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Western Australian Government Railways.

CLASSIFICATION, RATES,

AND

GENERAL REGULATIONS

FOR THE

CONVEYANCE OF MERCHANDISE AND LIVE STOCK;

ALSO

JETTY REGULATIONS, WHARFAGE CHARGES, Etc.

AUGUST 2nd, 1909.

All Classifications, Rates, and Regulations relating to the conveyance of Merchandise and Live Stock prior to this date are Cancelled.

NOTE.—The Classification, Rates, and Regulations will apply also on Midland Railway.

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

THE Commissioner of Railways of Western Australia, in pursuance of the powers conferred upon him by "The Government Railways Act, 1904," and "The Government Railways Amendment Act, 1907," does hereby make the following By-Laws, to come into operation on the 2nd August, 1909, and all previous By-Laws, Conditions, Regulations, Classifications, Rates, and Charges conflicting therewith are hereby repealed.

By-Law No. 55.

The Scales of Charges and the Conditions and Regulations in respect of the several matters set forth in the Schedule hereto, which by virtue of "The Government Railways Act, 1904," and any Act amending the same, the Commissioner is empowered to fix and make, shall be those specified in such Schedule.

JOHN T. SHORT,
Commissioner of Railways.

Approved—

H. GREGORY,
Minister for Railways.

Approved by His Excellency the Governor in Council this 14th day of July, 1909.

BERNARD PARKER,
Clerk of the Council

The Schedule to By-Law No. 55.

No officer or servant of the Commissioner has any authority to dispense with or vary the provisions of this Schedule.

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

| TERM. | DEFINITION OR INTERPRETATION. |
|-------------------------|--|
| COMMISSIONER | The Commissioner of Railways. |
| RAILWAYS | The lines of Railways worked by the Commissioner. |
| WHARF | Any railway wharf, or jetty or any railway break-water if used as a wharf, vested in or under the jurisdiction of the Commissioner. |
| PIER MASTER | Any Railway Pier-master, Acting or Assisting Pier-master, Station-master, Assistant Station-master, or other duly accredited officer in charge of a wharf for the Commissioner. |
| 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 this 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 <i>bona fide</i> by one consignor at the forwarding station to one consignee at the station of destination, delivered on one and the same day to the Commissioner for carriage, and entered on one consignment note. |
| CONSIGNMENT NOTE | A form approved by the Commissioner 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 <i>bona fide</i> by one or more consignors at the same forwarding station to one consignee at the station of destination, and delivered to the Commissioner on one and the same day. |
| GROUP | A "Lot" may consist of one or more consignments or parts thereof. |
| RATE | Any combination of two or more of the classes of goods which constitute a "Lot" or a "Consignment." |
| TARIFF RATES | The charge fixed by the Commissioner for the carriage of a specified weight, number, quantity, or measurement of a specified kind or class of parcels, goods, or live stock for a specified distance, or between specified places, subject in every case to the "Conditions of Carriage" and the "Classification." |
| MILEAGE RATES | The whole of the rates prescribed in the Goods Rates Book or in any authorised amendment thereof or addition thereto. |
| LOCAL RATES | Rates based on distance, irrespective of locality. |
| DISTRICT RATES | The rates on lines of Railways in respect of which it is provided that the rates to be charged thereon shall be as though such line or lines of railway were detached and separate from other lines of railway. |
| COMMODITY RATES | Rates other than "mileage or local rates," applicable only between specified places. |
| PACKAGE RATES | Rates, other than "mileage," "local," or "package" rates, applicable only in respect of specified articles. |
| FREIGHT CHARGE | Rates applicable to single packages of specified descriptions. |
| | The amount due to the Commissioner for the carriage of parcels, goods, or live stock. |

General Conditions and Regulations for the Conveyance of Goods.

1. CONDITIONS TO BE ADHERED TO :—

All traffic is carried subject to the provisions of "The Government Railways Act, 1904," and "The Government Railways Amendment Act, 1907," and the By-Laws and Regulations published by the Commissioner.

2. NON-LIABILITY OF THE COMMISSIONER :—

(A.) The Commissioner will not be liable for the loss of or injury to any goods of the description following, that is to say :—Gold and Silver Coin, or any Gold or Silver in a manufactured or unmanufactured state, or any Precious Stones, Jewellery, Watches, Clocks, or Time-pieces of any description, Trinkets, Bills, Bank Notes, Orders, Notes or Securities for the payment of Money ; Stamps, Maps, Writings, Title Deeds, Paintings, Engravings, Pictures, Gold or Silver Plate or Plated Articles, Glass, China, Silks in manufactured or unmanufactured state, and whether wrought up or not wrought up with other articles, Furs or Lace,

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or any of them which shall have been delivered, either to be carried for hire or accompany the person of any passenger, when the value of such goods shall exceed the sum of Ten pounds, unless at the time of delivery thereof to the person authorised to receive the same to be carried on the railway, or in case the same accompanies the person of any passenger, before such person commences his journey on the railway, the nature and value of such goods shall have been declared in writing by the person sending or delivering or accompanying the same, and in addition to any ordinary charge, the prescribed charge (if any) for the extra risk shall have been paid and a receipt given for the same (3rd. Edw. VII., No. 23, Section 25).

(B.) INSURANCE :—

- (a.) Unless otherwise specified in classification, the rates chargeable on the declared value of any of the articles or goods above-mentioned, when carried at Commissioner's risk, shall be (in addition to ordinary freight charges) as follows :—Five (5) per cent. on declared value.
- (b.) In the event of any such consignment tendered for insurance consisting of more packages than one, the description and value of each package must be declared separately, but the charge for insurance must be upon the aggregate value of the whole number of packages. The Commissioner reserves the right of sending a representative to be present at the unpacking of insured articles.

The Commissioner will not without negligence on his part be responsible for :—

- (a.) Loss or misdelivery of any goods improperly or insufficiently marked, directed, or described, nor for loss of or damage to any goods which are insufficiently or improperly packed or secured; nor will he be responsible for any loss or damage occurring to goods consisting of a variety of articles in the same package liable by breakage to damage each other or other articles, or arising from leakage due to bad vessels or bad cooerage or to fermentation.
- (b.) Nor for damage to any articles of a fragile or brittle nature, such as marble ornaments or statuary, musical instruments, furniture, or toys, which are more than ordinarily hazardous, unless they shall be declared in writing and properly packed and protected, and the additional risk rate be paid. Furniture and fragile articles simply covered with canvas, or in frail skeleton frames, will be treated as unprotected.
- (c.) Nor for damage to fruit, fish, meat, poultry, game, and other perishable articles arising from the perishable nature of such articles, or from the same not being taken away forthwith on arrival at the destination station.
- (d.) Nor for the quantity or condition of goods loaded or unloaded by the consignor or consignee at private sidings, unattended stations or sidings, or stations or sidings in charge of women.
- (e.) Nor for any loss arising from delay in the delivery of goods which may have been occasioned by flood, storm, tempest, or other unforeseen cause; nor will he be liable for any loss or injury in connection with the receipt, carriage, or delivery of goods, unless occasioned by the neglect or default of the Commissioner or his servants.
- (f.) Nor for any loss of or injury to any articles, goods, or things put into wrappers, boxes, packages, cases, or baskets marked, described, returned, delivered, or represented as "Empties."

4. ALTERNATIVE RATES FOR CARRIAGE AT OWNER'S RISK OR COMMISSIONER'S RISK :—

Goods classified under Miscellaneous, Special A, B, and C Classes, and agricultural produce of all kinds, and all goods carried at rates less than Class 1, will be carried at owner's risk only; if such goods are to be carried at the risk of the Commissioner, it must be so declared at the time of consigning, and 10 per cent. (minimum 1s.) in addition to the owner's risk rate will be charged, unless otherwise provided. (See Reg. 36).

5. CONTENTS OF PACKAGES TO BE SPECIFIED :—

The Commissioner reserves the right to inspect all goods before accepting for transit in order to ascertain that they are in accordance with the declaration on the consignment note. For this purpose, if considered necessary, any package must be opened by sender at his own expense. The Commissioner reserves to himself the right to refuse goods which his officers may adjudge to be unsafe or unfit for transit, or of a dangerous nature.

6. TIME OF ARRIVAL OR DELIVERY NOT GUARANTEED :—

The Commissioner does 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 does he undertake to advise consignees of the arrival of goods.

7. ADDRESSING :—

All goods must be fully and distinctly addressed or branded. (For brands, *see* pages 107 to 123.)

8. CONSIGNMENT NOTES :—

- (a.) All goods delivered to the Commissioner for carriage shall be accompanied by a proper consignment note in such one of the forms prescribed on pages 101 to 106 hereof, as may be required; provided that if a satisfactory undertaking be given by any consignors on the form approved by the Commissioner, the consignment notes supplied by such consignors may, if considered suitable, be accepted in lieu of the consignment notes in the forms prescribed on pages 101 to 106 hereof.
- (b.) A full and accurate description of the goods so delivered shall be entered on the consignment note, which must be signed by the consignor, or by some person authorised by him for the purpose.
- (c.) The acceptance of a consignment note by or on behalf of the Commissioner shall not be regarded as evidence that the parcels, goods, or live stock specified therein have been received by him, unless the whole of the consignment is delivered to him at the same time with the consignment note, and a receipt therefor has been given by a proper officer of the Commissioner.
- (d.) Goods for carriage to any unattended station or private siding will be accepted under special agreement only. All charges on such goods must be prepaid, unless otherwise provided.
- (e.) To obtain the benefit of any special rate applicable to goods made or grown in the Commonwealth consignment notes must be endorsed "Made (or grown) in the Commonwealth," or as the case may be. Where a lower rate is provided for goods sent for a specific purpose (as, for example, lime for agricultural purposes), it must be so declared on the consignment note that such goods are being forwarded for the purpose specified, otherwise full ordinary rates will be charged.
- (f.) Any person making a false statement in a consignment note as to the nature, quantity, weight, measurement, or value of any goods is liable to a penalty of Fifty pounds (*vide* 3 Edw. VII., No. 24, Section 29); and in addition, special charges at double the ordinary rate shall be payable in respect of the goods.

9. CONSIGNEES REFUSING TO RECEIVE GOODS :—

In the event of consignees refusing to receive goods invoiced to them, such goods will not be returned to sending station until instructions have been obtained from consignors, who will, if possible, be advised of the refusal. The sender shall pay to the Commissioner of Railways all charges in respect of discharge, carting, demurrage, storage, and re-loading rendered necessary by reason of such refusal to receive goods. (*See* Regulation No. 28.)

10. HOURS FOR RECEIPT AND DELIVERY OF GOODS :—

Goods Warehouses will be open for the receipt and delivery of goods from 7.30 a.m. till 5 p.m. (Sundays, Christmas Day, Good Friday, and proclaimed holidays excepted), and except on Saturdays, when they will be closed at 1 p.m.

11. DETERMINATION OF WEIGHT :—

All goods shall, except otherwise provided, be charged at the actual gross weight, computed at 2,240lb. to the ton; and wherever in the Goods Rate Book it is prescribed in respect of any goods that the weight thereof shall be computed by measurement, or by a specified number of packages to the ton, the Commissioner reserves the right to charge at the actual gross weight if considered advisable.

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

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

- (1.) *Days*.— Any fractional part of a day as one day.
- (2.) *Cwt.*— Any fractional part of 1qr. less than 8lb. will not be charged for; 8lb. and over will be charged as 1qr. Provided that if the goods in any Class weigh less than 1qr. they shall be charged as 1qr., 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 shall be charged as one mile.

13. CONSIGNEES TO GIVE RECEIPT :—

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

14. DELIVERY OF GOODS :—

The Commissioner reserves 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 officer of the Commissioner that delivery will be taken at the Railway Station by the consignee.

15. FREIGHT AND OTHER CHARGES TO BE PAID ON DEMAND :—

- (a.) The authorised charges on all goods must be paid on demand, and in default the Commissioner has the power to detain and sell the goods on which such charges are payable, or to detain and sell any other property which he may then, or at any future time, have in his possession belonging to the person by whom such charges are payable, in order to realise the amount due. If the amount realised be insufficient to cover all charges, the Commissioner may take legal proceedings to recover the deficiency.
- (b.) The Commissioner may require the charges in respect of any goods to be paid at the forwarding station, or he may permit the charges to be collected at the destination station.
- (c.) Credit for payment of freight and other charges will not be allowed except by special arrangement with the Commissioner.

16. MINIMUM WEIGHT :—

The minimum weight to be charged per wagon under Classes Grain, M, A, B, and C, except otherwise specified, will be as follows :—

- M—5 tons per wagon; smaller quantities at A rates and conditions.
- Grain—5 tons per wagon; or at—Class A and conditions, or Class B, actual weight “Smalls” minimum.
- A—4 tons per wagon; smaller quantities at B rates and conditions.
- B—2 tons per wagon; smaller quantities at C rates and conditions.
- C—1 ton per wagon; smaller quantities actual weight 1st class.

When several trucks are used for a consignment the minimum need not be maintained in each vehicle so long as the weight of the consignment is sufficient to maintain minimum on the aggregate.

17. MINIMUM CHARGE :—

In no case (unless otherwise provided) shall the freight on any consignment be less than the minimum freight charge specified on page 44.

18. DIVIDED CONSIGNMENTS :—

Goods consigned by one consignor to two or more consignees, or from different consignors to the same consignee, will be treated as separate and distinct consignments.

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

- (a.) When traffic of the M or Grain Classes is loaded together or with other goods, making in the whole not less than five tons; or
- (b.) When traffic of the A, B, or C Classes is loaded together or with traffic of higher class, making in the whole not less than four tons;

the contents of truck will be charged at actual weight ("Smalls" minimum) in the classes to which such contents belong. The goods must in each case be loaded in the same wagon and from one sender to one consignee. This clause does not apply in cases where special minimums are attached to the rate as in the case of boring plant, machinery, or sugar.

When a consignment consists of 1, 2, and 3 class traffic, the higher class rate will be charged should it be less than the separate charge for the minimum for each class. But this shall not render the Commissioner liable for goods consigned at owner's risk and charged at Commissioner's risk rate because latter is cheaper.

20. TRUCK LOAD CONSIGNMENTS :—

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*.

21. CONSIGNMENT TO BE BONA FIDE FOR ONE CONSIGNEE :—

Wherever in the Goods Rate 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 *bonâ fide* for one consignee only; and if the goods are intended for more than one consignee at destination, then the Commissioner reserves the right to charge for the goods separately as if properly consigned in the first instance.

22. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE :—

The Commissioner does not accept for carriage by goods trains any consignment weighing less than 14lb., nor any consignment of gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold and silver coin or bullion, bills, bank notes, orders, notes or securities for payment of money, stamps, or title deeds, but such consignments must be forwarded by passenger trains at Parcels Rates.

23. MILEAGE RATES TO BE CHARGED UNLESS OTHERWISE PROVIDED :—

The mileage rates shall be charged in all cases except where other rates are published in the Goods Rate Book, or in authorised amendments thereof or additions thereto, or except where otherwise authorised by the Commissioner.

24. LONG ARTICLES :—

- (a.) Except as otherwise specified any article of such a length as to require more than one four-wheeled truck for its carriage will be subject to a minimum charge of two tons, at no less rate than Class B, for each four-wheeled truck, whether such be used in carrying the load or as a safety truck.
- (b.) When other goods are carried with them the long articles must be charged at the actual weight at the rate such articles would have been conveyed in a four-wheeled wagon, provided the minimum charge as for two tons per wagon is maintained.
- (c.) Timber requiring three or more wagons for conveyance must in all cases be charged at measurement or actual weight, with a minimum charge as for eight tons for two wagons and two tons per wagon for remainder, whether carrying part of the load or used as a safety only.
- (d.) Should there not be sufficient goods available for loading along with such long articles, the sender may indorse the consignment note "to be forwarded at the convenience of the Commissioner," when actual weight only will be charged at the rate such articles would have been conveyed in a four-wheeled wagon, provided sufficient goods, the freight on which, added to that on the long articles, is sufficient to maintain the minimum freight charges as required on page 16, are tendered within seven days, failing which the Commissioner may forward such articles and charge sufficient to maintain the minimum of two tons per wagon, as provided in paragraph (a).
- (e.) The loading of long articles must be done to the satisfaction of the proper officer of the Commissioner.
- (f.) No long article, timber excepted, which requires for its carriage the use of more than four trucks, shall be received and carried, except under special agreement.

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25. BULKY ARTICLES:—

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the loading gauge (viz., 12 feet 6 inches in height from the rail level in the centre, and gradually rounded to 10 feet in height at the sides, not more than 8 feet 6 inches across, and not projecting more than 6 inches over the truck at each end.) Such articles shall not be received and carried, except under special agreement.

26. HEAVY ARTICLES:—

The loading and unloading of heavy articles at stations or sidings unprovided with proper facilities therefor must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements are made by the owners for loading or unloading, as the case may be.

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

27. CLAIMS:—

The Commissioner shall not be liable for any loss of or damage to goods unless a claim, in writing, in respect of such loss or damage is made by or on behalf of the owner of the goods and served on the Commissioner:—

- (a.) In the case of total loss of goods, within 21 days after the day upon which the goods were consigned or handed to the Commissioner or his servants; and
- (b.) In the case of damage to or partial loss of goods within four days after the delivery of the goods alleged to be damaged or short delivered. The delivery of such goods shall be deemed to be complete when notice of arrival has been given to the consignee, or after the goods have been at the receiving station for 12 hours.

Any claim under this By-law shall be deemed to be duly made if in writing and delivered at the Office of the Commissioner or the Chief Traffic Manager, in Perth, or left with any officer in charge of any railway station.

28. SALE OF GOODS:—

Any goods on the railway premises, or stored elsewhere by the Commissioner, which are not claimed and removed by the owners, may be sold by the Commissioner 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 Commissioner will pay the surplus (if any) to the owner on demand:—

- (a.) Any goods likely to deteriorate may be sold forthwith.
- (b.) All empties may be sold after the expiration of one month.
- (c.) All other goods may be sold after the expiration of one month.

29. DEMURRAGE ON TRUCKS:—

- (a.) When loading or unloading of trucks has to be performed by the sender, consignee, or owner, a demurrage charge of 4s. per truck per day, or part of a day of eight working hours, will be made for trucks not loaded up within twelve working hours after supply, or unloaded within twelve working hours after arrival at destination, exclusive of Sundays or proclaimed holidays. Should the loading or unloading of trucks be delayed beyond the prescribed time, when the goods have to be handled by the sender, consignee, or owner, as the case may be, the Commissioner may, instead of continuing to charge demurrage, do the loading or unloading by his own servants, or men specially employed for the purpose, charging one shilling per ton, minimum one shilling per consignor or consignee, or the actual cost of the work. The Commissioner does not, however, guarantee to undertake the loading or unloading of any trucks, it being optional with him to handle the goods or not.

At stations on the Eastern Railway and Branches, Robb's Jetty to Chidlow's Well (inclusive), Northam, East Northam, Southern Cross, Coolgardie, Kalgoorlie, Boulder City, Golden Gate, Sidings on Mines Sidings' lines, Sidings and Stations on Boulder line and Brown Hill loop line, South-Western Railway, East Perth to Armadale (inclusive), Bunbury, Collie, Geraldton, Cue, Albany, and the sidings under the control of such stations, the time allowed to load or unload will be eight working hours only.

- (b.) *Note.*—For purposes of charging demurrage under this clause, a day is to be considered eight or 12 working hours as the case may be, commencing from the time trucks are placed in position for loading or unloading.

Example.—When trucks are detained beyond the time allowed and demurrage is incurred, each day charged must be of eight working hours, counting from the expiration of the time allowed; part of a day to count as one day.

- (c.) In exceptional circumstances, the Commissioner may waive demurrage charges.

30. LOADING AND UNLOADING:—

The loading and unloading of goods of the Miscellaneous, A, B, and C Classes, agricultural produce, etc., hay, straw, chaff, etc., and all goods not specified under classes 1, 2, and 3, shall be performed by the consignor and consignee; when loaded or unloaded by the Commissioner, which will only be done when approved by him, a charge at the rate of 1s. per ton for each service will be made.

The rates under classes 1, 2, and 3 include loading and unloading, except where otherwise specified.

31. WEIGHING OF GOODS:—

When goods which have been or are to be conveyed by Railway are weighed at stations specially for the convenience of the owners, a charge of threepence per weighing is to be made and a weighing ticket handed to them. Goods going by rail requiring to be weighed for freight purposes will be weighed free of charge, and the weight entered on the receipt portion of consignment note and handed to senders for each load, if demanded; such weight, however, not being guaranteed for the purpose of buying and selling. Weights will not otherwise be entered on the receipt portion of consignment notes. No other loading will be weighed at stations where there is a weighbridge in the neighbourhood, but where there is no such bridge any goods will be weighed, when convenient to the Department, on the railway weighbridge for a charge of threepence per weighing. Consignments of goods are weighed solely for the purpose of arriving at the railway charges, and the weight shown is not intended for buying or selling purposes.

32. STORAGE CHARGES:—

- (a.) All goods will be subject to a storage charge of sixpence per ton per day, or part of a day, of twelve working hours (exclusive of Sundays and proclaimed holidays), if not removed from the railway premises within twelve working hours after arrival. Minimum charge, threepence per day.
- (b.) Provided the consignee or owner hands to the Department an indemnity (in the form provided), relieving the Commissioner from all liability, the storage charges on goods for which Warehouse accommodation is not provided, and which are not protected from the weather, may be reduced by one half, and on ores, concentrates, sandalwood, and timber for export, the storage charge may be reduced to sixpence per ton per week, or part of a week, but the handling of such ores, concentrates, and timber, must be done by owner or consignee. The reduced charges will operate only from the date on which the indemnity is received by the Department.
- (c.) At the undermentioned stations free storage in Goods Sheds, if necessary, will be allowed for three (3) calendar days instead of twelve (12) working hours:—

GREAT SOUTHERN RAILWAY.

All stations, Spencer's Brook to Torbay Junction inclusive.

GENERAL REGULATIONS.

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SOUTH-WESTERN RAILWAY.

All stations beyond East Perth, Bunbury excepted.

NORTHERN RAILWAY.

All stations, Geraldton and stations Eastward of Wurarga excepted.

EASTERN RAILWAY.

All stations on Newcastle and Goomalling Branches.

EASTERN GOLDFIELDS RAILWAY.

All stations, Seabrook to Parker's Road inclusive; and when consignees reside more than five (5) miles from any of the above-mentioned places, the free storage will be extended to one calendar week. Storage at owner's risk in all cases.

(d.) Goods stored in the open at Stations on:—

Eastern Goldfields Railway. Eastwards of Parker's Road,

Northern Railway. Wurarga and Eastwards thereof,

solely at Owner's Risk for consignees residing outside a radius of five miles will be allowed one calendar week's free storage.

In addition, when consignees reside outside the five-mile radius, and there is room in the Goods Shed, goods necessitating shed storage may be stored free of charge at Owner's Risk for one calendar week.

If shed accommodation is limited, then ordinary rates apply.

(e.) Trucks containing goods to be handled by consignees which are not unloaded within the time allowed after arrival at destination will be subject to demurrage or unloading charges.

33. SHEETS, CHAINS, OR ROPES:—

(a.) When goods S. to S., or M, Grain A, B, or C Class, are of such a nature as to need protection by means of chains, ropes, nets, or sheets, and the Department supplies these, either for a truck containing both special and classified goods, or otherwise, the following scale of charges will apply:—

| | | |
|-----------------------|------|-----|
| Chains | each | 2d. |
| Ropes | " | 2d. |
| Sheets or nets | " | 6d. |

These amounts will be added to the *rate per ton* for haulage and labour (if any).

Ropes used to secure vehicles conveyed by rail are not to be charged for.

The rates mentioned below apply to full truck loads only, from one consignor to one consignee:—

| | Not exceeding 25 miles. | Exceeding 25 miles. |
|-------------------------|----------------------------|------------------------|
| Chains and Ropes | 4d. | 6d. |
| Sheets or nets | 9d. | 1s. 6d. |

A charge of 1s. 6d. per sheet per day, or part thereof, will be made when sheets are provided for the protection of goods at stations.

Tarpaulins will be hired, whenever they can be spared by the Department, for the purpose of covering produce for export, or intended for conveyance by rail, at half rates.

(b.) The Commissioner may require consignors, to chain, rope, and sheet goods S to S, or M, A, B, C, or Grain classes.

(c.) If sheets, chains, or ropes are supplied by the Commissioner charges will be made as shown above, but the Commissioner will not be responsible for damage arising from any alleged defects in such sheets, chains, or ropes, nor will he undertake to supply them, or any of them, in all cases.

(d.) Sheets will not be provided to cover barbed wire, agricultural machines, machinery, or other goods, which from their character are likely to cause damage to them, unless the goods are so packed as to efficiently prevent any such damage.

- (e.) If considered necessary the Commissioner may require senders to provide two sheets for covering lime for transit. Sheets will not be provided by the Department except on the express condition that consignors shall be liable for any damage to such sheets by reason of the lime causing ignition.
- (f.) When more than the ordinary number of sheets are used for the better securing of *chaff, straw, or hay* in transit, the charge will be *6d. per sheet* for all used over one, in the case of 4-wheeled wagons, or two in the case of bogie wagons, irrespective of distance.

34. In no case shall the Commissioner be liable as an insurer, or have a greater liability arising out of loss or destruction of, or injury to goods than that of a warehouseman or bailee if such goods have been at the point of termination of their transit by rail for 24 hours or upwards, whether discharged out of truck, coach, van, or other vehicle of conveyance, or not.

35. GOODS CONSIGNED TO ORDER:—

Consignees must in every case produce the Railway receipt, indorsed by sender, when applying for delivery of goods consigned to order, otherwise delivery will not be given.

36. OWNER'S RISK:—

- (a.) The Commissioner will not be liable for any loss, damage, injury, detention, or delay whatsoever or howsoever occasioned to any goods, when such goods are consigned or carried at the Owner's Risk, unless such loss, damage, injury, detention, or delay was occasioned by the wilful misconduct of the Commissioner or his servants.

Where an optional rate is provided, the lower rate only will be charged when the consignment note is marked Owner's Risk.

- (b.) When senders desire to load goods of the Special or S to S classes, as specified in Clause 30, at stations where there is a resident staff, the Commissioner will give a receipt only for truck loads or quantities—condition unknown—and the consignment note must be made out accordingly. When the sender desires a receipt for specific quantities or such goods sent at the Commissioner's risk, the loading and unloading will be done by the Commissioner, for which an additional charge of 2s. per ton will be made, *i.e.*, added to the rate governing the respective consignments. Consignments of 5cwt. and under will be loaded and unloaded by the Commissioner subject to above charges.
- (c.) No charge will be made for loading or unloading consignments up to 3cwt. which are subject to "Smalls" minimum.
- (d.) At Perth and Fremantle, only, when the sender desires the Department to check and give receipts for, but not handle, the goods, as specified in paragraph (b.), the Commissioner will do so at half the above charges.

37. PLATFORMS AND SIDINGS:—

- (a.) The Commissioner will discharge small consignments at platforms and sidings, and, in the case of Special Class goods, charge for such handling.
- (b.) At platforms and sidings goods will only be accepted at Owner's Risk.

38. PRIVATE SIDINGS:—

- (a.) The loading and unloading of goods at private sidings shall be done by the owner at his own risk and expense. Goods to or from private sidings shall be subject to the regulations governing platforms and sidings, and to a shunting charge of 2s. per four-wheeled truck and 4s. per eight-wheeled truck, unless otherwise provided.
- (b.) In cases where consignments at private sidings consist of a mixture of classes the person paying trainage will be charged the aggregate at the rate of highest class of goods carried. Consignors must show on consignment note weight and description of each class of goods.

GENERAL REGULATIONS.

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- (c.) The Commissioner does not undertake to deliver consignments of less than one ton at private sidings, but, when convenient, smaller quantities will be delivered at ordinary classification rates: provided, however, that should the nature of the goods necessitate a truck being placed in siding, a minimum charge as for one ton will be levied.

39. TRUCKS AND TRUCK LOADS:—

- (a.) Whenever trucks are mentioned they shall, unless otherwise specified, be taken to mean ordinary four-wheeled trucks, up to six tons carrying capacity, and whenever rates are quoted for goods in truck loads the minimum load shall, unless otherwise specified, be reckoned as for an ordinary four-wheeled truck. For class and description of trucks and the minimum loads for such trucks, *see* page 16.
- (b.) Additional tonnage will not be charged when, in order to suit the convenience of the Department, a larger truck than necessary is used.

40. PACKED GOODS:—

Where goods are described as “packed,” it is intended that they will only be carried in properly packed cases, casks, crates, bags, or otherwise, in the manner in which such goods are usually packed in the trade, and that they will not be carried loose or in bulk.

41. PERISHABLE GOODS:—

Perishable goods shall include frozen and chilled products, fruit, flowers, fish, fresh meat, poultry, game, dairy produce, vegetables, ice, and all other substances and things which, either by their nature or from any other cause whatsoever, are readily liable to waste, decay, spoil, or otherwise decrease in value.

42. INTERPRETATION:—

In this By-law, unless otherwise specified—

“Day” means calendar day.

“Hours” mean consecutive hours (Sundays excluded).

“Working hours” mean the hours warehouses are open for the receipt and delivery of goods, viz.:—Week days, 7.30 a.m. to 5 p.m. (9½ hours), excepting Saturday, when the hours are from 7.30 a.m. to 1 p.m. (5½ hours).

“Proclaimed holiday” means any general holiday observed throughout the State by virtue of any Statute or Proclamation.

43. PENALTY FOR BREACH OF BY-LAW:—

Any person guilty of any offence against this By-law, not otherwise specially provided, shall be liable for every such offence to a penalty not exceeding Ten Pounds.

Regulation No. 39, Page 15.

| CLASS AND DESCRIPTION OF WAGON. | | | | | | | | | | | | | | | | | | | | | | | | Description of Wagon. | | | | |
|---------------------------------|----------------------------|-----|-----------|-----------|----|----------------------|--------------|-----|------|-----|-----|-----|-----|--------------------|-----|-----|------------|------------|------------|-----|-----|-----|-----|-----------------------|-----|---------------------|-----------------------|----------------|
| Class or description of Goods. | 4-wheeled. | | | | | | | | | | | | | 8-wheeled (Bogie). | | | | | | | | | | | | | | |
| | D. | E. | F. | F.A. | G. | G.A. G.D. G.C. | G. & G.B. | H. | H.A. | I. | IX. | N. | O. | R. & V. | RA. | RX. | Q. | U. | V. | W. | X. | XA. | Y. | | | | | |
| | CARRYING CAPACITY IN TONS. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 6 | 7 & 7½ | 7½ & 7 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 12 | 12 | 16 | 16 & 12 | 16 & 12 | 16 & 12 | 8 | 12 | 25 | 12½ | | | | | |
| Minimum Loads— | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Class M | * | * | * | * | 5 | 8 | 8 | 5 | 9 | † | * | ... | ... | † | * | 10 | 16 | 14 | † | 10 | 10 | *10 | * | \$ | \$ | * | D. V. Covered Goods. | |
| „ A | 4 | 4 | 4 | 5 | 4 | 6 | 6 | 4 | 4 | * | * | ... | ... | * | * | 8 | 12 | 8 | 8 | 8 | 8 | 8 | * | 10 | * | * | E. W. Cold Storage. | |
| „ B | 2 | 2 | 2 | 4 | 2 | 4 | 4 | 2 | 2 | * | * | ... | ... | * | * | ¶6 | * | ¶6 | ¶6 | ¶6 | ¶6 | * | * | * | * | * | F. F.A. Louvred Vans. | |
| „ C | 1 | 1 | *1 | *2 | 1 | *2 | *2 | 1 | * | * | * | ... | ... | * | * | * | * | ¶6 | ¶6 | * | * | * | * | * | * | * | G. G.A. } | |
| Timber, Hardwood | *4 | * | * | * | 4 | 8 | 7 | 4 | * | 4 | 9 | 4 | * | 10 | 16 | 12 | 10 | 10 | *10 | * | * | * | * | * | * | * | R. R.A. } High Sided. | |
| Firewood | *6 | * | * | * | 6 | 8 | 6 | *6 | * | * | ... | ... | * | 12 | 16 | *12 | * | * | *12 | * | * | * | * | * | * | * | R. X. } | |
| Ores (Special) | 5 | * | * | * | 5 | 8 | 7 | 5 | 10 | * | * | ... | * | 10 | 16 | 14 | * | * | 10 | * | * | 20 | * | * | * | * | H. Low Sided. | |
| Chaff | 2½ | * | * | * | 3 | 4 | 3½ | * | * | * | ... | * | * | †6 | * | * | * | * | †6 | * | * | * | * | * | * | * | | |
| Coke | ... | ... | ... | ... | 5 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| Goods other than above | Tons. | 2 | 2 | 2 | 4 | 2 | 4 | 2 | * | * | * | ... | * | *4 | * | *6 | * | * | * | * | *6 | * | * | * | * | * | Explosives only. | HA High Sided. |
| for which the specified | 3 | 3 | 3 | 3 | 6 | 3 | 5 | 3 | * | * | * | ... | * | 6 | * | *9 | * | * | * | *6 | *6 | * | * | * | * | * | I. N. Q. Timber. | |
| minimum per ordi- | 4 | 4 | 4 | 4 | 6 | 4 | 6 | 4 | 4 | 4 | ... | * | 4 | 8 | 12 | 12 | 8 | 8 | *8 | 8 | 8 | * | 8 | 8 | 8 | O. Y. Powder Vans. | | |
| nary 4-wheeled wag- | 5 | 5 | 5 | 5 | 6 | 5 | 8 | 5 | 5 | 5 | ... | 5 | 5 | 10 | 15 | 14 | 10 | 10 | 10 | 8 | 10 | * | 10 | * | 10 | U. Bogie Platform. | | |
| on is | 6 | 6 | 6 | 6 | 6 | 6 | 8 | 6 | 6 | * | ... | * | * | 10 | 16 | 14 | 12 | 12 | 12 | 8 | 12 | * | * | * | * | X. XA. Coal Hopper. | | |

* Must not be used for this traffic except under special circumstances. † When a 5-ton wagon is used, the minimum charge must not exceed 5 tons. Chaff.—When covered vans are supplied for Department's convenience, provided they are loaded to full carrying capacity, actual weight only to be charged. When chaff, straw and hay, and other produce, carried at grain rate, form one consignment, each ton of chaff, straw, or hay is, for the purpose of making up the required minimum weight, to be considered as equal to two tons. ‡ Timber trucks for timber or suitable traffic only. § Coal Hopper wagons for Coal traffic only. ¶ When used for Department's convenience, min. 4 tons. Firewood.—On Upper Darling Range Railway, minimum for GA, GB, GC, or 9-ton G trucks is 7 tons and RA trucks 14 tons, respectively. GC trucks used for firewood, min. 7 tons.

The carrying capacity of trucks is shown on each truck, and the loads on trucks loaded beyond their carrying capacity will be reduced by the Commissioner at the risk and expense of the sender or owner. The goods so unloaded will be forwarded on to destination when convenient, ordinary classification rates being charged from transhipping station to destination, as for a separate consignment.

Sender will be held responsible for any damage caused by the overloading of trucks.

EXPLOSIVES REGULATIONS.

17

THE EXPLOSIVES ACT, 1895

(Sections 28 and 32).

(Approved by the Minister appointed under "The Explosives Act, 1895," on 24th March, 1900.)

By-laws for regulating the Conveyance, Loading, or Unloading of Gunpowder and other Explosives on the Government Railways.

1. In the construction of these By-laws—

The term "explosive" shall mean and include gunpowder, nitro-glycerine, dynamite, gun cotton, blasting powder, and fulminate of mercury or other metals, coloured fires, lithofracteur, tonite, and every other substance, whether similar to those mentioned or not, used or manufactured with a view to produce a practical effect by explosion, or a pyrotechnic effect; and fog-signals, fireworks, fuses, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined.

The term "railway" shall mean and include the stations, platforms, sidings, goods sheds, yards, premises, and the rolling-stock, carriages, engines, permanent way, and material used by Commissioner for the conveyance of passengers or goods.

2. In order, as far as possible, to prevent accidents arising from the conveyance of explosives, the Commissioner forbids the bringing or sending to the railway, or any part thereof, or the carrying in or upon the railway of any explosive except under the following conditions :—

3. The Commissioner is not a common carrier of explosives. Explosives will only be received and carried subject to the provisions of "The Explosives Act, 1895," and these By-laws; and when the conveyance of such goods is undertaken, it must be distinctly understood that *it is entirely at the owner's risk*.

4. No person shall send or bring to the railway any explosive unless he shall have given to the Commissioner 48 hours' previous notice, in writing, of his intention so to do, stating the time when and quantity proposed to be sent or brought, and giving his name and address, and also the name and address of the proposed consignee, and shall have received in reply thereto an intimation, in writing, from the Commissioner that he is prepared to receive the same.

5. Explosives shall be sent to the forwarding station, and will be received only at such times during the hours of daylight, that is to say, between sunrise and sunset, and at such places as the Commissioner may appoint; and every consignment and package containing any explosive proposed to be conveyed by rail shall be delivered to and received by the Commissioner's servants authorised to receive dangerous goods, and by no other person whatsoever.

6. No explosive shall be loaded or unloaded on the railway by the consignor or consignee thereof or their servants, except by the special permission of the Commissioner; and when the loading or unloading of any explosive is undertaken by any person other than the Commissioner, all due precautions shall be taken by such person, by carefully loading and unloading and otherwise, to prevent and secure such explosive from being brought into contact with or endangered by any other article or substance liable to cause fire or explosion.

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

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

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

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

11. The Commissioner will not guarantee to despatch any explosive at any particular time, or by any particular train, nor will he allow consignments, whether carried or to be carried, to remain on the railway premises longer than is absolutely necessary; and if a package carried by railway be not accepted and removed by the consignee within twelve hours after arrival it will be *immediately sent to the nearest explosive magazine at the owner's risk and expense, or returned to the sender, who will be required to remove it at once from the premises and to pay the whole of the charges incurred for carriage, back carriage, and demurrage.*

12. Explosives will not be left at any place where there is not an officer in charge, unless there is someone present to take delivery, but will be taken on to the next station, and there left *at owner's risk and expense.* After the expiration of twelve hours it will be dealt with as set forth in By-law 11.

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

Detonators in small consignments of less number than contained in an original case will only be accepted when in the original tin boxes, and provided these tin boxes are enclosed in double packages of wood at least half-an-inch in thickness, fastened with brass or copper nails, and the space between the inner and outer wooden packages is filled with dry sawdust.

14. The contents of each keg or package must be specified on the outside thereof in letters not less than one inch in length; *and the package must be fully and plainly addressed.* A written or printed label must also be affixed describing how the contents are packed.

15. In the event of senders neglecting to mark each package according to these By-laws, the Commissioner may decline to carry the same, and direct the removal and storage of the packages at the cost of the owner.

16. Explosives must be forwarded as quickly as possible after receipt, and must not, under any circumstances, be kept on hand during the night at forwarding stations.

17. Explosives remaining undelivered at a receiving station overnight must be specially guarded and watched until delivery is effected.

18. Detonators and Fireworks must not be loaded together, nor must either be loaded with other explosives.

19. Acids of whatever description must not be loaded with explosives.

20. Lucifer Matches, Vestas, and other goods of a dangerous nature must not be loaded with explosives.

EXPLOSIVES REGULATIONS.

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21. Any explosive authorised to be manufactured or imported into this State may be conveyed in limited quantities not exceeding 250lbs. in any one consignment, along with ordinary goods traffic, if packed in a double package and enclosed in a metallic cylinder or portable magazine of approved pattern.

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

23. The days appointed for receiving explosives at railway stations will be subject, from time to time, to such alterations as may be considered necessary, and may be ascertained on application to the various Stationmasters.

24. The Commissioner, or the agents appointed by him, may refuse to receive, forward, or carry, or allow to be brought or carried upon the railway, any package which he suspects to be packed, or sent, or to contain any article or thing sent or carried in contravention of "The Explosives Act, 1895," or of these By-laws, or not in accordance therewith, and the Commissioner or his agents shall have the right to open, or require to be opened, such package on any of the railway premises in order to ascertain the fact.

25. Magazine boots will be provided at the loading stations, and must be used by all men appointed to do the loading. The boots must be sent with the van, and must be worn by all men whenever they have occasion to enter the van, and must be returned in the van.

26. Copies of these regulations shall be posted in a conspicuous place at the principal stations on the railway, and shall be obtainable on application to the Chief Traffic Manager.

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

28. Consignments not otherwise specified will be carried at third-class rates. Minimum charges:—When carried in Powder Van, 12s. 6d., and when carried in Portable Magazines, 5s. for each Magazine used.

The minimum charge for samples of explosives sent to Government Analyst for examination is 2s. 6d.

29. No employee of the Commissioner is authorised to receive or undertake the carriage of explosives, or to give any receipt or acknowledgment for such goods, unless the sender or person bringing them to a railway station has obtained from the Department and signed a special consignment note, setting off in form that such goods are carried solely upon the conditions hereinbefore mentioned.

30. Safety cartridges, percussion caps, safety fuse, and railway fog signals may be conveyed by passenger train without restriction, provided all due precautions are taken by sender for the prevention of accident by fire or explosion.

31. The above By-laws (with the exception of No. 30) shall not apply to packages of percussion caps, safety cartridges, or gunpowder carried by passengers for private use and not for sale, not exceeding for each passenger at any one time 1,000 percussion caps, 250 safety cartridges, in number, and one (1) pound in weight of gunpowder, provided such gunpowder is contained in a substantial case, bag, canister, or other receptacle made and closed so as to prevent the gunpowder from escaping.

32. Any person convicted of an offence under these By-laws shall be liable for the first offence to a penalty not exceeding £10, and for a subsequent offence to a penalty not exceeding £20, and to a further penalty of £10 for each day during which the offence continues, together with the forfeiture of all explosives in respect to which such offence has been committed.

DANGEROUS GOODS.

1. The Commissioner is not a common carrier of Aquafortis, Mineral Acids, Petroleum, Phosphorus, Lucifer Matches, or Vestas, or any other goods which in the judgment of himself or his officers may be of a dangerous nature, and when the conveyance of such goods is undertaken it must be distinctly understood that *it is entirely at the owner's risk*.

2. The Commissioner will not be subject, in respect of dangerous goods, to any risk of loading, storage, or unloading; nor is he to be answerable for loss or damage actual or consequential; nor for discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of articles so carried; nor for any consequence arising for any over-carriage, detention, or delay in, or in relation to the carriage or delivery thereof.

3. Lucifer Matches and Wax Vestas may be accepted for conveyance with other goods provided they are contained in the original cases, zinc-lined and soldered. Broken packages will only be accepted in similar cases, otherwise they must be conveyed in Portable Magazines or Powder Vans.

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

5. Consignments not otherwise specified will be carried at third-class rates. Minimum charges:—When carried in Powder Van, 12s. 6d.; and when carried in Portable Magazines, 5s. The minimum charge for Matches and Vestas carried in Portable Magazines will be 2s. 6d.

6. Packages containing goods of a dangerous nature must be plainly and fully addressed, and bear labels showing contents.

ALPHABETICAL CLASSIFICATION OF GOODS.

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GENERAL CLASSIFICATION OF GOODS.

Goods (excepting Fish, Meat and Ice) conveyed in Cool Storage Vans will be charged not less than Class 2 rate, minimum 2 tons per van. The Ice for Cooling purposes will be supplied by the Commissioner, but the Commissioner may in certain cases allow senders to supply the Ice, when ordinary Classification rates will be charged for contents of van, provided that no less rate than Class 1 (Fish, Meat and Ice excepted) will be charged. The Commissioner does not undertake to supply Cool Storage Vans.

Abbreviations.

N.O.S., not otherwise specified; O.R., owner's risk; C.R., Commissioner's risk; M., Miscellaneous Class; A., Special A Class; B., Special B Class; C., Special C Class; D., double; S. to S., haulage station to station only; P.C., per cent.; +, *plus*.

NOTE.—Goods marked thus (a), in quantities of less than 4 tons, will be charged C.R., Class 1. O.R., Class B actual weight, Smalls minimum, with 2s. per ton added to rate when consigned at O.R. and the handling of such goods is done by the Department. Small consignments of 5 cwt. and under will be loaded and unloaded by the Commissioner. No charge for handling will be made for consignments up to 3cwt. carried under "Smalls" minimum.

Alphabetical Classification of Goods.

| Article. | Class. | | Article. | Class. | |
|---|--------|-------------|--|-------------|----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| A. | | | | | |
| Accumulators (Electric) (<i>see</i> Machinery.) | | | Agricultural Scarifiers ... | | |
| Acids, dangerous (in cases and carboys) (such as Nitric and Sulphuric) | ... | 3 O.R. only | " Seed Sowers ... | 2s. | 1s. to 5s. |
| Acids, do., do., do. in lots of 5 tons and upward | 2 | 1 | " Strippers ... | 2s. | |
| Acids, not dangerous | 2 | | " Threshers ... | 2s. | |
| Adamant | ... | A | " Windmills ... | 2s. | |
| Advertising Plates (<i>see</i> page 58) | 1 | | " Winnowers ... | | |
| Aerated Waters, in cases or casks | 1 | | Agricultural Grass and Vegetable Seeds, declared on consignment note to be for seed purposes only:— | | |
| Aerated Waters, in cases or casks, in 4 ton lots | ... | B | Up to 10cwt. | ... | B smalls, min. |
| Agricultural Implements, N.O.S., S. to S. | 2 | 1 | Minimum 10cwt. | ... | A. |
| Agricultural Implements, parts of, N.O.S. | 2 | 1 | Minimum 4 tons per 4-wheeled truck | ... | Grain |
| Agricultural Machines, as under, in packages | | | Air Bricks (metal) | 2 + 10 p.c. | 2 |
| Agricultural Machines, as under, set up | | | Alabastine | ... | B |
| Agricultural Chaff Cutters ... | | | Alba | ... | A |
| " Clod Crushers ... | | | Ale, Beer, and Porter ... | 2 | |
| " Corn Crushers ... | 2s. | 2s. | Ale, Beer, and Porter bottled, in cases or casks | 2 | |
| " Corn Shellers and Screens ... | 2s. | 1s. | Ale, Beer, and Porter (made in the Commonwealth) 2 ton lots | ... | 1 |
| " Cultivators ... | 2s. | 2s. | Ale, Beer, and Porter made in the Commonwealth, in cases or casks (min. 6 tons per 4-wheeled truck) | ... | C + 33½ p.c. |
| " Grubbers ... | 2s. | 2s. | Ale and Beer Engines ... | 3 | |
| " Harrows ... | 2s. | 2s. | Almonds | 2 | |
| " Harvesters ... | 2s. | 1s. | Alum and Alum Cake, packed | 1 | |
| " Hay Presses ... | 2s. | 1s. | Alumina | 1 | |
| " Hay Rakes and Elevators ... | | | American Leather and Cloth | 3 | |
| " Horseworks ... | | | American Woodware, N.O.S., in nests, tubs, and buckets | 3 | |
| " Mowers ... | | | Ammonia | ... | 3 |
| " Ploughs ... | | | Ammonia, Sulphate of ... | 2 | |
| " Reapers ... | | | " " 4 ton lots | ... | 1 |
| " Reapers and Binders ... | | | Ammonia, Sulphate of, for Manure (<i>see</i> Manures). | | |

NOTE.—Portable Engines declared to be used for agricultural purposes only, may be conveyed at Agricultural Machines rate.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|--------|-----------------|--|-----------|-------|
| | C.R. | O.R. | | C.R. | O.R. |
| Ammunition (<i>see</i> Explosives, page 27). | | | Bags, Paper, packed ... | 1 | |
| Anchors and Chain Cables ... | 1 | | Baking Powder, in cases ... | 2 | |
| Angle Bars and Plates ... | 1 | | Bakerine (same as self-raising flour) | | |
| Angle Iron ... | 1 | B | Ballast ... | | M. |
| Animals, N.O.S., in crates,) | | | Bamboo for Basket making ... | 1 | |
| coops, or cases, min. 1cwt.) | 3 | 1 | Banners and Flags ... | 3+50 p.c. | 3 |
| Animals and Birds, stuffed, in cases ... | | 3 | Barcelona Nuts ... | 2 | |
| Animal Pitch ... | | A | Bar and Rod Iron, in bundles | | B. |
| Annatto ... | | 1 | Bar and Rod Iron, loose | | B. |
| Antifriction Grease ... | 1 | | Bark ... | | A. |
| " Metal ... | 1 | | Bark, minimum loads, | | |
| Antimony Ore (<i>see</i> Crude Ores). | | | "G." and "H." trucks, 5 tons | | |
| Antiseptic (<i>see</i> Disinfectants). | | | "GA." trucks 7 tons | | |
| Anvils ... | 1 | | "G.B." " 6 " | | A. |
| Apples and Apricots (<i>see</i> Fruit). | | | "D." " 4 " | | |
| Architraves, Mouldings, and Skirtings:— | | | "V." " 8 " | | |
| Hardwood ... | | C | "B." and Rx." " 10 " | | |
| Softwood ... | 2 | 1 | "RA." " 15 " | | |
| Arrowroot, Tapioca, and Sago | 2 | | Bark, ground, in bags or casks, | | |
| Arrowroot, unmanufactured... | | B. | min. 5 tons per wagon ... | | A. |
| Arsenic, in kegs or casks ... | 2 | | " Extract of, for tanning | | C. |
| Artificial Flowers ... | 3 | | Barley ... | | Grain |
| Artesian Well Boring Plant (for water) ... | | A | Barley Meal ... | | Grain |
| Artificial Manures (<i>See</i> Manures) | | | Barley, Pearl ... | 1 | |
| Arts, Works of, packed ... | | 3+50 p.c. | Barrenit, Food Preservative | 2 | |
| Asbestic ... | | A. | Barissa ... | 1 | |
| Asbestos, manufactured ... | 1 | | " min. 4 tons per truck | | C |
| " crude (<i>see</i> page 69) | | | Barrels, new and empty ... | 1 | |
| Asbestos and Silicate Steam Pipe covering ... | 2 | | Barrows and Barrow Wheels | 2. | |
| Ashes ... | | M. | Baskets and Basket Ware ... | 3+25 p.c. | 3 |
| Asphalt and Asphaltum ... | | B. | Baskets, Fish (<i>see</i> Empties, page 59). | | |
| " Apparatus for laying | 1 | | Bath Bricks ... | 1 | |
| Asphalted Roofing Felt ... | 1 | | Bath Chairs, packed ... | 3 | |
| Assay Mabor ... | 1 | | " " unpacked ... | | 3 |
| Avena ... | 1 | | Baths, iron, tin, zinc, or enamelled, packed ... | 3 | |
| Avena, in bags ... | | Grain | Baths, unpacked ... | | 3 |
| Axes, in cases ... | 2 | | Battens (<i>see</i> Timber, page 40). | | |
| " loose ... | 3 | | Beadings and Mouldings, common wood, not gilded ... | 2 | |
| Axle Arms and Boxes (<i>see</i> Iron) | 2 | | Beadings and Mouldings, picture, packed ... | 3 | |
| " Beds ... | 2 | | Beadings and Mouldings, picture, unpacked ... | | 3 |
| " Grease ... | 1 | | Beams and Scales ... | | 3 |
| " Springs ... | 2 | | Beans (<i>see</i> Vegetables). | | |
| Axles, Wheels, and Springs (railway and tramway) ... | 1 | | Beans, Haricot... .. | 1 | |
| | | | Bedplates (<i>see</i> Iron) ... | 2 | |
| B. | | | Bedsteads, in cases ... | 2 | |
| Babbitts, metal ... | 1 | | Bedsteads, otherwise packed | 3+25 p.c. | 3 |
| Bacon and Hams, in cases, packages, or casks ... | 1 | | Bedding ... | 3 | |
| Bagatelle Tables, packed ... | 3 | | Beef and Pork, salt, in casks ... | 1 | |
| " " unpacked ... | | 3+50 p.c. | Beef, Mutton, Veal, and Pork, fresh (<i>see</i> Meat, page 34). | | |
| Bagging and Rope, for paper-making ... | 1 | A. | Beef, Mutton, Veal, and Pork, preserved ... | 1 | |
| Bags, canvas ... | 2 | | Beehives ... | 3 | |
| Bags, leather ... | 3 | | " in 1 ton lots ... | | 2 |
| Bags, in bales and bundles ... | 1 | | Beehives containing bees (not exceeding forty hives in number) will be conveyed in small sheep trucks, at the full truck rate for cattle or sheep, owner's risk. Loading and unloading to be done by owners. | | |
| Bags, in bales and bundles, min. 4 tons per wagon ... | | A. | | | |
| Bags (second-hand) in bales or bundles. Minimum 10cwt. | | A. | | | |
| Bags, in bales and bundles, in quantities of less than 4 tons | | B, min. 10 cwt. | | | |

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-----------|-----------|---|-----------|-----------------------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Beehives, wood for making, packed | 1 | | Blue and Starch | 2 | |
| Beer, in casks and cases ... | 2 | | Bluestone, in kegs and casks | 1 | |
| Beer, made in Commonwealth, in casks and cases, in 2 ton lots | ... | 1 | Boards (<i>see</i> Timber, page 40). | | |
| Beer, 6 ton lots (<i>see</i> Ale). | | | Boats—6d. per mile each for first 100 miles; over 100 and not exceeding 250 miles, 5d. per mile added to rate for 100 miles; over 250 miles, 4d. per mile added to rate for 250 miles (O.R.) ... | ... | Min. 10s. |
| Beer Engines | 3 | | Boats and Outriggers for Regattas, at convenience of the Department. Half rates. Minimum, 10s. O.R. Return journey free on production of certificate from Secretary Regatta Committee that they have competed in at least one race. | | |
| Beeswax | 1 | | Boats (swing), Hobby Horses and their appurtenances, 9d. per truck per mile S. to S.—minimum charge 15s. per wagon. | | |
| Beetroot (<i>see</i> Vegetables). | | | *Boilers—Steam, S. to S. ... | 2 | { 1 (min. 5 tons per wagon) |
| Bellows | 2 | | Boilers, second-hand (mining machinery, second-hand, <i>see</i> page 68) | | |
| Bells of all kinds | 3 | 25 p.c. 3 | *Boilers—Steam (old) subject to a minimum of 5 tons per four-wheeled wagon on production of statutory declaration that they have been in use and working for not less than two years ... | ... | B. |
| Belting and Lacing, leather and rubber | 2+10 p.c. | 2 | Boilers—Kitchen, Washing, or other open (copper or iron) | 3 | 2 |
| Benzine | ... | 3 | Boiler Fluid | 1 | |
| Benzine (in 4 ton lots) ... | ... | 1 | Boiler Composition | 1 | |
| Benzoline, Naphtha, and Petroleum | ... | 3 | Boiler Rivets (<i>see</i> Iron) ... | 1 | |
| Bicarbonate of Soda | 1 | | Boiler Tubes | 2 | |
| Bichromate of Potash | 1 | | Bolts, Nuts, and Washers ... | 1 | |
| Bicycles, Tricycles, and Velocipedes, in pieces, packed in cases | 3 | | Boneash | 1 | |
| Bicycles, Tricycles, and Velocipedes, complete, in cases | 3+50 p.c. | 3 | Bones (min. 10 cwt.) | ... | M. |
| Bicycles, Tricycles, and Velocipedes, complete, unpacked | ... | 3+50 p.c. | Bones for manufacture into Manure (<i>see</i> page 58). | | |
| Billiard and Bagatelle Tables, packed | 3 | | Bonedust (<i>see</i> Manures). | | |
| Billiard and Bagatelle Tables, unpacked | ... | 3+50 p.c. | Bonnets and Hats of all kinds, in cases and crates | 3+25 p.c. | 3 |
| Binder Twine | 1 | | Books, in cases... .. | 3 | |
| Bird Cages, wood and wire ... | 3+50 p.c. | 3 | „ for Public Institutions | 1 | |
| Birds and Animals, stuffed, in cases | ... | 3 | Boots and Shoes, in cases or trunks | 3 | |
| Biscuits | 2 | | Boracic Acid | 2 | |
| Bisulphite of Lime (in casks) | 1 | | „ min. 2 tons per wagon | ... | B |
| Bisulphide of Carbon (<i>see</i> Explosives). | | | Borax | 1 | |
| Bitters in casks or cases ... | 3 | | Boring Plant | 1 | |
| Bitumen, in bags, blocks, or } casks } | 1 | B. | Boring Plant, for water only, in 4 ton lots, per wagon ... | ... | A. |
| Blackboy (<i>see</i> Firewood, page 28). | | | Bottles and Jars (Druggists'), in cases, crates, and casks | 2+10 p.c. | 2 |
| Blacking | 2 | | Bottles and Jars, common (other than Druggists'), in cases, casks, and crates ... | 1+10 p.c. | 1 |
| Blacklead | 2 | | | | |
| Black Oil (<i>see</i> Oils). | | | | | |
| Blades—Scythe | 2 | | | | |
| Blankets and Flannels, packed | 3 | | | | |
| Blasting Powder (<i>see</i> Explosives). | | | | | |
| Bleaching Liquid, in carboys or in bottles, packed in cases | ... | 3 | | | |
| Bleaching Powder | 1 | | | | |
| Blight Specific | ... | B. | | | |
| Blinds, bamboo, or chicks ... | ... | 3 | | | |
| Blinds, Venetian, packed ... | 3 | | | | |
| Blinds, Venetian, unpacked ... | ... | 3 | | | |
| Blitine (Tree Pest Exterminator) | ... | B. | | | |
| Blocks, Pulley, wood or iron... | 2 | | | | |
| Blocks, wooden, for paving (<i>see</i> Timber). | | | | | |
| Blooms Scrap Iron (freight prepaid) | ... | M. | | | |
| Blowers, Dry | 1+10 p.c. | 1 | | | |

* Boilers.—When specially constructed wagon is required for conveyance of boilers, the rate will be increased by 20 per cent.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-----------|---------------|--|-----------|--------|
| | C.R. | O.R. | | C.R. | O.R. |
| Bottles and Jars, common (other than Druggists'), in cases, casks, or crates, min. 4 tons per wagon ... | ... | A. | Bulbs and Roots ... | 2 | |
| Bottles, loose, empty, or in bags, minimum 3 tons per wagon ... | ... | A. | Bullock Drays and heavy Lorries and Wagons (see page 72). | | |
| Bottles, empty (for special rates see page 60). | | | Bullock Yokes and Bows ... | 1 | |
| Bowls, Dishes, and Tubs—Galvanised iron (see Iron) | 2 | | Bungs ... | 2 | |
| Boxes or Trunks, empty ... | 2+10 p.c. | 2 | *Butter, Dripping, and Lard, in casks, kegs, and cases ... | 1+10 p.c. | 1 |
| Boxes, cardboard—folded and packed in cases or crates ... | 3 | | *Butter, Dripping, and Lard (up journey), min. 5 cwt. ... | 1 | C. |
| Boxes, hat ... | D. 3 | | Butter Boxes, timber cut into lengths for butter boxes, in bundles (see Empties, page 59). | | |
| „ steel hat ... | 3 | | Butts (see Casks). | | |
| Brake Blocks ... | 1 | | | | |
| Bran and Pollard ... | ... | Grain | C. | | |
| Branding frames ... | 1 | | Cabbages, Cauliflowers, Carrots (see Vegetables). | | |
| Brass—Rod, Sheet, Tubing, Wire, and Nails ... | 2 | | Cabinet Ware, packed in cases | 3 | |
| Brass—Scrap ... | 1 | | „ „ unpacked ... | ... | 3 |
| Brattice Cloth ... | 1 | | Cable Chains and Anchors ... | 1 | |
| Bread ... | 1 | | Cables and Wires, insulated... | 2 | |
| Bread Safes ... | 3+25 p.c. | 3 | Cages, Bird, wood and wire ... | 3+50 p.c. | 3 |
| Brewers' Grains for feeding stock ... | ... | M. | „ Poultry (new) ... | 1 | |
| Brickmaking Machinery (see Machinery). | | | „ mining, S. to S. (see Machinery). | | |
| Bricks, air, metal ... | 2+10 p.c. | 2 | Cake, Oil and Linseed ... | ... | Grain. |
| Bricks, fire ... | ... | A. | Calcimo ... | ... | B. |
| Bricks, common, for building purposes ... | ... | M. | Calcium of Carbide † ... | ... | 3 |
| Bricks, glazed or enamelled | ... | A. | „ „ in 1-ton lots | ... | 1 |
| Bricks, Bath ... | 1 | | Calcium, Chloride of ... | 1 | |
| Bridgework and Roofwork Iron (see Iron) ... | 2 | | Calves (see page 73). | | |
| Brilliantshine ... | 2 | | Camels (see page 73). | | |
| Briquettes ... | ... | Same as coal. | Camel Saddles and Gear ... | 2 | |
| Britannia Metal goods ... | 3 | | Camp and Colonial Ovens ... | 3 | 2 |
| Bromide of Cyanogen... .. | 1 | | Camp Equipment, Military and Survey ... | 3 | |
| „ Potassium ... | 1 | | Cams, Stamper Heads, Shoes, and Dies for Stamper Batteries, battery stems, and steel rings | ... | 1 |
| „ Sodium and Bromosalt ... | 1 | | „ „ (5 ton lots) | ... | C. |
| Bronze Phosphor ... | 2 | | Canary and Hemp Seed ... | 2 | |
| Brooms and Brushes, not packed ... | ... | 2 | Candles, in boxes ... | 2 | |
| Brooms and Brushes, packed | 1 | | Candied Fruits ... | 2 | |
| Broom Millet ... | ... | B | Cannon ... | 1 | |
| Buckets and Pails, wooden and iron ... | 2 | | Canoes, half Boat rates. | | |
| Buckets and Tubs for mining and dredging, S. to S. (see Machinery) | | | Cans, new (see Tinware). | | |
| Buffer and Buffer Heads ... | 2 | | Canvas, bales ... | 2 | |
| Buffer Stops ... | 1 | | „ Hose, packed ... | 2 | |
| Buggies, Carriages, Wagonettes, and Wagons (see Vehicles, page 72). | | | Carbide, Calcium of † ... | ... | 3 |
| Building Stone, rough ... | ... | M. | „ „ in 1-ton lots | ... | 1 |
| Building Stone, dressed and carved (see Stone). | | | Carboys (new) ... | 2 | |
| Builders' Implements, such as ladders, scaffold poles, etc. | 1 | | Carbonate of Soda ... | 1 | |
| Building Material (old wood and iron), in full truck loads ... | ... | C. | Carbonic Gas, in iron cylinders, in strong wooden cases, or in coir matting or envelopes ... | ... | 3 |
| | | | Carbonic Gas Cylinders, empty (see Empties, page 59). | | |
| | | | Cardboard ... | 1 | |
| | | | „ Boxes (see boxes). | | |
| | | | Cards (show) ... | 3 | |
| | | | Carpeting ... | 3 | |
| | | | Carriages, Railway (see page 68). | | |
| | | | Carriages, Wagons, and similar vehicles (see Vehicles, page 72). | | |

* Butter may be conveyed in brake vans of passenger and mixed trains. † Must be contained in waterproof packages and carried subject to Regulations, pages 17, 18, and 19.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|-----------|---------------------------|--|----------|--------|
| | C.R. | O.R. | | C.R. | O.R. |
| Cartridges, blasting (<i>see</i> Explosives) ... | ... | 3 | Chimney Pieces, metal, unpacked ... | ... | 3 |
| „ Safety and Small Arm, in cases ... | ... | 3 | Chimney Pots, earthenware... and Cows, iron. | 2+10p.c. | 2 |
| „ Pateman's Patent Rabbit ... | ... | 3 | China and Glassware, packed (<i>see</i> Clause 2, page 6) ... | D, 3 | 3 |
| Casing, Wood, for Electric Wires | 1 | | Chinese and Japanese Goods, not otherwise specified (<i>see</i> Clause 2, page 6) ... | D, 3 | 3 |
| Casks and Cases, new and empty ... | 1 | | Chlorate of Potash ... | 1 | |
| Casks and Cases (large and bulky), measurement 140ft. to the ton if more than at actual weight ... | 1 | | Chloride of Calcium ... | 1 | |
| Castings, in cases ... | 2 | 1 | Chloride of Lime ... | 1 | |
| Castings, Iron and Steel, turned and polished, and light and fragile } <i>see</i> Iron | 3 | 2 | Chocolate ... | 2 | |
| Castings, rough ... | 1+10 p.c. | 1 | Churns and Churning Machines | 3 | |
| Castor, Colza, and Olive Oil... | 2 | | Cider—in casks, or bottled, in cases ... | 2 | |
| Castor, Colza, and Olive Oil... | 2 | 1, min. 4 tons per wagon. | Cigars and Cigarettes, in cases | 3 | |
| Cattle Cribs ... | 3 | | Circus Plant and Steam Circuses (<i>see</i> page 58) | | |
| a Cattle Food, artificial, N.O.S. | ... | A. | Cisterns (same as Galvanised Tanks) | | |
| Cattle and other troughs (<i>see</i> Iron) ... | 2 | | Clay, Alumina ... | 1 | |
| Caustic Soda, and Potash ... | 1 | | „ Fire and other ... | ... | M. |
| Ceilings (moulded square), other than ornamental (in cases or crates) ... | 1 | | „ Retorts and Blocks ... | 1 | |
| „ Not packed ... | ... | 1 | „ Spanish ... | 3 | |
| Ceilings, patent (including stamped metal for ceilings) in cases or crates ... | ... | 1 | Clippings (Tailors'), in bales | ... | C. |
| „ patent (not packed)... | ... | 1 | Clocks, in cases (<i>see</i> Clause 2, page 6) ... | D, 3 | 3 |
| Cement ... | ... | A. | Clod Crushers, S. to S. ... | 2 | 1 |
| „ and Concrete Blocks 5 tons per 4 wheeled truck ... | ... | M + 25 p.c. | Closet Pans ... | 2 | |
| „ Casts and Figures, packed ... | 3 | | Closets, Earth ... | 2 | |
| „ Casts and Figures, unpacked ... | ... | 3+50 p.c. | Cloth, American ... | 3 | |
| Chaff, in bales or bags, minimum 3 tons per wagon. For class GA trucks 4 tons, class GB trucks 3½ tons ... | ... | Grain | Cloth, Damp ... | 1 | |
| Chaff, smaller quantities, actual weight, "Smalls" Minimum | 1 | B. | Cloth, Floor (<i>see</i> Linoleum for conditions) ... | 3 | 2 |
| Chaff Cutters, S. to S. ... | 2 | 1 | Cloth, Oil and Linoleum (<i>see</i> Linoleum for conditions) ... | 3 | 2 |
| Chains, Cable, and Anchors ... | 1 | | Clothing ... | 3 | |
| „ N.O.S. ... | 2 | | Clothes Pegs ... | 2 | |
| Chairs, Bath, packed ... | 3 | | Cloudy Ammonia ... | 3 | |
| „ „ unpacked ... | ... | 3 | Coach and Carriage Wheels | 3 | |
| Chairs, in pieces, packed in cases ... | 2 | | Coach and Upholsterers' Trimmings ... | 3 | |
| Chair Seats, packed in crates | 2 | | Coachalane and Leatherine ... | 1 | |
| Chairs, unpacked ... | ... | 3 | Coal ... | ... | M. |
| Chalk and Ochre ... | 1+10 p.c. | 1 | „ (<i>see</i> page 58). | | |
| Chandeliers, (<i>see</i> Clause 2, page 6) ... | D, 3 | 3 | „ Scuttles ... | 3 | |
| Charcoal, in bags (Minimum, 2 tons per wagon) ... | ... | A. | Cocoa ... | 2 | |
| Charcoal, in bags, less than 2 tons per wagon ... | 1 | | Cocks and Valves ... | 2 | |
| Cheese ... | 1+10 p.c. | 1 | Cocoanut and Coir Matting ... | 2 | |
| „ Presses ... | 2 | 1 | „ Fibre ... | 2 | |
| Chicory ... | 2 | | „ Oilcake ... | ... | Grain. |
| Chimney Pieces, packed metal, packed | 3 | 2 | „ Oil, in casks or iron drums ... | 2 | |
| | | | „ Oil, in casks or iron drums, min. 4 tons per wagon ... | ... | 1 |
| | | | Cocoanuts, packed ... | 1 | |
| | | | „ „ loose ... | 2 | |
| | | | Coffee ... | 2 | |
| | | | Coir Matting ... | 2 | |
| | | | „ Yarn ... | 2 | |
| | | | Coke ... | ... | A. |
| | | | Cold water paints ... | ... | B. |
| | | | Collapsible Wire Poultry Pens | 1 | |
| | | | Colliery Machinery (<i>see</i> Machinery). | | |
| | | | „ Screens and Tips (<i>see</i> Machinery). | | |

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-----------|----------------|--|-----------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| Colza Oil | 2 | | Corrugated Iron, in cases or bundles (<i>see</i> Iron) | 1 | |
| „ min. 4 tons per wagon | 2 | 1 | „ „ loose (<i>see</i> Iron) | ... | 2 |
| Coloured Fires (<i>see</i> Explosives) | | | Cotton, hydraulic-pressed bales | 2 | |
| Colours and Paints in Casks, | | | Cotton and Linen Goods, in boxes, cases, bales, and trusses | 3 | |
| Iron Drums, and Tins ... | 2 | | Cotton Waste and Silicate ... | 1 | |
| Columns (Iron) wrought or cast (<i>see</i> Iron) | 2 | | Counter and Shop Fittings ... | 3+25 p.c. | 3 |
| Commercial Travellers' Samples | 3 | | Crab Winches (<i>see</i> Iron) ... | 2 | |
| Composite Boards | 1 | | Crane Work, in parts ... | 1 | |
| Composition, Boiler | 1 | | Cranes, complete, loaded in railway wagons | ... | 2 |
| Concentrates (<i>see</i> Crude Ores, etc., page 69) | | | Crates (new), empty ... | 1 | |
| Confectionery, in parcels and hampers | 3 | | Cream, same as Milk. | | |
| „ „ casks, cases, and boxes | 2 | | Cream of Tartar | 2 | |
| Concrete and Cement Blocks (min. 5 tons per 4-wheeled truck) | ... | M+25 p.c. | Cream Separators, packed ... | 2 | |
| Concrete Kerbing and Guttering Combines | ... | 1 | „ „ loose | ... | 3 |
| a Condimental Food | ... | A. | Crockery (<i>see</i> Earthenware). | | |
| Connections and Spoutings, Tin, and Zinc | 3 | 2 | Crossings, Joints, and Points (Railway) | ... | A. |
| Connections and Spoutings, Iron (<i>see</i> Iron) | 1 | | Crowbars | 1 | |
| Contractors' Plant (Railway) (<i>see</i> page 66). | | | Crucibles | 1 | |
| Contractors' Wagons (empty) (<i>see</i> page 66). | | | Crude Salt | ... | A |
| Coops (Poultry), new ... | 1 | | Crude Ores (<i>see</i> page 69). | | |
| „ Collapsible Wire ... | 1 | | Crushing Machinery (Quartz), S. to S. (<i>see</i> Machinery, page 33) | | |
| Copi, for Manure (<i>see</i> Manures). | | | Crystals (Soda) | 1 | |
| Copper, in ingots or cakes ... | 1 | | Culinary Essences | 3 | 2 |
| „ „ „ „ | ... | B. min. 5 tons | Cultivators, S. to S. | 2 | 1 |
| Copper Matte (<i>see</i> Crude Ores). | | | Cupels | 2 | |
| „ Ore (<i>see</i> Crude Ores). | | | Currants (dried) | 2 | |
| „ Scraps (min. 5 tons) ... | ... | C. | Cutlery | 3 | |
| „ Tubing, Piping, Sheet, and Wire | 2 | | *Cyanide of Potassium ... | 2 | |
| „ Nails, Rivets, and Rods | 2 | | *Cyanide of Potassium, 4-ton lots | ... | 1 |
| Copperas, packed | 1 | | *Cyanide of Sodium | 2 | |
| Copra, Cake and Meal ... | ... | Grain. 2 | „ „ 4-ton lots... | ... | |
| Copying Presses | 3 | | Cyclone Fencing Loops and Staples (<i>see</i> Fencing Wire). | | |
| Cordage | 2 | | Cylinders, rough (<i>see</i> Iron, page 31) | 1+10 p.c. | 1 |
| „ grass | ... | A. | Cylinders, turned and polished (<i>see</i> Iron, page 31) ... | 3 | 2 |
| Cordials (includes Sarsaparilla, O.T. Chili, and Nip Punch), in jars and bottles | 3 | | | | |
| „ in cases, casks and hampers | 2 | | D. | | |
| Corks | 3 | | Dairy Produce, N.O.S. ... | 1+10 p.c. | 1 |
| Cork, Granulated, and Cork Shavings | 1 | | Dairy Produce, N.O.S. (up journey), min. 5cwt. | 1 | C. |
| „ Sheet | 3 | | Damp Cloth | 1 | |
| Corncrushers, S. to S. ... | 2 | 1 | „ Course | ... | C. |
| Corn Flour | 1 | | Dates | 1 | |
| „ Shellers and Screens, S. to S. | 2 | 1 | Deals (<i>see</i> Timber, page 40). | | |
| „ Sacks (new) | 1 | | Demijohns, empty, in wicker work | ... | 2 |
| „ Sacks, smaller quantities | ... | B. min. 10cwt. | Demijohns, empty, earthenware or glass | ... | 3 |
| Cornices and Cornice Poles | 3+25 p.c. | 3 | Demijohns, empty, returned (<i>see</i> Returned Empties). | | |
| „ Fibrous or Infibrous Plaster | ... | 2 | Desk Tops | 1 | |
| | | | Detonators (<i>see</i> Explosives, page 27) | ... | 3 |
| | | | Dextrine | 1 | |
| | | | Diamond Drill Plant and Diamond Drills | 1 | |
| | | | Diamond Drill Plant and Diamond Drills (min. 4 tons per wagon) | ... | A. |

*Must be packed in strong tin-lined cases.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-----------|---------|---|-----------|-----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Dies (<i>see</i> Shoes) | | | Earthenware, in casks and crates | 2 | |
| Digestors (<i>see</i> Boilers). | | | Edge Tools | 2 | |
| Disc Plates for Harrows | 2 | 1 | Edging Tiles (<i>see</i> Tiles). | | |
| Dishes, Bowls, and Tubs (galvanised iron) (<i>see</i> Iron) | 2 | | Egg Fillers (Cardboard) | | C. |
| Disinfectants (fluid), in casks or tins | 1 | | Eggs, packed | | 1 |
| Disinfectants (fluid), in bottles, packed in cases, hampers, or baskets | 2 | | Egg Preservative, liquid | 1 | |
| Disinfecting Jars | 3 | | Electric Light Fittings | 3 | |
| Disinfectants (powder) | 1 | | Electrical Machinery, N.O.S. (<i>see</i> Machinery). | | |
| Disinfectants (fluid), made in Commonwealth, in bulk, 4 ton lots | | C. | Elevators, S. to S. | 2 | 1 |
| Distillery Apparatus | 3+25 p.c. | 3 | Empties, returned (<i>see</i> pages 59 and 60). | | |
| Dobbins (<i>see</i> Vehicles, page 72) | | | Empties, new or not returned, N.O.S. | 1 | |
| Dog Carts (<i>see</i> Vehicles, page 72) | | | Emu Skins | 3 | |
| Donkey Engines (<i>see</i> Machinery, page 33). | | | Enamelware, N.O.S. | 3 | |
| Doors and Door Frames (wooden) | 2 | | Engines (<i>see</i> Machinery, page 33). | | |
| Doors and Door Frames (with glass) | 3+50 p.c. | 3 | Engravings and Paintings (<i>see</i> Clause 2, page 6) | 3 | |
| Doors and Door Frames (furnace) | 2 | | Ensilage | | Grain. |
| Door Bolts, Chains Knobs, Knockers, Latches, Plates, and Springs | 2 | | Eucalyptus Leaves | | C. |
| Drain Pipes and Roofing Tiles, Glazed | | B. | Eucalyptus Oil | 2 | |
| Drain Pipes and Tiles (common) | | A. | Eureka (Staff of Life) | | A. |
| Drain Pipes, Agricultural, without faucets or spigots... | | M. | Evergreens (carriage to be prepaid) | | 3 |
| Drapery, in bales, packs, and trusses | 3 | | Excavators (same charges as Cranes). | | |
| Drapery, in boxes, cases, and hampers | 3 | | Exhibits at Shows (<i>see</i> Regulations, page 60). | | |
| Draw Hooks (forgings) | 1 | | Explosives, except safety and small arm (<i>see</i> page 27) | | 3 |
| Drays (<i>see</i> Vehicles, page 72). | | | [Note.—Rebates as under will be allowed on consignments of explosives:— | | |
| Dray and Wagon, under-Frames and Fittings | 1+10 p.c. | 1 | (a.) Sent from one or more consignors to one station for one consignee: Minimum 4 tons per 4-wheeled truck, 15 per cent. | | |
| Dripping and Lard, in casks, kegs, and cases | 1+10 p.c. | 1 | (b.) Lots of 1 ton or over for each owner, but not less than 4 tons in a 4-wheeled truck and sent to one station, 10 per cent. | | |
| Dripping and Lard, in casks, kegs, and cases (up journey), min. 5cwt. | 1 | C. | (c.) Lots of half a ton and under 1 ton for each owner, but not less than 4 tons in a 4-wheeled truck, and sent to one station, 5 per cent. | | |
| Drugs and Medicines | 3 | | The explosives must in all cases be consigned to one consignee, who will be responsible to the Commissioner for freight (when not prepaid) and all other charges. If the explosives truck is delayed for more than twelve hours, double demurrage charges will be enforced. Small lots will be charged full rates.] | | |
| Drums, iron (new and empty) | 2 | | Extract of Malt, for use of brewers, in casks or iron drums | 1 | |
| Dryblowers | 1 | 10 p.c. | | | |
| Dusmo (floor sweeping preparation) | 1 | | | | |
| Dyes (liquid), in casks, iron drums, and tins | 3 | | | | |
| Dyewood | 1 | | | | |
| Dynamite (<i>see</i> Explosives, page 27) | | 3 | | | |
| Dynamos and Electric Machinery, N.O.S. (<i>see</i> Machinery). | | | | | |
| | | | | | |
| E. | | | F. | | |
| Earth | | M | Fancy Goods | 3+50 p.c. | 3 |
| „ Closets and Closet Pans | 2 | | Fang Bolts | | B. |
| „ Scoops, S. to S. (<i>see</i> Machinery). | | | Farina | 1 | |
| Earthenware, in boxes and cases | 3 | | Fat and Tallow | 1 | B., min. 10cwt. |
| Earthenware, in hampers | 2 | | Feathers and Plumes | 3+50 p.c. | |
| | | | Felloes, Naves, and Spokes (<i>see</i> Timber). | | |

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ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|--|-----------|---|--|-----------|-----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Felt | 2 | | Fish Plates | | A. |
| Felt for roofing and insulating | 1 | | Fittings, Gas | 3 | |
| Fencing Posts and Rails (see Timber, page 40). | | | " Shop and Counter ... | 3+25 p.c. | 3 |
| Fencing Wire and Standards: | | | " Electric Light ... | 3 | |
| Minimum 4 tons per 4- | | | Flagging (stone) | | M. |
| wheeled truck | | A. | Flags and Banners | 3+50 p.c. | 3 |
| Minimum 2 tons per 4- | | | Flannel and Blankets, packed | 3 | |
| wheeled truck | | B. | Flax, in bundles and bales ... | 1 | |
| Smaller quantities | | C. smalls | Fleshings and Glue Pieces, dry | | B. |
| (Loops and Staples used in | | min. | " " " wet | | A. |
| fixing Cyclone fencing, | | | Flock, hydraulic pressed ... | 2 | |
| same as Fencing Wire.) | | | " unpressed | | 3 |
| Fender and Fire Irons, in cases | 2 | | Floor Cloth and Linoleum (see Linoleum, page 33). | | |
| Fenders and Fire Irons, loose | | 3 | Flooring Boards (see Timber, page 40). | | |
| Ferns (Tree) | | 1 | Flour | | Grain. |
| " in pots | | 3 | " Selfraising (includes Bakerine) | | B., smalls min. |
| Fibre, not otherwise specified | 2 | | " (Corn) | 1 | |
| Fibre, Coconut | 2 | | " Rice, declared for making Baking Powder ... | 1 | |
| Fibrina | 1 | | " Dressing or Purifying Machines (see Machinery, page 33). | | |
| Figs (see Fruit). | | | Flower Pots, in casks or crates | 2 | 1 |
| Figs, dried | 2 | | " " loose | | 2 |
| Files and Rasps, packed ... | 1 | | " Roots and Bulbs ... | 2 | |
| Filter Cloth, Blanketing, and Paper | 2 | | Flue Pipes and Funnels ... | 2 | |
| Filters, packed | 2 | | Fluorspar | 1 | |
| " unpacked | | 2 | Fly Wheels and Spur Wheels (not exceeding 8ft. in diameter) | 2 | |
| Fire Arms, in cases | 3 | | Fodah | | A. |
| Fire Bars and Bearers ... | 1 | | Fodder (green); same as Hay. | | A. |
| " Boxes of Portable and other Engines, packed | 2 | | a Food, Cattle, artificial, N.O.S. | | A. |
| Fire Blocks, Lumps, Tiles and Slabs | 2 | | " Dog and Pig (biscuit and granulated meal) | | A. |
| " " " minimum | | | Footlights, Glass for Pavements and Floors | | 1 |
| 5 tons per wagon | | C. | Forges, Portable | 2 | |
| Fire Bricks | | A. | Forgings, Rough | 1 | |
| Fire Bricks and Fire-lumps for export, in truck loads ... | | M | Forks, Hay or other, in bundles or cases | 2 | |
| Fire Clay | | M | Form Tops | 1 | |
| " Engines | 2+10 p.c. | 2 | Frames, not otherwise specified | 3+25 p.c. | 3 |
| " Irons (see Fenders). | | | " (see Door Frames). | | |
| " Kindlers | | 1 | Fruit Cases (see Empties, page 59). | | |
| Firewood and Black Boy— | | | *Fruit, not otherwise specified | | A. |
| [Minimum loads:— Ordinary four-wheeled wagon, six tons; ordinary eight-wheeled bogie wagon, twelve tons. | | 1d. per ton per mile, min. charge as for 16 miles | *Fruit and Garden Produce, not otherwise specified, actual weight (14lbs. cut flowers may be included in each consignment, and for distances over 100 miles cut flowers up to 28lbs. in weight may be included and charged as part of consignment) ... | 1 | B., smalls min. |
| Fireworks (see Explosives, page 27) | | 3 | Fruit Machines (see Machinery). | | |
| Fish, dried and preserved, in cases, casks, or tins ... | 2 | | Fruit, Preserved, in bottles and jars | 2 | |
| " Fresh (freight to be prepaid) | | 1 | Fruit, and Tomato Pulp (see Fruit). | | |
| " Fresh, loose in truck (freight to be prepaid) ... | | 1, min. 1 ton per truck | Fruit Trees and Cuttings ... | 1 | |
| " Fresh (freight to be prepaid), in cold storage vans | | 2, min. 2 tons | | | |
| " Fresh or Frozen (freight to be prepaid, in cold storage vans. Min. 3 tons per 4-wheel van). | | | | | |
| " Fresh or Frozen (freight to be prepaid, in cold storage vans. Min. 5 tons per 4-wheel van). | | 1 | | | |
| | | C. | | | |

* The charges on fruit conveyed in standard cases measuring on the inside 26½ in. x 13½ in. x 5½ in. will be computed on a standard weight of 49lbs. per case irrespective of the actual weight contained in such cases.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|--------|-----------------|--|-----------|--------|
| | C.R. | O.R. | | C.R. | O.R. |
| Fruit and Vegetables, dried and preserved, in tins, cases, or casks, N.O.S. ... | 1 | | Girders, Iron—if more than one wagon is required (<i>see</i> Iron), minimum 1 ton per wagon | 2 | |
| Fruit and Vegetables, dried or preserved in the Commonwealth (up journey) ... | ... | C., min. 5 cwt. | Glass, Common, in cases and crates ... | 3 | 2 |
| Fuel, Liquid (same as Kerosene) | 3 | | +Glass, Plate, in cases ... | D, 3 | 3 |
| Fuller's Earth ... | 3 | | „ Stained, in cases ... | D, 3 | 3 |
| Funnels and Flues ... | 2 | | Glassware, in cases ... | D, 3 | 3 |
| Furniture, packed in cases ... | 3 | | Glass, not otherwise specified ... | D, 3 | 3 |
| Furniture, cane and wicker, 240 cubic feet to the ton ... | 1 | | Gloss, Boot ... | 2 | |
| Maximum charges— | | | Glucose ... | 1 | |
| Chairs, 5s. each. | | | Glue ... | 1 | |
| Lounges, 10s. „ | | | Glue Pieces and Fleshings, dry | ... | B. |
| Settees, 8s. 6d. „ | | | „ „ „ wet | ... | A. |
| Tables, 5s. „ | | | Glycerine (pure) ... | 3 | |
| Furniture, loose, excluding Cane Furniture | ... | 3 | „ (crude) ... | 1 | |
| * „ school ... | 1 | | Go-Carts ... | 3+50 p.c. | 3 |
| „ in vans—minimum, 2 tons per wagon, including van, S. to S. ... | ... | 1 | Gold Quartz Crushing Machinery (<i>see</i> Machinery). | 1 | |
| Furniture for Ministers of Religion (<i>see</i> page 69). | | | Golden Syrup ... | 3 | |
| Furniture vans, going to be filled or returned empty ... | 1 | | Goods not specified ... | 3 | |
| Furniture, Second-hand (<i>see</i> page 66). | | | Grain, N.O.S. ... | 2 | Grain. |
| Fuse ... | 2 | | Grain Headers, S. to S. ... | ... | 1 |
| | | | Grain, Refuse from breweries for feeding stock ... | ... | M. |
| G. | | | Granite, rough ... | ... | M |
| Galvanised Iron, in cases or bundles (<i>see</i> Iron) ... | 1 | | „ dressed ... | ... | A. |
| Galvanised Iron, loose (<i>see</i> Iron) ... | ... | 2 | „ carved or polished (not gravestones) packed | 1 | B. |
| Galvanised Pipes, Tin ... | 3 | 2 | „ „ loose ... | 1 | 2 |
| Galvanised Pipes, Iron (<i>see</i> Iron) ... | 1 | | Granuma ... | 1 | Grain. |
| Galvanised Tanks, corrugated (<i>see</i> Iron) | | | Gram ... | ... | |
| Gambier ... | 1 | | Grapes (<i>see</i> Fruit). | | |
| Garden Produce (<i>see</i> Vegetables, page 41). | | | Grape Crushing Machinery (<i>see</i> Machinery). | | |
| Garden Rollers and Mowers | 2 | | Graphite (crude) ... | ... | M. |
| „ Seats ... | 2 | | Graphite, Lubricating ... | 2 | |
| „ Seeds ... | 2 | | Grass Plants ... | ... | A. |
| Garlic (<i>see</i> Vegetables). | | | „ Rope, Twisted ... | ... | A. |
| Gas Fittings, in casks, cases, and crates ... | 3 | | „ and Rushes for Brick-making | ... | A. |
| Gas Liquor, or Gas Water ... | ... | B. | Grass Seed (<i>see</i> Agricultural Seeds). | | |
| Gas and Water Meters ... | 3 | | Grates and Stoves, not packed | ... | 3 |
| „ „ Pipes (<i>see</i> Iron). | | | „ „ packed ... | 3 | |
| „ Stoves, packed ... | 3 | | Gratings, Cast Iron (<i>see</i> Iron, page 31) ... | 3 | 2 |
| „ „ not packed ... | ... | 3 | Gravel and Road Metal ... | ... | M. |
| Gasaliers (same as Chandeliers). | | | Gravestones or Tombstones, packed ... | 3 | 2 |
| Gasoline ... | ... | 3 | Grease, Antifriction ... | 1 | |
| „ 4 tons per wagon ... | ... | 1 | „ Axle ... | 1 | |
| Gasometer Plates and Weights | 1 | | Green Fodder (same as Hay). | | |
| Gates, Iron or Wooden ... | 2 | | Grindery ... | 2 | |
| Gates, Timber, prepared in bundles ... | ... | C. | Grindstones ... | 2 | 1 |
| Gates, Rabbit-proof ... | ... | C. | Grist (Bean's Patent) ... | 1 | |
| Germea ... | 1 | | Groats ... | 1 | |
| Ginger ... | 2 | | Groceries, Mixed ... | 2 | |
| Ginger Beer ... | ... | C. | [Packages consigned as Mixed Groceries must include grocery articles in Class 2 or lower classes, and may include grocery articles in Class 3, Tobacco 1lb., and Safety Matches 6doz., but the weight of such articles (3rd Class) must not exceed one-sixth of the weight of package, or 14lbs. for the whole consignment, otherwise they must be consigned and charged for separately at the ordinary rate.] | | |

* School furniture includes seats, tents and tent fittings to be used solely for religious meetings.

