inches larger than the neck.

The neck must be flanged over the follower ring and be provided with clearance holes for the studs.

A gasket of commercial sheet lead weighing at least 8 lb. per square foot must be provided, and of a diameter equal to the outside diameter of the follower ring. Clearance holes to suit the stud arrangement are to be provided.

Closing cap of cast iron, of the same diameter as the follower ring, with both faces machined smooth and clearance holes for studs is to be provided. The thickness to be such that when the lid of the outer container, closing cap and gasket are studded together the locking or fastening device for the lid of the outer container is in its correct position.

Testing.—All lead carboys must be tested with 5 lb. per square inch internal pressure before they are consigned, without leakage.

Outside Container—

Body.—To be constructed of 14 Birmingham gauge mild steel sheet rolled to a cylindrical shape, body seam double seamed or welded or riveted.

Bottom.—To be 14 Birmingham gauge mild steel sheet. Double seamed, welded or riveted to the body.

Top.—To be 14 Birmingham gauge mild steel sheet, flanged to a depth of $1\frac{1}{4}$ inches, and of such diameter as to fit loosely into body, and held in place by six machined $\frac{3}{8}$ -inch bolts, spaced equally around the circumference of the flange. An equal number of bayonet fastenings with efficient lock will be permitted.

Clearance holes for the studs of the closing device must also be provided.

Retaining Ring.—There must be a retaining ring of $1\frac{1}{4}$ in. x $\frac{1}{8}$ in. angle bolted to the inside of the container above the top edge of the body of the carboy to prevent up and down movement of the carboy.

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SPECIFICATION No. 4A.**Earthenware Jars in Crates.****(A) CAPACITY—**

Each jar not to exceed 3 gallons, and of each crate, two jars.

(B) MANUFACTURE—

To be made of acid-proof material. The surface of the lip must be smooth and even.

(C) CRATES—

- (a) Timber shall be well seasoned, dry and free from knots detrimental to strength.
- (b) Each side, end and bottom shall have at least three horizontal members and each corner a vertical member. The two-jar type shall have two compartments separated by a partition of similar dimensioned material.
- (c) The nailed jointings shall be reinforced with hoop iron strapping. Efficient screwed construction allowed.
- (d) **Dimensions and Parts—**

Minimum Dimensions of Parts.		
Horizontal End and Bottom Pieces.	Horizontal Side Pieces.	Vertical Pieces.
Inches. $2\frac{1}{2} \times \frac{5}{8}$	Inches. $2\frac{1}{2} \times \frac{1}{2}$	Inches. $2 \times \frac{3}{4}$ *

* If two vertical pieces are used to form each corner, the dimensions may be 2 in. x $\frac{5}{8}$ in.

- (e) Necks and stoppers must be protected by a closing batten and the top of the crate clearly labelled or marked "THIS SIDE UP."

(D) CLOSURES—

Leak-proof stoppers tied down or screwed, with gaskets of $\frac{1}{4}$ -inch asbestos rope or other resilient material equal in efficiency. Provided that where pressure is generated within the vessel, the closure shall be vented or sufficiently porous to vent off such pressure.

SPECIFICATION No. 5A.**Wet Wooden Barrels.****(A) DEFINITION—**

Wet Barrel.—Is a round, bulging, coopered wooden container made of staves, heads and hoops, and constructed to hold liquids without leaking.

(B) MATERIALS—

Staves and heads shall be constructed of the best quality barrel-making woods, well seasoned, free from knots, shakes, rotten sap, pitch pockets, seed, and worm holes in excess of fifteen in one container, or other defects.

Each piece of wood shall be quarter-sawn or cleft from straight-grained wood, so that no annular ring shall slope over half the thickness of the piece.

Hoops shall be of cooperage grade hoop steel or iron.

(C) CONSTRUCTION—

- (a) **Staves.**—Shall be shaped evenly and circularly.
- (b) **Heading.**—The heading shall be uniform in thickness, properly circled, planed or finely sawn on the outside, properly jointed and glued or dowelled and flagged. The diameter of the dowels shall not exceed five-twelfths of the thickness of the head.
- (c) **Stave Joints.**—Shall be flush on the outside.
- (d) **Dimensions and Parts—**

MINIMUM REQUIREMENTS.

