

CHAPTER II

RULES FOR THE REGISTRATION OF INDENT, ALLOTMENT AND SUPPLY OF WAGONS

201. The following rules lay down the procedure for the registration of indents for wagons and of consignment of "smalls" over the Indian Railways. The Railway Administrations, after due notice, can make such temporary local variations in any of these rules as they consider fit, to meet any exceptional circumstances or to prevent misuse:-

(1) **Registration of demands for wagons.**— All demands for despatch of goods in wagon loads should be entered in the Wagon Demands/Priority Register maintained at the stations or goods sheds open for booking of goods in wagon loads. The signature of the sender or his representative should be taken in the appropriate column provided in the register after duly filling in all the other columns. The prescribed registration fee will be paid by the sender or his representative at the time of registration of demands for wagons.

(2) A Forwarding Note duly filled in should be tendered by the sender at the time the goods are physically brought into the Railway premises.

(3) (a) A limit may be placed by Railways on the quantity of goods permitted to be registered at a time by one indenter.

(b) Railways may require that indents for wagons are registered in multiples of two wagons or three wagons where considered necessary to ensure better utilisation of wagons in tanshipment.

(c) When limits are placed on the registration of goods in the manner indicated above, full details thereof will be exhibited at the stations.

(4) When booking is restricted to a particular station or by a particular route, full details regarding the restrictions will be exhibited at the station.

(5) The prescribed wagon registration fees are—

- (i) For all types of wagons i.e., 4-wheelers and 6-wheelers are—
 for B.G. wagon— Rs. 150 per wagon.
 for M.G. wagon— Rs. 100 per wagon.
 for N. G. wagon—Rs. 60 per wagon.
- (ii) For all types of 8-wheelers or above are—
 for B.G. wagon—Rs. 300 per wagon.
 for M.G. wagon— Rs. 200 per wagon.
 for N.G. wagon— Rs. 120 per wagon.

Note:- No registration fee is leviable for registration of "smalls".

(6) No registration fee will be required to be paid in respect of the following traffic :—

- (a) Military traffic, including any consignment despatched by a Military Officer in his official capacity.
- (b) Traffic brought to Railway premises and thereafter tendered and registered for despatch, where the loading is required by the tariff rules to be done by the Railway.

(7) The type of wagon required, whether open or covered, should be indicated in the Wagon Demands/Priority Register by the consignor or his authorised agent. If the consignor is prepared to load either an open or a covered wagon, both the types should be shown in the Wagon Demands/Priority Register and which ever type is available first will be supplied.

(8) Railways may restrict from time to time the type of wagon (covered or open) that will be supplied in respect of specified commodities. Railways do not guarantee to supply at stations wagons of any particular type or carrying capacity.

(9) The Wagon Demand/Priority Register should be open for inspection by merchants and traders during the hours of working of goods sheds at stations.

(10) **Allotment/loading orders.**— Each item of wagon registration is given a serial number in the order of registration. Allotment/Loading orders are issued in accordance with the priority of registration and also having regard to preferential schedules prescribed by the Railway Board, quotas and restrictions in force and other operating considerations.

(11) Station should load wagons only in accordance with the Allotment/Loading Orders received from the appropriate authority, except at stations where Station Masters are authorized to allot wagons themselves in accordance with the instructions issued in this regard.

(12) The Allotment/Loading Orders should be exhibited on the Notice Board of the station for the information of the public.

(13) *Change of Commodity*— Change of Commodity is not permitted in a registration already made.

(14) *Receipt for wagon registration fee collected*— A separate receipt shall be given to the indenter for the registration fee paid for each wagon. The receipt foil will consist of two portions. The upper portion will be retained by the indenter and the lower portion will be returned to the Station Master duly signed by the receiver when the registration fee is refunded. A specimen form of receipts is at Appendix II/I.

(15) *Forfeiture of registration fee* — Registration fee will be forfeited under any of following circumstances:—

- (a) When the wagon indent is cancelled after physical supply of the wagon.
- (b) When the consignor does not agree to pay charges as per tariff rules.
- (c) When a wagon indent is cancelled by the indenter within 10 days from the date of registration.

Note:— When restriction is imposed without any time-limit the consignor shall be allowed either to retain his indent or to cancel it before removal of the restriction without forfeiture of the wagon registration fee.

(d) When a wagon is supplied to the indenter but he does not commence loading it before the expiry of the free time allowed for loading.

(e) When a wagon is supplied to an indenter and the wagon is detained at his request for loading beyond the free time after which he cancels his indent.

Note:— (1) Whenever the registration fee is forfeited, the corresponding indent will also be treated as cancelled.

(2) When a wagon is supplied to an indenter which he commences loading within the free time but takes more than the free time permitted the wagon registration fee will not be forfeited but demurrage will be recovered in accordance with the rule.

(3) If a consignor refuses to load an open wagon/covered wagon which is supplied against an indent for a covered/open wagon respectively, the registration fee will not be forfeited. But his indent and priority for the type of wagon for which he has originally indented shall be cancelled because of such a refusal.

(4) The forfeiture of the registration fee does not preclude the levy of demurrage charges under normal rules.

(5) The Zonal Railway administration may legislate the condition under which permission for detention of wagons under clause (e) can be given, including laying a condition for advance payment of demurrage charges for the period for which detention of the wagons is sought.

(16) *Refund of registration fee* — (a) Station Masters are authorized to refund the registration fee on surrender of the receipt foil by the indenter in cases where the fee is not forfeited under para. (15) except where the registration fee is paid by Credit Note. In the latter case, the claimant should apply to the Chief Commercial Superintendent of the Railway for refund.

(b) In the case of "Paid" consignments, the wagon registration fee will be adjusted against the freight charges to be recovered.

(17) No refund can be allowed unless the original receipt foil issued at the time of payment of the amount is surrendered. In cases where the original receipt is lost, the refund is to be made only on the authority of a stamped Indemnity Note.

(18) *Refund of registration fee will be made only to the person mentioned in the receipt or his authorized agent, after obtaining his acknowledgment.*

(19) *General.*— Fees collected for one indent cannot be adjusted against another nor wagons allotted to one indenter be allowed to be used by another.

(20) *Parties having regular transactions with a Railway may be permitted, at the discretion of the Railway, to pay a lump sum deposit in lieu of payment of registration fee each time an indent is made for wagon supply. The lump sum deposit payable will be fixed by Railway in such cases taking into account the number of wagons that the parties concerned have to register at a time.*

APPENDIX II/I

(See Rule 201)

SPECIMEN OF RECEIPT FORM
[Size— 7" x 6" (17.78 cm x 15.24 cm)]

(To be machine numbered)

..... Railway

Station foil

Receipt No.

Charges for Registration of Wagons

Received the sum of Rupees only as fee for registering a demand for a
..... guage wagon for transporting goods as per details below :—

Serial No. of Registration in Priority Register

Name of the Consignor

Credit Note No. and date if tendered

Name of person authorized to receive refund

Description of Goods

Approximate weight Quintals

Station to which to be despatched

Station (Stamp)

Date

.....
Signature of S.M./G.S.M./C.G.C(1) Certified that the consignment has been booked under Invoice No. R. R. No.
..... date in wagon No. the actual weight loaded
in quintals(2) Rs. (.....) refunded to Shri
..... (Consignor or his Agent) and the original receipt sent to the Cash Office with the Cash Remittance
Note No. date
Signature of Consignor or his authorized agent.....
S.M./G.S.M./C.G.C.

SPECIMEN OF RECEIPT FORM

..... Railway

Receipt Foil

Receipt No.

Charges for Registration of Wagons

Received the sum of Rupees only as fee for registering a demand for a
 guage wagon for transporting goods as per details below :-

Serial No. of Registration in Priority Register

Name of the Consignor

Credit Note No. and date if tendered

Name of person authorized to receive refund

Description of goods

Approximate weight Quintals

Station to which to be despatched

Station (Stamp)

Date

.....
Signature of S.M./G.S.M./C.G.C

Date

Note.— When refunds are arranged this portion of the receipt should be defaced with remarks "Refunded", endorsed across and
 returned to the indenter.

Receipt No.

Note.— This receipt should be surrendered to the Station Master/Goods Station Master/Chief Goods-Clerk of the booking
 station after the consignment has been booked to obtain refund.

Received refund of Rs. (.....) only from the Station
 Master/Goods Station Master/Chief Goods Clerk .. (Station).

Date

.....
Signature of the Consignor or his authorized Agent

CHAPTER III

RATES AND CONDITIONS FOR THE CARRIAGE OF COAL

301. (1) Coal and coke for public and for non-government Railways.— Coal, coal shale, soft coke, lignite, patent fuel, hard coke and domestic coke intended for public and for non-government Railways, when moving in smalls or wagon loads will be charged at the class rates notified in Chapter I of I.R.C.A Goods Tariff—Part I (Vol. II).

(2) Coal, coke etc., for Government Railways carried over Government Railways.— Coal, coal shale, coke (soft, hard and domestic) lignite, and patent fuel in wagon loads will be charged at the rates notified in Annexure I of I.R.C.A. Goods Tariff— Part I (Vol. II).

302. Minimum weight for charge per wagon.— The minimum weight for charge per wagon for coal and coke is as under:—

Commodity		Opens	Covereds
(i)	Hard coke and Domestic Coke	3 tonnes less than the marked carrying capacity	1 tonne less than the marked carrying capacity
(ii)	Soft coke	2 tonnes less than the marked carrying capacity	1 tonne less than the marked carrying capacity
(iii)	Coal	Marked carrying capacity	Marked carrying capacity

Hard coke.— The minimum weight for charge for hard coke shall be 50 tonnes when loaded in BOX wagons (for both hard coke and pearl coke), 47 tonnes when loaded in BCX wagons and CC minus two tonnes when loaded in CRT Wagons.

- Note.*— (1) The minimum weight for charge for coal (as distinct from hard coke, domestic coke and soft coke) shall be as under in respect of such wagons only as are permitted to be over loaded:—
- (i) Carrying capacity plus two tonnes for a B.G. four wheeled or six wheeled wagon and carrying capacity plus one tonne for a M.G. four wheeled or six wheeled wagon.
 - (ii) Carrying capacity plus four tonnes for a B.G. bogie wagon and carrying capacity plus two tonnes for a M.G. bogie wagon.
 - (iii) Carrying capacity plus two tonnes in the case of BOX/BCN wagon and 55.5 tonnes in case of BCX wagons (i.e., BCX, BCXC, BCXR and BCXT wagons) irrespective of the marked carrying capacity of the individual wagon and 28 tonnes in case of CRT wagon irrespective of the marked carrying capacity of the individual wagon.
- (2) The minimum chargeable weight for Assam Coal loaded in M.G., BKC wagons having CC of 35 tonnes and above being fixed at the carrying capacity of the wagon.

303. Fraction of a tonne.— Fractions of a tonne are chargeable as under :—

Upto 200 Kgs.	as for 200 kgs. or 2/10th tonne.
Above 200 Kgs. and upto 400 Kgs.	as for 4/10th tonne.
Above 400 Kgs. and upto 600 Kgs.	as for 6/10th tonne.
Above 600 Kgs. and upto 800 Kgs.	as for 8/10th tonne.
Above 800 Kgs. and upto 1000 Kgs.	as for 1 tonne.

304. In addition to the charges notified in Rule 301 (1) or (2) above, other special charges such as ferry, siding etc., will be as notified by respective railways.

305. Coal and coke booked at Owner's risk will not be re-weighed.

306. Except where otherwise notified in the local Tariffs and circulars of the Railway Administrations, the rules and conditions for acceptance, carriage and delivery will be the same as those notified for general goods.

CHAPTER IV

RULES AND RATES FOR LIVE-STOCK AND OTHER ANIMALS

401. Notice of despatch.— Owners desiring to send horses, ponies, donkeys, cattle and other animals by rail are required to give 24 hours' notice to the Station Master of the despatching station.

CR. Live-stock cannot be booked to and from stations on the following sections of the Central Railway :— Pachora—Jamner, Neral—Matheran. Central Provinces Railways, viz, Murtajapur—Yavatmal, Murtajapur—Achalpur and Pulgaon—Arvi.

N.E. (B & N.W. portion of O.T. Zone) When live-stock is to be booked to another Railway where there is a break of gauge, 48 hours notice must be given.

S.R. Live stock is not accepted for conveyance over the Nilgiri Section.

402. Pre-payment of charges.— Freight on consignments of live-stock and other animals must in all cases be pre-paid, except where otherwise specified.

403. Attendants, fodder, buckets, etc.— No consignments of live-stock and other animals will be accepted for conveyance unless each wagon load of animals is accompanied by an attendant or attendants, according to circumstances as specified below and with fodder to feed the animals on the journey, and a bucket with which the animals can be given water. The fodder and bucket will be carried free, vide Rule 416. The attendant or attendants will also be carried free :—

(1) one attendant with each four-wheeled or six-wheeled wagon load;

(2) two attendants with—

(a) each Broad Gauge wagon when booked to Metre Gauge or Narrow Gauge stations and via,

(b) each Broad Gauge wagon in which the animals loaded have been transhipped from two Metre or Narrow Gauge wagons,

(c) each bogie wagon load.

The attendant or attendants must travel in the same train but not necessarily in the same wagon as the animals. Any extra attendants must pay ordinary Second class fares. Not more than two extra attendants will be permitted with each wagon booked. The number of extra attendants should be shown on the Invoice conveying each wagon. Each attendant will be given the same free allowance of luggage as for a second class passenger, and any, luggage in excess of the free allowance must be booked as a separate consignment and must not be permitted to be carried in the same wagon with the owner.

An unstamped Indemnity Note as per Proforma at Appendix 1/10 shall be obtained from the consignor at the time of booking live-stock and other animals, accompanied by attendants to the following effect :—

I also agree to indemnify the Railways against any damage or loss arising from fire caused by smoking, cooking or carrying of open light mineral oil lamps including hurricane lanterns, by the attendant/s accompanying the animals.

CR. One attendant will be allowed to travel free in each wagon with each consignment or wagon load; extra attendant being allowed on payment of ordinary Second class fares on the following sections :— Gwalior—Bhind, Gwalior — Shivpuri, Gwalior —Shivpur Kalan,

C.L.W.T.C. Attendants are allowed in accordance with the provisions of the Coaching Tariff, as modified by notified exceptions.

404. Loading, unloading and transhipment.— The loading, unloading and transhipment of live-stock and other animals will be done by the owner or the attendant as representing the owner at his own risk and expense. Such loading, unloading and transhipment is to be done during day time only but under special circumstances and on a written request from the owner or the attendant representing the owner, permission may be given for it to be done after dusk also within the working hours of the goods shed/station, the risk responsibility and expenses for which will be entirely that of the owner.

405. Demurrage.— The demurrage rules laid down in Chapter I also apply to wagons containing live-stock and other animals.

406. Risk.—(1) Subject to rule 407, the liability of railways as carriers of animals, will be as per Railways (Extent of Monetary Liability and Prescription of Percentage charge) Rules 1990, issued under section 101/103 of the Railways Act 1989, a copy at Appendix 1/11.

(2) In case the sender wishes to declare a value higher than that indicated in schedule I of the Railways (Extent of Monetary Liability and Prescription of Percentage charge) Rule 1990, and engages to pay percentage charge on the excess value, he shall record in the Forwarding Note the value of each animal and an undertaking that he engages to pay the percentage charge on the excess value. In cases where percentage charge as prescribed has been paid on excess value declared, the liability of the railway administration for loss, destruction, damage, deterioration or non-delivery of the animal, shall not exceed the value so declared.

(3) If the sender elects to pay the percentage charge on excess value, as provided for above, Owner's Risk rates, if any will not be applicable. In such cases only the Railway Risk rates will be applicable.

407. Non responsibility of the Railway for loss or damage by fright or restiveness.— (1) Railway Administration shall not be responsible for any loss or destruction of, or injuries to any animal carried by railway arising from fright or restiveness of the animal or for overloading of wagons by the consignor or his agent, irrespective of whether the sender has engaged to pay the percentage charge on excess value or not.

(2) Railways will not be responsible for the loss, destruction, damage, deterioration or non-delivery of the animals after the termination of transit as defined in Rule 134.

408. Percentage charge on excess value.— The percentage charges on excess value of animals and birds are as follows:—

Description of animals	Percentage charge on excess value per 160 kilometres or part of 160 kilometres
Elephants	One rupee per 100 rupees or part thereof on the excess value over Rs. 6,000 as declared.
Horses, carried in horse boxes	One rupee per 100 rupees or part thereof on the excess value over Rs. 3,000 as declared.
Mules, camels, giraffs or horned cattle	One rupee per 100 rupees or part thereof on the excess value over Rs. 800 as declared.
Donkeys, sheep, goats & other animals & birds	One rupee per 100 rupees or part thereof on the excess value over Rs. 120 as declared.

In no case shall the percentage charge on excess value be less than Rs. 2.

The percentage charge on excess value prescribed above, shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in the ratio of distances over the Railways involved.

409. Pigs, sheep and goats in small numbers.— Pigs, sheep and goats in less than wagon loads will not be carried by goods train.

C.I.W.T.C.

Conveyed over the Steamer Services at coaching rates only. Goods documents may be issued if more convenient, but coaching freight must be charged in all cases.

410. Pigs, sheep and goats in wagon-loads.— (1) Pigs, sheep and goats when carried in vehicles, other than horse-boxes or specially constructed sheep vans, etc., by goods or mixed trains booked together by one consignor and carried together for one consignee, conveyed together for the same sender and consignee are charged at class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled M.G. wagon and 35 quintals per 4-wheeled N.G. wagon.

These rates apply at Owner's Risk. At Railway Risk, the freight charges to be levied are 20 percent, higher than the charges leviable at Owner's Risk the total charges being rounded off in accordance with Rule 190 (1) and (2).

E.R. }
N.R. }

The following are the charges for the carriage of sheep and goats in special 4-wheeled vans over the Eastern Railway and over the Allahabad, Lucknow and Moradabad Divisions of the Northern Railway:—

(1) In special vans constructed to carry 270 animals :—

	Per Wagon	
Any number upto 140.	50 percent over and above the ordinary tariff rates.	] AT O.R.
Any number from 141 to 176	75 percent over and above the ordinary tariff rates.	
Any number from 177 to 200	100 percent over and above the ordinary tariff rates.	
Any number from 201 to 270	170 percent over and above the ordinary tariff rates.	

(2) In special vans constructed to carry 176 animals :—

	Per Wagon	
Any number upto 140	50 percent over and above the ordinary tariff rates.	] AT O.R.
Any number from 141 to 176	75 percent over and above the ordinary tariff rates.	
When carried at Railway Risk, charge will be 20 percent higher.		

C.I.W.T.C. -- See exception to Rule 409

(2) (a) The rates per wagon referred to in Rule 410 (1) apply to the following number of animals, when loaded in a 4-wheeled wagon; 6-wheeled and bogie wagons will be reckoned as 1.5 and two 4-wheeled wagons respectively. BOX and BCX wagons will be charged as for two 4-wheeled B.G. wagons and OZ type wagon as for one 4-wheeled B.G. wagon and CRT type wagon as for 1.10 times a 4-wheeled B.G. wagon when loaded with sheep and goats. BOX and CRT types of wagon will not, however, be normally utilized for carriage of animals :—

Broad Gauge	Sheep and goats	Pigs
Animals loaded in a 4-wheeled wagon of floor area less than 21.1 sq. metre.	70	50
Animals loaded in a 4-wheeled wagon of floor area 21.1 sq. metre and above	100	..
Animals loaded in a BOX type of wagon	170	..
Animals loaded in a BCX type of wagon	200	..
Animals loaded in a CRT type of wagon	110	..
Animals loaded in a OZ type of wagon	70	..
Metre Gauge		..
Animals loaded in a 4-wheeled wagon of floor area less than 12.5 sq. metres.	50	35
Animals Loaded in a 4-wheeled wagon of floor area 12.5 Sq. metres and above	60	..
Narrow Gauge	25	20

(b) When the carrying capacity of wagons in which pigs, sheep and goats are carried differ from the numbers of animals specified in Rule 410 (2) (a), the carrying capacity of such wagons is separately notified by individual Railways and should not be exceeded in any circumstances. In the absence of such notifications, the numbers of animals specified in Rule 410 (2) (a) will be the carrying capacity of the wagon used.

(c) Consignors in loading sheep, goats and pigs are not permitted to exceed the number of animals notified in Rule 410 (2) (a) unless—

- (i) the notified carrying capacity of the wagon used is in excess of this number;
- (ii) consignors are by specific notification permitted to increase the load for the same rate.

(d) Should the load exceed the carrying capacity notified by individual railways under Rule 410 (2) (b) or, in the absence of any such notification by individual railways, the number specified under Rule 410 (2) (a), charges for the excess number of animals so loaded will be levied on a proportionate basis unless such excess loading has been permitted free of charge under Rule 410 (2) (c) (ii), the charge per extra animal being arrived at by dividing the total freight charges per wagon by the number of animals permitted to be loaded.

411. Low priced horse, ponies, mules, donkeys, horned cattle and other animals (except pigs, sheep, goats, wild animals, camels, giraffs or elephants).— (1) Low priced horses, etc. booked together by one consignor and carried together for one consignee, when carried in vehicles other than horse-boxes by goods or mixed trains, are charged at Class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled M.G. wagon and 35 quintals per 4-wheeled N.G. wagon. The charges will be reckoned on the through distance at the rate applicable and on the number of wagons used at the forwarding station, the total amount being divided between the Railways in the ratio of distances over the Railways involved.

These rates apply at Owner's Risk. At Railway Risk, the freight charges to be levied are 20 per cent higher than the charges leviable at Owner's Risk, the total charges being rounded off in accordance with Rule 190 (1) and (2).

C.R. :	} Bulls despatched for breeding purposes—
N.R. :	
	The following arrangements have been introduced over the Central (G.I.P. Section) and Northern (Allahabad, Lucknow and Moradabad Divisions) Railways for the carriage of bulls for breeding purposes despatched from Mathura (C.R.) by the Director of Animal Husbandry, U.P. :—
	(1) The bulls for different destinations which are situated on the Central (G.I.P. Section) and Northern (Allahabad, Lucknow and Moradabad Divisions) Railways in the same direction may be accepted for despatch loaded in one wagon provided they are situated on the direct route. Charges will be made at the ordinary tariff rates on the total through distance from the original booking station to final destination.
	(2) The Railway Receipt will be issued for the ultimate destination and collected there.
	(3) The bulls must be detained at particular specified stations enroute, the Railway Receipts being endorsed with such particulars.
	(4) Loading and unloading will be done by the consignors and consignees.
	(5) A certificate to the effect that the bulls are intended for breeding purposes, will be issued by the local Deputy Director of Veterinary Services or an Officer not below the rank of a Farm Superintendent whose name will be notified by the Director of Animal Husbandry, U.P. and must be produced at the forwarding station at the time of booking of the animals.
	(6) The Railway will accept no responsibility for consignees failing to be present en route, to effect delivery and in their absence the wagon will not be detained or detached.
N.E. :	-- When the sender requires a horse-box to be used, rates as per Coaching Tariff will be charged but when a horse-box is supplied by the Railway for its own convenience the rates laid down in Rule 411 (1) will be charged.
N.R. :	-- Over the Kalka—Simla Section 2 horses can only be booked with prior arrangements with the Chief Operating Superintendent, Northern Railway.
C.J.W.T.C.:	-- See exception to Rule 409.

(2) (a) — The rates referred to in Rule 411 (1) apply to the following number of animals when loaded in a 4-wheeled wagon; 6- wheeled and bogie wagons will be reckoned as 1.5 and 2 four-wheeled wagons respectively :-

	B.G.	M.G.	N.G.
Horned Cattle	10	8	6
Horned Cattle with calves and sucklings	8	6	4
Calves and sucklings of horned cattle	20	15	10
Donkeys	12	10	8
Horses	8	6	4
Ponies and mules	10	8	6

The number of animals that can be loaded in BOX, CRT and OZ type wagons —

- (i) should be computed to two times a 4-wheeled B.G. wagon in the case of BOX wagons;
- (ii) should be computed to one 4-wheeled B.G. wagon in the case of OZ type wagons; and
- (iii) in the case of CRT wagons, to which charges at 1.10 times the charges for 4-wheeled B.G. wagon applies, should be as under :—

Horned cattle	...	11
Horned cattle with calves and sucklings	...	9
Calves and sucklings	...	22
Donkeys	...	13
Horses	...	9
Ponies and Mules	...	11

When more than one variety of the animals mentioned above are loaded in the same wagon, the wagons rate will apply for the lowest of the numbers prescribed, e.g., if donkeys and horses are loaded in a B.G. 4-wheeled wagon, the wagon rate will apply to 8 animals in all.

