

SCALE for arriving at EXCEPTIONAL RATES available for retention after JANUARY 1st, 1928,

Shewing the difference of 5% and 40% below the
Standard Rate shewn on pages 57 to 70.

Section 36 of the Railways Act, 1921, provides that as from the "appointed day," January 1st, 1928, all exceptional rates then in force shall cease to operate, except those which—

- (a) are not less than 5 per cent. and not more than 40 per cent. below the standard rates approved by the Tribunal and
- (b) have been continued by agreement in writing between the company and the trader concerned, or are referred to the Tribunal for determination, pending which they shall continue temporarily.

Any rates more than 40 per cent. below the standard rate which the company and trader agree to continue must be referred to the Tribunal before the "appointed day," January 1st, 1928, for approval.

How to Measure Exceptional Rates with Standard Rates.

(1) STATION TO STATION RATES

will be compared with the Standard Rates, including station and service terminals.

Where exceptional rates are noted as exclusive of labour the comparison will be as above, less the Standard Charge for loading and unloading.

(2) PRIVATE SIDING RATES

will be compared with those portions of the Standard Charges applicable to conveyance and station terminals, less any charges for loading or unloading, covering or uncovering when performed by the trader.

(3) COLLECTED and/or DELIVERED EXCEPTIONAL RATES

are to be compared with the new Standard Rate by taking the existing rebates applicable (See Scales, pages 89 to 92) from the exceptional rate, and after measuring the resultant figure with the New Standard Rate, having regard to Sec. 36 of the Railways Act, 1921, also to the Companies' right to adjust a rate, restore the rebate in those cases where the Companies have cartage facilities.

EXAMPLE :

Assuming an Exceptional Rate on Soap is now $31/8$ per ton C and D between two stations 135 miles apart. Look up the two stations (your own station and the destination station) and note the Cartage Rebate Group they come under. Assuming they come under Group 27 and 28 you must deduct the Cartage Rebate as follows :—

Soap being at present Class 1.

Rebate on Cartage No. 27, Class 1 is	s. d.
	1 4 per ton.
" " " No. 28, " 1 is	4 0 "
	5 4

$31/8$ C and D less $5/4 = 26/4$ S to S.

The New Standard Rate on Soap, Class 11, 135 miles, is $30/10$ S to S.

$30/10 = \overset{\text{Less 5\%}}{29/3} \quad \overset{\text{Less 40\%}}{18/6}$ (see 5% and 40% Scale),

therefore as $26/4$ comes between 5% and 40% the Cartage Rebates are then replaced and the Rate of Soap $31/8$ C and D is available for Retention and should be applied for if not already on the New Railway Rate Books.

If a Station, originally a Carting Station, has now been made a Non-carting Station under the new conditions, the Cartage Rebate for that particular station will be omitted from the New Rate and will become a C or D.

Thus $31/8$ C and D, less Cartage Rebate (say 28 list 4/-), the New Rate would be $27/8$ C or D.