† When specially constructed wagon is required for conveyance of glass, 20 per cent. to be added to rate.

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ALPHABETICAL CLASSIFICATION OF GOOD

| Article. | Class. | | Article. | Class. | |
|---|-----------|--------|--|-----------|----------|
| | C.R. | O.R. | | C.R. | O.R. |
| Grubbers, Tree, S. to S. ... | 2 | 1 | Hoop Iron or Steel (<i>see</i> Iron, page 31) ... | 1 | |
| Guano (<i>see</i> Manures) ... | | | Hop, Horehound, Horonda, and other non-intoxicating Beers, bottled, in cases and casks ... | | C. |
| Gum ... | 1 | | Hops, in bales or pockets ... | 2 | |
| Gum, Liquid, Red ... | 1 | | Horns and Hoofs ... | | B. |
| " Shellac ... | 1 | | Horse or Cattle Provender, in bags ... | 1 | |
| Gun Cotton (<i>see</i> Explosives, page 27) ... | | 3 | Horses (<i>see</i> page 73). ... | 2 | 1 |
| Gun-metal ... | 1 | | Horse-works, S. to S. ... | 2 | |
| Guns and Pistols ... | 3 | | Horse-shoes, in bags, casks, and packages ... | 1 | |
| Gunpowder (<i>see</i> Explosives, page 27) ... | | 3 | Horse and Cattle Spice ... | | A. |
| Guttering, Tubing, and Piping (Galvanised, Zinc, or Tin) ... | 3 | 2 | Hose, Canvas, packed ... | 2 | |
| Gypsum ... | | B. | " Rubber ... | 2 | |
| " for Manures (<i>see</i> Manures). | | | Hose Reels, min. 5 cwt. ... | | 2 |
| H. | | | Hosiery and Haberdashery, in bales, packs, and trusses ... | 3 | |
| Hair, Plasterers' ... | 2 | | Hosiery and Haberdashery, in boxes, cases, hampers, parcels ... | 3 | |
| Hair, Pigs' ... | 2 | | Houses (Wood, Portable) ... | 2 | 1 |
| Hair, N.O.S. ... | 3 | | Hurdles (Wood and Iron) ... | 1 | |
| Hammocks ... | 2 | | Husks, Oaten ... | | Grain |
| Hams and Bacon, packed in cases, casks, or packages ... | 1 | | Hydraulic Machinery (<i>see</i> Machinery). | | |
| Hand Carts and Trucks ... | 2 | | I. | | |
| Handles—Wooden, in bundles or cases ... | 2 | | Ice (freight to be prepaid) ... | 1 | |
| Hardware, N.O.S. ... | 3 | | " in 4-ton loads (do.) ... | | A. |
| Haricot Beans ... | 1 | | " " (do.) in cool storage vans ... | | B+25p.c. |
| Harness and Saddlery, in cases | 3 | | Ice Safes and Chests ... | 3 | |
| " " loose or in bags ... | | 2 | Implements, Agricultural, S. to S. ... | 2 | 1 |
| Harrows, S. to S. ... | 2 | 1 | Incubators ... | 3 | |
| Harvesters, S. to S. ... | 2 | 1 | India-rubber and India-rubber Goods, N.O.S. ... | 2 | |
| Hats, in cases and crates ... | 3+25 p.c. | 3 | Indian Corn ... | | Grain |
| Hay, min. 3 tons per wagon. For Class GA trucks, 4 tons; Class GB trucks, 3½ tons ... | | Grain. | Ink, Printers' ... | 1 | |
| Hay, smaller quantities, actual weight, smalls, minimum ... | 1 | B. | " Writing ... | 2 | |
| Hay Presses, S. to S. ... | 2 | 1 | Insecticide ... | 2 | |
| Hay Rakes & Elevators, S. to S. ... | 2 | 1 | Insect Powders ... | 2 | |
| Haytie ... | 1 | | Insertion, for packing | 2 | |
| Hearthstones ... | 1 | B. | Instruments, Musical, Optical, Surgical, and Scientific, packed, N.O.S. ... | 3 | |
| Hemp ... | 1 | | " " " not packed | | 3 |
| Hemp Seed ... | 2 | | Insulators, packed ... | 1 | |
| Hemp Yarn ... | 2 | | Invert (black) ... | 1 | |
| Herbs ... | 3 | | †IRON AND STEEL— | | |
| Hessian ... | 2 | | Airbricks ... | 2+10 p.c. | 2 |
| Hiderow ... | | B. | Anchors ... | 1 | |
| " in truck loads ... | | A. | Angle Iron ... | 1 | B. |
| Hides, in bundles ... | 1 | | Angle Bars and Plates ... | 1 | |
| Hides, loose ... | | 1 | Anvils ... | 1 | |
| Hobby Horses (<i>see</i> Swing Boats) | | | Axle Arms and Boxes ... | 2 | |
| Hogsheads, new ... | 1 | | Axles and Wheels and Springs (railway and tramway) ... | 1 | |
| Hollowware, N.O.S. (includes Enamelled Hollow-ware) ... | 3 | | Bar and Rod ... | | B. |
| Honey, in tins, or glass jars and cases ... | 1 | | Bed Plates ... | 2 | |
| Honey, in tins and cases, min. 1 ton ... | | B. | | | |
| Honey, in tins and cases, min. 5cwt. ... | | C. | | | |

All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate if consigned in lots of not less than 4 tons per 4-wheeled wagon.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|-----------|------|---|-----------|------|
| | C.R. | O.R. | | C.R. | O.R. |
| † IRON & STEEL (<i>continued</i>)— | | | † IRON & STEEL (<i>continued</i>)— | | |
| Blooms (Scrap), freight prepaid | ... | M. | Pig | ... | M. |
| Bolts, Nuts, Washers, and Boiler Rivets | 1 | | Pipes, Gas and Water, Cast Iron, including T bends and junctions | 1 | |
| Brake Blocks | 1 | | Pipes, Iron, black or galvanised, not exceeding 4in. in diameter, min. 5 tons per wagon | ... | C. |
| Bridgework, consisting of Floor Plates, Lattice Bars, Struts and Ties, Cross and Longitudinal Girders, Cantilevers, Joists, Screw, and other Piles and Girders ... | 2 | | Pipes, wrought, riveted, not exceeding 12 inches | 1 | |
| Buffers and Buffer Heads ... | 2 | | Pipes, wrought, riveted, exceeding 12 inches | 2 | |
| Cables and Cable Chains ... | 1 | | Pipes, Rainwater, Spouting, and Connection (cast iron) | 1 | |
| Castings, rough | 1+10 p.c. | 1 | [NOTE.—Fittings for pipes when sent with them will be carried at the same rates as the pipes.] | | |
| " in cases | 2 | 1 | Plates, not less than ¼th inch in thickness | 1 | B. |
| " turned and polished, and light and fragile | 3 | 2 | Ploughshares | 1 | |
| Chains, N.O.S. | 2 | | Plough Wheels | 1 | |
| Chain, Cable | 1 | | Posts | 2+10p.c. | 2 |
| Chimney Pots and Cows ... | 2+10 p.c. | 2 | Pots | 2 | |
| Columns, Wrought and Cast Corrugated, Galvanised, or Sheet Iron, in cases or frames or bundles | 1 | | Pulleys | 2 | |
| Corrugated, Galvanised, or Sheet Iron, loose | 2 | | Rails, Chairs, Fishplates, and Spikes, Points and Crossings | ... | A. |
| Crab Winches | 2 | | Railway Carriage and Wagon Work | 1 | |
| Cranes (Water and Derrick) parts | 1 | | Railway Signal Posts and Racks | 1 | |
| Cranes (Water and Derrick) complete | ... | 2 | Railway Construction Material, consisting of Turntable Material, Boring Tools, Tank Plates | 1 | |
| Crowbars | 1 | | Railings | 2+10p.c. | 2 |
| Curved, in cases | 1 | | Retorts | 2 | |
| " loose | ... | 2 | Rings | 2 | |
| Cylinders, rough | 1+10 p.c. | 1 | Rivets | 1 | |
| " turned & polished ... | 3 | 2 | Roofwork | 2 | |
| Dishes, Bowls, and Tubs, galvanised | 2 | | Ridging | 3 | 2 |
| Engine and Machine Bed Plates | 2 | | Rims | 2 | |
| Fire Bars and Bearers | 1 | | Rope | 2 | |
| Flues and Funnel | 2 | | Safes, packed | 3 | |
| Fly and Spur Wheels, not exceeding 8ft. in diameter | 2 | | " unpacked | 3+50 p.c. | 3 |
| Forgings, rough | 1 | | Sashweights | 1 | |
| Gasometer Plates and Weights | 1 | | ‡ Scrap, freight prepaid (see page 71) | ... | M. |
| Gates | 2 | | Screws, Nuts, and Washers | 1 | |
| Girders (if more than one wagon is required, min. charge 1 ton per wagon) | 2 | | Scythes and Scythe Blades | 2 | |
| Gratings | 3 | 2 | Shafting, turned, machined, or planished | 2 | |
| Hoop | 1 | | Shafting, forged in the rough | 1 | |
| Horse-shoes, packed | 1 | | Sheet, in cases or bundles ... | 1 | |
| Hurdles | 1 | | Sheet, loose | 2 | |
| Ladles | 2 | | Sleepers | ... | A. |
| Lamp and Verandah Posts | 2+10p.c. | 2 | Sole-plates and Breasts ... | 2 | |
| Lathes | 2 | | Spouting | 3 | 2 |
| Lathing | 2 | | Springs—Carriage, Dray, and Truck | 2 | |
| Maul Rings | 2 | | Standards, Staples, Drop-pers, and Wedges for fencing purposes:— | | |
| Mould Boards | 2 | | Minimum 4 tons per 4-wheeled truck | ... | A. |
| Nails and Spikes | 1 | | | | |
| Ore (<i>see Crude Ores</i>). ... | 2 | | | | |
| Pans | 2 | | | | |
| Pedestals and Pilasters ... | 2 | | | | |

† All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate, if consigned in lots of not less than 4 tons per 4-wheeled wagon. ‡ The following constitutes scrap iron:—(a.) Cast, to be melted up and re-used. (b.) Wrought, to be forged up and re-used. Declaration to be made on consignment notes accordingly.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|--|--------|--------------------|--|-----------|-------------------|
| | C.R. | O.R. | | C.R. | O.R. |
| † IRON & STEEL (<i>continued</i>)— Standards, Staples, etc.— <i>cont.</i> | | | Jams, including Marmalade, made in the Common- wealth | 1 | |
| Minimum 2 tons per 4- wheeled truck ... | ... | B. | „ „ up journey ... | ... | C., min. 5cwt. |
| Smaller quantities ... | ... | C., smalls min. | Japanned Ware | 3+25 p.c. | 3 |
| Tanks, square, iron, empty, 240 cubic feet to the ton ... | ... | 2 | Japanese Goods, N.O.S. ... | D, 3 | 3 |
| Tanks, galvanised, empty, 240 cubic feet to the ton ... | ... | 2 | Jarrah Wood (<i>see</i> Timber, page 40). | | |
| Tanks, galvanised, in nests, 240 cubic feet to the ton, if such exceed actual weight ... | ... | 2 | Jars (<i>see</i> Bottles, page 23). | | |
| [Tanks, square or galvanised, filled, will be charged actual weight at rates for empty tanks quoted above, and classification rates and conditions for con- tents, but charges must not be less than for the empty tanks at 240 cubic feet to the ton.] | | | Joinery, N.O.S. | 3+25 p.c. | 3 |
| Telegraph Posts & Brackets ... | 1 | | Joints, Railway | ... | A. |
| Tires and Tire Iron ... | 1 | | Jute Yarn | 2 | |
| Troughs | 2 | | | | |
| Tubs and Buckets | 2 | | K. | | |
| Tubes, boiler | 2 | | Kangaroo, Opossum, and Wal- laby Skins | 1 | |
| Tubing for Diamond Drills ... | 1 | | Kaolin (Stellite) | ... | M. |
| Tubing for Diamond Drills, 4 tons per wagon | ... | A. | Kapok, hydraulic pressed ... | 2 | |
| Tue irons | 2 | | „ unpressed | ... | 3 |
| Valves | 2 | | Kegs and Drums, empty ... | 2 | |
| Vyces | 2 | | Keepit | 1 | |
| Wedges | 2 | | Kellofuge | ... | C. |
| Weights | 1 | | Kerosene | ... | 2 |
| Wheels, Fly and Spur (not exceeding 8 feet in dia- meter) | 2 | | „ (min. 4 tons per wagon) | ... | 1 |
| Wheels, Railway, rough, engine, car or wagon ... | 1 | | Keys and Locks | 2 | |
| Wheels, not otherwise speci- fied | 3 | 2 | Kitchen Boilers | 3 | 2 |
| Wire-fencing and Netting, in bundles:— | | | | | |
| Minimum 4 tons per 4- wheeled truck | ... | A. | L. | | |
| Minimum 2 tons per 4- wheeled truck | ... | B. | Lactofarina | 1 | |
| Smaller quantities ... | ... | C., smalls min. | Ladders, exceeding 15 feet, minimum charge as for one ton per wagon S. to S.; if loaded with other goods, actual weight, provided minimum one ton per wagon is maintained | 1 | |
| (Loops used in fixing the cyclone fencing to be charged the same rate as wire-fencing.) | | | Lampblack | 2 | |
| Wire, N.O.S. | 1 | | Lamp Glasses (<i>see</i> Clause 2, page 6) | 3+25 p.c. | 3 |
| Iron, not otherwise specified | 2 | | Lamp and Verandah Posts (Iron and Wood) | 2+10 p.c. | 2 |
| Ironmongery, N.O.S. ... | 3 | | Lamp Reflectors | 2 | |
| Iron Rollers (mill) | 2 | | Lamp Wick | 2 | |
| „ „ „ for repairs (<i>see</i> Rollers, page 37). | | | Lamps | 3+50 p.c. | 3 |
| Ironstone | ... | M. | Lard, in casks, kegs, or cases | 1+10 p.c. | 1 |
| Irrigation Plant (<i>see</i> Ma- chinery). | | | Lard (up journey), min. 5 cwt. | 1 | C. |
| Isinglass, for beer fining ... | 2 | | Lasts | 2 | |
| | | | Lathes | 2 | |
| J. | | | Lathing, Patent Iron (<i>see</i> Iron) | 2 | |
| Jadoo Fibre (<i>see</i> Manures). | | | Laths (<i>see</i> Timber, page 40). | | |
| Jam, including Marmalade, in boxes, casks, and cases ... | 2 | | Lathwood („ „ 40). | | |
| | | | Lawn Mowers | 2 | |
| | | | Lead, Acetate | 1 | |
| | | | „ Pig | ... | B. |
| | | | „ Sheet | 2 | |
| | | | „ Piping | 2+10 p.c. | 2 |
| | | | „ Red and White ... | 2 | |
| | | | „ Ore (<i>see</i> Crude Ores). | | |
| | | | „ Scrap | ... | B. |
| | | | „ Flux | ... | A. |
| | | | Leather, in bales, bundles, and cases | 2 | |
| | | | Leather, Fancy and Book- binders' | 3 | |

† All items classed under the heading of "Iron and Steel" will be carried at 1st Class rates, O.R., provided such rate is cheaper than classification rate, if consigned in lots of not less than 4 tons per 4-wheeled wagon.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|----------|-----------|---|----------|----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Leather Belting and Laces ... | 2+10 p.c | 2 | M. | | |
| „ Board ... | 1 | | Mabor, Assay ... | 1 | |
| „ American ... | | | Macaroni ... | 2 | |
| Leatherware, N.O.S. ... | | 3 | MACHINERY & MACHINES, S. | | |
| Lemons and Oranges, in boxes, casks, and crates (<i>see</i> Fruit). | | | to S.—† | | |
| Lick Blocks ... | | A. | Machinery and Machines, N.O.S., packed ... | 2+10 p.c | 2 |
| *Lime ... | | M. | Machinery and Machines, N.O.S., not packed ... | | 3 |
| Lime for agricultural purposes, must be so declared on Consignment Note (same as Manures) | | | Machinery and Machines, N.O.S. (min. 5 tons per 4-wheeled wagon) ... | | C. |
| Lime, Bisulphite of (in casks) | 1 | | [NOTE.—Boilers and Boiler Fittings, Smoke Stacks and Funnels, will not be conveyed at above rates.] | | |
| „ Muriate & Chloride of | 1 | | Agricultural Machinery (<i>see</i> Agricultural Machines, page 21). | | |
| Lime Juice, in hampers, casks, and cases ... | 2 | | Machinery, second-hand (<i>see</i> page 68.) | | |
| Limestone ... | | M. | Magazines, Newspapers, and Periodicals ... | 2 | |
| Lime Water ... | | 1 | Magnesia (Fluid) (same as patent medicines) ... | 3 | 2 |
| Lincrusta ... | 3 | | Magnolia Metal ... | 1 | |
| Linen Goods, in bales, packs, and trusses ... | 3 | | packed ... | 3+50 p.c | 3 |
| Linen Goods, in boxes, cases, and hampers... | 3 | | Maize ... | | Grain |
| Linoleum and Floorcloth, in rolls not exceeding 15 feet long ... | 3 | 2 | Maizena ... | 1 | |
| Linoleum and Floorcloth, exceeding 15 feet, minimum charge as for one ton per wagon, S. to S. ... | 3 | 2 | Malascott ... | | Grain |
| (If loaded with other goods, actual weight, provided min. one ton per wagon is maintained.) | | | Malt ... | 1 | |
| Linotype Metal ... | | C. | † „ (min. 2 tons) ... | | B. |
| Linseed ... | | Grain | „ Combings, bags to be legibly branded ... | | M. |
| „ Meal ... | | Grain | „ Extract of, use of Brewers, in casks or drums ... | 1 | |
| Linseed Oil (raw or boiled) ... | 2 | | Manganese Ore (<i>see</i> Crude Ores). | | |
| Liquid Egg Preservative ... | 1 | | Mangel-Wurzels ... | | Grain |
| „ Fuel (same as Kerosene). | | | Mangles ... | 3 | 2 |
| Liquid Chlorine ... | | 3 | Manures (min. 10cwt.) ... | | M. |
| „ „ 2 tons and upwards ... | | 1 | „ (min. 5 tons per wagon), }d. per ton per mile. Min. charge, 1s. 3d. per ton. | | |
| Liquid Chlorine Cylinders, empty, same as returned empties N.O.S., page 59. | | | Mantel-pieces, packed ... | 3 | |
| Liqueurs (<i>see</i> Spirits). | | | „ „ unpacked ... | | 3 |
| Liquorice ... | 3 | | Marble, Polished, in cases (not gravestones)... | 2 | |
| Litharge, for fluxing ... | 1 | | Marble, Polished, loose (not gravestones) ... | | 2 |
| Live Stock (<i>see</i> pages 73 to 91). | | | Marble, in the rough... | 1 | B, min. 2 tons |
| Locks and Keys ... | 2 | | Marl ... | | M. |
| Locomotives (<i>see</i> Regulations, page 68). | | | Marline ... | 2 | |
| Logs and Piles (<i>see</i> Timber, page 40). | | | Marmalade (<i>see</i> Jam). | | |
| Logwood ... | 1 | | Marquees and Tents ... | 2 | |
| Looking Glasses, packed ... | 3+25 p.c | 3 | Match Boards (<i>see</i> Timber). | | |
| „ „ in skeleton cases } „ „ unpacked } See Clause 2, page 6 | | 3+25 p.c. | Matches and Vestas (<i>see</i> Regulations, page 20) ... | | 3 |
| Lubricating Graphite ... | 2 | D, 3 | Mats ... | 2 | |
| „ Compound ... | 2 | | Matting ... | 2 | |
| „ Oils ... | 2 | | Mattresses (Wire, Woven, or other) ... | 3+25 p.c | 3 |
| „ „ (min. 4 tons per wagon) ... | | 1 | Maul Rings (<i>see</i> Iron and Steel) ... | 2 | |
| Lucifer Matches and Vestas (<i>see</i> Regulations, page 20)... | | 3 | | | |
| Luggage (personal) ... | 3 | | | | |

† Malt in tanks—Rate includes loading and unloading. ‡ Machinery—when specially constructed wagon is required for conveyance of machinery, 20 per cent. will be added to rate.

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|-----------|-------|---|-----------|-----------|
| | C.R. | O.R. | | C.R. | O.R. |
| O. | | | *Paper Printing and Wrapping, in bales and bundles | 1 | C. |
| Oakum | 3 | | „ Emery, Glass, or Sand | 2 | |
| Oatmeal, in bags | ... | Grain | „ Hangings and Wall Papers | 3 | |
| „ in cases | 1 | | „ Waste | ... | B. |
| Oats | ... | Grain | „ Writing... .. | 3 | |
| „ Quaker, and other brands of prepared Oats packed in cardboard boxes, in cases ... | 1 | | „ Materials for making (excluding Chemicals), N.O.S. | ... | C. |
| Ochre and Chalk | 1+10 p.c. | 1 | Papier-maché Goods | 3 | |
| Oils, in casks, cases, and tins, N.O.S. | 3 | | Paraffin Oil | ... | 2 |
| Oils, Castor, Colza, Olive, } Cocoanut, Peanut, Linseed } raw or boiled, Lubricating, } Cylinder, and Neatsfoot } Do. do. do. | 2 | | Paraffin Oil (min. 4 tons per wagon) | ... | 1 |
| min. 4 tons per wagon ... | ... | 1 | Patent Iron Lathing (see Iron) | 2 | |
| Oils, Kerosene | ... | 2 | Patterns | 2 | |
| „ „ (min. 4 tons per wagon) ... | ... | 1 | Paving Blocks, Asphalt ... | ... | B. |
| Oil Cake | ... | Grain | „ „ wooden (see Timber). | ... | |
| „ Vitriol (see Acids, dangerous). | ... | | „ Tiles, Earthenware ... | ... | A. |
| Oilmen's Stores, N.O.S. ... | 3 | | „ „ Glazed | ... | B. |
| Oleographs | 3 | | Peaches (see Fruit). | ... | |
| Oleine | 2 | | Peanut Oil | 2 | |
| Olives (see Fruit). | ... | | „ „ (min. 4 tons per wagon) ... | ... | 1 |
| Onions (min. 4 tons) | ... | Grain | Pearl Barley | 1 | |
| Opium | ... | D, 3 | „ Shells | 1 | |
| Opossum Skins | 1 | | Pears (see Fruit). | ... | |
| Oranges and Lemons, in boxes, casks, and crates (see Fruit). | ... | | Peas, dried or split | 1 | |
| Orchard Pests Specifics, in casks | ... | B. | Peas, dried for fodder ... | ... | Grain |
| Ore bags, empty returns (see Empties). | ... | | Peas, green (see Vegetables). | ... | |
| Ores, Crude, (see page 69). | ... | | Pedestals and Pilasters ... | 2 | |
| Organs (same as Pianos). | ... | | Pelts | ... | B. |
| Ornaments | D, 3 | 3 | Pepper | 2 | |
| Ornamental Shrubs and Trees, (see Plants, Shrubs, and Trees). | ... | C. | Perambulators, packed ... | 3+50 p.c. | 3 |
| Osiers, for basketware ... | ... | | „ „ unpacked | ... | 3+50 p.c. |
| Osmephon, deodoriser (see Disinfectants). | ... | | Perfumery | 3 | |
| Ovens, packed | 3 | | Periodicals, Magazines, and Newspapers | 2 | |
| „ not packed | ... | 3 | Petroleum | ... | 3 |
| Ovum (Poultry Spice) ... | 1 | | Petrolite Kerosene (same as Kerosene). | ... | |
| Oxide of Iron (see Crude Ores). | ... | | Phosphorus, packed | ... | 3 |
| Oxide of Manganese (minimum, 5 tons per wagon) | ... | C. | Phosphorised Grain and Meal | ... | Grain |
| Smaller quantities | 2 | 1 | Pianos and Organs, packed in cases | 3 | |
| Oysters, in bags | 1 | | Pianos and Organs, not packed | ... | 3 |
| Oyster-shells | ... | M. | Pickets (see Timber, page 40). | ... | |
| P. | | | Pick Handles or Helves ... | 2 | |
| Packed Manures (see Manures) | ... | | Picks and Pick-eyes | 2 | |
| Pails (wooden and iron) ... | 2 | | Pickles | 2 | |
| Paints and Colours, in casks, drums, or tins | 2 | | Picture Frames | D, 3 | 3 |
| Paints, cold water | ... | B. | Pictures, in cases (see Clause 2, page 6) | ... | 3 |
| Paintings and Engravings, (see Clause 2, page 6) ... | ... | 3 | Pier Glasses (see Looking Glasses). | ... | |
| Pans, iron and copper | 2 | | Pig Iron | ... | M. |
| Paper Bags, packed | 1 | | „ Lead | ... | B. |
| Paper, Giant, for building or insulating purposes.] ... | 1 | | Pigs (see Live Stock, page 73). | ... | |
| | | | Pine (see Timber, page 40). | ... | |
| | | | Pile Drivers and Pile Driving Machinery (see Machinery). | ... | |
| | | | Piles and Logs (see Timber). | ... | |
| | | | Pile Shoes | 1 | C { min. |
| | | | Pipes, Brass and Copper ... | 2 | 5 tons |
| | | | „ Drain, Agricultural, without faucets or spigots | ... | M. |
| | | | „ Drain (common) | ... | A. |
| | | | „ „ (glazed) | ... | B. |

* Includes Paper in cases if proved to be for printing.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|-----------|-------|---|-----------|-------|
| | C.R. | O.R. | | C.R. | O.R. |
| Pipes, Galvanised Iron (<i>see</i> Iron). | | | Pots, Flower, loose ... | ... | 2 |
| „ „ Tin or Zinc | 3 | 2 | „ Chimney (earthenware) | ... | B. |
| „ Lead ... | 2+10 p.c. | 2 | Pottery, in crates ... | 2 | 1 |
| „ Monier, and Connections (min. 5 tons per wagon) | ... | B. | Pottery, minimum 4 tons per wagon | ... | B. |
| „ Gas and Water (<i>see</i> Iron). | | | Poultry, dead (freight to be prepaid), minimum, 1 cwt. | 1 | |
| „ Rainwater, Spoutings, and Connections, Tin or Zinc | 3 | 2 | Poultry, alive in crates, cases, etc., minimum 1 cwt. | 3 | 1 |
| NOTE.—Fittings for pipes, when sent with them, will be carried at the same rates as the pipes | | | Poultry, loose in sheep truck loads, owners taking all risks, will be charged Live Stock rates. | | |
| Pipes, Smoking, Clay or Wood | 3 | | Poultry (in Commissioner's coops) (<i>see</i> page 70). | | |
| Pistols and Guns | 3 | | Poultry gravel food and biscuit meal ... | ... | A. |
| Pit-boring and Well-boring Tools | 1 | | Powder (<i>see</i> Explosives, page) | ... | 3 |
| Pitch and Tar ... | ... | B. | Powders, Baking, etc. (non-explosive) | 2 | |
| „ Pine (<i>see</i> Timber, page 40). | | | Preserved Fruit (<i>see</i> Fruit). | | |
| Pitwood, Propwood, and Pit-props (<i>see</i> Timber, page 40). | | | Preserved Meat | 1 | |
| Planks (<i>see</i> Timber, page 40). | | | Preserves, in cases, N.O.S. | 2 | |
| Plants, Garden and Budding, in boxes and cases | 2 | | Preservitas | 2 | |
| Plants, Shrubs and Trees, in bundles | ... | 1 | Printing Ink | 1 | |
| Plants, Shrubs and Trees (Ornamental) in baskets, mats, pots, and tubs | 3 | 2 | „ Machinery (<i>see</i> Machinery). | | |
| Plaster | 1+10 p.c. | 1 | „ Material and Type, in cases | 2 | |
| „ of Paris Ornaments | ... | 3 | Prismatic lights for pavements and floors | ... | 1 |
| Plastic Magnesia (for Coolgardie Water Scheme) | 1 | | Produce, Dairy, N.O.S. | 1+10 p.c. | 1 |
| Plate (Gold and Silver), to be carried by special arrangement only, both in respect to rates and conveyance (<i>see</i> Clause 7, page 6). | | | Produce, Dairy, N.O.S. (up journey), minimum 5cwt. | 1 | C. |
| Plate Glass, in cases (<i>see</i> Clause 2, page 6) | D, 3 | 3 | Props, Mining (<i>see</i> Timber Regulations, page 40). | | |
| Plate and Sheet Iron (<i>see</i> Iron). | | | Provisions, Preserved, N.O.S. | 2 | |
| Plated Goods (<i>see</i> Clause 2, page 6). | 3 | | Puddings | 2 | |
| Ploughs, S. to S. | 2 | 1 | Pulleys, wood or iron | 2 | |
| Ploughshares and Wheels | 1 | | Pulleys, wood or iron, sent with machinery (same as Machinery). | | |
| Plumbago | 2 | | Pumicestone | ... | B. |
| Plumes and Feathers | 3+50 p.c. | | Pumps and Pump Castings (same as Machinery). | | |
| Plums (<i>see</i> Fruit). | | | Pumpkins (min. 4 tons) | ... | Grain |
| Points, Railway | ... | A. | Putty | 2 | |
| Poles, Telegraph and Scaffold (<i>see</i> Timber, page 40). | | | Pyrites (<i>see</i> Crude Ores). | | |
| Pollard | ... | Grain | „ Colour | ... | C. |
| Polysulphin | ... | C. | „ „ in truck loads | ... | B. |
| Pork and Beef, salt, in casks | 1 | | „ Paint | ... | C. |
| Portable Engines, S. to S. (<i>see</i> Machinery, page 33). | | | Q. | | |
| Portable Forges | 2 | | Quaker Oats | 1 | |
| Porter (same as Ale). | | | Quartz (<i>see</i> Crude Ores, page 70). | | |
| Portmanteaux | 3 | | Quartz Crushing Machinery (<i>see</i> Machinery). | | |
| Posts and Rails, wooden (<i>see</i> Timber, page 40). | | | Quinine Wine (as Cordials). | | |
| Posts, Iron (<i>see</i> Iron)... | 2+10 p.c. | 2 | Quondong Wood (same as Sandalwood). | | |
| Potash | 1 | | | | |
| Potatoes (min. 4 tons) | ... | Grain | R. | | |
| Pots, Iron (<i>see</i> iron and steel) | 2 | | Rabbits (dead), Kalgoorlie to Perth—Minimum, 10cwt. | ... | C. |
| „ Flower, in casks or crates | 2 | 1 | | | |

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|--|-----------|-----------------|--|-----------|------------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Rackarock (<i>see</i> Explosives, page 27) | ... | 3 | Roofing, Felt | 1 | |
| Raddle | 1 | | " Material, patent Willesden ... | 1 | |
| Raffia | 1 | | " Slates and Tiles (common) | ... | A. |
| Rags, in bales | ... | B. | Roofing Slates and Tiles (glazed) | ... | B. |
| Rags, old, for paper making (<i>see</i> Bagging). | | | Roof and Bridge Work, iron (<i>see</i> Iron) | 2 | |
| Railings and Posts (<i>see</i> Iron) | 2+10 p.c. | 2 | Rope, Hemp and Wire | 2 | |
| Rails and Posts, wooden (<i>see</i> Timber, page 40). | ... | A. | " old, for paper making (<i>see</i> Bagging). | 1 | |
| Rails, Fishplates, and Spikes | ... | A. | Rubberoid | 1 | |
| Railway Signals and Material belonging thereto | 1 | | Rubber and Leather Belting and Laces | 2+10 p.c. | 2 |
| Railway Sleepers (<i>see</i> Timber, page 40). | | | Rugs, packed in bales and bundles | 3 | |
| Railway Trucks (<i>see</i> Regulations, page 68). | | | Runners, dressed | 1 | |
| Rain Water Pipes, Tin | 3 | 2 | " undressed | ... | B. |
| Rain Water Pipes, Cast Iron (<i>see</i> Iron) | 1 | | Rushes | ... | A. |
| Raisins, dried | 1 | | Rye | ... | Grain |
| Rakes, Hay, S. to S. | 2 | 1 | | | |
| Ranges, Cooking (<i>see</i> Grates and Stoves). | | | S. | | |
| Raspberries | 1 | | Sacks, Corn, new, in bales ... | 1 | |
| Rattans, Canes and Willows | 1 | | " " " in 4-ton lots ... | ... | A. |
| Reaping Machines, S. to S. ... | 2 | 1 | " " " smaller lots ... | ... | B., min. 10 cwt. |
| Red Lead | 2 | | " " second-hand (<i>see</i> Bags) | | |
| Reels, Hose (min. 5cwt.) | ... | 2 | Saddlery and Harness, in cases | 3 | |
| Refrigerating composition, in lots of 10cwt. | ... | B. | " " in bags or loose | ... | 2 |
| Refuse from Gold Smelting ... | 3 | | Saddlers' Ironmongery | 2 | |
| Regulus, Copper (<i>see</i> Crude Ores). | 1 | | *Safes, Bread and Meat | 3+25 p.c. | 3 |
| Resin | 1 | | " Iron, in cases (<i>see</i> Iron) | 3 | |
| Retorts, Clay | 1 | | " " loose (<i>see</i> Iron) ... | 3+50 p.c. | 3 |
| " Iron (<i>see</i> Iron) | 2 | | Sago | 2 | |
| Returned Empties (<i>see</i> page 59). | | | " unmanufactured | ... | B. |
| Rhapsodia | 2 | | Salt, Table | 2 | |
| Rice | 1 | | " Common | 1 | |
| " sweepings for pig food... | ... | M. | " " minimum 4 tons per wagon | ... | B. |
| " flour, declared for making Baking Powder ... | 1 | | " Crude | ... | A. |
| Ridging (<i>see</i> Iron) | 3 | 2 | Saltpetre | 1 | |
| Rifles and Revolvers | 3 | | Salvitis specifics | ... | A. |
| Rims and Rings (<i>see</i> Iron) ... | 2 | | Samples, Commercial Travelers' | 3 | |
| Rivets, Screws, and Nails (iron and steel) | 1 | | Sand | ... | M. |
| Rivets, Screws, and Nails (copper and brass) | 2 | | Sandalwood — Minimum 4 tons per 4-wheeled truck ... | ... | B. |
| Road Metal | ... | M. | Sandalwood — Minimum, Bogie High Side Truck, 5 tons; High Side, 2½ tons; Low Side, 2 tons. All Vans —Single, 3 tons; Double, 6 tons... | ... | B+25 p.c. |
| " Rollers (<i>see</i> Machinery). | | | Sandpaper | 2 | |
| Rock Drill (<i>see</i> Machinery). | | | Sandrac | 1 | |
| " Salt | ... | A. | Sanitary Pans | 2 | |
| " " smaller quantities ... | ... | B., min 10 cwt. | " Tubes | 2 | 1 |
| Rods, Copper and Brass | 2 | | Sashes, glazed | ... | 3 |
| " Iron (<i>see</i> Iron). | ... | B. | " without glass | 3 | 2 |
| Rogo | ... | | Sash Weights (<i>see</i> Iron) ... | 1 | |
| Rolled Oats | 1 | | Sauces | 2 | |
| Roller Skates, in cases | 2 | | Sauce, Tomato | 1 | |
| " " in bundles | ... | | Saw Benches | 2 | |
| Rollers, Garden | 2 | | Sausage Skins | 2 | |
| " Mill | 2 | | | | |
| " " for repairs, half rates on outwards and inwards journeys; senders to make declaration that the rollers are being sent for repairs. | | | | | |

* Wire Meat Safes will not be accepted unless packed in crates or cases.

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ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|--------|--------------------------|--|--------|-------|
| | C.R. | O.R. | | C.R. | O.R. |
| Sausage Skins and Sheep Gut (up journey only) ... | ... | C., min. 10 cwt. | Shafts, Wood in the rough (see Timber). | ... | M. |
| Sawdust (freight prepaid) ... | ... | M. | Shale ... | ... | Grain |
| Sawn Timber (see Timber, page 40). | ... | ... | Sharps ... | ... | A. |
| Saws, packed ... | 2 | ... | Shavings, packed in bags ... | 2 | ... |
| Scab Specific and Footrot Preparations, in casks ... | 1 | ... | Shears ... | ... | C. |
| Scaffold and Telegraph Poles (see Timber, page 40). | ... | ... | Sheep Branding Liquid ... | ... | B. |
| Scales and Beams ... | ... | 3 | Sheep Lick ... | ... | ... |
| Scarifiers, in bundles, S. to S. | 2 | 1 | Sheep (see Live Stock Regulations, page 73). | ... | ... |
| Scarifiers, fitted up, S. to S. | 2 | 1 | Sheep Skins, in bundles ... | 1 | B. |
| Scenery, Theatrical and Panorama, in cases ... | 3 | ... | " " loose ... | ... | C. |
| Scenery, Theatrical and Panorama, not packed ... | ... | 3 | Sheep Troughing or Racks ... | 2 | ... |
| *School Furniture ... | 1 | ... | Sheep Wash, in cases, casks, and iron drums ... | 1 | B. |
| " Slates, in cases ... | 1 | ... | Sheep Wash, in 2-ton lots ... | ... | ... |
| " " packages ... | 3 | ... | Sheet Brass and Copper ... | 2 | ... |
| Scientific Instruments (packed) ... | 3 | ... | Sheet Iron (see Iron, page 31). | ... | ... |
| Scientific Instruments (unpacked) ... | ... | 3 | Sheet Lead ... | 2 | A. |
| Scrap, Brass, Copper ... | 1 | ... | Shellgrit ... | ... | ... |
| Scrap, Copper (min. 5 tons) (see page 71) ... | ... | C. | Shell, Pearl ... | ... | ... |
| † " Iron and Scrap Steel (freight prepaid) (see page 71) ... | ... | M | Shingles, in bundles (see Timber). | ... | ... |
| " Lead ... | ... | B. | Shoes and Boots, in cases and trunks ... | 3 | ... |
| " Zinc ... | ... | B., min. 1 ton per wagon | Shoes and Dies for Stamper Batteries, Berdan Pans or similar class of machinery 5-ton lots ... | 1 | C. |
| Screw Jacks ... | 2 | ... | Shooks (see Timber). | ... | ... |
| Screws and Washers—Copper ... | 2 | ... | Shop Fittings and Counters... 3+25 p.c. | 3 | ... |
| Screws—Iron and Steel ... | 1 | ... | Shot, in bags and kegs ... | 2 | ... |
| Scrubland Cultivators, in pieces ... | 2 | 1 | Shovels and Spades, in bundles or cases ... | 2 | ... |
| Scrub Pest Exterminators ... | ... | B. | Shrubs (see Plants, etc.). | ... | ... |
| Scuttles, Coal ... | 3 | ... | Shutters, Steel ... | 2 | ... |
| Scythes and Scythe Blades ... | 2 | 1 | Sieves ... | 3 | ... |
| Scythe Stones ... | 2 | ... | Signboards ... | 3 | ... |
| Seats, Garden ... | 2 | ... | Signal Posts (Railway), and Material belonging thereto | 1 | ... |
| Seaweed (same as Manure). | ... | ... | Silk Goods (see Clause 2, page 6) ... | 3 | ... |
| Second-hand Mining Machinery and Boilers (see page 68). | ... | ... | Skates, Roller, in cases ... | 2 | ... |
| Second-hand Furniture and Effects (see page 66) | ... | ... | " " in bundles ... | ... | 3 |
| Seeds, Agricultural, declared on consignment note to be for seed purposes only (see page 21). | ... | ... | Skewers, Wood ... | ... | C. |
| Seeds, Canary and Hemp ... | 2 | ... | Skins, Emu ... | 3 | ... |
| " Grass (see Agricultural Seeds) | ... | ... | " Kangaroo, Opossum, Native Cat, Dalgite, Tamar, Goat, Wallaby, Dog, Rabbit, Brush, Boodie, Kangaroo-rat, Domestic Cat, Pinkies, Ant-eater, and Water-rat ... | 1 | ... |
| " N.O.S. ... | 2 | ... | " N.O.S. ... | 3 | ... |
| Seed Sowers, S. to S. ... | 2 | 1 | Skins, Sheep, in bundles or packed ... | 1 | B. |
| Semolina ... | 2 | ... | Skins, Sheep, loose ... | ... | C. |
| Separators, Cream, loose ... | ... | 3 | Skips, Mining, S. to S. (see Machinery). | ... | ... |
| " " packed ... | 2 | ... | Skirting Boards (see Timber, page 40). | ... | ... |
| Sewing Machines, packed ... | 3 | 3 | Slate Slabs ... | ... | A. |
| " " not packed ... | ... | 3 | " " for Billiard Tables ... | ... | 3 |
| Shafting (see page 31). | ... | ... | " " for Graves (see Gravestones). | ... | ... |
| Shafts, Cart and Dray ... | 2 | ... | Slates, Roofing (see Roofing Slates). | ... | ... |
| " Buggy, Carriage, Dog Cart, and Gig ... | 3 | ... | Slates, School (see School Slates). | ... | ... |
| " Iron ... | 2 | ... | | | |

* School furniture includes seats, tents, and tent fittings used solely for religious meetings. † The following constitutes scrap iron and steel:—(a) Cast, to be melted and re-used. (b) Wrought, to be forged up and re-used. Declaration to be made on Consignment note accordingly.

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* Straw loose will be charged at Truck Mins. only.

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|----------------------------------|--------|------|----------------------------------|-----------|----------|
| | C.R. | O.R. | | C.R. | O.R. |
| Tan | ... | B. | Timber, etc.— <i>continued</i> . | | |
| „ Spent | ... | M. | Architraves | ... | C. |
| Tannage Compositions, N.O.S. | 1 | | Handrails | ... | C. |
| Tannery refuse for manure | | | Felloes, Spokes and Naves, | | |
| [Must be so declared on consign- | | | dressed | ... | A. |
| ment note—same as manures.] | | | Mouldings | ... | C. |
| Papioca | 2 | | Skirtings | ... | C. |
| „ Unmanufactured | ... | B. | Verandah Posts | ... | C. |
| Tar and Pitch | ... | B. | Hardwoods for Export (see | | |
| Targets | 1 | | pages 71 and 72.) | | |
| Tarpaulins | 2 | | *TIMBER— | | |
| Tarred Stone (in bags) | ... | M. | Architraves | 2 | 1 |
| Tea | 3 | | Deals, and other Soft Woods | | |
| Telegraph Poles, wood (see | | | (rough) | 1 | C. |
| Timber). | | | Flooring Boards, Match | | |
| Telegraph Posts and Sockets, | | | Boarding, and Shelving, | | |
| iron (see Iron) | 1 | | dressed | 1 | C. |
| Tents, in bundles | 2 | | Mouldings | 2 | 1 |
| Terra Cotta Bricks | 1 | | Pitch Pine (rough) | 1 | C. |
| „ Ware | 2 | | Round Timber | 1 | C. |
| Theatrical Scenery (see | | | Shooks (see page 59) | 1 | C. |
| Scenery). | | | Skirting Boards | 2 | 1 |
| Thistle Eradicator | ... | B. | Spokes, Felloes, and Naves | 1 | C. |
| Threshing Machines, S. to S. | 2 | 1 | Staves and Rungs | 1 | C. |
| Tiles, Ornamental and Tessel- | | | Timber, N.O.S. | 1 | C. |
| ated (glazed) | 2 | | Tin, in blocks, cakes, or ingots | 1 | |
| Tiles, Roofing, Paving, and | | | Tin, in blocks, cakes, or ingots | | |
| Edging (common) | ... | A. | min. 5 tons | ... | B+25p.c. |
| Tiles, Roofing, Paving, and | | | Tin Ore (same as Crude Ores). | | |
| Edging (glazed) | ... | B. | „ Plates | 1 | |
| *TIMBER, grown in the Com- | | | „ Ware, in crates and | | |
| monwealth (Hardwoods | | | hampers... .. | 3 | |
| only)—S. to S. | | | „ Ware, not packed | ... | 3 |
| [Timber requiring three or | | | Tin foil | 3 | |
| more wagons for conveyance | | | Tires and Tire Iron | 1 | |
| must in all cases be charged at | | | Tobacco Leaf, packed | 1 | |
| measurement or actual weight, | | | „ Manufactured | 3 | |
| with a minimum charge as for | | | Tomato Pulp (see Fruit). | | |
| 8 tons for two wagons and two | | | „ Sauce | 1 | |
| tons per wagon for remainder, | | | Tomatoes, Preserved, in cases | 1 | |
| whether carrying part of the | | | „ Fresh (see Vege- | | |
| load or used as a safety only.] | | | tables). | | |
| Battens | | | Tombstones, packed | 3 | 2 |
| Boards, Flooring | | | Tools N.O.S. | 2+10 p.c. | 2 |
| +Joggled, for mining purposes | | | Totalisators | 3 | |
| Laths, in bundles | | | Toxa | 1 | |
| Lathwood | | | Toys, in cases | 3+50 p.c. | 3 |
| Logs | | | Traces and Chains, in bags, | | |
| Paving Blocks | | | casks, and hampers | 1 | |
| Pickets | | | Traction Engine (see Machi- | | |
| Piles | | | nery, page 33). | | |
| +Pitwood, Props, and Prop- | | | Tram Cars (Vehicles). | | |
| wood | | | Tramway Wheels and Axles... | 1 | |
| Posts and Rails for fencing | | | Transformers (Electric), see | | |
| Sawn Timber and Planks, | | | Machinery. | | |
| rough | | | Travellers' Samples | 3 | |
| Sawn Timber and Planks, | | | Treacle | 1 | |
| dressed or prepared | | | (a) Treacle and Molasses, for | | |
| Scaffold Poles | | | cattle food | ... | A. |
| Shingles, in Bundles | | | Tree Pest Exterminators | ... | B. |
| Shafis, in the rough | | | Tree Pullers | 1 | |
| Sleepers | | | Trees and Shrubs, ornamental | | |
| Spokes, Felloes and Naves, | | | (see Plants). | | |
| rough | | | Tricycles (see Bicycles). | | |
| Stavewood | | | „ Motor (see Bicycles). | | |
| Staves and Shooks (see page 59) | | | Tripolite (same as Crude Ores). | | |
| Telegraph Poles | | | | | |

* To be carried at actual machine weight. † "M" Rates apply throughout.

Note.—For information of staff, where weighbridges are not available, a ton of timber (W.A. hardwoods) equals about 30 cubic feet. Small consignments to be charged with minimum as for "Smalls."

ALPHABETICAL CLASSIFICATION OF GOODS.

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| Article. | Class. | | Article. | Class. | |
|---|-----------|----------------|--|-----------|-------------------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Troughs, iron (<i>see</i> Iron) ... | 2 | | Vine Cuttings ... | 1 | |
| Trucks, Hand ... | 2 | | Vinegar, in bulk ... | ... | B. min. 10cwt. |
| „ Mining (<i>see</i> Machinery). | | | „ in cases ... | 1 | |
| „ Railway (<i>see</i> page 68). | | | | | |
| Trunks and Boxes, empty ... | 2+10 p.c. | 2 | W. | | |
| Tubing and Piping, brass and copper | 2 | | Wagons (<i>see</i> Vehicles). | | |
| „ „ „ iron (<i>see</i> Iron). | | | Wagons, Contractors (<i>see</i> page 66). | | |
| Tubes, Boiler ... | 2 | | Wagons, on wheels, Railway (<i>see</i> page 68). | | |
| Tubs and Buckets, wooden | 2 | | Wallaby Skins... .. | 1 | |
| „ „ „ iron (<i>see</i> Iron) ... | 2 | | Walnuts | 2 | |
| Turf | ... | M. | Wall Paper | 3 | |
| Turnery Ware, N.O.S. ... | ... | 3 | Washing Boards | 2 | |
| Turnips (min. 4 tons) ... | ... | Grain. | Washing Boilers (<i>see</i> Boilers) | 3 | 2 |
| Turpentine, in cases, casks, and cans | ... | 2 | Washing Powders | 2 | |
| Twine | 1 | | Washing and Wringing Machines, packed | 2 | |
| Type, Printing, in cases ... | 2 | | Washing and Wringing Machines, not packed ... | ... | 2 |
| U. | | | Waste, Cotton | 1 | |
| Umbrellas, packed in boxes and cases | 3 | | „ Paper | ... | B. |
| Upholsterers' and Coach Trimmings | 3 | | Water, Aerated, in cases and casks) | 1 | |
| „ Hair | 3 | | „ „ „ „ | | B., min 4 tons M. |
| Upholstery, packed | 3 | | Water, in bulk (<i>see</i> page 73)... | ... | |
| Uralite | 1 | | Water-boring Machines (<i>see</i> Boring Plant, page 23). | | |
| V. | | | Water Meters | 3 | |
| Valonia | ... | B. | „ Pipes (<i>see</i> Iron). | | |
| Valves (<i>see</i> Iron and Steel) ... | 2 | | Wax, N.O.S. | 2 | |
| Vaporite | ... | B. | „ Bees | 1 | |
| Varnish, in casks, cases, and drums | 2 | | Wedges (<i>see</i> Iron and Steel)... | 2 | |
| Vats, at 240 cubic feet to the ton, if such exceed actual weight | ... | 2 | Weighing Machines (<i>see</i> Machinery) | | |
| Vegetables, N.O.S. (4 ton lots) | ... | Grain. | Weights, Sash | 1 | |
| „ „ actual weight | 1 | B. smalls min. | „ Standard | 1 | |
| „ and Fruit to Gold-fields from Southern Line (<i>see</i> page 72) | | | Wheat | ... | Grain |
| Vegetables, preserved (<i>see</i> Fruit and Vegetables). | | | „ poisoned, for rabbit killing | ... | Grain |
| Vegetable Seeds (<i>see</i> Agricultural Seeds). | | | Wheelbarrows | 2 | |
| Vehicles (<i>see</i> page 72) | | | Wheels, Buggy, Carriage, and Gig | 3 | |
| Velocipedes (same as Bicycles). | | | Wheels, Dray, and Wagon ... | 1 | |
| Ventilators | 3 | | „ loose, iron, N.O.S. ... | 3 | 2 |
| Venetian Blinds and Shutters, packed | 3 | | Wheels, fly and spur (<i>see</i> Iron) | 2 | |
| Venetian Blinds and Shutters, not packed | ... | 3 | „ Railway and Tramway (<i>see</i> Iron) | 1 | |
| Verandah Posts (wood or iron) (hardwood) ... | 2+10 p.c. | 2 | Whips | 3 | |
| Vermicelli | 2 | C. | White and Red Lead | 2 | |
| Vertical Steam Engines (<i>see</i> Machinery, page 33). | | | White Ant Destroyer... .. | 2 | |
| Vestas and Matches (<i>see</i> Regulations, page 20) | ... | 3 | Whiting | 1 | |
| Vycs (<i>see</i> Iron) | 2 | | Wickerware (same as Caneware.) | | |
| | | | Willows, for Basket-making... | 1 | |
| | | | Winches, Crab (<i>see</i> Iron) ... | 2 | |
| | | | Windmills, in pieces and packages, S. to S. | 2 | 1 |
| | | | Window Frames and Sashes, with glass | ... | 3 |
| | | | Window Frames and Sashes, without glass | 3 | 2 |
| | | | Window Glass (<i>see</i> Glass). | | |
| | | | Wines in casks and cases ... | 3 | |
| | | | Wines in jars | 3+50 p.c. | 3 |

ALPHABETICAL CLASSIFICATION OF GOODS.

| Article. | Class. | | Article. | Class. | |
|---|----------------------|-----------------|---|--------|-----------------|
| | C.R. | O.R. | | C.R. | O.R. |
| Wine, made in the Common-wealth } ... | ... | A. | Wool. — Each consignment note must show whether the wool is dumped or undumped, and the marks on the bales. | | |
| Wine Stone 2 | 2 | | Woolpacks, in bales | ... | B., min. 10cwt. |
| Wire, Brass and Copper ... 2 | 2 | | " loose or in bundles ... 1 | | |
| " Cloth 3 | 3 | | Wool Presses, S. to S. ... 2 | | |
| " Fencing and Netting— | | | Woolwash, Magic | ... | B. |
| Minimum, 4 tons per | | A. | Wringing and Washing | | |
| 4-wheeled truck | ... | | Machines, packed 2 | | |
| Minimum, 2 tons per | | B. | Wringing and Washing | | |
| 4-wheeled truck | ... | | Machines, not packed ... | ... | 2 |
| Smaller quantities ... | ... | C., smalls min. | | | |
| Wire, Insulated 2 | 2 | | | | |
| " Rope 2 | 2 | | | | |
| " N.O.S. 1 | 1 | | | | |
| " Strainers { (Same as | | | | | |
| " Staples and Standards { Fencing.) | | | | | |
| Wood, in bundles, cut to sizes for making cases (see Empties) | | | Y. | | |
| Wooden Blocks, for paving (see Timber, page 40). | | | Yarn, Cotton, Hemp, Jute ... 2 | | |
| Wooden Handles, in bundles or cases 2 | 2 | | Yeast, in kegs and cases ... 3 | | |
| Wooden Railings (see Timber, page 40) | | | Yokes, Bullock 1 | | |
| Wooden Trays, used for drying Bulbs | ... | B. | | | |
| Wood Wool or Woollen Fibre, for fruit-packing, pressed, in bales | ... | C. | Z. | | |
| Wood Wool or Wooden Fibre, for fruit-packing, unpressed, in bags 1 | 1 | | Zinc, in bundles, casks, cases, and plates 1 | | |
| Wool, undumped 1 | 1 | | Zinc, old, melted into cakes or ingots, min. 4 tons per wagon up journey | ... | B. |
| " dumped and hooped with iron | 1, less 10 per cent. | | Zinc, Perforated 2 | | |
| | | | " Scrap, minimum one ton per wagon 1 | | B. |
| | | | Zinc, Shavings 1 | | |
| | | | " Sheet 1 | | |

CLASSIFICATION OF GOODS.

43

Dimensions of Tanks and Vats for Rate purposes.

| Description. | Holding capacity. | Circumference. | | Diameter. | | Height. | | Actual weight. | | | No. of cubic feet. | Weight at 240 cubic feet to ton. | | |
|----------------------|-------------------|----------------|-----|-----------|-----|---------|-----|----------------|------|------|--------------------|----------------------------------|------|------|
| | galls. | ft. | in. | ft. | in. | ft. | in. | cwt. | qrs. | lbs. | | cwt. | qrs. | lbs. |
| Square Iron ... | 200 | { | ... | ... | 4 | ... | 4 | ... | 4 | ... | 64 | 5 | 2 | 0 |
| | 400 | | | | | | | | | | | | | |
| Round Galvanised ... | 100 | 9 | 2 | 2 | 11 | 2 | 1½ | ... | 1 | 20 | 14 | 1 | 1 | 0 |
| Do. ... | 200 | 9 | 2 | 2 | 11 | 4 | 1½ | ... | 2 | 20 | 28 | 2 | 2 | 0 |
| Do. ... | 300 | 11 | 5 | 3 | 7½ | 4 | 1½ | ... | 3 | 4 | 43 | 3 | 3 | 0 |
| Do. ... | 400 | 13 | 6 | 4 | 3½ | 4 | 1½ | 1 | 0 | 12 | 60 | 5 | 0 | 0 |
| Do. ... | 500 | 15 | 7 | 4 | 11½ | 4 | 1½ | 1 | 1 | 10 | 80 | 6 | 3 | 0 |
| Do. ... | 600 | 13 | 6 | 4 | 3½ | 6 | ... | 1 | 1 | 20 | 87 | 7 | 1 | 0 |
| Do. ... | 700 | 14 | 6 | 4 | 7½ | 6 | ... | 1 | 2 | 6 | 101 | 8 | 2 | 0 |
| Do. ... | 800 | 15 | 7 | 4 | 11½ | 6 | ... | 1 | 2 | 14 | 116 | 9 | 3 | 0 |
| Do. ... | 1,000 | 18 | 4 | 5 | 10 | 6 | ... | 2 | 0 | 15 | 160 | 13 | 2 | 0 |
| Do. ... | 1,200 | 18 | 10 | 6 | 4 | 6 | ... | 2 | 2 | 5 | 189 | 15 | 3 | 0 |
| Do. ... | 1,500 | 22 | ... | 7 | ... | 6 | ... | 2 | 3 | 10 | 231 | 19 | 1 | 0 |
| Do. ... | 2,000 | 22 | ... | 7 | ... | 8 | ... | 3 | 1 | 12 | 308 | 25 | 3 | 0 |

The holding capacity of tanks must, as far as possible, be given on consignment notes and invoices, and for round tanks of sizes other than above 16 cubic feet may be taken for every 100 gallons.

MINIMUM CHARGES.

Minimum Charges.

MINIMUM CHARGES for the carriage of goods the weight of which in any one class, or at any one rate, does not exceed 336lbs.

The rate at the side of columns represents the tonnage rate of the article consigned at its ordinary class rate.

| RATE NOT EXCEEDING. | WEIGHT NOT EXCEEDING | | | | | | | | | | | | | | RATE NOT EXCEEDING. |
|---|----------------------|-------|-------|-------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|------------------------|
| | qr. | qrs. | qrs. | cwt. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | cwt. qrs. | | |
| | 1 | 2 | 3 | 1 | 1 1 | 1 2 | 1 3 | 2 0 | 2 1 | 2 2 | 2 3 | 3 0 | | | |
| s. | 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. | |
| 10 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 3 | 1 3 | 1 6 | 1 6 | 1 9 | 1 9 | 10 | |
| 15 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 3 | 1 6 | 1 9 | 2 0 | 2 0 | 2 3 | 2 3 | 2 6 | 15 | |
| 20 | 1 0 | 1 0 | 1 0 | 1 0 | 1 3 | 1 6 | 1 9 | 2 0 | 2 3 | 2 6 | 2 9 | 3 0 | 3 3 | 20 | |
| 30 | 1 0 | 1 0 | 1 6 | 2 0 | 2 3 | 2 9 | 3 3 | 3 6 | 3 9 | 4 3 | 4 9 | 5 0 | 5 6 | 30 | |
| 40 | 1 0 | 1 3 | 2 0 | 2 6 | 3 0 | 3 9 | 4 3 | 4 9 | 5 0 | 5 6 | 6 0 | 6 6 | 7 0 | 40 | |
| 50 | 1 0 | 1 6 | 2 3 | 3 0 | 3 9 | 4 6 | 5 3 | 6 0 | 6 3 | 7 0 | 7 9 | 8 0 | 8 6 | 50 | |
| 60 | 1 0 | 2 0 | 2 9 | 3 9 | 4 6 | 5 6 | 6 6 | 7 0 | 7 6 | 8 3 | 9 0 | 9 6 | 10 0 | 60 | |
| 70 | 1 3 | 2 3 | 3 3 | 4 3 | 5 3 | 6 6 | 7 6 | 8 6 | 8 9 | 9 9 | 10 9 | 11 3 | 11 9 | 70 | |
| 80 | 1 3 | 2 6 | 3 9 | 5 0 | 6 0 | 7 3 | 8 6 | 9 9 | 10 0 | 11 0 | 12 0 | 12 9 | 13 6 | 80 | |
| 90 | 1 6 | 2 9 | 4 0 | 5 6 | 6 9 | 8 0 | 9 6 | 10 6 | 11 6 | 12 6 | 13 6 | 14 3 | 15 0 | 90 | |
| 100 | 1 6 | 3 0 | 4 6 | 6 0 | 7 6 | 9 0 | 10 6 | 12 0 | 12 6 | 13 9 | 15 3 | 15 9 | 16 6 | 100 | |
| 110 | 1 9 | 3 3 | 5 0 | 6 6 | 8 3 | 9 9 | 11 6 | 13 0 | 13 9 | 15 0 | 16 9 | 17 3 | 18 0 | 110 | |
| 120 | 2 0 | 3 6 | 5 6 | 7 0 | 9 0 | 10 6 | 12 6 | 14 0 | 15 0 | 16 3 | 18 3 | 18 9 | 19 6 | 120 | |
| 130 | 2 3 | 3 9 | 6 0 | 7 6 | 9 9 | 11 3 | 13 6 | 15 0 | 16 3 | 17 6 | 19 9 | 20 3 | 21 0 | 130 | |
| 140 | 2 6 | 4 0 | 6 6 | 8 0 | 10 6 | 12 0 | 14 6 | 16 0 | 17 6 | 18 9 | 21 3 | 21 9 | 22 6 | 140 | |
| 150 | 2 9 | 4 3 | 7 0 | 8 6 | 11 3 | 12 9 | 15 6 | 17 0 | 18 9 | 20 0 | 22 9 | 23 3 | 24 0 | 150 | |
| 160 | 3 0 | 4 6 | 7 6 | 9 0 | 12 0 | 13 6 | 16 6 | 18 0 | 20 0 | 21 3 | 24 3 | 24 9 | 25 6 | 160 | |
| 170 | 3 3 | 4 9 | 8 0 | 9 6 | 12 9 | 14 3 | 17 6 | 19 0 | 21 3 | 22 6 | 25 9 | 26 3 | 27 0 | 170 | |
| 180 | 3 6 | 5 0 | 8 6 | 10 0 | 13 6 | 15 0 | 18 6 | 20 0 | 22 6 | 23 9 | 27 3 | 27 9 | 28 6 | 180 | |
| 190 | 3 9 | 5 3 | 9 0 | 10 6 | 14 3 | 15 9 | 19 6 | 21 0 | 23 9 | 25 0 | 28 9 | 29 3 | 30 0 | 190 | |
| 200 | 4 0 | 5 6 | 9 6 | 11 0 | 15 0 | 16 6 | 20 6 | 22 0 | 25 0 | 26 3 | 30 3 | 30 9 | 31 6 | 200 | |
| 210 | 4 3 | 5 9 | 10 0 | 11 6 | 15 9 | 17 3 | 21 6 | 23 0 | 26 3 | 27 6 | 31 9 | 32 3 | 33 0 | 210 | |
| 220 | 4 6 | 6 0 | 10 6 | 12 0 | 16 6 | 18 0 | 22 6 | 24 0 | 27 6 | 28 9 | 33 3 | 33 9 | 34 6 | 220 | |
| 230 | 4 9 | 6 3 | 11 0 | 12 6 | 17 3 | 18 9 | 23 6 | 25 0 | 28 9 | 30 0 | 34 9 | 35 3 | 36 0 | 230 | |
| 240 | 5 0 | 6 6 | 11 6 | 13 0 | 18 0 | 19 6 | 24 6 | 26 0 | 30 0 | 31 3 | 36 3 | 36 9 | 37 6 | 240 | |
| 250 | 5 3 | 6 9 | 12 0 | 13 6 | 18 9 | 20 3 | 25 6 | 27 0 | 31 3 | 32 6 | 37 9 | 38 3 | 39 0 | 250 | |
| 260 | 5 6 | 7 0 | 12 6 | 14 0 | 19 6 | 21 0 | 26 6 | 28 0 | 32 6 | 33 9 | 39 3 | 39 9 | 40 6 | 260 | |
| 270 | 5 9 | 7 3 | 13 0 | 14 6 | 20 3 | 21 9 | 27 6 | 29 0 | 33 9 | 35 0 | 40 9 | 41 3 | 42 0 | 270 | |
| 280 | 6 0 | 7 6 | 13 6 | 15 0 | 21 0 | 22 6 | 28 6 | 30 0 | 35 0 | 36 3 | 42 3 | 42 9 | 43 6 | 280 | |
| 290 | 6 3 | 7 9 | 14 0 | 15 6 | 21 9 | 23 3 | 29 6 | 31 0 | 36 3 | 37 6 | 43 9 | 44 3 | 45 0 | 290 | |
| 300 | 6 6 | 8 0 | 14 6 | 16 0 | 22 6 | 24 0 | 30 6 | 32 0 | 37 6 | 38 9 | 45 3 | 45 9 | 46 6 | 300 | |
| 310 | 6 9 | 8 3 | 15 0 | 16 6 | 23 3 | 24 9 | 31 6 | 33 0 | 38 9 | 40 0 | 46 9 | 47 3 | 48 0 | 310 | |
| 320 | 7 0 | 8 6 | 15 6 | 17 0 | 24 0 | 25 6 | 32 6 | 34 0 | 40 0 | 41 3 | 48 3 | 48 9 | 49 6 | 320 | |
| 330 | 7 3 | 8 9 | 16 0 | 17 6 | 24 9 | 26 3 | 33 6 | 35 0 | 41 3 | 42 6 | 49 9 | 50 3 | 51 0 | 330 | |
| 340 | 7 6 | 9 0 | 16 6 | 18 0 | 25 6 | 27 0 | 34 6 | 36 0 | 42 6 | 43 9 | 51 3 | 51 9 | 52 6 | 340 | |
| 350 | 7 9 | 9 3 | 17 0 | 18 6 | 26 3 | 27 9 | 35 6 | 37 0 | 43 9 | 45 0 | 52 9 | 53 3 | 54 0 | 350 | |
| For every 10s. or part thereof over 350s. | 0 3 | 0 3 | 0 6 | 0 6 | 0 9 | 0 9 | 1 0 | 1 0 | 1 3 | 1 3 | 1 6 | 1 6 | 1 9 | For every 10s. or part thereof over 350s. | |

When a consignment, weighing in the aggregate not more than 336lbs., from one consignor to one consignee, consists of 1, 2, and 3-class traffic, the weight in each class is charged as a separate consignment, unless the charge on the total weight at the highest of such classes be less.

Consignments over 336lbs. in any one class will be charged for at tonnage rate, but the charge will not be less than the minimum charge for 3cwt. in the same class.

A package containing merchandise in different classes of the classification is charged at the rate applicable to the highest of such classes.

Articles forming a portion of a consignment over 336lbs. will be charged for at actual weight in each class at tonnage rates, with minimum, as shown above.

For minimum charges for explosives and dangerous goods, see pages 19 and 20.

MILEAGE RATES.

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Calculated Rates.

*NOTE.—The rates shown under Special Classes—Miscellaneous, Grain, A, B, and C—do not include the loading and unloading of the goods, or the use of sheets, ropes, or chains, for the protection of such goods.

When the loading or unloading is done by the Department 1s. per ton for each service is to be added to the rate.

The charges for use of chains, ropes, or sheets are as follow :—

| | | | | | | | | | |
|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----------|
| Chains or ropes | ... | ... | ... | ... | ... | ... | ... | ... | 2d. each. |
| Sheets or nets | ... | ... | ... | ... | ... | ... | ... | ... | 6d. „ |

added to the rate per ton for the goods. For truck loads only, from one consignor to one consignee the charges are :—

| | Not exceeding 25 miles. | Exceeding 25 miles. |
|-----------------|----------------------------|------------------------|
| Chains or ropes | ... | ... |
| Sheets or nets | ... | ... |

The above charges and conditions apply also to S. to S. goods as specified in Classification.

[See Regulations 30 page 12, 33 page 13, and 36 page 14.]