Note:—

- (a)
 - (i) One suckling or calf not exceeding 1.07 metres high at the rear base of the hump in case of horned cattle, 0.65 metre at the highest points of withers, in case of mules and ponies, 0.45metres, at the highest point of withes, in case of donkeys, 0.75 metre at the highest point of withers, in case of horse, is carried free with its parent animals. If off springs of the animals exceed these heights, such sucklings and the calves should be treated as full grown animals and charged accordingly.
 - (ii) Calves of Naguar, Haryana, Hissar and Hybrid breeds and calves of ordinary breed when booked in mixed lots unaccompanied by parent animals are to be treated as one variety of animals and their loadability will be 16 for B.G., 12 for M.G. and 8 for N.G. 4-wheeled wagon.
- (b) Two such calves or sucklings of heights as mentioned in (a) (i) above when "un-accompanied" by their parent animals are to be treated as one full grown animal and will be charged as such i.e. carrying capacity in such cases would be assessed on the basis of double the number of full grown animals.

N.R.

Calves of cows of Nagaur, Haryana, Hissar and Hybrid breed only, unaccompanied by parent animals, exceeding 1.07 metres and upto 1.22 metres in height at the rear base of the hump, when booked—

- (i) from B.G. stations on Allahabad, Delhi, Firozpur and Moradabad Divisions of Northern Railway are allowed to be loaded upto 16 in a 4-wheeled wagon;
- (ii) from M.G. stations locally over Northern Railway are allowed to be loaded upto 12 in a 4-wheeled wagons and will be charged at the ordinary tariff rates at owner's risk both in local and through booking.

Pre-payment of charge is compulsory. In offering consignments of such calves, the consignor should invariably declare on the Forwarding Note that these are of Nagaur, Haryana, Hissar or Hybrid breeds, as the case may be.

The consignor should also produce at the time of booking a certificate from an official of veterinary department to the effect that calves offered for booking belong to the Hybrid breed.

N.E.

Calves of cows of Haryana breed only, unaccompanied by parent animals, exceeding 1.07 metres but not exceeding 1.22 metres in height at the rear base of the hump, when booked from Mathura Cant. in local booking only are allowed to be loaded upto 12 animals in 4-wheeled M.G. wagon and will be charged at the ordinary tariff rates. Declaration from the consignors should invariably be obtained on the Forwarding Note that calves are of Haryana breed.

The consignor should also produce at the time of booking a certificate from an official of veterinary department to the effect that calves offered for booking belong to the Hybrid breed.

W. R.

Calves of horned cattle of Haryana breed and Nagaur breed only unaccompanied by parent animals, exceeding 1.07 metres and upto 1.22 metres in height at the rear base of the hump, when booked from Jhunjhunu and Chirawa M.G. stations on Sikar-Loharu Section of Western Railway are allowed to be loaded upto 12 in 4-wheeled M.G. wagon and will be charged at the ordinary tariff rates at Owner's Risk both in local and through booking.

This applies to the booking of calves of cows only.

Pre-payment of charge is compulsory.

In offering consignments of such calves, the consignors should invariably declare on the Forwarding Note that these are of Haryana breed.

Calves of horned cattle of Haryana breed only, unaccompanied by parent animals exceeding 107 centimetres and upto 122 centimetres in height at the rear base of the hump, when booked from "Hindaun city" B.G. station on Kota Division of Western Railway are allowed to be loaded upto 16 in B.G. 4-wheeled wagon and will be charged at the ordinary tariff rates appearing in Rule 411 (1) at owner's Risk both in local and through booking.

Calves of horned cattle of Haryana, Nagaur, Rath, Dharmparkar, Gir and Parbatsar breeds only, unaccompanied by parent animals exceeding 107 Cms. and upto 122 Cms. in height at the rear base of the hump, when booked from Kota on Western Railway are allowed to be loaded upto Sixteen number in a B.G. 4-wheeled wagon and will be charged at the ordinary tariff rates as appearing in Rule 411 (1) at owner's risk both in local and through booking.

This applies to the booking of calves of cows only.

Pre-payment of charge is compulsory. In offering consignments of such calves, the consignors should invariably declare on Forwarding Note that these are of Haryana breed.

- (b) Consignors in booking are not permitted to exceed the number of animals notified in Rule 411 (2) (a) unless—
- (i) the notified carrying capacity of the wagon used is in excess of this number, or
 - (ii) consignors are by specific notification permitted to increase the load for the same rate.
- (c) Should the load exceed the numbers notified in Rule 411 (2) (a) charges for the excess number of animals loaded will be levied on a proportionate basis, the charge per extra animal being arrived at by dividing the total freight charges per wagon by the number of animals permitted to be loaded.
- (d) When the carrying capacity of wagons in which low-priced horses, etc., are carried differ from the numbers of animals specified in Rule 411 (2) (a), the carrying capacity of such wagons is separately notified by individual Railways and should not be exceeded in any case. In the absence of such notifications, the number of animals, specified in Rule 411 (2) (a) will be the carrying capacity of the wagon used.

E.R. }
N.R. } Young bulls under 1.37 metres in height, when despatched by the Superintendent, Government Cattle Farms, Madhuri Kunda (District Mathura), Bharari (District Jhansi) from station Mathura and Jhansi respectively may be loaded for stations on the Eastern Railway and on the Allahabad, Lucknow and Moradabad Divisions of the Northern Railway to the extent of 12 animals per 4-wheeled wagon.

412. Camels and Giraffs— Camels and Giraffs are accepted for conveyance under special arrangements only and are charged at Class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled M.G. wagon and 35 quintals per 4-wheeled N.G. wagon at Owner's Risk applicable for each animal. Every additional animal loaded in the same wagon and despatched by the same sender to and from the same station will be charged at 50 per cent of the rate for the first animal.

At Railway Risk, the freight charges to be levied are 20 per cent higher than the charges leviable at Owner's Risk.

- C. R. (a) Camels are accepted for carriage over the Central Railway only by special arrangement with the Chief Commercial Superintendent, Bombay.
- (b) Camels are not booked over Gwalior - Shivpuri, Gwalior - Sheopur Kalan and Gwalior-Bhind Sections of Central Railway.

C.I.W.T.C. See exception to Rule 409.

413. Elephant calves.— Elephant calves are charged at class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled M.G. wagon and 35 quintals per 4-wheeled N.G. wagon at Owner's Risk applicable for each animal. Every additional animal loaded in the same wagon and despatched by the same sender to and from the same station will be charged at 50 per cent of the rate for the first animal.

At Railway Risk the freight charges to be levied are 20 per cent higher than the charges leviable at Owner's Risk.

- N.R. }
N.E. } (i) Elephant calves are accepted for carriage under special arrangements only over —
W.R. } (ii) Western Railway.
- (iii) Jodhpur Division and stations on Delhi-Rewari—Fazilka section of Bikaner Division of the Northern Railway.
- (iii) Fategarh District of North Eastern Railway.
- C. I. W. T. C. See exception to Rule 409.

414. Elephants. — Elephants are conveyed only under special arrangement and are charged at class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled M.G. wagon and 35 quintals per 4-wheeled N.G. wagon at Owner's Risk applicable for each animal. Every additional animal loaded in the same wagon and despatched by the same sender to and from the same station will be charged at 50 per cent of the rate for the first animal.

At Railway Risk the freight charges to be levied are 20 per cent higher than the charges leviable at Owner's Risk.

A Haulage charge of 34 paise per kilometre per 4-wheeled wagon over Government Railways is made on elephant wagons from and to the station of supply. Haulage charge for a bogie wagon is double this rate.

C.R.	(a)	Elephants are accepted for carriage over the Central Railway, only by special arrangement with the Chief Commercial Superintendent.
	(b)	Elephants are not booked over Gwalior-Shivpuri, Gwalior—Sheopur Kalan and Gwalior—Bhind Sections of Central Railway.
E.R. } N.R. }		Elephants carried in the ex. E. I. Railway bogie elephant trucks—Elephant trucks Nos 22376 and 22377 each fitted with a cage for accommodation for one full size animal are charged over the Eastern Railway and over the Northern Railway (Allahabad, Lucknow and Moradabad Divisions) at the rates laid down in this rule subject to a minimum charge of Rs. 78 per bogie truck. The usual haulage charge of 68 paise per kilometre is made on bogie elephant trucks from and to the station of supply.
C.I.W.T.C.		See exception to Rule 409

415. Wild animals in cages.— Wild animals in cages are charged at class 220-B for a minimum weight of 60 quintals per 4-wheeled B.G. wagon, 45 quintals per 4-wheeled. M.G. wagon and 35 quintals per 4-wheeled N.G. wagon. The cages in which such animals are loaded must be fitted with strong and suitable handles to enable them to be lifted with safety.

These rates apply at Owner's Risk. At Railway Risk, the freight charges to be levied are 20 per cent higher than the charges leviable at Owner's Risk, the total charges being rounded off in accordance with Rule 190 (1) and (2).

C. R.	Wild animal including wild monkeys are accepted for carriage only by special arrangement with Chief Commercial Superintendent, Bombay. Cages must be provided with strong and suitable handles to allow the staff lifting them with security.
C.I.W.T.C.	See exception to Rule 409.

416. Rations, rest, etc., for horses, ponies and cattle *en route*.— (1) At the written request and risk of owners, horses, ponies and cattle which have travelled over 320 kilometres, may be unloaded and allowed to break journey, for not more than 24 hours, at junctions or other first class stations.

(2) The following rations, kit, etc., necessary for the journey are carried free, any excess being charged at ordinary rates :-

Ration and kit		For each horse or pony	For each head of cattle
Stable kit including a bucket	...	40 kilograms	20 kilograms.
Grain, etc.	...	10 kilograms for every 160 kilometers	5 kilograms for every 160 kilometres
Grass	...	As much as can conveniently be put into the stall.	
C.I.W.T.C.	...	This Rule is not in force.	

CHAPTER V

OUT - AGENCIES

501. Out-Agency charges.— The rates for the conveyance of goods between the railway station and the Out-Agency with which it is connected, vary from time to time and if not known at a forwarding station, application can be made to the owning railway for particulars of the charges in force; in the case of traffic from the out-Agency, the charges will be known, and can be included with the railway freight in calculating the through charges. For goods booked to the Out-Agency when charges are not known, the terminal Railway to which booked will arrange to collect the Out-Agency charges on delivery of the consignment.

502. General conditions.— (1) Explosives (except safety cartridges and ammunition) and other dangerous goods are not accepted for conveyance to or from Out-Agencies except where otherwise stated.

- (2) Articles on which percentage charge is paid can only be accepted under special arrangement.
 - (3) The weight of any single package which can be booked to or from an Out-Agency must not exceed 5 quintals.
 - (4) The minimum charge levied on Out-Agency traffic is in addition to the Railway minimum of Rs. 50 per consignment. When a consignment consists of two or more packages containing goods chargeable at different classification or rates, the minimum Out-Agency charge will be recovered only once on the total consignment and not on each package separately.
 - (5) Actual weight must be taken as the basis for calculation of the Out-Agency charges except where otherwise specified.
 - (6) The rules as to fractions of weight and charges obtaining on Railway may apply to Out-Agencies.
 - (7) Wharfage at Out-Agencies when charged will be subject to the ordinary rules.
 - (8) Goods in bulk cannot be accepted for conveyance to or from Out-Agencies except under special arrangement.
-

CHAPTER VI

Rates on Certain Sections on the basis of Inflated Distance

601. On the sections shown below, the charges will be levied on the basis of inflated distances as shown against each—

Railway and Sections	Gauge	Inflated distance
Central		
(i) Neral —Matheran	N	Charges are made on 189 kilometres i. e., 9 times the actual distance.
(ii) Diva — Vasai	S	Actual distance inflated by 75%.
Northern		
(i) Kalka — Shimla	N	Charges are made on 3 times the actual distance
(ii) Pathankot—Joginder Nagar	N	— Do—
Southern		
(i) Salem Jn.—Bangalore city Jn, M.G. Section	M	Charges are made on actual distance inflated by 13%.
(ii) Bangalore city—Dharmavaram	S	Actual distance inflated by 25% between Baiyapanchalli—Dharmavaram
(iii) Mettupalaiyam—Wellington	M	2 $\frac{3}{4}$ times of actual distance.
(iv) Wellington— Udagamandalam	M	2 times of actual distance.
South Central		
(i) Khandwa —Hingoli	M	Charges are made on actual distance inflated by 33.33%.
(ii) Bibinagar—Nalgonda	S	Charges are made on actual distance inflated by 50%.
(iii) Nalgonda —Miryalaguda	S	— Do—
(iv) Miryalaguda—Nadikude	S	— Do—
(v) Vishnupuram — Nadikude	M	— Do—
(vi) Gooty — Dharmavaram	S	On actual distance inflated by 25%.
(vii) Castle Rock—Kalay	M	2 $\frac{1}{4}$ times of actual distance.

Railway and Sections	Gauge	Inflated distance
South Eastern		
(i) Kottavalasa — Kirandul	S	On actual distance inflated by 30%.
(ii) Bimlagarh—Kariburu	S	50% of actual distance
Western		
(i) Dabla — Singhana	M	Charges are made on actual distance inflated by 50%.
(ii) Fatehpur Shekharwati — Churu	M	On double the actual distance.
(iii) Sabarmati — Gandhinagar	S	On actual distance inflated by 200%
(iv) Udaipur — Himatnagar	M	On 1.5 times the actual distance.
(v) Zankhavav—Umarpada extension of the kosamba — Zankhavav Rly.	N	—Do—

Northeast Frontier (D. H. Section).— The rates for various classes as applicable over the D. H. Section of Northeast Frontier Railway will be notified by the Chief Commercial Manager, Northeast Frontier Railway, Maligaon, Guwahati.

CHAPTER VII

GENERAL CLASSIFICATION OF GOODS

701. (1) The General Classification shown in Chapter I of Goods Tariff Part I (Volume II) shows the class in which each commodity is placed when moving either as "Smalls" or as "Wagon loads." In respect of certain commodities which have been assigned a train-load class, the train-load class is also shown.

(2) (a) Certain articles have been arranged into divisions distinguished by letters of the alphabet, and certain other into groups indexed to a main-head to which they belong under the words "Includes" or "As under". They are also entered in their position in alphabetical order in the classification. The items indexed to a main-head under the word "Includes" do not necessarily exhaust the definition of the main head but items indexed to a main-head under the words "As under" must be considered as exhaustive.

(b) In the "Articles" Column, references are made to mainheads for the purpose of facilitating the quotation of special rates and are printed in brackets preceded by the word "as"—e.g. Barley (as Grain and pulses-Division 'B'). This is intended to convey that except where otherwise stated, all special rates quoted for "Grain and pulses-Division 'B'" are applicable to "Barley".

(c) For other articles, a remark is given in brackets preceded by the word "see" and this is simply explanatory of their nomenclature, e.g. Acetate, amyl (see Amyl acetate).

(3) Synonyms, trade proprietary and local names of articles and the classified heading under which they are chargeable are shown in Chapter II of Goods Tariff Part I (Volume II).

(4) Where a lower class is quoted for minimum wagon loads, the lower charge will apply to the full quantity loaded in each wagon, subject to the minimum weight for charge, any remnant of the consignment being chargeable at the higher class or as for a minimum wagon load at the lower class, whichever is less.

(5) **Weight for charge for timber and other commodities in the absence of weighment facilities.**—In case weighment particulars are not available for any reason or it is not possible to ascertain the weight of the consignment by any other method such as measurement, charges should be retained on the sender's weight or prescribed minimum weight, whichever is higher.

(6) **Definition of the term "wagon".**—The term "wagon" applies (except where otherwise specified) for purposes of charges to a 4-wheeled wagon, and a 6-wheeler will be charged $1\frac{1}{2}$ times the 4-wheeler and a bogie as for two 4-wheelers.

For the purpose of computing the minimum weight for charge and for the levy of siding charges—

(i) BCX, BCN, BOX, BKCX, BFR (having carrying capacity more than 44 tonnes), BOB, BRS, BRH and BOI types of wagons should be equated to $2\frac{1}{2}$ four-wheeled wagons. However, in respect of commodities for which minimum weight condition prescribed in this Tariff is 180 quintals and below per 4-wheeled B.G. wagon, the minimum weight condition when loaded in BCX, BCN wagons should be twice that prescribed for a 4-wheeled wagon.

For commodities for which the notified minimum weight conditions is carrying capacity, the minimum weight for charge for such commodities in BOI, BRS, BRH, BOX, BCN, BOBS and BOBX wagons will be marked carrying capacity plus 2 tonnes. For commodities for which the minimum weight condition notified is the carrying capacity of the wagon, the minimum weight for charge when loaded in BCX wagons (i.e., BCX, BCXC, BCXR and BCXT wagons) will be 55.5 tonnes and when loaded in CRT wagons will be 28 tonnes.

Note: The enhanced minimum weight conditions for charge in the case of—

- (1) BOX wagons will not be applicable to Sugar & Rubber crude. However, in respect of Chemical manures, the following minimum weights will apply—
 - (a) The minimum weight for charge for 'Urea' indexed to the main head Chemical Manures-Division 'A' will be 520 quintals.
 - (b) The minimum weight for charge for other commodities (except urea) indexed to the main head Chemical Manures-Division 'A' will be 540 quintals.
 - (c) The minimum weight for charge for all commodities indexed to Chemical Manures-Divisions 'B' will be 520 quintals.
- (2) BCX, BCN wagons will not be applicable to Rubber crude.
- (3) BRS, BRH, BOI wagons will not be applicable to Grain and Pulses, Chemical manures, Salt, Sugar and Rubber crude.

(4) BOBX and BOBS wagons will not be applicable to Grain and Pulses, Chemical manures, Salt, Sugar, Rubber Crude, Lime, Lime - stone and Dolomite.

The minimum weight for charge for these commodities will continue to be marked carrying capacity when loaded in wagons referred to above, except where otherwise notified.

(ii) BOBX, BOY and BOBS types of wagons should be equated to three four-wheeled wagons.

For the levy of siding charges BFU type well wagons having different carrying capacities should be equated as under—

BROAD GAUGE

Upto 48 tonnes		2 four-wheeled wagons
Above 48 tonnes and upto 60 tonnes	2.5	Do.
Above 60 tonnes and upto 72 tonnes	3	Do.
Above 72 tonnes and upto 84 tonnes	3.5	Do.
Above 84 tonnes and upto 96 tonnes	4	Do.
Above 96 tonnes and upto 108 tonnes	4.5	Do.
Above 108 tonnes and upto 120 tonnes	5	Do.
Above 120 tonnes	6	Do.

METRE GAUGE

Upto 38 tonnes		2 four-wheeled wagons
Above 38 tonnes and upto 47.5 tonnes	2.5	Do.
Above 47.5 tonnes upto 57 tonnes	3	Do.
Above 57 tonnes	4	Do.

Note—This rule does not apply to commodities for which “AQ” with specific minimum weight for charge has been provided in the Tariff.

(iii) Special type of N.G. Stock with carrying capacity of 22.4 tonnes and above should be equated to 2.5 time of N.G. 4 Wheeled Wagon.

Note—However, Bulky articles with a minimum weight condition of W/60-BG, W/45-MG and W/35-NG, when offered in wagon loads will be charged on a minimum weight of 60 quintals, when loaded in Narrow Gauge 8 wheeled wagons with a carrying capacity of 22.4 tonnes and above.

For the purpose of levy of freight charges, BFU type well wagons should be charged on actual weight subject to minimum weight for charge on the marked carrying capacity.

Note—BCX wagons when used for the carriage of live-stock may be treated and charged as for two 4-wheeled B.G. wagons.

In the case of CRT wagons, the minimum weight condition should be computed at one and one-fifth times the weight condition prescribed for a B.G. four-wheeled wagon and rounding off the resultant figure to the next higher multiple of 5 quintals. A few examples of arriving at the minimum weight for charge in the case of CRT type wagons are indicated below:—

Minimum weight prescribed for B.G. four-wheeled wagons (Quintals)	Minimum weight applicable to CRT wagons (Quintals)
205	250
180	220
130	160
110	135
105	130
95	115

(7) The symbols used in the General Classification have the following indications :-

Note— Unless otherwise stated, the symbols shown against each commodity in the Article column apply to all.

(i) A.Q —. Means any quantity and indicates that the rate quoted is applicable whether the commodity moves in smalls or wagons loads.

(ii) B.G. - means Broad Gauge.

(iii) M.G. - means Metre Gauge

(iv) N.G. - means Narrow Gauge

(v) O.R. - indicates that the rate applies at Owner's Risk.

(vi) R.R. - indicates that the rate applies at Railway Risk.

(vii) N.O.C. - indicates "Not otherwise classified".

(viii) C. - followed by a figure indicates the minimum weight in quintals per consignment to which the rate applies, e.g., C/35 means the rate applies to minimum weight of 35 quintals per consignment.

The minimum weight may be distributed over—

(1) Different commodities for which weight condition and the rates are the same provided they are booked together as one consignment by one sender to one destination on one Invoice, or

(2) Different commodities appearing under the same mainhead of classification for which the rates are the same but the weight conditions are different, provided the aggregate weight of the consignment is not less than the highest minimum weight condition applicable to any of these commodities and further that these are booked together as one consignment by one sender to one destination on one invoice.

Where the rates and conditions for carriage of the commodities are not the same, Rule 194(3) applies.

The minimum weight may also be distributed over different consignments of the same commodity upto a maximum of eight consignments from the same sender or different senders to the same consignee or different consignees booked on the same date from the same station to the same destination provided that—

(a) The sender or senders tender a separate Forwarding Note for each consignment with full particulars of all consignments proposed to be despatched, duly endorsed on every Forwarding Note, with the request that these be clubbed together for the purpose of charging freight.

(b) Separate Invoices and Railway Receipts are issued for each consignment, but each Invoice and Railway Receipt contain details of the other consignments booked showing that the minimum condition has been complied with.

(c) Packages forming part of each consignment are separately and distinctively marked.

Note—(1) For the purpose of this rule, the term "same commodity" means a particular commodity or commodities under the same main-head of classification to which the same rates and conditions of carriage apply through to destination.

(2) Clubbing of consignments as above cannot be allowed when one of the consignments by itself complies with the minimum condition. When two or more consignments together fulfil the minimum condition, additional consignments even up to the maximum of eight should not be clubbed.

Where, however, the rate charged in accordance with this rule is subject to the condition of unloading of consignments by owners at destination, the Railway, in order to avoid inconvenience to particular consignees or detention to wagons, reserves the right to unload all or any such consignments at destination, in accordance with Rule 131. When this is done, the usual unloading charge will be recovered on the particular consignment or consignments so unloaded by the Railway.

Note—(1) Mixed consignments of articles chargeable at the same rate but subject to the condition "C" and "W" should be charged on the collective weight at the rate and weight condition applicable to the "W" or "C" condition whichever weight condition is greater.

(2) Mixed consignments of articles chargeable at the same rate but subject to different "C" conditions should be charged on the collective weight subject to the highest "C" condition applicable to any of the commodities.

(ix) C.C. indicates that the weight for charges is the carrying capacity of the wagon used. The weight may be distributed over different commodities for which the rates and the weight conditions are either the same or different, provided that they are booked together by one sender to one destination on one Invoice.

Thus with the C.C. condition fulfilled, each commodity will be charged at the wagon load rate applicable to it. If weights of individual commodities are not separately available or through declared by the sender cannot be verified, the entire consignment will be charged at the highest wagon load classification applicable to any of these commodities.