Capacity	Diameter of Head	Diameter of Bilge	Height	Thickness of Wood for Heads and Staves	Steel Binding Hoops.		
					Number	Gauge	Width
Gallons	Inches	Inches	Inches	Inches			Inches
6	12	15½	18	⅝	2 and 2	16 16	1½ 1½
10	13½	16½	21½	⅝	4 and 2	16 16	1½ 1½
12	14	18	23	⅝	4 and 2	16 16	1½ 1½
20	17	22	26½	¾	4 and 2	16 16	1¾ 1½
29	18½	23	29½	¾	4 and 2	16 16	1¾ 1½
40	21½	25½	34	¾	4 and 2	16 16	1¾ 1½
117	24	36	57	1	6 and 4	16 16	1¾ 1½

(e) **Closure.**—Any type of closure that prevents leakage may be used. If bungs are used, bung holes in staves shall not exceed 2 inches in diameter.

(f) **Lining.**—The lining shall be appropriate for the contents.

(D) TESTING—

The sample container, at least two days old, shall not increase more than 10 per cent. on the diameter of the head when all hoops above the bilge are removed.

Each lined barrel shall withstand without leakage an internal pressure of 5 lb. per square inch air pressure. Leakers shall be repaired and retested in the same manner.

(E) RETURNABLE BARRELS—

This specification applies only to non-returnable or single trip containers.

Barrels of the returnable type are of special design and must be of dimensions and construction approved by the Railways Commissioners.

SPECIFICATION No. 5B.

Dry Wooden Casks.

(A) DEFINITION—

Dry Cask.—Is a round, bulging, coopered wooden container made of staves, heads, and hoops, and constructed to hold powders and commodities other than liquids.

(B) MATERIALS—

Staves and heads shall be constructed of the best quality cask making woods, well seasoned, free from knots, shakes, rotten sap, pitch pockets, seed, and worm holes in excess of fifteen in one container, or other defects.

Hoops shall be of cooperage grade hoop steel or iron.

(C) CONSTRUCTION—

- (a) **Staves.**—Shall be shaped evenly and circularly.
- (b) **Heading.**—The heading shall be uniform in thickness and properly circled.
- (c) **Stave Joints.**—Shall be flush on the outside.
- (d) **Dimensions and Parts.**—

MINIMUM REQUIREMENTS.

Capacity	Diameter of Head	Diameter of Bilge	Height	Thickness of Wood for Head and Staves	Steel Binding Hoops.		
					Number	Gauge	Width
Cwt.	Inches	Inches	Inches	Inches			Inches
1	14	17	22	$\frac{7}{16}$	2 and 2	18 18	$1\frac{1}{2}$ 1
2	18	21½	28	$\frac{7}{16}$	4 and 2	18 18	$1\frac{1}{2}$ 1
3	21	25	32	$\frac{1}{2}$	2 and 4	18 18	$1\frac{1}{2}$ $1\frac{1}{2}$
4	22	26	36	$\frac{1}{2}$	2 and 4	16 16	$1\frac{3}{4}$ $1\frac{1}{2}$
5	22	27	42	$\frac{1}{2}$	2 and 4	16 16	$1\frac{3}{4}$ $1\frac{1}{2}$

- (e) **Closure.**—Must comply with requirements of Specification No. 5A.
- (f) **Lining.**—The lining shall be appropriate for the contents.

(D) RETURNABLE CASKS—

This specification applies only to non-returnable or single trip containers. Casks of the returnable type must be of a design approved by the Railways Commissioners.

SPECIFICATION No. 6A.

Fibreboard Containers (Boxes).

1. **COMPLIANCE.**—Required in all details.
2. **DEFINITIONS—**
 - (a) Terms such as "200 pound test" mean minimum average bursting strength, Mullen or Cady test.
 - (b) "Joints" are edges of parts of boxes connected together in setting up boxes.
 - (c) "Seams" are visible edges of box, except joints, when box is closed.

INSIDE PACKING.

3. Liquids or solids in glass or earthenware must be packed with linings, partitions, wrappers, excelsior, straw or other material sufficient to afford adequate protection against breakage or damage. Partitions, if used, must be the full height of glass or earthenware containers.

Unauthorised packages are those with contents over 60 lb. weight, and those with any inside container over 5 pints capacity; for exception see para. 23.

4. Liquids in metal cans must be packed as necessary to provide adequate protection against breakage or damage.

Unauthorised packages are those with any inside container over one gallon capacity or with contents over 60 lb. weight; for exception see paragraph 23.