Mileage Rates for Goods at per ton.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|---------|----------------------------------|-------------------------|------------------------|------------------------|--|---------------------------|---------------------------|---------------------------|---------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class per ton. | B Class per ton. | C Class per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | £ s d | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 1 to 10 | 0 2 0 | 0 2 6 | 0 2 6 | 0 4 2 | (Same rates and conditions as Class 1, up to 25 miles.) | 0 5 0 | 0 6 6 | 0 9 2 | 1 to 10 |
| 11 | 0 2 0 | 0 2 8 | 0 2 8 | 0 4 4 | | 0 5 4 | 0 6 6 | 0 9 2 | 11 |
| 12 | 0 2 0 | 0 2 10 | 0 2 10 | 0 4 6 | | 0 5 8 | 0 6 6 | 0 9 2 | 12 |
| 13 | 0 2 0 | 0 3 0 | 0 3 0 | 0 4 8 | | 0 6 0 | 0 6 11 | 0 10 0 | 13 |
| 14 | 0 2 0 | 0 3 2 | 0 3 2 | 0 4 10 | | 0 6 4 | 0 7 5 | 0 10 10 | 14 |
| 15 | 0 2 1 | 0 3 4 | 0 3 4 | 0 5 0 | | 0 6 8 | 0 7 10 | 0 11 8 | 15 |
| 16 | 0 2 2 | 0 3 6 | 0 3 6 | 0 5 2 | | 0 7 0 | 0 8 3 | 0 12 6 | 16 |
| 17 | 0 2 3 | 0 3 8 | 0 3 8 | 0 5 4 | | 0 7 4 | 0 8 9 | 0 13 4 | 17 |
| 18 | 0 2 4 | 0 3 10 | 0 3 10 | 0 5 6 | | 0 7 8 | 0 9 2 | 0 14 2 | 18 |
| 19 | 0 2 5 | 0 4 0 | 0 4 0 | 0 5 8 | | 0 8 0 | 0 9 7 | 0 15 0 | 19 |
| 20 | 0 2 6 | 0 4 2 | 0 4 2 | 0 5 10 | | 0 8 4 | 0 10 0 | 0 15 10 | 20 |
| 21 | 0 2 7 | 0 4 4 | 0 4 4 | 0 6 0 | | 0 8 8 | 0 10 6 | 0 16 5 | 21 |
| 22 | 0 2 8 | 0 4 5 | 0 4 5 | 0 6 2 | | 0 9 0 | 0 10 11 | 0 16 11 | 22 |
| 23 | 0 2 9 | 0 4 7 | 0 4 7 | 0 6 4 | | 0 9 4 | 0 11 4 | 0 17 6 | 23 |
| 24 | 0 2 10 | 0 4 8 | 0 4 8 | 0 6 6 | | 0 9 8 | 0 11 9 | 0 18 0 | 24 |
| 25 | 0 2 11 | 0 4 10 | 0 4 10 | 0 6 8 | | 0 10 0 | 0 12 3 | 0 18 7 | 25 |
| 26 | 0 3 0 | 0 4 11 | 0 4 11 | 0 6 10 | 0 10 3 | 0 10 4 | 0 12 8 | 0 19 1 | 26 |
| 27 | 0 3 1 | 0 5 1 | 0 5 1 | 0 7 0 | 0 10 6 | 0 10 8 | 0 13 1 | 0 19 8 | 27 |
| 28 | 0 3 2 | 0 5 2 | 0 5 2 | 0 7 2 | 0 10 9 | 0 11 0 | 0 13 6 | 1 0 2 | 28 |
| 29 | 0 3 3 | 0 5 4 | 0 5 4 | 0 7 4 | 0 11 0 | 0 11 4 | 0 14 0 | 1 0 9 | 29 |
| 30 | 0 3 4 | 0 5 5 | 0 5 5 | 0 7 6 | 0 11 3 | 0 11 8 | 0 14 5 | 1 1 3 | 30 |
| 31 | 0 3 5 | 0 5 7 | 0 5 7 | 0 7 8 | 0 11 6 | 0 12 0 | 0 14 10 | 1 1 10 | 31 |
| 32 | 0 3 6 | 0 5 8 | 0 5 8 | 0 7 10 | 0 11 9 | 0 12 4 | 0 15 3 | 1 2 4 | 32 |
| 33 | 0 3 7 | 0 5 10 | 0 5 10 | 0 8 0 | 0 12 0 | 0 12 8 | 0 15 9 | 1 2 11 | 33 |
| 34 | 0 3 8 | 0 5 11 | 0 5 11 | 0 8 2 | 0 12 3 | 0 13 0 | 0 16 2 | 1 3 5 | 34 |
| 35 | 0 3 9 | 0 6 1 | 0 6 1 | 0 8 4 | 0 12 6 | 0 13 4 | 0 16 7 | 1 4 0 | 35 |
| 36 | 0 3 10 | 0 6 2 | 0 6 2 | 0 8 6 | 0 12 9 | 0 13 8 | 0 17 0 | 1 4 6 | 36 |
| 37 | 0 3 11 | 0 6 4 | 0 6 4 | 0 8 8 | 0 13 0 | 0 14 0 | 0 17 6 | 1 5 1 | 37 |
| 38 | 0 4 0 | 0 6 5 | 0 6 5 | 0 8 10 | 0 13 3 | 0 14 4 | 0 17 11 | 1 5 7 | 38 |
| 39 | 0 4 1 | 0 6 7 | 0 6 7 | 0 9 0 | 0 13 6 | 0 14 8 | 0 18 4 | 1 6 2 | 39 |
| 40 | 0 4 2 | 0 6 8 | 0 6 8 | 0 9 2 | 0 13 9 | 0 15 0 | 0 18 9 | 1 6 8 | 40 |
| 41 | 0 4 3 | 0 6 10 | 0 6 10 | 0 9 4 | 0 14 0 | 0 15 4 | 0 19 3 | 1 7 3 | 41 |
| 42 | 0 4 4 | 0 6 11 | 0 6 11 | 0 9 6 | 0 14 3 | 0 15 8 | 0 19 8 | 1 7 9 | 42 |
| 43 | 0 4 5 | 0 7 1 | 0 7 1 | 0 9 8 | 0 14 6 | 0 16 0 | 1 0 1 | 1 8 4 | 43 |
| 44 | 0 4 6 | 0 7 3 | 0 7 3 | 0 9 10 | 0 14 9 | 0 16 4 | 1 0 6 | 1 8 10 | 44 |
| 45 | 0 4 7 | 0 7 4 | 0 7 4 | 0 10 0 | 0 15 0 | 0 16 8 | 1 0 11 | 1 9 5 | 45 |

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MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 46 | 0 4 8 | 0 7 5 | 0 7 5 | 0 10 2 | 0 15 3 | 0 17 0 | 1 1 5 | 1 9 11 | 46 |
| 47 | 0 4 9 | 0 7 7 | 0 7 7 | 0 10 4 | 0 15 6 | 0 17 4 | 1 1 10 | 1 10 6 | 47 |
| 48 | 0 4 10 | 0 7 8 | 0 7 8 | 0 10 6 | 0 15 9 | 0 17 8 | 1 2 3 | 1 11 0 | 48 |
| 49 | 0 4 11 | 0 7 10 | 0 7 10 | 0 10 8 | 0 16 0 | 0 18 0 | 1 2 8 | 1 11 7 | 49 |
| 50 | 0 5 0 | 0 7 11 | 0 7 11 | 0 10 10 | 0 16 3 | 0 18 4 | 1 3 2 | 1 12 1 | 50 |
| 51 | 0 5 1 | 0 8 1 | 0 8 1 | 0 11 0 | 0 16 6 | 0 18 8 | 1 3 7 | 1 12 8 | 51 |
| 52 | 0 5 2 | 0 8 2 | 0 8 2 | 0 11 2 | 0 16 9 | 0 19 0 | 1 4 0 | 1 13 3 | 52 |
| 53 | 0 5 3 | 0 8 4 | 0 8 4 | 0 11 3 | 0 16 11 | 0 19 4 | 1 4 5 | 1 13 9 | 53 |
| 54 | 0 5 4 | 0 8 5 | 0 8 5 | 0 11 4 | 0 17 0 | 0 19 8 | 1 4 10 | 1 14 4 | 54 |
| 55 | 0 5 5 | 0 8 7 | 0 8 7 | 0 11 5 | 0 17 2 | 1 0 0 | 1 5 4 | 1 14 10 | 55 |
| 56 | 0 5 6 | 0 8 8 | 0 8 8 | 0 11 7 | 0 17 5 | 1 0 4 | 1 5 10 | 1 15 4 | 56 |
| 57 | 0 5 7 | 0 8 9 | 0 8 9 | 0 11 9 | 0 17 8 | 1 0 8 | 1 6 3 | 1 15 9 | 57 |
| 58 | 0 5 8 | 0 8 10 | 0 8 10 | 0 11 10 | 0 17 9 | 1 1 0 | 1 6 8 | 1 16 2 | 58 |
| 59 | 0 5 9 | 0 8 11 | 0 8 11 | 0 11 11 | 0 17 11 | 1 1 4 | 1 7 1 | 1 16 7 | 59 |
| 60 | 0 5 10 | 0 9 1 | 0 9 1 | 0 12 0 | 0 18 0 | 1 1 8 | 1 7 6 | 1 17 0 | 60 |
| 61 | 0 5 11 | 0 9 2 | 0 9 2 | 0 12 2 | 0 18 3 | 1 2 0 | 1 8 0 | 1 17 6 | 61 |
| 62 | 0 6 0 | 0 9 3 | 0 9 3 | 0 12 4 | 0 18 6 | 1 2 4 | 1 8 5 | 1 17 11 | 62 |
| 63 | 0 6 1 | 0 9 4 | 0 9 4 | 0 12 5 | 0 18 8 | 1 2 8 | 1 8 10 | 1 18 4 | 63 |
| 64 | 0 6 2 | 0 9 5 | 0 9 5 | 0 12 6 | 0 18 9 | 1 3 0 | 1 9 3 | 1 18 9 | 64 |
| 65 | 0 6 3 | 0 9 6 | 0 9 6 | 0 12 7 | 0 18 11 | 1 3 4 | 1 9 8 | 1 19 2 | 65 |
| 66 | 0 6 4 | 0 9 7 | 0 9 7 | 0 12 9 | 0 19 2 | 1 3 8 | 1 10 2 | 1 19 8 | 66 |
| 67 | 0 6 5 | 0 9 8 | 0 9 8 | 0 12 11 | 0 19 5 | 1 4 0 | 1 10 7 | 2 0 1 | 67 |
| 68 | 0 6 6 | 0 9 9 | 0 9 9 | 0 13 0 | 0 19 6 | 1 4 4 | 1 11 0 | 2 0 6 | 68 |
| 69 | 0 6 7 | 0 9 10 | 0 9 10 | 0 13 1 | 0 19 8 | 1 4 8 | 1 11 5 | 2 0 11 | 69 |
| 70 | 0 6 8 | 0 9 11 | 0 9 11 | 0 13 2 | 0 19 9 | 1 5 0 | 1 11 11 | 2 1 4 | 70 |
| 71 | 0 6 8 | 0 10 1 | 0 10 0 | 0 13 4 | 1 0 0 | 1 5 4 | 1 12 5 | 2 1 10 | 71 |
| 72 | 0 6 9 | 0 10 1 | 0 10 1 | 0 13 6 | 1 0 3 | 1 5 8 | 1 12 10 | 2 2 3 | 72 |
| 73 | 0 6 10 | 0 10 2 | 0 10 2 | 0 13 7 | 1 0 5 | 1 6 0 | 1 13 3 | 2 2 8 | 73 |
| 74 | 0 6 10 | 0 10 3 | 0 10 3 | 0 13 8 | 1 0 6 | 1 6 4 | 1 13 8 | 2 3 1 | 74 |
| 75 | 0 6 11 | 0 10 4 | 0 10 4 | 0 13 9 | 1 0 8 | 1 6 8 | 1 14 1 | 2 3 6 | 75 |
| 76 | 0 7 0 | 0 10 5 | 0 10 6 | 0 13 11 | 1 0 11 | 1 7 0 | 1 14 7 | 2 4 0 | 76 |
| 77 | 0 7 0 | 0 10 6 | 0 10 7 | 0 14 1 | 1 1 1 | 1 7 3 | 1 15 0 | 2 4 5 | 77 |
| 78 | 0 7 1 | 0 10 7 | 0 10 8 | 0 14 2 | 1 1 3 | 1 7 6 | 1 15 5 | 2 4 10 | 78 |
| 79 | 0 7 2 | 0 10 8 | 0 10 9 | 0 14 3 | 1 1 5 | 1 7 9 | 1 15 10 | 2 5 3 | 79 |
| 80 | 0 7 3 | 0 10 9 | 0 10 10 | 0 14 4 | 1 1 6 | 1 8 0 | 1 16 3 | 2 5 8 | 80 |
| 81 | 0 7 3 | 0 10 10 | 0 10 11 | 0 14 6 | 1 1 9 | 1 8 4 | 1 16 9 | 2 6 2 | 81 |
| 82 | 0 7 4 | 0 10 11 | 0 11 0 | 0 14 8 | 1 2 0 | 1 8 7 | 1 17 2 | 2 6 7 | 82 |
| 83 | 0 7 5 | 0 11 0 | 0 11 1 | 0 14 9 | 1 2 2 | 1 8 10 | 1 17 7 | 2 7 0 | 83 |
| 84 | 0 7 5 | 0 11 1 | 0 11 2 | 0 14 10 | 1 2 3 | 1 9 1 | 1 18 0 | 2 7 5 | 84 |
| 85 | 0 7 6 | 0 11 2 | 0 11 3 | 0 14 11 | 1 2 5 | 1 9 4 | 1 18 5 | 2 7 10 | 85 |
| 86 | 0 7 7 | 0 11 2 | 0 11 4 | 0 15 1 | 1 2 7 | 1 9 8 | 1 18 9 | 2 8 4 | 86 |
| 87 | 0 7 7 | 0 11 3 | 0 11 5 | 0 15 3 | 1 2 11 | 1 9 11 | 1 19 1 | 2 8 9 | 87 |
| 88 | 0 7 8 | 0 11 3 | 0 11 6 | 0 15 4 | 1 3 0 | 1 10 2 | 1 19 5 | 2 9 2 | 88 |
| 89 | 0 7 9 | 0 11 4 | 0 11 7 | 0 15 5 | 1 3 2 | 1 10 5 | 1 19 9 | 2 9 7 | 89 |
| 90 | 0 7 9 | 0 11 4 | 0 11 8 | 0 15 6 | 1 3 3 | 1 10 8 | 2 0 2 | 2 10 0 | 90 |
| 91 | 0 7 10 | 0 11 5 | 0 11 9 | 0 15 8 | 1 3 6 | 1 11 0 | 2 0 7 | 2 10 5 | 91 |
| 92 | 0 7 11 | 0 11 5 | 0 11 10 | 0 15 10 | 1 3 9 | 1 11 3 | 2 0 11 | 2 10 10 | 92 |
| 93 | 0 7 11 | 0 11 6 | 0 11 11 | 0 15 11 | 1 3 11 | 1 11 6 | 2 1 4 | 2 11 3 | 93 |
| 94 | 0 8 0 | 0 11 6 | 0 12 0 | 0 16 0 | 1 4 0 | 1 11 9 | 2 1 8 | 2 11 8 | 94 |
| 95 | 0 8 1 | 0 11 7 | 0 12 1 | 0 16 1 | 1 4 2 | 1 12 0 | 2 2 0 | 2 12 1 | 95 |
| 96 | 0 8 2 | 0 11 7 | 0 12 2 | 0 16 3 | 1 4 5 | 1 12 4 | 2 2 5 | 2 12 6 | 96 |
| 97 | 0 8 2 | 0 11 8 | 0 12 3 | 0 16 5 | 1 4 8 | 1 12 7 | 2 2 9 | 2 12 11 | 97 |
| 98 | 0 8 3 | 0 11 8 | 0 12 4 | 0 16 6 | 1 4 9 | 1 12 10 | 2 3 1 | 2 13 4 | 98 |
| 99 | 0 8 4 | 0 11 9 | 0 12 5 | 0 16 7 | 1 4 11 | 1 13 1 | 2 3 5 | 2 13 9 | 99 |
| 100 | 0 8 4 | 0 11 9 | 0 12 6 | 0 16 8 | 1 5 0 | 1 13 4 | 2 3 9 | 2 14 2 | 100 |
| 101 | 0 8 5 | 0 11 10 | 0 12 7 | 0 16 10 | 1 5 2 | 1 13 8 | 2 4 2 | 2 14 8 | 101 |

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MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 102 | 0 8 6 | 0 11 10 | 0 12 8 | 0 17 0 | 1 5 4 | 1 13 11 | 2 4 6 | 2 15 1 | 102 |
| 103 | 0 8 6 | 0 11 11 | 0 12 9 | 0 17 1 | 1 5 6 | 1 14 2 | 2 4 10 | 2 15 6 | 103 |
| 104 | 0 8 7 | 0 11 11 | 0 12 10 | 0 17 2 | 1 5 8 | 1 14 5 | 2 5 2 | 2 15 11 | 104 |
| 105 | 0 8 8 | 0 12 0 | 0 12 11 | 0 17 3 | 1 5 11 | 1 14 8 | 2 5 6 | 2 16 4 | 105 |
| 106 | 0 8 8 | 0 12 0 | 0 13 1 | 0 17 5 | 1 6 1 | 1 15 0 | 2 5 11 | 2 16 10 | 106 |
| 107 | 0 8 9 | 0 12 1 | 0 13 2 | 0 17 7 | 1 6 3 | 1 15 3 | 2 6 3 | 2 17 3 | 107 |
| 108 | 0 8 10 | 0 12 1 | 0 13 3 | 0 17 8 | 1 6 5 | 1 15 6 | 2 6 7 | 2 17 8 | 108 |
| 109 | 0 8 10 | 0 12 2 | 0 13 4 | 0 17 9 | 1 6 7 | 1 15 9 | 2 6 11 | 2 18 1 | 109 |
| 110 | 0 8 11 | 0 12 2 | 0 13 5 | 0 17 10 | 1 6 9 | 1 16 0 | 2 7 3 | 2 18 6 | 110 |
| 111 | 0 9 0 | 0 12 3 | 0 13 6 | 0 18 0 | 1 6 11 | 1 16 4 | 2 7 8 | 2 19 0 | 111 |
| 112 | 0 9 1 | 0 12 3 | 0 13 7 | 0 18 2 | 1 7 1 | 1 16 7 | 2 8 0 | 2 19 5 | 112 |
| 113 | 0 9 1 | 0 12 4 | 0 13 8 | 0 18 3 | 1 7 3 | 1 16 10 | 2 8 4 | 2 19 10 | 113 |
| 114 | 0 9 2 | 0 12 4 | 0 13 9 | 0 18 4 | 1 7 5 | 1 17 1 | 2 8 8 | 3 0 3 | 114 |
| 115 | 0 9 3 | 0 12 5 | 0 13 10 | 0 18 5 | 1 7 8 | 1 17 4 | 2 9 0 | 3 0 8 | 115 |
| 116 | 0 9 3 | 0 12 5 | 0 13 11 | 0 18 7 | 1 7 10 | 1 17 8 | 2 9 5 | 3 1 2 | 116 |
| 117 | 0 9 4 | 0 12 6 | 0 14 0 | 0 18 9 | 1 8 0 | 1 17 11 | 2 9 9 | 3 1 7 | 117 |
| 118 | 0 9 5 | 0 12 6 | 0 14 1 | 0 18 10 | 1 8 2 | 1 18 2 | 2 10 1 | 3 2 0 | 118 |
| 119 | 0 9 5 | 0 12 7 | 0 14 2 | 0 18 11 | 1 8 4 | 1 18 5 | 2 10 5 | 3 2 5 | 119 |
| 120 | 0 9 6 | 0 12 7 | 0 14 3 | 0 19 0 | 1 8 6 | 1 18 8 | 2 10 9 | 3 2 10 | 120 |
| 121 | 0 9 7 | 0 12 8 | 0 14 5 | 0 19 2 | 1 8 8 | 1 19 0 | 2 11 2 | 3 3 4 | 121 |
| 122 | 0 9 8 | 0 12 8 | 0 14 6 | 0 19 4 | 1 8 10 | 1 19 3 | 2 11 6 | 3 3 9 | 122 |
| 123 | 0 9 8 | 0 12 9 | 0 14 7 | 0 19 5 | 1 9 0 | 1 19 6 | 2 11 10 | 3 4 2 | 123 |
| 124 | 0 9 9 | 0 12 9 | 0 14 8 | 0 19 6 | 1 9 2 | 1 19 9 | 2 12 2 | 3 4 7 | 124 |
| 125 | 0 9 10 | 0 12 9 | 0 14 9 | 0 19 7 | 1 9 5 | 2 0 0 | 2 12 6 | 3 5 0 | 125 |
| 126 | 0 9 11 | 0 12 10 | 0 14 10 | 0 19 9 | 1 9 7 | 2 0 4 | 2 12 11 | 3 5 6 | 126 |
| 127 | 0 9 11 | 0 12 10 | 0 14 11 | 0 19 11 | 1 9 9 | 2 0 7 | 2 13 3 | 3 5 11 | 127 |
| 128 | 0 10 0 | 0 12 11 | 0 15 0 | 1 0 0 | 1 9 11 | 2 0 10 | 2 13 7 | 3 6 4 | 128 |
| 129 | 0 10 1 | 0 12 11 | 0 15 1 | 1 0 1 | 1 10 1 | 2 1 1 | 2 13 11 | 3 6 9 | 129 |
| 130 | 0 10 1 | 0 13 0 | 0 15 2 | 1 0 2 | 1 10 3 | 2 1 4 | 2 14 3 | 3 7 2 | 130 |
| 131 | 0 10 2 | 0 13 0 | 0 15 3 | 1 0 4 | 1 10 5 | 2 1 8 | 2 14 8 | 3 7 8 | 131 |
| 132 | 0 10 3 | 0 13 1 | 0 15 4 | 1 0 6 | 1 10 7 | 2 1 11 | 2 15 0 | 3 8 1 | 132 |
| 133 | 0 10 3 | 0 13 1 | 0 15 5 | 1 0 7 | 1 10 9 | 2 2 2 | 2 15 4 | 3 8 6 | 133 |
| 134 | 0 10 4 | 0 13 2 | 0 15 6 | 1 0 8 | 1 10 11 | 2 2 5 | 2 15 8 | 3 8 11 | 134 |
| 135 | 0 10 5 | 0 13 2 | 0 15 7 | 1 0 9 | 1 11 2 | 2 2 8 | 2 16 0 | 3 9 4 | 135 |
| 136 | 0 10 5 | 0 13 3 | 0 15 8 | 1 0 11 | 1 11 4 | 2 3 0 | 2 16 5 | 3 9 10 | 136 |
| 137 | 0 10 6 | 0 13 3 | 0 15 9 | 1 1 1 | 1 11 6 | 2 3 3 | 2 16 9 | 3 10 3 | 137 |
| 138 | 0 10 7 | 0 13 4 | 0 15 10 | 1 1 2 | 1 11 8 | 2 3 6 | 2 17 1 | 3 10 8 | 138 |
| 139 | 0 10 7 | 0 13 4 | 0 15 11 | 1 1 3 | 1 11 10 | 2 3 9 | 2 17 5 | 3 11 1 | 139 |
| 140 | 0 10 8 | 0 13 5 | 0 16 0 | 1 1 4 | 1 12 0 | 2 4 0 | 2 17 9 | 3 11 6 | 140 |
| 141 | 0 10 9 | 0 13 5 | 0 16 2 | 1 1 6 | 1 12 2 | 2 4 4 | 2 18 2 | 3 12 0 | 141 |
| 142 | 0 10 9 | 0 13 6 | 0 16 3 | 1 1 8 | 1 12 4 | 2 4 7 | 2 18 6 | 3 12 5 | 142 |
| 143 | 0 10 10 | 0 13 6 | 0 16 4 | 1 1 9 | 1 12 6 | 2 4 10 | 2 18 10 | 3 12 10 | 143 |
| 144 | 0 10 11 | 0 13 7 | 0 16 5 | 1 1 10 | 1 12 8 | 2 5 1 | 2 19 2 | 3 13 3 | 144 |
| 145 | 0 10 11 | 0 13 7 | 0 16 6 | 1 1 11 | 1 12 11 | 2 5 4 | 2 19 6 | 3 13 8 | 145 |
| 146 | 0 11 0 | 0 13 8 | 0 16 7 | 1 2 1 | 1 13 1 | 2 5 8 | 2 19 11 | 3 14 2 | 146 |
| 147 | 0 11 1 | 0 13 8 | 0 16 8 | 1 2 3 | 1 13 3 | 2 5 11 | 3 0 3 | 3 14 7 | 147 |
| 148 | 0 11 1 | 0 13 9 | 0 16 9 | 1 2 4 | 1 13 5 | 2 6 2 | 3 0 7 | 3 15 0 | 148 |
| 149 | 0 11 2 | 0 13 9 | 0 16 10 | 1 2 5 | 1 13 7 | 2 6 5 | 3 0 11 | 3 15 5 | 149 |
| 150 | 0 11 3 | 0 13 9 | 0 16 11 | 1 2 6 | 1 13 9 | 2 6 8 | 3 1 3 | 3 15 10 | 150 |
| 151 | 0 11 3 | 0 13 10 | 0 17 0 | 1 2 8 | 1 13 11 | 2 7 0 | 3 1 8 | 3 16 4 | 151 |
| 152 | 0 11 4 | 0 13 10 | 0 17 1 | 1 2 10 | 1 14 1 | 2 7 3 | 3 2 0 | 3 16 9 | 152 |
| 153 | 0 11 5 | 0 13 11 | 0 17 2 | 1 2 11 | 1 14 3 | 2 7 6 | 3 2 4 | 3 17 2 | 153 |
| 154 | 0 11 5 | 0 13 11 | 0 17 3 | 1 3 0 | 1 14 5 | 2 7 9 | 3 2 8 | 3 17 7 | 154 |
| 155 | 0 11 6 | 0 14 0 | 0 17 4 | 1 3 1 | 1 14 8 | 2 8 0 | 3 3 0 | 3 18 0 | 155 |
| 156 | 0 11 7 | 0 14 0 | 0 17 5 | 1 3 3 | 1 14 10 | 2 8 4 | 3 3 5 | 3 18 6 | 156 |
| 157 | 0 11 8 | 0 14 1 | 0 17 6 | 1 3 5 | 1 15 0 | 2 8 7 | 3 3 9 | 3 18 11 | 157 |

* See note at head of page 45.

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MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------|--------------|--------------|--------------|--------------|------------------|------------|------------|--------|
| | Miscellaneous Class. | Grain, etc. | A Class. | B Class. | C Class. | 1st Class. | 2nd Class. | 3rd Class. | |
| | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 158 | 0 11 8 | 0 14 1 | 0 17 7 | 1 3 6 | 1 15 2 | 2 8 10 | 3 4 1 | 3 19 4 | 158 |
| 159 | 0 11 9 | 0 14 2 | 0 17 8 | 1 3 7 | 1 15 4 | 2 9 1 | 3 4 5 | 3 19 9 | 159 |
| 160 | 0 11 10 | 0 14 2 | 0 17 9 | 1 3 8 | 1 15 6 | 2 9 4 | 3 4 9 | 4 0 2 | 160 |
| 161 | 0 11 10 | 0 14 3 | 0 17 11 | 1 3 10 | 1 15 8 | 2 9 8 | 3 5 2 | 4 1 8 | 161 |
| 162 | 0 11 11 | 0 14 3 | 0 18 0 | 1 4 0 | 1 15 10 | 2 9 11 | 3 5 6 | 4 0 1 | 162 |
| 163 | 0 12 0 | 0 14 4 | 0 18 1 | 1 4 1 | 1 16 0 | 2 10 2 | 3 5 10 | 4 1 6 | 163 |
| 164 | 0 12 0 | 0 14 4 | 0 18 2 | 1 4 2 | 1 16 2 | 2 10 5 | 3 6 2 | 4 1 11 | 164 |
| 165 | 0 12 1 | 0 14 5 | 0 18 3 | 1 4 3 | 1 16 5 | 2 10 8 | 3 6 6 | 4 2 4 | 165 |
| 166 | 0 12 2 | 0 14 5 | 0 18 4 | 1 4 5 | 1 16 7 | 2 11 0 | 3 6 11 | 4 2 10 | 166 |
| 167 | 0 12 2 | 0 14 6 | 0 18 5 | 1 4 7 | 1 16 9 | 2 11 3 | 3 7 3 | 4 3 3 | 167 |
| 168 | 0 12 3 | 0 14 6 | 0 18 6 | 1 4 8 | 1 16 11 | 2 11 6 | 3 7 7 | 4 3 8 | 168 |
| 169 | 0 12 4 | 0 14 7 | 0 18 7 | 1 4 9 | 1 17 1 | 2 11 9 | 3 7 11 | 4 4 1 | 169 |
| 170 | 0 12 5 | 0 14 7 | 0 18 8 | 1 4 10 | 1 17 3 | 2 12 0 | 3 8 3 | 4 4 6 | 170 |
| 171 | 0 12 5 | 0 14 8 | 0 18 9 | 1 5 0 | 1 17 5 | 2 12 4 | 3 8 8 | 4 5 0 | 171 |
| 172 | 0 12 6 | 0 14 8 | 0 18 10 | 1 5 2 | 1 17 7 | 2 12 7 | 3 9 0 | 4 5 5 | 172 |
| 173 | 0 12 7 | 0 14 9 | 0 18 11 | 1 5 3 | 1 17 9 | 2 12 10 | 3 9 4 | 4 5 10 | 173 |
| 174 | 0 12 7 | 0 14 9 | 0 19 0 | 1 5 4 | 1 17 11 | 2 13 1 | 3 9 8 | 4 6 3 | 174 |
| 175 | 0 12 8 | 0 14 9 | 0 19 1 | 1 5 5 | 1 18 2 | 2 13 4 | 3 10 0 | 4 6 8 | 175 |
| 176 | 0 12 9 | 0 14 10 | 0 19 2 | 1 5 7 | 1 18 4 | 2 13 8 | 3 10 5 | 4 7 2 | 176 |
| 177 | 0 12 9 | 0 14 10 | 0 19 3 | 1 5 9 | 1 18 6 | 2 13 11 | 3 10 9 | 4 7 7 | 177 |
| 178 | 0 12 10 | 0 14 11 | 0 19 4 | 1 5 10 | 1 18 8 | 2 14 2 | 3 11 1 | 4 8 0 | 178 |
| 179 | 0 12 11 | 0 14 11 | 0 19 5 | 1 5 11 | 1 18 10 | 2 14 5 | 3 11 5 | 4 8 5 | 179 |
| 180 | 0 13 0 | 0 15 0 | 0 19 6 | 1 6 0 | 1 19 0 | 2 14 8 | 3 11 9 | 4 8 10 | 180 |
| 181 | 0 13 0 | 0 15 0 | 0 19 8 | 1 6 2 | 1 19 2 | 2 15 0 | 3 12 2 | 4 9 6 | 181 |
| 182 | 0 13 1 | 0 15 1 | 0 19 9 | 1 6 4 | 1 19 4 | 2 15 3 | 3 12 6 | 4 9 4 | 182 |
| 183 | 0 13 2 | 0 15 1 | 0 19 10 | 1 6 5 | 1 19 6 | 2 15 6 | 3 12 10 | 4 10 9 | 183 |
| 184 | 0 13 2 | 0 15 2 | 0 19 11 | 1 6 6 | 1 19 8 | 2 15 9 | 3 13 2 | 4 10 2 | 184 |
| 185 | 0 13 3 | 0 15 2 | 1 0 0 | 1 6 7 | 1 19 11 | 2 16 0 | 3 13 6 | 4 11 7 | 185 |
| 186 | 0 13 4 | 0 15 3 | 1 0 1 | 1 6 9 | 2 0 1 | 2 16 4 | 3 13 11 | 4 11 6 | 186 |
| 187 | 0 13 5 | 0 15 3 | 1 0 2 | 1 6 11 | 2 0 3 | 2 16 7 | 3 14 3 | 4 11 11 | 187 |
| 188 | 0 13 5 | 0 15 4 | 1 0 3 | 1 7 0 | 2 0 5 | 2 16 10 | 3 14 7 | 4 12 4 | 188 |
| 189 | 0 13 6 | 0 15 4 | 1 0 4 | 1 7 1 | 2 0 7 | 2 17 1 | 3 14 11 | 4 12 9 | 189 |
| 190 | 0 13 7 | 0 15 5 | 1 0 5 | 1 7 2 | 2 0 9 | 2 17 4 | 3 15 3 | 4 13 2 | 190 |
| 191 | 0 13 7 | 0 15 5 | 1 0 6 | 1 7 4 | 2 0 11 | 2 17 8 | 3 15 0 | 4 13 8 | 191 |
| 192 | 0 13 8 | 0 15 6 | 1 0 7 | 1 7 6 | 2 1 1 | 2 17 11 | 3 16 8 | 4 14 1 | 192 |
| 193 | 0 13 9 | 0 15 6 | 1 0 8 | 1 7 7 | 2 1 3 | 2 18 2 | 3 16 4 | 4 14 6 | 193 |
| 194 | 0 13 9 | 0 15 7 | 1 0 9 | 1 7 8 | 2 1 5 | 2 18 5 | 3 16 8 | 4 14 11 | 194 |
| 195 | 0 13 10 | 0 15 7 | 1 0 10 | 1 7 9 | 2 1 8 | 2 18 8 | 3 17 0 | 4 15 4 | 195 |
| 196 | 0 13 11 | 0 15 8 | 1 0 11 | 1 7 11 | 2 1 10 | 2 19 0 | 3 17 5 | 4 15 10 | 196 |
| 197 | 0 14 0 | 0 15 8 | 1 1 0 | 1 8 1 | 2 2 0 | 2 19 3 | 3 17 9 | 4 16 3 | 197 |
| 198 | 0 14 0 | 0 15 9 | 1 1 1 | 1 8 2 | 2 2 2 | 2 19 6 | 3 18 1 | 4 16 8 | 198 |
| 199 | 0 14 1 | 0 15 9 | 1 1 2 | 1 8 3 | 2 2 4 | 2 19 9 | 3 18 5 | 4 17 1 | 199 |
| 200 | 0 14 2 | 0 15 9 | 1 1 3 | 1 8 4 | 2 2 6 | 3 0 0 | 3 18 9 | 4 17 6 | 200 |
| 201 | 0 14 3 | 0 15 10 | 1 1 4 | 1 8 6 | 2 2 8 | 3 0 3 | 3 19 1 | 4 17 11 | 201 |
| 202 | 0 14 3 | 0 15 10 | 1 1 5 | 1 8 7 | 2 2 10 | 3 0 6 | 3 19 5 | 4 18 4 | 202 |
| 203 | 0 14 4 | 0 15 11 | 1 1 6 | 1 8 8 | 2 2 11 | 3 0 9 | 3 19 9 | 4 18 8 | 203 |
| 204 | 0 14 4 | 0 15 11 | 1 1 7 | 1 8 9 | 2 3 1 | 3 1 0 | 4 0 1 | 4 19 1 | 204 |
| 205 | 0 14 5 | 0 16 0 | 1 1 8 | 1 8 10 | 2 3 3 | 3 1 2 | 4 0 4 | 4 19 5 | 205 |
| 206 | 0 14 6 | 0 16 0 | 1 1 9 | 1 9 0 | 2 3 5 | 3 1 5 | 4 0 8 | 4 19 10 | 206 |
| 207 | 0 14 7 | 0 16 1 | 1 1 10 | 1 9 1 | 2 3 7 | 3 1 8 | 4 1 0 | 5 0 3 | 207 |
| 208 | 0 14 7 | 0 16 1 | 1 1 11 | 1 9 2 | 2 3 8 | 3 1 11 | 4 1 4 | 5 0 7 | 208 |
| 209 | 0 14 8 | 0 16 2 | 1 2 0 | 1 9 3 | 2 3 10 | 3 2 2 | 4 1 8 | 5 1 0 | 209 |
| 210 | 0 14 8 | 0 16 2 | 1 2 1 | 1 9 4 | 2 4 0 | 3 2 4 | 4 1 11 | 5 1 4 | 210 |
| 211 | 0 14 9 | 0 16 3 | 1 2 2 | 1 9 6 | 2 4 2 | 3 2 7 | 4 2 3 | 5 1 9 | 211 |
| 212 | 0 14 9 | 0 16 3 | 1 2 3 | 1 9 7 | 2 4 4 | 3 2 10 | 4 2 6 | 5 2 2 | 212 |
| 213 | 0 14 10 | 0 16 4 | 1 2 4 | 1 9 8 | 2 4 5 | 3 3 1 | 4 2 10 | 5 2 6 | 213 |

* See note at head of page 45.

MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 214 | 0 14 10 | 0 16 4 | 1 2 5 | 1 9 9 | 2 4 7 | 3 3 4 | 4 3 1 | 5 2 11 | 214 |
| 215 | 0 14 11 | 0 16 5 | 1 2 6 | 1 9 10 | 2 4 9 | 3 3 6 | 4 3 5 | 5 3 3 | 215 |
| 216 | 0 14 11 | 0 16 5 | 1 2 7 | 1 10 0 | 2 4 11 | 3 3 9 | 4 3 9 | 5 3 8 | 216 |
| 217 | 0 15 0 | 0 16 6 | 1 2 8 | 1 10 1 | 2 5 1 | 3 4 0 | 4 4 0 | 5 4 1 | 217 |
| 218 | 0 15 0 | 0 16 6 | 1 2 9 | 1 10 2 | 2 5 2 | 3 4 3 | 4 4 4 | 5 4 5 | 218 |
| 219 | 0 15 1 | 0 16 7 | 1 2 9 | 1 10 3 | 2 5 4 | 3 4 6 | 4 4 7 | 5 4 10 | 219 |
| 220 | 0 15 2 | 0 16 7 | 1 2 10 | 1 10 4 | 2 5 6 | 3 4 8 | 4 4 11 | 5 5 2 | 220 |
| 221 | 0 15 2 | 0 16 8 | 1 2 11 | 1 10 7 | 2 5 8 | 3 4 11 | 4 5 3 | 5 5 7 | 221 |
| 222 | 0 15 3 | 0 16 8 | 1 3 0 | 1 10 8 | 2 5 10 | 3 5 2 | 4 5 6 | 5 5 11 | 222 |
| 223 | 0 15 3 | 0 16 9 | 1 3 1 | 1 10 9 | 2 5 11 | 3 5 5 | 4 5 10 | 5 6 4 | 223 |
| 224 | 0 15 4 | 0 16 9 | 1 3 1 | 1 10 10 | 2 6 1 | 3 5 8 | 4 6 1 | 5 6 8 | 224 |
| 225 | 0 15 5 | 0 16 9 | 1 3 2 | 1 10 10 | 2 6 3 | 3 5 10 | 4 6 5 | 5 7 0 | 225 |
| 226 | 0 15 5 | 0 16 10 | 1 3 3 | 1 11 0 | 2 6 5 | 3 6 1 | 4 6 9 | 5 7 5 | 226 |
| 227 | 0 15 6 | 0 16 11 | 1 3 4 | 1 11 1 | 2 6 7 | 3 6 4 | 4 7 1 | 5 7 10 | 227 |
| 228 | 0 15 7 | 0 16 11 | 1 3 5 | 1 11 2 | 2 6 8 | 3 6 7 | 4 7 4 | 5 8 2 | 228 |
| 229 | 0 15 7 | 0 17 0 | 1 3 6 | 1 11 3 | 2 6 10 | 3 6 10 | 4 7 8 | 5 8 7 | 229 |
| 230 | 0 15 8 | 0 17 0 | 1 3 7 | 1 11 4 | 2 7 0 | 3 7 0 | 4 8 0 | 5 8 11 | 230 |
| 231 | 0 15 8 | 0 17 1 | 1 3 8 | 1 11 6 | 2 7 2 | 3 7 3 | 4 8 4 | 5 9 4 | 231 |
| 232 | 0 15 9 | 0 17 2 | 1 3 9 | 1 11 7 | 2 7 4 | 3 7 6 | 4 8 8 | 5 9 9 | 232 |
| 233 | 0 15 9 | 0 17 2 | 1 3 10 | 1 11 8 | 2 7 5 | 3 7 9 | 4 9 0 | 5 10 1 | 233 |
| 234 | 0 15 10 | 0 17 3 | 1 3 11 | 1 11 9 | 2 7 7 | 3 8 0 | 4 9 3 | 5 10 5 | 234 |
| 235 | 0 15 11 | 0 17 3 | 1 4 0 | 1 11 10 | 2 7 9 | 3 8 2 | 4 9 7 | 5 10 9 | 235 |
| 236 | 0 15 11 | 0 17 4 | 1 4 1 | 1 12 0 | 2 7 11 | 3 8 5 | 4 9 11 | 5 11 2 | 236 |
| 237 | 0 16 0 | 0 17 5 | 1 4 2 | 1 12 1 | 2 8 1 | 3 8 8 | 4 10 2 | 5 11 7 | 237 |
| 238 | 0 16 0 | 0 17 5 | 1 4 3 | 1 12 2 | 2 8 2 | 3 8 11 | 4 10 6 | 5 11 11 | 238 |
| 239 | 0 16 1 | 0 17 6 | 1 4 3 | 1 12 3 | 2 8 4 | 3 9 2 | 4 10 9 | 5 12 4 | 239 |
| 240 | 0 16 2 | 0 17 6 | 1 4 4 | 1 12 4 | 2 8 6 | 3 9 4 | 4 11 1 | 5 12 8 | 240 |
| 241 | 0 16 2 | 0 17 7 | 1 4 5 | 1 12 6 | 2 8 8 | 3 9 7 | 4 11 5 | 5 13 1 | 241 |
| 242 | 0 16 3 | 0 17 7 | 1 4 6 | 1 12 7 | 2 8 10 | 3 9 10 | 4 11 8 | 5 13 6 | 242 |
| 243 | 0 16 4 | 0 17 8 | 1 4 7 | 1 12 8 | 2 8 11 | 3 10 1 | 4 12 0 | 5 13 10 | 243 |
| 244 | 0 16 4 | 0 17 9 | 1 4 7 | 1 12 9 | 2 9 1 | 3 10 4 | 4 12 3 | 5 14 3 | 244 |
| 245 | 0 16 5 | 0 17 9 | 1 4 8 | 1 12 10 | 2 9 3 | 3 10 6 | 4 12 7 | 5 14 7 | 245 |
| 246 | 0 16 6 | 0 17 10 | 1 4 9 | 1 13 0 | 2 9 5 | 3 10 9 | 4 12 11 | 5 15 0 | 246 |
| 247 | 0 16 6 | 0 17 11 | 1 4 10 | 1 13 1 | 2 9 7 | 3 11 0 | 4 13 2 | 5 15 4 | 247 |
| 248 | 0 16 7 | 0 18 0 | 1 4 11 | 1 13 2 | 2 9 8 | 3 11 3 | 4 13 6 | 5 15 9 | 248 |
| 249 | 0 16 7 | 0 18 0 | 1 4 11 | 1 13 3 | 2 9 10 | 3 11 6 | 4 13 9 | 5 16 1 | 249 |
| 250 | 0 16 8 | 0 18 1 | 1 5 0 | 1 13 4 | 2 10 0 | 3 11 8 | 4 14 1 | 5 16 6 | 250 |
| 251 | 0 16 8 | 0 18 2 | 1 5 1 | 1 13 6 | 2 10 2 | 3 11 11 | 4 14 5 | 5 16 11 | 251 |
| 252 | 0 16 9 | 0 18 3 | 1 5 2 | 1 13 7 | 2 10 4 | 3 12 2 | 4 14 9 | 5 17 4 | 252 |
| 253 | 0 16 10 | 0 18 4 | 1 5 3 | 1 13 8 | 2 10 5 | 3 12 5 | 4 15 0 | 5 17 8 | 253 |
| 254 | 0 16 10 | 0 18 5 | 1 5 4 | 1 13 9 | 2 10 7 | 3 12 8 | 4 15 4 | 5 18 1 | 254 |
| 255 | 0 16 11 | 0 18 6 | 1 5 5 | 1 13 10 | 2 10 9 | 3 12 10 | 4 15 8 | 5 18 5 | 255 |
| 256 | 0 17 0 | 0 18 6 | 1 5 6 | 1 14 0 | 2 10 11 | 3 13 1 | 4 16 0 | 5 18 10 | 256 |
| 257 | 0 17 0 | 0 18 7 | 1 5 7 | 1 14 1 | 2 11 1 | 3 13 4 | 4 16 4 | 5 19 3 | 257 |
| 258 | 0 17 1 | 0 18 8 | 1 5 8 | 1 14 2 | 2 11 2 | 3 13 7 | 4 16 7 | 5 19 7 | 258 |
| 259 | 0 17 1 | 0 18 9 | 1 5 9 | 1 14 3 | 2 11 4 | 3 13 10 | 4 16 11 | 6 0 0 | 259 |
| 260 | 0 17 2 | 0 18 10 | 1 5 10 | 1 14 4 | 2 11 6 | 3 14 0 | 4 17 3 | 6 0 4 | 260 |
| 261 | 0 17 3 | 0 18 11 | 1 5 11 | 1 14 6 | 2 11 8 | 3 14 3 | 4 17 7 | 6 0 9 | 261 |
| 262 | 0 17 3 | 0 19 0 | 1 6 0 | 1 14 7 | 2 11 10 | 3 14 6 | 4 17 10 | 6 1 2 | 262 |
| 263 | 0 17 4 | 0 19 1 | 1 6 1 | 1 14 8 | 2 11 11 | 3 14 9 | 4 18 2 | 6 1 6 | 263 |
| 264 | 0 17 4 | 0 19 1 | 1 6 2 | 1 14 9 | 2 12 1 | 3 15 0 | 4 18 5 | 6 1 11 | 264 |
| 265 | 0 17 5 | 0 19 2 | 1 6 3 | 1 14 10 | 2 12 3 | 3 15 2 | 4 18 9 | 6 2 3 | 265 |
| 266 | 0 17 6 | 0 19 3 | 1 6 4 | 1 15 0 | 2 12 5 | 3 15 5 | 4 19 1 | 6 2 8 | 266 |
| 267 | 0 17 6 | 0 19 4 | 1 6 5 | 1 15 1 | 2 12 7 | 3 15 8 | 4 19 4 | 6 3 1 | 267 |
| 268 | 0 17 7 | 0 19 5 | 1 6 6 | 1 15 2 | 2 12 8 | 3 15 11 | 4 19 8 | 6 3 5 | 268 |
| 269 | 0 17 7 | 0 19 6 | 1 6 6 | 1 15 3 | 2 12 10 | 3 16 2 | 4 19 11 | 6 3 10 | 269 |

* See note at head of page 45.

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MILEAGE RATES.

| Miles | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|-------|----------------------|-------------|----------|----------|----------|------------------|------------|------------|--------|
| | Miscellaneous Class. | Grain, etc. | A Class. | B Class. | C Class. | 1st Class. | 2nd Class. | 3rd Class. | |
| | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 270 | 0 17 8 | 0 19 6 | 1 6 7 | 1 15 4 | 2 13 0 | 3 16 4 | 5 0 3 | 6 4 2 | 270 |
| 271 | 0 17 9 | 0 19 7 | 1 6 8 | 1 15 6 | 2 13 2 | 3 16 7 | 5 0 7 | 6 4 7 | 271 |
| 272 | 0 17 9 | 0 19 8 | 1 6 9 | 1 15 7 | 2 13 4 | 3 16 10 | 5 0 10 | 6 4 11 | 272 |
| 273 | 0 17 10 | 0 19 9 | 1 6 10 | 1 15 8 | 2 13 5 | 3 17 1 | 5 1 2 | 6 5 4 | 273 |
| 274 | 0 17 10 | 0 19 10 | 1 6 10 | 1 15 9 | 2 13 7 | 3 17 4 | 5 1 5 | 6 5 8 | 274 |
| 275 | 0 17 11 | 0 19 11 | 1 6 11 | 1 15 10 | 2 13 9 | 3 17 6 | 5 1 9 | 6 6 0 | 275 |
| 276 | 0 18 0 | 1 0 0 | 1 7 0 | 1 16 0 | 2 13 11 | 3 17 9 | 5 2 1 | 6 6 5 | 276 |
| 277 | 0 18 0 | 1 0 0 | 1 7 1 | 1 16 1 | 2 14 1 | 3 18 0 | 5 2 5 | 6 6 10 | 277 |
| 278 | 0 18 1 | 1 0 1 | 1 7 2 | 1 16 2 | 2 14 2 | 3 18 3 | 5 2 8 | 6 7 2 | 278 |
| 279 | 0 18 1 | 1 0 2 | 1 7 3 | 1 16 3 | 2 14 4 | 3 18 6 | 5 3 0 | 6 7 7 | 279 |
| 280 | 0 18 2 | 1 0 3 | 1 7 4 | 1 16 4 | 2 14 6 | 3 18 8 | 5 3 4 | 6 7 11 | 280 |
| 281 | 0 18 3 | 1 0 4 | 1 7 5 | 1 16 6 | 2 14 8 | 3 18 11 | 5 3 8 | 6 8 4 | 281 |
| 282 | 0 18 3 | 1 0 5 | 1 7 6 | 1 16 7 | 2 14 10 | 3 19 2 | 5 4 0 | 6 8 9 | 282 |
| 283 | 0 18 4 | 1 0 6 | 1 7 7 | 1 16 8 | 2 14 11 | 3 19 5 | 5 4 3 | 6 9 1 | 283 |
| 284 | 0 18 4 | 1 0 6 | 1 7 8 | 1 16 9 | 2 15 1 | 3 19 8 | 5 4 7 | 6 9 6 | 284 |
| 285 | 0 18 5 | 1 0 7 | 1 7 9 | 1 16 10 | 2 15 3 | 3 19 10 | 5 4 11 | 6 9 10 | 285 |
| 286 | 0 18 6 | 1 0 8 | 1 7 10 | 1 17 0 | 2 15 5 | 4 0 1 | 5 5 3 | 6 10 3 | 286 |
| 287 | 0 18 6 | 1 0 9 | 1 7 11 | 1 17 1 | 2 15 7 | 4 0 4 | 5 5 6 | 6 10 8 | 287 |
| 288 | 0 18 7 | 1 0 10 | 1 8 0 | 1 17 2 | 2 15 8 | 4 0 7 | 5 5 10 | 6 11 0 | 288 |
| 289 | 0 18 7 | 1 0 11 | 1 8 0 | 1 17 3 | 2 15 10 | 4 0 19 | 5 6 1 | 6 11 5 | 289 |
| 290 | 0 18 8 | 1 1 0 | 1 8 1 | 1 17 4 | 2 16 0 | 4 1 9 | 5 6 5 | 6 11 9 | 290 |
| 291 | 0 18 9 | 1 1 0 | 1 8 2 | 1 17 6 | 2 16 2 | 4 1 3 | 5 6 9 | 6 12 2 | 291 |
| 292 | 0 18 10 | 1 1 1 | 1 8 3 | 1 17 7 | 2 16 4 | 4 1 6 | 5 7 0 | 6 12 6 | 292 |
| 293 | 0 18 10 | 1 1 2 | 1 8 4 | 1 17 8 | 2 16 5 | 4 1 9 | 5 7 4 | 6 12 11 | 293 |
| 294 | 0 18 11 | 1 1 3 | 1 8 4 | 1 17 9 | 2 16 7 | 4 2 0 | 5 7 7 | 6 13 3 | 294 |
| 295 | 0 18 11 | 1 1 4 | 1 8 5 | 1 17 10 | 2 16 9 | 4 2 2 | 5 7 11 | 6 13 7 | 295 |
| 296 | 0 19 0 | 1 1 5 | 1 8 6 | 1 18 0 | 2 16 11 | 4 2 5 | 5 8 3 | 6 14 0 | 296 |
| 297 | 0 19 0 | 1 1 6 | 1 8 7 | 1 18 1 | 2 17 1 | 4 2 8 | 5 8 6 | 6 14 4 | 297 |
| 298 | 0 19 1 | 1 1 6 | 1 8 8 | 1 18 2 | 2 17 2 | 4 2 11 | 5 8 10 | 6 14 9 | 298 |
| 299 | 0 19 1 | 1 1 7 | 1 8 8 | 1 18 3 | 2 17 4 | 4 3 2 | 5 9 1 | 6 15 1 | 299 |
| 300 | 0 19 2 | 1 1 8 | 1 8 9 | 1 18 4 | 2 17 6 | 4 3 4 | 5 9 5 | 6 15 5 | 300 |
| 301 | 0 19 3 | 1 1 9 | 1 8 10 | 1 18 5 | 2 17 8 | 4 3 7 | 5 9 9 | 6 15 9 | 301 |
| 302 | 0 19 3 | 1 1 10 | 1 8 11 | 1 18 6 | 2 17 9 | 4 3 10 | 5 10 0 | 6 16 1 | 302 |
| 303 | 0 19 4 | 1 1 11 | 1 9 0 | 1 18 7 | 2 17 11 | 4 4 0 | 5 10 3 | 6 16 5 | 303 |
| 304 | 0 19 4 | 1 2 0 | 1 9 0 | 1 18 8 | 2 18 0 | 4 4 2 | 5 10 6 | 6 16 9 | 304 |
| 305 | 0 19 5 | 1 2 0 | 1 9 1 | 1 18 9 | 2 18 2 | 4 4 4 | 5 10 9 | 6 17 1 | 305 |
| 306 | 0 19 5 | 1 2 1 | 1 9 2 | 1 18 10 | 2 18 3 | 4 4 7 | 5 11 1 | 6 17 5 | 306 |
| 307 | 0 19 6 | 1 2 2 | 1 9 3 | 1 18 11 | 2 18 5 | 4 4 10 | 5 11 4 | 6 17 9 | 307 |
| 308 | 0 19 6 | 1 2 3 | 1 9 3 | 1 19 0 | 2 18 6 | 4 5 0 | 5 11 7 | 6 18 1 | 308 |
| 309 | 0 19 7 | 1 2 4 | 1 9 4 | 1 19 1 | 2 18 8 | 4 5 2 | 5 11 10 | 6 18 5 | 309 |
| 310 | 0 19 7 | 1 2 5 | 1 9 5 | 1 19 2 | 2 18 9 | 4 5 4 | 5 11 1 | 6 18 8 | 310 |
| 311 | 0 19 8 | 1 2 6 | 1 9 6 | 1 19 3 | 2 18 11 | 4 5 7 | 5 12 5 | 6 19 0 | 311 |
| 312 | 0 19 8 | 1 2 6 | 1 9 6 | 1 19 4 | 2 19 0 | 4 5 10 | 5 12 8 | 6 19 4 | 312 |
| 313 | 0 19 9 | 1 2 7 | 1 9 7 | 1 19 5 | 2 19 2 | 4 6 0 | 5 12 11 | 6 19 8 | 313 |
| 314 | 0 19 9 | 1 2 8 | 1 9 8 | 1 19 6 | 2 19 3 | 4 6 2 | 5 13 2 | 7 0 0 | 314 |
| 315 | 0 19 10 | 1 2 9 | 1 9 9 | 1 19 7 | 2 19 5 | 4 6 4 | 5 13 5 | 7 0 4 | 315 |
| 316 | 0 19 10 | 1 2 10 | 1 9 9 | 1 19 8 | 2 19 6 | 4 6 7 | 5 13 9 | 7 0 8 | 316 |
| 317 | 0 19 11 | 1 2 11 | 1 9 10 | 1 19 9 | 2 19 8 | 4 6 10 | 5 14 0 | 7 1 0 | 317 |
| 318 | 0 19 11 | 1 3 0 | 1 9 11 | 1 19 10 | 2 19 9 | 4 7 0 | 5 14 3 | 7 1 4 | 318 |
| 319 | 1 0 0 | 1 3 0 | 1 10 0 | 1 19 11 | 2 19 11 | 4 7 2 | 5 14 6 | 7 1 8 | 319 |
| 320 | 1 0 0 | 1 3 1 | 1 10 0 | 2 0 0 | 3 0 0 | 4 7 4 | 5 14 9 | 7 1 11 | 320 |
| 321 | 1 0 1 | 1 3 2 | 1 10 1 | 2 0 1 | 3 0 2 | 4 7 7 | 5 15 0 | 7 2 3 | 321 |
| 322 | 1 0 1 | 1 3 3 | 1 10 2 | 2 0 2 | 3 0 3 | 4 7 10 | 5 15 3 | 7 2 7 | 322 |
| 323 | 1 0 2 | 1 3 4 | 1 10 3 | 2 0 3 | 3 0 5 | 4 8 0 | 5 15 6 | 7 2 11 | 323 |
| 324 | 1 0 2 | 1 3 5 | 1 10 3 | 2 0 4 | 3 0 6 | 4 8 2 | 5 15 9 | 7 3 3 | 324 |
| 325 | 1 0 3 | 1 3 6 | 1 10 4 | 2 0 5 | 3 0 8 | 4 8 4 | 5 16 0 | 7 3 7 | 325 |

* See note at head of page 45.

MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 326 | 1 0 3 | 1 3 6 | 1 10 5 | 2 0 6 | 3 0 9 | 4 8 7 | 5 16 4 | 7 3 11 | 326 |
| 327 | 1 0 4 | 1 3 7 | 1 10 6 | 2 0 7 | 3 0 11 | 4 8 10 | 5 16 7 | 7 4 3 | 327 |
| 328 | 1 0 4 | 1 3 8 | 1 10 6 | 2 0 8 | 3 1 0 | 4 9 0 | 5 16 10 | 7 4 7 | 328 |
| 329 | 1 0 5 | 1 3 9 | 1 10 7 | 2 0 9 | 3 1 2 | 4 9 2 | 5 17 1 | 7 4 11 | 329 |
| 330 | 1 0 5 | 1 3 10 | 1 10 8 | 2 0 10 | 3 1 3 | 4 9 4 | 5 17 4 | 7 5 2 | 330 |
| 331 | 1 0 6 | 1 3 11 | 1 10 9 | 2 0 11 | 3 1 5 | 4 9 7 | 5 17 8 | 7 5 6 | 331 |
| 332 | 1 0 6 | 1 4 0 | 1 10 9 | 2 1 0 | 3 1 6 | 4 9 10 | 5 17 11 | 7 5 10 | 332 |
| 333 | 1 0 7 | 1 4 0 | 1 10 10 | 2 1 1 | 3 1 8 | 4 10 0 | 5 18 2 | 7 6 2 | 333 |
| 334 | 1 0 7 | 1 4 1 | 1 10 11 | 2 1 2 | 3 1 9 | 4 10 2 | 5 18 5 | 7 6 6 | 334 |
| 335 | 1 0 8 | 1 4 2 | 1 11 0 | 2 1 3 | 3 1 11 | 4 10 4 | 5 18 8 | 7 6 10 | 335 |
| 336 | 1 0 8 | 1 4 3 | 1 11 0 | 2 1 4 | 3 2 0 | 4 10 7 | 5 19 0 | 7 7 2 | 336 |
| 337 | 1 0 9 | 1 4 4 | 1 11 1 | 2 1 5 | 3 2 2 | 4 10 10 | 5 19 3 | 7 7 6 | 337 |
| 338 | 1 0 9 | 1 4 5 | 1 11 2 | 2 1 6 | 3 2 3 | 4 11 0 | 5 19 6 | 7 7 10 | 338 |
| 339 | 1 0 10 | 1 4 6 | 1 11 3 | 2 1 7 | 3 2 5 | 4 11 2 | 5 19 9 | 7 8 2 | 339 |
| 340 | 1 0 10 | 1 4 6 | 1 11 3 | 2 1 8 | 3 2 6 | 4 11 4 | 6 0 0 | 7 8 5 | 340 |
| 341 | 1 0 11 | 1 4 7 | 1 11 4 | 2 1 9 | 3 2 8 | 4 11 7 | 6 0 4 | 7 8 9 | 341 |
| 342 | 1 0 11 | 1 4 8 | 1 11 5 | 2 1 10 | 3 2 9 | 4 11 10 | 6 0 7 | 7 9 1 | 342 |
| 343 | 1 1 0 | 1 4 9 | 1 11 6 | 2 1 11 | 3 2 11 | 4 12 0 | 6 0 10 | 7 9 5 | 343 |
| 344 | 1 1 0 | 1 4 10 | 1 11 6 | 2 2 0 | 3 3 0 | 4 12 2 | 6 1 1 | 7 9 9 | 344 |
| 345 | 1 1 1 | 1 4 11 | 1 11 7 | 2 2 1 | 3 3 2 | 4 12 4 | 6 1 4 | 7 10 1 | 345 |
| 346 | 1 1 1 | 1 5 0 | 1 11 8 | 2 2 2 | 3 3 3 | 4 12 7 | 6 1 7 | 7 10 5 | 346 |
| 347 | 1 1 2 | 1 5 0 | 1 11 9 | 2 2 3 | 3 3 5 | 4 12 10 | 6 1 10 | 7 10 9 | 347 |
| 348 | 1 1 2 | 1 5 1 | 1 11 9 | 2 2 4 | 3 3 6 | 4 13 0 | 6 2 1 | 7 11 1 | 348 |
| 349 | 1 1 3 | 1 5 2 | 1 11 10 | 2 2 5 | 3 3 8 | 4 13 2 | 6 2 4 | 7 11 5 | 349 |
| 350 | 1 1 3 | 1 5 3 | 1 11 11 | 2 2 6 | 3 3 9 | 4 13 4 | 6 2 7 | 7 11 8 | 350 |
| 351 | 1 1 4 | 1 5 4 | 1 12 0 | 2 2 7 | 3 3 11 | 4 13 7 | 6 2 11 | 7 12 0 | 351 |
| 352 | 1 1 4 | 1 5 5 | 1 12 0 | 2 2 8 | 3 4 0 | 4 13 10 | 6 3 2 | 7 12 4 | 352 |
| 353 | 1 1 5 | 1 5 6 | 1 12 1 | 2 2 9 | 3 4 2 | 4 14 0 | 6 3 5 | 7 12 8 | 353 |
| 354 | 1 1 5 | 1 5 6 | 1 12 2 | 2 2 10 | 3 4 3 | 4 14 2 | 6 3 8 | 7 13 0 | 354 |
| 355 | 1 1 6 | 1 5 7 | 1 12 3 | 2 2 11 | 3 4 5 | 4 14 4 | 6 3 11 | 7 13 4 | 355 |
| 356 | 1 1 6 | 1 5 8 | 1 12 3 | 2 3 0 | 3 4 6 | 4 14 7 | 6 4 3 | 7 13 8 | 356 |
| 357 | 1 1 7 | 1 5 9 | 1 12 4 | 2 3 1 | 3 4 8 | 4 14 10 | 6 4 6 | 7 14 0 | 357 |
| 358 | 1 1 7 | 1 5 10 | 1 12 5 | 2 3 2 | 3 4 9 | 4 15 0 | 6 4 9 | 7 14 4 | 358 |
| 359 | 1 1 8 | 1 5 11 | 1 12 6 | 2 3 3 | 3 4 11 | 4 15 2 | 6 5 0 | 7 14 8 | 359 |
| 360 | 1 1 8 | 1 6 0 | 1 12 6 | 2 3 4 | 3 5 0 | 4 15 4 | 6 5 3 | 7 14 11 | 360 |
| 361 | 1 1 9 | 1 6 0 | 1 12 7 | 2 3 5 | 3 5 2 | 4 15 7 | 6 5 7 | 7 15 3 | 361 |
| 362 | 1 1 9 | 1 6 1 | 1 12 8 | 2 3 6 | 3 5 3 | 4 15 10 | 6 5 10 | 7 15 7 | 362 |
| 363 | 1 1 10 | 1 6 2 | 1 12 9 | 2 3 7 | 3 5 5 | 4 16 0 | 6 6 1 | 7 15 11 | 363 |
| 364 | 1 1 10 | 1 6 3 | 1 12 9 | 2 3 8 | 3 5 6 | 4 16 2 | 6 6 4 | 7 16 3 | 364 |
| 365 | 1 1 11 | 1 6 4 | 1 12 10 | 2 3 9 | 3 5 8 | 4 16 4 | 6 6 7 | 7 16 7 | 365 |
| 366 | 1 1 11 | 1 6 5 | 1 12 11 | 2 3 10 | 3 5 9 | 4 16 7 | 6 6 11 | 7 16 11 | 366 |
| 367 | 1 2 0 | 1 6 6 | 1 13 0 | 2 3 11 | 3 5 11 | 4 16 10 | 6 7 2 | 7 17 3 | 367 |
| 368 | 1 2 0 | 1 6 6 | 1 13 0 | 2 4 0 | 3 6 0 | 4 17 0 | 6 7 5 | 7 17 7 | 368 |
| 369 | 1 2 1 | 1 6 7 | 1 13 1 | 2 4 1 | 3 6 2 | 4 17 2 | 6 7 8 | 7 17 11 | 369 |
| 370 | 1 2 1 | 1 6 8 | 1 13 2 | 2 4 2 | 3 6 3 | 4 17 4 | 6 7 11 | 7 18 2 | 370 |
| 371 | 1 2 2 | 1 6 9 | 1 13 3 | 2 4 3 | 3 6 5 | 4 17 7 | 6 8 2 | 7 18 6 | 371 |
| 372 | 1 2 2 | 1 6 10 | 1 13 3 | 2 4 4 | 3 6 6 | 4 17 10 | 6 8 5 | 7 18 10 | 372 |
| 373 | 1 2 3 | 1 6 11 | 1 13 4 | 2 4 5 | 3 6 8 | 4 18 0 | 6 8 8 | 7 19 2 | 373 |
| 374 | 1 2 3 | 1 7 0 | 1 13 5 | 2 4 6 | 3 6 9 | 4 18 2 | 6 8 11 | 7 19 6 | 374 |
| 375 | 1 2 4 | 1 7 0 | 1 13 6 | 2 4 7 | 3 6 11 | 4 18 4 | 6 9 2 | 7 19 10 | 375 |
| 376 | 1 2 4 | 1 7 1 | 1 13 6 | 2 4 8 | 3 7 0 | 4 18 7 | 6 9 6 | 8 0 2 | 376 |
| 377 | 1 2 5 | 1 7 2 | 1 13 7 | 2 4 9 | 3 7 2 | 4 18 10 | 6 9 9 | 8 0 6 | 377 |
| 378 | 1 2 5 | 1 7 3 | 1 13 8 | 2 4 10 | 3 7 3 | 4 19 0 | 6 10 0 | 8 0 10 | 378 |
| 379 | 1 2 6 | 1 7 4 | 1 13 9 | 2 4 11 | 3 7 5 | 4 19 2 | 6 10 3 | 8 1 2 | 379 |
| 380 | 1 2 6 | 1 7 5 | 1 13 9 | 2 5 0 | 3 7 6 | 4 19 4 | 6 10 6 | 8 1 5 | 380 |
| 381 | 1 2 7 | 1 7 6 | 1 13 10 | 2 5 1 | 3 7 8 | 4 19 7 | 6 10 10 | 8 1 9 | 381 |

* See note at head of page 45.

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MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 382 | 1 2 7 | 1 7 6 | 1 13 11 | 2 5 2 | 3 7 9 | 4 19 10 | 6 11 1 | 8 2 1 | 382 |
| 383 | 1 2 8 | 1 7 7 | 1 14 0 | 2 5 3 | 3 7 11 | 5 0 0 | 6 11 4 | 8 2 5 | 383 |
| 384 | 1 2 8 | 1 7 8 | 1 14 0 | 2 5 4 | 3 8 0 | 5 0 2 | 6 11 7 | 8 2 9 | 384 |
| 385 | 1 2 9 | 1 7 9 | 1 14 1 | 2 5 5 | 3 8 2 | 5 0 4 | 6 11 10 | 8 3 1 | 385 |
| 386 | 1 2 9 | 1 7 9 | 1 14 2 | 2 5 6 | 3 8 3 | 5 0 7 | 6 12 2 | 8 3 5 | 386 |
| 387 | 1 2 10 | 1 7 10 | 1 14 3 | 2 5 7 | 3 8 5 | 5 0 10 | 6 12 5 | 8 3 9 | 387 |
| 388 | 1 2 10 | 1 7 10 | 1 14 3 | 2 5 8 | 3 8 6 | 5 1 0 | 6 12 8 | 8 4 1 | 388 |
| 389 | 1 2 11 | 1 7 10 | 1 14 4 | 2 5 9 | 3 8 8 | 5 1 2 | 6 12 11 | 8 4 5 | 389 |
| 390 | 1 2 11 | 1 7 10 | 1 14 5 | 2 5 10 | 3 8 9 | 5 1 4 | 6 13 2 | 8 4 8 | 390 |
| 391 | 1 3 0 | 1 7 11 | 1 14 6 | 2 5 11 | 3 8 11 | 5 1 7 | 6 13 5 | 8 5 0 | 391 |
| 392 | 1 3 0 | 1 7 11 | 1 14 6 | 2 6 0 | 3 9 0 | 5 1 10 | 6 13 8 | 8 5 4 | 392 |
| 393 | 1 3 1 | 1 7 11 | 1 14 7 | 2 6 1 | 3 9 2 | 5 2 0 | 6 13 11 | 8 5 8 | 393 |
| 394 | 1 3 1 | 1 7 11 | 1 14 8 | 2 6 2 | 3 9 3 | 5 2 2 | 6 14 2 | 8 6 0 | 394 |
| 395 | 1 3 2 | 1 8 0 | 1 14 9 | 2 6 3 | 3 9 5 | 5 2 4 | 6 14 5 | 8 6 4 | 395 |
| 396 | 1 3 2 | 1 8 0 | 1 14 9 | 2 6 4 | 3 9 6 | 5 2 7 | 6 14 8 | 8 6 8 | 396 |
| 397 | 1 3 3 | 1 8 0 | 1 14 10 | 2 6 5 | 3 9 8 | 5 2 10 | 6 14 11 | 8 7 0 | 397 |
| 398 | 1 3 3 | 1 8 0 | 1 14 11 | 2 6 6 | 3 9 9 | 5 3 0 | 6 15 2 | 8 7 4 | 398 |
| 399 | 1 3 4 | 1 8 0 | 1 15 0 | 2 6 7 | 3 9 11 | 5 3 2 | 6 15 5 | 8 7 8 | 399 |
| 400 | 1 3 4 | 1 8 0 | 1 15 0 | 2 6 8 | 3 10 0 | 5 3 4 | 6 15 8 | 8 7 11 | 400 |
| 401 | 1 3 5 | 1 8 6 | 1 15 1 | 2 6 9 | 3 10 2 | 5 3 6 | 6 15 11 | 8 8 3 | 401 |
| 402 | 1 3 5 | 1 8 6 | 1 15 2 | 2 6 10 | 3 10 3 | 5 3 8 | 6 16 2 | 8 8 7 | 402 |
| 403 | 1 3 6 | 1 8 6 | 1 15 3 | 2 6 11 | 3 10 5 | 5 3 10 | 6 16 4 | 8 8 10 | 403 |
| 404 | 1 3 6 | 1 8 6 | 1 15 3 | 2 7 0 | 3 10 6 | 5 4 0 | 6 16 7 | 8 9 1 | 404 |
| 405 | 1 3 7 | 1 8 6 | 1 15 4 | 2 7 1 | 3 10 8 | 5 4 2 | 6 16 10 | 8 9 4 | 405 |
| 406 | 1 3 7 | 1 8 6 | 1 15 5 | 2 7 2 | 3 10 9 | 5 4 4 | 6 17 1 | 8 9 8 | 406 |
| 407 | 1 3 8 | 1 8 6 | 1 15 6 | 2 7 3 | 3 10 11 | 5 4 6 | 6 17 4 | 8 10 0 | 407 |
| 408 | 1 3 8 | 1 8 6 | 1 15 6 | 2 7 4 | 3 11 0 | 5 4 8 | 6 17 6 | 8 10 3 | 408 |
| 409 | 1 3 9 | 1 8 6 | 1 15 7 | 2 7 5 | 3 11 2 | 5 4 10 | 6 17 9 | 8 10 6 | 409 |
| 410 | 1 3 9 | 1 8 6 | 1 15 8 | 2 7 6 | 3 11 3 | 5 5 0 | 6 17 11 | 8 10 9 | 410 |
| 411 | 1 3 10 | 1 8 6 | 1 15 9 | 2 7 7 | 3 11 5 | 5 5 2 | 6 18 2 | 8 11 1 | 411 |
| 412 | 1 3 10 | 1 8 6 | 1 15 9 | 2 7 8 | 3 11 6 | 5 5 4 | 6 18 5 | 8 11 4 | 412 |
| 413 | 1 3 11 | 1 8 6 | 1 15 10 | 2 7 9 | 3 11 8 | 5 5 6 | 6 18 7 | 8 11 7 | 413 |
| 414 | 1 3 11 | 1 8 6 | 1 15 11 | 2 7 10 | 3 11 9 | 5 5 8 | 6 18 10 | 8 11 10 | 414 |
| 415 | 1 4 0 | 1 8 6 | 1 16 0 | 2 7 11 | 3 11 11 | 5 5 10 | 6 19 0 | 8 12 1 | 415 |
| 416 | 1 4 0 | 1 8 6 | 1 16 0 | 2 8 0 | 3 12 0 | 5 6 0 | 6 19 3 | 8 12 5 | 416 |
| 417 | 1 4 1 | 1 8 6 | 1 16 1 | 2 8 1 | 3 12 2 | 5 6 2 | 6 19 6 | 8 12 8 | 417 |
| 418 | 1 4 1 | 1 8 6 | 1 16 2 | 2 8 2 | 3 12 3 | 5 6 4 | 6 19 8 | 8 12 11 | 418 |
| 419 | 1 4 2 | 1 8 6 | 1 16 3 | 2 8 3 | 3 12 5 | 5 6 6 | 6 19 11 | 8 13 2 | 419 |
| 420 | 1 4 2 | 1 8 6 | 1 16 3 | 2 8 4 | 3 12 6 | 5 6 8 | 7 0 1 | 8 13 5 | 420 |
| 421 | 1 4 3 | 1 8 6 | 1 16 4 | 2 8 5 | 3 12 8 | 5 6 10 | 7 0 4 | 8 13 9 | 421 |
| 422 | 1 4 3 | 1 8 6 | 1 16 5 | 2 8 6 | 3 12 9 | 5 7 0 | 7 0 7 | 8 14 0 | 422 |
| 423 | 1 4 4 | 1 8 6 | 1 16 6 | 2 8 7 | 3 12 11 | 5 7 2 | 7 0 9 | 8 14 3 | 423 |
| 424 | 1 4 4 | 1 8 6 | 1 16 6 | 2 8 8 | 3 13 0 | 5 7 4 | 7 1 0 | 8 14 6 | 424 |
| 425 | 1 4 5 | 1 8 6 | 1 16 7 | 2 8 9 | 3 13 2 | 5 7 6 | 7 1 2 | 8 14 9 | 425 |
| 426 | 1 4 5 | 1 9 0 | 1 16 8 | 2 8 10 | 3 13 3 | 5 7 8 | 7 1 5 | 8 15 1 | 426 |
| 427 | 1 4 6 | 1 9 0 | 1 16 9 | 2 8 11 | 3 13 5 | 5 7 10 | 7 1 8 | 8 15 5 | 427 |
| 428 | 1 4 6 | 1 9 0 | 1 16 9 | 2 9 0 | 3 13 6 | 5 8 0 | 7 1 10 | 8 15 8 | 428 |
| 429 | 1 4 7 | 1 9 0 | 1 16 10 | 2 9 1 | 3 13 8 | 5 8 2 | 7 2 1 | 8 15 11 | 429 |
| 430 | 1 4 7 | 1 9 0 | 1 16 11 | 2 9 2 | 3 13 9 | 5 8 4 | 7 2 4 | 8 16 2 | 430 |
| 431 | 1 4 8 | 1 9 0 | 1 17 0 | 2 9 3 | 3 13 11 | 5 8 6 | 7 2 7 | 8 16 6 | 431 |
| 432 | 1 4 8 | 1 9 0 | 1 17 0 | 2 9 4 | 3 14 0 | 5 8 8 | 7 2 10 | 8 16 9 | 432 |
| 433 | 1 4 9 | 1 9 0 | 1 17 1 | 2 9 5 | 3 14 2 | 5 8 10 | 7 3 0 | 8 17 0 | 433 |
| 434 | 1 4 9 | 1 9 0 | 1 17 2 | 2 9 6 | 3 14 3 | 5 9 0 | 7 3 3 | 8 17 3 | 434 |
| 435 | 1 4 10 | 1 9 0 | 1 17 3 | 2 9 7 | 3 14 5 | 5 9 2 | 7 3 5 | 8 17 6 | 435 |
| 436 | 1 4 10 | 1 9 0 | 1 17 3 | 2 9 8 | 3 14 6 | 5 9 4 | 7 3 8 | 8 17 10 | 436 |
| 437 | 1 4 11 | 1 9 0 | 1 17 4 | 2 9 9 | 3 14 8 | 5 9 6 | 7 3 11 | 8 18 1 | 437 |

* See note at head of page 45.

MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | |
| 138 | 1 4 11 | 1 9 0 | 1 17 5 | 2 9 10 | 3 14 9 | 5 9 8 | 7 4 1 | 8 18 4 | 438 |
| 439 | 1 5 0 | 1 9 0 | 1 17 6 | 2 9 11 | 3 14 10 | 5 9 10 | 7 4 4 | 8 18 7 | 439 |
| 440 | 1 5 0 | 1 9 0 | 1 17 6 | 2 10 0 | 3 15 0 | 5 10 0 | 7 4 6 | 8 18 10 | 440 |
| 441 | 1 5 1 | 1 9 0 | 1 17 7 | 2 10 1 | 3 15 2 | 5 10 2 | 7 4 9 | 8 19 2 | 441 |
| 442 | 1 5 1 | 1 9 0 | 1 17 8 | 2 10 2 | 3 15 3 | 5 10 4 | 7 5 0 | 8 19 5 | 442 |
| 443 | 1 5 2 | 1 9 0 | 1 17 9 | 2 10 3 | 3 15 5 | 5 10 6 | 7 5 2 | 8 19 8 | 443 |
| 444 | 1 5 2 | 1 9 0 | 1 17 9 | 2 10 4 | 3 15 6 | 5 10 8 | 7 5 5 | 8 19 11 | 444 |
| 445 | 1 5 3 | 1 9 0 | 1 17 10 | 2 10 5 | 3 15 8 | 5 10 10 | 7 5 7 | 9 0 2 | 445 |
| 446 | 1 5 3 | 1 9 0 | 1 17 11 | 2 10 6 | 3 15 9 | 5 11 0 | 7 5 10 | 9 0 6 | 446 |
| 447 | 1 5 4 | 1 9 0 | 1 18 0 | 2 10 7 | 3 15 11 | 5 11 2 | 7 6 1 | 9 0 9 | 447 |
| 448 | 1 5 4 | 1 9 0 | 1 18 0 | 2 10 8 | 3 16 0 | 5 11 4 | 7 6 3 | 9 1 0 | 448 |
| 449 | 1 5 5 | 1 9 0 | 1 18 1 | 2 10 9 | 3 16 2 | 5 11 6 | 7 6 6 | 9 1 3 | 449 |
| 450 | 1 5 5 | 1 9 0 | 1 18 2 | 2 10 10 | 3 16 3 | 5 11 8 | 7 6 8 | 9 1 6 | 450 |
| 451 | 1 5 6 | 1 9 6 | 1 18 3 | 2 10 11 | 3 16 5 | 5 11 10 | 7 6 11 | 9 1 10 | 451 |
| 452 | 1 5 6 | 1 9 6 | 1 18 3 | 2 11 0 | 3 16 6 | 5 12 0 | 7 7 2 | 9 2 2 | 452 |
| 453 | 1 5 7 | 1 9 6 | 1 18 4 | 2 11 1 | 3 16 8 | 5 12 2 | 7 7 4 | 9 2 5 | 453 |
| 454 | 1 5 7 | 1 9 6 | 1 18 5 | 2 11 2 | 3 16 9 | 5 12 4 | 7 7 7 | 9 2 8 | 454 |
| 455 | 1 5 8 | 1 9 6 | 1 18 6 | 2 11 3 | 3 16 11 | 5 12 6 | 7 7 9 | 9 2 11 | 455 |
| 456 | 1 5 8 | 1 9 6 | 1 18 6 | 2 11 4 | 3 17 0 | 5 12 8 | 7 8 1 | 9 3 3 | 456 |
| 457 | 1 5 9 | 1 9 6 | 1 18 7 | 2 11 5 | 3 17 2 | 5 12 10 | 7 8 4 | 9 3 6 | 457 |
| 458 | 1 5 9 | 1 9 6 | 1 18 8 | 2 11 6 | 3 17 3 | 5 13 0 | 7 8 6 | 9 3 9 | 458 |
| 459 | 1 5 10 | 1 9 6 | 1 18 9 | 2 11 7 | 3 17 5 | 5 13 2 | 7 8 9 | 9 4 0 | 459 |
| 460 | 1 5 10 | 1 9 6 | 1 18 9 | 2 11 8 | 3 17 6 | 5 13 4 | 7 8 10 | 9 4 3 | 460 |
| 461 | 1 5 11 | 1 9 6 | 1 18 10 | 2 11 9 | 3 17 8 | 5 13 6 | 7 9 1 | 9 4 7 | 461 |
| 462 | 1 5 11 | 1 9 6 | 1 18 11 | 2 11 10 | 3 17 9 | 5 13 8 | 7 9 4 | 9 4 10 | 462 |
| 463 | 1 6 0 | 1 9 6 | 1 19 0 | 2 11 11 | 3 17 11 | 5 13 10 | 7 9 6 | 9 5 1 | 463 |
| 464 | 1 6 0 | 1 9 6 | 1 19 0 | 2 12 0 | 3 18 0 | 5 14 0 | 7 9 9 | 9 5 4 | 464 |
| 465 | 1 6 1 | 1 9 6 | 1 19 1 | 2 12 1 | 3 18 2 | 5 14 2 | 7 9 11 | 9 5 7 | 465 |
| 466 | 1 6 1 | 1 9 6 | 1 19 2 | 2 12 2 | 3 18 3 | 5 14 4 | 7 10 2 | 9 5 11 | 466 |
| 467 | 1 6 2 | 1 9 6 | 1 19 3 | 2 12 3 | 3 18 5 | 5 14 6 | 7 10 5 | 9 6 2 | 467 |
| 468 | 1 6 2 | 1 9 6 | 1 19 3 | 2 12 4 | 3 18 6 | 5 14 8 | 7 10 7 | 9 6 5 | 468 |
| 469 | 1 6 3 | 1 9 6 | 1 19 4 | 2 12 5 | 3 18 8 | 5 14 10 | 7 10 10 | 9 6 8 | 469 |
| 470 | 1 6 3 | 1 9 6 | 1 19 5 | 2 12 6 | 3 18 9 | 5 15 0 | 7 11 0 | 9 6 11 | 470 |
| 471 | 1 6 4 | 1 9 6 | 1 19 6 | 2 12 7 | 3 18 11 | 5 15 2 | 7 12 3 | 9 7 3 | 471 |
| 472 | 1 6 4 | 1 9 6 | 1 19 6 | 2 12 8 | 3 19 0 | 5 15 4 | 7 12 6 | 9 7 6 | 472 |
| 473 | 1 6 5 | 1 9 6 | 1 19 7 | 2 12 9 | 3 19 2 | 5 15 6 | 7 12 8 | 9 7 9 | 473 |
| 474 | 1 6 5 | 1 9 6 | 1 19 8 | 2 12 10 | 3 19 3 | 5 15 8 | 7 12 11 | 9 8 0 | 474 |
| 475 | 1 6 6 | 1 9 6 | 1 19 9 | 2 12 11 | 3 19 5 | 5 15 10 | 7 12 1 | 9 8 3 | 475 |
| 476 | 1 6 6 | 1 10 0 | 1 19 9 | 2 13 0 | 3 19 6 | 5 16 0 | 7 12 4 | 9 8 7 | 476 |
| 477 | 1 6 7 | 1 10 0 | 1 19 10 | 2 13 1 | 3 19 8 | 5 16 2 | 7 12 7 | 9 8 11 | 477 |
| 478 | 1 6 7 | 1 10 0 | 1 19 11 | 2 13 2 | 3 19 9 | 5 16 4 | 7 12 9 | 9 9 2 | 478 |
| 479 | 1 6 8 | 1 10 0 | 2 0 0 | 2 13 3 | 3 19 11 | 5 16 6 | 7 13 0 | 9 9 5 | 479 |
| 480 | 1 6 8 | 1 10 0 | 2 0 0 | 2 13 4 | 4 0 0 | 5 16 8 | 7 13 2 | 9 9 8 | 480 |
| 481 | 1 6 9 | 1 10 0 | 2 0 1 | 2 13 5 | 4 0 2 | 5 16 10 | 7 13 5 | 9 10 0 | 481 |
| 482 | 1 6 9 | 1 10 0 | 2 0 2 | 2 13 6 | 4 0 3 | 5 17 0 | 7 13 8 | 9 10 3 | 482 |
| 483 | 1 6 10 | 1 10 0 | 2 0 3 | 2 13 7 | 4 0 5 | 5 17 2 | 7 13 10 | 9 10 6 | 483 |
| 484 | 1 6 10 | 1 10 0 | 2 0 3 | 2 13 8 | 4 0 6 | 5 17 4 | 7 14 1 | 9 10 9 | 484 |
| 485 | 1 6 11 | 1 10 0 | 2 0 4 | 2 13 9 | 4 0 8 | 5 17 6 | 7 14 3 | 9 11 0 | 485 |
| 486 | 1 6 11 | 1 10 0 | 2 0 5 | 2 13 10 | 4 0 9 | 5 17 8 | 7 14 6 | 9 11 4 | 486 |
| 487 | 1 7 0 | 1 10 0 | 2 0 6 | 2 13 11 | 4 0 11 | 5 17 10 | 7 14 9 | 9 11 7 | 487 |
| 488 | 1 7 0 | 1 10 0 | 2 0 6 | 2 14 0 | 4 1 0 | 5 18 0 | 7 14 11 | 9 11 10 | 488 |
| 489 | 1 7 1 | 1 10 0 | 2 0 7 | 2 14 1 | 4 1 2 | 5 18 2 | 7 15 2 | 9 12 1 | 489 |
| 490 | 1 7 1 | 1 10 0 | 2 0 8 | 2 14 2 | 4 1 3 | 5 18 4 | 7 15 4 | 9 12 4 | 490 |
| 491 | 1 7 2 | 1 10 0 | 2 0 9 | 2 14 3 | 4 1 5 | 5 18 6 | 7 15 7 | 9 12 8 | 491 |
| 492 | 1 7 2 | 1 10 0 | 2 0 9 | 2 14 4 | 4 1 6 | 5 18 8 | 7 15 10 | 9 12 11 | 492 |
| 493 | 1 7 3 | 1 10 0 | 2 0 10 | 2 14 5 | 4 1 8 | 5 18 10 | 7 16 0 | 9 13 2 | 493 |

See note at head of page 45.

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MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------|-------------|----------|----------|----------|------------------|------------|------------|--------|
| | Miscellaneous Class. | Grain, etc. | A Class. | B Class. | C Class. | 1st Class. | 2nd Class. | 3rd Class. | |
| | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 494 | 1 7 3 | 1 10 0 | 2 0 11 | 2 14 6 | 4 1 9 | 5 19 0 | 7 16 3 | 9 13 5 | 494 |
| 495 | 1 7 4 | 1 10 0 | 2 1 0 | 2 14 7 | 4 1 11 | 5 19 2 | 7 16 5 | 9 13 8 | 495 |
| 496 | 1 7 4 | 1 10 0 | 2 1 0 | 2 14 8 | 4 2 0 | 5 19 4 | 7 16 8 | 9 14 0 | 496 |
| 497 | 1 7 5 | 1 10 0 | 2 1 1 | 2 14 9 | 4 2 2 | 5 19 6 | 7 16 11 | 9 14 3 | 497 |
| 498 | 1 7 5 | 1 10 0 | 2 1 2 | 2 14 10 | 4 2 3 | 5 19 8 | 7 17 1 | 9 14 6 | 498 |
| 499 | 1 7 6 | 1 10 0 | 2 1 3 | 2 14 11 | 4 2 5 | 5 19 10 | 7 17 4 | 9 14 9 | 499 |
| 500 | 1 7 6 | 1 10 0 | 2 1 3 | 2 15 0 | 4 2 6 | 6 0 0 | 7 17 6 | 9 15 0 | 500 |
| 501 | 1 7 7 | 1 10 6 | 2 1 4 | 2 15 1 | 4 2 8 | 6 0 2 | 7 17 9 | 9 15 4 | 501 |
| 502 | 1 7 7 | 1 10 6 | 2 1 5 | 2 15 2 | 4 2 9 | 6 0 4 | 7 18 0 | 9 15 8 | 502 |
| 503 | 1 7 8 | 1 10 6 | 2 1 6 | 2 15 3 | 4 2 11 | 6 0 6 | 7 18 2 | 9 15 11 | 503 |
| 504 | 1 7 8 | 1 10 6 | 2 1 6 | 2 15 4 | 4 3 0 | 6 0 8 | 7 18 5 | 9 16 2 | 504 |
| 505 | 1 7 9 | 1 10 6 | 2 1 7 | 2 15 5 | 4 3 2 | 6 0 10 | 7 18 8 | 9 16 5 | 505 |
| 506 | 1 7 9 | 1 10 6 | 2 1 8 | 2 15 6 | 4 3 3 | 6 1 0 | 7 18 11 | 9 16 9 | 506 |
| 507 | 1 7 10 | 1 10 6 | 2 1 9 | 2 15 7 | 4 3 5 | 6 1 2 | 7 19 2 | 9 17 1 | 507 |
| 508 | 1 7 10 | 1 10 6 | 2 1 9 | 2 15 8 | 4 3 6 | 6 1 4 | 7 19 4 | 9 17 4 | 508 |
| 509 | 1 7 11 | 1 10 6 | 2 1 10 | 2 15 9 | 4 3 8 | 6 1 6 | 7 19 7 | 9 17 7 | 509 |
| 510 | 1 7 11 | 1 10 6 | 2 1 11 | 2 15 10 | 4 3 9 | 6 1 8 | 7 19 9 | 9 17 10 | 510 |
| 511 | 1 8 0 | 1 10 6 | 2 2 0 | 2 15 11 | 4 3 11 | 6 1 10 | 8 0 0 | 9 18 2 | 511 |
| 512 | 1 8 0 | 1 10 6 | 2 2 0 | 2 16 0 | 4 4 0 | 6 2 0 | 8 0 3 | 9 18 5 | 512 |
| 513 | 1 8 1 | 1 10 6 | 2 2 1 | 2 16 1 | 4 4 2 | 6 2 2 | 8 0 5 | 9 18 8 | 513 |
| 514 | 1 8 1 | 1 10 6 | 2 2 2 | 2 16 2 | 4 4 3 | 6 2 4 | 8 0 8 | 9 18 11 | 514 |
| 515 | 1 8 2 | 1 10 6 | 2 2 3 | 2 16 3 | 4 4 5 | 6 2 6 | 8 0 10 | 9 19 2 | 515 |
| 516 | 1 8 2 | 1 10 6 | 2 2 3 | 2 16 4 | 4 4 6 | 6 2 8 | 8 1 1 | 9 19 6 | 516 |
| 517 | 1 8 3 | 1 10 6 | 2 2 4 | 2 16 5 | 4 4 8 | 6 2 10 | 8 1 4 | 9 19 9 | 517 |
| 518 | 1 8 3 | 1 10 6 | 2 2 5 | 2 16 6 | 4 4 9 | 6 3 0 | 8 1 6 | 10 0 0 | 518 |
| 519 | 1 8 4 | 1 10 6 | 2 2 6 | 2 16 7 | 4 4 11 | 6 3 2 | 8 1 9 | 10 0 3 | 519 |
| 520 | 1 8 4 | 1 10 6 | 2 2 6 | 2 16 8 | 4 5 0 | 6 3 4 | 8 1 11 | 10 0 6 | 520 |
| 521 | 1 8 5 | 1 10 6 | 2 2 7 | 2 16 9 | 4 5 2 | 6 3 6 | 8 2 2 | 10 0 10 | 521 |
| 522 | 1 8 5 | 1 10 6 | 2 2 8 | 2 16 10 | 4 5 3 | 6 3 8 | 8 2 5 | 10 1 1 | 522 |
| 523 | 1 8 6 | 1 10 6 | 2 2 9 | 2 16 11 | 4 5 5 | 6 3 10 | 8 2 7 | 10 1 4 | 523 |
| 524 | 1 8 6 | 1 10 6 | 2 2 9 | 2 17 0 | 4 5 6 | 6 4 0 | 8 2 10 | 10 1 7 | 524 |
| 525 | 1 8 7 | 1 10 6 | 2 2 10 | 2 17 1 | 4 5 8 | 6 4 2 | 8 3 0 | 10 1 10 | 525 |
| 526 | 1 8 7 | 1 11 0 | 2 2 11 | 2 17 2 | 4 5 9 | 6 4 4 | 8 3 3 | 10 2 2 | 526 |
| 527 | 1 8 8 | 1 11 0 | 2 3 0 | 2 17 3 | 4 5 11 | 6 4 6 | 8 3 6 | 10 2 6 | 527 |
| 528 | 1 8 8 | 1 11 0 | 2 3 0 | 2 17 4 | 4 6 0 | 6 4 8 | 8 3 8 | 10 2 9 | 528 |
| 529 | 1 8 9 | 1 11 0 | 2 3 1 | 2 17 5 | 4 6 2 | 6 4 10 | 8 3 11 | 10 3 0 | 529 |
| 530 | 1 8 9 | 1 11 0 | 2 3 2 | 2 17 6 | 4 6 3 | 6 5 0 | 8 4 2 | 10 3 3 | 530 |
| 531 | 1 8 10 | 1 11 0 | 2 3 3 | 2 17 7 | 4 6 5 | 6 5 2 | 8 4 5 | 10 3 7 | 531 |
| 532 | 1 8 10 | 1 11 0 | 2 3 3 | 2 17 8 | 4 6 6 | 6 5 4 | 8 4 8 | 10 3 10 | 532 |
| 533 | 1 8 11 | 1 11 0 | 2 3 4 | 2 17 9 | 4 6 8 | 6 5 6 | 8 4 10 | 10 4 1 | 533 |
| 534 | 1 8 11 | 1 11 0 | 2 3 5 | 2 17 10 | 4 6 9 | 6 5 8 | 8 5 1 | 10 4 4 | 534 |
| 535 | 1 9 0 | 1 11 0 | 2 3 6 | 2 17 11 | 4 6 11 | 6 5 10 | 8 5 3 | 10 4 7 | 535 |
| 536 | 1 9 0 | 1 11 0 | 2 3 6 | 2 18 0 | 4 7 0 | 6 6 0 | 8 5 6 | 10 4 11 | 536 |
| 537 | 1 9 1 | 1 11 0 | 2 3 7 | 2 18 1 | 4 7 2 | 6 6 2 | 8 5 9 | 10 5 2 | 537 |
| 538 | 1 9 1 | 1 11 0 | 2 3 8 | 2 18 2 | 4 7 3 | 6 6 4 | 8 5 11 | 10 5 5 | 538 |
| 539 | 1 9 2 | 1 11 0 | 2 3 9 | 2 18 3 | 4 7 5 | 6 6 6 | 8 6 2 | 10 5 8 | 539 |
| 540 | 1 9 2 | 1 11 0 | 2 3 9 | 2 18 4 | 4 7 6 | 6 6 8 | 8 6 4 | 10 5 11 | 540 |
| 541 | 1 9 3 | 1 11 0 | 2 3 10 | 2 18 5 | 4 7 8 | 6 6 10 | 8 6 7 | 10 6 3 | 541 |
| 542 | 1 9 3 | 1 11 0 | 2 3 11 | 2 18 6 | 4 7 9 | 6 7 0 | 8 6 10 | 10 6 6 | 542 |
| 543 | 1 9 4 | 1 11 0 | 2 4 0 | 2 18 7 | 4 7 11 | 6 7 2 | 8 7 0 | 10 6 9 | 543 |
| 544 | 1 9 4 | 1 11 0 | 2 4 0 | 2 18 8 | 4 8 0 | 6 7 4 | 8 7 3 | 10 7 0 | 544 |
| 545 | 1 9 5 | 1 11 0 | 2 4 1 | 2 18 9 | 4 8 2 | 6 7 6 | 8 7 5 | 10 7 3 | 545 |
| 546 | 1 9 5 | 1 11 0 | 2 4 2 | 2 18 10 | 4 8 3 | 6 7 8 | 8 7 8 | 10 7 7 | 546 |
| 547 | 1 9 6 | 1 11 0 | 2 4 3 | 2 18 11 | 4 8 5 | 6 7 10 | 8 7 11 | 10 7 10 | 547 |
| 548 | 1 9 6 | 1 11 0 | 2 4 3 | 2 19 0 | 4 8 6 | 6 8 0 | 8 8 1 | 10 8 1 | 548 |
| 549 | 1 9 7 | 1 11 0 | 2 4 4 | 2 19 1 | 4 8 8 | 6 8 2 | 8 8 4 | 10 8 4 | 549 |

* See note at head of page 45

MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|--------------------------|---------------------|----------------------|----------------------|------------------------|------------------------|------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc., per ton. | A Class per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 550 | 1 9 7 | 1 11 0 | 2 4 5 | 2 19 2 | 4 8 9 | 6 8 4 | 8 8 6 | 10 8 7 | 550 |
| 551 | 1 9 8 | 1 11 6 | 2 4 6 | 2 19 3 | 4 8 11 | 6 8 6 | 8 8 9 | 10 8 11 | 551 |
| 552 | 1 9 8 | 1 11 6 | 2 4 6 | 2 19 4 | 4 9 0 | 6 8 8 | 8 9 0 | 10 9 3 | 552 |
| 553 | 1 9 9 | 1 11 6 | 2 4 7 | 2 19 5 | 4 9 2 | 6 8 10 | 8 9 2 | 10 9 6 | 553 |
| 554 | 1 9 9 | 1 11 6 | 2 4 8 | 2 19 6 | 4 9 3 | 6 9 0 | 8 9 5 | 10 9 9 | 554 |
| 555 | 1 9 10 | 1 11 6 | 2 4 9 | 2 19 7 | 4 9 5 | 6 9 2 | 8 9 8 | 10 10 0 | 555 |
| 556 | 1 9 10 | 1 11 6 | 2 4 9 | 2 19 8 | 4 9 6 | 6 9 4 | 8 9 11 | 10 10 4 | 556 |
| 557 | 1 9 10 | 1 11 6 | 2 4 10 | 2 19 9 | 4 9 8 | 6 9 6 | 8 10 2 | 10 10 7 | 557 |
| 558 | 1 9 11 | 1 11 6 | 2 4 11 | 2 19 10 | 4 9 9 | 6 9 8 | 8 10 4 | 10 10 10 | 558 |
| 559 | 1 10 0 | 1 11 6 | 2 5 0 | 2 19 11 | 4 9 11 | 6 9 10 | 8 10 7 | 10 11 1 | 559 |
| 560 | 1 10 0 | 1 11 6 | 2 5 0 | 3 0 0 | 4 10 0 | 6 10 0 | 8 10 9 | 10 11 4 | 560 |
| 561 | 1 10 1 | 1 11 6 | 2 5 1 | 3 0 1 | 4 10 2 | 6 10 2 | 8 11 0 | 10 11 8 | 561 |
| 562 | 1 10 1 | 1 11 6 | 2 5 2 | 3 0 2 | 4 10 3 | 6 10 4 | 8 11 3 | 10 11 11 | 562 |
| 563 | 1 10 2 | 1 11 6 | 2 5 3 | 3 0 3 | 4 10 5 | 6 10 6 | 8 11 5 | 10 12 2 | 563 |
| 564 | 1 10 2 | 1 11 6 | 2 5 3 | 3 0 4 | 4 10 6 | 6 10 8 | 8 11 8 | 10 12 5 | 564 |
| 565 | 1 10 3 | 1 11 6 | 2 5 4 | 3 0 5 | 4 10 8 | 6 10 10 | 8 11 10 | 10 12 8 | 565 |
| 566 | 1 10 3 | 1 11 6 | 2 5 5 | 3 0 6 | 4 10 9 | 6 11 0 | 8 12 1 | 10 13 0 | 566 |
| 567 | 1 10 4 | 1 11 6 | 2 5 6 | 3 0 7 | 4 10 11 | 6 11 2 | 8 12 4 | 10 13 3 | 567 |
| 568 | 1 10 4 | 1 11 6 | 2 5 6 | 3 0 8 | 4 11 0 | 6 11 4 | 8 12 6 | 10 13 6 | 568 |
| 569 | 1 10 5 | 1 11 6 | 2 5 7 | 3 0 9 | 4 11 2 | 6 11 6 | 8 12 9 | 10 13 9 | 569 |
| 570 | 1 10 5 | 1 11 6 | 2 5 8 | 3 0 10 | 4 11 3 | 6 11 8 | 8 12 11 | 10 14 0 | 570 |
| 571 | 1 10 6 | 1 11 6 | 2 5 9 | 3 0 11 | 4 11 5 | 6 11 10 | 8 13 2 | 10 14 4 | 571 |
| 572 | 1 10 6 | 1 11 6 | 2 5 9 | 3 1 0 | 4 11 6 | 6 12 0 | 8 13 5 | 10 14 7 | 572 |
| 573 | 1 10 7 | 1 11 6 | 2 5 10 | 3 1 1 | 4 11 8 | 6 12 2 | 8 13 7 | 10 14 10 | 573 |
| 574 | 1 10 7 | 1 11 6 | 2 5 11 | 3 1 2 | 4 11 9 | 6 12 4 | 8 13 10 | 10 15 1 | 574 |
| 575 | 1 10 8 | 1 11 6 | 2 6 0 | 3 1 3 | 4 11 11 | 6 12 6 | 8 14 0 | 10 15 4 | 575 |
| 576 | 1 10 8 | 1 12 0 | 2 6 0 | 3 1 4 | 4 12 0 | 6 12 8 | 8 14 3 | 10 15 8 | 576 |
| 577 | 1 10 8 | 1 12 0 | 2 6 1 | 3 1 5 | 4 12 2 | 6 12 10 | 8 14 6 | 10 16 0 | 577 |
| 578 | 1 10 9 | 1 12 0 | 2 6 2 | 3 1 6 | 4 12 3 | 6 13 0 | 8 14 8 | 10 16 3 | 578 |
| 579 | 1 10 10 | 1 12 0 | 2 6 3 | 3 1 7 | 4 12 5 | 6 13 2 | 8 14 11 | 10 16 6 | 579 |
| 580 | 1 10 10 | 1 12 0 | 2 6 3 | 3 1 8 | 4 12 6 | 6 13 4 | 8 15 1 | 10 16 9 | 580 |
| 581 | 1 10 11 | 1 12 0 | 2 6 4 | 3 1 9 | 4 12 8 | 6 13 6 | 8 15 4 | 10 17 1 | 581 |
| 582 | 1 10 11 | 1 12 0 | 2 6 5 | 3 1 10 | 4 12 9 | 6 13 8 | 8 15 7 | 10 17 4 | 582 |
| 583 | 1 11 0 | 1 12 0 | 2 6 6 | 3 1 11 | 4 12 11 | 6 13 10 | 8 15 9 | 10 17 7 | 583 |
| 584 | 1 11 0 | 1 12 0 | 2 6 6 | 3 2 0 | 4 13 0 | 6 14 0 | 8 16 0 | 10 17 10 | 584 |
| 585 | 1 11 1 | 1 12 0 | 2 6 7 | 3 2 1 | 4 13 2 | 6 14 2 | 8 16 2 | 10 18 1 | 585 |
| 586 | 1 11 1 | 1 12 0 | 2 6 8 | 3 2 2 | 4 13 3 | 6 14 4 | 8 16 5 | 10 18 5 | 586 |
| 587 | 1 11 2 | 1 12 0 | 2 6 9 | 3 2 3 | 4 13 5 | 6 14 6 | 8 16 8 | 10 18 8 | 587 |
| 588 | 1 11 2 | 1 12 0 | 2 6 9 | 3 2 4 | 4 13 6 | 6 14 8 | 8 16 10 | 10 18 11 | 588 |
| 589 | 1 11 3 | 1 12 0 | 2 6 10 | 3 2 5 | 4 13 8 | 6 14 10 | 8 17 1 | 10 19 2 | 589 |
| 590 | 1 11 3 | 1 12 0 | 2 6 11 | 3 2 6 | 4 13 9 | 6 15 0 | 8 17 3 | 10 19 5 | 590 |
| 591 | 1 11 4 | 1 12 0 | 2 7 0 | 3 2 7 | 4 13 11 | 6 15 2 | 8 17 6 | 10 19 9 | 591 |
| 592 | 1 11 4 | 1 12 0 | 2 7 0 | 3 2 8 | 4 14 0 | 6 15 4 | 8 17 9 | 11 0 0 | 592 |
| 593 | 1 11 5 | 1 12 0 | 2 7 1 | 3 2 9 | 4 14 2 | 6 15 6 | 8 17 11 | 11 0 3 | 593 |
| 594 | 1 11 5 | 1 12 0 | 2 7 2 | 3 2 10 | 4 14 3 | 6 15 8 | 8 18 2 | 11 0 6 | 594 |
| 595 | 1 11 6 | 1 12 0 | 2 7 3 | 3 2 11 | 4 14 5 | 6 15 10 | 8 18 4 | 11 0 9 | 595 |
| 596 | 1 11 6 | 1 12 0 | 2 7 3 | 3 3 0 | 4 14 6 | 6 16 0 | 8 18 7 | 11 1 1 | 596 |
| 597 | 1 11 7 | 1 12 0 | 2 7 4 | 3 3 1 | 4 14 8 | 6 16 2 | 8 18 10 | 11 1 4 | 597 |
| 598 | 1 11 7 | 1 12 0 | 2 7 5 | 3 3 2 | 4 14 9 | 6 16 4 | 8 19 0 | 11 1 7 | 598 |
| 599 | 1 11 8 | 1 12 0 | 2 7 6 | 3 3 3 | 4 14 11 | 6 16 6 | 8 19 3 | 11 1 10 | 599 |
| 600 | 1 11 8 | 1 12 0 | 2 7 6 | 3 3 4 | 4 15 0 | 6 16 8 | 8 19 5 | 11 2 1 | 600 |
| 601 | 1 11 9 | 1 12 6 | 2 7 7 | 3 3 5 | 4 15 2 | 6 16 10 | 8 19 8 | 11 2 5 | 601 |
| 602 | 1 11 9 | 1 12 6 | 2 7 8 | 3 3 6 | 4 15 3 | 6 17 0 | 8 19 11 | 11 2 9 | 602 |
| 603 | 1 11 10 | 1 12 6 | 2 7 9 | 3 3 7 | 4 15 5 | 6 17 2 | 9 0 2 | 11 3 0 | 603 |
| 604 | 1 11 10 | 1 12 6 | 2 7 9 | 3 3 8 | 4 15 6 | 6 17 4 | 9 0 5 | 11 3 3 | 604 |
| 605 | 1 11 11 | 1 12 6 | 2 7 10 | 3 3 9 | 4 15 8 | 6 17 6 | 9 0 7 | 11 3 6 | 605 |

* See note at head of page 45.

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MILEAGE RATES.

| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|--------|----------------------------------|------------------------|-------------------------|-------------------------|-------------------------|---------------------------|---------------------------|---------------------------|--------|
| | Miscellaneous Class. per ton. | Grain, etc per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class. per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | * £ s. d. | |
| 606 | 1 11 11 | 1 12 6 | 2 7 11 | 3 3 10 | 4 15 9 | 6 17 8 | 9 0 10 | 11 3 10 | 606 |
| 607 | 1 12 0 | 1 12 6 | 2 8 0 | 3 3 11 | 4 15 11 | 6 17 10 | 9 1 1 | 11 4 2 | 607 |
| 608 | 1 12 0 | 1 12 6 | 2 8 0 | 3 4 0 | 4 16 0 | 6 18 0 | 9 1 3 | 11 4 5 | 608 |
| 609 | 1 12 1 | 1 12 6 | 2 8 1 | 3 4 1 | 4 16 2 | 6 18 2 | 9 1 6 | 11 4 8 | 609 |
| 610 | 1 12 1 | 1 12 6 | 2 8 2 | 3 4 2 | 4 16 3 | 6 18 4 | 9 1 8 | 11 4 11 | 610 |
| 611 | 1 12 2 | 1 12 6 | 2 8 3 | 3 4 3 | 4 16 5 | 6 18 6 | 9 1 11 | 11 5 3 | 611 |
| 612 | 1 12 2 | 1 12 6 | 2 8 3 | 3 4 4 | 4 16 6 | 6 18 8 | 9 2 2 | 11 5 6 | 612 |
| 613 | 1 12 3 | 1 12 6 | 2 8 4 | 3 4 5 | 4 16 8 | 6 18 10 | 9 2 4 | 11 5 9 | 613 |
| 614 | 1 12 3 | 1 12 6 | 2 8 5 | 3 4 6 | 4 16 9 | 6 19 0 | 9 2 7 | 11 6 0 | 614 |
| 615 | 1 12 4 | 1 12 6 | 2 8 6 | 3 4 7 | 4 16 11 | 6 19 2 | 9 2 9 | 11 6 3 | 615 |
| 616 | 1 12 4 | 1 12 6 | 2 8 6 | 3 4 8 | 4 17 0 | 6 19 4 | 9 3 0 | 11 6 7 | 616 |
| 617 | 1 12 5 | 1 12 6 | 2 8 7 | 3 4 9 | 4 17 2 | 6 19 6 | 9 3 3 | 11 6 10 | 617 |
| 618 | 1 12 5 | 1 12 6 | 2 8 8 | 3 4 10 | 4 17 3 | 6 19 8 | 9 3 6 | 11 7 1 | 618 |
| 619 | 1 12 6 | 1 12 6 | 2 8 9 | 3 4 11 | 4 17 5 | 6 19 10 | 9 3 8 | 11 7 4 | 619 |
| 620 | 1 12 6 | 1 12 6 | 2 8 9 | 3 5 0 | 4 17 6 | 7 0 0 | 9 3 10 | 11 7 7 | 620 |
| 621 | 1 12 7 | 1 12 7 | 2 8 10 | 3 5 1 | 4 17 8 | 7 0 2 | 9 4 1 | 11 7 11 | 621 |
| 622 | 1 12 7 | 1 12 7 | 2 8 11 | 3 5 2 | 4 17 9 | 7 0 4 | 9 4 4 | 11 8 2 | 622 |
| 623 | 1 12 8 | 1 12 8 | 2 9 0 | 3 5 3 | 4 17 11 | 7 0 6 | 9 4 6 | 11 8 5 | 623 |
| 624 | 1 12 8 | 1 12 8 | 2 9 0 | 3 5 4 | 4 18 0 | 7 0 8 | 9 4 9 | 11 8 8 | 624 |
| 625 | 1 12 9 | 1 12 9 | 2 9 1 | 3 5 5 | 4 18 2 | 7 0 10 | 9 4 11 | 11 8 11 | 625 |
| 626 | 1 12 9 | 1 12 9 | 2 9 2 | 3 5 6 | 4 18 3 | 7 1 0 | 9 5 2 | 11 9 3 | 626 |
| 627 | 1 12 10 | 1 12 10 | 2 9 3 | 3 5 7 | 4 18 5 | 7 1 2 | 9 5 5 | 11 9 7 | 627 |
| 628 | 1 12 10 | 1 12 10 | 2 9 3 | 3 5 8 | 4 18 6 | 7 1 4 | 9 5 7 | 11 9 10 | 628 |
| 629 | 1 12 11 | 1 12 11 | 2 9 4 | 3 5 9 | 4 18 8 | 7 1 6 | 9 5 10 | 11 10 1 | 629 |
| 630 | 1 12 11 | 1 12 11 | 2 9 5 | 3 5 10 | 4 18 9 | 7 1 8 | 9 6 1 | 11 10 4 | 630 |
| 631 | 1 13 0 | 1 13 0 | 2 9 6 | 3 5 11 | 4 18 11 | 7 1 10 | 9 6 4 | 11 10 8 | 631 |
| 632 | 1 13 0 | 1 13 0 | 2 9 6 | 3 6 0 | 4 19 0 | 7 2 0 | 9 6 7 | 11 10 11 | 632 |
| 633 | 1 13 1 | 1 13 1 | 2 9 7 | 3 6 1 | 4 19 2 | 7 2 2 | 9 6 9 | 11 11 2 | 633 |
| 634 | 1 13 1 | 1 13 1 | 2 9 8 | 3 6 2 | 4 19 3 | 7 2 4 | 9 7 0 | 11 11 5 | 634 |
| 635 | 1 13 2 | 1 13 2 | 2 9 9 | 3 6 3 | 4 19 5 | 7 2 6 | 9 7 2 | 11 11 8 | 635 |
| 636 | 1 13 2 | 1 13 2 | 2 9 9 | 3 6 4 | 4 19 6 | 7 2 8 | 9 7 5 | 11 12 0 | 636 |
| 637 | 1 13 3 | 1 13 3 | 2 9 10 | 3 6 5 | 4 19 8 | 7 2 10 | 9 7 8 | 11 12 3 | 637 |
| 638 | 1 13 3 | 1 13 3 | 2 9 11 | 3 6 6 | 4 19 9 | 7 3 0 | 9 7 10 | 11 12 6 | 638 |
| 639 | 1 13 4 | 1 13 4 | 2 10 0 | 3 6 7 | 4 19 11 | 7 3 2 | 9 8 1 | 11 12 9 | 639 |
| 640 | 1 13 4 | 1 13 4 | 2 10 0 | 3 6 8 | 5 0 0 | 7 3 4 | 9 8 3 | 11 13 0 | 640 |
| 641 | 1 13 5 | 1 13 5 | 2 10 1 | 3 6 9 | 5 0 2 | 7 3 6 | 9 8 6 | 11 13 4 | 641 |
| 642 | 1 13 5 | 1 13 5 | 2 10 2 | 3 6 10 | 5 0 3 | 7 3 8 | 9 8 9 | 11 13 7 | 642 |
| 643 | 1 13 6 | 1 13 6 | 2 10 3 | 3 6 11 | 5 0 5 | 7 3 10 | 9 8 11 | 11 13 10 | 643 |
| 644 | 1 13 6 | 1 13 6 | 2 10 3 | 3 7 0 | 5 0 6 | 7 4 0 | 9 9 2 | 11 14 1 | 644 |
| 645 | 1 13 7 | 1 13 7 | 2 10 4 | 3 7 1 | 5 0 8 | 7 4 2 | 9 9 4 | 11 14 4 | 645 |
| 646 | 1 13 7 | 1 13 7 | 2 10 5 | 3 7 2 | 5 0 9 | 7 4 4 | 9 9 7 | 11 14 8 | 646 |
| 647 | 1 13 8 | 1 13 8 | 2 10 6 | 3 7 3 | 5 0 11 | 7 4 6 | 9 9 10 | 11 14 11 | 647 |
| 648 | 1 13 8 | 1 13 8 | 2 10 6 | 3 7 4 | 5 1 0 | 7 4 8 | 9 10 0 | 11 15 2 | 648 |
| 649 | 1 13 9 | 1 13 9 | 2 10 7 | 3 7 5 | 5 1 2 | 7 4 10 | 9 10 3 | 11 15 5 | 649 |
| 650 | 1 13 9 | 1 13 9 | 2 10 8 | 3 7 6 | 5 1 3 | 7 5 0 | 9 10 5 | 11 15 8 | 650 |
| 651 | 1 13 10 | 1 13 10 | 2 10 9 | 3 7 7 | 5 1 5 | 7 5 2 | 9 10 8 | 11 16 0 | 651 |
| 652 | 1 13 10 | 1 13 10 | 2 10 9 | 3 7 8 | 5 1 6 | 7 5 4 | 9 10 11 | 11 16 4 | 652 |
| 653 | 1 13 11 | 1 13 11 | 2 10 10 | 3 7 9 | 5 1 8 | 7 5 6 | 9 11 1 | 11 16 7 | 653 |
| 654 | 1 13 11 | 1 13 11 | 2 10 11 | 3 7 10 | 5 1 9 | 7 5 8 | 9 11 4 | 11 16 10 | 654 |
| 655 | 1 14 0 | 1 14 0 | 2 11 0 | 3 7 11 | 5 1 11 | 7 5 10 | 9 11 6 | 11 17 1 | 655 |
| 656 | 1 14 0 | 1 14 0 | 2 11 0 | 3 8 0 | 5 2 0 | 7 6 0 | 9 11 9 | 11 17 5 | 656 |
| 657 | 1 14 1 | 1 14 1 | 2 11 1 | 3 8 1 | 5 2 2 | 7 6 2 | 9 12 0 | 11 17 9 | 657 |
| 658 | 1 14 1 | 1 14 1 | 2 11 2 | 3 8 2 | 5 2 3 | 7 6 4 | 9 12 2 | 11 18 0 | 658 |
| 659 | 1 14 2 | 1 14 2 | 2 11 3 | 3 8 3 | 5 2 5 | 7 6 6 | 9 12 5 | 11 18 3 | 659 |
| 660 | 1 14 2 | 1 14 2 | 2 11 3 | 3 8 4 | 5 2 6 | 7 6 8 | 9 12 7 | 11 18 6 | 660 |
| 661 | 1 14 3 | 1 14 3 | 2 11 4 | 3 8 5 | 5 2 8 | 7 6 10 | 9 12 10 | 11 18 10 | 661 |

* See note at head of page 45.

MILEAGE RATES.

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| Miles. | SPECIAL CLASSES. | | | | | NUMERAL CLASSES. | | | Miles. |
|---|----------------------------------|-------------------------|----------------------|----------------------|----------------------|-----------------------|------------------------|------------------------|---|
| | Miscellaneous Class. per ton. | Grain, etc. per ton. | A Class. per ton. | B Class. per ton. | C Class. per ton. | 1st Class per ton. | 2nd Class. per ton. | 3rd Class. per ton. | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 662 | 1 14 3 | 1 14 3 | 2 11 5 | 3 8 6 | 5 2 9 | 7 7 0 | 9 13 1 | 11 19 1 | 662 |
| 663 | 1 14 4 | 1 14 4 | 2 11 6 | 3 8 7 | 5 2 11 | 7 7 2 | 9 13 3 | 11 19 4 | 663 |
| 664 | 1 14 4 | 1 14 4 | 2 11 6 | 3 8 8 | 5 3 0 | 7 7 4 | 9 13 6 | 11 19 7 | 664 |
| 665 | 1 14 5 | 1 14 5 | 2 11 7 | 3 8 9 | 5 3 2 | 7 7 6 | 9 13 8 | 11 19 10 | 665 |
| 666 | 1 14 5 | 1 14 5 | 2 11 8 | 3 8 10 | 5 3 3 | 7 7 8 | 9 13 11 | 12 0 2 | 666 |
| 667 | 1 14 6 | 1 14 6 | 2 11 9 | 3 8 11 | 5 3 5 | 7 7 10 | 9 14 2 | 12 0 5 | 667 |
| 668 | 1 14 6 | 1 14 6 | 2 11 9 | 3 9 0 | 5 3 6 | 7 8 0 | 9 14 4 | 12 0 8 | 668 |
| 669 | 1 14 7 | 1 14 7 | 2 11 10 | 3 9 1 | 5 3 8 | 7 8 2 | 9 14 7 | 12 0 11 | 669 |
| 670 | 1 14 7 | 1 14 7 | 2 11 11 | 3 9 2 | 5 3 9 | 7 8 4 | 9 14 9 | 12 1 2 | 670 |
| 671 | 1 14 8 | 1 14 8 | 2 12 0 | 3 9 3 | 5 3 11 | 7 8 6 | 9 15 0 | 12 1 6 | 671 |
| 672 | 1 14 8 | 1 14 8 | 2 12 0 | 3 9 4 | 5 4 0 | 7 8 8 | 9 15 3 | 12 1 9 | 672 |
| 673 | 1 14 9 | 1 14 9 | 2 12 1 | 3 9 5 | 5 4 2 | 7 8 10 | 9 15 5 | 12 2 0 | 673 |
| 674 | 1 14 9 | 1 14 9 | 2 12 2 | 3 9 6 | 5 4 3 | 7 9 0 | 9 15 8 | 12 2 3 | 674 |
| 675 | 1 14 10 | 1 14 10 | 2 12 3 | 3 9 7 | 5 4 5 | 7 9 2 | 9 15 10 | 12 2 6 | 675 |
| 676 | 1 14 10 | 1 14 10 | 2 12 3 | 3 9 8 | 5 4 6 | 7 9 4 | 9 16 1 | 12 2 10 | 676 |
| 677 | 1 14 11 | 1 14 11 | 2 12 4 | 3 9 9 | 5 4 8 | 7 9 6 | 9 16 4 | 12 3 1 | 677 |
| 678 | 1 14 11 | 1 14 11 | 2 12 5 | 3 9 10 | 5 4 9 | 7 9 8 | 9 16 6 | 12 3 4 | 678 |
| 679 | 1 15 0 | 1 15 0 | 2 12 6 | 3 9 11 | 5 4 11 | 7 9 10 | 9 16 9 | 12 3 7 | 679 |
| 680 | 1 15 0 | 1 15 0 | 2 12 6 | 3 10 0 | 5 5 0 | 7 10 0 | 9 16 11 | 12 3 10 | 680 |
| 681 | 1 15 1 | 1 15 1 | 2 12 7 | 3 10 1 | 5 5 2 | 7 10 2 | 9 17 2 | 12 4 2 | 681 |
| 682 | 1 15 1 | 1 15 1 | 2 12 8 | 3 10 2 | 5 5 3 | 7 10 4 | 9 17 5 | 12 4 6 | 682 |
| 683 | 1 15 2 | 1 15 2 | 2 12 9 | 3 10 3 | 5 5 5 | 7 10 6 | 9 17 7 | 12 4 9 | 683 |
| 684 | 1 15 2 | 1 15 2 | 2 12 9 | 3 10 4 | 5 5 6 | 7 10 8 | 9 17 10 | 12 5 0 | 684 |
| 685 | 1 15 3 | 1 15 3 | 2 12 10 | 3 10 5 | 5 5 8 | 7 10 10 | 9 18 0 | 12 5 3 | 685 |
| 686 | 1 15 3 | 1 15 3 | 2 12 11 | 3 10 6 | 5 5 9 | 7 11 0 | 9 18 3 | 12 5 7 | 686 |
| 687 | 1 15 4 | 1 15 4 | 2 13 0 | 3 10 7 | 5 5 11 | 7 11 2 | 9 18 6 | 12 5 10 | 687 |
| 688 | 1 15 4 | 1 15 4 | 2 13 0 | 3 10 8 | 5 6 0 | 7 11 4 | 9 18 8 | 12 6 1 | 688 |
| 689 | 1 15 5 | 1 15 5 | 2 13 1 | 3 10 9 | 5 6 2 | 7 11 6 | 9 18 11 | 12 6 4 | 689 |
| 690 | 1 15 5 | 1 15 5 | 2 13 2 | 3 10 10 | 5 6 3 | 7 11 8 | 9 19 1 | 12 6 7 | 690 |
| 691 | 1 15 6 | 1 15 6 | 2 13 3 | 3 10 11 | 5 6 5 | 7 11 10 | 9 19 4 | 12 6 11 | 691 |
| 692 | 1 15 6 | 1 15 6 | 2 13 3 | 3 11 0 | 5 6 6 | 7 12 0 | 9 19 7 | 12 7 2 | 692 |
| 693 | 1 15 7 | 1 15 7 | 2 13 4 | 3 11 1 | 5 6 8 | 7 12 2 | 9 19 9 | 12 7 5 | 693 |
| 694 | 1 15 7 | 1 15 7 | 2 13 5 | 3 11 2 | 5 6 9 | 7 12 4 | 10 0 0 | 12 7 8 | 694 |
| 695 | 1 15 8 | 1 15 8 | 2 13 6 | 3 11 3 | 5 6 11 | 7 12 6 | 10 0 2 | 12 7 11 | 695 |
| 696 | 1 15 8 | 1 15 8 | 2 13 6 | 3 11 4 | 5 7 0 | 7 12 8 | 10 0 5 | 12 8 2 | 696 |
| 697 | 1 15 9 | 1 15 9 | 2 13 7 | 3 11 5 | 5 7 2 | 7 12 10 | 10 0 8 | 12 8 5 | 697 |
| 698 | 1 15 9 | 1 15 9 | 2 13 8 | 3 11 6 | 5 7 3 | 7 13 0 | 10 0 10 | 12 8 8 | 698 |
| 699 | 1 15 10 | 1 15 10 | 2 13 9 | 3 11 7 | 5 7 5 | 7 13 2 | 10 1 1 | 12 8 11 | 699 |
| 700 | 1 15 10 | 1 15 10 | 2 13 9 | 3 11 8 | 5 7 6 | 7 13 4 | 10 1 3 | 12 9 2 | 700 |
| For every additional mile over 700 odd. | 0 0 0½ | † | 0 0 0¾ | 0 0 1 | 0 0 1½ | 0 0 2 | 0 0 2½ | 0 0 3¼ | For every additional mile over 700 odd. |

* See note at head of page 45.

† Sixpence per ton added for every additional 25 miles, or part thereof.

LOCAL, SPECIAL, AND TEMPORARY RATES.

(Unless otherwise provided special reduced rates do not apply to explosives or dangerous goods such as acids.)

Advertisement Boards

And material for use by railway advertising contractors to be carried free. (Over Midland Railway excepted).

Bones for Artificial Manure.

Bones for manufacture into manure, minimum 3 tons per 4-wheeled truck, Station to Station. Owner's Risk.

| | | | | |
|--|-----|---|-----|-------------------|
| Coolgardie ... | ... | { To Perth and Suburban Stations within a radius of 12 miles from Perth } inclusive | { | 15s. per ton. |
| Kalgoorlie ... | ... | | | |
| Boulder ... | ... | | | |
| Beyond Kalgoorlie to Menzies including Kanowna | } | Do. | do. | 17s. 6d. per ton. |
| Beyond Menzies ... | Do. | do. | do. | 20s. per ton. |

If Bones are consigned from stations or sidings between the stations named, the rate for the station beyond will be charged.

Bones for manufacture into manure, on "Up" journey, in wagons which would otherwise return empty, $\frac{1}{4}$ d. per ton per mile, minimum 3 tons per four-wheeled wagon, with no less charge than 4s. per ton.

Coal—From Collie to Perth, Fremantle, or Bunbury, and Intermediate Stations, and Collie to Albany.

Coal, in truck loads, loading, unloading, and shunting excluded—five miles and under, minimum 1s. 3d. per ton; exceeding five miles, $\frac{1}{4}$ d. per ton per mile, added to rate for five miles.

Circuses.—S. to S.

When Circuses are conveyed by Ordinary Goods Trains, 9d. per mile for each four-wheeled cattle wagon or goods truck, and 1s. 6d. per mile for eight-wheeled trucks. Minimum charge, 15s. and 30s. per vehicle respectively. All loading and unloading to be performed by the proprietors, or their agents, and at their own risk and expense. When conveyed by Special Trains, 10s. per train mile on the forward, and 7s. 6d. per train mile on the return journey, if completed within a month. The average revenue must not be less than £20 per day.

STEAM CIRCUSES AND MERRY-GO-ROUNDS will be charged 9d. and 1s. 6d. per four-wheeled and eight-wheeled truck respectively per mile. Min., 15s. and 30s. per vehicle respectively. Loading and unloading to be performed by owners or their agents at their own risk and expense.

Cranes—Hire of.

| | | | | |
|---------------------------|---------|-----------|--------------------|---------|
| 10-ton Cranes (steam) ... | 10s. | per hour. | Minimum Charge ... | £2. |
| 5 do. ... | 5s. | do. | do. | £1. |
| Donkey Engines ... | 4s. | do. | do. | £1. |
| Hand Cranes ... | 2s. 6d. | do. | do. | 2s. 6d. |

The foregoing charges are for use of Cranes (at places where Cranes are provided) at Hirer's risk only, but the Commissioner will undertake the risk on payment of 5 per cent. on the value of the goods to be lifted by Crane, in addition to ordinary Crane charges.

Crane hire must be charged for use of Cranes when used in connection with goods, the handling of which is done by owner.

Application for use of Cranes must be made on prescribed form (see page 106). The minimum charge will only be enforced when the Crane is ordered, and it is necessary to get up steam specially.

Cranes will be supplied at places other than their ordinary Depot Stations under Special Agreement only. Application must be made in such cases to the Chief Traffic Manager.

Overhead Traversers in Goods Sheds used for loading and unloading S. to S. Traffic will, in special cases, and when the business of the Department is not thereby interfered with, be treated as hand cranes. The usual indemnity to be obtained and the prescribed charge collected.

Detention Charges.

Trains will not be stopped on the Main Lines, other than at authorised stopping places, to perform loading or unloading operations, except by special permission of the Chief Traffic Manager.

When trains are so stopped a detention charge of £1 per hour, minimum 10s., will be made.

On Agricultural Spur Lines trains may be stopped as required for loading or unloading operations, when the charges will be, for—

| | | |
|--|-----|-------|
| First fifteen minutes | ... | Free. |
| Every fifteen minutes delay thereafter | ... | 5s. |

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Explosives to and from Geraldton and Magazine.*Explosives to the Magazine.*

(a.) Freight will be charged on Explosives for the Geraldton Magazine at the approved ordinary classification rates + 10s. for extra shunting to and from the magazine.

(b.) Explosives conveyed to the magazine from Geraldton or the jetty will be charged, in addition to the Jetty Dues, ordinary classification rates, minimum, 12s. 6d.

Explosives from the Magazine.

(a.) Freight will be charged at the ordinary classification rates, minimum, 12s. 6d., on Explosives taken to Geraldton from the magazine.

(b.) Explosives for conveyance from the magazine island will be charged freight at the ordinary classification rates from Geraldton + 10s. for additional shunting in connection therewith.

Empties.

(Carried at Owner's Risk only.)

Carriage on all empties conveyed at following reduced rates must be prepaid, unless arrangements are made to the contrary with the Chief Traffic Manager.

EMPTIES N.O.S. 1, O.R.

Empty Gas Cylinders will be charged under General Scale of Charges.

Baggings placed in bottoms of trucks when loading Ores, will be returned free.

CASES (empty or pieces in bundles), when sent to the country, and second-hand casks sent to be filled with bark, will be carried at the following rate upon declaration that they are to be subsequently filled and forwarded by Railway.

Wood (in bundles), cut to sizes for making cases or butter boxes, similar rate and conditions.

SHOOKS, in bundles, will be carried at the following rate upon declaration that they are to be made into cases and subsequently filled and forwarded by railway.

BUTTER KEGS AND CASES, Egg crates or boxes, Fish Baskets and Boxes, Milk Cans, Meat and Vegetable Empties (inclusive of wrappers and cloths) sent to be filled for conveyance by rail, or returned empty after conveyance by rail:—

| | |
|------------------------|--------------|
| Not exceeding 25 miles | 2d. per cwt. |
| From 26 to 50 " | 3d. " |
| " 51 to 100 " | 5d. " |
| " 101 to 150 " | 6d. " |
| " 151 to 200 " | 8d. " |
| " 201 to 250 " | 9d. " |
| " 251 to 300 " | 11d. " |
| Exceeding 300 " | 1s. 0d. " |
| Minimum charge 2d. | |

Fruit Cases (new) sent to be filled for conveyance by rail will be charged at the above rates.

Empty Fruit Cases or Packages that may reasonably be supposed to have contained fruit will be charged double the above rates, whether sent to be filled or returned empty after conveyance by rail.

NEW HONEY CASES, Glass Jars (packed in Cases or Crates), and kerosene and other tins used for Honey, sacks and bags (second-hand), and Tallow Casks, sent to be filled for conveyance by rail or returned empty after conveyance by rail:—

| | |
|---|--------------|
| Not exceeding 100 miles | 3d. per cwt. |
| From 101 to 200 " | 6d. " |
| " 201 to 300 " | 9d. " |
| " 301 to 400 " | 1s. 0d. " |
| 3d. for every additional 100 miles or part thereof. | |
| Minimum charge as for 1cwt. | |

Returned Empties after conveyance (full) by rail:—

CRATES.—Hat, Bicycle, Tricycle, and Earthenware Crates—Class 1, minimum charge, 9d.

EMPTY CARBOYS, whether in tubs or hampers:—

| | |
|------------------------|----------|
| Not exceeding 50 miles | 2d. each |
| " 100 " | 3d. " |
| " 150 " | 4d. " |
| " 200 " | 5d. " |
| Exceeding 200 " | 6d. " |

The following is the General Scale of Charges for the conveyance of returned empties (N.O.S.) to and from all stations:—

| | |
|------------------------|-------------------|
| Not exceeding 15 miles | Class 1, min. 4d. |
| From 16 to 25 " | 4d. per cwt. |
| " 26 to 50 " | 6d. " |
| " 51 to 100 " | 8d. " |
| " 101 to 150 " | 10d. " |
| " 151 to 200 " | 1s. 0d. " |
| " 201 to 250 " | 1s. 2d. " |
| " 251 to 300 " | 1s. 4d. " |
| " 301 to 350 " | 1s. 6d. " |

3d. for every additional 100 miles or part thereof.

The minimum weight to be $\frac{1}{2}$ cwt., with a minimum of 4d. up to 25 miles, and 6d. above 25 miles.

WEIGHT OF ALE AND PORTER CASKS.—(The No. of each cask to be shown on Consignment Note)
The weight to be calculated as follows:—

| | | | | |
|----------------------------|-----|-----|-----|-------------|
| Half firkin | ... | ... | ... | 14lbs. |
| Firkins | ... | ... | ... | 1qr. |
| 12 Gallon casks | ... | ... | ... | 42lbs. |
| Kilderkin | ... | ... | ... | 2qrs. |
| Barrels and Half Hogsheads | ... | ... | ... | 3qrs. |
| Hogsheads | ... | ... | ... | 1cwt. |
| Butts | ... | ... | ... | 1cwt. 2qrs. |

The Scale of Charges (in the case of returned empties) will only apply to empties which were carried full on the outward journey by railway between the same stations and from original consignee to original sender of the Goods.

Empty Bottles.

Empty bottles, Laverton-Coolgardie and intermediate stations to Perth and Fremantle, also Laverton-Menzies and intermediate stations to Kalgoorlie respectively, will be charged the following rates:—

| Station from— | To Perth and Fremantle. per ton. | | To Kalgoorlie and Boulder. per ton. | |
|---------------|--|-----|---|-----|
| | s. | d. | s. | d. |
| Laverton | ... | ... | ... | ... |
| Morgans | ... | ... | ... | ... |
| Murrin Murrin | ... | ... | ... | ... |
| Leonora | ... | ... | ... | ... |
| Gwalia | ... | ... | ... | ... |
| Malcolm | ... | ... | ... | ... |
| Kookynie | ... | ... | ... | ... |
| Menzies | ... | ... | ... | ... |
| Goongarrie | ... | ... | ... | ... |
| Broad Arrow | ... | ... | ... | ... |
| Kalgoorlie | ... | ... | ... | ... |
| Coolgardie | ... | ... | ... | ... |

Empty bottles from stations on the Northern Railway to Perth, Fremantle, and Geraldton:—

| Station from | To Perth and Fremantle. per ton. | | To Geraldton. per ton. | |
|--------------|--|-----|------------------------------|-----|
| | s. | d. | s. | d. |
| Nannine | ... | ... | ... | ... |
| Cue | ... | ... | ... | ... |
| Mt. Magnet | ... | ... | ... | ... |
| Yalgoo | ... | ... | ... | ... |
| Wurarga | ... | ... | ... | ... |
| Mullewa | ... | ... | ... | ... |
| Northampton | ... | ... | ... | ... |
| Geraldton | ... | ... | ... | ... |
| Walkaway | ... | ... | ... | ... |

If bottles are consigned from stations or siding between the stations mentioned, the rate for the station beyond will be charged. Minimum, 4 tons per 4-wheeled and 8 tons per 8-wheeled wagon. Owners' risk. S. to S.

Exhibits.

Conditions in respect of the carriage of Exhibits for Agricultural 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, drays, wagons, and other goods of a like nature, sent for exhibition to Agricultural Shows.
2. The exhibits will, in the ordinary course, be carried in goods or cattle trucks by goods or mixed trains; but valuable animals may, if it be convenient to the Commissioners, be carried by passenger trains.
3. When the exhibits are consigned on the forward journey, the consignor will require to declare on the consignment note therefor, that they are for exhibition, specifying the Show for which they are intended, and the entry must be indorsed accordingly.

The ordinary freight charges shall be imposed and prepaid in respect of the forward journey in all cases, except that valuable animals carried by passenger trains, in accordance with Clause 2, will be charged goods train rates.

The consignor must also obtain from the Station-master or Goods Agent a certificate on form shown on page 103. For exhibits sent from unattended platforms or sidings, or non-booking stations, owners must obtain certificate from Station-master at destination station.

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4. On the return journey any exhibits, or portion thereof, which are certified by the Secretary of the Show as having been exhibited, and not sold, will 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. A certificate in the approved form must be handed in when the exhibits are consigned.

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

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

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

6. Poultry Coops, Pigeon Cages, and Dog Divisions for holding exhibits at Shows and Exhibitions will be carried at following rates:—

| | | | | | |
|----------------------|-----|-----|-----|-----|-------------------|
| Per Goods Train | ... | ... | ... | ... | 1st class rate |
| „ Passenger Train... | ... | ... | ... | ... | Full parcels rate |

All consignments must be accompanied by a certificate to the effect that they are to be used at shows, etc. These articles will be returned to original sending station free provided that a certificate is produced setting forth that they have been used as stated above.

7. All exhibits to be loaded and unloaded by consignors and consignees, and to be entirely at owner's risk.
8. Five clear days' notice should be given to the Station-master of the number and description of vehicles required.

9. Attendants on Stock before starting to a Show must furnish themselves with a certificate duly filled up and signed as per Clause 10, and pay full fare to and from the place of Exhibition; but after returning with their Exhibits, if a full sheep truck load of Sheep or a full Cattle truck load of Horses, Cattle, or Pigs, has been paid for, and if provided with a certificate as per Clause 10, duly filled up and signed, a refund of both fares will be made. This applies only to attendants who travel in the trucks or in vans of goods trains with the Stock. Only one attendant to be allowed to each truck. The certificate must be receipted by the attendant and sent by the Station-master to the Traffic Audit Office as a voucher.

10. FORM:—

..... Station.

..... Date.

I hereby certify Mr....., travelled in truck No., train with his stock to Agricultural Show. fare.

....., Station-master.

..... Station.

..... Date.

I hereby certify Mr....., returned from Agricultural Show in truck No., train, with unsold exhibits. fare.

....., Station-master.

(Station-masters to have supplies of this form always on hand.)

11. Owners of stock going to and returning from Shows may be allowed free carriage of fodder, as specified hereunder, if it be loaded in the trucks with the animals.

2 cwt. for each head of cattle each way.

2 cwt. for each horse each way.

20 lbs. for each sheep or pig each way.

Stock Parades.

Stock parades will be looked upon in the same way as Agricultural Shows, and the rates charged in connection with them will be the same as for shows.

Fish Traffic—Bunbury or Geraldton to Perth.

Ice in Cool Storage Vans (ordered for the carriage of fish on the return journey), Perth to Bunbury or Geraldton (in 4-ton loads), will be conveyed at Class "A," O.R. On the return journey, provided the fish and ice weigh together not less than 4 tons, the fish will be conveyed at Class 1, and the ice at Class "A," O.R., actual weight.

Fremantle and Perth Traffic.

Special rates on goods carried between Fremantle and Perth (Explosives and Dangerous Goods excepted) :—

- (a.) 2s. per ton measurement, as per ship's manifest.
- (b.) 2s. 6d. per ton dead weight, as per ship's manifest.

The above to be *ex ship*, and to cover wharf haulage and handling charges by Railway (if any). Wharfage and handling charges by Harbour Trust to be added.

For goods received for transit in Perth or Fremantle Goods Yard, the following will apply :—

- (c.) 4s. 8d. per ton (Smalls Minimum) on goods other than above, to cover handling charges by Railway (if any).
- (d.) 2s. 6d. per ton on goods in truck loads at owner's risk. Minimum 5 tons per 4-wheeled, and 10 tons per 8-wheeled truck. Loading and unloading to be done by owners.

Cane and wicker furniture, tanks, and vats will be charged at 240 cubic feet to the ton, if such exceed actual weight.

Beer, in 6-ton lots, East Perth to Fremantle, 2s. 6d. per ton, owner's risk.

The above rates include sheet, rope and chain hire.

North Fremantle and Sidings, and Perth Traffic.

(*Explosives and Dangerous Goods excepted.*)

All goods of the "C" 1st, 2nd, or 3rd classes, consigned in truck loads of five and ten tons respectively per four and eight-wheeled truck North Fremantle and sidings, to Perth and *vice versa*, will be charged 4s. 6d. per ton, owner's risk.

The above rates include sheet, rope, and chain hire.

Fremantle, Perth, Bunbury, Busselton Traffic.

(*Explosives and Dangerous Goods excepted.*)

All Goods of the 1st, 2nd, or 3rd Classes from Fremantle, North Fremantle, Perth, and East Perth to Bunbury or Busselton, and *vice versa*, will be charged 37s. 6d. and 40s. per ton, respectively. Minimum charge 2s. 6d., or ordinary classification rate, smalls min. if cheaper.

Goods classified in Class C, 1, 2 and 3, in truck loads of 4 tons and upwards will be conveyed at 15s. and 20s. per ton, respectively at owner's risk. The goods must be loaded into truck by sender, and unloaded from truck and removed from railway premises by consignee. It will not be permitted for the consignee to unload into goods shed for the purpose of sorting such goods.

The loading and unloading will be undertaken by the Commissioner, if desired, provided only that the goods are all marked with one distinctive mark, and a charge of 1s. per ton paid for each service.

Cane and wicker furniture, tanks, and vats will be charged at 240 cubic feet to the ton, if such exceed actual weight.

The above rates include sheet, rope, and chain hire.

Fremantle-Albany, etc., Goods Traffic.

(*Explosives and Dangerous Goods excepted.*)

For Goods to or from Ships from Albany to Fremantle, Perth (Goods under Bond or Free), by rail and *vice versa*.

All Goods consigned as above, on a through bill of lading will be conveyed at 15s. per ton ship's weight. Wharfage charges to be added.

All other Local Goods classified in Special, 1st, 2nd, and 3rd Classes from Albany to Perth and Fremantle, and *vice versa*, in truck loads of 4 tons and upwards at 20s. per ton (owner's risk) not including loading and unloading.

Smaller Consignments at 50s. per ton; minimum charge, 3s. 6d., or ordinary classification rate, smalls min. if cheaper.

The above rates of 20s. and 50s. per ton respectively apply also to traffic from and to North Fremantle and East Perth plus the local rates between Fremantle and North Fremantle, and Perth and East Perth respectively.

Cane and wicker furniture (maximum charges see page 29), tanks, and vats will be charged at 240 cubic feet to the ton, if such exceed actual weight.

Goods under Bond, freight to be prepaid.

The above rates include sheet, rope and chain hire.

Fremantle—Goods Loaded or Unloaded after hours at Ship's Side.

An extra charge of 3d. per ton will be levied on all goods loaded into wagons at ship's side Fremantle, for conveyance to any other station, and also on goods discharged from railway wagons at ship's side for shipment after working hours.

The charge of 3d. per ton will not be levied in cases where the Shipping Agents, or other persons wishing to work after hours, indemnify the Commissioner against all claims arising from such working. The indemnity must be signed before the work begins, otherwise the 3d. per ton will be charged.

A charge of 10s. per hour (min. 5s.) will be levied for use of engine, in all cases.

Fremantle, Perth to Guildford, Empty Packing Cases.

Empty packing cases (large and bulky) Fremantle and Perth to Guildford, measurement 140 feet to the ton, if more than at actual weight, Class B rate and conditions, owner's risk.

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Fruit Stalls on Stations.

Fruit, etc., required for these stalls may be conveyed by passenger trains at goods rates.

Goods under Bond.

Freight must be prepaid in all cases.

Geraldton—Storage space to let at.

Spaces will be let at Geraldton and other Stations on the Northern Line, if convenient, for the storage of produce for export at the rental of 5s. per week for each 2,500 square feet or part thereof.

Charges for the Hire of Locomotives and Rolling Stock.

When convenient to the Department, and subject to the approval of the Commissioner, Locomotives and Rolling Stock may be hired subject to the following scale of charges:—

Locomotives.

Charges include use of locomotive, and the ordinary wages of driver, fireman, and cleaner only. Stores, fuel, and water to be provided by the hirer, etc., or if provided by the Department the cost to be charged in addition. Water to be used to be approved by the Chief Mechanical Engineer. If overtime worked by driver, fireman, or cleaner, expenditure so incurred above ordinary rate to be added. Sunday, Christmas Day, and Good Friday, double charges.

| Class. | Charge per hour. | Class. | Charge per hour. | Class. | Charge per hour. | Class. | Charge per hour. |
|--------|------------------|--------|------------------|--------|------------------|--------|------------------|
| | £ s. d. | | £ s. d. | | £ s. d. | | £ s. d. |
| A | 0 11 6 | F | 1 0 0 | L | 0 10 6 | Q | 0 12 6 |
| B | 0 12 6 | G | 0 13 0 | M | 0 11 6 | R | 0 13 6 |
| C | 0 15 6 | H | 0 9 6 | N | 0 13 6 | S | 0 9 6 |
| E | 0 18 0 | J | 0 13 6 | O | 0 14 0 | T | 0 12 6 |
| Ec | 0 15 6 | K | 0 16 0 | P | 0 11 6 | U | 0 15 0 |

Sixpence extra hire charge to be made in the Goldfields Districts (eastward of Yerribillon or Yalgoo) on account of extra expenses.

Loco. hired for over 1 week, less 6d. per hour.

| | | |
|-----|---------|---------|
| Do. | 2 weeks | 9d. |
| Do. | 3 " | 1s. |
| Do. | 4 " | 1s. 3d. |

COACHES, ETC.

| Description. | Class. | Charges per day. |
|--|--------|------------------|
| | | £ s. d. |
| 1st Class throughout Lavatory bogie | AA | 1 5 0 |
| 2nd " " " " | AB | 1 2 0 |
| Compo. ordinary and " " | AC | 1 2 0 |
| 1st Class ordinary bogie | AE | 1 10 0 |
| 2nd Class " " " | AF | 1 2 0 |
| 1st Class six-wheel bogie | AH | 0 16 0 |
| Compo. six-wheel | AH | 0 15 0 |
| Compo. four-wheel | AI | 0 11 0 |
| 2nd Suburban bogie | AT | 1 18 0 |
| 1st Suburban ordinary bogie | AW | 2 0 0 |
| 1st Class Corridors (Gilbert) | AG | 1 0 0 |
| 2nd " " " | AG | 0 18 0 |
| Compo. " " " | AG | 0 19 0 |
| 1st Class Sleeping Car, bogie | AP | 1 10 0 |
| 1st Class Corridor Car, bogie | AQ | 2 10 0 |
| 2nd " " " " | AR | 1 15 0 |
| Dining Car, bogie | AV | 2 15 0 |
| 1st Suburban, with Brake Compartment | AU | 2 0 0 |
| Goods Brake Van, with passenger accommodation, bogie | Za. | 1 2 0 |
| Brake Coach, bogie | AD | 1 2 0 |
| Express Brake Van, bogie | AJ | 1 0 0 |
| Luggage Van, six-wheel | AS | 0 16 0 |
| Mail Van, bogie | AK | 1 2 0 |
| " " six-wheel | AK | 0 16 0 |
| Funeral Car, six-wheel | AO | 0 18 0 |

WAGONS.

| Description. | Class. | Single, Double, or Bogie. | Charge per day. |
|---|--------|---------------------------|-----------------|
| | | | £ s. d. |
| Horse Boxes | A | Single | 0 5 0 |
| " " | Ba | Bogie | 0 14 0 |
| " " | Bb | Single | 0 7 0 |
| Cattle Trucks | B | Single | 0 5 0 |
| " " | T | Bogie | 0 8 0 |
| Sheep Trucks | C | Single | 0 5 0 |
| " " | S | Bogie | 0 8 0 |
| Covered Goods Van | D | Single | 0 5 0 |
| " " " | V | Bogie | 0 8 0 |
| Covered Goods Vans fitted with seats | V | Bogie | 0 11 6 |
| Workman's Sleeping Vans | Dw | Single | 0 5 0 |
| " " " | Vw | Bogie | 0 8 0 |
| Weighbridge Testing Van | Dx | Single | 0 5 0 |
| Cold Storage Van | E | Single | 0 5 0 |
| " " " | W | Bogie | 0 16 0 |
| Louvre Van | F | Single | 0 5 0 |
| " " " | Fa | Single | 0 7 0 |
| Highside Wagon, 6-ton | G | Single | 0 4 0 |
| " " 9-ton | G | Single | 0 4 0 |
| " " " | Ga | Single | 0 4 6 |
| " " " | Gb | Single | 0 4 6 |
| " " " | Gc | Single | 0 4 6 |
| " " " | Gd | Single | 0 4 6 |
| " " " | R | Bogie | 0 8 0 |
| " " " | Ra | Bogie | 0 8 0 |
| " " " | Rx | Bogie | 0 8 0 |
| Lowside Wagon | H | Single | 0 4 0 |
| Timber Truck (swivel bolster) | I | Single | 0 4 0 |
| " " (rigid bolster) | N | Single | 0 4 0 |
| " " " | Q | Bogie | 0 7 0 |
| Water Tank | J | 6-wheel | 0 5 0 |
| " " " | J | Single | 0 5 0 |
| Powder Vans | O | Single | 0 5 0 |
| " " " | Y | Bogie | 0 9 0 |
| Brake Vans | P | Single and 6-wheel | 0 8 0 |
| " " " | Z | Bogie | 0 15 0 |
| Meat Vans | Wo | Bogie | 0 8 0 |
| Coal Hoppers | Xa | Bogie | 0 8 0 |
| Brakedown Vans | " | Single | 0 6 0 |
| " " " | " | Bogie | 0 10 0 |
| Ballast Plough | " | 6-wheel | 0 7 0 |
| Platform Trucks | U | Bogie | 0 8 0 |
| Bullion Van (to be specially arranged for) | Dy | Single | ... |
| Ballast Trucks " " | K | Single | ... |
| Ballast Hoppers " " | L | Single | ... |

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Special Grain Rates.

Special Rates for Grain, and the gristed products of grain, when conveyed on the Up Journey only. Minimum, six tons per ordinary four-wheeled wagon.

| Distance. | Rate. | Distance. | Rate. |
|-------------------|-------|-------------------|-------|
| | s. d. | | s. d. |
| 1 to 10 | 2 6 | 206 to 210 | 12 5 |
| 11 to 15 | 3 0 | 211 to 215 | 12 7 |
| 16 to 20 | 3 8 | 216 to 220 | 12 8 |
| 21 to 25 | 4 3 | 221 to 225 | 12 10 |
| 26 to 30 | 4 8 | 226 to 230 | 13 0 |
| 31 to 35 | 5 1 | 231 to 235 | 13 2 |
| 36 to 40 | 5 6 | 236 to 240 | 13 4 |
| 41 to 45 | 6 0 | 241 to 245 | 13 8 |
| 46 to 50 | 6 3 | 246 to 250 | 13 11 |
| 51 to 55 | 6 7 | 251 to 255 | 14 3 |
| 56 to 60 | 6 10 | 256 to 260 | 14 6 |
| 61 to 65 | 7 2 | 261 to 265 | 14 10 |
| 66 to 70 | 7 5 | 266 to 270 | 15 2 |
| 71 to 75 | 7 9 | 271 to 275 | 15 6 |
| 76 to 80 | 8 1 | 276 to 280 | 15 9 |
| 81 to 85 | 8 6 | 281 to 285 | 16 1 |
| 86 to 90 | 8 7 | 286 to 290 | 16 5 |
| 91 to 95 | 8 9 | 291 to 295 | 16 8 |
| 96 to 100 | 8 11 | 296 to 300 | 17 0 |
| 101 to 105 | 9 1 | 301 to 305 | 17 3 |
| 106 to 110 | 9 3 | 306 to 310 | 17 6 |
| 111 to 115 | 9 5 | 311 to 315 | 17 9 |
| 116 to 120 | 9 7 | 316 to 320 | 18 0 |
| 121 to 125 | 9 8 | 321 to 325 | 18 3 |
| 126 to 130 | 9 10 | 326 to 330 | 18 6 |
| 131 to 135 | 10 0 | 331 to 335 | 18 9 |
| 136 to 140 | 10 2 | 336 to 340 | 19 0 |
| 141 to 145 | 10 4 | 341 to 345 | 19 3 |
| 146 to 150 | 10 6 | 346 to 350 | 19 6 |
| 151 to 155 | 10 8 | 351 to 355 | 19 9 |
| 156 to 160 | 10 10 | 356 to 360 | 20 0 |
| 161 to 165 | 11 0 | 361 to 365 | 20 3 |
| 166 to 170 | 11 2 | 366 to 370 | 20 6 |
| 171 to 175 | 11 4 | 371 to 375 | 20 9 |
| 176 to 180 | 11 5 | 376 to 380 | 21 0 |
| 181 to 185 | 11 7 | 381 to 385 | 21 3 |
| 186 to 190 | 11 9 | 386 to 390 | 21 6 |
| 191 to 195 | 11 11 | 391 to 395 | 21 9 |
| 196 to 200 | 12 1 | 396 to 400 | 22 0 |
| 201 to 205 | 12 3 | | |

For distances over 400 miles, 6d. for each 25 miles or part thereof added.

Consignments will be treated as in "Up" transit when conveyed to a port or in the direction of a port, but "Up" Journey rates shall not be operative in respect of produce carried by sea to any port and railed thence on the "Up" journey or in the direction of any other port.

When consignments are sent in the "Up" and then in the "Down" direction (or *vice versa*) and the united freights at the "Up" and "Down" rates amount to more than the through charges at "Down" journey rates, the latter charge only will be made. When consignments are sent in "Down" direction, then "Up," and finally in the "Down" direction, the total "Down" mileage will be amalgamated for charging purposes.

The above rates will apply to Grain sent to mills for gristing purposes whether conveyed in "Up" or "Down" transit.

Furniture and Effects (Second-hand), Northern and Eastern Goldfields to Coastal Stations.

Household furniture and effects (Secondhand) from the Northern and Eastern Goldfields to their respective coastal stations will be conveyed at half-ordinary rates; minimum 1 ton per wagon—Owner's Risk.

Government Railway Contractors' Rates, etc.

| | | | | | | |
|---|-----|-----|-----|-----|-----|-------------------------|
| Contractor's Plant | ... | ... | ... | ... | ... | Class 1 + 25 per cent. |
| Contractor's Plant, minimum, 4 tons per wagon | ... | ... | ... | ... | ... | Class A., owner's risk. |

NOTE.—Contractor's plant includes vehicles, tools, tackle, stores (other than groceries and provisions), chaff and material necessary for carrying out the work. Live stock and explosives will not be conveyed at above rates. The rates will apply only to Contractor's plant used for constructing a Government Railway sent to the station nearest to the line to be constructed, and will be allowed on return trip when sent from new line to one station only not distant more than the original mileage conveyed on outward journey.

GOVERNMENT RAILWAY CONTRACTORS' TRAINS.—The Commissioner may, at his discretion, allow Government Railway Contractors' trains to be run over the lines, and, in the event of permission being granted, the following will be the rates and conditions:—

An engine, light, $\frac{1}{2}$ d. per ton per mile, under steam; minimum 10s.

A train of ten wagons, ballast or material—Contractors' own engine, trucks and men—or haulage of a dead engine, 2s. 6d. per mile; minimum, 50s. per train. Ballast or material trains are not charged for the return journey empty.

A train of contractors' empty wagons, Department finding engine and men, 5s. per mile; minimum, 50s. per train.

A train of ten Contractors' wagons, with material for their own contract, Department finding engine and men, 7s. 6d. per mile; minimum, 50s. per train.

Contractors' empty wagons attached to ordinary goods trains, 3d. per truck per mile; minimum, 5s. each.

Contractors' wagons cannot be sent by ordinary goods trains unless provided with spring buffers.

SPECIAL CONDITIONS.—All engines, wagons, etc., must be examined and passed by the Chief Mechanical Engineer before being allowed to run, and all expenses thereby incurred, together with freight, pilotage, and any other Departmental charge, must be paid in advance. In order to avoid unnecessary delay, where the amount of such expenses and charges cannot be definitely ascertained before running, a deposit equal to the estimated amount must be made, and any undercharge or overcharge adjusted when the correct amount has been determined.

Contractors' men in charge of engines or trains must also give satisfactory proof of their knowledge of the line, and general fitness, before being permitted to run.

The Department finds pilots in all cases, whose wages and expenses are to be paid by Contractors.

The charge for trucks loaded with material previously conveyed by rail taken by Contractors for new lines under construction from the junction of the new line with the main line to the head of the road will be 5s. per truck per trip, if the distance exceeds one mile.

The foregoing rates are contingent on the trucks being hauled by contractor's engine from the place material is deliverable at by the Commissioner, according to contract, and provided the empty trucks are returned within twelve working hours; if not returned within twelve working hours, 1s. per truck per hour, or 4s. per working day, demurrage to be charged.