The minimum weight may also be distributed over different consignments of the same commodity upto a maximum of twelve consignments per 4-wheeled wagon, eighteen consignments per 6-wheeled wagon and thirty consignments per eight wheeled wagon from the same sender or different senders to the same consignee or different consignees booked on the same date from the same station to the same destination in the same wagon, provided that—

(a) The sender or senders tender a separate Forwarding Note for each consignment with full particulars of all consignments proposed to be despatched, duly endorsed on every Forwarding Note, with the request that these be clubbed together for the purpose of charging freight.

(b) Separate Invoices and Railway Receipts are issued for each consignment, but each Invoice and Railway Receipt contain details of the other consignments booked showing that the minimum condition has been complied with.

(c) Packages forming part of each consignment are separately and distinctively marked.

Note—For the purpose of this rule, the term "same commodity" means a particular commodity or commodities under the same main-head of classification to which the same rates and conditions of carriage apply through to destination.

Where, however, the rate charged in accordance with this rule is subject to the condition of unloading of consignments by owners at destination, the Railway, in order to avoid inconvenience to particular consignees or detention to wagons, reserves the right to unload all or any such consignments at destination, in accordance with Rule 131. When this is done, the usual unloading charge will be recovered on the particular consignment or consignments so unloaded by the Railway.

Clubbing of consignments is not permissible in the case of booking of "smalls" consignments of Coal, Coal shale, lignite, patent fuel, soft coke, hard coke, domestic coke, coal/coke briquettes, briquetted fuel mixture and any other kind of fuel containing coal, coke and lignite as the major ingredient.

(x) D. - followed by a figure indicates the distance in Kilometres to which the rate applies, subject to the differential rule as to distance, e.g., D/576 means that the rate applies to traffic booked for distance of 576 kilometres and over subject to the condition that where the rate for 576 kilometres is less than the rate for lesser distance, the rate for 576 kilometres will apply.

(xi) D. R. - indicates that the differential rule as to distance applies. See General Rule 183.

(xii) L. - indicates that loading and unloading should be performed by the consignors and consignees in accordance with Rule 128, but the Railway may, at its option perform the unloading as provided in Rule 131.

(xiii) W. - followed by a figure indicates the minimum weight in quintals per 4 wheeled wagon to which the rate applies, e.g., W/110 means that the rate applies to a minimum wagon load of 110 quintals per 4-wheeled wagon, 165 quintals per 6-wheeled wagon and 220 quintals per bogie wagon. Should wagon of a lower carrying capacity than the minimum weight specified be used, charges will be made on the carrying capacity of such wagons.

The minimum weight may be distributed over different commodities for which the rates and the weight conditions are either the same or different provided the aggregate weight of the consignment is not less than the highest minimum weight condition applicable to any of these commodities and further that these are booked together in the same wagon as one consignment by one consignor to one destination on one Invoice.

With the highest minimum weight condition thus fulfilled each commodity will be charged at the wagon load rate applicable to it. If weights of individual commodities are not separately available or though declared by the sender cannot be verified, the entire consignment will be charged at the highest wagon load classification applicable to any of these commodities.

The minimum weight may also be distributed over different consignments of the same commodity or different commodities appearing under the same mainhead of classification for which the rates are the same but weight conditions are either the same or different, provided the aggregate weight of the consignments is not less than the highest minimum weight condition applicable to any of these commodities upto a maximum of twelve consignments per 4-wheeled wagon, eighteen consignments per 6 wheeled wagon and thirty consignments per 8 wheeled wagon from the same sender or different senders to the same consignee or different consignees booked on the same date from the same station to the same destination in the same wagon provided that—

(a) The sender or senders tender a separate Forwarding Note for each consignment with full particulars of all consignments proposed to be despatched, duly endorsed on every Forwarding Note with request that these be clubbed together for the purposes of charging freight.

(b) Separate invoices and Railway Receipts are issued for each consignment, but each Invoice and Railway Receipt contain details of the other consignments booked showing that the minimum condition, has been complied with.

(c) Packages forming part of each consignment are separately and distinctively marked.

Note—For the purpose of this rule, the term “same commodity” means a particular commodity or commodities under the same main-head of classification to which the same rates and conditions of carriage apply through to destination.

Where, however, the rate charged in accordance with this rule is subject to the condition of unloading of consignments by owners at destination, the Railway, in order to avoid inconvenience to particular consignees or detention to wagons, reserves the right to unload all or any such consignments at destination in accordance with Rule 131. When this is done, the usual unloading charge will be recovered on the particular consignment or consignments so unloaded by the Railway.

Clubbing of consignments is not permissible in the case of booking of “Smalls” consignments of coal, Coal Shale, lignite, patent fuel, soft coke, hard coke, domestic coke, coal/coke briquetted, briquettes fuel mixture and any other kind of fuel containing coal, coke and lignite as the major ingredient.

Note—(1) Clubbing of consignments is permissible even when one or more consignments by themselves fulfil or exceed the minimum weight condition provided :—

- (i) that the number of consignments clubbed does not exceed the prescribed limit ;
- (ii) that the consignments are loaded in the same wagon; and
- (iii) that the carrying capacity of the wagon is not exceeded.

(2) Mixed consignments of articles chargeable at the same rate but subject to the condition “C” and “W” should be charged on the collective weight at the rate and weight condition applicable to the “W” or “C” condition whichever weight condition is greater.

(3) Mixed consignments of articles chargeable at the same rate but subject to different “W” conditions should be charged on the collective weight subject to the highest “W” conditions applicable to any of the commodities.

(4) When two consignments of different/same commodities booked under separate invoices from the same station to the same destination, each by itself fulfilling the prescribed minimum weight condition per 4-wheeled wagon, are loaded together in a bogie wagon, charges should be recovered for each consignment separately, on actual weight, subject to the minimum weight prescribed for each commodity per 4-wheeler.

The following endorsement, is, in such cases, to be made on both invoices and their counterfoils:—

“Loaded in bogie wagon No.....along with consignment booked under invoice No.....of.....for Railway convenience.”

(xiv) W. R. - indicates that the rate is a wagon rate applicable irrespective of the wagons used or the weight loaded in them. The symbol followed by a figure indicates that the rate is a wagon rate applicable to loads not exceeding the weight indicated by the figure, e.g., W.R./110 means that the wagon rate applies to loads not exceeding 110 quintals. Any excess weight loaded in the same wagon not exceeding its carrying capacity will be charged at a proportionate rate per quintal.

(xv) d. - indicates that the commodity is included in the lists of explosives and other dangerous goods, and must be dealt with in accordance with the rules in the I.R.C.A. Red Tariff.

(xvi) e. - indicates that the commodity is included in schedule II of Railways (Extent of Monetary Liability and Prescription of Percentage charge), Rules 1990.

(xvii) p. - indicates that pre-payment of freight is compulsory.

C.R. Pre-payment of freight charges - If under an invoice, an article for which pre-payment of freight is compulsory is booked along with others on which pre-payment of freight is not compulsory the freight on the entire consignments should be collected at the booking station i.e., the whole consignment should be booked freight "Paid" and not "To-pay".

(xviii) IP. - followed by a figure indicates that the internal packing condition for carriage laid down in Section I of Chapter VIII applies.

(xix) P. - followed by a figure indicates that the packing condition for carriage laid down in Section II of Chapter VIII applies.

(xx) c. - followed by packing condition 'IP' or 'P' indicates that unless the relevant packing condition laid down in Sections I and II of Chapter VIII, is fulfilled, the consignment will not be accepted for carriage by rail.

(xxi) f.- appearing under the column 'Outer Packing condition' in Chapter I of Goods Tariff, Part I (Volume II) indicates that detachable fittings must be separately packed in a case.

(xxii) S. - followed by a figure indicates that the special condition for the carriage laid down in Section III of Chapter VIII applies.

(xxiii) b (s).- Indicates that the commodity is to be treated as 'bulky article' when booked in smalls for the purpose of application of Rule 165 of I.R.C.A. Goods Tariff, Part I (Vol.I).

(8) The classes appearing in the General Classification of Goods are expressed in terms of number/numbers for each commodity when moving as 'small' or wagon load or train load (wherever applicable).

(9) The method of arriving at the rate for a particular commodity in 'train loads, 'wagon loads' and 'smalls' is as follows:—

(a) From the General Classification of Goods, the class assigned to the commodity must be ascertained.

(b) Reference should be made to the Station-to-Station and Junction Distance Tables (in kilometres) to ascertain the distance for charge between two points.

(c) The rate to be charged for a particular distance is the rate shown against this class and for this distance in the Goods Rate Tables, which are published in the I.R.C.A. Goods Tariff, Part II and contain the rates for all distances upto 6,000 kilometres for different classes which appear in the General Classification of Goods.

Examples are given below— (The examples given below are based on Goods Rate Tables published in I.R.C.A. Goods Tariff, Part II).

Example 1—Rate for Wheat (as Grain and pulses-Division 'B') in wagon loads from Station 'A' (B.G.) to Station 'B' (B.G.).

Distance	1,366 kms.
Classification for Grain and Pulses - Division 'B' in wagon loads as shown in chapter 1 of Goods Tariff Part I (Volume II).	85
Rate at Class 85 for 1,366 kilometres as per I.R.C.A. Goods Tariff, Part II.	Rs. 28.97 per quintal.

This rate will apply subject to the conditions W/CC; R.R.; L.

Example 2—Freight for cigarettes in "Smalls" weighing 2 quintals from station 'A' to station 'B'.

Distance	890 Kilometres
Classification for cigarettes in "Smalls" as shown in Chapter I of I.R.C.A. Goods Tariff, Part I (Volume II)	210
Rate inclusive of 20 per cent surcharge at Class 210 for 890 kilometres as per I.R.C.A. Goods Tariff, Part II.	Rs. 75.20 per quintal
Freight charge at Rs. 75.20 per quintal for 2 quintals.	Rs. 150.40
Rounded off to next nearest 10 paise	Rs. 150.40
Rounded off to next higher Rupee vide Rule 191	Rs. 151

This rate will apply subject to condition Railway Risk.

Example 3—Freight charge for one wagon loads of firewood weighing 155 quintals at R.R. from station 'A' (B.G.) to station 'B' (B.G.)—

Distance	514 kilometres
Classification at Owner's Risk for firewood in wagon load shown in Chapter I of I.R.C.A. Goods Tariff Part I (Volume II).	95 (O.R.)
Rate at class 95 for 514 Kilometres as per I.R.C.A. Goods Tariff, Part II	Rs. 18.06 per quintal.
Freight for 155 quintals at Owner's Risk	=Rs. 18.06 X 155 = Rs. 2799.30 (actual)
Freight at Railway Risk at 20 per cent higher than Owner's Risk freight vide Rule 177.	$\frac{\text{Rs. 2799.30} \times 120}{100} = \text{Rs. 3359.16}$
Rounded off to the nearest rupee vide Rule 190.	Rs. 3359
Rounded off to the next higher rupee vide Rule 191.	Rs. 3359

Example 4— Freight charge for 2 quintals of Gingelly seeds from station 'A' to station 'B'.

Distance	270 kilometres
Classification for gingelly seeds (as oil seeds, N. O. C.) in "Smalls" as shown in Chapter 1 of I.R.C.A. Goods Tariff, Part I (Volume II).	150 B
Rate inclusive of 20 per cent surcharge at class 150 B for 270 Kilometers as per I.R.C.A. Goods Tariff, Part II.	Rs. 15.10 per quintal
Freight charge at Rs. 15.10 per quintal for 2 quintals.	Rs. 30.20
Rounded off to the nearest 10 Paise	Rs. 30.20
Rounded off to next higher rupee	Rs. 31.00

Minimum Charge Rs. 50.00

This freight charge will apply at Railway Risk.

Example 5.— Freight charge for 12 quintals of piece-goods, cotton etc. press-packed, etc. from station 'A' to station 'B'.

Distance 723 kilometres

Classification for piece-goods, cotton, etc. press-packed etc in "Smalls" as shown in Chapter I or I.R.C.A. Goods Tariff, Part I (Volume II). 210

Rate at Class 210 for 723 kilometres as per I.R.C.A. Goods Tariff, Part II. Rs. 52.18 per quintal.

Freight charge at Rs. 52.18 per quintal for 12 quintals. Rs. 626.16

Rounded off to the nearest 10 paise Rs. 626.20

Rounded off to the next higher rupee vide Rule 191, Rs. 627

This freight charge will apply at Railway Risk.

Note—Surcharge of 20 per cent under rule 176 (4) (a) is not leviable as the weight exceeds 10 quintals.

Example 6—Rates for cement from station 'A' (B.G) to Station 'B' (B.G) as train loads

Distance = 1834 kilometres

Classification of cement in train load as shown in chapter I of Goods Tariff, Part I (Vol.II) = 140

Rate of Class 140 for 1834 Kms. as per I.R.C.A. Goods Tariff, Part II = Rs. 76.99 per quintal

This rate will apply subject to train load 1400 tonnes; R.R.; L

702. (1) The rates and charges, chargeable on the basis of weight may be replaced by rates and charges on the basis of floor area or cubical contents of wagons or lump sum wagon rate or on the basis of the volume of a commodity.

(2) When such a system of charging is introduced, it will supersede the system of charging on the basis of classification as notified in the classification to the extent covered by such a system.

(3) (a) Whenever a system of charging on volumetric basis is introduced all other charges due, such as wharfage, demurrage, etc. will also be leviable on the volumetric basis.

(b) In such cases all reference to weights and weighments in any rule will, mutatis mutandis, be deemed to refer to volumetric measurement.

CHAPTER VIII

(See Rule 120)

PACKING CONDITIONS AND SPECIAL CONDITIONS

1. The following packing conditions have been prescribed by the Government of India under Section 77C(4) of the Indian Railways Act 1890. There are two kinds of packing conditions, viz., internal packing conditions and outer packing conditions. The internal packing conditions are shown in Section I of this Chapter and the outer packing conditions are shown in Section II.

2. Special conditions applicable to certain commodities are shown in Section III of this Chapter.

SECTION I**Internal Packing Conditions**

Internal Packing Conditions represent the inside packing within the outer package that is necessary for the adequate protection of the articles.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
IP/1 --	<p>Primary Packing—Represents the manner in which the articles should be packed in the first instance.</p> <ul style="list-style-type: none"> (a) Must be wrapped in tissue paper, brown paper, kraft paper, or thick wrapping paper of 130 to 150 grammes per sq.m. (b) Must be packed in corrugated paper. (c) Must be wrapped in grease-proof-paper, wax paper, or butter paper. (d) Must be wrapped in bitumenised water-proof paper of 130 to 150 grammes per sq. m. (e) Must be wrapped in machine-glazed sulphite paper of 60 to 70 grammes per sq. m. and then covered completely with bitumen water-proof paper of 130 to 150 grammes per sq. m. (f) Must be wrapped in cellulose film or polythene film or placed in a polythene bag. (g) Must be wrapped in dry straw or dry straw covers 1/2" to 1" (12.7 mm to 25.4 mm) thick. (h) Earth article must be wrapped 1 to 3 inches (25.4 mm to 76.2 mm.) thick with dry grass or straw. (i) Must be covered completely with tight straw packing of 6 inches (15.24 cm.) thickness and then tied with rope of straw of paddy grass or jute twine. (j) Must be wrapped in chattai matting with its inside smooth and free from protruding ends. (k) Must be wrapped in light-proof protective paper. (l) Sheets must be inter-leaved with kraft paper. (m) Must be packed with any of the following materials all round to a minimum of 1/2" (12.7 mm.) thickness dry grass, straw, straw padding, paper cuttings, wood-wool, corrugated cardboard or other similar material. (n) Must be packed in aluminium foil. (o) Foils must be laminated to paper or interleaved with tissue paper.

SECTION I- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
IP/1 (Concl.) --	<p>(p) The empty space inside the case should compactly filled up with tissue paper packings.</p>
	<p>(q) Must be packed in round bottom polythene bag of thickness not less than 400 guage, heat sealed at the base, securely tied.</p>
	<p>(r) Must be wrapped in bituminised hessian cloth.</p>
IP/2 ..	<p>Internal containers.—Describes the primary containers in which the commodities must be packed before they are finally packed in outer containers.</p>
	<p>(a) Must be packed in corrugated cardboard boxes, thick cartons, wooden boxes or tins.</p>
	<p>(b) Must be packed in metal containers.</p>
	<p>(c) Must be filled in sound tins or canisters with tagger discs soldered over the lids. When the contents are in their original juice or liquid or when in liquid or semi-liquid form, an ullage of at least 1/4 inch (6.35 mm) must be left below the tagger discs.</p>
	<p>(d) Plywood/wooden square boards at least 3/4" thick with circular holes in the centre are to be placed inside the case, one on each end both under the bottom reel as also over the top reel with wooden dowels either cross or cylindrical-exactly fitted into the circular holes in the square boards, which would pass through the cores of the reels so as to prevent lateral movement of the reels in transit. Both under the bottom reel as well as over the top reel, a piece of strong cardboard and/or felt (with similar circular holes in the centre as in the square boards for the dowel to pass through) is to be provided and also a piece of cardboard/felt in-between the reels.</p>
	<p>(N.B.- In case of aluminium cigarette foil, a thick plywood partition should be used between the two rows of the reels.)</p>
	<p>(e) Should be packed in double faced corrugated fibre boxes made of minimum number of 5 plies with suitable dunnage material inside, and with two wooden battens, one on each of the six faces of the box. The outer flaps should be completely glued to the internal flaps of the boxes both on the top and at the bottom.</p>
	<p>(f) Must be packed in polythene bags of 450 gauge thickness.</p>
	<p>(g) Must be packed in bituminised water proof paper bags of 50 gms. substance per sq. metre.</p>
	<p>(h) Must be packed in polythene bags of 300 gauge.</p>
	<p>(i) Must be packed in polythene bags of 400 gauge.</p>
IP/3 --	<p>Protection within the outer containers.—Describes the protection that is necessary to be given within the outer containers to prevent the contents being damaged either by internal movement or by water, etc.</p>
	<p>(a) (i) The outer container must be lined inside on all sides with any of the following cushioning materials 2 inches (5.08 cm.) thick :—</p>
	<p>Dry grass, straw, strawpadding, paper cuttings, wood-wool, corrugated paper or other similar material.</p>
	<p>Where articles are contained in different primary containers the primary containers must be separated by cushioning material to a minimum of 1/2" (12.7 mm.) thickness.</p>
	<p><i>Note</i>—When corrugated paper is used as cushioning material, the thickness of the cushioning will be 3 cm.</p>

SECTION I- concld.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
IP/3 (Concl.)	<p>(ii) When small glass containers up to 1 oz. capacity are packed in cardboard boxes having separate chambers, no cushioning material is necessary for separating the primary containers from each other.</p> <p>(b) Outer container must be lined with bituminised water-proof paper of 130 to 150 grammes per sq. m. polythene or cellulose film, or other suitable water-proof material.</p> <p>(c) Outer container must be lined-with metal foil. Metal foil, if of zinc, must be of thickness 0.0055 inch (.1397 mm); and if of tin, must be of guage 34.</p> <p>(d) Outer container must have fitments such as liners-plain or flanged, top, bottom and layer packs and halsslotted inter-locking partitions.</p> <p>(e) Must be packed with braces and wooden blocks to keep the articles in position without movement inside the outer container.</p> <p>(f) Each carton of cigarettes, before being packed in corrugated fibre-board containers, is to be made up of either of the following materials:—</p> <p>(i) Water proof paper consisting of three layers one of kraft of 60 gms., substance per sq. metre, one of bitumen of 50 gms., substance per sq. metre and one of kraft of 60 gms., substance per sq. metre.</p> <p style="text-align: center;">or</p> <p>(ii) Polycoated kraft consisting of a minimum 70 G. polythene extruded on kraft of 80 gms., substance per sq. metre.</p> <p style="text-align: center;">or</p> <p>(iii) Kraft foil consisting of three layers one of kraft of 60 gms., substance per sq. metre, one of bitumen of 41 gms., substance per sq. metre and one of 9 G. foil.</p> <p>(g) An inside lining with thick water proof kraft-paper is provided. Larger component parts are first covered with kraft paper and smaller ones packed in small bags, are placed inside gaps. The materials are packed in 4-tiers within the case. Each tier is separated by two frame supports of size 3'-2" x 5"x5/8" which are nailed over the blocks, below. Four wooden blocks of size 2.5"x3"x5/8" are fixed in each tier to provide compactness in each tier as well as to enable fixing of frame supports, separating the tiers.</p>

SECTION II

Outer Packing Conditions

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/I	<p data-bbox="376 495 1403 539">GLASS OR EARTHENWARE OR STONEWARE CONTAINERS (P/I and P/2)</p> <p data-bbox="399 614 1505 679">Must be contained in Glass jars or Stoneware jars or Glass or polythene bottles which should be packed in wooden cases.</p> <p data-bbox="399 700 1505 808">The jars/bottles should be properly closed with cork or rubber or glass or stoneware stoppers or with metal or plastic caps so as to ensure a tight and leak-proof seal. Glass stoppers, when used, should be individually ground and fitted to give a leak proof closure.</p> <p data-bbox="399 830 1505 937">The jars or bottles must be packed in cases conforming to packing conditions P/17 and either IP/3 (a) or IP/I (a) and IP/3(d). No internal packing need, however, be complied with in the following cases:—</p> <ol data-bbox="313 948 1505 1078" style="list-style-type: none"> <li data-bbox="313 948 1019 991">(1) If the inner or primary containers are of polythene; or <li data-bbox="313 1002 1505 1078">(2) If the inner or primary containers are of glass bottles and are enclosed with papier-mache sleeve or corrugated cardboard sleeve. <p data-bbox="399 1088 1458 1142">Packing condition P/19 is an alternate to P/17 in respect of the following commodities:—</p> <p data-bbox="399 1142 588 1175">Aerated waters</p> <p data-bbox="399 1185 533 1218"><i>Includes:—</i></p> <p data-bbox="415 1239 595 1272">Mineral waters.</p> <p data-bbox="399 1282 784 1325">Fruit juices or syrups, indigenous</p> <p data-bbox="399 1336 768 1369">Fruit juices or syrups, imported.</p> <p data-bbox="399 1379 595 1412">Jam, indigenous</p> <p data-bbox="399 1422 533 1455"><i>As under:—</i></p> <p data-bbox="415 1476 470 1509">Jams</p> <p data-bbox="415 1519 486 1552">Jellies</p> <p data-bbox="415 1563 548 1595">Marmalade.</p> <p data-bbox="399 1606 572 1649">Jam, imported</p> <p data-bbox="399 1660 533 1692"><i>As under:—</i></p> <p data-bbox="415 1714 470 1746">Jams</p> <p data-bbox="415 1757 486 1789">Jellies</p> <p data-bbox="415 1800 548 1832">Marmalade.</p> <p data-bbox="399 1843 752 1886">Preserves, vegetables, country</p> <p data-bbox="399 1897 533 1929"><i>Includes:—</i></p> <p data-bbox="415 1951 493 1983">Pickles.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/1 —Concld.	<p>Preserves, vegetable, imported</p> <p><i>Includes:—</i></p> <p>Pickles.</p> <p>Vinegar.</p> <p>Each case must bear the following markings on the outside :—</p> <p>(1) On the sides :—</p> <p>Labels showing "GLASS-HANDLE WITH CARE."</p> <p>(2) An arrow pointing upwards to indicate the top while stacking and handling.</p>
P/2 ...	<p>Must be packed in Glass Carboys or Vitrified Porcelain Carboys—</p> <p>(1) In Hampers of Iron or Wicker Work in Flat Bottomed Crates or Tubs or</p> <p>(2) In Wooden Cases.</p> <p>Glass carboys should have a wall thickness of not less than 1/4 inch (6.35 mm) in any part. The carboys must be free from striate and bubbles. The maximum capacity of a gl. carboy should not exceed—</p> <p>14 gallons (63.64 litres) for liquids not exceeding 1.2 specific gravity.</p> <p>12 gallons (54.55 litres) for liquids exceeding 1.2 specific gravity.</p> <p>Carboys of vitrified porcelain must not exceed 10 gallons (45.45 litres) in capacity and should weigh between 32 and 35 lbs. (14.510 and 15.876 kg.) when empty. They must have a wall thickness of between 3/8 inch and 1/2 inch (9.5 mm. and 12.7 mm.) throughout.</p> <p>The carboys must be closed liquid-tight by one of the following methods :—</p> <p>(1) Luted stoppers. Each carboy must be provided with a good earthenware or glass stopper, well luted.</p> <p>(a) With plastic moist clay tied over with a water proof material to keep the clay moist, or</p> <p>(b) With Plaster of Paris.</p> <p>(2) Ground-in Glass stoppers.</p> <p>(3) Screw stoppers.</p> <p>All stoppers must be covered with strong canvas and firmly tied round the neck of the carboy.</p> <p>Carboy when in hampers of iron or wicker work, must be firmly packed with a minimum thickness of 1/2 inch (12.7 mm) of straw or cork or wood-wool or similar suitable material between the hamper and the carboy and be enclosed in flat-bottomed wooden crates or tubs.</p> <p>Crates should conform to specification "C" of P/18.</p> <p>Tubs should be made of wood 3/4 inch (19.05 mm.) thickness and bound round at two places with 3/4 inch (19.05 mm.) wide strong metal strap.</p>