5. Solids in inside containers other than glass or earthenware must be packed as necessary to afford adequate protection against breakage or damage.

6. Mixed consignments (inside containers of different sizes, or solids and liquids in same outside container) must be packed as prescribed for articles in glass or earthenware (paragraph 3).

MATERIALS.

7. Classification of board.—Fibreboard is hereby classified by strength of completed board as in the first column of the following table, the strength specified being the minimum average bursting strength. The thickness specified is the nominal value.

Classified Strength of Completed Board	Solid Fibreboard Thickness (inches)	Corrugated Fibreboard—Thickness of Facings (inches).				
		Double-walled Single Corrugation		Triple-walled Double Corrugation		
		Outer Facing	Inner Facing	Outer Facing	Centre Facing	Inner Facing
175	0.080	0.016	0.014	—	—	—
200	0.080	0.016	0.016	0.016	0.014	0.016
275	0.095	—	—	0.016	0.014	0.016
350	0.115	—	—	—	—	—

8. Solid Fibreboard.—To be composed of three or more plies of basic fibreboard of good bending quality with all plies firmly glued together and the inner and outer facings water resistant to the degree specified in paragraph 12 (e). Each ply must be at least 0.014 inches nominal thickness.

9. Corrugated Fibreboard.—Both the inner and outer facings shall be water resistant to the degree specified in paragraph 12 (e); corrugating paper to be of minimum nominal substance 24 lb./1000 sq. ft., or nominal thickness 0.009 inches; all parts to be firmly glued together throughout all contact areas.

10. Stitching Staples of suitable flat wire at least $\frac{3}{16}$ inch x 0.019 inch or equal cross section, formed into staples about $\frac{1}{8}$ inch wide.

11. Tape.—Cloth tape, of strength across the woof at least 70 units Elmendorf test, and coated with suitable adhesive. Sisal tape of one sheet of kraft paper and one sheet of crepe kraft paper, total weight 73 lb. per ream (480 sheets, 24 inches x 36 inches). These sheets are combined with bitumen (asphalt) and reinforced with unspun sisal fibres completely embedded in the bitumen (asphalt) and, extending across the tape the kraft paper side of the tape is coated with suitable adhesive.

TESTING OF FIBREBOARD.

12. (a) Tests to be made on samples taken from materials in good condition.

(b) All samples shall be fully conditioned and tested in an atmosphere maintained at 20° C. and 65 ± 2% relative humidity.

(c) The thickness of solid fibreboard and of the facings of corrugated fibreboard shall be determined by measuring the thickness of each of ten samples of the material and taking an average of the readings obtained. A dial type micrometer, having a circular foot between 0.56 inch and 0.65 inch in diameter, and a pressure of 7 to 9 lb. per sq. inch, shall be used for this purpose. A manufacturing tolerance on thickness of minus 5% shall be permitted.

(d) The bursting strength tests shall be carried out in the manner described in Australian Standards Specification N.21. Six tests shall be made, three from each side of the board. If the average of these six tests falls below the minimum specified, twenty-four tests shall be made, twelve from each side of the board. If the average of these tests does not fall below the specified minimum strength, the board shall be considered to pass the test. All two-pop tests shall be considered void.

(e) The outer and inner facings of the container shall be water-resistant so that the water absorption (Cobb/30 min.), when determined by the method described in Australian Standard Specification N.21 shall not exceed 150 grammes per square metre.

CONSTRUCTION.

13. Types of boxes authorised.—To be of solid or corrugated fibreboard of the following types—slotted box, three-piece box without recessed ends, double-slide box, triple-slide box, telescope box, with sections of equal depth, or with covers, top or bottom or both, with 3 inches overlap.

14. Inside packing and weight limits—as prescribed in paragraphs 3 to 6 and 19.

15. Forming—Parts must be cut true to size and so creased and slotted as to fit closely into position without cracking, surface breaks, or separation of parts outside of crease.

16. Joints—as follows:—

(a) Stitched joint—For solid and corrugated fibreboard lapped 1½ inches, with maximum spacing between stitches of 2 inches, stitched within 1 inch of each end of joint.

(b) For corrugated fibreboard only the following joints are authorised:—

(i) Taped butt joint—2½ inch tape required for boxes over 30 lb. authorised gross weight and 2 inch tape for others.