Government trucks will not be allowed to be loaded for traffic from point to point on the construction line except under special arrangement with the Commissioner.

Government Stores Material.

Haulage charges on Government Stores between Fremantle or North Fremantle and Government or Railway stores, 2s. per ton, min. 4 tons per four-wheeled truck and 8 tons per eight-wheeled truck, wharfage not included.

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Government Wagons running over Private Companies' Lines.

The following charges are to be levied for the use of Government wagons running over Private Companies' lines (Midland Company excepted) :—

| | Miles. | Per ton. s. d. |
|-------------------------------------|--------|-------------------|
| For any distance up to 25 miles | ... | 0 3 |
| " " " over 25 and up to 35 | ... | 0 4 |
| " " " 35 " 45 | ... | 0 5 |
| " " " 45 " 60 | ... | 0 6 |
| " " " 60 " 75 | ... | 0 7 |
| " " " 75 " 90 | ... | 0 8 |
| " " " 90 " 105 | ... | 0 9 |
| " " " 105 " 150 | ... | 1 0 |
| " " " 150 " 200 | ... | 1 3 |
| " " " 200 " 250 | ... | 1 6 |
| " " " 250 " 350 | ... | 2 0 |
| " " " 350 " 500 | ... | 2 6 |
| " " " 500 " 700 | ... | 3 0 |
| " " " 700 " 1,000 | ... | 3 6 |

Amounts payable to be computed on tonnage of traffic carried, and at the total length of the respective companies' lines.

Minimum charge as for 5 tons for each 4-wheeled wagon.

 " " " 10 " 8-wheeled wagon.

When wagon goes on to a private line loaded, and comes out loaded, one bush haulage will be made.

(a.) Private Companies and others using Government Wagons under this clause will be allowed, where the length of Private Line does not exceed 45 miles, twelve (12) working hours, and where the length of Private Line exceeds 45 miles, fifteen (15) working hours for the loading or unloading of same, without any charge for demurrage being raised.

(b.) This allowance will be based on the working hours of the Goods Sheds, viz., 7-30 a.m. to 5-0 p.m. (7-30 a.m. to 1-0 p.m., Saturdays), and will be calculated as from the time the wagons are placed at the disposal of the customer until they are returned into the Government Siding ready for lifting by the Railway Department.

(c.) At the expiration of the time so allowed demurrage will be charged as follows :—

4s. per four-wheeled wagon,

8s. per eight-wheeled wagon

for each eight (8) working hours or any part thereof during which the wagon has been detained.

(d.) Each wagon to be dealt with separately. On no account will averaging be allowed.

Similar allowances (computed on the tonnage of traffic carried at the actual mileage conveyed over Government Lines) will be made in connection with privately owned wagons, which on the 1st July, 1909, were fit to run on Government Lines, but a complete list and description of such wagons must be supplied to the Commissioner on or before 31st day of July, 1909, and no additions to such list will be thereafter permitted.

All wagons on which it is proposed to claim the allowances must be certified as fit to run by the Chief Mechanical Engineer, and comply in every respect with the requirements of the Commissioner.

When any of the privately owned wagons heretofore mentioned are employed to carry the load, Government wagons must not be used as tailers, otherwise the minimum charge for the latter will be levied. When such wagons bear the load the allowance is to be made upon the actual tonnage of traffic carried, and when used as tailers, an allowance of 2 tons per wagon is to be made for each wagon so used.

Government wagons coming off Private Companies' Lines loaded with goods for Junction Station, or going on to Companies' Lines loaded with goods from Junction Station only, or used for the haulage of goods between points on Companies' Line, classification rates to be charged on goods for minimum distance (10 miles) in addition to above charges.

His Excellency the Governor.

Goods and Live Stock will be conveyed free.

Land Selectors—Concessions to, when first proceeding to permanently settle on the Land.

On production of certificate signed by the Under Secretary for Lands, certifying that the applicant is a *bonâ fide* selector, and has purchased land from the Government, the following concession will apply :—

Goods and chattels of selectors who have purchased land from the Government when first travelling to permanently settle on the land, will be conveyed from and to any Station on the Government lines (including stations on the district railways) nearest to the selector's holding at £1 per ton, minimum £6 and £12 per 4 and 8-wheeled truck respectively, owner's risk.

Also a small 4-wheeled and a large 8-wheeled truck of Live Stock will be conveyed for £5 and £10 respectively, subject to the usual condition as to loads, etc. (For Fares, see Coaching Rates Book.)

When convenient, selectors may load live stock and goods and chattels in the same truck, and in such case the truck rate will apply. When, however, one truck will not contain the whole, and a second truck is necessary for either goods or live stock, half ordinary rates only will be charged for contents of second truck, subject to a maximum charge as for full truck at special rates. Small consignments will be charged at half ordinary rates subject to maximum charge as above.

Furniture, smaller quantities than provided for above.—Class 2, O.R.

Farming plant or implements, second-hand, smaller quantities than provided for above.—Class C, O.R.

These concessions also apply over the Midland Railway Company's Line, and to selectors who have purchased land from the Midland Railway, on production of certificates signed by the Company's General Manager.

Certificate must be presented with consignment note within six (6) months of date application for land is approved, otherwise it will not be recognised by the Railway Department.

Locomotive Engines, Railway Carriages, and Wagons.

LOCOMOTIVE ENGINES AND TENDERS ON THEIR OWN WHEELS:—

1d. per ton per mile, S. to S.—Minimum charge, 10s.

When running in steam, ½d. per ton per mile—min., 10s.; but fuel, oil, water, etc., and driver and fireman must be provided by owner or sender. Before being permitted to run, the driver must give proof of his knowledge of the line, and general fitness, to the satisfaction of the Chief Mechanical Engineer.

If the Department provides driver, fireman, fuel, oil, etc., the charges for same will be in addition to other charges.

Pilots will be provided by the Department in all cases, whose wages and expenses must be paid by owner or sender.

LOCOMOTIVE ENGINES AND TENDERS (not on their own wheels) LOADED ON RAILWAY WAGONS:—
Class 1, O.R., S. to S.

RAILWAY WAGONS (on their own wheels), 3d. per wagon per mile, S. to S.—Minimum, 5s.

„ „ loaded in other wagons—Class B.

NEW RAILWAY VEHICLES (on their own wheels), viz., Carriages, Passenger and Luggage Brake Vans, Horse Boxes, and Carriage Trucks:—

| | |
|--|----------------|
| Not exceeding 12 tons each, 4d. per vehicle per mile, S. to S. | } Minimum, 5s. |
| Do. 20 tons each, 6d. do. do. | |
| Packed in cases, Class 1, O.R., S. to S. | |

SPECIAL CONDITIONS.—All engines, wagons, etc. (on their own wheels), must be examined and passed by the Chief Mechanical Engineer before being allowed to run, and all expenses thereby incurred, together with freight, pilotage, and any other Departmental charge, must be paid in advance. In order to avoid unnecessary delay, where the amount of such expenses and charges cannot be definitely ascertained before running, a deposit equal to the estimated amount must be made, and any undercharge or overcharge adjusted when the correct amount has been determined.

Freight charges may be debited to Ledger Account if sender or consignee has one, but all other charges must be paid in advance.

MILLAR'S K. & J. F. CO.'S ENGINES TO YARLOOP FOR REPAIRS.—Full rates, as provided above, will be charged. If the engines are returned to the original starting point, repaired, within four (4) months, the return journey will be charged half the rates.

Rates for the Conveyance of Naval and Military Stores, Horses, Guns, and Ammunition.

The rates charged for the conveyance of stores, horses, guns, and ammunition for the Defence Department will be half the ordinary rates, unless they are carried by passenger train at the request of the Defence Department, when full ordinary rates will be charged.

Mining Machinery (Second-Hand).

SECOND-HAND MINING MACHINERY.—From any station on the Goldfields to the Coast, or Coastward to any other Mining Centre, where freight has previously been paid on the "Down" journey, Class B, Minimum, 5 tons per 4-wheeled wagon.

BOILERS.—25 per cent. less than the schedule rates for the carriage of boilers. Minimum, 5 tons per 4-wheeled wagon.

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Ministers of Religion transferred on Pastoral Duties.

Second-hand Furniture and Chattels belonging to Ministers of Religion transferred from one part of the State to another, to take up their respective duties, and travelling under concession provided in Coaching Rate Book, will be conveyed at Class 1 Rate, Owner's Risk, on production of a certificate (as per specimen below) signed by the Executive Secretary to the respective Religious Denominations.

MINISTERS OF RELIGION TRANSFERRED ON PASTORAL DUTIES.**CERTIFICATE.**

I hereby certify that the bearer,....., is a Minister of Religion, and does not follow any secular occupation, but devotes himself entirely to spiritual duties, and is being transferred from.....to.....

Please grant to him the concession in respect to his Goods and Chattels, as provided on page 69 of your Department's Rate Book.

*

North Fremantle Sidings.

Goods from and for Messrs. Ferguson, Ltd., Millar's, and Victoria Galvanised Iron and Wire Company's Sidings at North Fremantle will be conveyed in truck loads (minimum 4 tons per 4-wheeled and 8 tons per 8-wheeled trucks) at the following rate:—

From and to Fremantle, 2s. per ton, including shunting charges.

Loading and unloading to be done by owners.

North Fremantle—Charges in connection with Kerosene Store at.

FROM FREMANTLE OR NORTH MOLE TO STORE.—Haulage charge, 2s. per ton. } Min. 4 tons per wagon.
FROM STORE TO FREMANTLE.—Haulage charge, 2s. per ton. }

FROM STORE TO NORTH FREMANTLE STATION FOR TRANSIT.—Shunting charge, 2s. per 4-wheeled wagon; 4s. per 8-wheeled wagon, unless otherwise specified.

The above charges are exclusive of loading and unloading.

North Fremantle—Goods to and from North Wharf and North Mole.

Goods from North Wharf and North Mole for North Fremantle and Stations beyond, or *vice versa* to be charged as from or to Fremantle.

Natural History Specimens

For Perth and Sydney Museums will be conveyed free.

Ores—Crude, Asbestos, Concentrates, Pyrites, Tailings, and Copper Regulus or Matte.

Senders of traffic, carried at the following rates, will be required to declare the value at time of sending, and the rates will be applied accordingly, upon the express condition that a certificate from the Assayer of the various ores or mineral products shall be subsequently produced when required, and that, if the value shown on such certificate exceed the value declared at the time of sending, the sender shall, on demand, pay the rates applicable to such higher value; or the Commissioner shall have the right to have an assay made to determine the values of ores, etc., or to purchase them at the values declared on the Consignment Note.

Crude Ores.

Including antimony, bismuth, crude asbestos, lead, iron, copper, silver, manganese, and tin (lode and stream); also copper regulus or matte, oxide of iron (dry), pyrites, tailings, and concentrates will be charged at the following rates: Minimum, five tons per 4-wheeled wagon; smaller quantities, Class 1:—

If not over £30 per ton in value Class M.

If loaded in wagons which have been loaded on outward journey—

Up to 150 miles (above rate) Class M.

Over 150 miles ½d. per ton per mile, minimum charge 11s. 3d. per ton.

If over £30 and not over £60 per ton in value Class M plus 25 per cent.

If over £60 per ton in value Class A plus 25 per cent.

Asbestos (crude).—Moora to Fremantle—"M" rate, O.R.

Ores (crude) not exceeding in value £10 per ton.—From Stations on Northampton Branch (Northampton included) to Fremantle—½d. per ton per mile.

* To be signed by the Executive Secretary to the Religious Denomination concerned.

Gold-bearing Ore and Concentrates.

Not exceeding in value £30 per ton—Class M.

Exceeding £30 and not exceeding in value £60 per ton—Class M, plus 25 per cent.

Exceeding in value £60 per ton—Class A, plus 25 per cent.

Minimum, 5 tons per ordinary 4-wheeled wagon. Smaller quantities—Class I.

The above rates are for conveyance at Owner's Risk only. If consigned at Commissioner's Risk insurance at the rate of 10 per cent. on the declared value will be charged. Gold-bearing ores, etc., consigned at Commissioner's Risk, must be contained in bags or cases. Under no circumstances will the Commissioner accept risk when loaded loosely in trucks.

The following are the rates and conditions for the carriage of gold-bearing ores and concentrates when consigned at owner's risk and loaded in wagons which have been loaded on outward journey :—

Minimum, five tons per four-wheeled wagon : 2s. 6d. per ton.

(a.) Ores and concentrates not exceeding in value 2oz. of gold per ton, $\frac{3}{4}$ d. per ton per mile.

(b.) Ores and concentrates exceeding in value 2oz. and not exceeding 7oz. of gold per ton, $\frac{1}{2}$ d. per ton per mile.

(c.) Ores and concentrates exceeding in value 7oz. of gold per ton, for every additional 10oz. or part of 10oz., $\frac{1}{4}$ d. per ton per mile added to the rate for ores not exceeding 7oz. of gold to the ton.

Freight must be prepaid unless otherwise arranged.

Slimes—Lennonville to Day Dawn.

Slimes—Lennonville to Day Dawn, 2s. 7d. per ton. Minimum, five tons per four-wheeled wagon O.R.

Ironstone (flux)—Clackline to Fremantle Smelting Works.

Ironstone (flux) when conveyed from Clackline to the Fremantle Smelting Works, to be charged at 5s. per ton ; minimum, 5 tons per 4-wheeled wagon.

Ore—Goongarrie to Menzies.

Ore not exceeding in value 2oz. of gold per ton, in 50-ton lots and upwards, will be conveyed between Goongarrie and Menzies, at 3s. per ton, owner's risk ; in lots of 10 tons and under 50 tons, 4s. per ton, owner's risk.

Copper Ores.

Copper Ores, not exceeding in value £10 per ton, from Northampton and Stations on the Murchison and Eastern Goldfields to Smelting Works, Robb's Jetty, when conveyed in wagons which would otherwise run empty, will be charged at the rate of $\frac{3}{4}$ d. per ton per mile, O.R., minimum 5 tons per wagon.

Pig Food in Hermetically Sealed Drums.

Pig Food in hermetically sealed drums will be conveyed at Class A rates and conditions. The empty drums will be returned at Class A rate. Minimum, 2 tons.

Poultry in Commissioner's Coops.

Poultry will be conveyed at Owner's Risk in Coops provided by the Department for use on Government lines by goods trains only at the following rates :—

Rate per Coop capable of holding about 12 pairs Fowls or Ducks or 8 pairs of Turkeys or Geese.

| | s. | d. | | s. | d. |
|------------------|----|----|------------------|----|----|
| Up to 50 miles | 2 | 6 | 201 to 225 miles | 7 | 0 |
| 51 to 75 miles | 3 | 6 | 226 to 250 miles | 7 | 6 |
| 76 to 100 miles | 4 | 6 | 251 to 300 miles | 8 | 0 |
| 101 to 125 miles | 5 | 0 | 301 to 350 miles | 8 | 6 |
| 126 to 150 miles | 5 | 6 | 351 to 400 miles | 9 | 0 |
| 151 to 175 miles | 6 | 0 | 401 to 450 miles | 9 | 6 |
| 176 to 200 miles | 6 | 6 | | | |

and 6d. per coop for every additional 50 miles or part thereof.

A deposit of 20s. must, if required, be made for each Coop taken from a Railway Station, but Auctioneers will be allowed to remove Coops on giving an assurance that they will not part with them, but will return them to the Station on the same day.

On Coops permitted to leave the railway premises, and not returned within 24 hours, a demurrage charge of 2s. 6d. per Coop per day will be levied.

To avoid disappointment, at least 48 hours' notice should be given by persons desiring the use of these Coops.

Poultry in Owner's Coops and Crates will be carried by weight at 1st Class rates, O.R., minimum charge as for 1cwt.

Railway Refreshment Rooms.

Goods for Lessees for use in such Rooms only, may be carried by passenger trains at goods rates if convenient to the Department.

LOCAL, SPECIAL, AND TEMPORARY RATES.

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Scrap Brass and Copper.

Scrap brass and copper for smelting purposes, from the Eastern Goldfields to Fremantle, are to be charged $\frac{1}{4}$ d. per ton per mile, with the minimum charge as for 5 tons per wagon, owner's risk.

*Scrap Iron and Steel.

Scrap Iron and Steel will be conveyed for distances of 150 miles and over at $\frac{1}{4}$ d. per ton per mile O.R., if conveyed in wagons which have been loaded on the outward journey. Minimum, 5 tons per 4-wheeled wagon. Freight must be prepaid.

Single Packages—Rates for.

Bacon, Butter, Hams, Honey, Eggs, Cheese, Fruit, Canned Fruit, Jams, Vegetables, Garden Produce, and Wine, from any Inland Station to Perth or a Port, and Seed Potatoes, and Seeds of all kinds, in any direction.

The undermentioned Scale of mileage rates will be charged for any single package containing butter, honey, eggs, cheese, fruit, canned fruits, jams, vegetables, garden produce, and wines, the produce of the State, conveyed on the Up Journey, and seed potatoes, and seeds of all kinds on the Up or Down Journey, when the weight does not exceed that specified as follows:—

| Miles. | Package not exceeding 90lb. | 91lb. and not exceeding 112lb. | 113lb. and not exceeding 140lb. |
|-------------------------------|-----------------------------|--------------------------------|---------------------------------|
| | s. d. | s. d. | s. d. |
| Up to 50 miles | 1 0 | 1 0 | 1 0 |
| 51 to 100 miles | 1 0 | 1 3 | 1 6 |
| 101 to 200 miles | 1 9 | 2 3 | 2 6 |
| 201 to 300 miles | 2 3 | 2 9 | 3 3 |
| 301 to 400 miles | 2 6 | 3 3 | 3 9 |
| 401 to 500 miles | 2 9 | 3 6 | 4 3 |
| 501 to 600 miles | 3 0 | 3 9 | 4 6 |
| Each additional 100 miles ... | 0 3 | 0 3 | 0 3 |

In the case of potatoes only, when the bag or package weighs over 112lb., but does not exceed 170lb. the charge will be at the scale shown for 140lb.

Should there be more than one package in a consignment, each package will be charged as above unless the charge by weight at the classified tonnage rate for the article is cheaper, subject to the usual minimum freight charge.

The through mileage charge to or from all branch lines will apply.

Slot Weighing Machines

When being sent for use on stations are to be carried by Passenger Train at Goods Rates.

State Motor Car.

When this Motor Car is carried by any train, goods, passenger, or mixed, the rate of 4d. per mile is to apply.

Superphosphates, Manufacture of.

Phosphate rock, coal, sulphuric acid, and materials required in the manufacture of superphosphates, in full truck loads, from Fremantle to siding at Robb's Jetty or Rocky Bay, including wharf haulage and shunting into siding, but not including handling: 1s. 7d. per ton.

Tarpaulins.

Tarpaulins taken on to private companies' lines covering goods in wagons must be returned to Junction Stations within 12 working hours. If detained beyond this time, a demurrage charge of 1s. 6d. each per day or part of a day, will be enforced.

Lent for private use by special permission of Chief Traffic Manager only at 2s. 6d. each per day or part of a day, Sundays inclusive. Sundays not to be charged for when the hire period is one week or over. The Chief Traffic Manager may demand a deposit of £3 5s. on each sheet.

Timber (Hardwoods) Rates.

(See page 40.)

In computing the freight charges on timber (Commonwealth hardwoods) the following must be observed:—

- Distances up to 25 miles, Class A.
- Distances over 25 miles, Class M, plus 1s. 11d. per ton, the latter being the difference between Class A and M rates for 25 miles.

EXAMPLES.

- (a.) For 25 miles:
4 tons timber (Class A) at 4s. 10d. = 19s. 4d.
- (b.) For 70 miles:
4 tons timber, Class M rate, 6s. 8d. plus 1s. 11d. = 8s. 7d. per ton = 34s. 4d.

* The following constitutes scrap iron and steel:—(a.) Cast, to be melted up and re-used. (b.) Wrought, to be forged up and re-used. Declaration to be made on consignment notes accordingly.

Timber (Hardwoods) for Export.

Timber (Hardwoods) declared on the Consignment Note to be for export will be conveyed at the following rates:—

- Distances up to 17 miles, Class A.
- Distances over 17 miles, Class M, plus 1s. 5d. per ton, the latter being the difference between Class A and Class M rates for 17 miles.

EXAMPLES.

- (a.) For 17 miles :
4 tons timber (Class A) at 3s. 8d. = 14s. 8d.
- (b.) For 70 miles :
4 tons timber, Class M rate, 6s. 8d., plus 1s. 5d. = 8s. 1d. per ton = 32s. 4d.

A rebate of 10 per cent. will be allowed on consignments of 120 tons and over.

Timber, Log (Hardwoods) for Milling Purposes.

Log Timber conveyed to a timber mill for the purpose of being converted into sawn timber, will be carried at ordinary classification rates less 25 per cent., with a minimum of 2s. per ton, Owner's Risk.

Traffic ex Greenough Road, Midland Railway.

Truck loads from Greenough Road, M.R., to Walkaway, 2s. per 4-wheeled and 4s. per 8-wheeled wagon in lieu of mileage rates.

Vehicles, O.R.

Buggies, Carriages, etc., will be conveyed from such stations only as have accommodation for loading and unloading (see pages 107 to 123). They must be at the station forty minutes before the departure of the train by which they are intended to be despatched; but the Commissioner of Railways does not guarantee to forward by any particular train. *Twenty-four hours'* notice required in all cases. When more vehicles than one belonging to the same owner are loaded on one 4-wheeled truck the first only is to be charged at full rate, the remainder at half rate. If the vehicles are loaded in a bogie truck, two must be charged at full rate. Consistent with safety, there is no limit as to the number of vehicles which may be loaded on a truck.

| | For first 100 Miles. Per Mile. | For second 100 Miles. Per Mile. | For each additional Mile over 200 Miles. | Min. |
|---|--------------------------------------|---------------------------------------|---|---------|
| | s. d. | s. d. | s. d. | s. d. |
| Buggies, Carriages, Drays, Farm Water-carts, Gigs, Light Wagons, Motor Cars, 2-wheeled Street Scrapers, Street Sweepers, Sanitary Carts, and similar vehicles, not exceeding 10cwt. each, on wheels or in pieces, and including shafts and wheels in goods trucks by goods trains ... | 0 4 | 0 3 | 0 2 | 7 6 |
| Ditto, exceeding 10cwt., and Street Watering Carts, Bullock Drays, Dobbins, Heavy Wagons, Lorries, Timber Whims, Jinkers and Tram Cars, not requiring more than one 4-wheeled truck ... | 0 6 | 0 5 | 0 4 | 12 6 |
| Timber Whims and Jinkers in parts ... Class 1 | ... | ... | ... | Smalls. |
| Carriages, Buggies, Gigs, Drays, Wagons, and similar vehicles, packed in cases ... Class 3 | ... | ... | ... | Smalls. |
| Vehicle bodies (without shafts), wooden and not painted, unpacked—Class 3 plus 50 per cent. | ... | ... | ... | ... |
| State Motor Car (any train) ... | 0 4 | 0 4 | 0 4 | ... |

NOTE.—For 8-wheeled bogie trucks double rates will be charged. Minimum 20s. Loading and unloading, sheets, and ropes used to secure vehicles will not be charged for.

Vegetables to the Goldfields ex Albany District.

The following special rates for vegetables from Albany and stations to Mount Barker inclusive to Southern Cross, Coolgardie, Kalgoorlie, and stations beyond have been approved:—

- (1.) From one or more consignors to one or more consignees in lots aggregating not less than 4 tons per four-wheeled truck.
Grain rate—actual weight for each consignment.
- (2.) When the aggregate weight of consignments is less than 4 tons per four-wheeled truck for lots of 1 ton and over, Class A, plus 10 per cent.
- (3.) Consignments of less than 1 ton (as provided in preceding clause) will be charged as for 1 ton at Class A, plus 10 per cent. or at actual weight Class B.—Smalls minimum.

LIVE STOCK RATES AND CONDITIONS.

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The rate will be calculated as from the 19-Mile post from Albany, that is to say, vegetables from Albany will be charged as for 19 miles less than actual distance, and vegetables from Mount Barker will be charged as for 19 miles added to actual distance—Mean distance Albany-Mount Barker being charged in all cases.

When fruit from stations, Albany to Mount Barker inclusive, to the fields is loaded with vegetables in full truck loads, the fruit may be charged actual weight "A," subject to smalls minimum, under the rate for fruit in 4 ton lots provided on page 28 of Rate Book.

Wagon Frames for Firewood Traffic.

Wagon frames used for the conveyance of firewood traffic will be charged M rate, min. 2 tons, when returned from station where loaded to on outward journey. Single Frames returned, Class 1.

Water.

Water conveyed in Railway Water Tanks for the public will be charged M Class rates and conditions. If Private Tanks are used, a reduction of 6d. per ton to be allowed: Provided the minimum truck load is maintained on the outward journey, the tanks may be returned free. Freight must be prepaid. (Capacity of Standard Railway tank 1,300 gallons, weight 5½ tons.)

CONDITIONS FOR THE CARRIAGE OF LIVE STOCK.

1. The Commissioner will not be liable for the loss or injury to any horses, cattle, or other animals 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 shall have been declared by the consignor thereof, and the increased risk rate as under shall have been paid to and accepted by the proper officer of the Commissioner.

On horses, cattle, or other animals insured at the risk of the Commissioner, power is reserved to him to regulate the number of animals which shall be carried in each truck, and the Commissioner 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 Commissioner's part.

The Commissioner's liability is limited as follows, viz. :—For any horse, £20; for any neat cattle, per head, £15; for any sheep, pig, dog, or other small animal, per head, £1.

The charges for insurance are as under :—

| Distance in Miles. | Amount of Insurance per cent. on the Declared Value in excess of the Commissioner's Liability. | Minimum Insurance Charges. | |
|-------------------------|--|--------------------------------------|---|
| | | Horses and Cattle (including Bulls). | Pigs, Sheep (including Rams), Dogs, or other small animals. |
| From 1 to 150 miles ... | £ s. d. 4 0 0 | £ s. d. 1 0 0 | £ s. d. 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 6 |
| " 301 to 400 " ... | 7 0 0 | 2 0 0 | 3 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 animals exceeding in value £100 shall be insured only under special agreement.

2. The Commissioner may decline to receive Live Stock for conveyance on Sunday, Good Friday, Christmas Day, or any proclaimed Holiday, or on any day immediately preceding such Sunday or holiday when through transit cannot be provided.

3. The Commissioner 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 or unloading live stock provided that, at the option of the Commissioner, live stock may be received for carriage to or from such places if the owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 104 hereof.

4. The number of animals must be so limited that the gross weight in any one truck shall not exceed its weight-carrying capacity.

5. No live stock shall be brought to any railway station except on the condition that the owner accepts all risk of injury to such live stock on the premises not arising from gross negligence on the part of the Commissioner, and the Commissioner shall be held free from all risk and responsibility in respect of loss 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 gross 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 thereof.

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

6. The Commissioner does not guarantee the arrival or delivery of live stock at any particular time, by any particular train, or for any particular market.

7. All Live Stock must be loaded and unloaded by the consignors and consignees respectively, by whom also the truck doors must be secured and opened, fastenings attended to, etc.

8. All Live Stock must be unloaded within three hours after arrival; otherwise such live stock may be unloaded by the Commissioner at the owner's risk, and a charge of 2s. 6d. per truck made for the service.

9. All Live Stock must be removed from the Railway premises immediately after being 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 and livery shall be paid by the owner, and such cost must be paid on demand as part of the authorised charges; and such stock, if not removed within seven days, may be sold by auction by order of the Commissioner, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

10. Rugs, bridles, saddles, or other trappings forwarded with horses or other animals are carried entirely at the risk of the owner; and the Commissioner accepts no responsibility for damage done to these articles unless forwarded and charged for as goods.

11. When a truck is only partly occupied by a consignment, the Commissioner reserves the right to fill it up to its full carrying capacity with other stock if full truck has not been paid for.

12. Applications for conveyance of live stock per live stock or goods trains are to be made on the printed form provided for that purpose (*see specimen, page 104*). Those sent by telegram or letter will be subject to the same conditions as if made on the printed form. The acceptance of an order is subject to the discretion of the Chief Traffic Manager, but no order will be accepted when a longer period intervenes than 21 days in advance of the date upon which conveyance is required.

13. Each order must be lodged four clear working days before date of loading, and be accompanied with a deposit of 20s. per live stock truck, and 10s. per 4-wheeled goods truck ordered, or actual freight when less than that amount.

14. An order once lodged with the Department may only be withdrawn, or the number of trucks reduced, or destination altered at the time (not being less than three clear working days before the date of conveyance) upon the forfeiture by the applicant of the deposit for each truck so withdrawn, number reduced, or destination altered.

15. The Commissioner reserves to himself 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.

Any requisition for the carriage of live stock which has been lodged with and accepted by the Commissioner cannot be withdrawn, neither can the required number of trucks be reduced, nor the specified destination station altered, except as follows, viz. :—

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

16. Live stock must be yarded in ample time to be loaded and despatched by trains specified by the Chief Traffic Manager or Stationmaster. If not loaded as arranged, the Commissioner reserves the right to remove or otherwise use the trucks, and charge full rates to destination station to the person who lodged the order.

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 Commissioner is specially relieved of all responsibility occasioned thereby. The stock will be conveyed at the respective rates for each class of stock, unless it is cheaper to charge the whole at the highest rate.

18. The Commissioner will carry horses in horse boxes, or cattle trucks only under the special respective contracts specified in the Coaching and Merchandise Regulations.

19. The Commissioner 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 Commissioner, 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 ten pounds.

LIVE STOCK RATES AND CONDITIONS.

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The Commissioner may recover the cost of removing and disposing of the carcase of any animal that may die while on his premises. He may also recover the cost of killing any animal, when such action is rendered necessary owing to injuries sustained, also the cost of disposing of the carcase of such an animal.

19A. A written receipt must be given by consignees for all live stock received from the Commissioner. The Commissioner may demand proof of the right of the person applying for live stock 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 live stock to receive the same.

20. The following charges must be made for conveyance of Live Stock over the Government Lines, when forwarded from or to any station on the Midland Railway, or *vice versa*, viz. :—

On Small 4-wheel Live Stock Trucks, Mileage Rates, calculated on the throughout distance, Minimum, 2s. per truck.

Large 8-wheel Bogie Live Stock Trucks, Mileage Rates calculated on the throughout distance. Minimum, 4s. per truck.

20A. Donkeys and Mules will be charged at the same rate as horses.

21. Camels to be charged at the same rate as horses.

Camels, when loaded in small high-sided wagons, charge small wagon rate.

Camels, when loaded in bogie high-sided wagons, charge bogie wagon rates.

22. Camels, Sheep, and Cattle in train loads of not less than 8 large bogie trucks will be conveyed from one station to another, a distance exceeding 50 miles, at a reduction of 20 per cent. upon the ordinary rates for fully loaded bogie trucks. In lots of 5, 6, or 7 bogie trucks on ordinary trains for similar distance a concession of 10 per cent. upon the ordinary rates for fully loaded bogie trucks will be made.

This concession will also be granted when the specified number of trucks of stock, mentioned above, has been conveyed from the metropolitan suburban stations by the same train, from the same consignor to one consignee, although from different stations. Application for rebate must be made in writing to local Station-master by the person paying freight.

23. On furnishing an application in writing from the sender or his agent, drovers in charge of live stock will be allowed to travel at half ordinary first or second class single or return fares (as may be required) on the following conditions, viz. :—

- 1 drover for two fully loaded bogie wagons.
- 1 drover for three fully loaded small wagons.
- 1 drover for one fully loaded small wagon of camels.
- 2 drovers for one fully loaded bogie wagon of camels.

The return journey must be completed within the number of days as shown below :—

| | | | | | | |
|---------------|-----|-----|-----|-----|-----|--------|
| 1 to 50 miles | ... | ... | ... | ... | ... | 3 days |
| 51 to 75 " | ... | ... | ... | ... | ... | 4 " |
| 76 to 100 " | ... | ... | ... | ... | ... | 5 " |
| 101 to 150 " | ... | ... | ... | ... | ... | 7 " |
| 151 to 200 " | ... | ... | ... | ... | ... | 8 " |
| 201 to 300 " | ... | ... | ... | ... | ... | 10 " |
| 301 to 400 " | ... | ... | ... | ... | ... | 12 " |
| Above 400 " | ... | ... | ... | ... | ... | 14 " |

Tickets at the reduced fares are issued upon condition that the drovers travel at their own risk.

Live Stock sent to agricultural lines to be charged on throughout distance at ordinary rate; but if from such lines, the two rates will be charged.

24. When sheets are used to cover stock trucks they will be charged for and consignors will be required to guarantee payment for any damage to sheets whilst so used.

Small Consignments—Rates for.

In Trucks:

| | | | | |
|--|-----|-----|-----|---------------------------|
| Single horse, cow, or ox | ... | ... | ... | One-third full truck rate |
| Calves or Foals, when less than half-truck | ... | ... | ... | 1d. each per mile |
| Sheep, goats, or pigs, when less than half-truck | ... | ... | ... | ½d. each " |

When a cow with calf at foot, or a mare with a foal at foot, are conveyed in cattle trucks, the charge will be as follows :—

| | | | | |
|---|-----|-----|--------------|---|
| Cow (or mare) | ... | ... | ... | One-third full truck rate |
| Calf or foal not exceeding three (3) months old | ... | ... | Free | } Age to be declared on Live Stock ticket. |
| Calf or foal exceeding three (3) months old | ... | ... | 1d. per mile | |

The minimum charge for each consignment will be one-third of the full truck rate, but no less charge than 5s. will be made. (See also Clause 20, above).

When the number of animals or the space occupied exceeds the limit for half truck, each one in excess will be charged at the rates per mile enumerated above for small consignments of animals until the maximum charge for full truck is reached.

LIVE STOCK RATES AND CONDITIONS.

In ascertaining what portion of a truck is to be charged for, the Commissioner reserves to himself to decide whether exceptionally large animals shall be charged under the half or full truck rates.

| | | Minimum. | Maximum. |
|---|--------------|----------|----------|
| | | s. d. | s. d. |
| Calves, goats, or pigs in cases, total weight of package not exceeding 150lbs. | ½d. per mile | 2 0 | ... |
| Calves, goats, or pigs in cases, total weight of package exceeding 150lbs. and not exceeding 250lbs. | 1d. per mile | 3 0 | ... |
| Calves, goats, or pigs in cases, total weight of package exceeding 250lbs. and not exceeding 400lbs. | 2d. per mile | 4 0 | ... |
| * Cases above 400lbs. will be charged Class D3 | | 5 0 | ... |
| Sheep in cases, not exceeding 100lbs. each | ½d. per mile | 2 0 | 7 6 |
| Sheep in cases, exceeding 100lbs. each | ¾d. per mile | 3 0 | 10 0 |
| Stud rams and stud ewes, each (such charges not to exceed full rates for the description of vehicle used) 1½d. per mile | | 4 0 | 15 0 |

Cases for the carriage of live stock as above-mentioned must be provided by the consignor.

Flock Rams.

In cases or crates, will be charged at the rate of one penny (1d.) each per mile, subject to the following minimum and maximum charges:—

| | Minimum. | Maximum. |
|------------------------|----------|----------|
| | s. d. | s. d. |
| 1 flock ram | 3 0 | 7 6 |
| 2 flock rams | 4 6 | 10 0 |
| 3 flock rams | 6 0 | 12 6 |
| 4 flock rams | 7 6 | 15 0 |
| 5 flock rams | 9 0 | 17 6 |
| 6 flock rams | 10 6 | 20 0 |
| Additional rams over 6 | 1 6 | 2 6 |
| | per ram. | per ram. |

Flock Rams sent in trucks loose or with other sheep will be charged the same as sheep.

Flock Rams must be declared as such on Live Stock ticket.

Bulls and Stallions in horse boxes or cattle trucks 5d. each per mile up to 100 miles, and 3d. each for every additional mile. Such charge not to exceed full truck rates. Minimum 7s. 6d. When travelling for stud purposes from August to December inclusive, **BULLS** and **STALLIONS** will be charged at these rates, and **Mares** at ordinary rates on the Outward journey, but "free" return carriage up to the 31st March will be given to the original starting-point for a distance corresponding to that for which trainage was paid on Outward journey, on condition that before commencing the Outward journey and previous to commencing the Return journey a certificate for each animal shall be furnished when booking the animal. No charge will be made for foals not over three months old at mare's feet. Entirees may be allowed to break their journey. When booked two or three in a box from one sender to one consignee and intended for stud purposes they must be returned in the same way, or separate charges will be made.

A rebate of one-third of the charge will be made upon declaration that the bulls and stallions are being sent for stud purposes and will travel **one way only** by rail. This will also apply to hacks sent with such animals for the use of grooms.

Grooms accompanying bulls or stallions sent under goods or coaching conditions for stud purposes will be allowed free return if they accompany the animals travelling both ways by rail, or rebate of one-third of single journey fare if the grooms and animals travel one way only by rail.

Live Stock sent for Breeding or Fattening Purposes in one Consignment.

Rebates on Store Sheep and Store Cattle sent for breeding or fattening purposes in one consignment will, subject to the conditions specified, be allowed (over Government Railways only) as shown hereunder:—

To obtain the rebates special application, accompanied by a statutory declaration from the owner that such Store Sheep or Store Cattle are being sent for breeding or fattening purposes, must be made to the Chief Traffic Manager before trucks are ordered. No rebate will be allowed on stock sent to an Auctioneer or Dealer, and applicants must satisfy the Chief Traffic Manager that such stock is being sent for *bona fide* breeding or fattening purposes, otherwise applications will be refused.

| | Rebate. |
|--|--------------|
| (a.) For breeding— | |
| Cows, Heifers, or Ewes, in full truck loads | 50 per cent. |
| (b.) For fattening, in one consignment— | |
| 2 or 3 bogies, bullocks or steers, or wethers | 5 per cent. |
| 4 bogies, bullocks or steers, or wethers | 7½ „ |
| 5 or more bogies, bullocks or steers, or wethers, see Clause 22. | |

These rebates will not be allowed in addition to those provided in Clause 22, page 75.

Lambs for Export.

Lambs in full truck loads, declared on Live Stock ticket to be for export, ordinary rates, less 10 per cent.

* The Commissioner reserves the right to refuse cases weighing over 400lbs.

LIVE STOCK RATES AND CONDITIONS.

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Live Stock Travelling for Grass and Water.

Store sheep and cattle which are required to travel for grass or water may be conveyed when convenient, by special arrangement with the Chief Traffic Manager, at a reduction of 33 $\frac{1}{3}$ per cent. less than the ordinary rates, both on the forward and the return journeys. Full rates will be charged on the forward journey, and the rebate only allowed when the stock is returned to their original pastures; provided always, that the trucks used in their conveyance are not required for the carriage of live stock at ordinary rates.

Robb's Jetty Cattle Yards.

The following charges will be made for use of the Cattle Yards at Robb's Jetty by stock landed ex boat and not loaded up for despatch by rail, within 12 hours after arrival; also for all stock placed in the yards for feeding, drafting, or selling purposes:—

1st Class—Horses, mares, geldings, asses, mules, etc., 6d. each per day.

2nd Class—Oxen, bulls, cows, and heifers, 3d. each per day.

3rd Class—Store calves and store cattle, 2d. each per day.

4th Class—Pigs and goats, 2d. each per day.

„ „ sucklings, 1d. each per day.

5th Class—Sheep, rams, and ewes, 2s. 6d. per 100 per day.

6th Class—Store sheep and sucklings, 1s. 6d. per 100 per day.

The above charges will be made for stock arriving by rail if not removed within six hours after arrival.

A day is to be regarded as 24 consecutive hours; part of a day to count as a day.

Watering Stock.

When convenient and practicable, the Department will, by special arrangement and at Owner's Risk, water stock *en route* at the following rates:—

Horses, cattle, and large stock, 1s. per head.

Sheep, pigs, and small animals, 10s. per hundred.

At Stations connected with Coolgardie Water Scheme the following rates will apply:—

Cattle and horses (per drink), 2d. per head.

Camels (per drink), 4d. per head.

Sheep (per drink), 4d. per score.

Stock Yards.

When Railway Stock Yards are loaned in towns where there are no municipal or private yards for sales of horses, cattle, sheep, and goats, the charges will be:—

Horses and fat cattle, 6d. per head.

Store cattle, 3d. per head.

Pigs and goats, 2d. per head.

Sheep, rams, and ewes, 2s. 6d. per 100.

£1 minimum and £2 10s. maximum charge is to be enforced. When loaned for drafting stock for rail transit the charges will be:—

Horses, mares, geldings, asses, mules, etc., 6d. each.

Oxen, bulls, cows, and heifers, 3d. each.

Store calves and store cattle, 2d. each.

Pigs and goats, 2d. each.

„ „ sucklings, 1d. each.

Sheep, rams, and ewes, 2s. 6d. per 100.

Store sheep and sucklings, 1s. 6d. per 100.

Minimum charge, 10s.; maximum charge, £5; the yard not to be occupied over 12 hours. (Any portion of the drafted sheep not put on the rail will be exempt from the drafting charge.)

Steaming, etc., Cattle Wagons.

A charge of 2s. 9d. per 4-wheeled, and 4s. 6d. per 8-wheeled Cattle Wagon will be levied when it is necessary to steam, etc., these wagons, as per Stock Department's Regulations.

At places where there are no conveniences for steaming wagons, such wagons will be thoroughly hosed out, and additional expense only charged for.

Live Stock in Small Stock Wagons (Full and Half Loads).

The Commissioner reserves to himself to decide whether exceptionally large Animals shall be charged under the half or full truck rates. The space occupied will be considered in all cases.

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|--------|--|---|---|---|--------|--|---|---|---|
| | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, Approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, Approximately double the number shown in previous column. |
| | | | | | | | | | |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1 to 9 | 0 5 0 | 0 7 6 | 0 5 0 | 0 7 6 | 59 | 1 11 9 | 2 7 8 | 0 19 2 | 1 8 9 |
| 10 | 0 5 7 | 0 8 4 | 0 5 0 | 0 7 6 | 60 | 1 12 3 | 2 8 4 | 0 19 5 | 1 9 2 |
| 11 | 0 6 2 | 0 9 2 | 0 5 0 | 0 7 6 | | | | | |
| 12 | 0 6 8 | 0 10 0 | 0 5 0 | 0 7 6 | 61 | 1 12 8 | 2 9 0 | 0 19 9 | 1 9 7 |
| 13 | 0 7 3 | 0 10 10 | 0 5 0 | 0 7 6 | 62 | 1 13 1 | 2 9 8 | 1 0 0 | 1 10 0 |
| 14 | 0 7 10 | 0 11 8 | 0 5 0 | 0 7 6 | 63 | 1 13 7 | 2 10 4 | 1 0 3 | 1 10 5 |
| 15 | 0 8 4 | 0 12 6 | 0 5 0 | 0 7 6 | 64 | 1 14 0 | 2 11 0 | 1 0 7 | 1 10 10 |
| | | | | | 65 | 1 14 5 | 2 11 8 | 1 0 10 | 1 11 3 |
| 16 | 0 8 11 | 0 13 4 | 0 5 4 | 0 8 0 | | | | | |
| 17 | 0 9 6 | 0 14 2 | 0 5 8 | 0 8 6 | 66 | 1 14 11 | 2 12 4 | 1 1 1 | 1 11 8 |
| 18 | 0 10 0 | 0 15 0 | 0 6 0 | 0 9 0 | 67 | 1 15 4 | 2 13 0 | 1 1 5 | 1 12 1 |
| 19 | 0 10 7 | 0 15 10 | 0 6 4 | 0 9 6 | 68 | 1 15 9 | 2 13 8 | 1 1 8 | 1 12 6 |
| 20 | 0 11 2 | 0 16 8 | 0 6 8 | 0 10 0 | 69 | 1 16 3 | 2 14 4 | 1 1 11 | 1 12 11 |
| | | | | | 70 | 1 16 8 | 2 15 0 | 1 2 3 | 1 13 4 |
| 21 | 0 11 8 | 0 17 6 | 0 7 0 | 0 10 6 | | | | | |
| 22 | 0 12 3 | 0 18 4 | 0 7 4 | 0 11 0 | 71 | 1 17 1 | 2 15 8 | 1 2 6 | 1 13 9 |
| 23 | 0 12 10 | 0 19 2 | 0 7 8 | 0 11 6 | 72 | 1 17 7 | 2 16 4 | 1 2 9 | 1 14 2 |
| 24 | 0 13 4 | 1 0 0 | 0 8 0 | 0 12 0 | 73 | 1 18 0 | 2 17 0 | 1 3 1 | 1 14 7 |
| 25 | 0 13 11 | 1 0 10 | 0 8 4 | 0 12 6 | 74 | 1 18 5 | 2 17 8 | 1 3 4 | 1 15 0 |
| | | | | | 75 | 1 18 11 | 2 18 4 | 1 3 7 | 1 15 5 |
| 26 | 0 14 6 | 1 1 8 | 0 8 8 | 0 13 0 | | | | | |
| 27 | 0 15 0 | 1 2 6 | 0 9 0 | 0 13 6 | 76 | 1 19 4 | 2 19 0 | 1 3 11 | 1 15 10 |
| 28 | 0 15 7 | 1 3 4 | 0 9 4 | 0 14 0 | 77 | 1 19 9 | 2 19 8 | 1 4 2 | 1 16 3 |
| 29 | 0 16 2 | 1 4 2 | 0 9 8 | 0 14 6 | 78 | 2 0 3 | 3 0 4 | 1 4 5 | 1 16 8 |
| 30 | 0 16 8 | 1 5 0 | 0 10 0 | 0 15 0 | 79 | 2 0 8 | 3 1 0 | 1 4 9 | 1 17 1 |
| | | | | | 80 | 2 1 1 | 3 1 8 | 1 5 0 | 1 17 6 |
| 31 | 0 17 3 | 1 5 10 | 0 10 4 | 0 15 6 | | | | | |
| 32 | 0 17 10 | 1 6 8 | 0 10 8 | 0 16 0 | 81 | 2 1 7 | 3 2 4 | 1 5 3 | 1 17 11 |
| 33 | 0 18 4 | 1 7 6 | 0 11 0 | 0 16 6 | 82 | 2 2 0 | 3 3 0 | 1 5 7 | 1 18 4 |
| 34 | 0 18 11 | 1 8 4 | 0 11 4 | 0 17 0 | 83 | 2 2 5 | 3 3 8 | 1 5 10 | 1 18 9 |
| 35 | 0 19 5 | 1 9 2 | 0 11 8 | 0 17 6 | 84 | 2 2 11 | 3 4 4 | 1 6 1 | 1 19 2 |
| | | | | | 85 | 2 3 4 | 3 5 0 | 1 6 5 | 1 19 7 |
| 36 | 1 0 0 | 1 10 0 | 0 12 0 | 0 18 0 | | | | | |
| 37 | 1 0 7 | 1 10 10 | 0 12 4 | 0 18 6 | 86 | 2 3 9 | 3 5 8 | 1 6 8 | 2 0 0 |
| 38 | 1 1 1 | 1 11 8 | 0 12 8 | 0 19 0 | 87 | 2 4 3 | 3 6 4 | 1 6 11 | 2 0 5 |
| 39 | 1 1 8 | 1 12 6 | 0 13 0 | 0 19 6 | 88 | 2 4 8 | 3 7 0 | 1 7 3 | 2 0 10 |
| 40 | 1 2 3 | 1 13 4 | 0 13 4 | 1 0 0 | 89 | 2 5 1 | 3 7 8 | 1 7 6 | 2 1 3 |
| | | | | | 90 | 2 5 7 | 3 8 4 | 1 7 9 | 2 1 8 |
| 41 | 1 2 9 | 1 14 2 | 0 13 8 | 1 0 6 | | | | | |
| 42 | 1 3 4 | 1 15 0 | 0 14 0 | 1 1 0 | 91 | 2 6 0 | 3 9 0 | 1 8 1 | 2 2 1 |
| 43 | 1 3 11 | 1 15 10 | 0 14 4 | 1 1 6 | 92 | 2 6 5 | 3 9 8 | 1 8 4 | 2 2 6 |
| 44 | 1 4 5 | 1 16 8 | 0 14 8 | 1 2 0 | 93 | 2 6 11 | 3 10 4 | 1 8 7 | 2 2 11 |
| 45 | 1 5 0 | 1 17 6 | 0 15 0 | 1 2 6 | 94 | 2 7 4 | 3 11 0 | 1 8 11 | 2 3 4 |
| | | | | | 95 | 2 7 9 | 3 11 8 | 1 9 2 | 2 3 9 |
| 46 | 1 5 7 | 1 18 4 | 0 15 4 | 1 3 0 | | | | | |
| 47 | 1 6 1 | 1 19 2 | 0 15 8 | 1 3 6 | 96 | 2 8 3 | 3 12 4 | 1 9 5 | 2 4 2 |
| 48 | 1 6 8 | 2 0 0 | 0 16 0 | 1 4 0 | 97 | 2 8 8 | 3 13 0 | 1 9 9 | 2 4 7 |
| 49 | 1 7 3 | 2 0 10 | 0 16 4 | 1 4 6 | 98 | 2 9 1 | 3 13 8 | 1 10 0 | 2 5 0 |
| 50 | 1 7 9 | 2 1 8 | 0 16 8 | 1 5 0 | 99 | 2 9 7 | 3 14 4 | 1 10 3 | 2 5 5 |
| | | | | | 100 | 2 10 0 | 3 15 0 | 1 10 7 | 2 5 10 |
| 51 | 1 8 3 | 2 2 4 | 0 16 11 | 1 5 5 | | | | | |
| 52 | 1 8 8 | 2 3 0 | 0 17 3 | 1 5 10 | 101 | 2 10 4 | 3 15 6 | 1 10 10 | 2 6 2 |
| 53 | 1 9 1 | 2 3 8 | 0 17 6 | 1 6 3 | 102 | 2 10 8 | 3 16 0 | 1 11 0 | 2 6 6 |
| 54 | 1 9 7 | 2 4 4 | 0 17 9 | 1 6 8 | 103 | 2 11 0 | 3 16 6 | 1 11 3 | 2 6 10 |
| 55 | 1 10 0 | 2 5 0 | 0 18 1 | 1 7 1 | 104 | 2 11 4 | 3 17 0 | 1 11 6 | 2 7 2 |
| | | | | | 105 | 2 11 8 | 3 17 6 | 1 11 9 | 2 7 6 |
| 56 | 1 10 5 | 2 5 8 | 0 18 4 | 1 7 6 | | | | | |
| 57 | 1 10 11 | 2 6 4 | 0 18 7 | 1 7 11 | 106 | 2 12 0 | 3 18 0 | 1 12 0 | 2 7 10 |
| 58 | 1 11 4 | 2 7 0 | 0 18 11 | 1 8 4 | 107 | 2 12 4 | 3 18 6 | 1 12 3 | 2 8 2 |

LIVE STOCK RATES.

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| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|---------|--|---|---|---|---------|--|---|---|---|
| | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates. Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates. Approximately double the number shown in previous column. |
| | | | | | | | | | |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 108 | 2 12 8 | 3 19 0 | 1 12 5 | 2 8 6 | 160 | 3 10 0 | 5 5 0 | 2 3 11 | 3 5 10 |
| 109 | 2 13 0 | 3 19 6 | 1 12 8 | 2 8 10 | | | | | |
| 110 | 2 13 4 | 4 0 0 | 1 12 11 | 2 9 2 | 161 | 3 10 4 | 5 5 6 | 2 4 1 | 3 6 2 |
| | | | | | 162 | 3 10 8 | 5 6 0 | 2 4 4 | 3 6 6 |
| 111 | 2 13 8 | 4 0 6 | 1 13 1 | 2 9 6 | 163 | 3 11 0 | 5 6 6 | 2 4 7 | 3 6 10 |
| 112 | 2 14 0 | 4 1 0 | 1 13 4 | 2 9 10 | 164 | 3 11 4 | 5 7 0 | 2 4 9 | 3 7 2 |
| 113 | 2 14 4 | 4 1 6 | 1 13 7 | 2 10 2 | 165 | 3 11 8 | 5 7 6 | 2 5 0 | 3 7 6 |
| 114 | 2 14 8 | 4 2 0 | 1 13 9 | 2 10 6 | | | | | |
| 115 | 2 15 0 | 4 2 6 | 1 14 0 | 2 10 10 | 166 | 3 12 0 | 5 8 0 | 2 5 3 | 3 7 10 |
| | | | | | 167 | 3 12 4 | 5 8 6 | 2 5 5 | 3 8 2 |
| 116 | 2 15 4 | 4 3 0 | 1 14 3 | 2 11 2 | 168 | 3 12 8 | 5 9 0 | 2 5 8 | 3 8 6 |
| 117 | 2 15 8 | 4 3 6 | 1 14 5 | 2 11 6 | 169 | 3 13 0 | 5 9 6 | 2 5 11 | 3 8 10 |
| 118 | 2 16 0 | 4 4 0 | 1 14 8 | 2 11 10 | 170 | 3 13 4 | 5 10 0 | 2 6 1 | 3 9 2 |
| 119 | 2 16 4 | 4 4 6 | 1 14 11 | 2 12 2 | | | | | |
| 120 | 2 16 8 | 4 5 0 | 1 15 1 | 2 12 6 | 171 | 3 13 8 | 5 10 6 | 2 6 4 | 3 9 6 |
| | | | | | 172 | 3 14 0 | 5 11 0 | 2 6 7 | 3 9 10 |
| 121 | 2 17 0 | 4 5 6 | 1 15 4 | 2 12 10 | 173 | 3 14 4 | 5 11 6 | 2 6 9 | 3 10 2 |
| 122 | 2 17 4 | 4 6 0 | 1 15 7 | 2 13 2 | 174 | 3 14 8 | 5 12 0 | 2 7 0 | 3 10 6 |
| 123 | 2 17 8 | 4 6 6 | 1 15 9 | 2 13 6 | 175 | 3 15 0 | 5 12 6 | 2 7 3 | 3 10 10 |
| 124 | 2 18 0 | 4 7 0 | 1 16 0 | 2 13 10 | | | | | |
| 125 | 2 18 4 | 4 7 6 | 1 16 3 | 2 14 2 | 176 | 3 15 4 | 5 13 0 | 2 7 5 | 3 11 2 |
| | | | | | 177 | 3 15 8 | 5 13 6 | 2 7 8 | 3 11 6 |
| 126 | 2 18 8 | 4 8 0 | 1 16 5 | 2 14 6 | 178 | 3 16 0 | 5 14 0 | 2 7 11 | 3 11 10 |
| 127 | 2 19 4 | 4 8 6 | 1 16 7 | 2 14 10 | 179 | 3 16 4 | 5 14 6 | 2 8 1 | 3 12 2 |
| 128 | 2 19 0 | 4 9 0 | 1 16 9 | 2 15 2 | 180 | 3 16 8 | 5 15 0 | 2 8 4 | 3 12 6 |
| 129 | 2 19 8 | 4 9 6 | 1 17 0 | 2 15 6 | | | | | |
| 130 | 3 0 0 | 4 10 0 | 1 17 3 | 2 15 10 | 181 | 3 17 0 | 5 15 6 | 2 8 7 | 3 12 10 |
| | | | | | 182 | 3 17 4 | 5 16 0 | 2 8 9 | 3 13 2 |
| 131 | 3 0 4 | 4 10 6 | 1 17 5 | 2 16 2 | 183 | 3 17 8 | 5 16 6 | 2 9 0 | 3 13 6 |
| 132 | 3 0 8 | 4 11 0 | 1 17 8 | 2 16 6 | 184 | 3 18 0 | 5 17 0 | 2 9 3 | 3 13 10 |
| 133 | 3 1 0 | 4 11 6 | 1 17 11 | 2 16 10 | 185 | 3 18 4 | 5 17 6 | 2 9 5 | 3 14 2 |
| 134 | 3 1 4 | 4 12 0 | 1 18 1 | 2 17 2 | | | | | |
| 135 | 3 1 8 | 4 12 6 | 1 18 4 | 2 17 6 | 186 | 3 18 8 | 5 18 0 | 2 9 8 | 3 14 6 |
| | | | | | 187 | 3 19 0 | 5 18 6 | 2 9 11 | 3 14 10 |
| 136 | 3 2 0 | 4 13 0 | 1 18 7 | 2 17 10 | 188 | 3 19 4 | 5 19 0 | 2 10 1 | 3 15 2 |
| 137 | 3 2 4 | 4 13 6 | 1 18 9 | 2 18 2 | 189 | 3 19 8 | 5 19 6 | 2 10 4 | 3 15 6 |
| 138 | 3 2 8 | 4 14 0 | 1 19 0 | 2 18 6 | 190 | 4 0 0 | 6 0 0 | 2 10 7 | 3 15 10 |
| 139 | 3 3 0 | 4 14 6 | 1 19 3 | 2 18 10 | | | | | |
| 140 | 3 3 4 | 4 15 0 | 1 19 5 | 2 19 2 | 191 | 4 0 4 | 6 0 6 | 2 10 9 | 3 16 2 |
| | | | | | 192 | 4 0 8 | 6 1 0 | 2 11 0 | 3 16 6 |
| 141 | 3 3 8 | 4 15 6 | 1 19 8 | 2 19 6 | 193 | 4 1 0 | 6 1 6 | 2 11 3 | 3 16 10 |
| 142 | 3 4 0 | 4 16 0 | 1 19 11 | 2 19 10 | 194 | 4 1 4 | 6 2 0 | 2 11 5 | 3 17 2 |
| 143 | 3 4 4 | 4 16 6 | 2 0 1 | 3 0 2 | 195 | 4 1 8 | 6 2 6 | 2 11 8 | 3 17 6 |
| 144 | 3 4 8 | 4 17 0 | 2 0 4 | 3 0 6 | | | | | |
| 145 | 3 5 0 | 4 17 6 | 2 0 6 | 3 0 10 | 196 | 4 2 0 | 6 3 0 | 2 11 11 | 3 17 10 |
| | | | | | 197 | 4 2 4 | 6 3 6 | 2 12 1 | 3 18 2 |
| 146 | 3 5 4 | 4 18 0 | 2 0 9 | 3 1 2 | 198 | 4 2 8 | 6 4 0 | 2 12 4 | 3 18 6 |
| 147 | 3 5 8 | 4 18 6 | 2 1 0 | 3 1 6 | 199 | 4 3 0 | 6 4 6 | 2 12 7 | 3 18 10 |
| 148 | 3 6 0 | 4 19 0 | 2 1 3 | 3 1 10 | 200 | 4 3 4 | 6 5 0 | 2 12 9 | 3 19 2 |
| 149 | 3 6 4 | 4 19 6 | 2 1 5 | 3 2 2 | | | | | |
| 150 | 3 6 8 | 5 0 0 | 2 1 8 | 3 2 6 | 201 | 4 3 8 | 6 5 6 | 2 13 0 | 3 19 6 |
| | | | | | 202 | 4 4 0 | 6 6 0 | 2 13 3 | 3 19 10 |
| 151 | 3 7 0 | 5 0 6 | 2 1 11 | 3 2 10 | 203 | 4 4 4 | 6 6 6 | 2 13 5 | 4 0 2 |
| 152 | 3 7 4 | 5 1 0 | 2 2 1 | 3 3 2 | 204 | 4 4 8 | 6 7 0 | 2 13 8 | 4 0 6 |
| 153 | 3 7 8 | 5 1 6 | 2 2 4 | 3 3 6 | 205 | 4 5 0 | 6 7 6 | 2 13 11 | 4 0 10 |
| 154 | 3 8 0 | 5 2 0 | 2 2 7 | 3 3 10 | | | | | |
| 155 | 3 8 4 | 5 2 6 | 2 2 9 | 3 4 2 | 206 | 4 5 4 | 6 8 0 | 2 14 1 | 4 1 2 |
| | | | | | 207 | 4 5 8 | 6 8 6 | 2 14 4 | 4 1 6 |
| 156 | 3 8 8 | 5 3 0 | 2 3 0 | 3 4 6 | 208 | 4 6 0 | 6 9 0 | 2 14 7 | 4 1 10 |
| 157 | 3 9 0 | 5 3 6 | 2 3 3 | 3 4 10 | 209 | 4 6 4 | 6 9 6 | 2 14 9 | 4 2 2 |
| 158 | 3 9 4 | 5 4 0 | 2 3 5 | 3 5 2 | 210 | 4 6 8 | 6 10 0 | 2 15 0 | 4 2 6 |
| 159 | 3 9 8 | 5 4 6 | 2 3 8 | 3 5 6 | | | | | |

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LIVE STOCK RATES.

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|--------|--|---|---|---|--------|--|---|---|---|
| | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per Truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| 211 | 4 7 0 | 6 10 6 | 2 15 3 | 4 2 10 | 263 | 5 4 4 | 7 16 6 | 3 6 9 | 5 0 2 |
| 212 | 4 7 4 | 6 11 0 | 2 15 5 | 4 3 2 | 264 | 5 4 8 | 7 17 0 | 3 7 0 | 5 0 6 |
| 213 | 4 7 8 | 6 11 6 | 2 15 8 | 4 3 6 | 265 | 5 5 0 | 7 17 6 | 3 7 3 | 5 0 10 |
| 214 | 4 8 0 | 6 12 0 | 2 15 11 | 4 3 10 | | | | | |
| 215 | 4 8 4 | 6 12 6 | 2 16 1 | 4 4 2 | 266 | 5 5 4 | 7 18 0 | 3 7 5 | 5 1 2 |
| | | | | | 267 | 5 5 8 | 7 18 6 | 3 7 8 | 5 1 6 |
| 216 | 4 8 8 | 6 13 0 | 2 16 4 | 4 4 6 | 268 | 5 6 0 | 7 19 0 | 3 7 11 | 5 1 10 |
| 217 | 4 9 0 | 6 13 6 | 2 16 7 | 4 4 10 | 269 | 5 6 4 | 7 19 6 | 3 8 1 | 5 2 2 |
| 218 | 4 9 4 | 6 14 0 | 2 16 9 | 4 5 2 | 270 | 5 6 8 | 8 0 0 | 3 8 4 | 5 2 6 |
| 219 | 4 9 8 | 6 14 6 | 2 17 0 | 4 5 6 | | | | | |
| 220 | 4 10 0 | 6 15 0 | 2 17 3 | 4 5 10 | 271 | 5 7 0 | 8 0 6 | 3 8 7 | 5 2 10 |
| | | | | | 272 | 5 7 4 | 8 1 0 | 3 8 9 | 5 3 2 |
| 221 | 4 10 4 | 6 15 6 | 2 17 5 | 4 6 2 | 273 | 5 7 8 | 8 1 6 | 3 9 0 | 5 3 6 |
| 222 | 4 10 8 | 6 16 0 | 2 17 8 | 4 6 6 | 274 | 5 8 0 | 8 2 0 | 3 9 3 | 5 3 10 |
| 223 | 4 11 0 | 6 16 6 | 2 17 11 | 4 6 10 | 275 | 5 8 4 | 8 2 6 | 3 9 5 | 5 4 2 |
| 224 | 4 11 4 | 6 17 0 | 2 18 1 | 4 7 2 | | | | | |
| 225 | 4 11 8 | 6 17 6 | 2 18 4 | 4 7 6 | 276 | 5 8 8 | 8 3 0 | 3 9 8 | 5 4 6 |
| | | | | | 277 | 5 9 0 | 8 3 6 | 3 9 11 | 5 4 10 |
| 226 | 4 12 0 | 6 18 0 | 2 18 7 | 4 7 10 | 278 | 5 9 4 | 8 4 0 | 3 10 1 | 5 5 2 |
| 227 | 4 12 4 | 6 18 6 | 2 18 9 | 4 8 2 | 279 | 5 9 8 | 8 4 6 | 3 10 4 | 5 5 6 |
| 228 | 4 12 8 | 6 19 0 | 2 19 0 | 4 8 6 | 280 | 5 10 0 | 8 5 0 | 3 10 7 | 5 5 10 |
| 229 | 4 13 0 | 6 19 6 | 2 19 3 | 4 8 10 | | | | | |
| 230 | 4 13 4 | 7 0 0 | 2 19 5 | 4 9 2 | 281 | 5 10 4 | 8 5 6 | 3 10 9 | 5 6 2 |
| | | | | | 282 | 5 10 8 | 8 6 0 | 3 11 0 | 5 6 6 |
| 231 | 4 13 8 | 7 0 6 | 2 19 8 | 4 9 6 | 283 | 5 11 0 | 8 6 6 | 3 11 3 | 5 6 10 |
| 232 | 4 14 0 | 7 1 0 | 2 19 11 | 4 9 10 | 284 | 5 11 4 | 8 7 0 | 3 11 5 | 5 7 2 |
| 233 | 4 14 4 | 7 1 6 | 3 0 0 | 4 10 2 | 285 | 5 11 8 | 8 7 6 | 3 11 8 | 5 7 6 |
| 234 | 4 14 8 | 7 2 0 | 3 0 4 | 4 10 6 | | | | | |
| 235 | 4 15 0 | 7 2 6 | 3 0 7 | 4 10 10 | 286 | 5 12 0 | 8 8 0 | 3 11 11 | 5 7 10 |
| | | | | | 287 | 5 12 4 | 8 8 6 | 3 12 1 | 5 8 2 |
| 236 | 4 15 4 | 7 3 0 | 3 0 9 | 4 11 2 | 288 | 5 12 8 | 8 9 0 | 3 12 4 | 5 8 6 |
| 237 | 4 15 8 | 7 3 6 | 3 1 0 | 4 11 6 | 289 | 5 13 0 | 8 9 6 | 3 12 7 | 5 8 10 |
| 238 | 4 16 0 | 7 4 0 | 3 1 3 | 4 11 10 | 290 | 5 13 4 | 8 10 0 | 3 12 9 | 5 9 2 |
| 239 | 4 16 4 | 7 4 6 | 3 1 5 | 4 12 2 | | | | | |
| 240 | 4 16 8 | 7 5 0 | 3 1 8 | 4 12 6 | 291 | 5 13 8 | 8 10 6 | 3 13 0 | 5 9 6 |
| | | | | | 292 | 5 14 0 | 8 11 0 | 3 13 3 | 5 9 10 |
| 241 | 4 17 0 | 7 5 6 | 3 1 11 | 4 12 10 | 293 | 5 14 4 | 8 11 6 | 3 13 5 | 5 10 2 |
| 242 | 4 17 4 | 7 6 0 | 3 2 1 | 4 13 2 | 294 | 5 14 8 | 8 12 0 | 3 13 8 | 5 10 6 |
| 243 | 4 17 8 | 7 6 6 | 3 2 4 | 4 13 6 | 295 | 5 15 0 | 8 12 6 | 3 13 11 | 5 10 10 |
| 244 | 4 18 0 | 7 7 0 | 3 2 7 | 4 13 10 | | | | | |
| 245 | 4 18 4 | 7 7 6 | 3 2 9 | 4 14 2 | 296 | 5 15 4 | 8 13 0 | 3 14 1 | 5 11 2 |
| | | | | | 297 | 5 15 8 | 8 13 6 | 3 14 4 | 5 11 6 |
| 246 | 4 18 8 | 7 8 0 | 3 3 0 | 4 14 6 | 298 | 5 16 0 | 8 14 0 | 3 14 7 | 5 11 10 |
| 247 | 4 19 0 | 7 8 6 | 3 3 3 | 4 14 10 | 299 | 5 16 4 | 8 14 6 | 3 14 9 | 5 12 2 |
| 248 | 4 19 4 | 7 9 0 | 3 3 5 | 4 15 2 | 300 | 5 16 8 | 8 15 0 | 3 15 0 | 5 12 6 |
| 249 | 4 19 8 | 7 9 6 | 3 3 8 | 4 15 6 | | | | | |
| 250 | 5 0 0 | 7 10 0 | 3 3 11 | 4 15 10 | 301 | 5 17 0 | 8 15 6 | 3 15 3 | 5 12 10 |
| | | | | | 302 | 5 17 4 | 8 16 0 | 3 15 5 | 5 13 2 |
| 251 | 5 0 4 | 7 10 6 | 3 4 1 | 4 16 2 | 303 | 5 17 8 | 8 16 6 | 3 15 8 | 5 13 6 |
| 252 | 5 0 8 | 7 11 0 | 3 4 4 | 4 16 6 | 304 | 5 18 0 | 8 17 0 | 3 15 11 | 5 13 10 |
| 253 | 5 1 0 | 7 11 6 | 3 4 7 | 4 16 10 | 305 | 5 18 4 | 8 17 6 | 3 16 1 | 5 14 2 |
| 254 | 5 1 4 | 7 12 0 | 3 4 9 | 4 17 2 | | | | | |
| 255 | 5 1 8 | 7 12 6 | 3 5 0 | 4 17 6 | 306 | 5 18 8 | 8 18 0 | 3 16 4 | 5 14 6 |
| | | | | | 307 | 5 19 0 | 8 18 6 | 3 16 7 | 5 14 10 |
| 256 | 5 2 0 | 7 13 0 | 3 5 3 | 4 17 10 | 308 | 5 19 4 | 8 19 0 | 3 16 9 | 5 15 2 |
| 257 | 5 2 4 | 7 13 6 | 3 5 5 | 4 18 2 | 309 | 5 19 8 | 8 19 6 | 3 17 0 | 5 15 6 |
| 258 | 5 2 8 | 7 14 0 | 3 5 8 | 4 18 6 | 310 | 6 0 0 | 9 0 0 | 3 17 3 | 5 15 10 |
| 259 | 5 3 0 | 7 14 6 | 3 5 11 | 4 18 10 | | | | | |
| 260 | 5 3 4 | 7 15 0 | 3 6 1 | 4 19 2 | 311 | 6 0 4 | 9 0 6 | 3 17 5 | 5 16 2 |
| | | | | | 312 | 6 0 8 | 9 1 0 | 3 17 8 | 5 16 6 |
| 261 | 5 3 8 | 7 15 6 | 3 6 4 | 4 19 6 | 313 | 6 1 0 | 9 1 6 | 3 17 11 | 5 16 10 |
| 262 | 5 4 0 | 7 16 0 | 3 6 7 | 4 19 10 | 314 | 6 1 4 | 9 2 0 | 3 18 1 | 5 17 2 |

LIVE STOCK RATES.