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/2 conclud.	<p>Carboys in wooden cases must be cushioned on all sides with 2 inch (5.08 cm.) thickness of hard-pressed dry straw or other non-powdery and non-friable dry packing material, so that the glass will not come in contact with the walls of the case, necks of carboys may project through an aperture in the case, with or without protection. When necks are enclosed within the case, the case must bear the following marking on the outside :—</p> <ol style="list-style-type: none"> (1) On the top— Label showing "THIS SIDE UP". (2) On the sides— Labels showing "GLASS-HANDLE WITH CARE". (3) An arrow pointing upwards to indicate the top while stacking and handling. Additional condition to be observed in the case of certain commodities— <ol style="list-style-type: none"> (1) Formaldehyde When in Carboys packed in wooden cases, the neck of the carboy must be enclosed within the case. (2) Hydrogen peroxide— The net weight of content in each glass carboy should not exceed 145 lbs. (65.771 Kg.) Carboys containing hydrogen peroxide solution of strength 40 volumes and under should have an effective vent in the stopper. <p>METAL CONTAINERS (P/3,P/4 and P/5) Must be packed in Metal containers—</p> <ol style="list-style-type: none"> (1) Tinplate containers. Tinplate containers must be water-tight, free from rust, marks of corrosion or decay, cracks, leaks and dents of capacity upto 4 gallons or 18 litres each made of tinplate of 32 B.G. In case of capacity upto 1 gallon (4.54596 litres) and 30 B.G. in case of capacity exceeding 1 gallon (4.54596 litres). <p>Openings or apertures of containers should be closed with leak-proof metal closures and there must be adequate ullage (empty space) within each container to protect it from all internal pressure.</p> <p>Each container, or group of containers must be enclosed in wooden case conforming to P/17. Packing condition P/19 is an alternative to P/17 in respect of the following commodities :—</p> <p>Fruit juices or syrups, indigenous. Fruit juices or syrups, imported. Fruit preserves, indigenous. Fruit preserves, imported. Jam, indigenous <i>As under—</i> Jams Jellies Marmalade.</p>

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/3 contd. --	<p>Jam, imported <i>As under—</i> Jams Jellies Marmalade.</p> <p>Preseves, vegetables, country. <i>Includes—</i> Pickles.</p> <p>Preserves, vegetables, imported. <i>Includes—</i> Pickles. Vinegar.</p> <p>Outer packing of wooden cases will not be necessary in respect of the following:—</p> <p>(a) Wagon load consignments of oils, etc. in tin-plate containers weighing 2 Kg. and over each and not involving transshipment provided dunnage, such as dry grass, hay, straw or ground nut or paddy husk is used on the wagon floor, between successive layers of tins, between the wagon doors and the tins and between the wagon walls of the wagon and the tins, in sufficient quantities so as to give protection to the tins.</p> <p>The tins in each layer should be compactly loaded so that they do not shift in transit and tightly tied together by a coir rope passing through lifting rings on the tins so as to form a compact package.</p> <p>Note— Saw dust pressed to a thickness of not less than 10 cm. could be used as a cushioning material on the floor of the wagon only.</p> <p>(b) Hydrogenated oil in tin-plate containers weighing below 2 kg. each may be packed in cardboard boxes.</p> <p>(c) Unslaked lime in tin-plate containers even when booked in 'Smalls'.</p> <p>Containers conforming to I.S.I. Specification No. IS.916-1975 will be treated as conforming to this packing condition provided that the both top and bottom shall each be made in one piece and joined to the body by a double seam or single seam and fully soldered according to para 3.4.4 of the I.S.I. Specification.</p> <p>(2) Steel barrels, drums or kegs.—Steel barrels or drums or kegs must be water-tight, free from rust, marks of corrosion or decay, leaks and dents. They must be made of mild steel sheets according to the following specifications :</p>

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II) P/3 (concl'd.)	Minimum thickness of sheet.		Minimum depth of chimb.	Other qualification
	Broad Body		Gauge End	Inch
P/3A	Up to 25 litres		26	1/2 (12.7 mm.)
	Exceeding 25 litres but not exceeding 60 litres.		24	1/2 (12.7 mm.)
	Exceeding 60 litres but not exceeding 120 litres		24	3/4 (19.05 mm)
	Exceeding 120 litres but not exceeding 205 litres.		22†	3/4 (19.05 mm)
	<p>* Body must feature 3 Iron flats of size 1.5" (3.8cm) for each barrel or keg or 1 section hoops depending on the size of the drums.</p> <p>*This packing is applicable only to smalls consignments and to wagon load consignments involving break-of-gauge transshipment.</p> <p>†Bitumen of straight-run grade is allowed to be packed in drums of 24 gauge for ends.</p> <p>Each opening or aperture as well as air vent of a barrel drum or keg must be sealed with leak proof metal closure and adequate ullage (empty space) must be left within each container to protect it from internal pressure. The capacity of any receptacle of this description should not exceed 45 gallons (204.56 litres).</p> <p>Cushioning material of 75 mm. thickness be provided on the floor as well as sides of the wagons containing consignments of barrels/drums.</p> <p>Must be packed in Steel barrels or drum.</p> <p>Steel barrels or drums must be water-tight, free from rust, marks of corrosion or decay, leak and dents. They must be made of mild Steel sheets according to the following specifications:—</p>			
P/3A	Minimum thickness of sheets		Minimum Depth of chimb	Other qualifications
	B.G. Body	Ends		
	26	24	3/4 Inch (19.05 mm.)	Body must feature suitable number of pressed out corrugations or rolling hoops or 1 Section hoops depending on the size of the drums.
<p>Each opening or aperture as well as air vent of a barrel of drum must be sealed with leak-proof metal closure and adequate ullage (empty space) must be left within each container to protect it from internal pressure. The capacity of any receptacle of this description should not exceed 50 gallons. (227.29 litres).</p> <p><i>Note</i>—Slight rusting or minor dents may be ignored.</p>				

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/3B --	<p>Must be packed in steel barrels or drums which must be water-tight free from rust, marks of corrosion, leaks and dents. They must be made of mild steel or galvanized iron steel sheets and body must have suitable number of pressed out corrugations or rolling hoops.</p> <p>Each opening or aperture as well as air vent of a barrel or drum must be sealed with leak proof metal closure and adequate ullage (empty space) must be left within each container to protect it from internal pressure.</p>
P/3C --	<p>In liquid tight thoroughly galvanized mild steel drums, having capacity of 200 to 205 litres (44 to 45 gallons) with at least two pressed out corrugation or rolling hoops. Thickness of the body of the drum must not be less than 14 B.G. and that at the bottom and lid not less than 12 B.G. Must have arrangement for a securely leak-proof closure, with a Rubber gasket between the lid and the top flange of the drum or with leather washer rivetted to the inner side of the lid, if of disc dung type. Outside to be painted and inside of the drums to be free from rough edges or burrs. Must be well made and sufficiently strong to withstand the wear and tear of transit, with the following indications and legends stencilled on the outside:—</p> <p>Dry weight. Wet weight. Gross weight. Tare. Blasting soluble Nitrocotton (non-dangerous)/ NCA (non dangerous).</p>
P/4 --	<p>Must be packed in Metal containers.</p> <p>(1) Tinplate containers—Tinplate containers must be water-tight free from rust, marks of corrosion or decay cracks, leaks and dents of capacity not exceeding one gallon (4.54596 litres) each, and made of tinplate not thinner than 30 B.G. enclosed in wooden cases conforming to P/17, the intermediates packing being as per IP/3(a). Openings or apertures should be closed hermetically with leak-proof metal closures and there must be adequate ullage within each tinplate container protect it from all internal pressure.</p> <p>(2) Steel drums—Steel drums of capacity not exceeding 5 gallons (22.72 litres) each must be water-tight free from rust, marks of corrosion or decay, cracks, leaks and dents, and made of mild steel sheets not thinner than 24 B.G. There must be adequate ullage within each drum to protect it from all internal pressure.</p> <p>The metal plug of the drum must fit tightly into the neck. A metal capsule must be fitted on the neck-uniformly in contact with the rim of the plug all round.</p> <p>Each drum must also have a strong metal handle.</p> <p>Containers conforming to I.S.I. Specification No. S 1549-1960 will be treated as conforming to this packing condition.</p> <p><i>Note</i>—Slight rusting and minor dents may be ignored.</p>
P/5 --	<p>Must be packed in Steel Kegs.</p> <p>In steelkegs (drums with removable heads, also called open top drums) free from rust, marks of corrosion or decay, cracks, leaks and dents, made of mild steel sheets not thinner than 24 B.G.</p> <p>Each keg must have a snugly fitting metal lid pressed from one piece of sheet of the same gauge. Each keg must also be fitted with lugs. 4 lugs in the case of kegs holding contents upto 14 seers (13.0635 Kg.) each and 5 lugs in the case of kegs holding contents weighing more than 14 seers (13.0635 Kg.) but not more than 28 seers (26.1269 Kg.) each.</p>

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/5- conclud.	<p>The maximum net weight of the contents of any keg of this description should not exceed 28 seers (26.1269 Kg.)</p> <p>Containers conforming to I.S.I. Specification No. IS-1549-1960 will be treated as conforming to this packing condition.</p> <p><i>Note.</i>—Slight rusting or minor dents may be ignored.</p>
P/6 to P/12 and -- P/6A to P/12A	<p style="text-align: center;">JUTE BAGS (P/6 TO P/12 AND P/6A TO P/12 A)</p> <p style="text-align: center;">General Description</p> <p>The bags must have ears or lifts to facilitate handling in the event of this condition not being fulfilled the non-compliance in specific language shall be endorsed on the Forwarding Note and also an indication to this effect given on the Railway Receipt. The jute bag should not be wet or torn, patched, resewn or repaired.</p> <p>The bag should have no hole. The stitches should not be slack or loose. All the loose ends of the threads used for stitching should be securely fastened.</p> <p>There should be adequate empty space left after filling the bag with the contents and then the mouth of the bag should be rolled down and sewn. This does not, however, apply to valved bags which automatically close after machine filling and bags containing Bidy Tobacco. In case of bags of Bidy Tobacco, however, a separate piece of gunny should be placed on the mouth of the bag and tightly sewn. When bags are machine stitched, the mouth need not be rolled down, but the stitches should be in double rows not less than 12 mm. apart from each other and the first row of stitches must be at a distance of not less than 2.54 cm. from the top edge of the mouth.</p> <p><i>Note</i>—(1) As far as sugar is concerned, where bags are machine stitched, a single row of stitches is sufficient.</p> <p>Jute twine used for sewing must be at least of 3-ply. When bags are machine-stitched, stitching may be done with cotton twine.</p> <p>The bags used for packing sugar must be new.</p> <p>(2) Bags containing upto 100 Kgs. fertilizers may be accepted for booking when stitched in a single row only.</p>

SPECIFICATIONS

Serial No. of Packing conditions	Maximum* Net Weight of contents	Porter per 37/40 inch (2.349 cm.)	†Shot per inch (2.54cm.)	Standard size and tare weight of the bags			Trade Name
				Length in inches (Metres)	Width in inches (Metres)	Tare weight of the bag	
P/6	50 Kg.	8	9	23" (0.584)	19" (0.483)	17.365 ozs. (0.492 Kg.)	Corn sack.
	50 Kg.	8	9	20" (0.508)	19" (0.483)	15.099 ozs. (0.428 Kg.)	Corn sack.
	50 Kg.	8	9	19" (0.483)	17" (0.432)	12.945 ozs. (0.367 Kg.)	Corn sack.
	50 Kg.	8	9	19.5" (0.495)	17.5" (0.445)	13.567 ozs. (0.385 Kg.)	Corn sack.
P/6/1	50 Kg.	11	12	17" (0.432)	34" (0.864)	10.8 ozs. (0.306 Kg.)	Nail bag.
P/7	100 Kg.	6	8	44" (1.118)	26.5" (0.673)	2.5 lbs (1.021 Kg.)	B. Twill.

OR

For Soda Ash and Vacuum Salt-packed in grey cloth bags of the following specifications provided booking is done only in full wagon loads and to destinations not involving break-of-guage transhipment :—

Serial No. of Packing conditions	Maximum Net Weight of contents	*Porter per 37/40 inch (2.349 cm.)	†Shot per inch (2.54cm.)	Standard size and tare weight of the bags			Trade Name
				Length in inches (Metres)	Width in inches (Metres)	Tare weight of the bag	
	50 Kg.	Ends 67 picks per inch.	24	31" (0.787)	26.5" (0.673)	310 grams	879
P/7/1	40 Kg.	6	8	27" (0.686)	20" (0.508)	1.04 lbs. (0.472 Kg.)	B. Twill.
P/7/2	75 Kg.	6	8	37" (0.940)	24" (0.610)	1.7 lbs. (0.771 Kg.)	B. Twill.
P/8	100 Kg.	8	9	40" (1.016)	28" (0.711)	2.5 lbs. (1.021 Kg.)	D.W. Heavy Cess
P/8/1	50 Kg.	8 per inch	8	31" (0.787)	26.5" (0.673)	1-3/4 lbs.	Liverpool Twill
P/8/2	25 Kg.	11 per inch	12	30" (0.762)	22" (0.559)		Hessian bags fully bitumensied with 100 guage polythene lining.

* } See explanation at page 94.

OR

For Ammonium bicarbonate packed in polythene lined jute bags (Guage of the polythene bags-400 Guage) of the following specifications provided booking is done in wagon loads to destinations not involving break of guage transhipment :

Serial No. of Packing conditions	Maximum Net Weight of contents	*Porter per 37/40 inch (2349 cm.)	†Shot Per inch (2.54cm.)	Standard size and tare weight of the bags			Trade Name
				Length in inches (Metres)	Width in inches (Metres)	Tare weight of the bag	
P/8/2	25 Kg.	11 per inch	12	30" (0.762)	22" (0.559)	...	Hessian bags-fully bitumenised with 100 guage polythene lining. The mouth of the inner polythene bag will be closed by heat sealing process.
P/9	50 Kg.	8	9	28" (0.711)	25" (0.635)	1 lb. 7 Ozs. (0.652 Kg.)	D. W. Heavy Cess.
	50 Kg.	8	9	27" (0.686)	20" (0.508)	18 ozs. (0.510 Kg.)	D.W.Heavy Cess.
	50 Kg.	8	8	33" (0.838)	24" (0.610)	1 lb. 9 Ozs. (0.709 Kg.)	D. W. Nitrate
	50 Kg.	8	9	31" (0.787)	20" (0.508)	1 lb. 4 Ozs. (0.567 Kg.)	D.W. Nitrate
	50 Kg.	6	8	36" (0.914)	22" (0.559)	1 lb. 9 Ozs. (0.709 Kg.)	B. Twill.
	50 Kg.	6#	8#	31" (0.787)	22" (0.559)	21.0 ozs. (0.595 Kg.) Approximate.	B. Twill bags.
P/10	50 Kg.	8	9	27" to 29" (0.686/0.737)	18" to 20" (0.457/0.508)	18/19 ozs. (510/539 gms)	D. W. Cement bag
P/11	100 Kg.	7	9	56" (1.422)	28" (0.686)	2.5 lbs. (1.134 Kg)	D.W.Flour bag.
	75 Kg.	6	8	35" (0.883)	26" (0.660)	1-3/8lbs. (0.624 Kg.)	
P/12	100 Kg.	8	9	44" (1.118)	26.5" (0.673)	2-5/8lbs. (1.191 Kg)	A. Twill.
	100 Kg.	8	8	44" (1.118)	26.5" (0.673)	2.5/lbs. (1.134 Kg)	Liver pool Twill.

*Porter—(a) For Hessian— No. of warp threads per 37/40" (2.349 cm.).

(b) For D.W. (Double warp plain fabrics) number of warp threads per 37/40" (2.349 cm.) divided by 2.

(c) For Twills — No. of warp threads per 37/40" (2.349 cm.) divided by 3. (Twill is always of double warp).

Warp—The threads lengthways in fabric as woven.

The term "Porter" is used in the measurement of the spacings of warp threads in jute fabrics the number of porters indicates the closeness (or openness) of the warp.

† Shot— One weft thread passing from one selvedge to the other, it is the number of weft threads calculated per inch (2.54 cm) of the cloth. Selvedge means the two closed edges of the cloth.

Weft—Threads widthways in a fabric as woven.

#Stitching—Chain stitching over and above helicle stitching.

SECTION II- contd.
SPECIFICATIONS (DOUBLE JUTE BAGS)

Serial No. of Packing conditions	Remarks
P/6A	Commodities for which this packing condition is prescribed must be packed in double jute bags each of which must conform to the specifications of the corresponding packing condition P/6.
P/6/1A	Commodities for which this packing condition is prescribed must be packed in double jute bags each of which must conform to the specifications of the corresponding packing condition P/6/1. The tare weight of the double nail bag will, however, be 1, 1/2 lbs. (0.730 Kg.)
P/7A, P/8A, P/9A P/10A, P/11A,P/12A }	Commodities for which these packing conditions are prescribed must be packed in double jute bags each of which must conform to the specifications of the corresponding packing conditions P/7 to P/12 e.g., a commodity for which P/7A is prescribed must be packed in double jute bag each of which conforms to the specification P/7.
P/13	<p style="text-align: center;">MULTIPLY PAPER BAGS (P/13)</p> <p>Must be packed in multiply paper bags new</p> <p>The bag should have no holes, tears or patches on it.</p> <p>The bag must have two plys—</p> <ol style="list-style-type: none"> (1) the inner :ply made of sack kraft paper, and (2) the outer :paper laminated, waterproof bitumenised hessian ply. <p>If the bags are not valved, the mouths should be closed by machine sewing.</p> <p>The maximum net weight of the contents should not exceed 56 lbs. (25.401 Kg.)</p> <ol style="list-style-type: none"> (a) The bags should not be filled tightly, so that there would be a moderate degree of freedom for the movement of the commodity in the container. (b) Bags for milk powder, etc., where loose liners are used, the loose liner should be 2" (5.08 cm.) wider and 6" (15.24 cm.) longer than the overall dimensions of the outer bag.
P/13A	<p style="text-align: center;">MULTIPLY PAPER BAGS (P/13A)</p> <p>Must be packed in multiply paper bags new.</p> <p>Must be packed in new sack kraft paper bags of at least 5 plies kraft paper being not less than 80 Kgs. substance i.e., 80 grams per square metre. Bags should not have holes, tears or patches. Net weight of contents should not exceed 50 Kgs. per bag. This packing is permissible only for traffic in wagon-loads booked through without transshipment either by rail, river or sea.</p> <p>The tareweight of a Multiply Paper Bag to hold 50 Kg. of cement is about 400 grms. This packing is permissible only for traffic in wagon loads booked through without transshipment either by rail or sea.</p>

SECTION II- contd.

Packing conditions

BALES (P/14, P/15 and P/16)

Must be packed in bales (press packed or not press-packed) or in boxes or cases.

Piece-goods, Cotton, Woollen, Silk or Artificial silk may be packed as under:—

(I) In bales, press-packed:—

- (a) (i) *Grey cloth*.—Each piece must be plaited and/or book-folded.
- (ii) *Processed cloth*.—Must be wrapped on cardboard of suitable size and thickness or must be plaited and/or book-folded and must then be wrapped in kraft paper or sulphite paper or cellulose film or polythene film. One or more such pieces may form a bundle, total length in each bundle not exceeding 90 metres. When a bundle consists of more than one piece, it will be tied with string or packed with kraft paper. Bundles so made must be put together properly.
- (b) Bales must be packed with materials of the specifications shown below so that the material listed first forms the inner most layer and the material listed last forms the outermost layer.
- (i) One layer of polythene film of 150 gauge (0.0169 mm. or 0.0015 inch in thickness) when kraft paper of sulphite paper is used in the primary packing.

or

One layer of kraft paper weighing 50g. per sq. m. (0.0092 lb. per sq.ft.)

or

One layer of sulphite paper.

or

One layer of fents of grey cotton cloth weighing not less than 85 g. per sq. m. (0.01687 lb. per sq. ft.).

- (ii) One layer of light weight hessian of 100 cm. (about 40 inches) width of 235g. per linear metre (0.1581 lb. per foot) in weight.

or

One layer of matting (or Chattai) made of dried date palm (or similar) leaves.

Note.—Matting should not be used when polythene film is used as the next layer on other side. If however Chattai is used, a layer of gunny should be inter posed between the polythene lining and the chattai.

- (iii) One layer of bitumenized water proof paper weighing 135 g. per sq. m. (0.02679 lb. per sq. ft.).

or

One layer of polythene film of 150 gauge (0.0169 mm. Or 0.0015 inch in thickness.)

or

One layer of hessian lined kraft paper.