(ii) Glued-laminated joint—constructed by the removal of corrugated sheet and centre facing, if one is used, and splicing inner and outer facings over the end of abutting corrugated board. The overlap must extend not less than 1 inch and both facings be securely glued.

(iii) Glued-lap joint—the sides of box forming joint must lap not less than 1½ inches and be firmly glued together throughout entire area of contact.

(c) For double and triple-slide boxes—joints of all slides must be taped (paragraph 11) or stitched.

17. Flap closures—

(a) Flap pads between inner flaps are required when necessary to prevent an opening in the seam.

(b) If to be closed by adhesive, each inner flap must cover at least one-third of face; inner flaps must butt or flap pads must be used; outer flaps must butt or have full overlap.

(c) Single flap closures are authorised for boxes with one dimension not over 2 inches; each flap must be scored and form one of the small faces of the box and lap at least 5 inches on one of the largest faces.

(d) Seams which are to be stitched—Overlap, if any, required to be at least 1½ inches.

18. Linings (when prescribed in paragraph 19)—of two pieces to line completely the six sides of the interior of the box.

19. (a) Authorised gross weight of contents and specification for box and lining—as follows:—

Authorised Gross Weight of Contents (pounds)	Minimum Average Bursting Strength of Fibreboard			
	Solid Fibreboard Box	Double-walled Single Corrugation Box	Double-walled Single Corrugation Lining*	Triple-walled Double Corrugation Box
15	175	175		200
30	200	200		200
40	275	200	175	200
60	350	200	200	275

* As prescribed in paragraph 18. A complete box to the specification of the lining is acceptable in place of the lining.

(b) Triple-slide boxes authorised for gross weights as follows: of board at least 175 pound test for 40 pounds; of board at least 200 pound test for 60 pounds.

CLOSING FOR CONSIGNING.

20. (a) By coating with suitable adhesive the entire contact surfaces of closing flaps and flap pads or the slides of double or triple slide boxes, or the covers of telescope type boxes. For single flap closures, as authorised for boxes with one dimension not over 2 inches, the flaps must be fastened to the body with suitable adhesive.

(b) Or by stitching at $2\frac{1}{2}$ inch intervals along all seams.

MARKING.

21. (a) On each container—"DANGER," "Name of contents," characteristic "INFLAMMABLE LIQUID," etc., and Specification No. 6A. Size of these markings at least $\frac{1}{2}$ inch high.

(b) Name and address of plant making the container.

(c) Certificate showing the authorised gross weight of contents.

22. Special box—Safety Matches—authorised gross weight of contents 60 lbs. Solid or corrugated fibreboard box of strength not less than 200 lbs. test. Flap pads are not required.

23. Special box—authorised gross weight of contents 84 lbs.; authorised contents of inner containers not to exceed 1 gallon; must comply with this specification except as follows: Must be one-piece type, of triple-walled corrugated or solid fibreboard fitted with a lining to give a combined strength of not less than 400 pounds. Application must be made and written permission obtained for the use of this box.

SPECIFICATION No. 7A.**Wooden Casks—Glued Plywood.****(A) DEFINITION—**

Plywood casks are cylindrical containers, the body is butt-jointed by means of a plywood strip on the inside, or a metal strip on the outside. The heads are made of single piece discs of plywood of three or more ply held in position by lining and closing hoops, and where necessary reinforced with crossbars.

(B) MATERIALS—

The plywood for the body shall be preferably three-ply, and for the heads, three or more ply.

The plywood and wood for the cross bars shall be best quality.

Knots in crossbars and bands shall not exceed one-third the width of the members at the point of occurrence nor shall they interfere with the nailing. Crossbars and bands shall not contain other defects which materially weaken them. Metal body joining strips shall be of terneplate, treated with rust preventative, or zinc.

(C) CONSTRUCTION—

(a) Plywood for the component parts shall be not less than the minimum thickness shown in the table for the weight of the contents packed.

(b) Crossbars shall not be less than $1\frac{3}{8}$ inches wide and equal in thickness to the width of the closing hoop.

(c) **Body joining strip.**—Plywood not less than the thickness of the body and not less than $1\frac{3}{8}$ inches wide. It shall be fixed on the inside of the body and shall extend to the inner edge of each lining hoop.