81

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|---------|--|---|---|---|---------|--|---|---|---|
| | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, Approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 315 | 6 1 8 | 9 2 6 | 3 18 4 | 5 17 6 | 366 | 6 18 8 | 10 8 0 | 4 9 8 | 6 14 6 |
| 316 | 6 2 0 | 9 3 0 | 3 18 7 | 5 17 10 | 367 | 6 19 0 | 10 8 6 | 4 9 11 | 6 14 10 |
| 317 | 6 2 4 | 9 3 6 | 3 18 9 | 5 18 2 | 368 | 6 19 4 | 10 9 0 | 4 10 1 | 6 15 2 |
| 318 | 6 2 8 | 9 4 0 | 3 19 0 | 5 18 6 | 369 | 6 19 8 | 10 9 6 | 4 10 4 | 6 15 6 |
| 319 | 6 3 0 | 9 4 6 | 3 19 3 | 5 18 10 | 370 | 7 0 0 | 10 10 0 | 4 10 7 | 6 15 10 |
| 320 | 6 3 4 | 9 5 0 | 3 19 5 | 5 19 2 | 371 | 7 0 4 | 10 10 6 | 4 10 9 | 6 16 2 |
| 321 | 6 3 8 | 9 5 6 | 3 19 8 | 5 19 6 | 372 | 7 0 8 | 10 11 0 | 4 11 0 | 6 16 6 |
| 322 | 6 4 0 | 9 6 0 | 3 19 11 | 5 19 10 | 373 | 7 1 0 | 10 11 6 | 4 11 3 | 6 16 10 |
| 323 | 6 4 4 | 9 6 6 | 4 0 1 | 6 0 2 | 374 | 7 1 4 | 10 12 0 | 4 11 5 | 6 17 2 |
| 324 | 6 4 8 | 9 7 0 | 4 0 4 | 6 0 6 | 375 | 7 1 8 | 10 12 6 | 4 11 8 | 6 17 6 |
| 325 | 6 5 0 | 9 7 6 | 4 0 9 | 6 0 10 | 376 | 7 2 0 | 10 13 0 | 4 11 11 | 6 17 10 |
| 326 | 6 5 4 | 9 8 0 | 4 0 7 | 6 1 2 | 377 | 7 2 4 | 10 13 6 | 4 12 1 | 6 18 2 |
| 327 | 6 5 8 | 9 8 6 | 4 1 0 | 6 1 6 | 378 | 7 2 8 | 10 14 0 | 4 12 4 | 6 18 6 |
| 328 | 6 6 0 | 9 9 0 | 4 1 3 | 6 1 10 | 379 | 7 3 0 | 10 14 6 | 4 12 7 | 6 18 10 |
| 329 | 6 6 4 | 9 9 6 | 4 1 5 | 6 2 2 | 380 | 7 3 4 | 10 15 0 | 4 12 9 | 6 19 2 |
| 330 | 6 6 8 | 9 10 0 | 4 1 8 | 6 2 6 | 381 | 7 3 8 | 10 15 6 | 4 13 0 | 6 19 6 |
| 331 | 6 7 0 | 9 10 6 | 4 1 11 | 6 2 10 | 382 | 7 4 0 | 10 16 0 | 4 13 3 | 6 19 10 |
| 332 | 6 7 4 | 9 11 0 | 4 2 1 | 6 3 2 | 383 | 7 4 4 | 10 16 6 | 4 13 5 | 7 0 2 |
| 333 | 6 7 8 | 9 11 6 | 4 2 4 | 6 3 6 | 384 | 7 4 8 | 10 17 0 | 4 13 8 | 7 0 6 |
| 334 | 6 8 0 | 9 12 0 | 4 2 7 | 6 3 10 | 385 | 7 5 0 | 10 17 6 | 4 13 11 | 7 0 10 |
| 335 | 6 8 4 | 9 12 6 | 4 2 9 | 6 4 2 | 386 | 7 5 4 | 10 18 0 | 4 14 1 | 7 1 2 |
| 336 | 6 8 8 | 9 13 0 | 4 3 0 | 6 4 6 | 387 | 7 5 8 | 10 18 6 | 4 14 4 | 7 1 6 |
| 337 | 6 9 0 | 9 13 6 | 4 3 3 | 6 4 10 | 388 | 7 6 0 | 10 19 0 | 4 14 7 | 7 1 10 |
| 338 | 6 9 4 | 9 14 0 | 4 3 5 | 6 5 2 | 389 | 7 6 4 | 10 19 6 | 4 14 9 | 7 2 2 |
| 339 | 6 9 8 | 9 14 6 | 4 3 8 | 6 5 6 | 390 | 7 6 8 | 11 0 0 | 4 15 0 | 7 2 6 |
| 340 | 6 10 0 | 9 15 0 | 4 3 11 | 6 5 10 | 391 | 7 7 0 | 11 0 6 | 4 15 3 | 7 2 10 |
| 341 | 6 10 4 | 9 15 6 | 4 4 1 | 6 6 2 | 392 | 7 7 4 | 11 1 0 | 4 15 5 | 7 3 2 |
| 342 | 6 10 8 | 9 16 0 | 4 4 4 | 6 6 6 | 393 | 7 7 8 | 11 1 6 | 4 15 8 | 7 3 6 |
| 343 | 6 11 0 | 9 16 6 | 4 4 7 | 6 6 10 | 394 | 7 8 0 | 11 2 0 | 4 15 11 | 7 3 10 |
| 344 | 6 11 4 | 9 17 0 | 4 4 9 | 6 7 2 | 395 | 7 8 4 | 11 2 6 | 4 16 1 | 7 4 2 |
| 345 | 6 11 8 | 9 17 6 | 4 5 0 | 6 7 6 | 396 | 7 8 8 | 11 3 0 | 4 16 4 | 7 4 6 |
| 346 | 6 12 0 | 9 18 0 | 4 5 3 | 6 7 10 | 397 | 7 9 0 | 11 3 6 | 4 16 7 | 7 4 10 |
| 347 | 6 12 4 | 9 18 6 | 4 5 5 | 6 8 2 | 398 | 7 9 4 | 11 4 0 | 4 16 9 | 7 5 2 |
| 348 | 6 12 8 | 9 19 0 | 4 5 8 | 6 8 6 | 399 | 7 9 8 | 11 4 6 | 4 17 0 | 7 5 6 |
| 349 | 6 13 0 | 9 19 6 | 4 5 11 | 6 8 10 | 400 | 7 10 0 | 11 5 0 | 4 17 3 | 7 5 10 |
| 350 | 6 13 4 | 10 0 0 | 4 6 1 | 6 9 2 | 401 | 7 10 4 | 11 5 6 | 4 17 5 | 7 6 2 |
| 351 | 6 13 8 | 10 0 6 | 4 6 4 | 6 9 6 | 402 | 7 10 8 | 11 6 0 | 4 17 8 | 7 6 6 |
| 352 | 6 14 0 | 10 1 0 | 4 6 7 | 6 9 10 | 403 | 7 11 0 | 11 6 6 | 4 17 11 | 7 6 10 |
| 353 | 6 14 4 | 10 1 6 | 4 6 9 | 6 10 2 | 404 | 7 11 4 | 11 7 0 | 4 18 1 | 7 7 2 |
| 354 | 6 14 8 | 10 2 0 | 4 7 0 | 6 10 6 | 405 | 7 11 8 | 11 7 6 | 4 18 4 | 7 7 6 |
| 355 | 6 15 0 | 10 2 6 | 4 7 3 | 6 10 10 | 406 | 7 12 0 | 11 8 0 | 4 18 7 | 7 7 10 |
| 356 | 6 15 4 | 10 3 0 | 4 7 5 | 6 11 2 | 407 | 7 12 4 | 11 8 6 | 4 18 9 | 7 8 2 |
| 357 | 6 15 8 | 10 3 6 | 4 7 8 | 6 11 6 | 408 | 7 12 8 | 11 9 0 | 4 19 0 | 7 8 6 |
| 358 | 6 16 0 | 10 4 0 | 4 7 11 | 6 11 10 | 409 | 7 13 0 | 11 9 6 | 4 19 3 | 7 8 10 |
| 359 | 6 16 4 | 10 4 6 | 4 8 1 | 6 12 2 | 410 | 7 13 4 | 11 10 0 | 4 19 5 | 7 9 2 |
| 360 | 6 16 8 | 10 5 0 | 4 8 4 | 6 12 6 | 411 | 7 13 8 | 11 10 6 | 4 19 8 | 7 9 6 |
| 361 | 6 17 0 | 10 5 6 | 4 8 7 | 6 12 10 | 412 | 7 14 0 | 11 11 0 | 4 19 11 | 7 9 10 |
| 362 | 6 17 4 | 10 6 0 | 4 8 9 | 6 13 2 | 413 | 7 14 4 | 11 11 6 | 5 0 1 | 7 10 2 |
| 363 | 6 17 8 | 10 6 6 | 4 9 0 | 6 13 6 | 414 | 7 14 8 | 11 12 0 | 5 0 4 | 7 10 6 |
| 364 | 6 18 0 | 10 7 0 | 4 9 3 | 6 13 10 | 415 | 7 15 0 | 11 12 6 | 5 0 7 | 7 10 10 |
| 365 | 6 18 4 | 10 7 6 | 4 9 5 | 6 14 2 | 416 | 7 15 4 | 11 13 0 | 5 0 9 | 7 11 2 |

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LIVE STOCK RATES.

| MILES. | HORSES. | | CATTLE, SHEEP, &c. | | MILES. | HORSES. | | CATTLE, SHEEP, &c. | |
|-------------------------------|--|---|---|---|--------|--|---|---|---|
| | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. | | 1-Truck Rates, not exceeding 3 Horses per truck. | Full Truck Rates, approximately 6 Horses. | 1-Truck Rates, not exceeding 4 Cattle, 35 Sheep or 45 Lambs, 20 Goats or Calves, 30 Pigs. | Full Truck Rates, approximately double the number shown in previous column. |
| | | | | | | | | | |
| 417 | 7 15 8 | 11 13 6 | 5 1 0 | 7 11 6 | 459 | 8 9 8 | 12 14 6 | 5 10 4 | 8 5 6 |
| 418 | 7 16 0 | 11 14 0 | 5 1 3 | 7 11 10 | 460 | 8 10 0 | 12 15 0 | 5 10 7 | 8 5 10 |
| 419 | 7 16 4 | 11 14 6 | 5 1 5 | 7 12 2 | | | | | |
| 420 | 7 16 8 | 11 15 0 | 5 1 8 | 7 12 6 | 461 | 8 10 4 | 12 15 6 | 5 10 9 | 8 6 2 |
| | | | | | 462 | 8 10 8 | 12 16 0 | 5 11 0 | 8 6 6 |
| 421 | 7 17 0 | 11 15 6 | 5 1 11 | 7 12 10 | 463 | 8 11 0 | 12 16 6 | 5 11 3 | 8 6 10 |
| 422 | 7 17 4 | 11 16 0 | 5 2 1 | 7 13 2 | 464 | 8 11 4 | 12 17 0 | 5 11 5 | 8 7 2 |
| 423 | 7 17 8 | 11 16 6 | 5 2 4 | 7 13 6 | 465 | 8 11 8 | 12 17 6 | 5 11 8 | 8 7 6 |
| 424 | 7 18 0 | 11 17 0 | 5 2 7 | 7 13 10 | | | | | |
| 425 | 7 18 4 | 11 17 6 | 5 2 9 | 7 14 2 | 466 | 8 12 0 | 12 18 0 | 5 11 11 | 8 7 10 |
| | | | | | 467 | 8 12 4 | 12 18 6 | 5 12 1 | 8 8 2 |
| 426 | 7 18 8 | 11 18 0 | 5 3 0 | 7 14 6 | 468 | 8 12 8 | 12 19 0 | 5 12 4 | 8 8 6 |
| 427 | 7 19 0 | 11 18 6 | 5 3 3 | 7 14 10 | 469 | 8 13 0 | 12 19 6 | 5 12 7 | 8 8 10 |
| 428 | 7 19 4 | 11 19 0 | 5 3 5 | 7 15 2 | 470 | 8 13 4 | 13 0 0 | 5 12 9 | 8 9 2 |
| 429 | 7 19 8 | 11 19 6 | 5 3 8 | 7 15 6 | | | | | |
| 430 | 8 0 0 | 12 0 0 | 5 3 11 | 7 15 10 | 471 | 8 13 8 | 13 0 6 | 5 13 0 | 8 9 6 |
| | | | | | 472 | 8 14 0 | 13 1 0 | 5 13 3 | 8 9 10 |
| 431 | 8 0 4 | 12 0 6 | 5 4 1 | 7 16 2 | 473 | 8 14 4 | 13 1 6 | 5 13 5 | 8 10 2 |
| 432 | 8 0 8 | 12 1 0 | 5 4 4 | 7 16 6 | 474 | 8 14 8 | 13 2 0 | 5 13 8 | 8 10 6 |
| 433 | 8 1 0 | 12 1 6 | 5 4 7 | 7 16 10 | 475 | 8 15 0 | 13 2 6 | 5 13 11 | 8 10 10 |
| 434 | 8 1 4 | 12 2 0 | 5 4 9 | 7 17 2 | | | | | |
| 435 | 8 1 8 | 12 2 6 | 5 5 0 | 7 17 6 | 476 | 8 15 4 | 13 3 0 | 5 14 1 | 8 11 2 |
| | | | | | 477 | 8 15 8 | 13 3 6 | 5 14 4 | 8 11 6 |
| 436 | 8 2 0 | 12 3 0 | 5 5 3 | 7 17 10 | 478 | 8 16 0 | 13 4 0 | 5 14 7 | 8 11 10 |
| 437 | 8 2 4 | 12 3 6 | 5 5 5 | 7 18 2 | 479 | 8 16 4 | 13 4 6 | 5 14 9 | 8 12 2 |
| 438 | 8 2 8 | 12 4 0 | 5 5 8 | 7 18 6 | 480 | 8 16 8 | 13 5 0 | 5 15 0 | 8 12 6 |
| 439 | 8 3 0 | 12 4 6 | 5 5 11 | 7 18 10 | | | | | |
| 440 | 8 3 4 | 12 5 0 | 5 6 1 | 7 19 2 | 481 | 8 17 0 | 13 5 6 | 5 15 3 | 8 12 10 |
| | | | | | 482 | 8 17 4 | 13 6 0 | 5 15 5 | 8 13 2 |
| 441 | 8 3 8 | 12 5 6 | 5 6 4 | 7 19 6 | 483 | 8 17 8 | 13 6 6 | 5 15 8 | 8 13 6 |
| 442 | 8 4 0 | 12 6 0 | 5 6 7 | 7 19 10 | 484 | 8 18 0 | 13 7 0 | 5 15 11 | 8 13 10 |
| 443 | 8 4 4 | 12 6 6 | 5 6 9 | 8 0 2 | 485 | 8 18 4 | 13 7 6 | 5 16 1 | 8 14 2 |
| 444 | 8 4 8 | 12 7 0 | 5 7 0 | 8 0 6 | | | | | |
| 445 | 8 5 0 | 12 7 6 | 5 7 3 | 8 0 10 | 486 | 8 18 8 | 13 8 0 | 5 16 4 | 8 14 6 |
| | | | | | 487 | 8 19 0 | 13 8 6 | 5 16 7 | 8 14 10 |
| 446 | 8 5 4 | 12 8 0 | 5 7 5 | 8 1 2 | 488 | 8 19 4 | 13 9 0 | 5 16 9 | 8 15 2 |
| 447 | 8 5 8 | 12 8 6 | 5 7 8 | 8 1 6 | 489 | 8 19 8 | 13 9 6 | 5 17 0 | 8 15 6 |
| 448 | 8 6 0 | 12 9 0 | 5 7 11 | 8 1 10 | 490 | 9 0 0 | 13 10 0 | 5 17 3 | 8 15 10 |
| 449 | 8 6 4 | 12 9 6 | 5 8 1 | 8 2 2 | | | | | |
| 450 | 8 6 8 | 12 10 0 | 5 8 4 | 8 2 6 | 491 | 9 0 4 | 13 10 6 | 5 17 5 | 8 16 2 |
| | | | | | 492 | 9 0 8 | 13 11 0 | 5 17 8 | 8 16 6 |
| 451 | 8 7 0 | 12 10 6 | 5 8 7 | 8 2 10 | 493 | 9 1 0 | 13 11 6 | 5 17 11 | 8 16 10 |
| 452 | 8 7 4 | 12 11 0 | 5 8 9 | 8 3 2 | 494 | 9 1 4 | 13 12 0 | 5 18 1 | 8 17 2 |
| 453 | 8 7 8 | 12 11 6 | 5 9 0 | 8 3 6 | 495 | 9 1 8 | 13 12 6 | 5 18 4 | 8 17 6 |
| 454 | 8 8 0 | 12 12 0 | 5 9 3 | 8 3 10 | | | | | |
| 455 | 8 8 4 | 12 12 6 | 5 9 5 | 8 4 2 | 496 | 9 2 0 | 13 13 0 | 5 18 7 | 8 17 10 |
| | | | | | 497 | 9 2 4 | 13 13 6 | 5 18 9 | 8 18 2 |
| 456 | 8 8 8 | 12 13 0 | 5 9 8 | 8 4 6 | 498 | 9 2 8 | 13 14 0 | 5 19 0 | 8 18 6 |
| 457 | 8 9 0 | 12 13 6 | 5 9 11 | 8 4 10 | 499 | 9 3 0 | 13 14 6 | 5 19 3 | 8 18 10 |
| 458 | 8 9 4 | 12 14 0 | 5 10 1 | 8 5 2 | | 9 3 4 | 13 15 0 | 5 19 5 | 8 19 2 |
| For every mile beyond 500 ... | | | | | | 0 0 4 | 0 0 6 | 0 0 2½ | 0 0 4 |

LIVE STOCK RATES—BOGIE WAGONS.

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Rates for Live Stock in 8-wheel bogie wagons.

The Commissioner reserves to himself to decide under which of the following rates large Animals shall be conveyed. The space occupied will be considered in all cases.

| MILES. | Truck Rates, not exceeding 7 horses per truck. | Truck Rates, not exceeding 9 horses per truck. | Full Truck Rates, approximately 12 horses. | Truck Rates, not exceeding 8 cattle per truck. | Truck Rates, not exceeding 10 cattle per truck. | Full Truck Rates, approximately 12 cattle. | Truck Rates, not exceeding 40 goats or calves, 70 sheep or 80 lambs, or 60 pigs per truck. | Full Truck Rates, approximately double the number shown in previous column. | MILES. |
|--------|--|--|--|--|---|--|--|---|--------|
| 1 to 9 | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | 1 to 9 |
| 10 | 0 10 0 | 0 10 0 | 0 15 0 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 10 |
| 11 | 0 11 1 | 0 12 6 | 0 16 8 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 11 |
| 12 | 0 12 3 | 0 13 9 | 0 18 4 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 12 |
| 13 | 0 13 4 | 0 15 0 | 1 0 0 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 13 |
| 14 | 0 14 5 | 0 16 3 | 1 1 8 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 14 |
| 15 | 0 15 7 | 0 17 6 | 1 3 4 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 15 |
| 16 | 0 16 8 | 0 18 9 | 1 5 0 | 0 10 0 | 0 11 3 | 0 15 0 | 0 10 0 | 0 15 0 | 16 |
| 17 | 0 17 9 | 1 0 0 | 1 6 8 | 0 10 8 | 0 12 0 | 0 16 0 | 0 10 8 | 0 16 0 | 17 |
| 18 | 0 18 11 | 1 1 3 | 1 8 4 | 0 11 4 | 0 12 9 | 0 17 0 | 0 11 4 | 0 17 0 | 18 |
| 19 | 1 0 0 | 1 2 6 | 1 10 0 | 0 12 0 | 0 13 6 | 0 18 0 | 0 12 0 | 0 18 0 | 19 |
| 20 | 1 1 1 | 1 3 9 | 1 11 8 | 0 12 8 | 0 14 3 | 0 19 0 | 0 12 8 | 0 19 0 | 20 |
| 21 | 1 2 3 | 1 5 0 | 1 13 4 | 0 13 4 | 0 15 0 | 1 0 0 | 0 13 4 | 1 0 0 | 21 |
| 22 | 1 3 4 | 1 6 3 | 1 15 0 | 0 14 0 | 0 15 9 | 1 1 0 | 0 14 0 | 1 1 0 | 22 |
| 23 | 1 4 5 | 1 7 6 | 1 16 8 | 0 14 8 | 0 16 6 | 1 2 0 | 0 14 8 | 1 2 0 | 23 |
| 24 | 1 5 7 | 1 8 9 | 1 18 4 | 0 15 4 | 0 17 3 | 1 3 0 | 0 15 4 | 1 3 0 | 24 |
| 25 | 1 6 8 | 1 10 0 | 2 0 0 | 0 16 0 | 0 18 0 | 1 4 0 | 0 16 0 | 1 4 0 | 25 |
| 26 | 1 7 9 | 1 11 3 | 2 1 8 | 0 16 8 | 0 18 9 | 1 5 0 | 0 16 8 | 1 5 0 | 26 |
| 27 | 1 8 11 | 1 12 6 | 2 3 4 | 0 17 4 | 0 19 6 | 1 6 0 | 0 17 4 | 1 6 0 | 27 |
| 28 | 1 10 0 | 1 13 9 | 2 5 0 | 0 18 0 | 1 0 3 | 1 7 0 | 0 18 0 | 1 7 0 | 28 |
| 29 | 1 11 1 | 1 15 0 | 2 6 8 | 0 18 8 | 1 1 0 | 1 8 0 | 0 18 8 | 1 8 0 | 29 |
| 30 | 1 12 2 | 1 16 3 | 2 8 4 | 0 19 4 | 1 1 9 | 1 9 0 | 0 19 4 | 1 9 0 | 30 |
| 31 | 1 13 4 | 1 17 6 | 2 10 0 | 1 0 0 | 1 2 6 | 1 10 0 | 1 0 0 | 1 10 0 | 31 |
| 32 | 1 14 5 | 1 18 9 | 2 11 8 | 1 0 8 | 1 3 3 | 1 11 0 | 1 0 8 | 1 11 0 | 32 |
| 33 | 1 15 7 | 2 0 0 | 2 13 4 | 1 1 4 | 1 4 0 | 1 12 0 | 1 1 4 | 1 12 0 | 33 |
| 34 | 1 16 8 | 2 1 3 | 2 15 0 | 1 2 0 | 1 4 9 | 1 13 0 | 1 2 0 | 1 13 0 | 34 |
| 35 | 1 17 9 | 2 2 6 | 2 16 8 | 1 2 8 | 1 5 6 | 1 14 0 | 1 2 8 | 1 14 0 | 35 |
| 36 | 1 18 11 | 2 3 9 | 2 18 4 | 1 3 4 | 1 6 3 | 1 15 0 | 1 3 4 | 1 15 0 | 36 |
| 37 | 2 0 0 | 2 5 0 | 3 0 0 | 1 4 0 | 1 7 0 | 1 16 0 | 1 4 0 | 1 16 0 | 37 |
| 38 | 2 1 1 | 2 6 3 | 3 1 8 | 1 4 8 | 1 7 9 | 1 17 0 | 1 4 8 | 1 17 0 | 38 |
| 39 | 2 2 3 | 2 7 6 | 3 3 4 | 1 5 4 | 1 8 6 | 1 18 0 | 1 5 4 | 1 18 0 | 39 |
| 40 | 2 3 4 | 2 8 9 | 3 5 0 | 1 6 0 | 1 9 3 | 1 19 0 | 1 6 0 | 1 19 0 | 40 |
| 41 | 2 4 5 | 2 10 0 | 3 6 8 | 1 6 8 | 1 10 0 | 2 0 0 | 1 6 8 | 2 0 0 | 41 |
| 42 | 2 5 7 | 2 11 3 | 3 8 4 | 1 7 4 | 1 10 9 | 2 1 0 | 1 7 4 | 2 1 0 | 42 |
| 43 | 2 6 8 | 2 12 6 | 3 10 0 | 1 8 0 | 1 11 6 | 2 2 0 | 1 8 0 | 2 2 0 | 43 |
| 44 | 2 7 9 | 2 13 9 | 3 11 8 | 1 8 8 | 1 12 3 | 2 3 0 | 1 8 8 | 2 3 0 | 44 |
| 45 | 2 8 11 | 2 15 0 | 3 13 4 | 1 9 4 | 1 13 0 | 2 4 0 | 1 9 4 | 2 4 0 | 45 |
| 46 | 2 10 0 | 2 16 3 | 3 15 0 | 1 10 0 | 1 13 9 | 2 5 0 | 1 10 0 | 2 5 0 | 46 |
| 47 | 2 11 1 | 2 17 6 | 3 16 8 | 1 10 8 | 1 14 6 | 2 6 0 | 1 10 8 | 2 6 0 | 47 |
| 48 | 2 12 3 | 2 18 9 | 3 18 4 | 1 11 4 | 1 15 3 | 2 7 0 | 1 11 4 | 2 7 0 | 48 |
| 49 | 2 13 4 | 3 0 0 | 4 0 0 | 1 12 0 | 1 16 0 | 2 8 0 | 1 12 0 | 2 8 0 | 49 |
| 50 | 2 14 5 | 3 1 3 | 4 1 8 | 1 12 8 | 1 16 9 | 2 9 0 | 1 12 8 | 2 9 0 | 50 |
| 51 | 2 15 7 | 3 2 6 | 4 3 4 | 1 13 4 | 1 17 6 | 2 10 0 | 1 13 4 | 2 10 0 | 51 |
| 52 | 2 16 5 | 3 3 6 | 4 4 8 | 1 13 11 | 1 18 2 | 2 10 10 | 1 13 11 | 2 10 10 | 52 |
| 53 | 2 17 4 | 3 4 6 | 4 6 0 | 1 14 5 | 1 18 9 | 2 11 8 | 1 14 5 | 2 11 8 | 53 |
| 54 | 2 18 3 | 3 5 6 | 4 7 4 | 1 15 0 | 1 19 5 | 2 12 6 | 1 15 0 | 2 12 6 | 54 |
| 55 | 2 19 1 | 3 6 6 | 4 8 8 | 1 15 7 | 2 0 0 | 2 13 4 | 1 15 7 | 2 13 4 | 55 |
| 56 | 3 0 0 | 3 7 6 | 4 10 0 | 1 16 1 | 2 0 8 | 2 14 2 | 1 16 1 | 2 14 2 | 56 |
| 57 | 3 0 11 | 3 8 6 | 4 11 4 | 1 16 8 | 2 1 3 | 2 15 0 | 1 16 8 | 2 15 0 | 57 |
| 58 | 3 1 9 | 3 9 6 | 4 12 8 | 1 17 3 | 2 1 11 | 2 15 10 | 1 17 3 | 2 15 10 | 58 |
| 59 | 3 2 10 | 3 10 6 | 4 14 0 | 1 17 9 | 2 2 6 | 2 16 8 | 1 17 9 | 2 16 8 | 59 |
| 60 | 3 3 6 | 3 11 6 | 4 15 4 | 1 18 4 | 2 3 2 | 2 17 6 | 1 18 4 | 2 17 6 | 60 |

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LIVE STOCK RATES—BOGIE WAGONS.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|--------|---|---|---|---|--|---|---|--|--------|
| 60 | £ s. d. 3 4 5 | £ s. d. 3 12 6 | £ s. d. 4 16 8 | £ s. d. 1 18 11 | £ s. d. 2 3 9 | £ s. d. 2 18 4 | £ s. d. 1 18 11 | £ s. d. 2 18 4 | 60 |
| 61 | 3 5 1 | 3 13 6 | 4 18 0 | 1 19 5 | 2 4 5 | 2 19 2 | 1 19 5 | 2 19 2 | 61 |
| 62 | 3 6 2 | 3 14 6 | 4 19 4 | 2 0 0 | 2 5 0 | 3 0 0 | 2 0 0 | 3 0 0 | 62 |
| 63 | 3 7 1 | 3 15 6 | 5 0 8 | 2 0 7 | 2 5 8 | 3 0 10 | 2 0 7 | 3 0 10 | 63 |
| 64 | 3 8 0 | 3 16 6 | 5 2 0 | 2 1 1 | 2 6 3 | 3 1 8 | 2 1 1 | 3 1 8 | 64 |
| 65 | 3 8 10 | 3 17 6 | 5 3 4 | 2 1 8 | 2 6 11 | 3 2 6 | 2 1 8 | 3 2 6 | 65 |
| 66 | 3 9 10 | 3 18 6 | 5 4 8 | 2 2 3 | 2 7 6 | 3 3 4 | 2 2 3 | 3 3 4 | 66 |
| 67 | 3 10 7 | 3 19 6 | 5 6 0 | 2 2 9 | 2 8 2 | 3 4 2 | 2 2 9 | 3 4 2 | 67 |
| 68 | 3 11 6 | 4 0 6 | 5 7 4 | 2 3 4 | 2 8 9 | 3 5 0 | 2 3 4 | 3 5 0 | 68 |
| 69 | 3 12 4 | 4 1 6 | 5 8 8 | 2 3 11 | 2 9 5 | 3 5 10 | 2 3 11 | 3 5 10 | 69 |
| 70 | 3 13 3 | 4 2 6 | 5 10 0 | 2 4 5 | 2 10 0 | 3 6 8 | 2 4 4 | 3 6 8 | 70 |
| 71 | 3 14 1 | 4 3 6 | 5 11 4 | 2 5 0 | 2 10 8 | 3 7 6 | 2 4 11 | 3 7 6 | 71 |
| 72 | 3 15 0 | 4 4 6 | 5 12 8 | 2 5 7 | 2 11 3 | 3 8 4 | 2 5 6 | 3 8 4 | 72 |
| 73 | 3 15 10 | 4 5 6 | 5 14 0 | 2 6 1 | 2 11 11 | 3 9 2 | 2 6 0 | 3 9 2 | 73 |
| 74 | 3 16 9 | 4 6 6 | 5 15 4 | 2 6 8 | 2 12 6 | 3 10 0 | 2 6 7 | 3 10 0 | 74 |
| 75 | 3 17 8 | 4 7 6 | 5 16 8 | 2 7 3 | 2 13 2 | 3 10 10 | 2 7 2 | 3 10 10 | 75 |
| 76 | 3 18 6 | 4 8 6 | 5 18 0 | 2 7 9 | 2 13 9 | 3 11 8 | 2 7 8 | 3 11 8 | 76 |
| 77 | 3 19 5 | 4 9 6 | 5 19 4 | 2 8 4 | 2 14 5 | 3 12 6 | 2 8 3 | 3 12 6 | 77 |
| 78 | 4 0 4 | 4 10 6 | 6 0 8 | 2 8 11 | 2 15 0 | 3 13 4 | 2 8 10 | 3 13 4 | 78 |
| 79 | 4 1 2 | 4 11 6 | 6 2 0 | 2 9 5 | 2 15 8 | 3 14 2 | 2 9 4 | 3 14 2 | 79 |
| 80 | 4 2 1 | 4 12 6 | 6 3 4 | 2 10 0 | 2 16 3 | 3 15 0 | 2 9 11 | 3 15 0 | 80 |
| 81 | 4 3 0 | 4 13 6 | 6 4 8 | 2 10 7 | 2 16 11 | 3 15 10 | 2 10 6 | 3 15 10 | 81 |
| 82 | 4 3 10 | 4 14 6 | 6 6 0 | 2 11 1 | 2 17 6 | 3 16 8 | 2 11 1 | 3 16 8 | 82 |
| 83 | 4 4 9 | 4 15 6 | 6 7 4 | 2 11 8 | 2 18 2 | 3 17 6 | 2 11 8 | 3 17 6 | 83 |
| 84 | 4 5 8 | 4 16 6 | 6 8 8 | 2 12 3 | 2 18 9 | 3 18 4 | 2 12 3 | 3 18 4 | 84 |
| 85 | 4 6 6 | 4 17 6 | 6 10 0 | 2 12 9 | 2 19 5 | 3 19 2 | 2 12 9 | 3 19 2 | 85 |
| 86 | 4 7 5 | 4 18 6 | 6 11 4 | 2 13 4 | 3 0 0 | 4 0 0 | 2 13 4 | 4 0 0 | 86 |
| 87 | 4 8 4 | 4 19 6 | 6 12 8 | 2 13 11 | 3 0 8 | 4 0 10 | 2 13 11 | 4 0 10 | 87 |
| 88 | 4 9 2 | 5 0 6 | 6 14 0 | 2 14 5 | 3 1 3 | 4 1 8 | 2 14 5 | 4 1 8 | 88 |
| 89 | 4 10 1 | 5 1 6 | 6 15 4 | 2 15 0 | 3 1 11 | 4 2 6 | 2 15 0 | 4 2 6 | 89 |
| 90 | 4 11 0 | 5 2 6 | 6 16 8 | 2 15 7 | 3 2 6 | 4 3 4 | 2 15 7 | 4 3 4 | 90 |
| 91 | 4 11 10 | 5 3 6 | 6 18 0 | 2 16 1 | 3 3 2 | 4 4 2 | 2 16 1 | 4 4 2 | 91 |
| 92 | 4 12 9 | 5 4 6 | 6 19 4 | 2 16 8 | 3 3 9 | 4 5 0 | 2 16 8 | 4 5 0 | 92 |
| 93 | 4 13 8 | 5 5 6 | 7 0 8 | 2 17 3 | 3 4 5 | 4 5 10 | 2 17 3 | 4 5 10 | 93 |
| 94 | 4 14 6 | 5 6 6 | 7 2 0 | 2 17 9 | 3 5 0 | 4 6 8 | 2 17 9 | 4 6 8 | 94 |
| 95 | 4 15 5 | 5 7 6 | 7 3 4 | 2 18 4 | 3 5 8 | 4 7 6 | 2 18 4 | 4 7 6 | 95 |
| 96 | 4 16 4 | 5 8 6 | 7 4 8 | 2 18 10 | 3 6 3 | 4 8 4 | 2 18 11 | 4 8 4 | 96 |
| 97 | 4 17 2 | 5 9 6 | 7 6 0 | 2 19 5 | 3 6 11 | 4 9 2 | 2 19 5 | 4 9 2 | 97 |
| 98 | 4 18 1 | 5 10 6 | 7 7 4 | 3 0 0 | 3 7 6 | 4 10 0 | 3 0 0 | 4 10 0 | 98 |
| 99 | 4 19 0 | 5 11 6 | 7 8 8 | 3 0 7 | 3 8 2 | 4 10 10 | 3 0 7 | 4 10 10 | 99 |
| 100 | 4 19 11 | 5 12 6 | 7 10 0 | 3 1 1 | 3 8 9 | 4 11 8 | 3 1 1 | 4 11 8 | 100 |
| 101 | 5 0 8 | 5 13 3 | 7 11 0 | 3 1 6 | 3 9 3 | 4 12 4 | 3 1 7 | 4 12 4 | 101 |
| 102 | 5 1 4 | 5 14 0 | 7 12 0 | 3 1 11 | 3 9 9 | 4 13 0 | 3 2 0 | 4 13 0 | 102 |
| 103 | 5 2 0 | 5 14 9 | 7 13 0 | 3 2 5 | 3 10 3 | 4 13 8 | 3 2 5 | 4 13 8 | 103 |
| 104 | 5 2 8 | 5 15 6 | 7 14 0 | 3 2 10 | 3 10 9 | 4 14 4 | 3 2 11 | 4 14 4 | 104 |
| 105 | 5 3 4 | 5 16 3 | 7 15 0 | 3 3 3 | 3 11 3 | 4 15 0 | 3 3 4 | 4 15 0 | 105 |
| 106 | 5 4 0 | 5 17 0 | 7 16 0 | 3 3 9 | 3 12 9 | 4 15 8 | 3 3 9 | 4 15 8 | 106 |
| 107 | 5 4 8 | 5 17 9 | 7 17 0 | 3 4 2 | 3 13 3 | 4 16 4 | 3 4 3 | 4 16 4 | 107 |
| 108 | 5 5 4 | 5 18 6 | 7 18 0 | 3 4 7 | 3 13 3 | 4 17 0 | 3 4 8 | 4 17 0 | 108 |
| 109 | 5 6 0 | 5 19 3 | 7 19 0 | 3 5 1 | 3 13 9 | 4 17 8 | 3 5 1 | 4 17 8 | 109 |
| 110 | 5 6 8 | 6 0 0 | 8 0 0 | 3 5 6 | 3 13 9 | 4 18 4 | 3 5 7 | 4 18 4 | 110 |
| 111 | 5 7 4 | 6 0 9 | 8 1 0 | 3 5 11 | 3 14 3 | 4 19 0 | 3 6 0 | 4 19 0 | 111 |
| 112 | 5 8 0 | 6 1 6 | 8 2 0 | 3 6 5 | 3 14 9 | 4 19 8 | 3 6 5 | 4 19 8 | 112 |
| 113 | 5 8 8 | 6 2 3 | 8 3 0 | 3 6 10 | 3 15 3 | 5 0 4 | 3 6 11 | 5 0 4 | 113 |
| 114 | 5 9 4 | 6 3 0 | 8 4 0 | 3 7 3 | 3 15 9 | 5 1 0 | 3 7 4 | 5 1 0 | 114 |
| 115 | 5 10 0 | 6 3 9 | 8 5 0 | 3 7 9 | 3 16 3 | 5 1 8 | 3 7 9 | 5 1 8 | 115 |

LIVE STOCK RATES—BOGIE WAGONS.

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| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|--------|---|---|---|---|--|---|--|--|--------|
| 116 | £ s. d. 5 10 8 | £ s. d. 6 4 6 | £ s. d. 8 6 0 | £ s. d. 3 8 2 | £ s. d. 3 16 9 | £ s. d. 5 2 4 | £ s. d. 3 8 3 | £ s. d. 5 2 4 | 116 |
| 117 | 5 11 4 | 6 5 3 | 8 7 0 | 3 8 7 | 3 17 3 | 5 3 0 | 3 8 8 | 5 3 0 | 117 |
| 118 | 5 12 0 | 6 6 0 | 8 8 0 | 3 9 1 | 3 17 9 | 5 3 8 | 3 9 1 | 5 3 8 | 118 |
| 119 | 5 12 8 | 6 6 9 | 8 9 0 | 3 9 6 | 3 18 3 | 5 4 4 | 3 9 7 | 5 4 4 | 119 |
| 120 | 5 13 4 | 6 7 6 | 8 10 0 | 3 9 11 | 3 18 9 | 5 5 0 | 3 10 0 | 5 5 0 | 120 |
| 121 | 5 14 0 | 6 8 3 | 8 11 0 | 3 10 5 | 3 19 3 | 5 5 8 | 3 10 5 | 5 5 8 | 121 |
| 122 | 5 14 8 | 6 9 0 | 8 12 0 | 3 10 10 | 3 19 9 | 5 6 4 | 3 10 11 | 5 6 4 | 122 |
| 123 | 5 15 4 | 6 9 9 | 8 13 0 | 3 11 4 | 4 0 3 | 5 7 0 | 3 11 4 | 5 7 0 | 123 |
| 124 | 5 16 0 | 6 10 6 | 8 14 0 | 3 11 9 | 4 0 9 | 5 7 8 | 3 11 9 | 5 7 8 | 124 |
| 125 | 5 16 8 | 6 11 3 | 8 15 0 | 3 12 2 | 4 1 3 | 5 8 4 | 3 12 3 | 5 8 4 | 125 |
| 126 | 5 17 4 | 6 12 0 | 8 16 0 | 3 12 8 | 4 1 9 | 5 9 0 | 3 12 8 | 5 9 0 | 126 |
| 127 | 5 18 1 | 6 12 9 | 8 17 0 | 3 13 1 | 4 2 3 | 5 9 8 | 3 13 1 | 5 9 8 | 127 |
| 128 | 5 18 8 | 6 13 6 | 8 18 0 | 3 13 6 | 4 2 9 | 5 10 4 | 3 13 7 | 5 10 4 | 128 |
| 129 | 5 19 4 | 6 14 3 | 8 19 0 | 3 14 0 | 4 3 3 | 5 11 0 | 3 14 0 | 5 11 0 | 129 |
| 130 | 6 0 0 | 6 15 0 | 9 0 0 | 3 14 5 | 4 3 9 | 5 11 8 | 3 14 5 | 5 11 8 | 130 |
| 131 | 6 0 8 | 6 15 9 | 9 1 0 | 3 14 10 | 4 4 3 | 5 12 4 | 3 14 11 | 5 12 4 | 131 |
| 132 | 6 1 4 | 6 16 6 | 9 2 0 | 3 15 4 | 4 4 9 | 5 13 0 | 3 15 4 | 5 13 0 | 132 |
| 133 | 6 2 0 | 6 17 3 | 9 3 0 | 3 15 9 | 4 5 3 | 5 13 8 | 3 15 9 | 5 13 8 | 133 |
| 134 | 6 2 8 | 6 18 0 | 9 4 0 | 3 16 2 | 4 5 9 | 5 14 4 | 3 16 3 | 5 14 4 | 134 |
| 135 | 6 3 4 | 6 18 9 | 9 5 0 | 3 16 8 | 4 6 3 | 5 15 0 | 3 16 8 | 5 15 0 | 135 |
| 136 | 6 4 0 | 6 19 6 | 9 6 0 | 3 17 1 | 4 6 9 | 5 15 8 | 3 17 1 | 5 15 8 | 136 |
| 137 | 6 4 8 | 7 0 3 | 9 7 0 | 3 17 6 | 4 7 3 | 5 16 4 | 3 17 7 | 5 16 4 | 137 |
| 138 | 6 5 4 | 7 1 0 | 9 8 0 | 3 18 0 | 4 7 9 | 5 17 0 | 3 18 0 | 5 17 0 | 138 |
| 139 | 6 6 0 | 7 1 9 | 9 9 0 | 3 18 5 | 4 8 3 | 5 17 8 | 3 18 5 | 5 17 8 | 139 |
| 140 | 6 6 8 | 7 2 6 | 9 10 0 | 3 18 10 | 4 8 9 | 5 18 4 | 3 18 11 | 5 18 4 | 140 |
| 141 | 6 7 4 | 7 3 3 | 9 11 0 | 3 19 4 | 4 9 3 | 5 19 0 | 3 19 4 | 5 19 0 | 141 |
| 142 | 6 8 0 | 7 4 0 | 9 12 0 | 3 19 9 | 4 9 9 | 5 19 8 | 3 19 9 | 5 19 8 | 142 |
| 143 | 6 8 8 | 7 4 9 | 9 13 0 | 4 0 2 | 4 10 3 | 6 0 4 | 4 0 3 | 6 0 4 | 143 |
| 144 | 6 9 4 | 7 5 6 | 9 14 0 | 4 0 8 | 4 10 9 | 6 0 0 | 4 0 8 | 6 1 0 | 144 |
| 145 | 6 10 0 | 7 6 3 | 9 15 0 | 4 1 1 | 4 11 3 | 6 1 8 | 4 1 1 | 6 1 8 | 145 |
| 146 | 6 10 8 | 7 7 0 | 9 16 0 | 4 1 6 | 4 11 9 | 6 2 4 | 4 1 7 | 6 2 4 | 146 |
| 147 | 6 11 4 | 7 7 9 | 9 17 0 | 4 2 0 | 4 12 3 | 6 3 0 | 4 2 0 | 6 3 0 | 147 |
| 148 | 6 12 0 | 7 8 6 | 9 18 0 | 4 2 5 | 4 12 9 | 6 3 8 | 4 2 5 | 6 3 8 | 148 |
| 149 | 6 12 8 | 7 9 3 | 9 19 0 | 4 2 10 | 4 13 3 | 6 4 4 | 4 2 11 | 6 4 4 | 149 |
| 150 | 6 13 4 | 7 10 0 | 10 0 0 | 4 3 4 | 4 13 9 | 6 5 0 | 4 3 4 | 6 5 0 | 150 |
| 151 | 6 14 0 | 7 10 9 | 10 1 0 | 4 3 9 | 4 14 3 | 6 5 8 | 4 3 9 | 6 5 8 | 151 |
| 152 | 6 14 8 | 7 11 6 | 10 2 0 | 4 4 2 | 4 14 9 | 6 6 4 | 4 4 3 | 6 6 4 | 152 |
| 153 | 6 15 4 | 7 12 3 | 10 3 0 | 4 4 8 | 4 15 3 | 6 7 0 | 4 4 8 | 6 7 0 | 153 |
| 154 | 6 16 0 | 7 13 0 | 10 4 0 | 4 5 1 | 4 15 9 | 6 7 8 | 4 5 1 | 6 7 8 | 154 |
| 155 | 6 16 8 | 7 13 9 | 10 5 0 | 4 5 6 | 4 16 3 | 6 8 4 | 4 5 7 | 6 8 4 | 155 |
| 156 | 6 17 4 | 7 14 6 | 10 6 0 | 4 6 0 | 4 16 9 | 6 9 0 | 4 6 0 | 6 9 0 | 156 |
| 157 | 6 18 0 | 7 15 3 | 10 7 0 | 4 6 5 | 4 17 3 | 6 9 8 | 4 6 5 | 6 9 8 | 157 |
| 158 | 6 18 8 | 7 16 0 | 10 8 0 | 4 6 10 | 4 17 9 | 6 10 4 | 4 6 11 | 6 10 4 | 158 |
| 159 | 6 19 4 | 7 16 9 | 10 9 0 | 4 7 4 | 4 18 3 | 6 11 0 | 4 7 4 | 6 11 0 | 159 |
| 160 | 7 0 0 | 7 17 6 | 10 10 0 | 4 7 9 | 4 18 9 | 6 11 8 | 4 7 9 | 6 11 8 | 160 |
| 161 | 7 0 8 | 7 18 3 | 10 11 0 | 4 8 2 | 4 19 3 | 6 12 4 | 4 8 3 | 6 12 4 | 161 |
| 162 | 7 1 4 | 7 19 0 | 10 12 0 | 4 8 8 | 4 19 9 | 6 13 0 | 4 8 8 | 6 13 0 | 162 |
| 163 | 7 2 0 | 7 19 9 | 10 13 0 | 4 9 1 | 5 0 3 | 6 13 8 | 4 9 1 | 6 13 8 | 163 |
| 164 | 7 2 8 | 8 0 6 | 10 14 0 | 4 9 6 | 5 0 9 | 6 14 4 | 4 9 7 | 6 14 4 | 164 |
| 165 | 7 3 4 | 8 1 3 | 10 15 0 | 4 10 0 | 5 1 3 | 6 15 0 | 4 10 0 | 6 15 0 | 165 |
| 166 | 7 4 0 | 8 2 0 | 10 16 0 | 4 10 5 | 5 1 9 | 6 15 8 | 4 10 5 | 6 15 8 | 166 |
| 167 | 7 4 8 | 8 2 9 | 10 17 0 | 4 10 10 | 5 2 3 | 6 16 4 | 4 10 11 | 6 16 4 | 167 |
| 168 | 7 5 4 | 8 3 6 | 10 18 0 | 4 11 4 | 5 2 9 | 6 17 0 | 4 11 4 | 6 17 0 | 168 |
| 169 | 7 6 0 | 8 4 3 | 10 19 0 | 4 11 9 | 5 3 3 | 6 17 8 | 4 11 9 | 6 17 8 | 169 |
| 170 | 7 6 8 | 8 5 0 | 11 0 0 | 4 12 2 | 5 3 9 | 6 18 4 | 4 12 3 | 6 18 4 | 170 |
| 171 | 7 7 4 | 8 5 9 | 11 1 0 | 4 12 8 | 5 4 3 | 6 19 0 | 4 12 8 | 6 19 0 | 171 |
| 172 | 7 8 0 | 8 6 6 | 11 2 0 | 4 13 1 | 5 4 9 | 6 19 8 | 4 13 1 | 6 19 8 | 172 |

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LIVE STOCK RATES—BOGIE WAGONS.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|--------|---|---|--|---|--|--|---|--|--------|
| 173 | £ s. d. 7 8 8 | £ s. d. 8 7 3 | £ s. d. 11 3 0 | £ s. d. 4 13 6 | £ s. d. 5 5 3 | £ s. d. 7 0 4 | £ s. d. 4 13 7 | £ s. d. 7 0 4 | 173 |
| 174 | 7 9 4 | 8 8 0 | 11 4 0 | 4 14 0 | 5 5 9 | 7 1 0 | 4 14 0 | 7 1 0 | 174 |
| 175 | 7 10 0 | 8 8 9 | 11 5 0 | 4 14 5 | 5 6 3 | 7 1 8 | 4 14 5 | 7 1 8 | 175 |
| 176 | 7 10 8 | 8 9 6 | 11 6 0 | 4 14 10 | 5 6 9 | 7 2 4 | 4 14 11 | 7 2 4 | 176 |
| 177 | 7 11 4 | 8 10 3 | 11 7 0 | 4 15 4 | 5 7 3 | 7 3 0 | 4 15 4 | 7 3 0 | 177 |
| 178 | 7 12 0 | 8 11 0 | 11 8 0 | 4 15 9 | 5 7 9 | 7 3 8 | 4 15 9 | 7 3 8 | 178 |
| 179 | 7 12 8 | 8 11 9 | 11 9 0 | 4 16 2 | 5 8 3 | 7 4 4 | 4 16 3 | 7 4 4 | 179 |
| 180 | 7 13 4 | 8 12 6 | 11 10 0 | 4 16 8 | 5 8 9 | 7 5 0 | 4 16 8 | 7 5 0 | 180 |
| 181 | 7 14 0 | 8 13 3 | 11 11 0 | 4 17 1 | 5 9 3 | 7 5 8 | 4 17 1 | 7 5 8 | 181 |
| 182 | 7 14 8 | 8 14 0 | 11 12 0 | 4 17 6 | 5 9 9 | 7 6 4 | 4 17 7 | 7 6 4 | 182 |
| 183 | 7 15 4 | 8 14 9 | 11 13 0 | 4 18 0 | 5 10 3 | 7 7 0 | 4 18 0 | 7 7 0 | 183 |
| 184 | 7 16 0 | 8 15 6 | 11 14 0 | 4 18 5 | 5 10 9 | 7 7 8 | 4 18 5 | 7 7 8 | 184 |
| 185 | 7 16 8 | 8 16 3 | 11 15 0 | 4 18 10 | 5 11 3 | 7 8 4 | 4 18 11 | 7 8 4 | 185 |
| 186 | 7 17 4 | 8 17 0 | 11 16 0 | 4 19 4 | 5 11 9 | 7 9 0 | 4 19 4 | 7 9 0 | 186 |
| 187 | 7 18 0 | 8 17 9 | 11 17 0 | 4 19 9 | 5 12 3 | 7 9 8 | 4 19 9 | 7 9 8 | 187 |
| 188 | 7 18 8 | 8 18 6 | 11 18 0 | 5 0 2 | 5 12 9 | 7 10 4 | 5 0 3 | 7 10 4 | 188 |
| 189 | 7 19 4 | 8 19 3 | 11 19 0 | 5 0 8 | 5 13 3 | 7 11 0 | 5 0 8 | 7 11 0 | 189 |
| 190 | 8 0 0 | 9 0 0 | 12 0 0 | 5 1 1 | 5 13 9 | 7 11 8 | 5 1 1 | 7 11 8 | 190 |
| 191 | 8 0 8 | 9 0 9 | 12 1 0 | 5 1 6 | 5 14 3 | 7 12 4 | 5 1 7 | 7 12 4 | 191 |
| 192 | 8 1 4 | 9 1 6 | 12 2 0 | 5 2 0 | 5 14 9 | 7 13 0 | 5 2 0 | 7 13 0 | 192 |
| 193 | 8 2 0 | 9 2 3 | 12 3 0 | 5 2 5 | 5 15 3 | 7 13 8 | 5 2 5 | 7 13 8 | 193 |
| 194 | 8 2 8 | 9 3 0 | 12 4 0 | 5 2 10 | 5 15 9 | 7 14 4 | 5 2 11 | 7 14 4 | 194 |
| 195 | 8 3 4 | 9 3 9 | 12 5 0 | 5 3 4 | 5 16 3 | 7 15 0 | 5 3 4 | 7 15 0 | 195 |
| 196 | 8 4 0 | 9 4 6 | 12 6 0 | 5 3 9 | 5 16 9 | 7 15 8 | 5 3 9 | 7 15 8 | 196 |
| 197 | 8 4 8 | 9 5 3 | 12 7 0 | 5 4 2 | 5 17 3 | 7 16 4 | 5 4 3 | 7 16 4 | 197 |
| 198 | 8 5 4 | 9 6 0 | 12 8 0 | 5 4 8 | 5 17 9 | 7 17 0 | 5 4 8 | 7 17 0 | 198 |
| 199 | 8 6 0 | 9 6 9 | 12 9 0 | 5 5 1 | 5 18 3 | 7 17 8 | 5 5 1 | 7 17 8 | 199 |
| 200 | 8 6 8 | 9 7 6 | 12 10 0 | 5 5 6 | 5 18 9 | 7 18 4 | 5 5 7 | 7 18 4 | 200 |
| 201 | 8 7 4 | 9 8 3 | 12 11 0 | 5 6 0 | 5 19 3 | 7 19 0 | 5 6 0 | 7 19 0 | 201 |
| 202 | 8 8 0 | 9 9 0 | 12 12 0 | 5 6 5 | 5 19 9 | 7 19 8 | 5 6 5 | 7 19 8 | 202 |
| 203 | 8 8 8 | 9 9 9 | 12 13 0 | 5 6 10 | 6 0 3 | 8 0 4 | 5 6 11 | 8 0 4 | 203 |
| 204 | 8 9 4 | 9 10 6 | 12 14 0 | 5 7 4 | 6 0 9 | 8 1 0 | 5 7 4 | 8 1 0 | 204 |
| 205 | 8 10 0 | 9 11 3 | 12 15 0 | 5 7 9 | 6 1 3 | 8 1 8 | 5 7 9 | 8 1 8 | 205 |
| 206 | 8 10 8 | 9 12 0 | 12 16 0 | 5 8 2 | 6 1 9 | 8 2 4 | 5 8 3 | 8 2 4 | 206 |
| 207 | 8 11 4 | 9 12 9 | 12 17 0 | 5 8 8 | 6 2 3 | 8 3 0 | 5 8 8 | 8 3 0 | 207 |
| 208 | 8 12 0 | 9 13 6 | 12 18 0 | 5 9 1 | 6 2 9 | 8 3 8 | 5 9 1 | 8 3 8 | 208 |
| 209 | 8 12 8 | 9 14 3 | 12 19 0 | 5 9 6 | 6 3 3 | 8 4 4 | 5 9 7 | 8 4 4 | 209 |
| 210 | 8 13 4 | 9 15 0 | 13 0 0 | 5 10 0 | 6 3 9 | 8 5 0 | 5 10 0 | 8 5 0 | 210 |
| 211 | 8 14 0 | 9 15 9 | 13 1 0 | 5 10 5 | 6 4 3 | 8 5 8 | 5 10 5 | 8 5 8 | 211 |
| 212 | 8 14 8 | 9 16 6 | 13 2 0 | 5 10 10 | 6 4 9 | 8 6 4 | 5 10 11 | 8 6 4 | 212 |
| 213 | 8 15 4 | 9 17 3 | 13 3 0 | 5 11 4 | 6 5 3 | 8 7 0 | 5 11 4 | 8 7 0 | 213 |
| 214 | 8 16 0 | 9 18 0 | 13 4 0 | 5 11 9 | 6 5 9 | 8 7 8 | 5 11 9 | 8 7 8 | 214 |
| 215 | 8 16 8 | 9 18 9 | 13 5 0 | 5 12 2 | 6 6 3 | 8 8 4 | 5 12 3 | 8 8 4 | 215 |
| 216 | 8 17 4 | 9 19 6 | 13 6 0 | 5 12 8 | 6 6 9 | 8 9 0 | 5 12 8 | 8 9 0 | 216 |
| 217 | 8 18 0 | 10 0 3 | 13 7 0 | 5 13 1 | 6 7 3 | 8 9 8 | 5 13 1 | 8 9 8 | 217 |
| 218 | 8 18 8 | 10 1 0 | 13 8 0 | 5 13 6 | 6 7 9 | 8 10 4 | 5 13 7 | 8 10 4 | 218 |
| 219 | 8 19 4 | 10 1 9 | 13 9 0 | 5 14 0 | 6 8 3 | 8 11 0 | 5 14 0 | 8 11 0 | 219 |
| 220 | 9 0 0 | 10 2 6 | 13 10 0 | 5 14 5 | 6 8 9 | 8 11 8 | 5 14 5 | 8 11 8 | 220 |
| 221 | 9 0 8 | 10 3 3 | 13 11 0 | 5 14 10 | 6 9 3 | 8 12 4 | 5 14 11 | 8 12 4 | 221 |
| 222 | 9 1 4 | 10 4 0 | 13 12 0 | 5 15 4 | 6 9 9 | 8 13 0 | 5 15 4 | 8 13 0 | 222 |
| 223 | 9 2 0 | 10 4 9 | 13 13 0 | 5 15 9 | 6 10 3 | 8 13 8 | 5 15 9 | 8 13 8 | 223 |
| 224 | 9 2 8 | 10 5 6 | 13 14 0 | 5 16 2 | 6 10 9 | 8 14 4 | 5 16 3 | 8 14 4 | 224 |
| 225 | 9 3 4 | 10 6 3 | 13 15 0 | 5 16 8 | 6 11 3 | 8 15 0 | 5 16 8 | 8 15 0 | 225 |
| 226 | 9 4 0 | 10 7 0 | 13 16 0 | 5 17 1 | 6 11 9 | 8 15 8 | 5 17 1 | 8 15 8 | 226 |
| 227 | 9 4 8 | 10 7 9 | 13 17 0 | 5 17 6 | 6 12 3 | 8 16 4 | 5 17 7 | 8 16 4 | 227 |
| 228 | 9 5 4 | 10 8 6 | 13 18 0 | 5 18 0 | 6 12 9 | 8 17 0 | 5 18 0 | 8 17 0 | 228 |

LIVE STOCK RATES—BOGIE WAGONS.

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| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, approx- imately double the number shown in previous column. | MILES. |
|--------|---|---|--|---|--|--|---|---|--------|
| 229 | £ s. d. 9 6 0 | £ s. d. 10 9 3 | £ s. d. 13 19 0 | £ s. d. 5 18 5 | £ s. d. 6 13 3 | £ s. d. 8 17 8 | £ s. d. 5 18 5 | £ s. d. 8 17 8 | 229 |
| 230 | 9 6 8 | 10 10 0 | 14 0 0 | 5 18 10 | 6 13 9 | 8 18 4 | 5 18 11 | 8 18 4 | 230 |
| 231 | 9 7 4 | 10 10 9 | 14 1 0 | 5 19 4 | 6 14 3 | 8 19 0 | 5 19 4 | 8 19 0 | 231 |
| 232 | 9 8 0 | 10 11 6 | 14 2 0 | 5 19 9 | 6 14 9 | 8 19 8 | 5 19 9 | 8 19 8 | 232 |
| 233 | 9 8 8 | 10 12 3 | 14 3 0 | 6 0 2 | 6 15 3 | 9 0 4 | 6 0 3 | 9 0 4 | 233 |
| 234 | 9 9 4 | 10 13 0 | 14 4 0 | 6 0 8 | 6 15 9 | 9 1 0 | 6 0 8 | 9 1 0 | 234 |
| 235 | 9 10 0 | 10 13 9 | 14 5 0 | 6 1 1 | 6 16 3 | 9 1 8 | 6 1 1 | 9 1 8 | 235 |
| 236 | 9 10 8 | 10 14 6 | 14 6 0 | 6 1 6 | 6 16 9 | 9 2 4 | 6 1 7 | 9 2 4 | 236 |
| 237 | 9 11 4 | 10 15 3 | 14 7 0 | 6 2 0 | 6 17 3 | 9 3 0 | 6 2 0 | 9 3 0 | 237 |
| 238 | 9 12 0 | 10 16 0 | 14 8 0 | 6 2 5 | 6 17 9 | 9 3 8 | 6 2 5 | 9 3 8 | 238 |
| 239 | 9 12 8 | 10 16 9 | 14 9 0 | 6 2 10 | 6 18 3 | 9 4 4 | 6 2 11 | 9 4 4 | 239 |
| 240 | 9 13 4 | 10 17 6 | 14 10 0 | 6 3 4 | 6 18 9 | 9 5 0 | 6 3 4 | 9 5 0 | 240 |
| 241 | 9 14 0 | 10 18 3 | 14 11 0 | 6 3 9 | 6 19 3 | 9 5 8 | 6 3 9 | 9 5 8 | 241 |
| 242 | 9 14 8 | 10 19 0 | 14 12 0 | 6 4 2 | 6 19 9 | 9 6 4 | 6 4 3 | 9 6 4 | 242 |
| 243 | 9 15 4 | 10 19 9 | 14 13 0 | 6 4 8 | 7 0 3 | 9 7 0 | 6 4 8 | 9 7 0 | 243 |
| 244 | 9 16 0 | 11 0 6 | 14 14 0 | 6 5 1 | 7 0 9 | 9 7 8 | 6 5 1 | 9 7 8 | 244 |
| 245 | 9 16 8 | 11 1 3 | 14 15 0 | 6 5 6 | 7 1 3 | 9 8 4 | 6 5 7 | 9 8 4 | 245 |
| 246 | 9 17 4 | 11 2 0 | 14 16 0 | 6 6 0 | 7 1 9 | 9 9 0 | 6 6 0 | 9 9 0 | 246 |
| 247 | 9 18 0 | 11 2 9 | 14 17 0 | 6 6 5 | 7 2 3 | 9 9 8 | 6 6 5 | 9 9 8 | 247 |
| 248 | 9 18 8 | 11 3 6 | 14 18 0 | 6 6 10 | 7 2 9 | 9 10 4 | 6 6 11 | 9 10 4 | 248 |
| 249 | 9 19 4 | 11 4 3 | 14 19 0 | 6 7 4 | 7 3 3 | 9 11 0 | 6 7 4 | 9 11 0 | 249 |
| 250 | 10 0 0 | 11 5 0 | 15 0 0 | 6 7 9 | 7 3 9 | 9 11 8 | 6 7 9 | 9 11 8 | 250 |
| 251 | 10 0 8 | 11 5 9 | 15 1 0 | 6 8 2 | 7 4 3 | 9 12 4 | 6 8 3 | 9 12 4 | 251 |
| 252 | 10 1 4 | 11 6 6 | 15 2 0 | 6 8 8 | 7 4 9 | 9 13 0 | 6 8 8 | 9 13 0 | 252 |
| 253 | 10 2 0 | 11 7 3 | 15 3 0 | 6 9 1 | 7 5 3 | 9 13 8 | 6 9 1 | 9 13 8 | 253 |
| 254 | 10 2 8 | 11 8 0 | 15 4 0 | 6 9 6 | 7 5 9 | 9 14 4 | 6 9 7 | 9 14 4 | 254 |
| 255 | 10 3 4 | 11 8 9 | 15 5 0 | 6 10 0 | 7 6 3 | 9 15 0 | 6 10 0 | 9 15 0 | 255 |
| 256 | 10 4 0 | 11 9 6 | 15 6 0 | 6 10 5 | 7 6 9 | 9 15 8 | 6 10 5 | 9 15 8 | 256 |
| 257 | 10 4 8 | 11 10 3 | 15 7 0 | 6 10 10 | 7 7 3 | 9 16 4 | 6 10 11 | 9 16 4 | 257 |
| 258 | 10 5 4 | 11 11 0 | 15 8 0 | 6 11 4 | 7 7 9 | 9 17 0 | 6 11 4 | 9 17 0 | 258 |
| 259 | 10 6 0 | 11 11 9 | 15 9 0 | 6 11 9 | 7 8 3 | 9 17 8 | 6 11 9 | 9 17 8 | 259 |
| 260 | 10 6 8 | 11 12 6 | 15 10 0 | 6 12 2 | 7 8 9 | 9 18 4 | 6 12 3 | 9 18 4 | 260 |
| 261 | 10 7 4 | 11 13 3 | 15 11 0 | 6 12 8 | 7 9 3 | 9 19 0 | 6 12 8 | 9 19 0 | 261 |
| 262 | 10 8 0 | 11 14 0 | 15 12 0 | 6 13 1 | 7 9 9 | 9 19 8 | 6 13 1 | 9 19 8 | 262 |
| 263 | 10 8 8 | 11 14 9 | 15 13 0 | 6 13 6 | 7 10 3 | 10 0 4 | 6 13 7 | 10 0 4 | 263 |
| 264 | 10 9 4 | 11 15 6 | 15 14 0 | 6 14 0 | 7 10 9 | 10 1 0 | 6 14 0 | 10 1 0 | 264 |
| 265 | 10 10 0 | 11 16 3 | 15 15 0 | 6 14 5 | 7 11 3 | 10 1 8 | 6 14 5 | 10 1 8 | 265 |
| 266 | 10 10 8 | 11 17 0 | 15 16 0 | 6 14 10 | 7 11 9 | 10 2 4 | 6 14 11 | 10 2 4 | 266 |
| 267 | 10 11 4 | 11 17 9 | 15 17 0 | 6 15 4 | 7 12 3 | 10 3 0 | 6 15 4 | 10 3 0 | 267 |
| 268 | 10 12 0 | 11 18 6 | 15 18 0 | 6 15 9 | 7 12 9 | 10 3 8 | 6 15 9 | 10 3 8 | 268 |
| 269 | 10 12 8 | 11 19 3 | 15 19 0 | 6 16 2 | 7 13 3 | 10 4 4 | 6 16 3 | 10 4 4 | 269 |
| 270 | 10 13 4 | 12 0 0 | 16 0 0 | 6 16 8 | 7 13 9 | 10 5 0 | 6 16 8 | 10 5 0 | 270 |
| 271 | 10 14 0 | 12 0 9 | 16 1 0 | 6 17 1 | 7 14 3 | 10 5 8 | 6 17 1 | 10 5 8 | 271 |
| 272 | 10 14 8 | 12 1 6 | 16 2 0 | 6 17 6 | 7 14 9 | 10 6 4 | 6 17 7 | 10 6 4 | 272 |
| 273 | 10 15 4 | 12 2 3 | 16 3 0 | 6 18 0 | 7 15 3 | 10 7 0 | 6 18 0 | 10 7 0 | 273 |
| 274 | 10 16 0 | 12 3 0 | 16 4 0 | 6 18 5 | 7 15 9 | 10 7 8 | 6 18 5 | 10 7 8 | 274 |
| 275 | 10 16 8 | 12 3 9 | 16 5 0 | 6 18 10 | 7 16 3 | 10 8 4 | 6 18 11 | 10 8 4 | 275 |
| 276 | 10 17 4 | 12 4 6 | 16 6 0 | 6 19 4 | 7 16 9 | 10 9 0 | 6 19 4 | 10 9 0 | 276 |
| 277 | 10 18 0 | 12 5 3 | 16 7 0 | 6 19 9 | 7 17 3 | 10 9 8 | 6 19 9 | 10 9 8 | 277 |
| 278 | 10 18 8 | 12 6 0 | 16 8 0 | 7 0 2 | 7 17 9 | 10 10 4 | 7 0 3 | 10 10 4 | 278 |
| 279 | 10 19 4 | 12 6 9 | 16 9 0 | 7 0 8 | 7 18 3 | 10 11 0 | 7 0 8 | 10 11 0 | 279 |
| 280 | 11 0 0 | 12 7 6 | 16 10 0 | 7 1 1 | 7 18 9 | 10 11 8 | 7 1 1 | 10 11 8 | 280 |
| 281 | 11 0 8 | 12 8 3 | 16 11 0 | 7 1 6 | 7 19 3 | 10 12 4 | 7 1 7 | 10 12 4 | 281 |
| 282 | 11 1 4 | 12 9 0 | 16 12 0 | 7 2 0 | 7 19 9 | 10 13 0 | 7 2 0 | 10 13 0 | 282 |
| 283 | 11 2 0 | 12 9 9 | 16 13 0 | 7 2 5 | 8 0 3 | 10 13 8 | 7 2 5 | 10 13 8 | 283 |
| 284 | 11 2 8 | 12 10 6 | 16 14 0 | 7 2 10 | 8 0 9 | 10 14 4 | 7 2 11 | 10 14 4 | 284 |

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LIVE STOCK RATES—BOGIE WAGONS.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 60 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|---------|---|---|--|---|--|--|--|--|--------|
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 285 | 11 3 4 | 12 11 3 | 16 15 0 | 7 3 4 | 8 1 3 | 10 15 0 | 7 3 4 | 10 15 0 | 285 |
| 286 | 11 4 0 | 12 12 0 | 16 16 0 | 7 3 9 | 8 1 9 | 10 15 8 | 7 3 9 | 10 15 8 | 286 |
| 287 | 11 4 8 | 12 12 9 | 16 17 0 | 7 4 2 | 8 2 3 | 10 16 4 | 7 4 3 | 10 16 4 | 287 |
| 288 | 11 5 4 | 12 13 6 | 16 18 0 | 7 4 8 | 8 2 9 | 10 17 0 | 7 4 8 | 10 17 0 | 288 |
| 289 | 11 6 0 | 12 14 3 | 16 19 0 | 7 5 1 | 8 3 3 | 10 17 8 | 7 5 1 | 10 17 8 | 289 |
| 290 | 11 6 8 | 12 15 0 | 17 0 0 | 7 5 6 | 8 3 9 | 10 18 4 | 7 5 7 | 10 18 4 | 290 |
| 291 | 11 7 4 | 12 15 9 | 17 1 0 | 7 5 11 | 8 4 3 | 10 19 0 | 7 6 0 | 10 19 0 | 291 |
| 292 | 11 8 0 | 12 16 6 | 17 2 0 | 7 6 5 | 8 4 9 | 10 19 8 | 7 6 5 | 10 19 8 | 292 |
| 293 | 11 8 8 | 12 17 3 | 17 3 0 | 7 6 10 | 8 5 3 | 11 0 4 | 7 6 11 | 11 0 4 | 293 |
| 294 | 11 9 4 | 12 18 0 | 17 4 0 | 7 7 3 | 8 5 9 | 11 1 0 | 7 7 4 | 11 1 0 | 294 |
| 295 | 11 10 0 | 12 18 9 | 17 5 0 | 7 7 9 | 8 6 3 | 11 1 8 | 7 7 9 | 11 1 8 | 295 |
| 296 | 11 10 8 | 12 19 6 | 17 6 0 | 7 8 2 | 8 6 9 | 11 2 4 | 7 8 3 | 11 2 4 | 296 |
| 297 | 11 11 4 | 13 0 3 | 17 7 0 | 7 8 7 | 8 7 3 | 11 3 0 | 7 8 8 | 11 3 0 | 297 |
| 298 | 11 12 0 | 13 1 0 | 17 8 0 | 7 9 1 | 8 7 9 | 11 3 8 | 7 9 1 | 11 3 8 | 298 |
| 299 | 11 12 8 | 13 1 9 | 17 9 0 | 7 9 6 | 8 8 3 | 11 4 4 | 7 9 7 | 11 4 4 | 299 |
| 300 | 11 13 4 | 13 2 6 | 17 10 0 | 7 9 11 | 8 8 9 | 11 5 0 | 7 10 0 | 11 5 0 | 300 |
| 301 | 11 14 0 | 13 3 3 | 17 11 0 | 7 10 5 | 8 9 3 | 11 5 8 | 7 10 5 | 11 5 8 | 301 |
| 302 | 11 14 8 | 13 4 0 | 17 12 0 | 7 10 10 | 8 9 9 | 11 6 4 | 7 10 11 | 11 6 4 | 302 |
| 303 | 11 15 4 | 13 4 9 | 17 13 0 | 7 11 3 | 8 10 3 | 11 7 0 | 7 11 4 | 11 7 0 | 303 |
| 304 | 11 16 0 | 13 5 6 | 17 14 0 | 7 11 9 | 8 10 9 | 11 7 8 | 7 11 9 | 11 7 8 | 304 |
| 305 | 11 16 8 | 13 6 3 | 17 15 0 | 7 12 2 | 8 11 3 | 11 8 4 | 7 12 3 | 11 8 4 | 305 |
| 306 | 11 17 4 | 13 7 0 | 17 16 0 | 7 12 7 | 8 11 9 | 11 9 0 | 7 12 8 | 11 9 0 | 306 |
| 307 | 11 18 0 | 13 7 9 | 17 17 0 | 7 13 1 | 8 12 3 | 11 9 8 | 7 13 1 | 11 9 8 | 307 |
| 308 | 11 18 8 | 13 8 6 | 17 18 0 | 7 13 6 | 8 12 9 | 11 10 4 | 7 13 7 | 11 10 4 | 308 |
| 309 | 11 19 4 | 13 9 3 | 17 19 0 | 7 13 11 | 8 13 3 | 11 11 0 | 7 14 0 | 11 11 0 | 309 |
| 310 | 12 0 0 | 13 10 0 | 18 0 0 | 7 14 5 | 8 13 9 | 11 11 8 | 7 14 5 | 11 11 8 | 310 |
| 311 | 12 0 8 | 13 10 9 | 18 1 0 | 7 14 10 | 8 14 3 | 11 12 4 | 7 14 11 | 11 12 4 | 311 |
| 312 | 12 1 4 | 13 11 6 | 18 2 0 | 7 15 3 | 8 14 9 | 11 13 0 | 7 15 4 | 11 13 0 | 312 |
| 313 | 12 2 0 | 13 12 3 | 18 3 0 | 7 15 9 | 8 15 3 | 11 13 8 | 7 15 9 | 11 13 8 | 313 |
| 314 | 12 2 8 | 13 13 0 | 18 4 0 | 7 16 2 | 8 15 9 | 11 14 4 | 7 16 3 | 11 14 4 | 314 |
| 315 | 12 3 4 | 13 13 9 | 18 5 0 | 7 16 7 | 8 16 3 | 11 15 0 | 7 16 8 | 11 15 0 | 315 |
| 316 | 12 4 0 | 13 14 6 | 18 6 0 | 7 17 1 | 8 16 9 | 11 15 8 | 7 17 1 | 11 15 8 | 316 |
| 317 | 12 4 8 | 13 15 3 | 18 7 0 | 7 17 6 | 8 17 3 | 11 16 4 | 7 17 7 | 11 16 4 | 317 |
| 318 | 12 5 4 | 13 16 0 | 18 8 0 | 7 17 11 | 8 17 9 | 11 17 0 | 7 18 0 | 11 17 0 | 318 |
| 319 | 12 6 0 | 13 16 9 | 18 9 0 | 7 18 5 | 8 18 3 | 11 17 8 | 7 18 5 | 11 17 8 | 319 |
| 320 | 12 6 8 | 13 17 6 | 18 10 0 | 7 18 10 | 8 18 9 | 11 18 4 | 7 18 11 | 11 18 4 | 320 |
| 321 | 12 7 4 | 13 18 3 | 18 11 0 | 7 19 3 | 8 19 3 | 11 19 0 | 7 19 4 | 11 19 0 | 321 |
| 322 | 12 8 0 | 13 19 0 | 18 12 0 | 7 19 9 | 8 19 9 | 11 19 8 | 7 19 9 | 11 19 8 | 322 |
| 323 | 12 8 8 | 13 19 9 | 18 13 0 | 8 0 2 | 9 0 3 | 12 0 4 | 8 0 3 | 12 0 4 | 323 |
| 324 | 12 9 4 | 14 0 6 | 18 14 0 | 8 0 7 | 9 0 9 | 12 1 0 | 8 0 8 | 12 1 0 | 324 |
| 325 | 12 10 0 | 14 1 3 | 18 15 0 | 8 1 1 | 9 1 3 | 12 1 8 | 8 1 1 | 12 1 8 | 325 |
| 326 | 12 10 8 | 14 2 0 | 18 16 0 | 8 1 6 | 9 1 9 | 12 2 4 | 8 1 7 | 12 2 4 | 326 |
| 327 | 12 11 4 | 14 2 9 | 18 17 0 | 8 1 11 | 9 2 3 | 12 3 0 | 8 2 0 | 12 3 0 | 327 |
| 328 | 12 12 0 | 14 3 6 | 18 18 0 | 8 2 5 | 9 2 9 | 12 3 8 | 8 2 5 | 12 3 8 | 328 |
| 329 | 12 12 8 | 14 4 3 | 18 19 0 | 8 2 10 | 9 3 3 | 12 4 4 | 8 2 11 | 12 4 4 | 329 |
| 330 | 12 13 4 | 14 5 0 | 19 0 0 | 8 3 3 | 9 3 9 | 12 5 0 | 8 3 4 | 12 5 0 | 330 |
| 331 | 12 14 0 | 14 5 9 | 19 1 0 | 8 3 9 | 9 4 3 | 12 5 8 | 8 3 9 | 12 5 8 | 331 |
| 332 | 12 14 8 | 14 6 6 | 19 2 0 | 8 4 2 | 9 4 9 | 12 6 4 | 8 4 3 | 12 6 4 | 332 |
| 333 | 12 15 4 | 14 7 3 | 19 3 0 | 8 4 7 | 9 5 3 | 12 7 0 | 8 4 8 | 12 7 0 | 333 |
| 334 | 12 16 0 | 14 8 0 | 19 4 0 | 8 5 1 | 9 5 9 | 12 7 8 | 8 5 1 | 12 7 8 | 334 |
| 335 | 12 16 8 | 14 8 9 | 19 5 0 | 8 5 6 | 9 6 3 | 12 8 4 | 8 5 7 | 12 8 4 | 335 |
| 336 | 12 17 4 | 14 9 6 | 19 6 0 | 8 5 11 | 9 6 9 | 12 9 0 | 8 6 0 | 12 9 0 | 336 |
| 337 | 12 18 0 | 14 10 3 | 19 7 0 | 8 6 4 | 9 7 3 | 12 9 8 | 8 6 5 | 12 9 8 | 337 |
| 338 | 12 18 8 | 14 11 0 | 19 8 0 | 8 6 10 | 9 7 9 | 12 10 4 | 8 6 11 | 12 10 4 | 338 |
| 339 | 12 19 4 | 14 11 9 | 19 9 0 | 8 7 3 | 9 8 3 | 12 11 0 | 8 7 4 | 12 11 0 | 339 |
| 340 | 13 0 0 | 14 12 6 | 19 10 0 | 8 7 8 | 9 8 9 | 12 11 8 | 8 7 9 | 12 11 8 | 340 |

LIVE STOCK RATES--BOGIE WAGONS.