Note—This layer is not necessary if a layer of polythene film of 300 gauge is used as the first layer.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/14 (Contd.) --	<p>(iv) One layer of medium weight hessian of 100 cm. (about 40 inches) width of 325 g. per linear metre (0.2185 lb. per foot) in weight.</p> <p><i>Note.</i>— (1) The wrapping and packing materials mentioned above must be new, clean and in dry condition.</p> <p>(2) The overlap of the outermost layer of medium weight hessian must be 3 inches (7.62 cm.) in extent so that the hessian can be properly and securely sewn around the bale. The overlaps of all the other layer shall be 4 inches (10.16 cm.) in extent.</p> <p>(3) The outermost layer of hessian must be sewn with double jute twine each of 3 ply, providing one stitch per 7 cms. or approximately 3".</p> <p>(4) Bales conforming either to I.S.I. Specification No. IS: 293-1959 or Notification No. S.R.O. 1317 dated 9th June, 1956 issued by the Ministry of Commerce and Industry as corrected from time to time will be treated as conforming to the packing condition provided endorsement to that effect is made by the consignor on the Forwarding Note.</p> <p>(c) The bale must be pressed under mechanical bale press to form a rigid bale and must then be bound under tension with steel straps 3/4" or 1.9 cm. in width of 18 to 19 gauge. The straps must be 5 inches (12.7 cm.) away from the edges of the bale and must be equally spaced.</p> <p>In the case of piece-goods other than sarees and dhoties, the straps must be at right angle to the length of the bale and the distance between each strap and the next must not be more than 13 to 15 cm. (5 to 6 inches.)</p> <p>In the case of dhoties, sarees, bed-sheets, pillow-cases, etc., the straps must be at right angle to both the length and width and the distance between each strap widthwise must not be more than 26 to 30 cms. (10 to 12 inches) and lengthwise 13 to 15 cms. (5 to 6 inches.)</p> <p>(d) In the case of yarn or twist in hanks not intended for export, the hanks must be made into bundles of 4.5 kgs. or 2.25 kg. (10 lbs. or 5 lbs.) and each bundle must be wrapped in kraft paper and must then be tied at three places with jute or cotton twine. Then 40 bundles of 10 lbs. (4.5 Kg.) each or 80 bundles of 5 lbs. (2.25 kg.) each must be put together to form a bale and the steel straps must be given at right angles to the length of the bale.</p> <p><i>Note.</i>— Yarn intended for export will be packed in accordance with packing condition P/14A.</p> <p>(2) In bales, not press-packed—</p> <p>The cloth intended for packing must be plaited, book-folded or wrapped with packing material as mentioned in para, (1)(a)(i) and (ii). The contents must then be packed with materials and in the order shown under 1(b) (i) to (iv) above. The overlaps of the inner layer of packing materials shall be 4 inches (10.16 cm.) in extent and that of the outer-most layer of medium hessian shall be 3 inches (7.62 cm.) in extent. The hessian should be tightly sewn around the bale and must cover the bale completely and securely. The bales must be bound under tension with steel straps of 1.9 cm. in width of 18 to 19 gauge at distance of every 15 cms. both length wise and breadth wise.</p> <p>(3) In boxes or cases :—</p> <p>Must be packed in the following manner:—</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/14 (Concl.)	<p>Must be wrapped on cardboard or suitable size and thickness or must be plaited and/or book-folded and must then be wrapped in strong paper or cellulose film or polythene film etc. Such wrapping may be done for one or more pieces, the total length in each bundle not exceeding 50 metres.</p> <p>Yarn or twist not in hanks must be wrapped in kraft paper.</p> <p>Pieces wrapped as above must be packed in a box or case conforming to P/17 and IP/3(b).</p> <p>Voids if any in the case or box must be filled with paper cuttings so as to prevent movement of contents. The ends of water-proof paper lining must be folded over to cover the top layer of the contents completely and the overlaps must be sealed with water-proof adhesive (Bitumen plasticised pitch or marine glue).</p>
P/14A	<p>Packing condition for yarn intended for export</p> <p>The packing of yarn intended for export shall conform to the specifications specified below—</p> <p>Yarn in hanks—Starting from the inner-most, layer the bales containing bundles of yarn in hanks shall be packed as follows:—</p> <ul style="list-style-type: none"> (a) One layer of kraft paper of fents. (b) One layer of light hessian of 8 oz. or fents or chattai of palm leaf matting. (c) One layer of water proof paper. (d) One layer of kraft paper and light hessian interlined with bitumen. <p style="text-align: center;">or</p> <p>Two layers of jute Union water-proof packing paper as per Indian Standards Code No. IS: 293-1951 for seaworthy packing except that while no jute twined reinforcement is provided for in the said specification, there shall be such reinforcement in the water-proof paper actually used.</p> <ul style="list-style-type: none"> (e) One layer of hessian 14 oz. <p>Providing that in the case of yarn of counts 60s and above, each of the bundles, shall, in addition to the specifications mentioned above, be wrapped with a layer of kraft paper and the bundles of yarn so wrapped are tied with strings after placing cardboards at the top and bottom of them so as to form a rectangular parcel.</p> <p><i>Note—</i> Yarn in hanks shall be made into bundles weighing 10 lbs. each in a bundling press, provided, however, in the case of yarn of counts 60s and above the hanks may be made into bundles weighing 5 lbs. each. Layers of packing materials as specified above shall be of sufficient size to cover, with suitable overlap, the entire package containing the bundles or yarn when under pressure. The layer of hessian specified above shall be of sufficient size and so laid that the hessian can be properly and securely sewn around the bale when under pressure.</p> <ul style="list-style-type: none"> (2) Bales shall be bound both lengthwise and widthwise with flat steel strips of not less than 5/8" (1.6cm.) in width and of minimum 20 gauge thickness, painted with one Coat of Primine Red Oxide or Red Lead paint and protected with hessian bits wrapped round the rivetted portion of the hoops.

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/14Aconcl. --	<p>The two outside straps shall be placed approximately 4" (10 cm.) from each edge and the intermediate straps shall be approximately equal distant from each other and the end strips. The space between the two adjacent straps lengthwise or widthwise shall not be more than 5" (12.5 cm.).</p> <p>(3) Four selected pieces of split, bamboo or wooden slabs of minimum 1-1/2" wide 1/2" thick which have been given antitermite treatment, shall, be placed at the four longer edges of the bales.</p> <p>(4) The bales shall be of regular shape and sufficiently strong to withstand rough handling without any damage or slippage of contents or sagging of the bale in transit.</p> <p>(5) In the case of yarn in cones, cheeses or spools, each such cone, cheese or spool shall be wrapped in kraft paper and packed in wooden cases which have been given antitermite treatment in the manner specified below—</p> <p>(a) One layer of medium hessian of 11 oz. laid in the wooden case as a liner next to the inner surface of the case;</p> <p>(b) One layer of water-proof paper.</p> <p>Note— The layer of waterproof paper shall be sufficiently laid inside the wooden case so that when the same is folded over the yarn cones or cheeses or spools the top layer of the packed materials is covered with suitable overlapping. The layer of hessian as specified above shall then be folded over the water proof paper and the ends of hessian stitched together with double jute twine before the wooden case is closed with the top.</p> <p>(6) Wooden case shall be of suitable size made of sound timber plank of sufficient thickness and shall be strengthened with 16 wooden batten nailed to it in the following arrangement:—</p> <p>(a) eight battens, one along each of the eight edges of the two smaller sides of the case;</p> <p>(b) eight battens in two rows (4 in each row) running around the other four sides of the case.</p> <p>Note— Nails of suitable size shall be used in making up the case as well as in nailing the battens as prescribed above. For fixing battens the length of nails should be sufficient to allow for clinching. The space between the nails should be such as to render the planks of the case securely fastened. The inside of the case shall be free from protruding splinters and nails.</p> <p>(7) The outer surface of the case shall be sufficiently smooth to permit legible markings.</p> <p>(8) Wooden cases shall be strapped in the manner specified below with steel straps of not less than 5/8" (1.6 cm.) in width and of minimum 20 gauge thickness painted with one coat of Primine Red Oxide or Red Lead paint.</p> <p>Three or more steel strap of suitable length running between the parallel to the wooden battens, and two or more steel straps running at right angle to the battens, shall be placed around the wooden case and their ends securely fastened.</p> <p>(9) Antitermite treatment for split bamboo, wooden slabs or wooden cases as specified in this notification shall be done in accordance with the methods prescribed in the "Indian Standard Code of Practice for Preservation of Timber (Tentative) IS: 401-1954" as amended from time-to-time.</p> <p>(10) The water-proof paper used in the packing of yarns shall conform to such specifications and tests as are prescribed in the Ministry of Commerce and Industry Notification No. S.R.O. 1317, dated 9th June, 1956.</p> <p>Must be packed in bales.</p> <p>Must be covered in gunny or hessian and then pressed in a mechanical bale press to form a rigid bale and must be secured with steel straps under tension so that—</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/15 - (concl'd.) ..	(1) The straps nearest to the edges of the bale are approximately 13 cm. from the respective edges of the bale; and (2) Other straps are also positioned at approximately 13 cm. from each other and are equally spaced. The steel straps must not be thinner than 22B.G. and 3/4" (19.05 mm.) width. For 'gunnies' 2 to 6 steel straps will be adequate.
P/15A ..	Must be packed in rolls or spools or folds securely tied with sound outer gunny covering properly sewn all over. In case of blankets, Jute, 2 steel straps under tension should also be provided on either sides of the bale. Must be packed in bales.
P/16 ..	Reams packets must be wrapped in paper of 130 to 150 gms. weight per sq. metre. The bale must be covered completely in bitumen waterproof paper 130 to 150 gms. per sq. metre and then with hessian cloth. Any two opposite ends of the bale must be protected with wooden bailing boards or battens and over them three steel strapings must be provided under tension and one strap at right angles to them. The steel straps must be of not thinner than 20 B.G. and of 3/4" (19.05 mm.) width.

WOODEN CASES OR CRATES (P/17, 17A and P/18)

P/17... Must be packed in wooden cases- The width of the planks used for the manufacture of wooden cases under P/17 should not be less than 75 mm. for any side of the case. The number of planks shown in the figure at page 125 is only, by way of illustration and the actual number of planks on all the sides would depend upon the size of the case and the width of the planks used.
Cases should be constructed in accordance with specifications laid down in the following table. These specifications are minimum specifications:—

Gross weight of package*	Specifications								
	Thickness of shooks		No. and size of end battens	No. and size of girth battens	Steel straps or strapping wire	Density of wood	Size of nails	Spacing apart for nails	Style of construction, refer figures at page 125
	Sides	Ends							
Upto 30 kg.	1.3cm (1/2")	1.3 cm. (1/2")	..	..	Cases containing wines, spirits, cordials, chemicals, cardamoms, casia, casia bark, cinnamon, cloves, confectionery, other toilet requisites, boots, piece-goods, cotton, woollen or artificial silk should have one continuous length of steel strap length wise and breadth wise of 1 cm. (3/8") width of 26 B. G. under tension or strapping wire of 14 B. G likewise.	0.40 gms. to 0.49 gms. per cubic centimetre (25 lbs. to 30 lbs. per cubic foot)#	3.8cm. (1-1/2") of 13 to 14 S. W. G.	5.1 cm.(2") at the end.	1
	or 1.3 cm. (1/2")	or 1.3cm. (1/2")	2 Vertical battens of 5.1 cm. x 1.3 cm. (2" x 1/2") size at each end		When without end battens one continuous length of steel strap lengthwise and breadthwise of 1cm. (3/8") width of 26 B.G. under tension or strapping wire of 14 B. G. likewise	0.40 gms to 0.49 gms. per cubic centimetre (25 lbs. to 30 lbs. per cubic foot)#	3.8 cm. (1-1/2") of 13 to 14 S. W. G.	5.1cm.(2") at the end	2(a)

* # \$ See explanations at page 104.

SECTION II-contd.

Gross weight of package*	Thickness of shooks		No. and size of end battens	No. and size of girth battens	Specifications				Style of construction, refer figures at page 125
	Sides	Ends			Steel straps or strapping wire	Density of wood	Size of nails	Spacing apart for nails	
Upto 30 Kg. (contd.)	Or 1.3 cm. (1/2")	Or 1.3 cm. (1/2")	2 vertical battens of 5.1 cm. x 1.3 cm. (2" x 1/2") Size at each end	...	Cases containing wines, spirits, cordials, chemicals, cardamoms, casia, casia bark, cinnamon, cloves, confectionery, other toilet requisites, boots, piece goods, cotton, woollen or artificial silk should in - variably have one continous length of steel strap length-wise and breadth-wise of 1 cm. (3/8") wdith of 26 B.G. under tension or strapping wire of 14 B.G. likewise.				
	Or 1.1 cm. to 1.3 cm.	Or 1.1 cm. to 1.3 cm.	For 18 Kgs. packing-2 battens (1.2 cm. x 5.5 cm.) For 22 Kgs. packing-3 battens (1.2 cm. x 5.5 cm.) For 30 Kgs. Packing -4 battens (1.2 cm. x 5.5 cm.)	For 18 Kgs. packing None. For 22 kgs. and 30 Kgs. Packing-2 rows (1.3 cm. x 5.5 cm.)	Cases containing toilet Requisites should have one steel strap length wise of 1.4 cm. width 28 B.G.	0.50 g. per c.c.	1-1/2" (3.81 cm) to 1.75" (4.5 cm.) of 14 S.W.G.	..	
	Or 1.3 cm. (1/2")	Or 1.3 cm. (1/2")	2 vertical battens of 5.1 cm. x 1.3 cm. (2" x 1/2") size at each end.	...	For 8 Kgs. and 11 Kgs. packing—Cases containing steel balls should have two continuous length of steel straps around girth of 1.3 cm. (1.2") width of 24 B.G. under tension.	0.50 to 0.63 gm. per cubic centimeters \$	3.8 cm. (1-1/2") of 14 SWG.	5.1 cm.(2")	

* # \$ See explanations at page 104.

SECTION II-contd.

Packing Condition P/17

Gross weight of package*	Thickness of shooks		Specifications							Style of constructions refer figures at page 125
	Sides	Ends	No. and size of end battens	No. and size of girth battens	Steel straps or strapping wire	Density of wood	Size of nails	Spacing apart for nails		
Upto 30 Kg. (concl'd.)	1.3cm. (1/2").	1.3 cm. (1/2").	2 vertical battens of 5.1 cm. x 1.3cm. (2"x1/2") size at each end.	For 22 kgs. Packing- 2 sets of girth battens of 5.1 cm x 1.3 cm (2" x 1/2")	For 22 kgs packing— Cases containing cycle stands should have one continuous length of straps length-wise and breadthwise of 1.3 cm. (1/2") width of 24 B.G. under tension	0.50 to 0.63 gm. per cubic centimetres\$	3.8 cm. (1-1/2") of 14 SWG.	5.1cm.(2")	2(a)	
31 to 60 Kg.	1.3cm. (1/2").	1.3cm. (1/2").	2 vertical battens of 5.1 cm. x 1.3cm. (2"x1/2") size at each end.		2 continuous length of steel straps around girth of 1 cm. (3/8") to 1.3 cm. (1/2") width of 26 B.G. under tension or strapping wire of 14 B.G.	0.40 gm. to 0.49 gm. per cubic centimetre (25lbs. to 30 lbs. per cubic foot)#	3.8 cm. (1-1/2") of 13 to 14 SWG.	5.1cm.(2") at the end		
	or 1.3cm. (1/2").	or 1.3cm. (1/2").	2 vertical battens of 5.1 cm. x 1.3cm. (2"x1/2") size at each end.	..	For 32 kgs. packing— cases containing bottom bracket shells should have two continuous length of steel straps around girth of 1.3 cm. (1.2") width of 24 B.G. under tension.	0.50 to 0.63 gm. per cubic centimetre \$	3.8 cm. (1-1/2") of 14 SWG.	5.1cm.(2")		
	1.3cm. (1/2").	1.3cm. (1/2").	2 vertical battens of 5.1 cm. x 1.3cm. (2"x1/2") size at each end.	..	For 34 kgs. to 47 Kgs. packing—Cases containing tube valve cases should have two continuous length of steel straps around girth of 1.3 CM (1/2") width of 24 B.G. under tension.	0.50 to 0.63 gm. per cubic centimetres.	3.8 cm. (1-1/2") of 14 SWG.	5.1cm.(2")		
	or 1.6cm. (5/8").	or 2.54cm. (1").	2 vertical battens of 7.6 cm. x 1.9 cm. (3"x3/4") at each side	..	2 continuous length of steel straps around girth of 1.3 cm. (1/2") width of 26 B.G. under tension	0.50 to 0.63 gm. per c.c. (Pine/ Mango).	5.1 cm. (2") to 7.6 cm. (3") of 13 SWG.	7.6cm. (3") on sides and ends of the case.		

* # \$ See explanations at page 104.

SECTION II-contd.

Packing Condition P/17

Gross weight of package*	Thickness of shooks		Specifications							Style of constructions refer figures at page 125
	Sides	Ends	No. and size of end battens	No. and size of girth battens	Steel straps or strapping wire	Density of wood	Size of nails	Spacing apart for nails		
61 to 120 kg.	1.6cm. (5/8").	1.6cm. (5/8").	4 battens of 6.4 cm. x 1.6cm. (2.5" x 5/8") size at each end.	..	2 continuous length of steel straps around girth of 1cm. (3/8") to 1.3 cm. (1/2") width of 26 B.G. under tension or strapping wire of 14 B.G.	0.50 to 0.63 gm. cubic centimetre 31 lbs to 39 lbs. per cubic foot)\$	3.8 cm. (1.5") of 13 to 14 SWG.	5.1cm. (2") at the end.	3 (a)	
	or 1.1cm. to 1.3cm.	or 1.1cm. to 1.3cm.	4 battens (Frame Type 1.2 cm. x 5.5 cm.)	2 rows of battens (1.3 cm. x 5.5cm.)	Cases containing toilet requisites should have 2 steel straps breadth-wise of 1.4 cm. width of 28 B.G.	0.50gm per c.c.	1.2" (3.81 cm.) to 1,3/4" (4.5cm.) of 14 SWG.	..		
	or 1.9cm. (3/4").	or 2.54cm. (1").	2 vertical battens of 7.6 cm. x 1.9 cm. (3"x3/4") at each side	2 to 6 rows of vertical battens. 7.6 cm x 2.5 cm for either side of the case (breadth-wise according to the length of the cases as follows 19" to 48"—2 rows 49" to 60"—4 rows above 60"—6 rows.	Continuous length of steel straps around girth of 1.3 cm. (1/2") width of 26 B.G. under tension.	0.50 to 0.63 gm. per c.c.	5.1 cm. (2") to 7.6 cm. (3") of 13 SWG.	7.6cm. (3") on sides and ends of the case.		
121 to 200 kg.	1.9cm. (3/4").	1.9cm. (3/4").	2 vertical battens of 7.6cm. x 1.9 cm. (3"x 3/4") size at each end.	2 rows of girth battens of 7.6 cm x 1.9cm. (3" x 3/4") size	continuous length of steel straps of 1.9 cm. (3/4") width of 24 B.G. around the girth under tension or strapping wire of 12 B.G.	0.50 gm to 0.63 gm. per cubic centimetre 31 lbs to 39 lbs. per cubic foot)\$	5.1 cm. (2") of 12 SWG.	5.1cm. (2") at the end. and 12.7 cm. (5" to 6") at the sides.	2 (b)	

* # \$ See explanations at page 104.

SECTION II-contd.

Gross weight of package*	Specifications								Style of constructions refer figures at page 125
	Thickness of shooks		No. and size of end battens	No. and size of girth battens	Steel straps or strapping wire	Density of wood	Size of nails	Spacing apart for nails	
	Sides	Ends							
121 to 2000 kg. (concl'd.)	or 1.9cm. (3/4").	or 2.54cm. (1").	2 vertical battens of 7.6cm. x 1.9 cm. (3"x 3/4") at each sides	2 to 6 rows of vertical battens 7.6 cm. x 2.54 cm. for either side of the case (breadth wise) according to the length of the case as follows :— 19" to 48"—2 rows; 49" to 60"—4 rows; above 60"—6 rows.	2 continuous length of steel straps around girth of 1.3 cm. (1/2") width 26 B.G. under tension.	0.50gm to 0.63 gm. per cubic	5.1 cm. (2") of 7.6 cm. (3") of 13 SWG.	7.6cm. (3") at the side and ends.	
Over 200 kg.	1.9cm. (3/4").	1.9cm. (3/4").	4 battens of 8.9 cm. x 1.9 cm. (3.5" x 3/4") size at each end.	2 rows of girth battens of 8.9 cm x 1.9cm. (3.5" x 3/4") size##	2 continuous length of steel straps 2.54 cm. (1") width of 22 B.G. around the girth under tension and one strap in between the girth battens or strapping wire of 12 B.G. likewise.	0.50gm to 0.63 gm. per cubic centimetre (31 lbs to 39 lbs. per cubic foot) \$	6.4 cm. (2.5") of 11 SWG.	5.1cm.(2") at the end. and 12.7 cm. (5" to 6") at the sides.	3 (b)

* Marginal allowance upto 5 per cent in weight is permitted.

Woods of 0.40 gm. to 0.49 gm, per cubic centimetre density are — Fir, gokul, maharukh, siris, chatian, kadam, white, dhup. toon, lampati, rudrak, figs, banati, spruce, poplar and gutel.

\$ Woods of 0.50 gm. to 0.73 gm. per cubic centimetre density are— Maple, Kathal, salai, piple, poon, deodar, karani, cypress, kambli, geon, garuga, gamari, piney, kanju, kuthan, jhingan, mango, champ, bola, pali, blue pine, debadaru, hathipalia, chir, lambapatti, hollock and vellapine.

This list is not exhaustive

One more row of girth battens should be provided when the length of the case exceeds 91.4 cm. (36"). For style of construction, see figure 3(c) at page 125.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/17 (concl.)	<p>The following additional conditions are to be observed:-</p> <p>(1) Cases weighing 121 to 200 kgs. in weight must be provided with iron clips 20.3 cm. x 2.54 cm. (8"x1") of 22 to 24 B.G. on the battens.</p> <p style="text-align: center;">or</p> <p>Cases having length 121.9 cm. (48") and above must be provided with 2 pcs. of hoop iron of 1.3 cm. (1/2") width of 26 B.G. One at each end across the bottom of the case and upto a height of 7.6 cm. (3") on either side, securely nailed.</p> <p>(2) Cases over 200 kgs. in weight must be provided with iron clip 30.5 cm. x 2.54 cm. (12" x 1") of 16 to 18 B.G. on the battens and on the corners.</p> <p style="text-align: center;">or</p> <p>Cases having length 121.9 cm. (48") and above must be provided with 2 pcs. of hoop iron of 1.3 cm. (1/2") width of 26 B.G.—One at each end across the bottom of the case and upto a height of 7.6 cm. (3") on either side, securely nailed.</p> <p>(3) All cases containing heavy machinery weighing over 200 kgs. in weight must also have:-</p> <p>(a) two wooden beams 6.4 cm. x 12.7 cm. (2.5" x 5") in the base (outside) at adequate distance for fixing the machinery with bolts and nuts.</p> <p>(b) two beams 10.2 cm. x 5.1 cm. (4" x 2") at the end of the base (outside) parallel to the beams at the centre.</p> <p>(c) Battens of the same size as that of the girth battens inside the case.</p> <p>(4) All cases containing heavy machinery parts, metal or any other heavy articles of iron and steel should be provided with four battens at each end (frame type) two rows of girth battens and two continuous steel straps or strapping wire around the girth irrespective of weight of the package.</p>
P/17A	<p style="text-align: center;">WOODEN CASES (P/17A)</p> <p>Must be packed in wooden cases.</p> <p>Cases must be constructed in accordance with the following specifications:</p> <p>(1) Maximum dimensions of cases .. 40"x30"x20" (1.0160 metres x 0.7620 metre x 0.5080 metre).</p> <p>(2) Maximum weight .. 3 Mds. (120 kgs.).</p> <p>(3) Quality of timber .. Good quality soft wood, such as mango wood, seemul wood, firewood, cheeni wood, red elavoo, venkottha, etc.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/17-A Concl.	<p>(4) Minimum thickness of plank .. 1/2" (12.7 mm.)</p> <p>(5) Number of battens .. 4 battens (2 vertical and 2 horizontal) nailed to each end component.</p> <p>(6) Minimum thickness of battens .. 1/2" (12.7 mm.)</p> <p>(7) Carey seals .. One for each plank for each end is to be driven to secure the top and side components with the end components. A headless nail is to be driven into each carey seal thus securing the case and providing further protection.</p> <p style="text-align: center;">or</p> <p>Corrugated fastener .. One for each plank for each end is to be driven to secure the top and side components with the end components.</p> <p>(8) Hoop iron .. After packing the body of the case on both ends must be fully hoop ironed and sealed under tension. The hoop iron must be secured to the plank of the case as an additional precaution by means of nails-minimum one nail for each plank for each end.</p> <p>When corrugated fasteners are used the hoop iron need not be nailed to the case.</p>
P/17B ..	<p>Must be packed in wooden barrels, casks or kegs. Barrels, casks or kegs should be manufactured from jungle wood or Teak wood or Sal wood or Kalli wood and must be constructed in accordance with the following dimensions:-</p>

For Maximum gross weight	Height	Thickness of side planks and lids	Strappings						Nails*	
			At the end		At the body		Bands at ends		Bands at middle	
			No. of bands	Size	No. of bands	Size	S.W.G.	Size	S.W.G.	Size
550 kg.	114.3 cm.	2.5 cm.	2	18BG x 5.1 cm.	6	18B.G. x 4.4 cm.	13	6.4 cm.	17	5.1 cm.
300 kg	91.4 cm.	2.5 cm.	2	18BG x 4.4 cm.	4	18B.G. x 3.8 cm.	13	6.4 cm.	17	5.1 cm.
75 kg.	61.0 cm.	1.3 cm.	2	18BG x 3.8 cm.	2	18B.G. x 3.8 cm.	17	3.8 cm.	17	3.8 cm.

* Bands at ends should be nailed to the lids, while the bands at the middle should be retained in position, after tightening up with the wire nails and then bent.

