

And substituting the following :—

**35. Excursion Trains.**

1. Excursion trains may be run by special request upon payment of a deposit as a guarantee, returnable if the special revenue accruing from the running of such excursion train exceeds the amount of the deposit, equivalent to the charge for eighty second-class ordinary, or suburban where applicable, return tickets, Minimum charge, £12 10s.

2. The distance which a special excursion train has to run empty to commence a run will be charged at the rate of 7s. 6d. per mile, and the amount so charged will be added to the deposit specified in the last preceding paragraph.

3. Where a deposit, demanded by the Department, is paid as a guarantee in respect of the running of an excursion train, and the special revenue from the running of such excursion train exceeds the amount of the deposit, the guarantor will be paid 20 per cent. of the special revenue received in excess of the amount of the guarantee.

4. The Department reserves the right to decline any application.

By adding to Regulation 41 the following :—

The fares between Auckland or Newmarket and the following stations will be—

	First-class		Second-class	
	Single.	Return.	Single.	Return.
	s. d.	s. d.	s. d.	s. d.
Auckland or Newmarket and Paerata ..	4 6	2 9	6 9	4 6
„ Pukekohe ..	4 9	3 0	7 3	4 9
„ Buckland ..	5 0	3 3	7 6	5 0
Auckland and Tuakau ..	5 6	3 6	8 3	5 6
Newmarket and Tuakau ..	5 4	3 6	8 3	5 6

**PART II.—LUGGAGE, PARCELS, HORSES, ETC.**

By adding to paragraph 10, Regulation 10, the following :—

- Mattresses, wire.
- Wireless sets and parts.

**16. Carriages and Motor-vehicles.**

By omitting the following :—

1. Carriages will be charged as follows :—

	For any Distance not exceeding 10 Miles.	For every Mile after the first 10 Miles.
	s. d.	s. d.
Two-wheeled carriages, either set up or in pieces, each	13 6	0 5
Four-wheeled carriages, either set up or in pieces, each	15 0	0 6

2. When two or more carriages, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled truck they will be charged full rates for the first carriage and half-rates for each additional carriage. Where carriages loaded in a four-wheeled truck comprise four-wheeled and two-wheeled vehicles, a four-wheeled carriage must be considered to be the first carriage, and full rates charged thereon, the remaining carriages being charged half-rates for four-wheeled or two-wheeled carriages respectively.

3. A bogie truck will for the purposes of the preceding paragraph be treated as two four-wheeled trucks.

4. Motor-chassis or motor-wagons not exceeding 25 cwt. and motor-cars which can be loaded in a four-wheeled wagon, will be charged at the same rate as a four-wheeled carriage. Except where otherwise specified, if a bogie wagon is required, double the four-wheeled carriage rate will be charged.

5. Motor-chassis or motor-wagons exceeding 25 cwt. and motor-buses will be charged as follows :—

	s. d.
For any distance not exceeding 10 miles .. ..	20 0
For every mile after the first 10 miles .. ..	0 8

Except where otherwise specified, if a bogie wagon is required, double rates will be charged.

5A. Where a motor-vehicle is too long to permit of its being loaded in a four-wheeled wagon, thus necessitating the use of a bogie wagon for its conveyance, and another motor-vehicle from the same forwarding station to the same destination station is available and can be loaded in the same bogie wagon, the railage charges on each motor-vehicle may be computed (irrespective of whether such vehicle is from the same consignor to the same consignee) as would be the case if each vehicle was loaded in a four-wheeled wagon.

6. The Department may require loading, unloading, and covering of carriages, motor-chassis, motor-cars, motor-wagons, or motor-buses to be performed by owner.

7. Where covers are supplied for carriages or motor-vehicles, a charge as per Regulation 31, Part III, will be made. If consignors or owners supply their own covers the covers will be conveyed free of charge on the outward journey and when being returned from the original destination station to the original forwarding station.

8. Motor-vehicles charged with petrol or other motor-spirit will be accepted for conveyance by rail only if the petrol-connections are tight and the petrol is cut off between the vacuum-tank and the carburettor. Motor-vehicles which are not fitted with "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor-spirit has been removed from the tank.