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| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, approx- imately 12 horses. | Truck Ra es, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, approx- imately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 90 lambs, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|--------|---|---|--|---|--|--|--|--|--------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 341 | 13 0 8 | 14 13 3 | 19 11 0 | 8 8 1 | 9 9 3 | 12 12 4 | 8 8 3 | 12 12 4 | 341 |
| 342 | 13 1 4 | 14 14 0 | 19 12 0 | 8 8 7 | 9 9 9 | 12 13 0 | 8 8 8 | 12 13 0 | 342 |
| 343 | 13 2 0 | 14 14 9 | 19 13 0 | 8 9 0 | 9 10 3 | 12 13 8 | 8 9 1 | 12 13 8 | 343 |
| 344 | 13 2 8 | 14 15 6 | 19 14 0 | 8 9 5 | 9 10 9 | 12 14 4 | 8 9 7 | 12 14 4 | 344 |
| 345 | 13 3 4 | 14 16 3 | 19 15 0 | 8 9 11 | 9 11 3 | 12 15 0 | 8 10 0 | 12 15 0 | 345 |
| 346 | 13 4 0 | 14 17 0 | 19 16 0 | 8 10 4 | 9 11 9 | 12 15 8 | 8 10 5 | 12 15 8 | 346 |
| 347 | 13 4 8 | 14 17 9 | 19 17 0 | 8 10 9 | 9 12 3 | 12 16 4 | 8 10 11 | 12 16 4 | 347 |
| 348 | 13 5 4 | 14 18 6 | 19 18 0 | 8 11 3 | 9 12 9 | 12 17 0 | 8 11 4 | 12 17 0 | 348 |
| 349 | 13 6 0 | 14 19 3 | 19 19 0 | 8 11 8 | 9 13 3 | 12 17 8 | 8 11 9 | 12 17 8 | 349 |
| 350 | 13 6 8 | 15 0 0 | 20 0 0 | 8 12 1 | 9 13 9 | 12 18 4 | 8 12 3 | 12 18 4 | 350 |
| 351 | 13 7 4 | 15 0 9 | 20 1 0 | 8 12 7 | 9 14 3 | 12 19 0 | 8 12 8 | 12 19 0 | 351 |
| 352 | 13 8 0 | 15 1 6 | 20 2 0 | 8 13 0 | 9 14 9 | 12 19 8 | 8 13 1 | 12 19 8 | 352 |
| 353 | 13 8 8 | 15 2 3 | 20 3 0 | 8 13 5 | 9 15 3 | 13 0 4 | 8 13 7 | 13 0 4 | 353 |
| 354 | 13 9 4 | 15 3 0 | 20 4 0 | 8 13 11 | 9 15 9 | 13 1 0 | 8 14 0 | 13 1 0 | 354 |
| 355 | 13 10 0 | 15 3 9 | 20 5 0 | 8 14 4 | 9 16 3 | 13 1 8 | 8 14 5 | 13 1 8 | 355 |
| 356 | 13 10 8 | 15 4 6 | 20 6 0 | 8 14 9 | 9 16 9 | 13 2 4 | 8 14 11 | 13 2 4 | 356 |
| 357 | 13 11 4 | 15 5 3 | 20 7 0 | 8 15 2 | 9 17 3 | 13 3 0 | 8 15 4 | 13 3 0 | 357 |
| 358 | 13 12 0 | 15 6 0 | 20 8 0 | 8 15 8 | 9 17 9 | 13 3 8 | 8 15 9 | 13 3 8 | 358 |
| 359 | 13 12 8 | 15 6 9 | 20 9 0 | 8 16 1 | 9 18 3 | 13 4 4 | 8 16 3 | 13 4 4 | 359 |
| 360 | 13 13 4 | 15 7 6 | 20 10 0 | 8 16 6 | 9 18 9 | 13 5 0 | 8 16 8 | 13 5 0 | 360 |
| 361 | 13 14 0 | 15 8 3 | 20 11 0 | 8 16 11 | 9 19 3 | 13 5 8 | 8 17 1 | 13 5 8 | 361 |
| 362 | 13 14 8 | 15 9 0 | 20 12 0 | 8 17 5 | 9 19 9 | 13 6 4 | 8 17 7 | 13 6 4 | 362 |
| 363 | 13 15 4 | 15 9 9 | 20 13 0 | 8 17 10 | 10 0 3 | 13 7 0 | 8 18 0 | 13 7 0 | 363 |
| 364 | 13 16 0 | 15 10 6 | 20 14 0 | 8 18 3 | 10 0 9 | 13 7 8 | 8 18 5 | 13 7 8 | 364 |
| 365 | 13 16 8 | 15 11 3 | 20 15 0 | 8 18 9 | 10 1 3 | 13 8 4 | 8 18 11 | 13 8 4 | 365 |
| 366 | 13 17 4 | 15 12 0 | 20 16 0 | 8 19 2 | 10 1 9 | 13 9 0 | 8 19 4 | 13 9 0 | 366 |
| 367 | 13 18 0 | 15 12 9 | 20 17 0 | 8 19 7 | 10 2 3 | 13 9 8 | 8 19 9 | 13 9 8 | 367 |
| 368 | 13 18 8 | 15 13 6 | 20 18 0 | 9 0 1 | 10 2 9 | 13 10 4 | 9 0 3 | 13 10 4 | 368 |
| 369 | 13 19 4 | 15 14 3 | 20 19 0 | 9 0 6 | 10 3 3 | 13 11 0 | 9 0 8 | 13 11 0 | 369 |
| 370 | 14 0 0 | 15 15 0 | 21 0 0 | 9 0 11 | 10 3 9 | 13 11 8 | 9 1 1 | 13 11 8 | 370 |
| 371 | 14 0 8 | 15 15 9 | 21 1 0 | 9 1 5 | 10 4 3 | 13 12 4 | 9 1 7 | 13 12 4 | 371 |
| 372 | 14 1 4 | 15 16 6 | 21 2 0 | 9 1 10 | 10 4 9 | 13 13 0 | 9 2 0 | 13 13 0 | 372 |
| 373 | 14 2 0 | 15 17 3 | 21 3 0 | 9 2 3 | 10 5 3 | 13 13 8 | 9 2 5 | 13 13 8 | 373 |
| 374 | 14 2 8 | 15 18 0 | 21 4 0 | 9 2 9 | 10 5 9 | 13 14 4 | 9 2 11 | 13 14 4 | 374 |
| 375 | 14 3 4 | 15 18 9 | 21 5 0 | 9 3 2 | 10 6 3 | 13 15 0 | 9 3 4 | 13 15 0 | 375 |
| 376 | 14 4 0 | 15 19 6 | 21 6 0 | 9 3 7 | 10 6 9 | 13 15 8 | 9 3 9 | 13 15 8 | 376 |
| 377 | 14 4 8 | 16 0 3 | 21 7 0 | 9 4 1 | 10 7 3 | 13 16 4 | 9 4 3 | 13 16 4 | 377 |
| 378 | 14 5 4 | 16 1 0 | 21 8 0 | 9 4 6 | 10 7 9 | 13 17 0 | 9 4 8 | 13 17 0 | 378 |
| 379 | 14 6 0 | 16 1 9 | 21 9 0 | 9 4 11 | 10 8 3 | 13 17 8 | 9 5 1 | 13 17 8 | 379 |
| 380 | 14 6 8 | 16 2 6 | 21 10 0 | 9 5 5 | 10 8 9 | 13 18 4 | 9 5 7 | 13 18 4 | 380 |
| 381 | 14 7 4 | 16 3 3 | 21 11 0 | 9 5 10 | 10 9 3 | 13 19 0 | 9 6 0 | 13 19 0 | 381 |
| 382 | 14 8 0 | 16 4 0 | 21 12 0 | 9 6 3 | 10 9 9 | 13 19 8 | 9 6 5 | 13 19 8 | 382 |
| 383 | 14 8 8 | 16 4 9 | 21 13 0 | 9 6 9 | 10 10 3 | 14 0 4 | 9 6 11 | 14 0 4 | 383 |
| 384 | 14 9 4 | 16 5 6 | 21 14 0 | 9 7 2 | 10 10 9 | 14 1 0 | 9 7 4 | 14 1 0 | 384 |
| 385 | 14 10 0 | 16 6 3 | 21 15 0 | 9 7 8 | 10 11 3 | 14 1 8 | 9 7 9 | 14 1 8 | 385 |
| 386 | 14 10 8 | 16 7 0 | 21 16 0 | 9 8 1 | 10 11 9 | 14 2 4 | 9 8 3 | 14 2 4 | 386 |
| 387 | 14 11 4 | 16 7 9 | 21 17 0 | 9 8 6 | 10 12 3 | 14 3 0 | 9 8 8 | 14 3 0 | 387 |
| 388 | 14 12 0 | 16 8 6 | 21 18 0 | 9 9 0 | 10 12 9 | 14 3 8 | 9 9 1 | 14 3 8 | 388 |
| 389 | 14 12 8 | 16 9 3 | 21 19 0 | 9 9 5 | 10 13 3 | 14 4 4 | 9 9 7 | 14 4 4 | 389 |
| 390 | 14 13 4 | 16 10 0 | 22 0 0 | 9 9 10 | 10 13 9 | 14 5 0 | 9 10 0 | 14 5 0 | 390 |
| 391 | 14 14 0 | 16 10 9 | 22 1 0 | 9 10 4 | 10 14 3 | 14 5 8 | 9 10 5 | 14 5 8 | 391 |
| 392 | 14 14 8 | 16 11 6 | 22 2 0 | 9 10 9 | 10 14 9 | 14 6 4 | 9 10 11 | 14 6 4 | 392 |
| 393 | 14 15 4 | 16 12 3 | 22 3 0 | 9 11 2 | 10 15 3 | 14 7 0 | 9 11 4 | 14 7 0 | 393 |
| 394 | 14 16 0 | 16 13 0 | 22 4 0 | 9 11 8 | 10 15 9 | 14 7 8 | 9 11 9 | 14 7 8 | 394 |
| 395 | 14 16 8 | 16 13 9 | 22 5 0 | 9 12 1 | 10 16 3 | 14 8 4 | 9 12 3 | 14 8 4 | 395 |
| 396 | 14 17 4 | 16 14 6 | 22 6 0 | 9 12 6 | 10 16 9 | 14 9 0 | 9 12 8 | 14 9 0 | 396 |

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LIVE STOCK RATES—BOGIE WAGONS.

| MILES. | Truck Rates, not exceed- ing 7 horses per truck. | Truck Rates, not exceed- ing 9 horses per truck. | Full Truck Rates, ap- proximately 12 horses. | Truck Rates, not exceed- ing 8 cattle per truck. | Truck Rates, not exceed- ing 10 cattle per truck. | Full Truck Rates, ap- proximately 12 cattle. | Truck Rates, not exceed- ing 40 goats or calves, 70 sheep, or 60 pigs per truck. | Full Truck Rates, ap- proximately double the number shown in previous column. | MILES. |
|--------|---|---|---|---|--|---|--|--|--------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 397 | 14 18 0 | 16 15 3 | 22 7 0 | 9 12 11 | 10 17 3 | 14 9 8 | 9 13 1 | 14 9 8 | 397 |
| 398 | 14 18 8 | 16 16 0 | 22 8 0 | 9 13 5 | 10 17 9 | 14 10 4 | 9 13 7 | 14 10 4 | 398 |
| 399 | 14 19 4 | 16 16 9 | 22 9 0 | 9 13 10 | 10 18 3 | 14 11 0 | 9 14 0 | 14 11 0 | 399 |
| 400 | 15 0 0 | 16 17 6 | 22 10 0 | 9 14 3 | 10 18 9 | 14 11 8 | 9 14 5 | 14 11 8 | 400 |
| 401 | 15 0 8 | 16 18 3 | 22 11 0 | 9 14 9 | 10 19 3 | 14 12 4 | 9 14 11 | 14 12 4 | 401 |
| 402 | 15 1 4 | 16 19 0 | 22 12 0 | 9 15 2 | 10 19 9 | 14 13 0 | 9 15 4 | 14 13 0 | 402 |
| 403 | 15 2 0 | 16 19 9 | 22 13 0 | 9 15 7 | 11 0 3 | 14 13 8 | 9 15 9 | 14 13 8 | 403 |
| 404 | 15 2 8 | 17 0 6 | 22 14 0 | 9 16 1 | 11 0 9 | 14 14 4 | 9 16 3 | 14 14 4 | 404 |
| 405 | 15 3 4 | 17 1 3 | 22 15 0 | 9 16 6 | 11 1 3 | 14 15 0 | 9 16 8 | 14 15 0 | 405 |
| 406 | 15 4 0 | 17 2 0 | 22 16 0 | 9 16 11 | 11 1 9 | 14 15 8 | 9 17 1 | 14 15 8 | 406 |
| 407 | 15 4 8 | 17 2 9 | 22 17 0 | 9 17 5 | 11 2 3 | 14 16 4 | 9 17 7 | 14 16 4 | 407 |
| 408 | 15 5 4 | 17 3 6 | 22 18 0 | 9 17 10 | 11 2 9 | 14 17 0 | 9 18 0 | 14 17 0 | 408 |
| 409 | 15 6 0 | 17 4 3 | 22 19 0 | 9 18 3 | 11 3 3 | 14 17 8 | 9 18 5 | 14 17 8 | 409 |
| 410 | 15 6 8 | 17 5 0 | 23 0 0 | 9 18 9 | 11 3 9 | 14 18 4 | 9 18 11 | 14 18 4 | 410 |
| 411 | 15 7 4 | 17 5 9 | 23 1 0 | 9 19 2 | 11 4 3 | 14 19 0 | 9 19 4 | 14 19 0 | 411 |
| 412 | 15 8 0 | 17 6 6 | 23 2 0 | 9 19 7 | 11 4 9 | 14 19 8 | 9 19 9 | 14 19 8 | 412 |
| 413 | 15 8 8 | 17 7 3 | 23 3 0 | 10 0 1 | 11 5 3 | 15 0 4 | 10 0 3 | 15 0 4 | 413 |
| 414 | 15 9 4 | 17 8 0 | 23 4 0 | 10 0 6 | 11 5 9 | 15 1 0 | 10 0 8 | 15 1 0 | 414 |
| 415 | 15 10 0 | 17 8 9 | 23 5 0 | 10 0 11 | 11 6 3 | 15 1 8 | 10 1 1 | 15 1 8 | 415 |
| 416 | 15 10 8 | 17 9 6 | 23 6 0 | 10 1 5 | 11 6 9 | 15 2 4 | 10 1 7 | 15 2 4 | 416 |
| 417 | 15 11 4 | 17 10 3 | 23 7 0 | 10 1 10 | 11 7 3 | 15 3 0 | 10 2 0 | 15 3 0 | 417 |
| 418 | 15 12 0 | 17 11 0 | 23 8 0 | 10 2 3 | 11 7 9 | 15 3 8 | 10 2 5 | 15 3 8 | 418 |
| 419 | 15 12 8 | 17 11 9 | 23 9 0 | 10 2 9 | 11 8 3 | 15 4 4 | 10 2 11 | 15 4 4 | 419 |
| 420 | 15 13 4 | 17 12 6 | 23 10 0 | 10 3 2 | 11 8 9 | 15 5 0 | 10 3 4 | 15 5 0 | 420 |
| 421 | 15 14 0 | 17 13 3 | 23 11 0 | 10 3 7 | 11 9 3 | 15 5 8 | 10 3 9 | 15 5 8 | 421 |
| 422 | 15 14 8 | 17 14 0 | 23 12 0 | 10 4 1 | 11 9 9 | 15 6 4 | 10 4 3 | 15 6 4 | 422 |
| 423 | 15 15 4 | 17 14 9 | 23 13 0 | 10 4 6 | 11 10 3 | 15 7 0 | 10 4 8 | 15 7 0 | 423 |
| 424 | 15 16 0 | 17 15 6 | 23 14 0 | 10 4 11 | 11 10 9 | 15 7 8 | 10 5 1 | 15 7 8 | 424 |
| 425 | 15 16 8 | 17 16 3 | 23 15 0 | 10 5 5 | 11 11 3 | 15 8 4 | 10 5 7 | 15 8 4 | 425 |
| 426 | 15 17 4 | 17 17 0 | 23 16 0 | 10 5 10 | 11 11 9 | 15 9 0 | 10 6 0 | 15 9 0 | 426 |
| 427 | 15 18 0 | 17 17 9 | 23 17 0 | 10 6 3 | 11 12 3 | 15 9 8 | 10 6 5 | 15 9 8 | 427 |
| 428 | 15 18 8 | 17 18 6 | 23 18 0 | 10 6 9 | 11 12 9 | 15 10 4 | 10 6 11 | 15 10 4 | 428 |
| 429 | 15 19 4 | 17 19 3 | 23 19 0 | 10 7 2 | 11 13 3 | 15 11 0 | 10 7 4 | 15 11 0 | 429 |
| 430 | 16 0 0 | 18 0 0 | 24 0 0 | 10 7 7 | 11 13 9 | 15 11 8 | 10 7 9 | 15 11 8 | 430 |
| 431 | 16 0 8 | 18 0 9 | 24 1 0 | 10 8 1 | 11 14 3 | 15 12 4 | 10 8 3 | 15 12 4 | 431 |
| 432 | 16 1 4 | 18 1 6 | 24 2 0 | 10 8 6 | 11 14 9 | 15 13 0 | 10 8 8 | 15 13 0 | 432 |
| 433 | 16 2 0 | 18 2 3 | 24 3 0 | 10 8 11 | 11 15 3 | 15 13 8 | 10 9 1 | 15 13 8 | 433 |
| 434 | 16 2 8 | 18 3 0 | 24 4 0 | 10 9 5 | 11 15 9 | 15 14 4 | 10 9 7 | 15 14 4 | 434 |
| 435 | 16 3 4 | 18 3 9 | 24 5 0 | 10 9 10 | 11 16 3 | 15 15 0 | 10 10 0 | 15 15 0 | 435 |
| 436 | 16 4 0 | 18 4 6 | 24 6 0 | 10 10 3 | 11 16 9 | 15 15 8 | 10 10 5 | 15 15 8 | 436 |
| 437 | 16 4 8 | 18 5 3 | 24 7 0 | 10 10 9 | 11 17 3 | 15 16 4 | 10 10 11 | 15 16 4 | 437 |
| 438 | 16 5 4 | 18 6 0 | 24 8 0 | 10 11 2 | 11 17 9 | 15 17 0 | 10 11 4 | 15 17 0 | 438 |
| 439 | 16 6 0 | 18 6 9 | 24 9 0 | 10 11 7 | 11 18 3 | 15 17 8 | 10 11 9 | 15 17 8 | 439 |
| 440 | 16 6 8 | 18 7 6 | 24 10 0 | 10 12 1 | 11 18 9 | 15 18 4 | 10 12 3 | 15 18 4 | 440 |
| 441 | 16 7 4 | 18 8 3 | 24 11 0 | 10 12 6 | 11 19 3 | 15 19 0 | 10 12 8 | 15 19 0 | 441 |
| 442 | 16 8 0 | 18 9 0 | 24 12 0 | 10 12 11 | 11 19 9 | 15 19 8 | 10 13 1 | 15 19 8 | 442 |
| 443 | 16 8 8 | 18 9 9 | 24 13 0 | 10 13 5 | 12 0 3 | 16 0 4 | 10 13 7 | 16 0 4 | 443 |
| 444 | 16 9 4 | 18 10 6 | 24 14 0 | 10 13 10 | 12 0 9 | 16 1 0 | 10 14 0 | 16 1 0 | 444 |
| 445 | 16 10 0 | 18 11 3 | 24 15 0 | 10 14 3 | 12 1 3 | 16 1 8 | 10 14 5 | 16 1 8 | 445 |
| 446 | 16 10 8 | 18 12 0 | 24 16 0 | 10 14 8 | 12 1 9 | 16 2 4 | 10 14 11 | 16 2 4 | 446 |
| 447 | 16 11 4 | 18 12 9 | 24 17 0 | 10 15 2 | 12 2 3 | 16 3 0 | 10 15 4 | 16 3 0 | 447 |
| 448 | 16 12 0 | 18 13 6 | 24 18 0 | 10 15 7 | 12 2 9 | 16 3 8 | 10 15 9 | 16 3 8 | 448 |
| 449 | 16 12 8 | 18 14 3 | 24 19 0 | 10 16 0 | 12 3 3 | 16 4 4 | 10 16 3 | 16 4 4 | 449 |
| 450 | 16 13 4 | 18 15 0 | 25 0 0 | 10 16 6 | 12 3 9 | 16 5 0 | 10 16 8 | 16 5 0 | 450 |
| 451 | 16 14 0 | 18 15 9 | 25 1 0 | 10 17 0 | 12 4 3 | 16 5 8 | 10 17 1 | 16 5 8 | 451 |
| 452 | 16 14 8 | 18 16 6 | 25 2 0 | 10 17 5 | 12 4 9 | 16 6 4 | 10 17 7 | 16 6 4 | 452 |

LIVE STOCK RATES—BOGIE WAGONS.

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| MILES. | Truck Rates, not exceeding 7 horses per truck. | Truck Rates, not exceeding 9 horses per truck. | Full Truck Rates, approximately 12 horses. | Truck Rates, not exceeding 8 cattle per truck. | Truck Rates, not exceeding 10 cattle per truck. | Full Truck Rates, approximately 12 cattle. | Truck Rates, not exceeding 40 goats or calves, 70 sheep or 90 lambs, or 60 pigs per truck. | Full Truck Rates, approximately double the number shown in previous column. | MILES. |
|--------|--|--|--|--|---|--|--|---|--------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | |
| 453 | 16 15 4 | 18 17 3 | 25 3 0 | 10 17 0 | 12 5 3 | 16 7 0 | 10 18 0 | 16 7 0 | 453 |
| 454 | 16 16 0 | 18 18 0 | 25 4 0 | 10 18 4 | 12 5 9 | 16 7 8 | 10 18 5 | 16 7 8 | 454 |
| 455 | 16 16 8 | 18 18 9 | 25 5 0 | 10 18 9 | 12 6 3 | 16 8 4 | 10 18 11 | 16 8 4 | 455 |
| 456 | 16 17 4 | 18 19 6 | 25 6 0 | 10 19 2 | 12 6 9 | 16 9 0 | 10 19 4 | 16 9 0 | 456 |
| 457 | 16 18 0 | 19 0 3 | 25 7 0 | 10 19 8 | 12 7 3 | 16 9 8 | 10 19 9 | 16 9 8 | 457 |
| 458 | 16 18 8 | 19 1 0 | 25 8 0 | 11 0 1 | 12 7 9 | 16 10 4 | 11 0 3 | 16 10 4 | 458 |
| 459 | 16 19 4 | 19 1 9 | 25 9 0 | 11 0 6 | 12 8 3 | 16 11 0 | 11 0 8 | 16 11 0 | 459 |
| 460 | 17 0 0 | 19 2 6 | 25 10 0 | 11 1 0 | 12 8 9 | 16 11 8 | 11 1 1 | 16 11 8 | 460 |
| 461 | 17 0 8 | 19 3 3 | 25 11 0 | 11 1 5 | 12 9 3 | 16 12 4 | 11 1 7 | 16 12 4 | 461 |
| 462 | 17 1 4 | 19 4 0 | 25 12 0 | 11 1 10 | 12 9 9 | 16 13 0 | 11 2 0 | 16 13 0 | 462 |
| 463 | 17 2 0 | 19 4 9 | 25 13 0 | 11 2 4 | 12 10 3 | 16 13 8 | 11 2 5 | 16 13 8 | 463 |
| 464 | 17 2 8 | 19 5 6 | 25 14 0 | 11 2 9 | 12 10 9 | 16 14 4 | 11 2 11 | 16 14 4 | 464 |
| 465 | 17 3 4 | 19 6 3 | 25 15 0 | 11 3 2 | 12 11 3 | 16 15 0 | 11 3 4 | 16 15 0 | 465 |
| 466 | 17 4 0 | 19 7 0 | 25 16 0 | 11 3 8 | 12 11 9 | 16 15 8 | 11 3 9 | 16 15 8 | 466 |
| 467 | 17 4 8 | 19 7 9 | 25 17 0 | 11 4 1 | 12 12 3 | 16 16 4 | 11 4 3 | 16 16 4 | 467 |
| 468 | 17 5 4 | 19 8 6 | 25 18 0 | 11 4 6 | 12 12 9 | 16 17 0 | 11 4 8 | 16 17 0 | 468 |
| 469 | 17 6 0 | 19 9 3 | 25 19 0 | 11 5 0 | 12 13 3 | 16 17 8 | 11 5 1 | 16 17 8 | 469 |
| 470 | 17 6 8 | 19 10 0 | 26 0 0 | 11 5 5 | 12 13 9 | 16 18 4 | 11 5 7 | 16 18 4 | 470 |
| 471 | 17 7 4 | 19 10 9 | 26 1 0 | 11 5 10 | 12 14 3 | 16 19 0 | 11 6 0 | 16 19 0 | 471 |
| 472 | 17 8 0 | 19 11 6 | 26 2 0 | 11 6 4 | 12 14 9 | 16 19 8 | 11 6 5 | 16 19 8 | 472 |
| 473 | 17 8 8 | 19 12 3 | 26 3 0 | 11 6 9 | 12 15 3 | 17 0 4 | 11 6 11 | 17 0 4 | 473 |
| 474 | 17 9 4 | 19 13 0 | 26 4 0 | 11 7 2 | 12 15 9 | 17 1 0 | 11 7 4 | 17 1 0 | 474 |
| 475 | 17 10 0 | 19 13 9 | 26 5 0 | 11 7 8 | 12 16 3 | 17 1 8 | 11 7 9 | 17 1 8 | 475 |
| 476 | 17 10 8 | 19 14 6 | 26 6 0 | 11 8 1 | 12 16 9 | 17 2 4 | 11 8 3 | 17 2 4 | 476 |
| 477 | 17 11 4 | 19 15 3 | 26 7 0 | 11 8 6 | 12 17 3 | 17 3 0 | 11 8 8 | 17 3 0 | 477 |
| 478 | 17 12 0 | 19 16 0 | 26 8 0 | 11 9 0 | 12 17 9 | 17 3 8 | 11 9 1 | 17 3 8 | 478 |
| 479 | 17 12 8 | 19 16 9 | 26 9 0 | 11 9 5 | 12 18 3 | 17 4 4 | 11 9 7 | 17 4 4 | 479 |
| 480 | 17 13 4 | 19 17 6 | 26 10 0 | 11 9 10 | 12 18 9 | 17 5 0 | 11 10 0 | 17 5 0 | 480 |
| 481 | 17 14 0 | 19 18 3 | 26 11 0 | 11 10 4 | 12 19 3 | 17 5 8 | 11 10 5 | 17 5 8 | 481 |
| 482 | 17 14 8 | 19 19 0 | 26 12 0 | 11 10 9 | 12 19 9 | 17 6 4 | 11 10 11 | 17 6 4 | 482 |
| 483 | 17 15 4 | 19 19 9 | 26 13 0 | 11 11 2 | 13 0 3 | 17 7 0 | 11 11 4 | 17 7 0 | 483 |
| 484 | 17 16 0 | 20 0 6 | 26 14 0 | 11 11 7 | 13 0 9 | 17 7 8 | 11 11 9 | 17 7 8 | 484 |
| 485 | 17 16 8 | 20 1 3 | 26 15 0 | 11 12 1 | 13 1 3 | 17 8 4 | 11 12 3 | 17 8 4 | 485 |
| 486 | 17 17 4 | 20 2 0 | 26 16 0 | 11 12 6 | 13 1 9 | 17 9 0 | 11 12 8 | 17 9 0 | 486 |
| 487 | 17 18 0 | 20 2 9 | 26 17 0 | 11 12 11 | 13 2 3 | 17 9 8 | 11 13 1 | 17 9 8 | 487 |
| 488 | 17 18 8 | 20 3 6 | 26 18 0 | 11 13 5 | 13 2 9 | 17 10 4 | 11 13 7 | 17 10 4 | 488 |
| 489 | 17 19 4 | 20 4 3 | 26 19 0 | 11 13 10 | 13 3 3 | 17 11 0 | 11 14 0 | 17 11 0 | 489 |
| 490 | 18 0 0 | 20 5 0 | 27 0 0 | 11 14 3 | 13 3 9 | 17 11 8 | 11 14 5 | 17 11 8 | 490 |
| 491 | 18 0 8 | 20 5 9 | 27 1 0 | 11 14 9 | 13 4 3 | 17 12 4 | 11 14 11 | 17 12 4 | 491 |
| 492 | 18 1 4 | 20 6 6 | 27 2 0 | 11 15 2 | 13 4 9 | 17 13 0 | 11 15 4 | 17 13 0 | 492 |
| 493 | 18 2 0 | 20 7 3 | 27 3 0 | 11 15 7 | 13 5 3 | 17 13 8 | 11 15 9 | 17 13 8 | 493 |
| 494 | 18 2 8 | 20 8 0 | 27 4 0 | 11 16 1 | 13 5 9 | 17 14 4 | 11 16 3 | 17 14 4 | 494 |
| 495 | 18 3 4 | 20 8 9 | 27 5 0 | 11 16 6 | 13 6 3 | 17 15 0 | 11 16 8 | 17 15 0 | 495 |
| 496 | 18 4 0 | 20 9 6 | 27 6 0 | 11 16 11 | 13 6 9 | 17 15 8 | 11 17 1 | 17 15 8 | 496 |
| 497 | 18 4 8 | 20 10 3 | 27 7 0 | 11 17 4 | 13 7 3 | 17 16 4 | 11 17 7 | 17 16 4 | 497 |
| 498 | 18 5 4 | 20 11 0 | 27 8 0 | 11 17 9 | 13 7 9 | 17 17 0 | 11 18 0 | 17 17 0 | 498 |
| 499 | 18 6 0 | 20 11 9 | 27 9 0 | 11 18 2 | 13 8 3 | 17 17 8 | 11 18 5 | 17 17 8 | 499 |
| 500 | 18 6 8 | 20 12 6 | 27 10 0 | 11 18 8 | 13 8 9 | 17 18 4 | 11 18 11 | 17 18 4 | 500 |

For every additional mile—

| | | | | | | | |
|-------|-------|-------|--------|-------|-------|--------|-------|
| 0 0 8 | 0 0 9 | 0 1 0 | 0 0 5½ | 0 0 6 | 0 0 8 | 0 0 5½ | 0 0 8 |
|-------|-------|-------|--------|-------|-------|--------|-------|

PRIVATE SIDINGS.

Regulation relative to Private Siding Access.

1. A limited number of private sidings only will be granted, and such sidings will only be granted as the Railway Department, after full consideration, finds can conveniently and safely be allowed.
2. No siding access will be permitted unless formal application is made, and the consent of the Commissioner of Railways, in writing, is first obtained thereto; and no consideration will be accorded to applicants upon the plea that they have incurred expense in anticipation of obtaining such consent.
3. The applicants shall pay to the Commissioner the whole cost of constructing the siding and its connections.
4. The applicant shall pay rental, quarterly in advance, at the following rates per annum :—
 - (a.) For any siding access granted on to the Eastern Railway and Branches, not being at a railway station, £25;
 - (b.) For any siding access at either of the chief stations—Fremantle, North Fremantle, Cottesloe, Cottesloe Beach, Claremont, Subiaco, Perth, Maylands, Guildford, Midland Junction, Bellevue, Northam, Coolgardie, Kalgoorlie, Menzies, Kanowna, Albany-Bunbury, Geraldton, Cue, West Perth, East Perth, Boulder, and Stations on the Boulder Line, £20;
 - (c.) For any siding access at any other railway station, £10;
 - (d.) For any siding access granted on to the Northern, Southern, South-Western, Eastern Goldfields, or Hopetoun-Ravensthorpe Railways, not being at a railway station, £15.
5. Upon the expiration of the term for which any existing rights have been granted by the Commissioner of Railways, the grantees may renew their tenure under these Regulations at the option of the Commissioner, but, failing the Commissioner's approval thereto, the siding will be removed by the Commissioner.
6. Every application shall be made upon the printed form, which shall be accompanied by a cheque for the proper premium.
7. The form of application may be obtained on application at Commissioner's Office.

SHUNTING CHARGES.

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SHUNTING CHARGES.

Where one mile added is mentioned, the mile is to be added to the actual distance of the Siding (except where otherwise provided for), and applies to both outwards and inwards traffic.
One shunting charge only will be made when a truck is sent loaded into a private siding, and, after being unloaded there, brought out again with a load for transit by rail.

| Accounting Station. | Siding. | Miles from Fremantle. | SHUNTING CHARGES. | | |
|---------------------|--|-----------------------|---|----------------------|--|
| | | | Local Traffic. | | Through Traffic. |
| | | | Per 4-wheeled truck. | Per 8-wheeled truck. | |
| Robb's Jetty* ... | Explosives Wharf | 6 | ... | ... | { Actual mileage plus 2s. and 4s. per 4 and 8 wheeled truck re- spectively. |
| | Briggs & Rowland | 5 | | | |
| | Hutton, J. C. (and Victoria Lime Co.) | 5 | | | |
| | Medical Department | 5 | | | |
| | Forrest, Emanuel | 3 | 2s. per ton ; min. 4 tons per truck. | | 1 mile added. |
| | Connor, Doherty, & Durack | 3 | | | |
| Fremantle ... | Fremantle Smelters, Ltd. | 2 | 2s. per ton ; min. 4 tons per truck. | | do |
| | Copley, B. | 2 | | | |
| | Strelitz Bros. | 2 | | | |
| | Stewart & Lloyd | 1 | | | |
| | Dalgety & Co. | ... | 2s. | 4s. | do |
| | Fremantle Tramway Siding | ... | 2s. | 4s. | 2s. and 4s. per 4 and 8 wheeled wagon. |
| | Geo. Wills & Co. | 1 | 2s. per ton ; min. 4 tons per truck. | | 1 mile added. |
| | Yuill & Co. | 2 | | | |
| | Fremantle Gas Co. | ... | 2s. | 4s. | do |
| | Harbour Works | ... | 2s. | 4s. | do |
| | Harbour Trust | ... | 2s. | 4s. | do |
| | Paterson & Co.'s Stacking Ground ... | ... | 2s. | 4s. | do |
| | Guthrie & Co., Stacking Ground (sub- lease W. Sandover & Co.) | ... | 2s. | 4s. | do |
| | Cargo ex ships loaded on trucks for delivery in Fremantle Goods Yard | ... | 1s. per ton ; min. 5 tons, including wharf haulage. | ... | ... |
| | Point to Point within Yard | ... | 2s. | 4s. | ... |
| | East Fremantle Storage Ground ... | ... | 2s. | 4s. | 1 mile added to Fre- mantle distance |
| | Lessees:—J. and W. Bateman, Adelaide Steamship Co., Elder Shenton and Co., W. H. Smith and Son, Thomas Boyne, For- rest, Emanuel, Co., Melbourne Steamship Co. and Perth Jarrah Sawmills | ... | 2s. | 4s. | do |
| | Western Fresh Food and Ice Co. ... | ... | 2s. | 4s. | 6d. per ton ; min. 2s. and 4s. per 4 and 8 wheeled truck. |
| | Haulage to or from ship's side or wharf sheds | ... | ... | ... | 1s. per ton. ; min. charge 4s. and 8s. per 4 and 8 wheeled truck. |
| | From wharf sheds, including tallying, stowing trucks, and haulage to Fre- mantle Yard | ... | ... | ... | ... |
| | North Mole and Fremantle, or Sidings at Fremantle | ... | 2s. per ton ; min. 4 tons per truck. | | ... |
| | Between Fremantle and Sidings at North Fremantle as under— | ... | ... | | ... |
| | Ferguson, J. M. | } | 2s. per ton ; min. 4 tons per truck. | | ... |
| | Millar's, Ltd. | | | | |
| | Victoria Galvanised Iron Co. ... | } | 2s. per ton ; min. 4 tons per truck. | | ... |
| | Kerosene Store (Colonial Oil Co.) | | | | |
| | " " (D. & J. Fowler) | | 2s. | 4s. | ... |
| | Government Stores (North Fremantle) | ... | 2s. 6d. per ton ; min. 4 tons per truck. | ... | ... |
| | Westralia Iron Co.'s Siding | ... | ... | ... | ... |

On all goods carried at the special rates quoted on page 62 (Fremantle and Perth, Bunbury, Busselton, and Albany Traffic) a shunting charge of 6d. per 4-wheeled wagon and 1s. per 8-wheeled wagon will be made if the wagons are shunted to or from any Private Siding at Fremantle (within station yard), East Fremantle, North Fremantle, Perth, East Perth, Bunbury, Busselton, or Albany.

* Special trips between Robb's Jetty and Fremantle for convenience of Siding holders: £1 per trip in addition to ordinary charges.

SHUNTING CHARGES.

| Accounting Station. | Siding. | Miles from Fremantle. | SHUNTING CHARGES. | | |
|---------------------|---|-----------------------|--|----------------------|---|
| | | | Local Traffic. | | Through Traffic. |
| | | | Per 4-wheeled truck. | Per 8-wheeled truck. | |
| North Fremantle | Wharf haulage from North Wharf upon all traffic to and from ships | | 6d. per ton | | 6d. per ton, wharf haulage and charges as to or from Fremantle. |
| | | | Min. 2s. and 4s. per 4 and 8-wheeled truck | | Min. 2s. and 4s. per 4 and 8 wheel truck for wharf haulage |
| | Between North Mole and North Fremantle and Sidings as under:— | | | | |
| | Ferguson, J. M. | | 2s. per ton; min. 4 tons per truck | | |
| | Millar's, Ltd. | | | | |
| | Victoria Galvanised Iron Co. | | | | |
| | North Mole and Kerosene Store | | | | |
| | Do and East Fremantle Storage Ground | | 2s. per ton; min. 4 tons per truck | | |
| | Do and Fremantle Cool Storage Co.'s Siding | | | | |
| | Do and Fremantle, or Sidings at Fremantle | | | | |
| | Kerosene Store and North Fremantle | | ... 4s. 8s. | | Classification rates plus 2s. and 4s. |
| | Kerosene Store and Railway Stores ... | | ... 4s. 8s. | | |
| | Kerosene Store and Fremantle ... | | 2s. per ton; min. 4 tons per truck. | | Classification rates plus local haulage do |
| | Government Stores and North Fremantle | | ... 2s. 4s. | | |
| | North Fremantle and Westralia Iron-works Co. | | ... 4s. 8s. | | |
| Cottesloe | North Fremantle and Sidings as under:— | | | | |
| | Ferguson, J. M. | | ... 2s. 4s. | | (1 mile added to N. Fremantle mileage |
| | Millar's, Ltd. | | | | |
| | Victoria Galvanised Iron Co. | | | | |
| | Government Stores and Rous Head ... | | ... 2s. 4s. | | |
| Subiaco | Briggs & Rowland (Rocky Bay) ... | | 2 4s. 8s. | | 4s. and 8s. per 4 and 8 wheeled truck |
| | Kiesey Bros. | | 2 ... | | 2s. and 4s. per 4 and 8 wheeled truck |
| | | | | | |
| Perth | Eureka Milling Co. | | 4 ... | | 2s. and 4s. per 4 and 8 wheeled truck |
| | Monteath Bros. | | 10 ... | | 2s. and 4s. per 4 and 8 wheeled truck |
| | Perth Roller Flour Mill (W. H. de Lisle) | | 12 ... | | 2s. and 4s. per 4 and 8 wheeled truck |
| | Perth and Perth Sidings | | 1s. 6d. per ton; min. 4 tons per truck | | |
| | Western Fresh Food and Ice Co. ... | | 12 ... | | 1 mile added |
| | Perth Gas Co. | | 12 ... | | do |
| | Millar's, Ltd., Moore Street ... | | 12 ... | | do |
| | Millar's, Ltd., Lord Street ... | | 12 ... | | do |
| | Coombe, Wood, & Co. | | 12 ... | | do |
| | J. M. Ferguson | | 12 ... | | do |
| East Perth | Bunning Bros. (South Siding) ... | | 12 ... | | 2s. and 4s. per 4 and 8 wheeled truck. |
| | | | | | Open for inwards traffic only |
| | Perth Electric Tram Co. | | 13 ... | | 1 mile added |
| | Imperial Firewood Co. (Atkins, William) | | 13 ... | | do |
| Maylands | Public Sidings | | 13 ... | | do |
| | Millar's, Ltd., & Mephan Ferguson ... | | 15 ... | | do |

SHUNTING CHARGES.

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| Accounting Station. | Siding. | Miles from Fremantle. | SHUNTING CHARGES. | | |
|---------------------|---|-----------------------|----------------------|----------------------|---|
| | | | Local Traffic. | | Through Traffic. |
| | | | Per 4-wheeled truck. | Per 8-wheeled truck. | |
| East Guildford ... | Padbury, W. | 21 | ... | ... | 1 mile added. |
| | Woodbridge Brick Co. (Turton's) ... | 21 | ... | ... | do |
| Midland Junction | Todd, James | 23 | ... | ... | do |
| | Law, R. O. | 24 | ... | ... | do |
| | Wells | 24 | ... | ... | do |
| | Hesketh's | 24 | ... | ... | do |
| | Statham's | 27 | ... | ... | do |
| | *M.R. Co's. Stock Saleyards ... | 22 | ... | ... | 4s. and 8s. per 4 and 8 wheeled truck |
| Kalamunnda ... | Guppy's ... | 33 | ... | ... | 1 mile added |
| Bellevue ... | Walkerden, John ... | 24 | ... | ... | do |
| | Keeley Bros. ... | 24 | ... | ... | do |
| | Vincent, W. H. ... | 24 | ... | ... | do |
| | New Globe Brick Co. ... | 24 | ... | ... | do |
| | Todd, J. (Perth Brick & Tile Co.) ... | 24 | ... | ... | do |
| | Hoffman Steam Pressed Brick Co. (Vincent, W. H.) ... | 24 | ... | ... | do |
| | Greenmount Quarry Co. ... | 25 | ... | ... | do |
| | Doyle, Hennessey, & Co., and Goldfields Water Supply (Boya) ... | 26 | ... | ... | do |
| Smith's Mill ... | McGlew, W. H. ... | 29 | ... | ... | do |
| | Burkinshaw ... | 29 | ... | ... | do |
| | W.A. Gravel Co. (Statham's) ... | 29 | ... | ... | do |
| | Phillips, W. (Mahogany Creek) ... | 31 | ... | ... | do |
| Mundaring ... | Garn, Frederick (Sawyers' Valley) ... | 35 | ... | ... | do |
| Lion Mill ... | Perth Jarrah Sawmills, Ltd. ... | 37 | ... | ... | do |
| | Adams & Dowie (sub. lease) ... | 37 | ... | ... | 1 mile added, plus 3d. per ton bush haulage |
| Parkerville ... | Perth City Council ... | 31 | ... | ... | 1 mile added |
| | Burton, W. H. ... | 31 | ... | ... | do |
| | Adams & Dowie ... | 33 | ... | ... | do |
| York ... | Monger & Co., and Cooper, Hicks, & Wrench ... | 90 | ... | ... | do |
| | York Flour Milling Co. ... | 90 | ... | ... | do |
| | Millar's, Ltd. (sublease from Monger's) ... | ... | ... | ... | do |
| Northam ... | Thomas & Co. and State Machinery & Produce Co. ... | 79 | ... | ... | On Down journey, 2 miles added On up journey, 1 mile added |
| | Byfield, Jas. (sublet to Patterson & Co.) ... | 79 | ... | ... | |
| East Northam ... | Jas. Gillespie ... | 80 | ... | ... | 1 mile added |
| | Millar's, Ltd. ... | 80 | ... | ... | do |
| | Throssell, G. L., & Co., and Throssell, Son, & Stewart ... | 80 | ... | ... | do |
| | J. M. Drummond & Co. ... | 80 | ... | ... | do |
| | J. Railton Cooke ... | 80 | ... | ... | do |
| | Dalgety & Co. ... | 80 | ... | ... | do |
| | Patterson & Co. ... | 86 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |
| Seabrook ... | Seabrook Grain Shed and W.A. Producers' Union Siding ... | 83 | ... | ... | No shunting charge |
| Cunderdin ... | C. W. S. Pumping Station No. 3 ... | 116 | ... | ... | 1 mile added |
| | Livesey, J. (Tammin) ... | 126 | ... | ... | See note page 97. |
| Hine's Hill ... | C. W. S. Pumping Station No. 4 ... | 178 | ... | ... | 1 mile added |

* No shunting charges when traffic is from Northern Railways or off Midland Co's. line.

SHUNTING CHARGES.

| Accounting Station. | Siding. | Miles from Fremantle. | SHUNTING CHARGES. | | |
|--|--|-----------------------|----------------------|----------------------|---|
| | | | Local Traffic. | | Through Traffic. |
| | | | Per 4-wheeled truck. | Per 8-wheeled truck. | |
| Burracoppin ... | C.W.S. Pumping Station No. 5 ... | 210 | ... | ... | 1 mile added. |
| Southern Cross... | Do do No. 6 ... | 257 | ... | ... | do |
| Karalee ... | Do do No. 7 ... | 288 | ... | ... | do |
| Woolgangie ... | Do do No. 8 ... | 333 | ... | ... | do |
| Coolgardie ... | Pressed Brick Works ... | 364 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |
| | Seahill, B. (Widgiemooltha Line) ... | 376 | ... | ... | 1 mile added. |
| | T. Connolly (Widgiemooltha Line) ... | 389 | ... | ... | do |
| Kalgoorlie ... | Explosive Siding ... | 385 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck |
| | Bateman, J. W. ... | 387 | ... | ... | do |
| | Millar's, Ltd. ... | 387 | ... | ... | do |
| | Western Fresh Food and Ice Co. and Crisp & Piper | 387 | ... | ... | do |
| | F. & C. Piesse (Bonded Store and Siding) | 387 | ... | ... | do |
| | Kalgoorlie Municipal Council ... | 387 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck (for firewood for Electric Light Co. only). |
| | Coombe, Wood, & Co., and Hannans Brewery | 388 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |
| | Silverthorn & Adair ... | 388 | ... | ... | do |
| Kalgoorlie ac- count, Han- nans Street } | Dancker & Co. ... | 388 | ... | ... | do |
| | | | | | |
| Golden Gate ... | Kalgurli G.M. Co. ... | 390 | ... | ... | do |
| | Great Boulder Perseverance ... | 391 | ... | ... | do |
| | Great Boulder Proprietary ... | 391 | ... | ... | do |
| | Associated Gold Mines of W.A. ... | 391 | ... | ... | do |
| | Ivanhoe Gold Corporation, Ltd. ... | 391 | ... | ... | do |
| | Lake View Consols ... | 391 | ... | ... | do |
| | Golden Horseshoe Estates Co. ... | 391 | ... | ... | do |
| | South Kalgurli Gold Mines, Ltd. ... | 391 | ... | ... | do |
| | Butcher and Uhr ... | 391 | ... | ... | do |
| Boulder ... | Kalgoorlie Electric Lighting Corporation, Ltd. | 391 | ... | ... | do |
| | | | | | |
| Kamballie ... | Hannans Star ... | 392 | ... | ... | No charge. |
| Hill End ... | Oroya Brown Hill ... | 391 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |
| Goongarrie ... | Doney, S. ... | 456 | ... | ... | do |
| Menzies ... | Piper & Long ... | 478 | ... | ... | do |
| Pingelly ... | Millar's, Ltd. ... | 142 | ... | ... | do |
| | W. Thomas & Co. ... | 142 | ... | ... | do |
| Narrogin ... | Millar's, Ltd. ... | 174 | ... | ... | do |
| | Narrogin Co-operative Milling Co. ... | 174 | ... | ... | do |
| Wagin ... | Millar's, Ltd. ... | 205 | ... | ... | do |
| Katanning ... | F. & C. Piesse ... | ... | ... | ... | No shunting charge. |
| Broome Hill ... | Millar's, Ltd. ... | 240 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |
| Albany ... | Colonial Gas Association ... | 351 | ... | ... | do |
| | Henry Wills & Co. ... | 352 | ... | ... | do |
| | Stacking Grounds, Sheds erected by Henry Wills & Co., & Reynolds | 352 | ... | ... | 1 mile added. |
| Armadale ... | Thos. Coombe & Co. ... | 31 | ... | ... | do |
| | T. Curran and H. Lee ... | 37 | ... | ... | do |
| | Buckingham Bros. ... | 53 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck |

NOTE.—No shunting charge is levied on trucks shunted to or from Grain Sheds, G.S.R.

SHUNTING CHARGES.

97

| Accounting Station. | Siding. | Miles from Fremantle. | SHUNTING CHARGES. | | |
|---------------------|--|-----------------------|----------------------|----------------------|--|
| | | | Local Traffic. | | Through Traffic. |
| | | | Per 4-wheeled truck. | Per 8-wheeled truck. | |
| Burswood ... | Haydon's Machinery Siding ... | 16 | ... | ... | 1 mile added. |
| North Dandalup | Murray Road Board ... | 57 | ... | ... | do |
| | Whittaker Bros. ... | 57 | ... | ... | do |
| Yarloop ... | Ferguson, J. M. (Cookernup) ... | 92 | ... | ... | do |
| Bunbury... | Bunning Bros. ... | 127 | ... | ... | do |
| | Millar's, Ltd. ... | 127 | ... | ... | do |
| | Stacking Ground for Timber ... | 127 | ... | ... | do |
| | Back Haulage on Wagons taken to Jetty loaded and brought back loaded through Cargo being shut out of ship or any other cause | ... | ... | ... | 2s. 6d. and 5s. per 4 and 8 wheeled truck. |
| Pictou Junction | Bunbury Brick Syndicate ... | 125 | ... | ... | 1 mile added. |
| | (Coppelstone) ... | | | | |
| Dardanup ... | John Harrold (near Boyanup) ... | 134 | ... | ... | do |
| Boyanup ... | Bunning Bros. (Argyle) ... | 139 | ... | ... | do |
| | W.A. Jarrah Sawmills (Nannup Br.) | 183 | ... | ... | 1 mile added plus 3d. per ton bush haulage, and 1s. per ton for District Railway |
| Donnybrook ... | W.A. Jarrah Sawmills (Driffields') ... | 153 | ... | ... | 1 mile added. |
| | No. 2 Siding—Swan Sawmilling Co.'s Private Line (Preston Valley) | 154 | ... | ... | 1 mile added plus 3d. per ton bush haulage |
| | Sexton and Drysdale (Preston Valley) | 167 | ... | ... | 1 mile added. |
| Lunenburg ... | Millar's, Ltd. (Worsley) ... | 126 | ... | ... | do |
| Collie ... | Collie Co-operative Collieries ... | 136 | ... | ... | do |
| | Collie Proprietary ... | 137 | ... | ... | do |
| | Wallsend Mine ... | 137 | ... | ... | do |
| | Scottish Collieries of W.A., Ltd. (Collie Burn) | 141 | ... | ... | do |
| | Collie Cardiff Mine ... | 143 | ... | ... | do |
| | Collie Cardiff (Bunning Bros.) | 143 | ... | ... | do |
| | Bedlington, W. D. (Westralia Coal-mining Co.) | 133 | ... | ... | do |
| | South-West Timber Hewers' Association | 136 | ... | ... | 3s. and 6s. per 4 and 8 wheeled truck. |
| Geraldton ... | Millar's, Ltd. ... | ... | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck |
| | J. M. Ferguson (and Fallowfield & Co.) | ... | ... | ... | do |
| | Taylor and Burges ... | 19 | ... | ... | do |
| Day Dawn ... | Great Fingall G.M. ... | 259 | ... | ... | 1 mile added |
| Cue ... | Lloyd, E. L. (Light of Asia) Siding ... | 264 | ... | ... | 2s. and 4s. per 4 and 8 wheeled truck. |

Mr. J. Livesey's Siding—Tammin.

Traffic from this siding will only be accepted for stations West thereof, and actual mileage (126) from Fremantle, plus 1 mile for shunting, will be charged. Goods from stations West of this siding may be accepted for siding and Tammin mileage and back to siding, plus 1 mile for shunting will be charged.

Cossack-Roebourne Tramway.

RATES at per ton of 2,240lbs. gross weight, or 40 cubic feet measurement, unless otherwise specified at Commissioner's option.

| Goods. | | | | | | | s. | d. | |
|--|-----|-----|-----|-----|-----|-----|----|----|--|
| Barley | ... | ... | ... | ... | ... | ... | 8 | 0 | per ton |
| Bran | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Chaff | ... | ... | ... | ... | ... | ... | 10 | 0 | " |
| Crushed Food | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Flour (in bags) | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Gram | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Hay | ... | ... | ... | ... | ... | ... | 10 | 0 | " of seven bales |
| Lime (in bags) | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Maize | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Oats | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Ores | ... | ... | ... | ... | ... | ... | 5 | 0 | " |
| " by passenger train | ... | ... | ... | ... | ... | ... | 8 | 0 | " (minimum, 9d.) |
| Pollard | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Potatoes | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Wheat | ... | ... | ... | ... | ... | ... | 8 | 0 | " |
| Wool | ... | ... | ... | ... | ... | ... | 1 | 3 | per bale |
| Skins | ... | ... | ... | ... | ... | ... | 1 | 3 | " |
| Timber (hardwoods) | ... | ... | ... | ... | ... | ... | 10 | 0 | per ton of 30 cubic feet |
| " (softwoods) | ... | ... | ... | ... | ... | ... | 10 | 0 | " 40 " |
| Firewood | ... | ... | ... | ... | ... | ... | 5 | 0 | " loading and unloading to be performed by consignor or consignee respectively; minimum, 5s. |
| Bottles | ... | ... | ... | ... | ... | ... | 5 | 0 | " |
| Salt (from 6½ miles to Roebourne) | ... | ... | ... | ... | ... | ... | 4 | 0 | " { to be loaded by consignor; minimum charge, 4s. |
| " (" " Cossack) | ... | ... | ... | ... | ... | ... | 6 | 0 | " { of 2,000lbs.; minimum charge, 2s. |
| Explosives (powder and other, in kegs and cases) | ... | ... | ... | ... | ... | ... | 12 | 0 | " minimum, 9d. |
| Goods (except explosives) by Passenger Trams | ... | ... | ... | ... | ... | ... | 12 | 0 | " |

All goods not enumerated in the foregoing scale, 8s. per ton of 2,240lbs., or 40 cubic feet; minimum charge, 6d.

Live Stock.

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Weighing of Wool.

| | | | | |
|--------------------------------------|-----|----|----|------------------------------------|
| | | s. | d. | |
| Wool weighed on Departmental machine | ... | 0 | 6 | per ton of five bales, minimum 6d. |

Commercial Travellers' Samples.

| | | s. | d. | |
|--------------------------------------|-----|----|----|---------|
| Cossack to Roebourne—Per goods train | ... | 8 | 0 | per ton |
| „ passenger train | ... | 12 | 0 | „ |
| Roebourne to Cossack—Per goods train | ... | 4 | 0 | „ |
| „ passenger train | ... | 6 | 0 | „ |

Haulage Charges.

| | s. | d. | |
|---|----|----|----------------------|
| To and from Private Sidings at Roebourne | 1 | 0 | per ton, minimum 1s. |
| To Customs | 2 | 0 | „ „ 6d. |
| From or to Warehouses or Sidings (except private sidings) | 2 | 0 | „ „ 2s. |
| Wool to or from Dalgety & Co.'s Warehouse, Cossack | 1 | 0 | „ of five bales. |

Private Sidings.

H. J. Watson & Co., Roebourne.
N.W.A.M. Co., "

GENERAL.

COPIES OF FORMS.

List of Stations and Sidings open for Traffic.

DISTANCE TABLES.

DIMENSIONS OF LOADS.

COPIES OF FORMS.

101

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Application for a Ledger Account.*To the Comptroller of Accounts, Perth.*

.....request to have a Ledger Account, to the extent of £.....
 for the carriage of * ^{goods} _{parcels} opened in.....name in the Ledgers of the Department at.....
 Station, in accordance with the conditions set forth in the Schedule hereto, which.....have read, and
 by which.....agree to be bound if.....request is granted.

.....append + $\frac{\text{Bank Draft}}{\text{Bank Cheque}}$ in security thereof, to be placed at fixed deposit for
months. Interest accruing to be paid to $\frac{\text{me}}{\text{us}}$ at £....., or to
 my credit at £..... Bank at.....
 our

Signature.....

Full Postal Address.....

Date.....

Application granted, to date from.....1

Entered { Deposit No.....
 { Folio.....
 { Date.....

Closed { Folio.....
 { Date.....

Comptroller of Accounts.

* Cross out "Goods," or "Parcels," as the case may be. † Cross out "Bank Draft," or "Bank Cheque," as the case may be. ‡ If applicant desires the interest to be paid to himself, fill in address; otherwise, insert name of Bank.

SCHEDULE.

Conditions on which Ledger Accounts are opened with customers by the Railway Department or the carriage of goods:—

1. A bank cheque or a bank draft in favour of the Colonial Treasurer must accompany application, the amount of which will be placed at fixed deposit at current bank rate of interest for the period mentioned in application. No amount will be deposited bearing interest for a less period than six months. Such deposit will be renewed from time to time for like periods, unless notice to the contrary is given not less than seven days prior to deposit maturing.
2. Interest accruing on deposits will be forwarded direct to ledger account holder, or paid to his credit at any bank, as may be desired.
3. Deposits may be withdrawn at any time upon notice (in writing) being given to the Comptroller of Accounts, and ledger accounts closed, but interest will be allowed only on deposits which have matured, and not for any broken periods.
4. Credit will not be given beyond the amount of deposit.
5. Accounts will be rendered at least monthly, and must be paid in full within seven days of delivery of same. In the event of payment not being so made, it will be optional with the Department to summarily close the account and apply the amount of deposit, or so much of it as may be necessary, in payment of such account, and should there be a deficiency, detain goods on any part of the railway premises as lien. Accounts will be rendered more frequently than monthly if desired by the ledger account holder, and if convenient to the Commissioner. No money will be received in part payment of an account.
6. Errors, when found to exist, must at once be brought to the notice of the Chief Traffic Manager, who will have such rectified as soon as possible.
7. Claims for loss or damage will not, under any circumstances, be allowed as a set-off against an account. Any attempt at evasion of this nature, if persisted in, will be treated as an infringement of these conditions.
8. Credit will only be given at the station mentioned in the original request for a ledger account. Fresh application on a proper form must be made for credit at any additional stations.
9. Ledger accounts are opened subject to the observance of the by-laws, rules, and regulations appertaining to the Department.
10. The Commissioner of Railways shall, with respect to all goods, have the same right of detainer and power of sales for all moneys due to him as is given by the Railway Acts of Western Australia and the Regulations made thereunder.
11. In the event of a ledger account holder desiring to increase or reduce the amount of deposit or of any change in the style of the account, fresh application must be made.

Special Consignment Note for Explosives and other Dangerous Goods.

(To be filled in by Sender.)

No.....
Date.....1

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

No.....

.....Railway.

.....Station,1

PLEASE RECEIVE and forward as per address and particulars on this note the undermentioned Explosive and Dangerous Goods, to be carried subject to the provisions of "The Explosives Act, 1895," and the By-laws and Regulations made thereunder.

Signature of Sender or his Agent.....Address.....

Witness.....

| Truck No. | Consignee. | Address. | No. of Articles. | Description of Goods. | Marks. | Weight. | | | Charges paid on. | | | Who pays carriage. |
|--------------|------------|----------|---------------------|--------------------------|--------|---------|------|-----------|---------------------|----|----|-----------------------|
| | | | | | | Tons | cwt. | qrs. lbs. | £ | s. | d. | |
| | | | | | | | | | | | | |

(To be returned to Sender.)

(To be retained by the Railway Department.)

Exhibits for Shows.

WEST AUSTRALIAN GOVERNMENT RAILWAYS.

.....Station.

.....Date.

The undermentioned Goods Live Stock have been consigned to..... Station for exhibition at..... Show, and if exhibited are entitled to free return, subject to the provisions of the Government Railways Act, and the By-laws and Regulations made thereunder:—

| Live Stock Ticket or Invoice. | No. and Description of Trucks used. | Consignor. | Consignee. | No. and Description. | |
|-------------------------------|-------------------------------------|------------|------------|----------------------|--|
| | | | | | |

.....Station Master.

NOTE.—This form, with the certificate on back thereof properly filled in and signed, must be handed in when Goods or Live Stock are tendered for return journey, otherwise full ordinary rates will be charged.

Should the owner desire to break journey to exhibit at any Show en route, he must so inform the Station Master and obtain the necessary certificate to ensure free return to original sending station.

[ON BACK.]

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Race Horses for Race Meetings, and Exhibits for Agricultural and other Shows.

CERTIFICATE.

.....Race Club, Association (or Show),

.....190 .

We certify that the undermentioned Exhibit
Racehorse, received by rail from.....Station,
has been duly entered for the Show
Races held at.....on....., 190 , and
not having been sold, is entitled to be conveyed back free of charge, in consideration of which the
owner takes all risk of loss or damage.

| Consignee. | Destination. | Racehorse or Exhibit. |
|------------|--------------|-----------------------|
| | | |

(Signed)Secretary.

(Signed)Owner.

(Or on behalf of Owner.)

This certificate to be delivered to the Station-master, who will forward it along with the Waybill or Invoice. The Receiving Station will retain the certificate attached to the Invoice.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Live Stock Requisition.

THE COMMISSIONER OF RAILWAYS will please provide the undersigned with.....Trucks
or the conveyance of.....(the property of.....)
of.....) from.....Station to
.....Station, on the.....day of....., 190 ;
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 Department.

Signature.....

Address.....

Date..... Time.....

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Live Stock Requisition for Trucks to Load at Unattended Sidings.

THE COMMISSIONER OF RAILWAYS will please provide the undersigned with.....Trucks for
the conveyance of.....(the property of....., of.....)
from.....Station to.....Station, on the.....day of
....., 190 ; 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 Department; and further that all live stock carried in the said trucks shall be so carried
at owner's risk, under and subject to the provisions of the Government Railways Act, and the By-laws,
Conditions, and Regulations made thereunder, as per Merchandise and Live Stock Rate Book.

Signature.....

Address.....

Date..... Time.....

The Railway Commissioner does not, under any circumstances, guarantee arrival or delivery at any particular time, by any particular train, or for any particular market.

Horses will not be carried in cattle wagons unless senders accept all risks involved in the carriage of same.

COPIES OF FORMS.

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Live Stock Ticket.

No....., 190

From..... Station to..... Station.

Consignor..... Consignee.....

[illegible]

THE COMMISSIONER OF RAILWAYS is requested to receive and forward the above, subject to the provisions of the "Government Railways Act" and to the By-laws and Regulations made thereunder, and the conditions indorsed on back of this Ticket, which shall be deemed part of the Contract.

I declare the above Live Stock to be in a fit and proper state to travel by railway.

..... { Signature of the Owner or Person
..... delivering the Animals.
..... Witness to the above Signature.

CONDITIONS ON BACK OF LIVE STOCK TICKET.

The Commissioner 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 or unloading live stock, provided that, at the option of the Commissioner, live stock may be received for carriage to or from such places if the owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 104 of the Rate Book.

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 gross negligence on the part of the Commissioner*, and the Commissioner shall be held free from all risk and responsibility in respect of loss or damage to such live stock arising in connection with loading or unloading, or from suffocation, or being trampled upon, 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 gross 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 thereof.

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

The Commissioner does not guarantee the arrival or delivery of live stock at any particular time by any particular train, or for any particular market.

All live stock must be loaded and unloaded by the consignors and consignees respectively, by whom also the truck doors must be secured and opened, fastenings attended to, etc.

All live stock must be unloaded within three hours after arrival ; otherwise such live stock may be unloaded by the Commissioner at the owner's risk, and a charge of 2s. 6d. per truck made for the service.

All live stock must be removed from the railway premises immediately after being 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 and livery shall be paid by the owner, and such cost must be paid on demand as part of the authorised charges ; and such stock, if not removed within seven days, may be sold by auction by order of the Commissioner, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

Rugs, bridles, saddles, or other trappings forwarded with horses or other animals are carried entirely at the risk of the owner, and the Commissioner accepts no responsibility for damage done to these articles unless forwarded and charged for as goods.

On live stock insured at the risk of the Commissioner, power is reserved to him to regulate the number of animals which shall be carried in each truck, and the Commissioner will not be responsible for any loss or injury which may occur to such live stock when such loss or injury arises from fear or restiveness, or through such live stock being suffocated or trampled upon.

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COPIES OF FORMS.

Order Form for Delivery of Goods to Carriers.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

To THE GOODS AGENT at.....Goods Station.
Until further notice, please deliver to.....all goods whatsoever consigned to
.....at.....Station, and advices of same.
M.....(are or is) hereby authorised to sign for all such goods, on delivery, and
(their or his) signature shall be taken in (our or my) behalf.
M.....also undertake to pay all demurrage, storage, and other charges if
.....goods are not taken delivery of within the time specified in Regulations.
Signature.....

Application for Use of Cranes.

To the Commissioner of Railways.
SIR,
I hereby make application to be allowed the use of*.....
Crane capable of lifting.....tons, for the purpose of assisting in the discharge of goods,
or †.....at.....The use of the Crane
will be required for.....days.....hours, and I agree to pay the amount of your
charges, based upon your usual or published rates.‡ Should my request be acceded to, I agree to be
responsible for, and indemnify you against, any loss or damage which may arise or be caused to, or
suffered by you, either by reason of any defects in the Crane, or any machinery connected or used there-
with, or by reason of the negligence, unskillfulness, or improper working of any person employed there-
with, or by reason of any accident thereto whereby damage or loss may be occasioned to you, or to any
person or goods.‡
Witness.....(Signed).....
Date.....1
Approved,.....
For Commissioner of Railways.

* State whether one or more, and whether hand or steam.
† State whether ship, boat, or vessel of any kind, or Railway truck or wagon.
‡ When it is desired that the handling of the goods by crane shall be at the Commissioner's risk, the words after
rates, "Should my request," etc., may be omitted. For Commissioner's Risk Rates, see page 58.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Storage of Goods at Owner's Risk.

Station.....Date....., 1
To the Commissioner of Railways.
In consideration of your storing the goods enumerated below, and charging the reduced rate for
storage as set forth in your Regulations, I/we agree to undertake all risks in connection with the same,
and declare that you are not to be liable or responsible for any loss, damage, or injury whatsoever, or
howsoever occasioned, and that the said goods shall be stored by you under this special agreement.
Goods referred to above :—
.....
.....
.....
Witness.....Signed.....
Address.....Address
(Owner or Consignee or Agent.)

LIST OF STATIONS AND SIDINGS.

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List of Stations and Sidings on the Western Australian Government Railways open for Traffic.

Together with distances from Fremantle and Geraldton, and particulars of Accommodation provided at each.

Places in *italics* are private sidings, and the Commissioner does not guarantee to deliver goods for the public at them.

NOTE—

B.B.—Busselton Branch.
 B.—Boulder Line.
 B.H.L.—Brown Hill Loop.
 B.R.C.—Bunbury Racecourse.
 B.T.—Bridgetown Branch.
 C.—Collie Branch.
 C.N.—Collie-Narrogin Branch.
 C.W.—Coolgardie-Widgemooltha.
 T.D.—Torbay Junction - Denmark District Railway.
 E.—Eastern Line.
 E.G.R.—Eastern Goldfields Line.
 G.—Goomalling Branch.
 G.D.—Goomalling - Dowerin District Railway.
 G.H.—Greenhills Branch.
 G.Q.—Greenhills-Quairading District Railway.
 J.A.—Jandakot Armadale Line.
 K.K.—Katanning-Kojonup District Railway.

L.—Leonora Line.
 M.R.—Midland Railway.
 N.—Northern Line.
 N.B.—Newcastle Branch.
 N.N.B.—Northampton Branch.
 P.V.—Donnybrook - Boyup District Railway.
 O.A.—Owen's Anchorage Line.
 R.B.—Perth Racecourse Branch.
 S.—Great Southern Line.
 S.W.—South-Western Line.
 S.M.B.—Smith's Mill Branch.
 U.D.R.—Upper Darling Range.
 W.B.—Walkaway Branch.
 W.D.—Wagin - Dumbleyung District Railway.
 W.J.—Wonnerup - Nannup District Railway.
 N.W.—Narrogin-Wickepin District Railway.

Junction Stations are shown thus :—BELLEVUE.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|---------------------------|--------|--|-------------------------|--------|---------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| ... | 33 | ... | Adams and Dowie's | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 37 | ... | Siding * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| A | 352 | 626 | Do. do.* | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | 232 | ALBANY ... | S. | P.O. | 1 | 5 | 2 | 15 | Yes | Yes | Yes | Yes | Yes |
| ... | ... | ... | Do. Jetty | S. | P.O. | 2 | 3 & 10 | ... | ... | ... | ... | ... | ... | ... |
| AG | 140 | ... | Allen's Siding* | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| AR | 20 | ... | Argyle* | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| AO | 217 | 101 | Armadale † | S.W. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| ... | 391 | ... | Arrino* | M.R. | ... | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| ... | 13 | ... | Associated G.M. Siding* ¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | Atkins, William * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | (East Perth) | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| AU | 549 | 247 | Austin * | N. | P.O. | 1 | 5 | ... | ... | Yes | ... | ... | Yes | Yes |
| BAL | 218 | ... | Ballaying* ... | W.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 387 | ... | Bateman, J. W., Siding* ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BND | 161 | ... | Baandee * | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BKR | 59 | ... | Baker's Hill | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| BLN | 164 | ... | Balingup * | B.T. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| BKL | 116 | ... | Balkuling * | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under Platform and Siding conditions. † Armadale 20 miles from Fremantle via Jandakot; 31 miles from Fremantle via Perth. ¶ Goods may be booked to pay.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|--|--------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| BJP | 12 | ... | Banjupp* | J.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BDC | 418 | ... | Bardoc* | L. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| BTN | 194 | ... | Barton* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| BWR | 16 | ... | BAYSWATER (Junction Perth Race- course Branch) | E. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| | 133 | ... | Bedlington, W. D., Sid- ing* | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BP | 36 | ... | Beenup* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BLV | 24 | ... | BELLEVUE (Junction E., and S.M.B. Lines) | E. | ... | ... | ... | 1 | 40 | Yes | ... | ... | ... | Yes |
| BM | 18 | ... | Belmont* | R.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| BG | 105 | ... | Benger* | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 184 | ... | Benjinup* | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BV | 111 | ... | Beverley | E. | P.O. | 1 | 3 | 1 | +10 | Yes | Yes | Yes | Yes | Yes |
| BER | 117 | ... | Berring* | G.D. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| BBL | 8 | ... | Bibra Lake* | J.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BIN | 383 | ... | Binduli* ^a | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BL | 320 | 2 | Bluff Point* ^a | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BD | 217 | ... | Boddalin* | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BK | 290 | 28 | Bokara* | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| BO | 314 | ... | Boondi* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BR | 309 | ... | Boorabbin | E.G.R. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BN | 187 | ... | Booraan* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BT | 306 | 12 | Bootenall* | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BCT | 391 | ... | Boulder City | B. | P.O. | 1 | 5 | 1 | +10 | Yes | ... | ... | Yes | Yes |
| | 181 | ... | Boundain* | N.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BOW | 158 | ... | Bowelling* | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BW | 349 | 31 | Bowes* | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BY | 26 | ... | Boya* ^a | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BRN | 219 | ... | Boyerine* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BYN | 134 | ... | BOYANUP (Junction B.B. and B. T. Lines) | B.T. | P.O. | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| | 191 | ... | Boyup* | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BDL | 301 | 17 | Bradley's P* | W.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BRG | 186 | ... | Bridgetown | B.T. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 5 | ... | Briggs & Rowland's Siding* [¶] | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | ... | Do. do. | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BA | 410 | ... | Broad Arrow | L. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| BH | 390 | ... | Brown Hill† | B.H.L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BKH | 148 | ... | Brookhampton* | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| BKT | 130 | ... | Brookton | S. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| BRM | 249 | ... | Broome Hill | S. | P.O. | 1 | 3 | 1+ | 10 | Yes | Yes | Yes | Yes | Yes |
| BRT | 263 | ... | Bronti* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BWK | 111 | ... | BRUNSWICK JUNCTION (Junction with Collie Branch) | S.W. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 53 | ... | Buckingham Bros.*... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BUL | 168 | ... | Bulading* | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BLB | 345 | ... | Bullabulling | E.G.R. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BLK | 39 | 279 | Bullsbrook* | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 125 | ... | Bunbury Brick Com- pany (Copplestone*) | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | Bunbury Racecourse | B.R.C. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| B | 127 | 421 | Bunbury | S.W. | P.O. | 1 | 5 { | 1 | +10 { | Yes | Yes | Yes | Yes | Yes |
| | | ... | Bunbury Jetty | S.W. | ... | 2 | 2 | 2 | 15 } | ... | ... | ... | ... | Yes |
| | 125 | ... | Bunbury, South*† | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |

* To places marked * goods and parcels must be consigned under Platform and Siding conditions.

† Cart weighbridges.

‡ Open for Coaching Traffic only.

|| Open for coaching traffic on Race Days only.

¶ Goods may be booked to pay.

a. See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|--|--------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Gerulldon. | | | | No. | Tons. | No. | Tons. | | | | | |
| BNG | 137 | ... | Bungulla* ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 12 | ... | Bunning Bros. * ¶ (Perth) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 139 | ... | Bunning Bros' Siding*¶ (Argyle) | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 127 | ... | Bunning Bros.* ¶ (Bun- bury) | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 143 | ... | Bunning Bros.* (Collie Cardiff) | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BBK | 370 | ... | Burbanks* ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BU | 88 | ... | Burke's* ... | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 29 | ... | Burkenshaw's Siding*¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BS | 83 | ... | Burges Siding* ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| BRL | 77 | ... | Burlong* a ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BRC | 194 | ... | Burracoppin ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| BRS | 15 | ... | Burswood ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 31 | ... | Burton, W. H., Sid- ing* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| BSN | 161 | 455 | Busselton ... | B.B. | P.O. | ... | ... | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | | | Busselton Jetty ... | B.B. | ... | 1 | 1 | ... | ... | ... | ... | ... | ... | ... |
| | 391 | ... | Butcher & Uhr* ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 79 | ... | Byfield, Jas., Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CA | 358 | ... | Calooli* ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CGS | 432 | ... | Canegrass * ... | L | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| CNG | 20 | ... | Cannington ... | S.W. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 24 | ... | Canning Park Race- course* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CP | 146 | ... | Capel* ... | B.B. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| CBR | 307 | ... | Carberup* ... | G.S.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CLT | 259 | ... | Carlecatur* ... | K.K. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CBN | 207 | ... | Carrabin* a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CRM | 191 | 127 | Carnamah ... | M.R. | P.O. | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| CH | 321 | 3 | Chapman* a ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CD | 52 | 266 | Chandali* ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CW | 41 | ... | Chidlow's Well ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| CHT | 91 | ... | Chitibin* ... | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CK | 63 | ... | CLACKLINE ... (Junction E. & N. B. Lines) | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| CM | 6 | ... | Claremont ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| CL | 136 | ... | Collie ... | C. | P.O. | ... | ... | 2 | 20 | Yes | Yes | Yes | Yes | Yes |
| CLB | 141 | ... | Collie Burn * a ... | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CLC | 143 | ... | Collie Cardiff * ... | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 143 | ... | Collie Cardiff Coalfields Co.'s Siding * | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 136 | ... | Collie Co-operative Col- lieries (Collie)* ¶ | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 137 | ... | Collie Proprietary Co.'s Siding* ¶ | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 143 | ... | Collie Cardiff (Bunning Bros.) * | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 351 | ... | Colonial Gas Associa- tion, Albany Sid- ing* ¶ | G.S.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | ... | Colonial Oil Co.'s Store Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CV | 450 | ... | Comet Vale * ... | L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| CDR | 585 | ... | Condenser * ... | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

o places marked * goods and parcels must be consigned under platform and siding conditions.
a See Page 128.

¶ Goods may be

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|----------------|------------|---|----------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| CKR | 5 | ... | Congdon Street ‡ ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 389 | ... | Connolly, T. ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3 | ... | Connor, Doherty & Durack's Siding* ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 92 | ... | Cookernup * ... | S.W. | ... | ... | ... | ... | ... | Yes | Yes | ... | ... | Yes |
| | 80 | ... | Cooke, J., Railton Siding (E. Northam)* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| C | 363 | 637 | Coolgardie ... | E.G.R. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | 364 | ... | Coolgardie Pressed Brickworks * ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 362 | ... | Coolgardie Racecourse Points | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CLP | 74 | ... | Coolup ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| CMB | 132 | 186 | Coomberdale * ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 12 | ... | Coombe, Wood & Co. ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 388 | ... | Do. Hannan St.* ¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 31 | ... | Coombe, T., & Co.'s Siding * ¶ | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 90 | ... | Cooper, Hicks, & Wrench's Siding * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CG | 5 | ... | Coogee * ... | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CRN | 73 | ... | Cooringa * a ... | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CRW | 174 | 144 | Coorow * ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 2 | ... | Copley's Siding * ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 125 | ... | Copplestone, (Bunbury Brick Syndicate) Siding * | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 125 | ... | Copplestone*a ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CT | 4 | ... | Cottesloe Beach ‡ ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| CRG | 4 | ... | Cottesloe ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 595 | ... | Craggiemore * ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CB | 286 | ... | Cranbrook ... | S. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| CKB | 131 | ... | Crooked Brook * ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CR | 310 | 8 | CROWTHER ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | ... | ... | (Junction N. and W.B. Lines) | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 387 | ... | Crispe & Piper's Siding* (Sub-lease from West F.F. & Ice Co.) | ¶ E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| CRS | 390 | ... | Crœsus * ... | B.H.L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| CBL | 165 | ... | Cuballing Pool ... | S. | ... | 1 | 2 | 1 | 10 | Yes | Yes | Yes | Yes | Yes |
| CU | 564 | 262 | Cue ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| CN | 116 | ... | Cunderdin ... | E.G.R. | ... | ... | ... | 1 | 15 | Yes | Yes | ... | ... | Yes |
| | 37 | ... | Curran & Lee* ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DAN | 130 | ... | Dangin* ... | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DRK | 176 | ... | Darkan * ... | C.N. | ... | ... | ... | ... | ... | Yes | Yes | ... | ... | Yes |
| DRD | 186 | ... | Dardadine * ... | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| DIB | 104 | ... | Dalebridge * ... | E. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | ... |
| | 131c. | ... | Dalgety & Co.'s Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 80 | ... | Dalgety & Co.'s Siding (E. Northam) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

‡ Open for Coaching Traffic only

¶ Goods may be booked to pay.

a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|----------------|--------------|---|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| ... | 388 | ... | Dancker & Co.'s Siding* (Sub-lease from Coombe, Wood & Co.) ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| D | 128 | ... | Dardanup ... | B.T. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| DR | 27 | ... | Darlington* ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| DD | 561 | 259 | Day Dawn ... | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| ... | 563 | 261 | Do. Stock Yards* | N. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| DE | 331 | ... | Dedari* ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 12 | ... | De Lisle, W. H., Siding* | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DM | 72 | ... | Delmore* ^a ... | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DC | 516 | ... | Dingo Creek* | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DNK | 370 | ... | Denmark* ... | T.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 456 | ... | Doney, S., Siding* ¶ | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DGR | 275 | 43 | Dongara ... | M.R. | P.O. | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| DBK | 144 | ... | Donnybrook ... | B.T. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| DK | 154 | ... | Doodlakine ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| DNG | 242 | ... | Doongin* ^a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DWR | 126 | ... | Dowerin* ... | G.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 26 | ... | Doyle, Hennessey & Co.'s Siding* | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DDF | 153 | ... | Driffeld's Siding* ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 153 | ... | Driffelds* ^a ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 80 | ... | Drummond, J. M., & Co.'s Siding* ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DL | 126 | ... | Dulbellin* ... | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DMB | 180 | Via Narrogin | Dumberning* ... | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| DYG | 230 | ... | Dumbleyung* | W.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DU | 303 | ... | Duri* ^a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| EG | 21 | ... | East Guildford ^a ... | E | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| EN | 80 | ... | East Northam ... | E.G.R. | ... | 1 | 5 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| EP | 13 | ... | EAST PERTH (Junction E. & S.W. Lines) | E. | P.O. | ... | ... | 1 | 30 | ... | ... | ... | ... | Yes |
| ... | 15 | ... | East Jandakot* | J.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| EW | 346 | ... | Eastwood* ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ED | 108 | ... | Edward's Crossing* | E. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| EL | 140 | ... | Elgin* ... | B.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ELS | 113 | 205 | Elsternwick* ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| EUM | 336 | 34 | Eradu* ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ... | 550 | ... | Eulamanna* ... | L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ... | 44 | ... | Eureka Milling Co.'s Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 6 | ... | Explosive Wharf* ... | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 314 | 4 | Explosives Siding* ... | W.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 385 | ... | Explosives Siding* ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

¶ Goods may be booked to pay.

^a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Cattle and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|--------------------|---|--------|--|-------------------------|---------------------|------------------------------------|------------------|--|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| ... | 2 | ... | J. M. Ferguson's Siding*† (Sub-lessees Fallow- field & Co.) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 12 | ... | | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 92 | ... | | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 319 | 48c. | | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 15 | ... | Ferguson, Mephan, Sid- ing* | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 3 | ... | Forrest, Emanuel, & Co.'s Siding* † | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| F | ... | 318 | Fremantle ... | E. | Railway | { 1 4 1 1 | { 2 3 5 10 | { 1 1 1+ | { 30 10 10 | Yes | Yes | Yes | Yes | Yes |
| ... | 2 | ... | Fremantle Smelting Works Siding* † | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 25c. | ... | Fremantle Tramway Siding* † | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | Fremantle Gas Co.'s Siding* † | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 35 | ... | Garn's Siding, Sawyers Valley* | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GR | 184 | Via Nar- rogin. | Geeralying* ... | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| GRG | 304 | 14 | Georgina* ... | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| G | 318 | ... | Geraldton ... | N. | P.O. | { 1 1 | { 5 10 | { 1 1 | { 15 +10 | Yes | Yes | Yes | Yes | Yes |
| ... | 316 | 2 | Geraldton Stock Y'ds* | W.B. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| ... | 312 | 6 | Geraldton Racecourse* | W.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| G.H. | 256 | ... | Ghooli* a * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GD | 397 | ... | Gidgi* a * | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GL | 286 | ... | Gilgai* a * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GLG | 100 | ... | Gilgering* | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ... | 80 | ... | Gillespie, Jas., Siding*† | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GLN | 98 | 220 | Gillingarra* ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| GGN | 62 | 256 | Gingin ... | M.R. | P.O. | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| GLD | 349 | ... | Gledhow* ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GF | 325 | 7 | Glenfield* a * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 24 | ... | Globe Brick Siding* (W. H. Vincent) † | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GG | 390 | ... | Golden Gate ... | B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ... | 391 | ... | Golden Horseshoe Es- tates Co.'s Siding*† | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | Goldfields W.S. Pump- ing Stns.— | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 116 | ... | Cunderdin, No. 3 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 178 | ... | Merredin, No. 4 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| ... | 210 | ... | Yerbillon, No. 5 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| ... | 257 | ... | Ghooli, No. 6 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| ... | 288 | ... | Gilgai, No. 7 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| ... | 333 | ... | Dedari, No. 8 * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 26 | ... | Goldfields Water Supply (Boya) Siding* | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GM | 111 | ... | Goomalling ... | G. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | ... |
| GU | 213 | ... | Gundaring* | W.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GN | 442 | ... | Goongarrie ... | L. | Railway | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| GB | 31 | ... | Gooseberry Hill* a * | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

‡ Goods may be booked to pay.

a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|----------------|------------|---|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| GS | 25 | ... | Gosnell's* ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| GT | 320 | 18 | Grant's* ^a ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GRV | 88 | ... | Grass Valley ... | E.G.R. | P.O. | ... | ... | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| GRM | 344 | ... | Grassmere* ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 391 | ... | Great Boulder Perseverance G.M. Co.'s Siding* ¶ (Golden Gate) | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GRL | 37 | ... | Green's Landing* ^a ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 391 | ... | Great Boulder Proprietary G.M. Co.'s Siding* ¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 561 | 259 | Great Fingall Siding* ¶ | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GRB | 171 | ... | Greenbushes ... | B.T. | P.O. | 1 | 5 | ... | ... | Yes | ... | ... | Yes | Yes |
| GRH | 104 | ... | Greenhills ... | G.H. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 25 | ... | Greenmount Quarry Co.'s Siding* ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GMT | 25 | ... | Greenmount* ^a ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| GRF | 296 | 22 | Greenough Road* ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 33 | ... | Guppy's Siding* ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GP | 33 | ... | Guppy's Siding* ^a ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GFD | 20 | 298 | Guildford ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| GNG | 367 | ... | Gunga* ^a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | Guthrie & Co.'s Siding* ¶ (Fremantle) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| GW | 546 | ... | Gwalia ... | L. | ... | 1 | 5 | ... | ... | Yes | ... | ... | ... | Yes |
| | 152 | ... | Gunyidi* ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 128 | ... | Hamilton Mills ‡ ... | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 395 | ... | Hannan's Public Crushing Co. ¶* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 388 | ... | Hannan's Brewery Co.'s Siding* (Sub-lease from Coombe, Wood, & Co.) | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HML | 134 | ... | Harrold, John, Siding* | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 83 | ... | Hamel* ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 388 | ... | Hannan Street ‡ ... | B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 392 | ... | Hannan's Star G.M. Co.'s Siding* ¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HRV | 98 | ... | Harvey ... | S.W. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| HA | 363 | ... | Hay* ... | T.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HR | 325 | ... | Hay River Road* ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 16 | ... | Haydon's Machinery Siding* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HN | 588 | ... | Hawk's Nest* ... | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HS | 182 | ... | Hester* ... | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| HD | 36 | ... | Heidleberg* ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| HTH | 24 | ... | Hesketh's Siding* ^a ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 24 | ... | Hesketh's Siding* ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

‡ Open for Coaching Traffic only.

¶ Goods may be booked to pay.