P/17 C

Must be packed in ply-wood barrels, casks or kegs. The ply-wood barrels, casks or kegs must be constructed in accordance with the following dimensions :—

For maximum weight	Height	No. of Ply and thickness	Strappings Ply-wood rings	Battens at the top and bottom	Nails for crating	
					S.W.G.	Size
75 kg.	61 cm.	3-Ply x 4mm. for body. 3-Ply x 6mm. for top/bottom	4 Ply-wood rings of 3-Ply x 4 mm. round the body, one at each end and two at the centre at equal distance from each other.	Two wooden battens 1.3 cm.—5.1 cm. on the top and bottom parallel to each other and crated with four wooden strips 1.3 cm. thick—7.5cm. wide bound under tension with wire strapping of 14 B.G.	17	5.1 cm.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/17D ..	<p>(a) For Tea sets—Individual pieces of the set other than tea cups should be well covered with 6 mm. thick layer of straw. The tea cups are then to be fitted one into the other and the whole lot wrapped with 6 mm. thick layer of straw so as to form a bundle. This bundle and the other pieces of the set are to be placed inside a card board box of appropriate size, lined with straw on all the inner sides of the box which is then to be tied crosswise by strong jute twine.</p> <p>(b) For plates and saucers—Individual pieces should be well covered with 6 mm. thick layer of straw and then placed one upon another and finally wrapped again with 6 mm. thick layer of straw to form a bundle. All around the bundle, layers of straw should be provided vertically to give additional protection to the edges. The bundle then should be tied strongly with coir rope, first around the girth and then crosswise.</p> <p>Before loading the card board boxes as under (a) or the bundles as under (b) in the wagon, the floor as well as the sides of the wagon should be lined with straw paddings 13 cm. thick and loading is to be done in tiers with thick layers of straw provided in between the tiers. Any vacant space left between the wagon wall and the tiers is to be stuffed with straw to give compactness to the loading.</p> <p><i>Note</i>—For only in wagon loads traffic not involving break-of-gauge transshipment en-route.</p>
P/17E ..	<p><i>Outer Packing in wooden cases—</i></p> <p>(a) Length 3'-2"</p> <p>Breadth 3'-3/4"</p> <p>Height 2'-9"</p> <p>Gross weight 240 Kgs.</p> <p>(b) Thickness of Planks—</p> <p>Sides 5/8" Ends 3/4"</p> <p>(c) Battens (Top and bottom covers)—</p> <p>Size 3'2"x5"x5/8"</p> <p>No. 4(2 on each side.)</p> <p>Top cover-battens fixed on the inner side.</p> <p>Bottom coverbattens fixed on the outer side</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/17EConcl.	<p>(d) Inside vertical corner support—</p> <p>Size 3'9" x 3"-3/4"</p> <p>No. 4</p> <p>(e) Inside vertical middle support—</p> <p>Size 2'5"x 25/8"</p> <p>No. 2</p> <p>(f) Strappings Size 3/4" x 22 W.G.</p> <p>Two continuous lengths of hoop iron under tension around girth.</p> <p>(g) Nails Size 2" x 12 W.G.</p> <p>Spacing apart 2" and 3"</p> <p>(h) Quality of wood Punjab Blue Pine.</p>
P/17F ..	<p>For Sanitary ware other than those meant for export—The consignment should be packed in paddy straws tied with a rope in a manner so that no part of the Sanitary ware is visible to the naked eye. The paddy straw should be of sufficient thickness, circumference of the rope should be a minimum of half inch thickness and the length of the rope should be a minimum of 5 metres.</p>
P/17G ..	<p>Alternate Packing Condition for Medical Stores (Tablets only)—Must be packed in 5 ply. B/B flute, RSC type corrugated fibre board box of internal dimension not less than 395 X 395 X 155 mm. The bursting strength of the box shall be 11.5 kg./cm², recommended grammage of the box shall be 140^g and adhesive used shall be starch based or any other neutral adhesive. The box shall have 2 sets of 3 ply, CFB, B/B flute, slotted partitions, each of 6 X 6 cell and dimensions of each cell shall be 63 X 63 X 70 mm. the bursting strength of the slotted partitions shall be 6.5 kg/cm², recommended grammage of the partitions shall be 140^g and adhesive used shall be starch based or any other neutral adhesive. The box shall have 3 ply, CFB, B/B flute top, bottom and middle plate of dimension 393 X 393 mm. the bursting strength of each plate shall be 6.5 kg/cm², recommended grammage of the plate shall be 140^g and adhesive used shall be starch based or any other neutral adhesive. The top and bottom flaps shall be glued from inside and then closed with minimum 50 mm wide adhesive tape in 'H' manner. The box shall be re-inforced by 2 nos. of 12 mm wide PP straps along with girth.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/18	<p>Must be packed in Wooden Crates.</p> <p>Crates should be constructed in accordance with the specification laid down in the following table. These specifications are minima specifications.</p> <p>EXPLANATION OF SYMBOLS USED IN THE TABLE</p>

—	A	B	C	D	E
Edge members and struts, width	2" (5.08 cm.)	3" (7.62 cm.)	4.5" (11.43 cm)	4.5" (11.43 cm.)/ 3.5" (8.89 cm.)	5.5" (13.97 cm.)
Edge members Thickness	5/8" (1.5875 cm)	5/8" (1.5875 cm.)	5/8" (1.5875 cm.)	3/4" (1.905 cm.) †	1" (2.54 cm.)
Edge members distance apart for struts	2.25" (5.675 cm.)	3" (7.62 cm.)	4" (10.16 cm.)	4.5" (11.43 cm.) / 3.5" (8.89 cm.)	5.5" (13.97 cm.)
End battens width	2" (5.08 cm.)	3" (7.62 cm.)	3" (7.62 cm.)	3" (7.62 cm.)	4.5" (11.43 cm.)
End battens Thickness	5/8" (1.5875 cm.)	5/8" (1.5875 cm.)	5/8" (1.5875 cm.)	3/4" (1.905 cm.)	1" (2.54 cm.)
Surrounding battens width	2" (5.08 cm.)	3" (7.62 cm.)	3" (7.62 cm.)	3" (7.62 cm.)	4.5" (11.43 cm.)
Surrounding battens thickness	5/8" (1.5875 cm.)	5/8" (1.5875 cm.)	5/8" (1.5875 cm.)	3/4" (1.905 cm.)	1" (2.54 cm.)

Table

Weight of Packages	Length of the crate upto 24" (0.6096 metre)	Length of the crate above 24" (0.6096 metre) Upto 48" (1.2192 metres)	Length of the crate above 48" (1.2192 metres)
	Symbol	Symbol	Symbol
Upto md. 1.00 (37.324 kgs.)	A	B	C
Over md. 1.00 upto mds. 3.00 (37.324 kgs. upto 111.973 kgs.)	B	C	D
Over mds. 3.00 upto mds. 5.00 (111.973 kgs. upto 186.621 kgs.)	C	D	E
Over mds. 5.00 (186.621 kgs.)	D	E*	E*

* Diagonal braces must be provided.

(For diagrams explaining the style of construction see page 125).

† Alternatives specifications for crates of plywood other than tea chest plywood.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
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**SPECIFICATIONS FOR PACKING INSULATORS (PROCELAIN)
WHEN PACKED IN HEXAGONAL/OCTAGONAL CRATES.**

Sl. No.	Type of Insulators	Dimensions of the crate (Hexagonal/Octagonal)			Description of		Quality of wood	No. of insulator packed in each crate
		Length mm.	Breadth mm.	Thickness of Planks mm	Battens	Band		
1.	11/15 kV. Pin insulators	1101	208	25	4 battens (2 at each end)	3/4" WX 22 SWD. (Hoop iron)	Mango, Jaman, Silver oak or any jungle wood of comparable quality.	6
2.	22 kV. Pin insulators	995	300	25	Do.	Do.		4
3.	33 kV. Pin insulators	894	336	25	Do.	Do.		3
4.	10" dia Disc. Insulators Ball & Socket type.	915	310	25	Do.	Do.		6
5.	10" dia, Clevis type	960	310	25	Do.	Do.		6
6.	7" dia. Disc. insulators Bull and socket type	1015	232	25	Do.	Do.		6
7.	7" dia. Clevis type	960	232	25	Do.	Do.		6
8.	11 kV. post type shells	943	210	25	Do.	Do.		4
9.	22 kV. Post type insulators	915	270	25	Do.	Do.		3
10.	22 kV. post insulators shells	943	270	25	Do.	Do.		4
11.	22 kV. post type insulator (GOA-220)	930	360	25	Do.	Do.		3
12.	33 kV. post type insulators	873	356	25	Do.	Do.		2
13.	11 kV. post type insulator	930	210	25	Do.	Do.		3

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions																		
P/19 ..	<p align="center">PLYWOOD CHESTS (P/19)</p> <p>The chest should be manufactured from 3/16" (4.7625 mm) plywood made of thin peeled veneers each 1/16" (1.5875 mm.) thick. The net weight of contents to be packed in a chest should not exceed 100 lbs. (45.359 kgs.) plywood chests should have wooden frame and bound under tension with steel strappings or wiring.</p> <p>In the case of biscuits packed in plywood chests having metal corners at the ends, the plywood chests need not be bound under tension with steel strappings or wiring.</p>																		
P/20 ..	<p align="center">FIBRE BOARD BOXES (WOODEN ENDS) P/20)</p> <p>Solid fibre board used in making boxes with wooden ends must have not less than 4 plies. Outer facing the fibre board must be water-proof. Wooden end thickness and fibre board specifications must be as follows :—</p> <table border="1"> <thead> <tr> <th>Weight of packages</th><th>Minimum thickness of fibre board in inches (mm.)</th><th>Minimum thickness of ends.</th></tr> </thead> <tbody> <tr> <td>30 seers (27.993 kgs.)</td><td>100 (2.54)</td><td>1/2" (12.7 mm)</td></tr> <tr> <td>Over 30 seers (27.993 kgs.) and upto 1 md.</td><td></td><td></td></tr> <tr> <td>20 seers (55.986 kgs.)</td><td>120 (3.048)</td><td>5/8" (15.875 mm.)</td></tr> <tr> <td>Over 1 md. 20 seers (55.986 kgs.)</td><td></td><td></td></tr> <tr> <td>and upto 3 mds (111.973 kgs.)</td><td>140 (3.556)</td><td>3/4" (19.05 mm.)</td></tr> </tbody> </table> <p>Nails with large heads spaced not more than 3 inches (7.62 cm.) apart are required for each wooden end. Fibre board boxes must be bound under tension with steel strappings or wiring.</p>	Weight of packages	Minimum thickness of fibre board in inches (mm.)	Minimum thickness of ends.	30 seers (27.993 kgs.)	100 (2.54)	1/2" (12.7 mm)	Over 30 seers (27.993 kgs.) and upto 1 md.			20 seers (55.986 kgs.)	120 (3.048)	5/8" (15.875 mm.)	Over 1 md. 20 seers (55.986 kgs.)			and upto 3 mds (111.973 kgs.)	140 (3.556)	3/4" (19.05 mm.)
Weight of packages	Minimum thickness of fibre board in inches (mm.)	Minimum thickness of ends.																	
30 seers (27.993 kgs.)	100 (2.54)	1/2" (12.7 mm)																	
Over 30 seers (27.993 kgs.) and upto 1 md.																			
20 seers (55.986 kgs.)	120 (3.048)	5/8" (15.875 mm.)																	
Over 1 md. 20 seers (55.986 kgs.)																			
and upto 3 mds (111.973 kgs.)	140 (3.556)	3/4" (19.05 mm.)																	

SECTION II-contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/20-A ..	<p align="center">CORRUGATED FIBRE—BOARD CONTAINERS</p> <p>Must be packed in 5-ply, double walled, corrugated fibre board containers made from kraft throughout with the top layer 120 gms. per sq. metre, two other layers and two corrugated layers each of 110 gms. per sq. metre making up a total weight of not less than 700 gms. including the adhesive.</p> <p>The top and bottom flaps must be glued from inside and then sealed with an adhesive tape. The gross weight of each container should not exceed 25 kilograms.</p> <p>for shells of cigarettes—Must be packed in 5-ply, double walled corrugated fibre board containers made from kraft throughout with the top liner not less than 150 gms. per sq. metre and the other 4 liners including two corrugated liners not less than 120 gms. per sq. metre making a total weight of not less than 750 gms. per sq. metre including the adhesive, the gross weight of the container being limited to 25 kgs.</p>
P/20-B ..	<p>Must be packed in 7-ply, double walled corrugated fibre board containers made from kraft throughout with the top and inside liner made of 150 gms. per sq. metre and the rest 5 liners including 3 flutings not less than 120 gms. per sq. metre making a total weight of not more than 1200 gms. including the adhesive, the gross weight of containers being limited to 24 kg.</p> <p>The containers should be finally closed with a strip of cloth tape of 2.5" x 40" properly gummed with adhesive along the mouths of the flaps.</p>
P/20-C ..	<p>Must be packed in 5-ply double walled corrugated fibre board containers, made from kraft throughout with the top liner 150 gms. per sq. metre and the other 4 liners including 2 flutings not less than 150 gms. per sq. metre making up a total weight of not more than 1500 gms., including the adhesive the gross weight of th containers being limited to 34 kg.</p> <p>The containers should be secured with 2 steel straps of 1/2" x 26 B.G. breadthwise.</p>
P/20-D ..	<p>Must be packed in 7-ply double walled corrugated fibre board containers, made from kraft throughout with a topliner 150 gms. per sq. metre and the other 6 liners including 3 fluting not less than 150 gms. per sq. metre making up a total weight of not less than 1750 gms. including the adhesive the gross weight of each loaded container being limited to 49 kg.</p> <p>The containers should be secured with 2 steel straps of 1/2" x 26 B.G. (1.27 cm. x 26 B.G.) breadthwise (one at each end.).</p>
P/21 ..	<p align="center">MUST BE PACKED IN METAL BOXES OR CASES</p> <p>Metal boxes or cases upto 24" (0.6096 metre) in length must be made from mild steel or sheet metal not thinner than 26 B.G.</p> <p>Metal boxes or cases of above 24" (0.6096 metre) and upto 48" (1.2192 metres) in length must be made from mild steel or sheet metal not thinner than 24 B.G.</p> <p>These are minima specifications.</p> <p>The lids must be properly secured.</p>

SECTION II- contd.

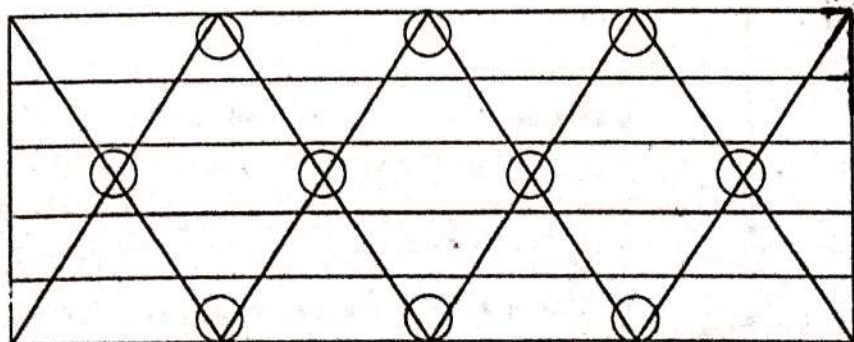
Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/21A ..	<p>Must be securely rolled tight and fixed inside a cylindrical cable drum in such a way as to prevent its contact with the outer packing of the drum. The drum shall be battened up completely and the battens secured by means of either steel tape or steel wire.</p>
	<p style="text-align: center;">OTHER PACKING CONDITIONS</p> <p>P/22 ..</p> <p>(1) Tea in bulk—Must be packed in-</p> <p>(a) Plywood chests conforming to I.S.I. Specifications IS: 10-1964 Polythene film as an alternative to metal lining inside chests will also be accepted.</p> <p style="text-align: center;">or</p> <p>(b) Metal-lined or polythene film lined wooden cases conforming to P/17. The binding as prescribed in P/17 should be, however, be provided for cases of all sizes and weights.</p> <p>(2) Tea in packets—Must be packed in aluminium packets or in strong paper packets with a damp-proof liner of wrapper or in strong paper packets with a damp-proof case lining contained in wooden cases conforming to P/17 and bound with hoop iron or wire under tension. Two hoops should be placed at right angles to the planks of the top and bottom sides and one hoop placed lengthwise along the middle or in three-plywood cases metal edged and rivetted.</p> <p style="text-align: center;">or</p> <p>Tea must be packed in card board case of double thickness opening on one side only with hessian stride inside and outside of the case with shellacbased gum, thus making the case water-proof. A paper lining must be used all round inside the cases and strapped with 3 to 4 galvanized wire hoods after placing one plywood piece each on the top and the bottom thereof. Flaps or cases must be interlocked and stapled on all the corners duly reinforced. The weight of each such loaded container should not exceed 30 kgs.</p> <p>(3) Tea in tins or canisters—Must be packed in air-tight tins or canister contained in wooden cases conforming to P/17 and bound with hoop iron or wire.</p> <p>(4) Tea in bags—Must be securely packed in double gunny conforming to P/7A with water-proof lining.</p>
P/23 ..	<p>Must be wrapped in tissue or butter paper and fixed firmly to the bottom of its wooden box and must be kept in position by suitable braces, the points of contact being lined with felt or baize.</p> <p>Where necessary must be suspended in the wooden box by the application of mechanical springs, bonded rubber or rubber cord, etc.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/23- conold.	Optical parts such as objectives, eye piece, etc. must be packed separately and kept in the box securely.
P/24	This wooden box must be placed in a corrugated cardboard box; and then packed in a wooden case conforming to P/17 and IP/3(a).
..	If of cast iron—
(1)	Must be wrapped with strong straw-twisted rope of minimum 1/4 inch (6.35 mm.) diameter over the entire length with spigot ends, socket ends or flanges, protected as under—
(a)	<i>Spigot end</i> —Four layers of wrapping by the twisted rope spread over 1 foot (30.48 cm.) length at the spigot end.
(b)	<i>Socket ends</i> —Two layers of wrapping by the straw-twisted rope at the socket end.
(c)	<i>Flanges</i> —Should be protected with wooden discs fastened through holes of the flanges by means of iron wire.
(2)	When in wagon loads, in addition to the above packing, straw packing should be provided between the layers of pipes and suitably secured by wooden scantlings. When loaded in open wagons, the following further condition should be complied with:
	Three wires of sufficient length and thickness should be spread horizontally on the floor of the open wagon, evenly spaced and the pipes loaded thereon. After completion of loading the two ends of each wire should be brought on top under tension, made into knots and sealed with lead seals.
P/25	Must be in bundles, securely tied.
P/26	Must be in bundles packed in strong paper or gunny, securely tied.
P/27	Empties which have been used for the carriage of inflammable liquids, the vapours of which have flashing points below 76° Fahr. (24.4°C.) and which are enumerated in Table III of I.R.C.A. Red Tariff, will be accepted for carriage only if securely closed with bangs, plugs or caps of either metal, wood or straw-board.
P/28	Must be securely packed in gunny or hessian or in bags.
P/28-A	Must be securely packed in jute bags laminated to polythene or any other suitable waterproof material with water resisting adhesive. The bags must be provided with lifting ears at all the four corners.
P/29	Must be packed in strong baskets.
P/30	Must be packed in saw dust, wrapped in gunny and securely tied or in boxes.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/31 ..	The roots must be packed in boxes or baskets or gunny containing damp earth or moss and the stems securely supported by splints.
P/32 ..	Must be carried in sound milk cans with tight fitting lids, securely locked.
P/33	Must be packed in an outer covering of dammered gunny with an inner wrapping of doosootie and wax or oil cloth.
P/33-A ..	Shall be tightly wound on cores. The rolls shall be wrapped in kraft paper and then with scrap linoleum or bitumenized waterproof paper, securely tied or otherwise fastened and finally packed in strong hessian. The ends of the rolls shall be suitably protected by means of cardboard or other suitable discs and the joints covered with wood wool.
P/34 ..	Must be packed in rolls securely tied and completely covered with double gunny properly sewn at both ends and for the entire length of the roll.
P/35 ..	Must be packed in polythene bags and enclosed in fibre drums with lever lid arrangements.
P/36 ..	No packing required when in wagon loads, but when tendered in small lots must be in bundles securely tied or securely packed in gunny or in bags.
P/37 ..	Must be tightly packed upto the top layer. On this layer structurals like flats or rods, each of them bent to a 'V' shape, should be placed in a criss-cross way as shown below to cover the entire top layer from end to end lengthwise and breadthwise, of the open wagon, instead of rods or flats as above, a frame work of light structurals, which would cover the entire top layer breadthwise as well as lengthwise may be placed above the top layer. The structurals should then be securely bound with at least two layers below with strong wire (capable of withstanding pressure likely to be caused during transit), and then knotted and sealed with a lead seal on the top at not less than eight points evenly spaced out.



Note—Iron and Steel articles of shorter length must be loaded below the longer ones when loaded in open wagons including BFRs.