OR

Metal not less than 30 B.G. in thickness and not less than $1\frac{3}{8}$ inches wide. The joining strip shall have beaded or folded edges and shall extend to within $\frac{1}{4}$ inch of the top and bottom edges of the body.

(d) Parts shall be efficiently fastened together with clout nails, wire staples, or bifurcated rivets in such a way that the finished cask is sift proof when filled with finely divided powder, and will remain so under all usual conditions of railway transportation. Casks may be rendered sift proof for fine powders by cotton packing fixed between the lining hoops and the heads at each end.

(D) DIMENSIONS AND PARTS—

Weight of Contents	Maximum Inside Diameter of Body	Minimum Thickness										Minimum Width of Hoops	
		Body	Heads	Body Bands				Hoops					
				No. of Bands	Ply-wood	Ven-eer	Width	Lining		Closing			
		Ply-wood	Ven-eer					Ply-wood	Ven-eer	Lining	Closing		
Up to 1	Up to 15	$\frac{1}{8}$	$\frac{3}{16}$	2	$\frac{1}{16}$	$\frac{1}{8}$	$1\frac{1}{2}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
Over 1 up to 2	Up to 18	$\frac{3}{16}$	$\frac{1}{4}$	2	$\frac{1}{16}$	$\frac{1}{8}$	2	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$

SPECIFICATION No. 8A.

Riveted or Lock-seamed Metal Cases, Fibre-board Lined.

In addition to the requirements of Packing Clause 109 (b), the cases shall conform to the following minimum requirements:—

Length of Film per Case	Minimum Gauge of Metal for Case	Number of Hinges	Number of Fastening Devices	Number of Carrying Handles
Not over 9,000 feet ..	20 B.G. steel	2	1	1
Not over 8,000 feet ..	22 B.G. steel	2	1	1
Not over 1 x 10in. reel	24 B.G. steel	1	1	1
Not over 500 feet ..	26 B.G. steel	1	1	1

SPECIFICATION No. 8B.

Welded or Riveted Metal Cases, Fibreboard Lined.

In addition to the requirements of Packing Clause 109 (b), the cases shall conform to the following minimum requirements:—

Length of Film per Case	Minimum Gauge of Metal for Case	Number of Hinges	Number of Fastening Devices	Number of Carrying Handles
Not over 12,000 feet ..	18 B.G. steel or aluminium manganese alloy	2	2	2
Not over 9,000 feet ..	18 B.G. steel or aluminium manganese alloy	2	1	1
Not over 8,000 feet ..	20 B.G. steel or aluminium manganese alloy	2	1	1
Not over single reel ..	20 B.G. steel or aluminium manganese alloy	1	1	1

Green Form with words "Owner's Risk" superimposed in red.

G.F.5.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR EXPLOSIVES AND GOODS OF A DANGEROUS NATURE.

The Victorian Railways Commissioners hereby give notice that they are not common carriers of explosives or of goods of a dangerous nature, and that they do not undertake the carriage thereof except upon the terms of the following special contract:—

.....Station19...

To the Victorian Railways Commissioners

Please receive and forward the undermentioned goods to.....
(Block letters)

at.....Railway Station, subject to the Railways Acts and any Act
(Block letters)

relating to explosives or goods of a dangerous nature and the Regulations and By-Laws made under any of the foregoing Acts and upon the express conditions that the Commissioners shall be

- (1) exempt from all liability of whatsoever nature howsoever arising in respect of loss of or damage to the explosives or goods of a dangerous nature and
- (2) compensated by the sender for any loss or damage in any way caused by the said explosives or goods of a dangerous nature to the Commissioners' property and indemnified by the sender against any claim in respect of loss damage or injury in any way caused by the said explosives or goods of a dangerous nature to any person or the property of any person unless such loss damage or injury arises from wilful misconduct on the part of the Commissioners' servants.

I/We declare that all of the containers and packing of the goods described hereunder have been carefully examined and tested and certify them to be in accordance with the requirements of the foregoing Acts By-Laws and Regulations.

.....Signature of Consignor or AgentAddress of Consignor or Agent

Truck No.	No. and type of packages, i.e., cases, drums, etc.	Description of Goods	Brands and Numbers	Weight				Freight Payable by—
				Tons	cwt.	qrs.	lbs.	

Loaded by { Consignor.
Commissioners. How weight ascertained.....
.....
Signature of Railway Employee receiving Goods.
Time..... Date.....

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