^a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|--|--------------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| HKS | 96 | ... | Hicks * | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| HB | 184 | ... | Highbury * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HE | 391 | ... | Hill End | B.H.L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| HL | 180 | ... | Hillman * | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| HH | 168 | ... | Hines Hill | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| HW | 70 | ... | Hoddy's Well * ^a | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 24 | ... | Hoffman Steam Pressed Brick Co.'s (W. H. Vincent) Siding ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HTN | 350 | ... | Horton * | T.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 2 | ... | Hudson & Ritchie's (Westralia Iron- works, Ltd.) Siding ¶ | Rocky Bay | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| HLG | 105 | ... | Hulongine * | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 5 | ... | Hutton, J. C., Siding* Hopetoun (see page 145) | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 13 | ... | Imperial Firewood Co.'s Siding * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ID | 349 | 47 | Indarra * | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| I | 263 | 55 | Irwin * | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| IS | 344 | 26 | Isseka * | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ... | 391 | ... | Ivanhoe Gold Corpora- tion Siding * ¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| JAW | 122 | ... | Jacob's Well * | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| JW | 177 | ... | Jarrahowood * | W.J. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| J | 9 | ... | Jandakot * | J.A. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| JB | 25 | 293 | Janebrook * | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| JE | 98 | ... | Jennacubbine * | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| JS | 196 | ... | Jessop's Well * | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| JSB | 199 | ... | Josbury * | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

¶ Goods may be booked to pay.

^a See page 128.

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* To places marked * goods and parcels must be consigned under platform and siding conditions.
† Cart weighbridges.
‡ Goods may be booked to pay.
a See page 128.

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

¶ Goods may be booked to pay.

^a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|-------------|---|--------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geruldtown. | | | | No. | Tons. | No. | Tons. | | | | | |
| | 10 | ... | Leederville † ... | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| LV | 524 | 222 | Lennonville * | N. | P.O. | 1 | 5 | ... | ... | Yes | ... | ... | Yes | Yes |
| LNR | 548 | ... | Leonora ... | L. | P.O. | 1 | 5 | 1 | 15† | Yes | Yes | Yes | Yes | Yes |
| LG | 339 | ... | Lilliginni * ^a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LL | 213 | ... | Lime Lake * ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LM | 37 | ... | Lion Mill ... | E. | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 126 | ... | Livesey, J., Siding * ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LC | 76 | ... | Lloyd's Crossing * ^a ... | N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 566 | 264 | Lloyd, E. L. (Light of Asia), Siding * ¶ | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LKR | 245 | 73 | Lockier * ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| LDD | 373 | ... | Londonderry * ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LO | 154 | ... | Lowden * ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| LD | 151 | ... | Ludlow * ... | B.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| LB | 125 | ... | Lunenburg ... | C. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | | | | | | | | | | | | | | |
| MCC | 85 | ... | Mackie's Crossing * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MD | 23 | ... | MADDINGTON * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MC | 31 | ... | Mahogany Creek * ^a ... | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| ML | 534 | ... | Malcolm ... | L. | P.O. | 1 | 5 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| MBP | 341 | ... | Marbellup * ... | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| MRC | 162 | 156 | Marchagee * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MRD | 44 | ... | Mardella * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MRP | 101 | ... | Marley Pool * ... | G.H. | ... | 1 | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| MRV | 171 | ... | Maryvale * † ... | W.J. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MTA | 391 | ... | Matta ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MY | 15 | ... | Maylands ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 29 | ... | McGlew's * ¶ ... | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MG | 343 | 25 | McGuire's * ^a ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 6 | ... | Medical Department Siding * ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MKR | 101 | ... | Meckering ... | E.G.R. | P.O. | 1 | 5 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| MNR | 94 | ... | Meenaar * ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MLT | 525 | ... | Melita * ... | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MNS | 467 | ... | Menzies ... | L. | P.O. | 1 | 5 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| MRN | 180 | ... | Merredin ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MGG | 402 | ... | Merrigig * ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ME | 311 | 7 | Meru * ^a ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MJ | 22 | 296 | MIDLAND JUNCTION... (Junction M.R., E., & U.D.R. Lines) | E. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | | | Miller's Karri & Jarrah Co.'s (1902) Sidings, ¶ | | | | | 1 | 17 | | | | | |
| | 2 | ... | North Fremantle* | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Do Perth*(Moore St.) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Do Perth*(Lord St.) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 15 | ... | Do Lta., Maylands* | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 80 | ... | Do East Northam* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 387 | ... | Do Kalgoorlie * ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 41 | ... | Do Mundijong * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 82 | ... | Do Waroona * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 90 | ... | Do Yarloop * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

‡ Open for Coaching Traffic only.

¶ Goods may be booked to pay.

^a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brands. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-----------------|----------------|------------|---|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| | | | Millar's Karri & Jarrah Co.'s (1902) Sidings, ¶ | | | | | | | | | | | |
| | 90 | ... | York* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 101 | ... | Do Wokalup* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 127 | ... | Do Bunbury* | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 126 | ... | Do Worsley* | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 128 | ... | Do Dardanup* | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 142 | ... | Do Pingelly | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 155 | ... | Do Wonnerup | B.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 156 | ... | Do Kirup* | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 174 | ... | Do Narrogin* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 205 | ... | Do Wagin* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 352 | ... | Do Albany* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 353 | ... | Do do | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 353 | ... | Do do | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | ... | 28 chs. | Do Geraldton* | W.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MBK | 123 | ... | Millbrook* a † | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MNW | 239 | 79 | Mingenew | M.R. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MGM | 91 | 227 | Mogumber | M.R. | ... | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MKN | 68 | ... | Mokine* | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 90 | ... | Monger's* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 10 | ... | Monteath Bros.* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MLB | 70 | 248 | Mooliabeenee* | M.R. | ... | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MJB | 230 | ... | Moorebeing* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| MYN | 315 | 13 | Moonyoonooka* | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MO | 120 | 198 | Moora | M.R. | P.O. | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MOR | 573 | ... | Morgans | L. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| MH | 97 | ... | Mount Hardy* | G.H. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| MB | 314 | ... | Mount Barker | S. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MK | 118 | ... | Mount Kokeby* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | ... |
| | 14 | ... | Mt. Lawley† | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MM | 518 | 216 | Mount Magnet | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | | | | | | | | 1 | 10 | | | | | |
| MYG | 541 | 239 | Moyagee* | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MCH | 45 | 273 | Muchea* | M.R. | ... | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| MJA | 148 | ... | Muja* | C.N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| MLP | 160 | ... | Mullalyup* | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| MW | 367 | 65 | Mullewa | N. | P.O. | 1 | 2 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| MKP | 332 | ... | Mulikupp* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 162 | ... | Mummballupp* | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MND | 33 | ... | Mundaring | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| MDJ | 41 | ... | Mundijong | S.W. | P.O. | ... | ... | 1 | 40 | Yes | Yes | Yes | Yes | Yes |
| MNG | 374 | ... | Mungari* | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MU | 243 | ... | Murdong* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MRS | 75 | ... | Muresk* | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 275 | ... | Murchison Firewood Co.* (Nallan) | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 57 | ... | Murray Roads Board Siding* ¶ | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| MUR | 554 | ... | Murrin Murrin | L | P.O. | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| MNB | 485 | 183 | Munbinia* | N. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| MYM | 482 | ... | Myamin* | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

‡ Opened for coaching traffic only.

¶ Goods may be booked to pay.

a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter shed. |
|-------------------|-------------------|-------------|--|--------|--|-------------------------|-------|---------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geruldtown. | | | | No. | Tons. | No. | Tons. | | | | | |
| NAM | 122 | ... | Nambling * ... | G.D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| NL | 577 | 275 | Nallan * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| NG | 173 | ... | Nangeenan * ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NN | 612 | 310 | Nannine ... | N. | P.O. | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| NW | 463 | 161 | Nannowtharra * ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 193 | ... | Nannup * ... | W.J. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| NRO | 174 | ... | Narrogin ... | S. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | 174 | ... | Narrogin Co-operative Milling Company | S. | ... | ... | ... | 1 | 10 | ... | ... | ... | ... | ... |
| NC | 77 | 351 | Newcastle ... | N.B. | P.O. | ... | ... | 1 | 10 | Yes | Yes | Yes | Yes | Yes |
| | 24 | ... | New Globe Brick Co. (W. H. Vincent's Siding) * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| NWD | 153 | ... | Newlands * ... | B.T. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NIP | 224 | ... | Nippering * ... | W.D. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NGR | 501 | ... | Niagara * ... | L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NJ | 84 | ... | Noggojerring * ... | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| NNG | 223 | ... | Noongaar * a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ND | 57 | ... | North Dandalup ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NF | 1 | ... | North Fremantle ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| N | 78 | 352 | Northam ... | E. | P.O. | 2 | 1½ | 1 | 10 | Yes | Yes | Yes | Yes | Yes |
| NP | 352 | 34 | Northampton ... | N.N.B. | P.O. | 1 | 2 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| NGL | 327 | 25 | Northern Gully * ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| NLA | 229 | ... | Nulla Nulla * a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 167 | ... | Noggerupp * ... | PV | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | | | | | | | | | | | | |
| OKB | 339 | 21 | Oakabella * ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| OKG | 333 | 15 | Oakagee * ... | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 2 | ... | Oil Store Siding * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| OH | 115 | ... | Olive Hill * ... | C. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 391 | ... | Oroya Brown Hill G.M. Co. (Hill End Siding) * ¶ | B.H.L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| RJ | 3 | ... | Owen's Anchorage (Robb's Jetty) § | O.A. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| | | | | | | | | | | | | | | |
| PD | 407 | ... | Paddington * ... | L. | ... | 1 | 5 | ... | ... | Yes | ... | ... | ... | Yes |
| | 21 | ... | Padbury's Siding * ¶ ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PR | 234 | ... | Parker's Road * ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| PK | 31 | ... | Parkerville ... | E. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 79 | ... | Patterson & Co.'s Sid- ing * (Sublease from Byfield) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

§ Open for goods and live stock traffic only.

¶ Goods may be booked to pay.

a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|--|--------|--|-------------------------|----------|------------------------------------|------------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| | 86 | ... | Patterson & Co.'s Sid- ing* | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | Patterson & Co.* ¶ (stacking ground, Fremantle) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PE | 126 | ... | Penrith (Bunning Bros.)* | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PL | 256 | ... | Perlingillup* | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| P | 12 | 306 | Perth ... | E. | Railway | { 2 1 | { 3 7 | { 2 2+ | { 20 10 | Yes | ... | ... | Yes | Yes |
| | 24 | ... | Perth Brick and Tile Co. (J. Todd) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Perth Roller Flour Mills Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Perth Gas Co.'s Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 13 | ... | Perth Electric Tram Co.'s Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 31 | ... | Perth City Council's Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 37 | ... | Perth Jarrah Sawmills Siding* ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 31 | ... | Phillips, W., Siding* ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PB | 38 | ... | Pickering Brook* | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| PC | 123 | ... | PICTON JUNCTION ... (Junction S.W. and B.T. Lines) | S.W. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | Yes |
| | 237 | ... | Piesse, F. & C., Siding* ¶ | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 387 | ... | Piesse, F. & C., Bonded Store and Siding (Kalgoorlie)* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PHP | 251 | ... | Punchmirupp* | K.K. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PN | 385 | 83 | Pindar* | N. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| PG | 142 | ... | Pingelly ... | S. | P.O. | ... | ... | 1+ | 10 | Yes | Yes | Yes | Yes | Yes |
| PJ | 66 | ... | Pinjarra ... | S.W. | P.O. | ... | ... | 1+ | 8 | Yes | Yes | Yes | Yes | Yes |
| | 478 | ... | Piper and Long's Siding* ¶ | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| PT | 279 | ... | Pootenup* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| PP | 153 | ... | Popanyinning* | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| PV | 167 | ... | Preston Valley ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Q | 135 | ... | Quairading* | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| QW | 150 | ... | Queenwood* ... | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | Ravensthorpe (see page 145) | | | | | | | | | | | |
| RA | 81 | ... | Racecourse* ... | G. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 352 | ... | Reynold's Stacking Grounds* ¶ | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| RH | 27 | ... | Ridge Hill* a | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

† Cart weighbridges.

¶ Goods may be booked to pay.

a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brands. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-----------------|----------------|------------|---|--------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| RJ | 3 | ... | Robb's Jetty (Owen's Anchorage) § | O.A. | ... | ... | ... | ... | ... | ... | Yes | Yes | ... | ... |
| RL | 114 | ... | Roelands * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| RS | 102 | ... | Rossmore * ... | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| RN | 137 | ... | Runnymede * ... | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| RY | 346 | 28 | Ryans * a ... | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 376 | ... | Scahill's Siding* ... | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | ... | Sandover & Co. (Colonial Oil Co.'s Store)*¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | ... | Sandover & Co. (Stacking Ground)*¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SY | 35 | ... | Sawyer's Valley * ... | S.M.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| SCO | 427 | ... | Scotia * a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 141 | ... | Scottish Collieries of W.A., Siding * (Collie Burn) ¶ | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SB | 83 | ... | Seabrook * ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 83 | ... | Seabrook Grain Shed and W.A. Producers' Union Siding * | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SP | 46 | ... | Serpentine ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| | 388 | ... | Silverthorne & Adair's Siding, Hannan-st.*¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SF | 405 | ... | Smithfield * ... | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SM | 29 | ... | Smith's Mill ... | S.M.B. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| SPS | 82 | ... | Smith's Public Siding* | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 125 | ... | South Bunbury * † ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| SX | 248 | ... | Southern Cross ... | E.G.R. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | 391 | ... | South Kalgurli Gold Mine, Ltd., Siding*¶ | B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 136 | ... | South West Timber Hewers' Association Siding* | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SD | 5 | ... | Spearwood * ... | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SBK | 72 | ... | SPENCER'S BROOK (Junction E. and S. Lines.) | E. | Railway | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| SH | 73 | ... | Spring Hill * ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ST | 598 | 296 | Stake Well * ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 79 | ... | State Machinery and Produce Co.'s Siding,*¶ Northam (Sub-lease from Thomas & Co.) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 27 | ... | Statham's Siding * ¶ | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 27 | ... | Statham's Siding * a | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 1 | ... | Stewart and Lloyd's Siding * ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SS | ... | 9 | Stone Siding * ... | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| SBY | 252 | 66 | Strawberry* ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 2 | ... | Strelitz Bros.' Siding * ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| SU | 10 | ... | Subiaco ... | E. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| SV | 26 | ... | Swan View * ... | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 154 | ... | Swan Sawmilling Co. | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked* goods and parcels must be consigned under platform and siding conditions.

† Open for coaching traffic only.

§ Open for goods and live stock traffic only.

¶ Goods may be booked to pay.

a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|-----------|--|--------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geruldon. | | | | No. | Tons. | No. | Tons. | | | | | |
| TM | 264 | ... | Tambellup ... | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TMN | 131 | ... | Tammin ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| TP | 509 | ... | Tampa * | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 337 | 19 | Taylor & Burges * | N.N.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 55 | Tenindewa * | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TN | 292 | ... | Tenterden * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 79 | ... | Thomas & Co.'s Siding* ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 142 | ... | Thomas & Co.'s Siding* ¶ (Pingelly) | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TS | 205 | 113 | Three Springs * | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 80 | ... | Throssell, G. L., & Co., and Throssell, Son, & Stewart Siding* ¶ (E. Northam) | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 171 | ... | Timber Corporation, Ltd. Siding*, Greenbushes | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TG | 272 | ... | Tingerupp * | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| | 23 | ... | Todd, Jas. (Midland Junction) Siding * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 24 | ... | Todd, Jas. Perth Brick and Tile Co.'s Sid- ing* (Bellevue) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TB | 348 | ... | Torbay * | D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| TJ | 343 | ... | TORBAY JUNCTION ... (Junction S. and Denmark Lines) | S. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| TF | 391 | ... | Trafalgar ... | B.H.L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| TK | 588 | 286 | Tuckanarra * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| TU | 37 | ... | Turner's Public Sid- ing * | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 21 | ... | Turton's Siding* (East Guildford) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 94 | ... | Uduc* ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| UB | 350 | ... | Ubini* a | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| US | 31 | 287 | Upper Swan * | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| UK | 314 | 4 | Utakarra * | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 423 | ... | Vettersburg * a | L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | ... | Victoria Galvanised Iron and Wire Co.'s Siding * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| VP | 16 | ... | Victoria Park * a | S.W. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 24 | ... | Vincent, W. H. * ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 24 | ... | Do. * ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 5 | ... | Victoria Lime Co. * | J.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

¶ Goods may be booked to pay.

a See page 128.

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LIST OF STATIONS AND SIDINGS.

| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh-bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|----------------|----------------|------------|--|-----------|--------------------------------------|----------------------|-------|-----------------------------|-------|---|-------------|--------------|--------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| WL | 109 | ... | Waeel * ... | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WG | 88 | ... | Wagerup * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WGA | 457 | 155 | Wagga Wagga * ... | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| W | 205 | ... | Wagin ... | S. | P.O. | 1 | 3 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| WN | 200 | ... | Walgoolan * ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WK | 299 | 19 | WALKAWAY ... (Junction M.R. and N. Lines.) | W.B. | P.O. | 1 | 1 | 1† | 10 | Yes | Yes | Yes | Yes | Yes |
| | 24 | ... | Walkerden, John Siding | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WLS | 34 | ... | Wallis' Landing * a ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WM | 83 | 235 | Wannamal * ... | M.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| WBK | 86 | 282 | Warbrook * ... | M.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 192 | ... | Wardering * ... | N.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WAR | 119 | ... | Warraling * ... | G.Q. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WR | 298 | ... | Warri * a ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WRN | 82 | ... | Warroona ... | S.W. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| WH | 23 | ... | Water-Hall * ... | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WT | 119 | ... | Waterloo * ... | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| | | 19 | Water Tank, No. 1 P * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 210 | Water Tank * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 232 | Water Tank * ... | N. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WO | 144 | 174 | Watheroo * ... | M.R. | ... | 1 | 3 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| | 378 | ... | W. A. Goldfields Fire-wood Co.'s Siding * (Kurrawang) | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 29 | ... | W. A. Gravel Co.'s Siding * (Statham's) ¶ | S.M.B. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 83 | ... | W.A. Producers' Union and Seabrook Grain Shed Siding * ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WB | 336 | 18 | Webb's * ... | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WEL | 24 | ... | Wells Bros.' Siding * ¶ | U.D.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WP | 18 | ... | Welsh Pool * ... | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WRB | 52 | ... | Werribee * a ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WC | 133 | ... | West Collie * ... | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 22 | ... | West Midland † ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 11 | ... | West Perth † ... | E. | P.O. | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 8 | ... | West Subiaco † ... | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| | 2 | ... | Westralia Iron Works Siding * (North Fremantle) ¶ | Rocky Bay | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 153 | ... | W.A. Jarrah Sawmills Co.'s Siding * (Driffield's) | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 156 | ... | W.A. Jarrah Sawmills Co.'s Siding * (Kirup) ¶ | B.T. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 183 | ... | W.A. Jarrah Sawmills Co. Siding (Nannup Br.) | W.J. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 387 | ... | Western Fresh Food and Ice Co.'s Siding * (Kalgoorlie) ¶ | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | ... | Western Fresh Food and Ice Co.'s Siding * (Perth) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 1 | ... | Western Fresh Food and Ice Co.'s Siding * (Fremantle) ¶ | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 400 | ... | Westralia Timber and Firewood Co.'s Siding * (Kurramia) | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 394 | ... | Do. ... | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 57 | ... | Whittaker Bros. (N. Dandalup) * ¶ | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

¶ Goods may be booked to pay.

† Open for coaching traffic only.

a See page 128.

LIST OF STATIONS AND SIDINGS.

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| Station Brand. | Distance from— | | STATIONS. | Line. | Telegraph at Railway or Post Office. | Cranes and Capacity. | | Weigh- bridges and Capacity. | | Can Load and Unload Carriages and Horses. | Sheep Race. | Cattle Race. | Warehouse Accommodation. | Shelter Shed. |
|-------------------|-------------------|------------|---|--------|--|-------------------------|-------|------------------------------------|-------|---|-------------|--------------|-----------------------------|---------------|
| | Fremantle. | Geraldton. | | | | No. | Tons. | No. | Tons. | | | | | |
| WPK | 327 | 9 | White Peak * | N.N.B. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| | 201 | ... | Wickepin * | N.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WDM | 415 | ... | Widgemooltha | C.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 177 | ... | Wilga * | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WLM | 195 | ... | Williams | C.N. | ... | 1 | 5 | ... | ... | Yes | Yes | Yes | Yes | Yes |
| | 1 | ... | Geo. Wills & Co.'s Siding ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 352 | ... | Wills, Henry, & Co.'s Siding * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 352 | ... | Wills, Henry, & Co.'s Stacking Ground * ¶ | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WMT | 389 | ... | Williamstown * | B.H.L. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WKL | 101 | ... | Wokalup | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WW | 430 | 128 | Wolla Wolla * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WNG | 33 | ... | Wongong * | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WNP | 155 | ... | Wonnerup * | B.B. | ... | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| WD | 224 | ... | Woodanilling | S. | ... | ... | ... | ... | ... | Yes | ... | ... | Yes | Yes |
| | 21 | ... | Woodbridge Brick Co.'s Siding * (Turton's) | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WSD | 78 | ... | Woodside * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WDL | 19 | ... | Woodlupine | S.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WLG | 324 | ... | Woolgangie | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WGR | 463 | ... | Woolgaar * | L. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WLN | 150 | ... | Woolundra * | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WRL | 49 | ... | Wooroloo | E. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WRS | 126 | ... | Worsley * a | C. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| WUN | 53 | ... | Wundowie * | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| WRG | 416 | 114 | Wurarga | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| WY | 123 | ... | Wyola * | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| YL | 86 | ... | Yalupbrook * | S.W. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | ... |
| YG | 441 | 139 | Yalgoo | N. | P.O. | 1 | 5 | 1 | 15 | Yes | Yes | Yes | Yes | Yes |
| YN | 226 | 92 | Yandanooka * | M.R. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | ... |
| YLP | 90 | ... | Yarloop | S.W. | P.O. | ... | ... | ... | ... | Yes | Yes | Yes | Yes | Yes |
| YD | 266 | 52 | Yardarino * | M.R. | ... | ... | ... | ... | ... | Yes | Yes | Yes | ... | ... |
| YM | 95 | ... | Yaramony * | G. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 188 | ... | Yilliminning * | N.W. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 156 | ... | Yebberupp * | P.V. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| YLD | 269 | ... | Yellowdine * | E.G.R. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |
| YB | 211 | ... | Yerbillon * a | E.G.R. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 88 | ... | York Racecourse * a | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Y | 90 | 364 | York | E. | P.O. | 2 | 3 | 1 | 40 | Yes | Yes | Yes | Yes | Yes |
| | 90 | ... | York Flour Milling Co. Siding | E. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| YR | 159 | ... | Yornaning * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Yes |
| YO | 357 | ... | Young's * | D. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| YRL | 126 | ... | Youraling * | S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | ... | Yuill & Co.'s Siding * ¶ | O.A. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| YW | 501 | 199 | Yowergabbie * | N. | ... | ... | ... | ... | ... | Yes | ... | ... | ... | Yes |

* To places marked * goods and parcels must be consigned under platform and siding conditions.

¶ Goods may be booked to pay.

a See page 128.

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DISTANCE TABLE.

DISTANCE TABLE.

In computing the charges on goods conveyed to and from the South-Western Line from and to stations East of East Perth the mileage in and out of Perth must be charged. Goods to and from stations on the Northampton Line from and to stations beyond Geraldton are to be charged the mileage *via* Geraldton. In other cases mileage *via* Junction Station to be charged.

ALL GOODS AND LIVE STOCK from stations on the South-Western line, Armadale and beyond, to Fremantle, North Fremantle, Cottesloe Beach, and Cottesloe, and *vice versa*, are to be charged the distance *via* Jandakot, whether they are conveyed *via* Perth or not. That is to say, they are to be given the benefit of the shorter route.

Stations printed in bold type are open as Accounting Stations.

EASTERN LINE.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. |
|--------------------------|-----------------------|--------------------------|--------------------------|--------------------------|---------------------|
| Miles. | | Miles. | | Miles. | |
| 5 | Jandakot— | 23 | Water Hall | 63 | Clackline Junction |
| 8 | Armadale | 24 | Hesketh's Siding | 65 | Lawnswood |
| 9 | Line. | 24 | Law's Siding | 70 | Hoddy's Well |
| 12 | { Spearwood | 27 | Ridge Hill | 72 | Delmore |
| 15 | { Bibra Lake | 27 | Statham's | 73 | Coorinja |
| | { Jandakot | 31 | Gooseberry Hill | 75 | Key Farm |
| | { Banjupp | 32 | Kalamunnda | 76 | Lloyd's Crossing |
| 5 | Coogee | 33 | Guppy's Siding | 77 | Newcastle |
| 3 | Robb's Jetty § | 34 | Wallis' Landing | 68 | Mokine |
| ... | Fremantle | 36 | Heidelberg | 72 | Spencer's Brook Jn. |
| 1 | North Fremantle | 37 | Green's Landing | 75 | Muresk |
| 2 | Oil Store Siding | 37 | Turner's Public Siding | 78 | Woodside |
| 4 | Cottesloe Beach ‡ | 38 | Pickering Brook Junction | 83 | Burges' Siding |
| 4 | Cottesloe | | | 85 | Mackie's Crossing |
| 5 | Congdon Street ‡ | 24 | Bellevue Junction | 88 | Racecourse |
| 6 | Claremont | 25 | | 90 | York |
| 7 | Karrakatta | 26 | | 97 | Green—(Mt. Hardy |
| 8 | West Subiaco ‡ | 27 | Smith's Mill Branch. | 101 | hills } Marley Pool |
| 10 | Subiaco | 29 | { Greenmount | 104 | Brch. } Greenhills |
| 10 | Leederville ‡ | 31 | { Boya | | |
| 11 | West Perth ‡ | 33 | { Darlington | | |
| 12 | Perth (Central) | 35 | { Smith's Mill | | |
| 13 | East Perth | 37 | { Mahogany Creek | 108 | Kauring |
| 14 | Mt. Lawley ‡ | 26 | { Mundaring | 111 | Korrojinn |
| 15 | Maylands | 31 | { Sawyers' Valley | 116 | Balkuling |
| 16 | Bayswater | 37 | { Lion Mill | 119 | Warraling |
| 18 | Belmont | 41 | Devi- ation { Swan View | 122 | Jacob's Well |
| | (Belmont Branch) | 49 | { Parkerville | 126 | Dulbellling |
| 20 | Guildford | 52 | Lion Mill | 130 | Dangin |
| 21 | East Guildford | 53 | Chidlow's Well | 135 | Quairading |
| 22 | West Midland ‡ | 55 | Wooroloo | 96 | Hicks' |
| 22 | Midland Junction | 59 | Werribee | 100 | Gilgering |
| | | | Wundowie | 104 | Dale Bridge |
| | | | Karrijine | 108 | Edward's Crossing |
| | | | Baker's Hill | 111 | Beverley |
| | | | | 73 | Spring Hill |
| | | | | 77 | Burlong |
| | | | | 78 | Northam |
| EASTERN GOLDFIELDS LINE. | | | | | |
| 80 | East Northam | 117 | Goomalling— | 131 | Tammin |
| 81 | { Racecourse | 122 | Dowern District Railway. | 137 | Bungulla |
| 82 | { Smith's Public Sid- | | { Berring | 145 | Kellerberrin |
| | { ing | | { Nambling | 150 | Woolundra |
| 84 | Noggojerring | 126 | { Dowerin | 154 | Doodlakine |
| 88 | Burke's | 83 | Seabrook | 161 | Baandee |
| 91 | Chitibin | 88 | Grass Valley | 168 | Hine's Hill |
| 95 | Yarramony | 94 | Meenaar | 173 | Nangeenan |
| 98 | Jennacubbine | 101 | Meckering | 180 | Merredin |
| 102 | Rossmore | 109 | Waeel | 187 | Booraan |
| 105 | Hulongine | 116 | Cunderdin | 194 | Burracoppin |
| 111 | Goomalling | 123 | Wyola | 200 | Walgoolan |

NOTE.—Parkerville to Lion Mill 5 miles.
Swan View to „ 10 „

‡ For Coaching traffic only.

§ For Goods and Live Stock traffic only.

DISTANCE TABLE.

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EASTERN GOLDFIELDS LINE—*continued*.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. |
|--------------------------|----------------|--------------------------|--------------------------------|--------------------------|---------------|
| Miles. | | Miles. | | Miles. | |
| 207 | Carrabin | 370 | Coolgardie. | 407 | Paddington |
| 211 | Yerbillon | 373 | Widgiemoolta District Railway. | 410 | Broad Arrow |
| 217 | Boddalin | 391 | Burbanks | 418 | Bardoc |
| 223 | Noongaar | 402 | Londonderry | 423 | Vettersburg |
| 229 | Nulla Nulla | 415 | Matta | 427 | Scotia |
| 234 | Parker's Road | 367 | Widgiemoolta | 432 | Canegrass |
| 242 | Doongin | 374 | Gunga | 442 | Goongarrie |
| 248 | Southern Cross | 378 | Mungari | 450 | Comet Vale |
| 256 | Ghooli | 383 | Kurrawang | 463 | Woolgaar |
| 263 | Bronti | 385 | Binduli | 467 | Menzies |
| 269 | Yellowdine | 387 | Explosive Siding | 482 | Myamin |
| 275 | Kellandi | | Kalgoorlie | 496 | Jessop's Well |
| 281 | Karalee | | BOULDER LINE. | 501 | Niagara |
| 286 | Gilgai | 388 | Hannan Street † | 505 | Kookynie |
| 291 | Koorarawalyee | 389 | Kallaroo | 509 | Tampa |
| 298 | Warri | 390 | Golden Gate | 516 | Dingo Creek |
| 303 | Duri | 391 | Boulder City | 525 | Melita |
| 309 | Boorabbin | 392 | Kamballie | 534 | Malcolm |
| 314 | Boondi | 394 | Lake Side | 546 | Gwalia |
| 324 | Woolgangie | | BROWN HILL LOOP | 548 | Leonora |
| 331 | Dedari | 389 | Williamstown | 550 | Eulaminna |
| 339 | Lilliginmi | 390 | Croesus | 554 | Murrin Murrin |
| 345 | Bullabulling | 391 | Hill End | 564 | Kowtah |
| 350 | Ubini | | KANOWNA LINE. | 573 | Morgans |
| 358 | Calooli | 394 | Kurramia | 585 | Condenser |
| 363 | Coolgardie | 399 | Kanowna | 588 | Hawk's Nest |
| | | | LEONORA LINE. | 595 | Craggiemore |
| | | 397 | Gidgi | 598 | Laverton |
| | | 405 | Smithfield | | |

SOUTH-WESTERN LINES.

| | | | | | |
|-----|----------------|----------|-----------------|-----|-----------------------------|
| 12 | Perth | 111 | Brunswick Jun. | 123 | Pieton Junction |
| 13 | East Perth | 115 | Olive Hill | 125 | Copplestone |
| 15 | Burswood | 123 | Millbrook† | 128 | Dardanup |
| 16 | Victoria Park | 125 | Lunenburg | 131 | Crooked Brook |
| 18 | Welshpool | 126 | Worsley | 134 | Boyanup Junct. |
| 19 | Woodlupine | 128 | Hamilton Mills† | 137 | Runnymede |
| 20 | Cannington | 133 | West Collie | 140 | Argyle |
| 23 | Maddington | 136 | Collie | 144 | Argyle Public Siding |
| 25 | Gosnell's | | | 150 | Donnybrook |
| 28 | Kelmscott | Via Nar. | | 154 | Queenwood. |
| 31 | Armadale | Via Col. | | 156 | Lowden |
| 33 | Wongong | 252 148 | Muja | 162 | Yebberupp |
| 36 | Beenup | 242 158 | Bowelling | 167 | Mummballupp |
| 41 | Mundijong | 232 168 | Bulading | 177 | Noggerupp (Preston Valley.) |
| 44 | Mardella | 224 176 | Darkan | 184 | Wilga |
| 46 | Serpentine | 220 180 | Hillman | 191 | Benjinup |
| 50 | Keysbrook | 214 186 | Dardadine | 191 | Boyup |
| 57 | North Dandalup | 209 191 | Kulbin | 148 | Brookhampton |
| 66 | Pinjarra | 201 199 | Josbury | 153 | Newlands |
| 74 | Coolup | 195 205 | Williams | 153 | Driffields |
| 82 | Waroona | 184 216 | Geeralying | 156 | Kirupp |
| 83 | Hamel | 180 220 | Dumberning | 160 | Mullalyup |
| 86 | Yalupbrook | | | 164 | Balingup |
| 88 | Wagerup | 137 | Cardiff Branch | 171 | Greenbushes |
| 90 | Yarloop | 141 | Proprietary | 182 | Hester |
| 92 | Cookernup | 143 | Collie-Burn | 186 | Bridgetown |
| 94 | Udue | 114 | Collie-Cardiff | 140 | Elgin |
| 98 | Harvey | 119 | Roelands | 146 | Capel |
| 101 | Wokalup | | Waterloo | 151 | Ludlow |
| 105 | Benger | | | 155 | Wonnerup |
| | | | | 171 | Maryvale †† |
| | | | | 177 | Jarrahwood †† |
| | | | | 193 | Nannup †† |
| | | | | 161 | Busselton |
| | | | | 125 | South Bunbury † |
| | | | | 127 | Bunbury |

† For Coaching traffic only.

†† Wonnerup-Jarrahwood District Railway.

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DISTANCE TABLE.

GREAT SOUTHERN LINE.

| Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | Distance from Fremantle. | STATIONS. | |
|-----------------------------|---|-----------------------------|---|-----------------------------|--|--------------------|
| Miles. | | Miles. | | Miles. | | |
| 111 | Beverley | 213 | Lime Lake | 332 | Mulikupp | |
| 118 | Mt. Kokeby | 219 | Boyerine | 341 | Marbellup | |
| 126 | Youraling | 224 | Woodanilling | 343 | Torbay Junction | |
| 130 | Brookton | 230 | Moojebing | 344 | Grassmere | |
| 137 | Kulyaling | 237 | Katanning | 346 | Eastwood | |
| 142 | Pingelly | 251 | Katanning- Kojonup District Railway. | 349 | Gledhow | |
| 146 | Karping | 259 | | { Punchmirup | 351 | Albany Loco. Sheds |
| 153 | Popanyinning | | | { Carlecatup | | |
| 159 | Yornaning | | { Kojonup | 352 | Albany | |
| 165 | Cuballing | 270 | Denmark District Railway. | 348 | { Torbay Horton's Young's Hay's Siding Denmark | |
| 174 | Narrogin | 243 | | 350 | | |
| 181 | Narrogin- Wickepin District Railway. | 249 | | 357 | | |
| 188 | | { Boundain | | 363 | | |
| 192 | | { Yilliminning | | 370 | | |
| 201 | | { Wardering | | | | |
| 184 | Wickepin | 272 | | | | |
| 184 | Highbury | 279 | | | | |
| 194 | Barton | 286 | | | | |
| 205 | Wagin | 292 | | | | |
| 213 | Wagin- Dumble- yung District Railway. | 302 | | | | |
| 218 | | { Gundaring | | | | |
| 224 | | { Ballaying | | | | |
| 230 | | { Nippering | | | | |
| | { Dumbleyung | 325 | | | | |
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MIDLAND RAILWAY.

| Distance from | | STATIONS. | Distance from | | STATIONS. | Distance from | | STATIONS. |
|---------------|-------------------|----------------|---------------|-------------------|---------------|---------------|-------------------|----------------|
| Fremantle. | Midland Junction. | | Fremantle. | Midland Junction. | | Fremantle. | Midland Junction. | |
| Miles. | Miles. | | Miles. | Miles. | | Miles. | Miles. | |
| 22 | ... | Midland Junct. | 98 | 76 | Gillingarra | 217 | 195 | Arrino |
| 25 | 3 | Janebrook | 108 | 86 | Koogan | 226 | 204 | Yandanooka |
| 31 | 9 | Upper Swan | 113 | 91 | Elsternwick | 239 | 217 | Minginew |
| 36 | 14 | Warbrook | 120 | 98 | Moova | 245 | 223 | Lockier |
| 39 | 17 | Bullsbrook | 132 | 110 | Coomberdale | 252 | 230 | Strawberry |
| 45 | 23 | Muchea | 144 | 122 | Watheroo | 263 | 241 | Irwin |
| 52 | 30 | Chandalla | 152 | 132 | Gunyidi | 266 | 244 | Yardarino |
| 62 | 40 | Gingin | 162 | 140 | Marchagee | 275 | 253 | Dongarra |
| 70 | 48 | Mooliabeenec | 174 | 152 | Coorow | 290 | 268 | Bokara |
| 83 | 61 | Wannamal | 191 | 169 | Carnamah | 296 | 274 | Greenough Road |
| 91 | 69 | Mogumber | 205 | 183 | Three Springs | 299 | 277 | Walkaway |

DISTANCE TABLE.

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| NORTHERN LINES. | | | | | | | | |
|-------------------------|------------|-----------------------|------------------------------|------------|---------------------|----------------------------|------------|--------------|
| GERALDTON AND WALKAWAY. | | | GERALDTON, MULLEWA, AND CUE. | | | GERALDTON AND NORTHAMPTON. | | |
| Distance from | | STATIONS. | Distance from | | STATIONS. | Distance from | | STATIONS. |
| Fremantle. | Geraldton. | | Fremantle. | Geraldton. | | Fremantle. | Geraldton. | |
| Miles. | Miles. | | Miles. | Miles. | | Miles. | Miles. | |
| 318 | ... | Geraldton | 318 | ... | Geraldton | 318 | ... | Geraldton |
| 316 | 2 | Bluff Point | 310 | 8 | Crowther | 321 | 3 | Chapman |
| 316 | 2 | Geraldton Stock Yards | 315 | 13 | Moonyoonooka | 325 | 7 | Glenfield |
| 314 | 4 | Utakarra | 320 | 18 | Grant's | 327 | 9 | Stone Siding |
| 312 | 6 | Racecourse | 321 | 19 | No. 1 Tank | 327 | 9 | White Peak |
| 311 | 7 | Meru | 324 | 22 | Kojarena | 333 | 15 | Oakagee |
| 310 | 8 | Crowther | 327 | 25 | Northern Gully | 336 | 18 | Webb's |
| 306 | 12 | Bootenal Road | 336 | 34 | Eradu | 339 | 21 | Oakabella |
| 304 | 14 | Georgina | 349 | 47 | Indarra | 343 | 25 | McGuire |
| 301 | 17 | Bradley's | 357 | 55 | Wolyah | 344 | 26 | Isseka |
| 299 | 19 | Walkaway | 367 | 65 | Mullewa | 346 | 28 | Ryan's |
| | | | 385 | 83 | Pindar | 349 | 31 | Bowes |
| | | | 416 | 114 | Wurarga | 352 | 34 | Northampton |
| | | | 430 | 128 | Wolla Wolla | | | |
| | | | 441 | 139 | Yalgoo | | | |
| | | | 457 | 155 | Wagga Wagga | | | |
| | | | 463 | 161 | Nannowtharra | | | |
| | | | 485 | 183 | Munbinia | | | |
| | | | 501 | 199 | Yowergabbie | | | |
| | | | 512 | 210 | Water Tank | | | |
| | | | 518 | 216 | Mt. Magnet | | | |
| | | | 524 | 222 | Lennonville | | | |
| | | | 534 | 232 | Water Tank | | | |
| | | | 541 | 239 | Moyagee | | | |
| | | | 549 | 247 | Austin | | | |
| | | | 561 | 259 | Day Dawn | | | |
| | | | 563 | 261 | Day Dawn Stock Y'ds | | | |
| | | | 564 | 262 | Cue | | | |
| | | | 577 | 275 | Nallan | | | |
| | | | 588 | 286 | Tuckanarra | | | |
| | | | 598 | 296 | Stake Well | | | |
| | | | 612 | 310 | Nannine | | | |

HOPETOUN-RAVENSTHORPE LINE (see page 145.)

List of Stations and Platforms

For which consignments up to 10cwt. only are accepted, there being no Public Siding accommodation for truck loads.

The package must be of such size and weight only as can be conveniently handled by the guard.

EASTERN RAILWAY AND NEWCASTLE BRANCH.

| | | |
|----------------|--------------|------------------|
| East Guildford | Werribee | Key Farm |
| Greenmount | Lawnswood | Lloyd's Crossing |
| Boya | Hoddy's Well | Burlong |
| Mahogany Creek | Delmore | |
| Karrijine | Cooringa | |

EASTERN GOLDFIELDS RAILWAY.

| | | |
|---------------|-------------|------------|
| Carrabin | Warri | Gilgai |
| Noongar | Binduli | Gidgi |
| Nullanulla | Gunga | Duri |
| Doongin | Kallaroo | Lilliginni |
| Yerbillon | Vettersburg | Ubini |
| Koorarawalyee | Ghooli | Scotia |

UPPER DARLING RANGE RAILWAY.

| | | |
|-----------|-----------------|-----------------|
| Statham's | *Ridge Hill | Wallis' Landing |
| Law R. O. | Gooseberry Hill | Green's Landing |
| Hesketh's | Guppy's | |

GREAT SOUTHERN RAILWAY.

York Racecourse.

SOUTH-WESTERN RAILWAY AND BRANCHES.

| | | |
|---------------|------------|--------------------|
| Victoria Park | Worsley | Copplestone |
| Millbrook | Collieburn | Driffield's Siding |

NORTHERN RAILWAY.

| | | |
|-------------|-----------|-----------|
| Grant's | Glenfield | Chapman's |
| Bluff Point | McGuire's | Ryan's |
| Meru | Utakarra | Kockatea |

Truck loads will be accepted for Private Siding holders at any of these places.

* Manure packed in 2cwt. bags may be accepted up to 1 ton.

STATIONS WITHOUT GOODS SHEDS.

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Stations without Goods Sheds.

After arrival at station, Goods for the undermentioned places will be left at Owner's risk, as Goods Sheds are not provided. The Officers-in-charge will take every precaution to protect goods against theft or damage by sun or rain :—

| | | |
|-----------------|---------------|-----------------|
| Robb's Jetty | Cunderdin | Kamballie |
| Karrakatta | Tammin | Lakeside |
| East Perth | Kellerberrin | Paddington |
| Maylands | Doodlakine | Gwalia |
| Bayswater | Hine's Hill | Murrin Murrin |
| Woodbridge | Merriden | Burswood |
| Kalamunnda | Burracoppin | Woodlupine |
| Pickering Brook | Yellowdine | Kelmscott |
| Bellevue | Karalee | North Dandalup |
| Parkerville | Koorarawalyee | Wokalup |
| Smith's Mill | Boorabbin | Lunenburg |
| Lion Mill | Woolgangie | Picton Junction |
| Woorooloo | Bullabulling | Tambellup |
| Baker's Hill | Kurrawang | Torbay Junction |
| Clackline | Hill End | Brookton |
| Spencer's Brook | Golden Gate | Crowther |

Table showing the **Maximum Dimensions of a Carriage or Wagon Load** which will travel safely over Government and Midland Company's Railways.

| RAILWAY. | Width of load as defined. | | Height in centre from rail. | | Height at side from rail. | |
|---|---------------------------|-----|-----------------------------|-----|---------------------------|-----|
| | ft. | in. | ft. | in. | ft. | in. |
| Government Railways :— | | | | | | |
| Bunbury, Bridgetown, and Busselton Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Eastern Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Great Southern | 8 | 6 | 12 | 6 | 10 | 0 |
| Eastern Goldfields Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Northern Railways | 8 | 6 | 12 | 6 | 10 | 0 |
| South-Western Railway | 8 | 6 | 12 | 6 | 10 | 0 |
| Roeboorne and Cossack Tramway | ... | ... | ... | ... | ... | ... |
| Private Companies :— | | | | | | |
| Midland Railway | 8 | 6 | 12 | 6 | 10 | 0 |

JETTY REGULATIONS, WHARFAGE RATES,

AND

BERTHAGE DUES.

JETTY REGULATIONS, ETC.

133

JETTY REGULATIONS, WHARFAGE RATES, AND BERTHAGE DUES.

Regulations for the Working of such of the Sea Jetties of the State
as are under the control of the Commissioner of Railways.

BERTHING DUES, ETC.

Berthing Dues at the Sea Jetties.

1. All vessels using any of the Sea Jetties of the State under the control of the Commissioner of Railways for loading or discharging cargo shall pay Berthing Dues at the following rates, i.e. :—

| | |
|---|--|
| For the first week or any part of two (2) weeks, Sundays included | 1d. per ton on all cargo landed or shipped. Minimum, 30s.; Maximum, £12. |
| For any subsequent week or part of such week | 1½d. per ton on all cargo landed or shipped. |
| All Lighters | 1d. per ton on all cargo landed or shipped. Minimum, 2s. 6d. |
| All Coasting Vessels (not exceeding 200 tons register) | 1d. per ton on all cargo landed or shipped. Minimum, 2s. 6d. |

Vessels discharging or shipping 50 tons of cargo or over, per day, will be exempt from the additional ½d. per ton.

| | |
|-----------------------------|--|
| Coal Hulks, each, per annum | £10, payable half-yearly in advance, on the first day of January and the first day of July in every year; provided that Coal Hulks shall not be allowed to occupy berthage accommodation when vessels with cargo or passengers require the same. |
|-----------------------------|--|

Vessels transshipping cargo to pay Berthing Dues.

2. All vessels lying alongside the jetties, and transshipping cargo to or from lighters or other vessels, shall pay the like berthage dues in respect thereof as if the said cargo had been landed on or taken off the jetties, in place of being taken from or placed in such lighters or vessels as aforesaid.

Time during which a Vessel may occupy Berth.

3. The time during which a vessel may occupy any berth at any jetty for the purpose of discharging or loading cargo shall not exceed the following, viz. :—

| | | | | |
|---------------------------------|-----|-----|-----|---------|
| For sailing ships under 30 tons | ... | ... | ... | 1 day. |
| " " from 30 tons to 60 tons | ... | ... | ... | 2 days. |
| " " " 60 " 100 | ... | ... | ... | 3 " |
| " " " 100 " 150 | ... | ... | ... | 4 " |
| " " " 150 " 200 | ... | ... | ... | 5 " |
| " " " 200 " 250 | ... | ... | ... | 6 " |
| " " " 250 " 300 | ... | ... | ... | 7 " |
| " " " 300 " 350 | ... | ... | ... | 8 " |
| " " " 350 " 400 | ... | ... | ... | 9 " |
| " " " 400 " 450 | ... | ... | ... | 10 " |
| " " " 450 " 500 | ... | ... | ... | 11 " |

And so on at the rate of (1) additional day for every additional fifty tons register. The time to be allowed to a vessel not having a full cargo on board shall be in proportion to the above. Sundays and holidays are excluded from the computation of time.

The time during which vessels with full cargoes of timber on board may occupy any berth at any wharf or jetty, for the purpose of discharging or loading cargo, shall not exceed the following, viz. :—

| | | | |
|--|-----|-----|---------|
| For vessels under 151 tons register | ... | ... | 3 days. |
| " " from 151 tons to 200 tons register | ... | 4 " | |
| " " " 201 " 250 " " | ... | 5 " | |
| " " " 251 " 300 " " | ... | 6 " | |
| " " " 301 " 400 " " | ... | 7 " | |
| " " " 401 " 500 " " | ... | 8 " | |

And then at the rate of one additional day for every additional 200 tons register. The time to be allowed to vessels not having full-time cargoes on board shall be in the same proportion to the above number of days as such cargo bears to the register tonnage. At the expiration of these respective lay days, a rate of one farthing per register ton per day shall become leviable. Sundays and holidays are excluded from the above computation.

To move when directed.

4. No vessel shall be allowed to keep a berth longer than the prescribed period named in Regulation 3, although a portion only of her cargo may have been loaded or discharged; but she must give place to the next in turn when the Harbour Master so directs.

Taking in cargo.

5. Vessels, after having discharged or taken in their cargo, shall remove to any berth or anchorage pointed out by the Harbour Master.

6. *Rates of Wharfage and Handling Charges.*—All goods landed from or shipped into any vessel on to or from any of the wharves or jetties vested in the Commissioner shall, except where otherwise specially provided, pay wharfage dues and handling charges as follows :—

INWARDS CARGO.

| Goods. | Delivered at shed. | | Delivered direct from ship's slings into railway wagons for consignment off the wharf. | | Transhipment Cargo delivered overside vessel to vessel. | | Transhipment Cargo landed on to wharves or jetties for transhipment by a vessel to coastal, interstate, or overseas ports. | |
|---|--------------------|-------------------|--|-------------------|---|-------------------|--|-------------------|
| | Wharfage. | Handling charges. | Wharfage. | Handling charges. | Trans-shipping dues. | Handling charges. | Trans-shipping dues. | Handling charges. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Chaff, per ton | 6 0 | 12 6 | 5 9 | 1 3 | 1 0 | Nil | 2 0 | 2 6 |
| Beer, Wines, and Spirits for human consumption, per ton | | | | | | | | |
| Bricks, including Firebricks (per ton of 300 bricks) | | | | | | | | |
| Cement (per ton of 5 casks) | | | | | | | | |
| Fodder in bags, bales, trusses, etc., per ton | | | | | | | | |
| Clay (excepting Clay for the manufacture of Pottery), per ton | | | | | | | | |
| Flour, Bran, and Pollard (per ton of 2,000lbs.) | | | | | | | | |
| Grain (including wheat, oats, maize, barley, rye, but not including, rice, linseed, bird seed, grass, or other seeds, per ton of 2,240lbs.) | 6 0 | 1 6 | 5 9 | 0 9 | 1 0 | Nil | 2 0 | 1 6 |
| Malt, per ton | | | | | | | | |
| Meats, preserved, of all classes, including hams and bacon, poultry, game, and by-products, per ton | | | | | | | | |
| Oils and Grease (lubricating), per ton | | | | | | | | |
| Sugar, glucose, golden syrup, treacle, and molasses, per ton | | | | | | | | |
| Tobacco, Cigars, and Cigarettes, per ton | | | | | | | | |
| Vehicles and Agricultural Implements, including motor cars, mounted on own wheels | 5 9 | 2 6 | 5 9 | 2 6 | 1 0 | Nil | 2 0 | 2 6 |
| Vehicles and Agricultural Implements (unmounted, and finished parts of same), per ton measurement | p. ton | each | p. ton | each | p. ton | Nil | p. ton | each |
| Meats, frozen or chilled— | | | | | | | | |
| Beef, per quarter, each | 1 6 | 0 3 | 1 6 | 0 3 | 0 9 | Nil | 1 6 | 0 3 |
| Beef, rump and loin or buttock, each | 0 9 | 0 1½ | 0 9 | 0 1½ | 0 4½ | Nil | 0 9 | 0 1½ |
| Mutton or Lamb, per carcass | 0 4 | 0 1 | 0 4 | 0 1 | 0 2 | Nil | 0 4 | 0 1 |
| Veal or Pork, per carcass | 0 6 | 0 1½ | 0 6 | 0 1½ | 0 3 | Nil | 0 6 | 0 1½ |
| Ballast, per ton | | | 1 0 | 0 9 | | | | |
| Bullion and Specie, per box or bar | 3 0 | 0 3 | 3 0 | 0 3 | 1 6 | Nil | 3 0 | 0 3 |
| Bicycles, Tricycles, etc., each | 1 6 | 0 3 | 1 6 | 0 3 | 0 9 | Nil | 1 6 | 0 3 |

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INWARDS CARGO—continued.

| Goods. | Delivered at shed. | | Delivered direct from ship's slings into railway wagons for consignment off the wharf. | | Transshipment Cargo delivered overside vessel to vessel. | | Transshipment Cargo landed on to wharves or jetties for transshipment by a vessel to coastal, interstate, or overseas ports. | |
|--|---------------------------|-----------------------------------|--|-----------------------------------|--|-----------------------------------|--|-----------------------------------|
| | Wharfage. | Handling charges. | Wharfage. | Handling charges. | Transshipping dues. | Handling charges. | Transshipping dues. | * Handling charges. |
| Caneware— | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Lounges and Settees, each | 0 9 | 0 2 | 0 9 | 0 2 | 0 4½ | Nil | 0 9 | 0 2 |
| Chairs, Tables, etc., each | 0 4 | 0 1 | 0 4 | 0 1 | 0 2 | Nil | 0 4 | 0 1 |
| Coal, per ton | 2 0 | 1 6 | 2 0 | 0 9 | 1 0 | Nil | 2 0 | 1 6 |
| Coal, in lots of 100 tons or over to one consignee | | | 2 0 | 0 3 | | | | |
| Coal, put direct from collier overside into bunkers or hulks for bunkering purposes | Free of wharfage | | Free of wharfage | | | | | |
| Coke, per ton | 1 6 | 1 6 | 1 6 | 0 9 | 1 0 | Nil | 1 6 | 1 6 |
| Coke, in lots of 100 tons or over to one consignee | | | 1 6 | 0 4 | | | | |
| Crude Salt, imported for refining purposes, or as a manure, one shilling per ton. Consignee must supply labour | | | | | | | | |
| Explosives, per ton measurement | Wharfage 2s. 6d. per ton. | Handling charges 3s. 6d. per ton. | Wharfage 2s. 6d. per ton. | Handling charges 3s. 6d. per ton. | Transshipping dues 2s. 6d. per ton. | Handling charges 3s. 6d. per ton. | Transshipping dues 2s. 6d. per ton. | Handling charges 3s. 6d. per ton. |
| Empty returns, per ton | 0 6 | 1 6 | 0 6 | 0 9 | 0 6 | Nil | 0 6 | 1 6 |
| Hides (raw and loose), each | 0 1½ | 0 0½ | 0 1½ | 0 0½ | 0 1½ | Nil | 0 1½ | 0 0½ |
| Hides (raw, in bags), per bag | 0 4 | 0 2 | 0 4 | 0 2 | 0 2 | Nil | 0 4 | 0 2 |
| Kapok, Fibre, and like material, per ton measurement | 1 0 | 1 6 | 1 0 | 0 9 | 1 0 | Nil | 1 0 | 1 6 |
| Lead Concentrates, per ton | 1 6 | 1 6 | 1 6 | 0 9 | 1 0 | Nil | 1 6 | 1 6 |
| Lead Concentrates (in lots of 100 tons or over to one consignee, and discharged continuously) | | | 1 6 | 0 3 | | | | |
| Live Stock, Commissioner supplies labour only when requested by consignee— | | | | | | | | |
| Bulls, bullocks, cows, steers, heifers, horses, donkeys, each | 1 6 | 1 0 | 1 6 | 1 0 | 0 9 | Nil | 1 6 | 1 0 |
| Calves, foals, and dogs, each | 1 0 | 0 6 | 1 0 | 0 6 | 0 6 | Nil | 1 0 | 0 6 |
| Pigs, each | 0 3 | 0 1 | 0 3 | 0 1 | 0 1½ | Nil | 0 3 | 0 1 |
| Sheep and goats, each | 0 1½ | 0 1 | 0 1½ | 0 1 | 0 1 | Nil | 0 1½ | 0 1 |
| Others, each | 1 6 | 1 0 | 1 6 | 1 0 | 0 9 | Nil | 1 6 | 1 0 |
| Animals or poultry in cages or crates, at per ton of 40 c.f. of cage or crate | 3 0 | 1 6 | 2 9 | 0 9 | 1 0 | Nil | 2 0 | 1 6 |
| Manures, per ton | 1 0 | 1 6 | 1 0 | 0 9 | 1 0 | Nil | 1 0 | 1 6 |
| Manures, in lots of 250 tons or over to one consignee, and discharged continuously | | | 1 0 | 0 6 | | | | |
| Sandalwood, per ton | 2 0 | 2 0 | 2 0 | 1 0 | 1 0 | Nil | 2 0 | 2 0 |
| Scrap Metal | 1 6 | 1 6 | 1 6 | 0 9 | 1 0 | Nil | 1 6 | 1 6 |
| Skins in bales, per bale | 0 6 | 0 3 | 0 6 | 0 3 | 0 3 | Nil | 0 6 | 0 3 |
| Skins, in bundles, per bundle | 0 3 | 0 2 | 0 3 | 0 2 | 0 1½ | Nil | 0 3 | 0 2 |
| Timber, per ton | 2 0 | 1 6 | 2 0 | 0 9 | 1 0 | Nil | 2 0 | 1 6 |
| Timber in lots of 250 tons or over to one consignee, and discharged continuously | | | 2 0 | 0 6 | | | | |
| Tiles and slates, per ton | 3 0 | 2 6 | 2 9 | 1 6 | 1 0 | Nil | 2 0 | 2 6 |
| Wool in bales, per bale | 0 6 | 0 3 | 0 6 | 0 3 | 0 3 | Nil | 0 6 | 0 3 |
| Wool in pockets or bags, per pocket or bag | 0 3 | 0 1½ | 0 3 | 0 1½ | 0 1½ | Nil | 0 3 | 0 1½ |
| All other goods at per ton (weight or measurement) | 3 0 | 1 6 | 2 9 | 0 9 | 1 0 | Nil | 2 0 | 1 6 |
| Bulk cargoes in lots of 250 tons or over to one consignee, and delivered by the ship continuously direct into railway wagons or other vehicles | | | as above | | | | | |

N.B.—The minimum wharfage due shall be 6d., and the minimum handling charge shall be 3d. per consignment.

NOTES.—1. Cargo transhipped overside from a vessel in distress to another vessel for convenience or for conveyance to destination or temporarily, 1s. per ton wharfage.

2. Cargo landed on wharves or jetties from a vessel in distress or for convenience of a vessel and reshipped by same vessel, 2s. per ton wharfage. (This rate includes three days' storage in wharf shed.) Handling charges will be made according as the said cargo is dealt with, on the same scale as other cargo.

3. Transshipment cargo is cargo appearing upon a vessel's manifest, or declared in writing to the Commissioner before being landed as intended for transshipment into a vessel.

4. No wharfage dues will be charged in respect of ballast in the shape of stone, sand, shingle, or such like material transhipped overside vessel to vessel.

5. The Commissioner will not supply labour to handle cargo transhipped overside vessel to vessel.

6. Cargo is allowed 48 hours' free storage in wharf sheds, except transshipment cargo, which is allowed 72 hours.

7. Grain (as defined above), flour, agricultural and horticultural produce (including fruit), and coal, any of which being the product of the State of Western Australia, when brought for the purpose of transshipment for export beyond the State, shall be free of transshipping dues, but must pay handling charges incurred.

8. Goods which have already paid a full inwards wharfage at another port in the State of Western Australia shall be exempt from the payment of wharfage dues on production of certificate on prescribed form.

9. Wharfage dues on bulk kerosene and other like oils will be 2s. 9d. per ton of 250 gallons. Handling charges will be subject to arrangement according as the oils are dealt with.

10. For extra handling and other charges on goods see Regulations Nos. 8 and 9.

* If transshipment cargo is taken to sheds, double these handling charges will be levied.

OUTWARDS CARGO.

All goods shipped over wharves or out of lighters to ports within the State shall be free of wharfage dues.

Goods manufactured within the State, also grain, flour, agricultural and horticultural produce and coal (the product of the State), shall be free of wharfage dues on shipment to any port.

Labour services receiving and delivering such goods shall be charged for at the same rates as inwards cargo of a similar character.

All other goods shipped outwards shall pay wharfage dues and handling charges at the same rates as inward cargo of similar character, with the following exceptions:—

Ballast.—Wharfage, 6d. per ton; handling charges, 7d. per ton if worked direct out of trucks into ship's slings.

Bunker Coal.—Where worked out of trucks or other vehicles or off wharves into ship's bunkers or slings, wharfage *nil*; handling charges 7d. per ton for each handling incurred.

Timber.—Wharfage, 1s. per ton of 40 cubic feet; handling charges on bulk consignments of 250 tons or over, shipped by one consignor, 7d. per ton for each of the following services:—

- (a.) Unloading and stacking prior to shipment.
- (b.) Handling from stack to ships' slings.
- (c.) Handling in railway wagons at ship's slings.
- (d.) Any other distinct labour service rendered.

Scrap Metal.—Wharfage (same as inward rates); handling charges 1s. per ton for handling out of trucks or other vehicles into ship's slings.

Frozen Lamb.—Wharfage free; handling charges 1d. per carcase.

Sandalwood.—Wharfage (same as inward cargo rates); handling charges, 1s. per ton weight for each service incurred, and the Commissioner shall have the right of increasing this rate if the methods required by the ship or the owner of the sandalwood renders same necessary.

The minimum wharfage due shall be 6d.; and the minimum handling charge shall be 3d. per consignment.

GENERAL.

7. *Passengers' Luggage.*—Passengers' luggage, not appearing on the manifest of the ship, shall, except where carried by passengers, pay a fixed sum of twopence per package to cover all wharfage and handling charges, but all luggage appearing on the manifest shall pay wharfage dues at the rate of 1s. per ton weight or measurement and handling charges as ordinary cargo. The term luggage shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture or merchandise. The same charges shall apply to outwards-bound luggage. Free storage will be given for 48 hours after luggage is landed, but if luggage is left on the premises of the Commissioner for a longer time than 48 hours the same storage rates as for ordinary cargo shall be charged.

8. *Haulage (a.)*—In all cases where wharfage dues are not levied, 6d. per ton haulage (minimum 2s. per wagon) will be charged in addition to handling charges.

(b.) Where goods are loaded from ships' slings into railway wagons for consignment direct to destination station or siding, or are received from station or siding for shipment direct from wagons, a charge of 6d. per ton haulage will be levied in addition to wharfage dues.

9. *Computation of Wharfage and Handling Rates.*—Except where otherwise provided for the computation of wharfage dues or handling charges, it shall be competent for the Commissioner, at his own option, to proceed on a weight basis of 2,240lbs. to the ton, or on a measurement basis of 40 cubic feet to the ton. A fraction of a ton weight or measurement shall be charged for on a *pro rata* basis. In all cases the gross weight or measurement is required, and the Commissioner reserves the right to at any time demand that goods shall be reweighed or remeasured in the presence of an officer of the Commissioner.

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GENERAL REGULATIONS.

10. Wharfage and other charges on all goods must be prepaid to the Pier Master or officer in charge, unless the consignee or consignor has a duly authorised ledger account with the Railway Department.

11. Before commencing to discharge or tranship inward cargoes, or prior to the clearance of any ship in the case of outward cargoes, ship masters or their agents shall hand to the Pier Master or officer in charge a certified copy of the manifest of the cargo, which shall include mark-number, shipper, consignee, weight, or measurement.

12. Inward cargoes shall be delivered into railway trucks or trollies, and, as far as it is practicable, ship masters shall deliver cargoes according to the entries on bills of lading or manifests.

13. To insure prompt and correct deliveries to consignees, special efforts shall be made by ship masters to deliver goods of the same nature and branded together, *i.e.*, where bag stuffs are available they shall be delivered together, where cases are available they shall be delivered together, etc.

14. Outward cargoes to be delivered in the same order as inward cargoes. Goods for different ports to be kept separately.

15. No goods shall be landed or placed on the jetties without the written authority of the Pier Master or officer in charge.

16. If it shall appear that goods are being landed, and cannot, in the opinion of the Pier Master or officer in charge, be removed in time to prevent a "block," the Pier Master or officer in charge may give notice, in writing, to the masters or persons in charge of vessels or lighters from which goods are being discharged to stop discharging cargo, and, upon such notice being given, no further cargo shall be discharged until such time as the Pier Master or officer in charge may direct.

17. The official hours for trucking will be from 8 a.m. to 6 p.m. from the 1st of October to the 30th of April, with an interval of one hour for dinner. On Saturdays the hours will be from 8 a.m. to 1 p.m. From the 1st of May to the 30th of September the hours will be from 8 a.m. to 5.30 p.m., with an interval of one hour for dinner. Saturdays, 8 a.m. to 1 p.m.

18. On all goods trucked after hours, on holidays, or on Sundays, at the request of shipping agents or others, the Pier Master or officer in charge will levy, in addition to the ordinary rates, 3d. per ton on all goods landed or shipped, and the amount of overtime charges incurred. The charge of 3d. per ton will not be levied in cases where the shipping agents, or other persons wishing to work after hours, indemnify the Commissioner against all claims arising from such working. The indemnity must be signed before the work begins, otherwise the 3d. per ton will be charged. A charge of 10s. per hour (min. 5s.) will be levied in all cases for use of engine.

19. DELAYS CAUSED BY SHIPS TO BE PAID FOR.—The loss in wages paid by the Trust due to delays caused by ships during the course of handling cargo, owing to breakdown of gear, or the time occupied in the rigging of gear, or more than average time occupied in handling cargo to the Trust, shall be paid to the Trust by the master or owners of the said ship.

20. Cargoes which are partly free and partly for bond shall be taken to the receiving warehouses, where they will be tallied by officers representing respectively the Customs and Railway Departments.

21. If free goods are not removed from the receiving warehouses within 48 hours from the time they are placed therein, a storage charge of 6d. per ton or 2d. per package per day will be made.

22. Goods not cleared at the Customs House will be kept in the receiving warehouses for 48 consecutive hours after delivery *ex* ship, to enable the consignees to clear same or enter them for bond. If at the end of 48 hours goods are uncleared they will be delivered to Customs, and a charge of 1s. per ton (minimum 3d.) per consignment will be made for haulage from the receiving warehouses to Customs.

23. The railway officer shall, if requested, give receipts for all deliveries *ex* ship during official working hours.

24. The Railway Department will deliver bonded goods to Customs between 8 a.m. and 5 p.m. On Saturday, work shall cease at 1 p.m.

25. HIRE OF CRANES.—10-ton steam cranes, 10s. per hour, minimum £2; 5-ton steam cranes, 5s. per hour, minimum £1; donkey engines, 4s. per hour, minimum £1; hand cranes, 2s. 6d. per hour. The foregoing charges are for the use of cranes at hirer's risk only, but the Commissioner of Railways will take the risk on payment of 5 per cent. on value of goods to be lifted, in addition to ordinary crane charges. Application for the use of cranes must be made on the prescribed forms.

26. SPRINGS AND WINCHES—STORAGE, ETC.—Springs and winches may be allowed on the wharves and jetties at owner's risk, but a charge of 1s. 8d. per day or part of a day will be made in the case of winches whilst working, and 1s. per day when not in use. If a truck is required to move them from one place to another, the usual haulage charges will be enforced.

27. No person shall fish from any jetty.

28. Stones, bricks, clay, sand, lime, coals, coke or other fuel shall not be landed or placed on the floor of the jetties. Firewood or the use of passenger steamers and other vessels or boats shall be taken direct from the truck to the vessel. No goods shall be handed over the rails of the jetties.

29. No person shall make fast any tackle, purchase, or other gear to any part of the crane, or place, or use any private derrick, crane, or other lifting machine without special permission obtained from the Pier Master or officer in charge.

30. No person shall drive, ride, or impel a machine upon any jetty; provided, however, that a machine may be taken across any such jetty to or from any steamer, vessel, or boat moored thereto, for the purpose of being loaded or unloaded thereat.

The term "machine" shall include a bicycle, tricycle, velocipede, perambulator, or any motor car.

31. No bullock or horse teams, or any wheeled vehicle, other than a railway truck, drawn by any quadruped or quadrupeds, shall be driven on to, or permitted to go on, the jetties, and no riding on horseback will be permitted thereon.

32. No person shall land, or place, or cause to be landed or placed upon any jetty, or upon the approach to any jetty, any decayed or decaying vegetables, or other thing whatsoever likely to become a nuisance.

33. Live stock in limited quantities may be landed on the jetties by permission being obtained from the Commissioner of Railways, and under the terms and conditions imposed by such authority.

JETTY REGULATIONS, Etc.

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Hopetoun Jetty.

The "Regulations for the working of such Sea Jetties of the State as are under the control of the Commissioner of Railways" shall apply to the Hopetoun Jetty, except as hereinafter provided.

WHARFAGE DUES AND HANDLING CHARGES.—All goods landed from or shipped into any ship at Hopetoun Jetty shall pay wharfage dues and handling charges as under, excepting that such goods on which full inward wharfage dues have once been paid at any other port in the State shall pay only the difference between such wharfage dues and the dues prescribed hereunder. Such wharfage dues and handling charges, except where otherwise provided, shall be levied on ship's measurement or weight, at the option of the Wharfinger or Officer in charge:—

| Goods. | Wharfage. | Handling Charges. | Goods. | Wharfage. | Handling Charges. |
|--|-----------|-------------------|--|-----------|-------------------|
| | s. d. | s. d. | | s. d. | s. d. |
| Chaff, per ton | 8 6 | 2 6 | Explosives, per ton measurement | 1 0 | 2 6 |
| Bricks, per ton of 300 bricks | | | Empty returns, per ton | 0 9 | 1 6 |
| Beer, Wines, and Spirits, per ton | | | Hides (raw and loose), each | 0 2 | 0 1½ |
| Cement, per ton of 5 casks | | | Hides (raw, in bags), per bag | 0 6 | 0 2 |
| Fodder, in bags, bales, trusses, etc., per ton | | | Kapok, Fibre, and light material, per ton measurement | 4 3 | 1 6 |
| Clay, per ton | | | Lead Concentrates, per ton | 2 3 | 1 6 |
| Flour, Bran, and Pollard, per ton 2,000lbs. | 8 6 | 1 6 | Copper Matte | 2 3 | 1 6 |
| Grain, per ton 2,240lbs. | | | Live Stock— | | |
| Malt, per ton | | | Bulls, Bullocks, Cows, Steers, Heifers, Horses, and Donkeys, each | 2 3 | 1 0 |
| Meats, preserved, of all classes, per ton | | | Calves, Foals, and Dogs, each | 1 6 | 0 6 |
| Oils and Grease (lubricating), per ton | | | Pigs, each | 0 4 | 0 1 |
| Sugar, Glucose, Saccharine, and kindred products, per ton | | | Sheep and Goats, each | 0 2 | 0 1 |
| Tobacco, Cigars, and Cigarettes, per ton | | | Others, each | 2 3 | 1 0 |
| Vehicles and Agricultural Implements, mounted on own wheels | 8 3 | 2 6 | Animals or Poultry, in cages or crates, at per ton of 40 c.f. of cage or crate | 4 3 | 1 6 |
| Vehicles and Agricultural Implements, unmounted, per ton measurement | 8 3 | 1 6 | | | |
| Meats, frozen or chilled— | | | Manures, per ton | 1 6 | 1 6 |
| Beef, per quarter, each | 2 3 | 0 3 | Sandalwood, per ton | 3 0 | 2 0 |
| Beef, rump and loin or buttock, each | 1 3 | 6 1½ | Skins in bales, per bale | 0 9 | 0 3 |
| Mutton or Lamb, per carcass | 0 6 | 0 1 | Skins in bundles, per bundle | 0 4 | 0 2 |
| Veal or Pork, per carcass | 0 9 | 0 1½ | Timber, per ton | 3 0 | 1 6 |
| Bullion or Specie, per box or bar | 4 3 | 0 3 | Tiles and Slates, per ton | 4 3 | 2 6 |
| Bicycles, Tricycles, etc., each | 2 3 | 0 3 | Wool, in bales, per bale | 0 9 | 0 3 |
| Caneware— | | | Wool in pockets or bags, per pocket or bag | 0 4 | 0 2 |
| Lounges and Settees, each | 1 3 | 0 2 | All other Goods at per ton (weight or measurement) | 4 3 | 1 6 |
| Chairs, Tables, etc., each | 0 6 | 0 1 | Passengers' baggage, trucked per package | | 0 3 |
| Coal, per ton | 3 0 | 1 6 | | | |
| Coke, per ton | 2 3 | 1 6 | | | |

N.B.—The minimum wharfage dues shall be One shilling, and the minimum handling charges shall be Threepence per consignment.

NOTE.—Cargo transhipped from one vessel to another for conveyance to destination or temporarily shall pay wharfage 1s. 6d. per ton. Live stock landed on beach, and not handled by wharfinger, shall pay wharfage dues only.

DEFINITION OF "HANDLING CHARGES."—Handling charges on inwards cargo shall (except where otherwise specifically provided) include receiving from ship's slings, tallying (which tallying shall be done in conjunction with and in the presence of any tallying which may be done by the ship), and delivering to the tail side of vehicle, but not loading the vehicle. Inwards cargo shall not, for any purpose whatever, be deemed to be in the custody of the Department until the sling is released from the ship's crane or hoisting hook, or deposited on the wharf or conveyance provided by the Department to receive the same.

Outwards cargo shall be deemed to be in the custody of the ship when the ship's crane or hoisting hook is inserted in the sling.

DISTRICT RAILWAYS.

Rates for Passengers, Parcels, Merchandise, and
Live Stock.

DISTRICT RAILWAYS.

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DISTRICT RAILWAYS.

The following are District Railways :—

COOLGARDIE TO WIDGIEMOOLTHA, 52 MILES IN LENGTH.

| Station. | Distance from Coolgardie. | Distance from Fremantle. |
|----------------------|---------------------------|--------------------------|
| Burbanks | 7 miles | 370 miles |
| Londonderry | 10 " | 373 " |
| Matta | 28 " | 391 " |
| Merrigig | 39 " | 402 " |
| Widgiemooltha | 52 " | 415 " |

DONNYBROOK TO BOYUP, 47 MILES IN LENGTH.

| Station. | Distance from Donnybrook. | Distance from Fremantle. |
|-----------------------------------|---------------------------|--------------------------|
| Queenwood | 6 miles | 150 miles |
| Lowden | 10 " | 154 " |
| Yebberupp | 12 " | 156 " |
| Mummballup | 18 " | 162 " |
| Noggerupp (Preston Valley) | 23 " | 167 " |
| Wilga | 33 " | 177 " |
| Benjinup | 40 " | 184 " |
| Boyup | 47 " | 191 " |

GOOMALLING TO DOWERIN, 15 MILES IN LENGTH.

| Station. | Distance from Goomalling. | Distance from Fremantle. |
|----------------|---------------------------|--------------------------|
| Berring | 6 miles | 117 miles |
| Nambing | 11 " | 122 " |
| Dowerin | 15 " | 126 " |

GREENHILLS TO QUAIRADING, 31 MILES IN LENGTH.

| Station. | Distance from Greenhills. | Distance from Fremantle. |
|---------------------|---------------------------|--------------------------|
| Kowring | 4 miles | 108 miles |
| Korroijinn | 7 " | 111 " |
| Balkiling | 12 " | 116 " |
| Warraling | 15 " | 119 " |
| Jacob's Well | 18 " | 122 " |
| Dulbelling | 22 " | 126 " |
| Dangin | 26 " | 130 " |
| Quairading | 31 " | 135 " |

KATANNING TO KOJONUP, 33 MILES IN LENGTH.

| Station. | Distance from Katanning. | Distance from Fremantle. |
|-------------------|--------------------------|--------------------------|
| Punchmirup | 14 miles | 251 miles |
| Carlecutup | 22 " | 259 " |
| Kojonup | 33 " | 270 " |

DISTRICT RAILWAYS.

DISTRICT RAILWAYS—*continued.*

TORBAY JUNCTION TO DENMARK, 27 MILES IN LENGTH.

| Station. | Distance from Torbay Junction. | Distance from Fremantle. |
|-----------------|-----------------------------------|-----------------------------|
| Torbay | 6 miles | 348 miles |
| Horton's | 7 " | 350 " |
| Young's | 14 " | 357 " |
| Hay | 20 " | 363 " |
| Denmark | 27 " | 370 " |

WAGIN TO DUMBLEYUNG, 25 MILES IN LENGTH.

| Station. | Distance from Wagin. | Distance from Fremantle. |
|-------------------|-------------------------|-----------------------------|
| Goondaring | 8 miles | 213 miles |
| Ballaying | 13 " | 218 " |
| Nippering | 19 " | 224 " |
| Dumbleyung | 25 " | 230 " |

WONNERUP TO NANNUP, 38 MILES IN LENGTH.

| Station. | Distance from Wonnerup. | Distance from Fremantle. |
|-------------------|----------------------------|-----------------------------|
| Maryvale | 16 miles | 171 miles |
| Jarrahwood | 22 " | 177 " |
| Nannup | 38 " | 193 " |

NARROGIN TO WICKEPIN, 27 MILES IN LENGTH.

| Station. | Distance from Narrogin. | Distance from Fremantle. |
|---------------------|----------------------------|-----------------------------|
| Boundain | 7 miles | 181 miles |
| Yilliminning | 14 " | 188 " |
| Wardering | 18 " | 192 " |
| Wickepin | 27 " | 201 " |

1. Except as hereinafter provided, the classification, conditions, and regulations under which passengers, goods, parcels, and live stock will be conveyed over District Railways are as set forth in the Merchandise Rate Book, and any amendments made thereto from time to time.

2. Goods conveyed between stations on the Government Main Lines and stations on a District Railway will be charged at the ordinary classification rates for the throughout mileage, plus one shilling per ton. Goods sent from one District Railway to another District Railway will be charged such extra one shilling per ton for each respective District Railway such goods are conveyed over. This will not apply to firewood, which will be charged on throughout mileage at the ordinary rates.

3. Local rates shall be charged on all live stock conveyed over District Railways, and shall be calculated as though such section were detached and separate from other Government lines of railway, and no reduction shall be made in the rates chargeable in respect of such live stock carried over such District Railway by reason of their being carried over other railways under the control of the Commissioner.

4. Live stock consigned to any Station on a District Railway from Government Main lines and branches will be charged at the through live stock rates.

5. All goods, parcels, and live stock forwarded to any station on a District Railway will be conveyed under platform and siding conditions, and freight must be prepaid.

6. In the case of goods picked up between sidings on the agricultural lines at points where grades admit, the freight is to be charged from the station or siding in the rear.

7. In the case of goods put out between sidings at points where grades admit, the freight is to be charged to the station or siding in advance. (For detention charges see page 58.)

DISTRICT RAILWAYS.

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DISTRICT RAILWAYS—*continued.*

HOPE TOWN—RAVENSTHORPE RAILWAY.

| Station. | Distance from Hopetoun. |
|---------------------|----------------------------|
| No. 1 Siding | 10 miles |
| Kundip | 20 „ |
| Desmond | 26 „ |
| Ravensthorpe | 34 „ |

1. Except as hereinafter provided, the classification, conditions and regulations under which goods and live stock will be conveyed over the above-named section shall be as set forth in the Merchandise Rate Book and any amendments made thereto from time to time.

2. Ores and Limestones.—Ordinary rates as per Goods Rates Book for throughout mileage, which shall include all shunting charges.

3. Ores in train lodes from Cattlin, Elverdton, and Desmond Mines to Smelting Works at Ravensthorpe, 1s. 7d. per ton, including shunting charges.

4. All other goods conveyed between stations on the above railway will be charged the ordinary classification rates for the throughout distance plus 1s. per ton; minimum charge 1s.

5. Live stock conveyed over any portion of the Railway will be charged ordinary rates.

6. Goods and parcels must be consigned under platform and siding conditions.