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/38 ..	<p>(1) Smalls—Must be in bundles securely tied. The two ends of each bundle must be covered by pieces of gunny soaked in tar and tied securely or protected by plastic protection rings.</p> <p>(2) Wagon loads, in open wagons—</p> <p>(a) When of such length as to permit of being loaded horizontally, P/37 condition applies.</p> <p>(b) When of such length as to necessitate being loaded in a slanting position, one end must be resting on the floor of the wagon and the other end supported on the side of the wagon, the projection not exceeding 0.5 metre pipes must be tied in small bundles of not less than 4 quintals in weight each. Each bundle should be firmly bound with two strands or wire of 8 B.G. (3.2 mm.) thickness or with quarter hard cold rolled steel strips, not less than 38 mm. width 0.90 mm. thickness at a distance of 0.5 metre from each end and minimum of 3 additional similar band should be provided evenly spaced in between the end bands.</p>
P/39 ..	When booked in wagon loads in loose condition, sufficient straw padding should be provided on the wagon floor and between the bricks and the panels.
P/40 ..	<p>(1) When of cast iron P/18 applies.</p> <p>(2) When other than of cast iron, must be in bundles securely tied. The maximum weight of each bundle in respect of break of gauge traffic must not exceed 2 quintals when loaded in covered wagons.</p> <p>No packing is required if each article individually weighs 40 Kgs. or more provided each such article is marked by senders according to Rule 121 (1) of this tariff.</p> <p>(3) In case of both (a) and (b) detachable fittings, if any, should be separately packed in a case.</p> <p>(4) In case of electroplated Tin Plates, the bundles should be packed in wooden crates strong enough to bear the load of the sheets.</p>
P/41 ..	<p>Must be in bundles, weighing not below 1 tonne each in the case of traffic not involving break of gauge transshipment. In the case of traffic involving break of gauge transshipment, however, the weight of each bundle must not exceed 2 tonnes. Each bundle must be tightly secured individually by either wire ropes or by strapping, and the bundles so secured further tied tightly either by wire ropes or by strapping as indicated below :—</p> <p>Cases where wire rope is used for securing—</p> <p>Each bundle must be tightly tied and securely knotted with two strands of wire of 3.2 mm thickness, at a distance of 0.5 metres from each end. Similar additional bindings must be provided in between these two end bands at intervals of not more than 1.5 metres from each other.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions												
P/41-(Concl.)	<p>Not less than 5 wire ropes of sufficient length to go round to the top of the consignment and still leave adequate length for knots and seals and of minimum diameter of 10 mm. for all consignments other than heavy structurals for which the minimum diameter shall be 12 mm. should be spread across the floor of the open wagon (BFR/BRH) with one at each end at a distance of 1.0 metre from the end of the consignment and others evenly spaced in between and the steel consignment loaded thereon. After completion of loading, the two ends of each wire rope should be brought on top under tension and made into knots and sealed.</p> <p>Cases where securing is done by strapping—</p> <p>Each bundle must be tightly tied and/securely knotted with high tensile steel strapping of 31.75mm. width X 0.79 mm. thickness (tensile strength of the steel straps should be not less than 90 kg/mm² and elongation minimum 6% on a gauge length of 150 mm., having deburred edges, painted black and waxed), at a distance of 0.5 metre from each end. Similar additional bindings must be provided in between these two end bands at intervals of not more than 1.5 metre from each other.</p> <p>Not less than 5 straps of sufficient length to go round to the top of the consignment and still leave adequate length for knots and seals should be spread across the floor of the open wagon (BFR/BRH) with one at each end at a distance of 1.0 metre from the end of the consignment and others evenly spaced in between and the steel consignment loaded thereon. After completion of the loading, the two ends of each strap should be brought on top under tension and made in to knots and sealed.</p> <p>The steel straps should conform to the following specifications :</p> <table><tr><td>Width</td><td>..</td><td>31.75 mm.</td></tr><tr><td>Thickness</td><td>..</td><td>1.27 mm.</td></tr><tr><td>Elongation</td><td>..</td><td>Minimum 9% over a guage length of 150 mm., having deburred edges, painted brown and waxed.</td></tr><tr><td>Tensile strength</td><td>..</td><td>Not less than 92 kg./mm²</td></tr></table> <p>A bed of saw dust/straw/bagasse/paddy husk not less than 10 cms. in thickness must be laid on the wagon floor before the products are loaded. Empty space, if any, at either end of the wagon or between the rows/stacks must be filled up with gunny bags stuffed with saw dust/ straw/ bagasse/paddy husk. In the case of consignments involving break-of-gauge transshipment an adequate number of spare bags of saw dust/straw/bagasse/paddy husk must also be kept in the wagon.</p>	Width	..	31.75 mm.	Thickness	..	1.27 mm.	Elongation	..	Minimum 9% over a guage length of 150 mm., having deburred edges, painted brown and waxed.	Tensile strength	..	Not less than 92 kg./mm ²
Width	..	31.75 mm.											
Thickness	..	1.27 mm.											
Elongation	..	Minimum 9% over a guage length of 150 mm., having deburred edges, painted brown and waxed.											
Tensile strength	..	Not less than 92 kg./mm ²											
P/42													

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/42-(concl.)	<p>In the case of Asphaltic Corrugated sheets and plain sheets, a bed of saw dust/straw/bagasse/paddy husk not less than 20 cms. thickness must be laid on the wagon floor. Empty space, if any, at buffer end of the wagon or between the rows/stacks must be filled up with gunny bags stuffed with bagasse/straw with minimum thickness of 15 cms. The edges on the sides of the wagons other than the buffer end should be protected to the extent of not less than 15 cms. on each side of the wall with dunnage of straw/bagasse for each stack.</p>
P/43 ..	<p>Smalls—Must be packed in multiwall paper bags as an inner package each such inner package should not contain more than 25 kgs. net and to be packed in outer package made of wooden casks.</p> <p>Wagon loads—Must be packed in multi-wall paper bags each containing not more than 25 kgs. nett.</p>
P/44 ..	<p>(a) Tea Chest Ply-wood—Must be in bundles securely strapped under tension both lengthwise and breadthwise and then wrapped with hessian tightly sewn all round.</p> <p>(b) Ply-wood other than Tea Chest Plywood—Must be fully covered on all sides with veneers and secured with steel strappings under tension both lengthwise and breadthwise when despatched in wagon loads. When in 'smalls' they should be created in conformity with P/18.</p>
P/45 ..	<p>A. Bazar foil (Smaller size)—(1) Must be packed in ply-wood case of not less than 6 mm. thick 3-ply resinbonded ply-wood with 28 pcs. of mango/Fir solid wooden battens all over (size 1 1/2" x 3/4") and case reinforced externally with 8 corner pcs. of steel strips (6"x3/4").</p> <p>(2) Dimension of the case=21 3/8" x 16 1/4" x 15".</p> <p>(3) Approximate gross weight per case =38.5 Kg.</p> <p>B. Bazar foil (Bigger size)—(1) Case specification same as in A. (1).</p> <p>(2) Dimension of the case =26 3/8" x 20 1/4" x 1 1/4".</p> <p>(3) Approximate gross weight per case=49.5 kg.</p> <p>C. Tagger foil—(1) Must be packed in ply-wood case of not less than 6 mm. thick 3-ply resinbonded ply-wood with 28 pcs. of Mango/Fir solid wooden battens all over (size 1 1/2" x 3/4") and case reinforced externally with 8 corner pieces of steel strips (6" x 3/4") one 3/4" wide 24/26 gauge hoop iron must be provided in the middle of the case under tension.</p> <p>(2) Dimension of the case=19" x 9 1/2" x 17 3/4" to 21 1/2".</p> <p>(3) Approximate gross weight per case=75 kg.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/45-(concl.)	<p>D. Lable foil — (1) case specification same as in A (I). In addition a continous strapping of 1/4" Wide 24/26 gauge steel hoop must be provided a cross the middle of the case under tension.</p> <p>(2) Dimension of the case = 20 1/4" x 14" x 14".</p> <p>(3) Approximate gross weight per case = 53 kg.</p> <p>E. Milk bottle capping strip—(1) Case specifcation same as in A. (I)</p> <p>(2) dimension of the case=9 1/2" x 9 1/2" x 21 1/2".</p> <p>(3) Approximate gross weight per case =50 kg.</p>
P/46 ..	<p>(1) Must be packed in ply-wood cases of not less than 4 1/2" mm. thick , 3-ply resinbonded ply-wood with 28 pcs. Mango/Fir-solid wooden battens all over (size 1" x 3 1/4") and case reinforced with one steel strap of 3 1/4" width x 24/26 gauge across the middle of the case under tension.</p> <p>(2) Dimension of the case=14 1/2" x 13" x 9 1/2".</p> <p>(3) Approximate gross weight per case=28 kg.</p>
P/47 .	<p>(1) Must be packed in ply-wood case of not less than 4 1/2mm. thick, 3-ply resinbonded ply-wood with 32 pcs. of Mango /Fir solid wooden battens (size 2" x 3/4") all over and case reinforced with two external steel straps of 3/4" Width x 24/26 gauge hoop iron. The case to be reinforced again with 8 corner pieces of steel strips—4 on top and 4 on bottom (size 6" x 3/4" x 24 gauge).</p> <p>(2) Dimension of the case = 29 3/8" x 14 1/2" x 21 3/4".</p> <p>(3) Approximate gross weight per case=100 Kg.</p>
P/48 ..	<p>Bicycle Rims—Must be—</p> <p>(a) Tied with hessian strings at two opposite positions.</p> <p>(b) Wrapped up all round with gunny.</p> <p>(c) Strapped around at two opposite positions by steel bands of 1/2"x26 SWG.</p>
P/49 ..	<p>(1) Bottles should first be packed in straw covers and then put in gunny bags with sufficient dunnage.</p> <p>(2) The number of bottles must not exceed 2 dozen per bag of standard size.</p> <p>(3) Sufficient dunnage matterial should also be provided in the wagon on all sides.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/50 ..	<p>Must be packed in 3-ply, double walled, corrugated fibre board containers made from kraft paper throughout with the top layer 72 grams per sq. metre, 2 other layers and 2 corrugated layers each of 60 grams, per sq. metre, making up a total weight of not less than 400 grams including the adhesive. These containers should be closed with adhesive tape in such a manner that the inner and outer flaps of either sides of case are gummed together. The gross weight of each container should not exceed 20 kgs.</p>
P/51 ..	<p>Must be packed in polythene lined bitumenised medium weight hessian bags each bag containing not more than 30 kgs. nett.</p> <p>Mouths of the bags must be securely sewn by hand along the bodies of the bags after the flaps are brought together and folded.</p>
P/52 ..	<p>In hessian sacks with a double lining of paper impregnated with tar or twill bags coated with tar internally and lined with strong crepe paper or in suitable metal drums (e.g. steel) effectively closed when calcium cyanamide containing not more than 0.5 per cent calcium carbide.</p>
P/53 ..	<p>Must be packed in bags made from D.W. Tarpaulins laminated with polythene film on one side using bitumen as bonding agent. The breaking strength of the laminated fabric shall not be less than 400 lbs. Wrap wise and 300 lbs. Weftwise.</p> <p>One side and bottom should be folded over at least 1" and double lock single row stitching through the four layers of laminated fabric shall be atleast 1/2" away from the edge of the fold. The wrap of the bag may be widthway.</p> <p>The number of stitches shall be 26 to 32 per 12 inch. The mouth of the bag shall be selvaged. The thread used for stitching shall be low twist 2 ply oil soaked rayon cord of breaking strength of not less than 14 lbs.</p> <p>The size of the bags used should be—</p> <p>Length 37" + 1"</p> <p>Width 24" + 1"</p> <p>Tare-weight of the bag 0.75 kg. and maximum nett weight of contents 50 kgs.</p>
P/54 ..	<p>Must be first packed in small bundles, weighing not more than 5 kgs. each, securely tied. Each such bundle should be completely wrapped in dry straw not less than 2.54 cm, in thickness over the entire length of the bundle. Not more than 5 such bundles must be assembled together and wrapped in dry straw not less than 2.54 cm, in thickness and securely tied. Four strong bamboo splits should be inserted at the four sides of the bundle. Both ends of the bundles must be stacked with additional straw and stitched by hessian covering. Bundles thus formed must be loaded compactly in verticle position inside a wagon using straw not less than 15 cm, in thickness on the wagon floor and 2.54 cms. between the layers. Empty spaces at either end of the wagon must also be completely filled up with bundles of grass or straw.</p>

SECTION II- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/55 ..	Must be packed in 5-ply corrugated card board containers made from kraft throughout of sufficient strength making up a total weight of not less than 700 gms. including the adhesive. The top and bottom flaps must be glued from inside and then sealed with an adhesive tape. The gross weight of each container should not exceed 40 kgs.
P/56 ..	In synthetic jute bags of high density polythylene (HDPE) woven sacks (equivalent to jute bags) laminated, or provided with loose liner as per detailed specification given below—
	<p align="center">General Description</p> <p>The fabric used in the manufacture of HDPE Woven sacks shall be woven from HDPE types. The sack shall be made from single pieces of HDPE fabric or may be woven circular on a loom. If the sack is fabricated out of flat fabrics (as distinct from fabrication of a sack from a circular woven fabric), the side and the bottom of the sack shall be sewn with either two rows of lock stitch or two rows of chain stitch. The first row of the stitches from the edge shall be at a minimum distance of not more than 6 mm. from the first row of stitches. The minimum number of stitches per decimetre shall be 12.</p> <p>The thread used for stitching shall either by rayon tyre cord or HDPE tape itself 1200 denier or any other material suitable for the purpose so that the same is able to run through the needle of the sewing machine. The raw edges of the fabric shall be turned into a depth of at least 25 mm. at the edges before stitching. The stitching shall be uniform without any loose threads or knots.</p> <p>The bag shall not be wet or torn, patched, resewn or repaired.</p> <p>There should be adequate empty space left after filling the bag with the contents and then the mouth of the bag shall be rolled down and sewn. This does not, however, apply to valved bag which automatically close after machine filling. When bags are machine stitched, the mouth need not be rolled down, but the stitches should be in double rows not less than 12 mm. apart from each other and the first row of stitches must be at a distance of not less than 2.54 cm. from the top edge of the mouth. Where laminated bags are used the bags shall be laminated with low or high density polythene of thickness not less than 25 micrones. Alternatively, the sack may also be supplied with loose liner provided the liner of low or high density polythene is not less than 40 micrones in thickness. The loose liner should atleast be 5 per cent more in length (except forbounded bags) and width then those of the sack. The lamination of liner shall be free from pinholes, patches, tears, blisters and any other visible defects.</p> <p>The bags should be provided with lifting ears at two corners.</p> <p>(Deniers :The weight in grams of 9000 metres of the yarn)</p> <p>Mesh: Number of the yarns per inch of the fabric.</p>
P/56-A ..	Must be packed in synthetic jute bags of high density polyethylene (HDPE) woven sacks conforming to IS: 11652-1986 as per detailed specification given below:

SECTION II- contd.

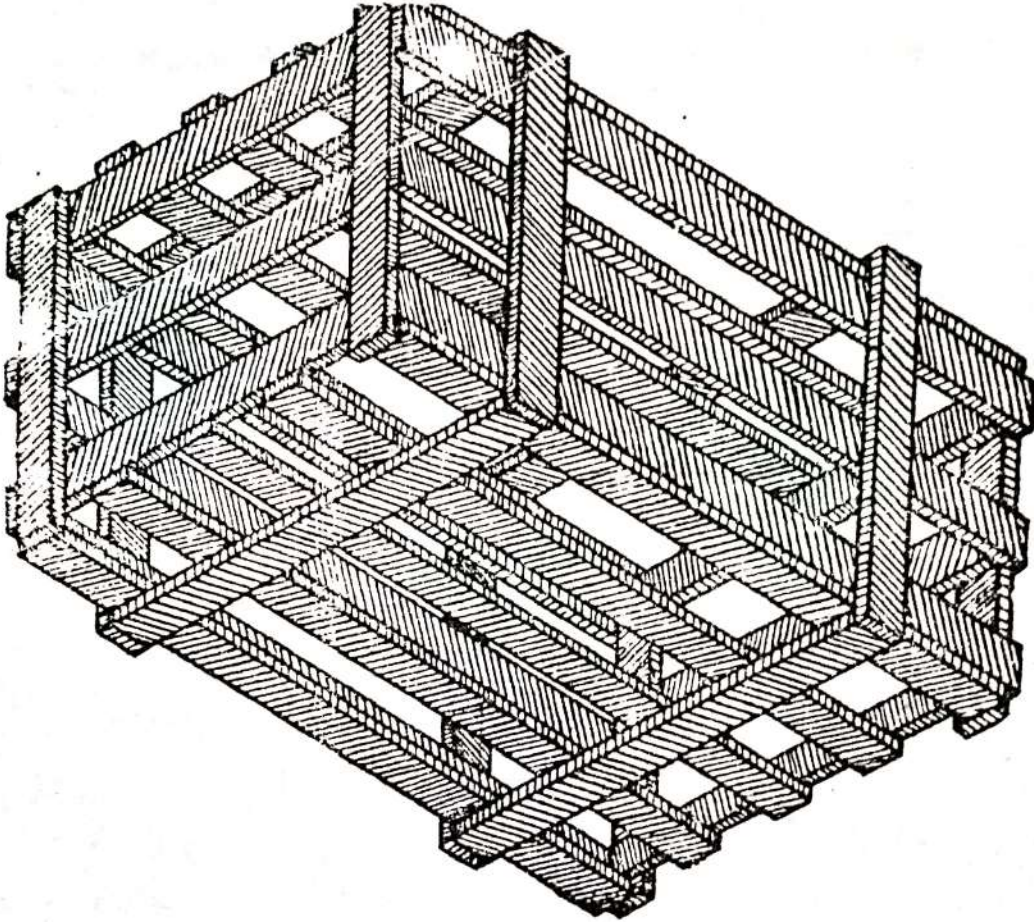
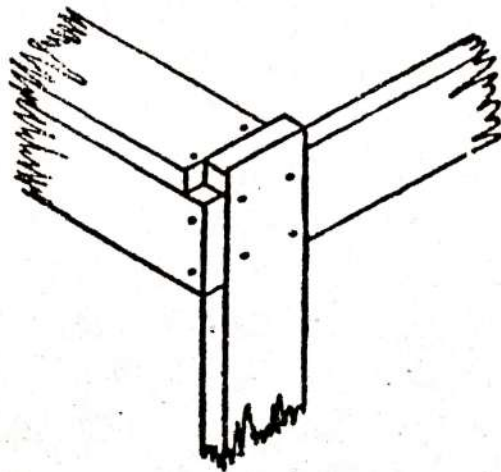
Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/56-A-(concl.)	<div data-bbox="321 534 1262 851"> <p>(i) Maximum net weight of contents = 50 Kgms.</p> <p>(ii) Standard size of the bag length = 74 to 77 cms.</p> <p style="padding-left: 150px;">width = 42 to 45 cms.</p> <p>(iii) Tareweight of the bag = 100 gms.</p> <p>(iv) Trade name = HDPE woven sacks.</p> </div> <p data-bbox="321 890 627 927">(v) General Description</p> <div data-bbox="321 955 1442 1724"> <p>(a) Fabric—The fabric used in the manufacture of HDPE woven sacks shall be woven from HDPE Tapes. The minimum width of tape used for making fabric shall not be less than 2.5 mm and the linear density of the tape shall be 111 tex 1000 denier.</p> <p>(b) The sack shall be produced from fabric woven as a tube and cut to the required length.</p> <p>(c) The sack tube is woven on circular looms. Alternatively the sack tube may be woven on a flat bad loom which effectively weaves two layers of fabrics. The weft is passed via the shuttle through each layer in such a way that it forms a tube in which the weft is continuous around the tube so formed. When this method is used the weft direction tape ties in the transverse direction of the finished sacks.</p> <p>(d) The stitching shall be done only at the bottom and at the mouth of the sack excluding valve. The stitching shall be done with two rows of lock or chain stitches. The two rows of stitches shall be separated from each other by about 5 mm. and the outer row of the stitching shall be approximately 10 mm. from the outer edge of the sack. The stitching shall be done with a double fold over seam to a depth of minimum 25 mm. so that the stitches pass through all the six layers of the fabric. The number of stitches per dm. shall be 12 ± 2.</p> <p>(e) The stitching shall be done by rayon or nylon thread having breaking load not less than 75 N.</p> <p>(f) The bags shall not be wet or torn, patched, resewn or repaired.</p> </div> <p data-bbox="407 1757 1442 2015">A bed of saw dust/straw/bagasse of not less than 10 cms. in thickness must be laid on the floor of wagon, before the articles are loaded. Empty space, if any, between the walls of the wagon and the stacks and between the stacks themselves must be filled up with either gunny bags stuffed with saw dust/straw or other suitable cushioning material or by upright pieces of wooden battens, combined with cushioning material to avoid damages/breakages and to keep the stacks in position without shifting. In the case of consignments involving break-of gauge transshipment an adequate number of additional dunnage bags of saw dust/straw/bagasse or and other cushioning material must also be in the wagon.</p>

SECTION II- conclud.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
P/58 ..	<p>Must be initially packed in cartons made of card board with a lining of bituminised kraft paper. These cartons should be placed inside 3-ply corrugated boxes. Each ply shall be made of 150 grammes per square metre substance kraft paper and the corrugated layer having 50/55 flutes per foot. Total substance of box should be 530 grammes per square metre. The top and bottom flaps must be glued from inside and then sealed with an adhesive tape. The gross weight of each container should not exceed 18 Kgs.</p>
P/59 ..	<p>Pipes should be supported by wooden pieces, both lengthwise and breadthwise in between two pipes. Each end of Glass Fibre Reinforced Plastic (GRP) Pipe to a length of 5"/12.7 cms. should be secured by 150 gauge thick kraft paper when offered in loose condition for booking by rail to protect the ends from damage.</p>

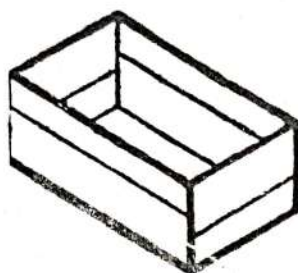
खण्ड II—समाप्त
SECTION II—concl'd.

क्रेट (लकड़ी के)
CRATE (WOODEN)

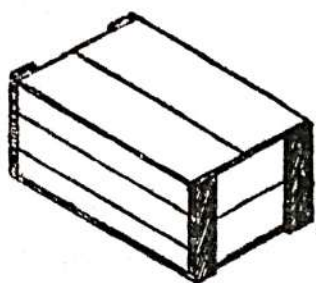


बक्स टाइप कोने का बृहद्दीकृत रूप
ENLARGED DETAIL OF BOX TYPE CORNER

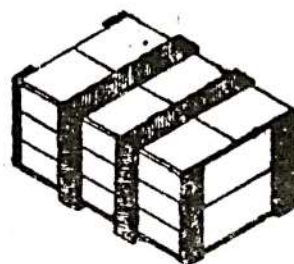
खण्ड II—समाप्त
SECTION II—concl'd.



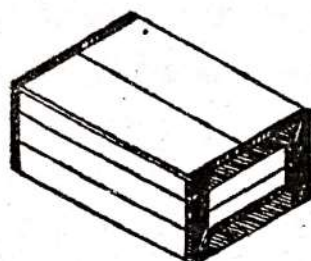
ढंग 1—पैकिंग केस चित्र-1
STYLE-1 PACKING CASE
Fig.-1



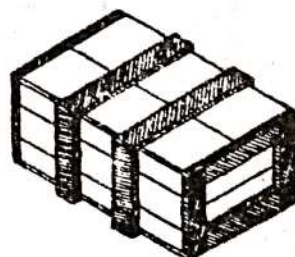
ढंग सं० 2(क) (बिना घेरा पट्टियों के) चित्र-II
STYLE NO. 2(A) (WITHOUT GIRTH BATTENS)
Fig.-II



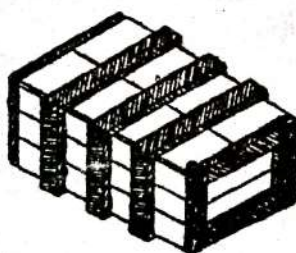
ढंग सं० 2 (ख) (घेरा पट्टियों के साथ) चित्र-III
STYLE NO. 2(B) (WITH GIRTH BATTENS)
Fig.—III



ढंग सं० 3(क) (बिना घेरा पट्टियों के) चित्र-IV
STYLE NO. 3(A) (WITHOUT GIRTH BATTENS)
Fig.-IV



ढंग सं० 3 (ख) (घेरा पट्टियों के साथ) चित्र-V
STYLE NO. 3(B) (WITH GIRTH BATTENS)
Fig.—V



ढंग सं० 3 (ग) (घेरा पट्टियों के साथ) चित्र-VI
STYLE NO. 3(C) (WITH GIRTH BATTENS)
Fig.—VI

SECTION III

Special conditions applicable to certain commodities

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/1 ..	The term "Cuttings" applies only to fibres of jute not exceeding 30 centimetres in length.
S/2 ..	<p>Motor vehicles must not be accepted for carriage if charged with electricity, gas, oil or other inflammable liquid or vapour, except that in the case of motor vehicles in the possession of Indian Forces and motor-cars a quantity of petrol not exceeding 9.09 litres may be left in the tanks, provided that—</p> <ol style="list-style-type: none"> (1) The flow of petrol to the carburetter has been cut off. (2) Any pressure has been released from the tank. (3) The tank is in sound condition and closed by a well-fitting cap. (4) The engine has been run by the person in charge of the car—this is to be done in the open air and not in a closed truck—until the carburetter has become exhausted and the engine stops automatically. <p>Note— Cars fitted with a petrol pump working from the engine, in which the feed supply is automatically cut off when the engine is stopped, and feeding the carburetter directly from the main tank without the intervention of any form of gravity or other subsidiary feed tank, may dispense with the condition prescribed by this clause.</p> <ol style="list-style-type: none"> (5) No fire, naked light or smoking is allowed in or near trucks containing the vehicles. <p>Subject to the conditions specified above, motor-cars with tanks not more than 3/4 full of petrol may be accepted for transport by rail for journey—</p> <ol style="list-style-type: none"> (a) during the hours of daylight (sunrise to sunset), and (b) during the hours of darkness (sunset to sunrise), only between stations situated at other end of a bridge. <p>The consignor should declare on the consignment Note that these conditions have been complied with.</p> <ol style="list-style-type: none"> (6) Motor-cars when not escorted must be loaded with their doors unlocked in order to facilitate handling or transhipment if this should become necessary.
S/3 ..	Only accepted for carriage if they have been stripped of all flesh and are free from any unpleasant smell, if loaded with hides and skins, the mixed consignments is charged at the rates applicable to "Hides and skins". When carried in open wagons they must be protected by tarpauline provided by senders. Railways do not allow the use of the sheets for such traffic.
S/4 ..	Senders are required to certify on the Forwarding Note that the mixture with which they are coated is non-combustible.
S/5 ..	It should be stated on Invoices and Railway Receipts whether for food or for manure.

