

2. Goods not removed within the time specified above in each case will be considered as stored, and storage will be charged for at the following rates:—
 - (a.) At country stations: 2s. 10d. per ton per week or part of a week (minimum charge per week 9d.).
 - (b.) At other stations: 9d. per ton per day or part of a day (minimum charge 3d. per day).
 - (c.) When goods are stored in the open, half the above rates will be charged in each case.
 - (d.) When tarpaulins are used for covering goods stored in the open they will be charged for at the rate of 1s. 5d. per tarpaulin per day or part of a day in addition to the charges for storage: Provided that the total charges shall not exceed the charges for storage at the rate specified in subparagraphs (a) and (b) of paragraph 2 of this regulation.
3. Storage charges as set out in paragraph 2 hereof will be levied after twelve working-hours on goods brought to stations pending consignment, whether such goods form part of uncompleted consignments or not.
4. When goods which consignees are required to unload are stored on a truck at destination station demurrage charges will be levied as per Regulation 34.
5. Storage charges will be computed on weight or measurement, at the option of the Department.
6. Stored goods will be held at owner's risk.
7. Whenever goods are stored due notice will be given to the consignee if his address is known, or, if his address is unknown, notice will be given by posting a letter to the consignee to the address (if any) given on the goods or on papers relating thereto; but the omission to give such notice will not affect the liability of the Department in respect of such goods, or its right to charge for the storage of the same.
8. All stations except those at Whangarei, Auckland, Newmarket, Mount Eden, Frankton Junction, Hamilton, Wanganui, New Plymouth, Gisborne, Napier, Palmerston North, Wellington, Blenheim, Nelson, Westport, Greymouth, Hokitika, Lyttelton, Christchurch, Timaru, Oamaru, Port Chalmers, Dunedin, Gore, and Invercargill are deemed to be country stations for the purpose of this regulation.
9. The Department does not undertake the provision of storage accommodation for goods.
10. Explosives and dangerous goods must be removed from the premises of the railway immediately they are available for delivery. If left on the premises of the railway they will be at the entire risk and responsibility of the owner, and will be charged for storage at treble the rates specified above, or they may be removed from the premises of the Department and stored at the risk and expense of the owner.

(34.) Demurrage.

1. Demurrage will be charged on each truck loaded with goods which it is the duty of the owner or consignee to unload, and which is not discharged within eight working-hours from the time when the truck is available for unloading.

The charges will be as follows:—

Four-wheeled trucks—14s. per truck for each succeeding eight working-hours or part thereof.

Bogie trucks—28s. per truck for each succeeding eight working-hours or part thereof.

2. The Department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid eight hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the Department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

3. Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every truck ordered and not loaded, or improperly loaded, or loaded and not ready for despatch within eight working-hours from the time such wagon is made available for loading in pursuance of such order.

4. For the purpose of calculating demurrage charges working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods traffic is not worked will be treated as *dies non*.

5. Except as otherwise provided, the following charge will be made on goods consigned to a port and held in railway-trucks awaiting shipment:—

For the day of arrival and following day no charge will be made. After the expiry of that time 1s. 5d. per ton per day or part of a day will be charged. In no case shall such charge exceed the charge for demurrage under paragraph 1 of this regulation.

(35.) Weighing.

1. The consignor shall declare the weight of traffic handed to the Department for transport. If, however, the weight is not declared, and it is necessary for the Department to weigh the traffic for the purpose of calculating the railage charges, a charge may be made for weighing at the rates set forth hereunder.

2. Consignments of goods are weighed solely for the purpose of arriving at railway charges, and in no instance will the Department accept responsibility for or guarantee its weighings as between buyer and seller.

3. The Department will, at stations where weighing-facilities exist, and when reasonably convenient, weigh goods at the special request of consignor or consignee. No liability shall rest on the Department for any omission to weigh any goods. Consignors should declare on the consignment-note whether they require the goods weighed by the Department.

4. In cases where either the consignor or consignee requests in writing that the goods be weighed and there is no wagon weighbridge either at the forwarding or the destination station, or on the direct route between such forwarding and destination stations, the goods will be forwarded to the nearest weighbridge station and the railage will be calculated via such weighing-station. The usual charge for the weighing will be imposed. In addition, a shunting charge of 2s. 6d. per wagon will be made when a wagon has to be specially shunted at a station (not being the starting or destination station of the goods to be weighed) to enable the weight to be ascertained for the purposes of the consignor or consignee.