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/6 ..	A certificate to the effect that the goods are for <i>bona fide</i> use in museum must be produced by the senders and the fact that the certificate has been produced must be recorded on the Invoice.
S/7 ..	<p>The term "Cuttings" applies only to pieces or gunnies (not exceeding 3600 sq. centimetres in area) and to small pieces or scraps of Textile materials unserviceable for the purpose for which they were originally manufactured.</p> <p>The consignment will be charged at the rates applicable to gunny waste and cuttings and cloth cuttings only when the consignor gives a declaration on the Forwarding Note to the effect that the consignment conforms to the definition given above. Suitable remarks should be made by the Station staff on the Invoice/Railway Receipt to the effect that the declaration from the consignors in regard to compliance of Special condition S/7 has been obtained on the Forwarding Note.</p>
S/8 ..	When excepted articles such as gramophone, pianos, radios, etc., form part of consignments described as <i>bona fide</i> household effects they will be accepted and charged as such, provided they are dispatched by senders and percentage charges on value of the articles have been paid and booked under separate Invoices.
S/9 ..	Iron or steel sheet cuttings and tin plate or tinned sheet cuttings of strips or iron or steel sheets and tin plate or tinned sheets, respectively which are capable of being used without re-melting, re-forging and re-rolling and which do not exceed 15 centimetres in width which should be the diameter of the largest circle that can be fully accommodated within the sheet cutting.
S/10 ..	<p>The consignment will be charged at the rates applicable to firewood only when the consignor gives a declaration on the Forwarding Note that it is meant for use as fuel. The remark should be reproduced on the Invoice/Railway Receipt.</p> <p>(2) Timber pieces measuring more than 90 cms. X 45 cms. or exceeding 80 Kg in weight and sleepers whether serviceable or unserviceable are not accepted as firewood.</p>
S/11 ..	Must be stored away from foodstuffs and inflammables and must not be carried in the same vehicles or wagon in which foodstuffs are carried.
S/12 ..	The descriptions of jagree should be shown on the Invoices under the following details :- Gur, rab, jargree and other saccharine produce.
S/13 ..	<p>Telegraph and telephone materials and stores of all sorts, other than instruments, tendered for conveyance by Railways for the construction, working; and maintenance of Government Telegraph lines or of Telegraph Offices or for batteries in use in Signal Offices are chargeable at class 200 (wagon loads) and class 300X (smalls) rates as for Telegraph and telephone materials, N.O.C., (except where the articles bear a lower classification in this Tariff and are sent as a separate consignment) provided that the forwarding Telegraph Officer furnishes a certificate to that effect at the time of despatch.</p> <p>Articles which are classified lower than class 200 (wagon loads) and class 300X (smalls) will be charged at the lower rate applicable provided they are sent as a separate lot or consignment.</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/14 ..	<p>Rates quoted for full pressed apply when pressed to 480 Kgs. per cubic metre and upwards except in the case of imported American Cotton (raw) full pressed when booked from Port stations in which case the rates will apply to cotton pressed to less than 480 kgs. per cubic metre but above 240 kg. per cubic metre.</p> <p>Rates quoted for half pressed, apply when pressed to 240 kgs. per cubic metre and above but under 480 kgs. per cubic metre.</p> <p>Rates quoted for loose, apply when pressed to less than 240 kgs. per cubic metre.</p>
S/15 ..	Cotton waste, hard, is cotton of short length, damaged and entangled cotton yarns, usually used for cleaning machinery, etc.
S/16 ..	Cotton waste, soft is clean cotton (i. e. free from foreign matter, such as leaf, sand dust, broken cotton seeds, etc.) rejected in the process of manufacture.
S/17 ..	Cotton Mill Sweepings is short and broken lint mixed with foreign matter such as leaf, sand, dust, broken cotton seeds, etc., separated from cotton in the process of manufacture.
S/18 ..	The term "Scrap" applies only to such scraps or pieces of metal as have metal value only as distinct from shape value and are useful for re-melting, re-forging or rerolling only.
S/19 ..	Iron or Steel pipe cuttings which do not exceed one metre in length.
S/20 ..	<p>(1) Returned empty steel or tin trunks must be offered for despatch to the booking station within seven days of the receipt at destination;</p> <p>(2) The particulars of Original booking must be quoted on the Forwarding Notes and Railway Receipts; and</p> <p>(3) The consignor and consignee of the returned empties must be the consignee and consignor, respectively, of the articles originally booked.</p>
S/21 ..	<p>When not packed in cases or crates, will be accepted under the following conditions :—</p> <p>(1) Must be securely checked after being loaded.</p> <p>(2) Detachable fittings must be separately packed in a case.</p>
S/22 ..	Gas cylinder, loaded or empty will not be accepted for carriage unless they are properly labelled with strong eyeletted tag labels which must be affixed with wire and on which the full name and address of the consignee must appear or a strong cloth label bearing the name and address of the consignee is firmly sewn on the converging of the cylinders. The registered number of the cylinder must be entered by the sender on the Consignment Notes and by the staff on the invoice. In addition, empty cylinders must be labelled "Empty".

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/23 ..	Will not be accepted for booking unless accompanied by a "free from Explosives" certificate as specified in Rule 155.
S/24 ..	Rejected or condemned old clothes are charged as for "Rags, other than oily rags, N.O.C." " or Rags, other than oily rags", as the case may be, provided a declaration to the effect that they are unserviceable for use as clothing is made on the Forwarding Note at the time of booking. If they are not properly washed and packed, they will be treated as Offensive Goods.
S/25 ..	The term "Boot and shoe accessories" will apply to boot brushes, polishes not containing any inflammable liquid, garters, laces, heels and soles, foot massage articles, sewing thread, shoe horns, socks and stockings, when sent as mixed consignments.
S/26 ..	Must be labelled as under — This package contains NON-INFLAMMABLE FILMS ONLY
S/27 ..	Consignment when in wagon loads should invariably be protected at the doors with dunnage materials by the consignor. The dunnage will consist of six bags for four-wheeled wagon, and twelve bags for eight-wheeled wagon, to be placed 3 (three) on each side of flap door except in case of traffic involved in transshipment from Broad Gauge to Metre Gauge or Narrow Gauge wagons when the number of dunnage bags to be provided must be twelve for 4-wheeled and twenty-four for 8- wheeler. The bags should be stuffed with suitable materials such as crushed sugarcane (baggasse) paddy husk or straw, and the size of an empty dunnage bag should not be less than 100 cms. X 60 cms. The minimum thickness of the bag should not be less than 30 cms. at the centre of the bag after being stuffed with dunnage materials. The bags shall be placed in a vertical position side by side so as to fully cover up the flap-door crevices. These bags will be carried by the Railway to the destination station free of charge. <i>Note</i> — In case of non-compliance of S/27, suitable remarks should be made by the consignors in the Forwarding Note which should be reproduced in the Railway receipt also.
S/28 ..	"Wool.Waste" is entangled wool yarn and wool refuse resulting from the process of converting wool into cloth,
S/29 ..	(1) Rates quoted for full-pressed apply when pressed to 620 kilograms per cubic metre and upwards. (2) Rates quoted for half-pressed apply when pressed to 300 kilograms per cubic metre and above, but under 620 kilograms per cubic metre. (3) Rates quoted for un-pressed, apply when pressed to less than 300 kilograms per cubic metre.
S/30 ..	When booked to Tractor Assembly Units provided that the detachable fittings, separately packed as required under the symbol 'T' are booked together under the same invoice. A declaration to the effect that such a consignments are booked only to Tractor Assembly Units must be given by the sender on the Forwarding Note and Railway Receipt endorsed accordingly.

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/31 ..	<p>The commodities against which the symbol S/31 appears will be charged as "Chemical Manures— Division 'B'" subject to the following conditions —</p> <ul style="list-style-type: none"> (i) The sender must declare on the Forwarding Note to the effect that the consignment is intended for use as manure, indicating the licence number of the consignee; and (ii) A certificate from the District Agricultural Officer of the District or the Director of Agriculture or the Deputy Director (Manures) of the State in which the destination station is situated to the effect that the consignment is intended for use as manure, should be produced at the time of booking. <p>In the case of despatches of muriate of potash intended for manure purposes in tea plantations, such certificate can be given by the authorized Officers of the Ministry of Food and Agriculture also instead of the Officer of the State Government concerned.</p> <p>In the case of booking of "Phosphate of lime" (Calcium phosphate dibasic and Calcium phosphate tribasic) intended for manurial purposes when consigned by Food Corporation of India the sender should at the time of booking certify on the Forwarding Note to the effect that the consignment is intended for manurial purposes only. The booking staff should make suitable endorsements on the Railway Receipts to the effect that such certification has been made by the sender on the Forwarding Note.</p>
S/32 ..	<p>The commodities against which the symbol S/32 appears will be charged as "Chemical Manures — Division B" subject to the following conditions:—</p> <ul style="list-style-type: none"> (i) Where the consignee is a Registered dealer, the sender should make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition indicate the Registration number of the consignee. (ii) Where the consignee is not a Registered dealer but an officer of the State Government, Food Corporation of India or the Apex Co-operative marketing Federation, the sender should at the time of booking make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition furnish a certificate in <i>pro forma</i> 1 appearing at page 139 for each consignment at the time of booking. (iii) Where the consignee is other than those enumerated above, the sender should furnish a certificate as per <i>pro forma</i> 1 appearing at page 139 and also a certificate vide <i>pro forma</i> 2 appearing at page 139 from the authorized officer of the State in which the destination station lies, to the effect that the consignment is intended for use as a manure. <p>In respect of allocations for tea and coffee plantations, however, the end use certificate will be given by the Ministry of Food and Agriculture instead of by the authorized officer of the State Government.</p> <p>In the case of booking of Muriate of Ammonia (ammonium chloride) intended for manurial purpose when consigned by Food Corporation of India the sender should at the time of booking certify on the Forwarding Note to the effect that the consignment is intended for manurial purposes only. The booking staff should make suitable endorsements on the Railway Receipts to the effect that such certification has been made by the sender on the Forwarding Note.</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/32 (concl.)	<p data-bbox="736 571 980 614">SCHEDULE — I</p> <p data-bbox="399 636 1317 711">SCHEDULE OF INDIGENOUS FERTILIZER FACTORIES PRODUCING AMMONIA SULPHATE IN INDIA:-</p> <ol data-bbox="446 733 1434 1519" style="list-style-type: none"> 1. M/s. Fertilizer Corporation India Ltd., Sindri Unit, sindri. 2. M/s. Fertilizer and Chemicals (Travancore) Ltd., Udoyogamandal, P.O. Alwaye. 3. M/s. Tata Iron and Steel Co. Ltd., Jamshedpur. 4. M/s. Indian Iron and Steel Co. Ltd., Calcutta. 5. M/s. Gujrat State Fertilizers Co. Ltd., Fertilizers Nagar, Vadodara. 6. M/s. Fertilizer and Chemicals Tranvancore Ltd., Cochin. 7. M/s. E. I. D. Parry Ltd., Ennore, Madras. 8. M/s. Hindustan Fertilizer Corporation Ltd., Namrup. 9. M/s. Cynides and Chemicals, Surat. 10. Durgapur Steel Plant, Durgapur. 11. Bhilai Steel plant, Bhilai. 12. Rourkela Steel Plant, Rourkela. 13. Bokaro Steel Plant, Bokaro. <p data-bbox="721 1606 987 1649">SCHEDULE — II</p> <p data-bbox="399 1670 1309 1757">SCHEDULE OF INDIGENOUS FERTILIZER FACTORIES PRODUCING MURIATE OF AMMONIA (AMMONIUM CHLORIDE) IN INDIA</p> <ol data-bbox="446 1832 1160 2069" style="list-style-type: none"> 1. M/s. Hari Fertilizers, Sahupuri, Varanasi (U.P.) 2. Punjab National Fertilizers and Chemical, Naya Nangal. 3. Kothari Industries Corporation, Manali, Madras. 4. Tuticorin Alkali Chemicals and Fertilizers, Tuticorin.

SECTION III- contd.

Reference No.
used in Chapter I
of Goods Tariff,
Part I (Volume II)

Packing conditions

S/33

Urea intended for manurial purposes and consigned in wagon loads by —

- (a) The Deputy Zonal Manager, Food Corporation of India, at Ports, Messrs. Sindri Fertilizers and Chemicals, Sindri. The Fertilizer Factory at Trombay, Messrs. Neyveli Lignite Corporation Ltd., Neyveli, The Fertilizer Corporation of India, Gorakhpur, The Fertilizer Corporation of India, Namrup, M/s. Shriram Fertilizer and Chemicals, Kota, Messrs. Coromandel Fertilizers Ltd., Vishakhapatnam, Messrs. Gujarat State Fertilizer Company Ltd., Fertilizer Nagar, Vadodara, M/s. Madras Fertilizers Ltd., Commander-in-Chief Road, Madras-8, M/s Fertilizers & Chemicals Travancore Ltd., Cochin, Messrs. Indian Explosives Ltd., Kanpur M/s Zuari Agro Chemicals Ltd., Panaji, Goa, M/s National Fertilizers Ltd., Naya Nagal (Punjab), M/s. Fertilizer Corporation of India, Sindri, Gorakhpur, Ramagundam and Talcher. Rashtriya Chemicals & Fertilisers, Trombay and Thal, Neyveli Lignite Corporation Neyveli, Hindustan Fertilisers Corporation, Namrup, Durgapur, Barauni and Haldia. Shriram Fertiliser and Chemicals, Kota, Gujarat State Fertilizer Company Vadodara, Madras Fertilisers Limited Manali Madras, Fertiliser and Chemicals Travancore Limited Cochin. Indian Explosives Limited, Kanpur, Zuari Agro Chemicals Limited, Panaji, National Fertilisers limited, Naya Nangal, Bhatinda and Panipat, Mangalore Chemicals and Fertilisers, Mangalore. Gujarat Narmada Fertiliser Company, Bharuch. Krishak Bharati Cooperative Limited, Hazira, Indian Farmers Fertiliser Cooperative Limited, Kalol and Phulpur, Southern Petrochemical Industries Corporation, Tuticorin; and
- (b) Managing Director, State Warehousing Corporations and Deputy Directors of Central Warehousing Corporations to and from the depots managed/controlled by these corporations, may be charged at the rates applicable to Chemical manures—Division "A" subject to the following conditions :—
- (i) Where the consignee is Registered dealer the sender should make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition indicate the Registration number of the consignee.
- (ii) Where the consignee is not a Registered dealer but an officer of the State Government, Food Corporation of India or the Apex Co-operative Marketing Federation the sender should at the time of booking, make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition furnish a certificate in proforma I appearing at page 139 or each consignment at the time of booking.
- (iii) Where the consignee is other than those enumerated above, the sender should furnish a certificate as per proforma I appearing at page 139 and also a certificate vide proforma 2 appearing at page 139 from the authorized officer of the State in which the destination station lies, to the effect that the consignment is intended for use as manure.

In respect of allocations for tea and coffee plantations, however, the end use certificate will be given by the Ministry of Food and Agriculture instead of by the authorized officer of the State Government.

The consignor must produce a certificate in proforma 3 appearing at page 140 while tendering the forwarding Note for booking of Solvent Extracted Oil clearly indicating that the consignment is free from solvent (Petroleum product). The consignor should also declare that in case the consignment is found not free from solvent (Petroleum products) despite the certificate having been given, he undertakes and agrees to indemnify the Railways against any loss or damage to any person and property including the consignment arising therefrom. The original certificate must be attached to the forwarding note and a copy of the same must accompany the invoice.

S/34

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/35 ..	
S/36 (a) ..	Both in the forwarding note and the relative railway receipt an endorsement must be made that "necessary certificate has been obtained". If even after issue of the above certificate and undertakings given by the consignor, the consignment of Solvent Extracted Oil found to contain dangerous petroleum, the entire quantity will be taken as dangerous petroleum and the party concerned will be dealt with under Sections 23 and 24 of the Petroleum Act, 1934.
S/36 (b) ..	For flooring stones booked in wagon loads, a straw bedding of 30 cm. thickness should be provided on the wagon floor. Similar straw bedding of 15 cm. thickness should be provided between every layer of 30 cm. thickness of the stones loaded.
S/37 ..	Wooden wedges may be used in place of grass packing to keep the rows of stones intact. The wedges should be 8 to 10 inches long and their thickness should depend upon the width of the gaps between the rows. In case of traffic involving break of gauge, an equal number of additional wedges should be provided by the consignors at the forwarding stations for use at the transshipment point.
S/37 (a) ..	Timber waste is defined as pieces of Timber or wood waste (other than Sandal wood) including shaving, lops, tops and branches of trees, veneer waste, barkwaste bakals, challas (challias), hips, scraps, rejection and side cuts (off cuttings) which cannot be used for manufacturing purposes other than for the purposes of manufacture of paper, straw board, hard-board and paper grade pulp. The consignor should give declaration on the forwarding Note to the effect that timber waste is intended for the manufacture of paper stawboard, hardboard or paper grade pulp as the case may be.
S/37 (a) ..	Side cuttings of swan timber of un-uniform size and irregular shape will only be accepted as pharras.
S/38 ..	Diammonim phosphate for manurial purposes and consigned by— (a) The Zonal Manager/Deputy Zonal Manager, Food Corporation of India, at Ports or by Messrs. Gujarat Fertilizers Co. Ltd., Vadodara, Messrs, Shriram Chemicals & Fertilizers Ltd., Kota or M/s. Fertilizer Corporation of India Ltd., Trombay, M/s. Fertilizers & Chemicals, Travancore Ltd., Cochin, M/s Zuari Agro Chemical Ltd., Panaji, Goa, M/s Gujarat State Fertiliser Company Baroda/Sikka Fertiliser and Chemicals Travancore Limited, Cochin, Mangalore Chemicals & Fertilishers, Paradeep Phosphates Limited, Paradeep, Hindustan Lever Limited Haldia, Zuari Agro Chemicals Ltd., Panaji, Godavari Fertilisers and Chemicals Kakinada, Indian Farmers Fert. Cooperative Ltd., Kandla; and (b) Managing Directors, State Warehousing Corporations and Deputy Directors of Central Warehousing Corporations to and from the depots managed/controlled by these corporations, may be charged at the rates applicable to Chemical manures—Division "A" subject to the following conditions —

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/38- (concl.)	<p>(i) Where the consignee is a registered dealer, the sender should make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition indicate the registration number of the consignee.</p> <p>(ii) Where the consignee is not a registered dealer but an Officer of the State Government, Food Corporation of India or the Apex Co-operative Marketing Federations the sender should at the time of booking make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition furnish a certificate in the pro forma 1 appearing at page 139 for each consignment at the time of booking.</p> <p>(iii) Where the consignee is other than those enumerated above the sender should furnish certificate as per pro forma I stated above and also a certificate vide pro forma 2 appearing at page 139 from the authorized officer of the State in which the destination station lies, to the effect that the consignment is intended for use as manure.</p> <p>In respect of allocations for tea and coffee plantations, however, the end use certificate will be given by the Ministry of Food and Agriculture instead of by the Authorized Officer of the State Government.</p>
S/39 ..	Concrete Mixers must not be accepted for carriage of charged with Oil or gas, or other inflammable liquid or vapour unless the fuel/gas has been drained out of the tank or its Carburetter
S/40 ..	A declaration should be given by the consignor on the Forwarding Note to the effect that the Salt is not intended for industrial use and the booking staff should make a suitable endorsement on the invoice as well as on railway receipt. A similar declaration should also be obtained from the consignee/endorsed consignee at the time of delivery.
S/41 ..	<p>Mono ammonium phosphate for manurial purposes and consigned by —</p> <p>(a) The Deputy Zonal Manager, Food Corporation of India at ports and</p> <p>(b) Managing Director, State Warehousing Corporations and Deputy Directors of Central Warehousing Corporations to and from the depots managed/controlled by these corporations may be charged at the rates applicable to Chemical Manures-Division "A" subject to the following condition —</p> <p>(i) Where the consignee is a registered dealer, the sender should make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition indicate the registration number of the consignee.</p> <p>(ii) Where the consignee is not a registered dealer but an officer of the State Government, Food Corporation of India or the Apex Co-operative Marketing Federation, the sender should at the time of booking make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition furnish a certificate in the proforma I appearing at page 139 for each consignment at the time of booking.</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/41- (concl.)	<p>(iii) Where the consignee is other than those enumerated above, the sender should furnish a certificate as proforma I stated above, and also a certificate Vide proforma 2 appearing at page 139 from the Authorized Officer of the State in which the destination station lies, to the effect that the consignment is intended for use as manure.</p> <p>In respect of allocations for tea and coffee plantations, however, the end use certificate will be given by the Ministry of Food and Agriculture instead of by the authorized Officer of the State Government.</p> <p>In the case of booking of Mono ammonium phosphate intended for manurial purposes when consigned by Food Corporation of India. The sender should at the time of booking certify on the Forwarding Note to the effect that the consignment is intended for manurial purpose only. The booking staff should make suitable endorsement on the Railway Receipts to the effect that such certification has been made by the sender on the Forwarding Note.</p>
S/42	<p>(i) The consignments should be in wagon loads and should be consigned to a registered re-rolling mill or to a re-rolling mill recognized by the State Director of Industries if it is "unregistered" or to a member of the All India Steel Re-rolling Mills Association.</p> <p>(ii) A declaration in the following form should be given by the sender on the Forwarding Note :—</p> <p>The consignment tendered for booking consists of defective, used or old iron or steel materials and are intended for re-melting or re-rolling purposes only.</p> <p>(iii) A certificate in the following form should be given by the named consignee at the time of taking delivery of the consignments :—</p> <p>I certify that the whole consignment booked under invoice No. dated (R. R. No.) ex. to and consigned to me is intended for re-melting or re-rolling purposes only.</p> <p>Dated</p> <p>.....</p> <p>Signature of Consignee</p> <p>Full Name and address of consignee</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/43 ..	The consignor should give a declaration on the Forwarding Note to the effect that the consignment offered is Soda Ash light. The remark should be reproduced on the Invoice/ Railway Receipt.
S/44 ..	The sender should, at the time of booking, certify on the Forwarding Note to the effect that the consignment is intended for manurial purpose only. The booking staff should make suitable endorsements on the Railway Receipts to the effect that such certificates have been made by the sender on the Forwarding Note.
S/45 ..	<p>(i) Where the consignee is a registered dealer, the sender should make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition indicate the registration number of the consignee.</p> <p>(ii) Where the consignee is not a registered dealer but an officer of the State Government, Food Corporation of India, or the Apex Co-operative Marketing Federation, the sender should at the time of booking make a declaration in the Forwarding Note to the effect that the consignment is intended for use as manure and in addition furnish a certificate in the proforma 1 appearing at page 139 for each consignment at the time of booking.</p> <p>(iii) Where the consignee is other than those enumerated above, the sender should furnish a certificate as per proforma 1 appearing at page 139 and also a certificate vide pro forma 2 appearing at page 139 from the Authorized officer of the State in which the destination station lies, to the effect that the consignment is intended for use as a manure.</p>
S/46 ..	The consignor must produce, at the time of booking, a certificate from the Excise Department to the effect that the commodity offered for booking is "Denatured Tea Waste".
S/47 ..	The sender should, at the time of booking, declare on the Forwarding Note the dimension of the bore of the Pipes and Tubes in mm. Suitable remarks should be made by the Station Staff on the Invoice/Railway Receipt to the effect that the declaration from the consignors about the diameter (bore) of the pipes and tubes have been obtained in the Forwarding Note.
S/48 ..	The consignors should declare on the Forwarding Note that the consignment booked is indigenous and not imported. The same remarks should be reproduced on the Railway Receipt.
S/49 ..	<p>(a) The sender must declare on the Forwarding Note to the effect that the consignment is intended for use as manure, indicating the licence number of the consignment : and (b) A certificate from the District Agriculture Officer of the District or the Director of Agriculture or Deputy Director (Manures) of the State in which the destination station is situated to the effect that the consignment is intended for use as manure, should be produced at the time of booking.</p> <p>The consignments of Triple Super Phosphate booked by —</p> <p>(i) M/s. Hindustan Copper Ltd., Khetri Nagar;</p> <p>(ii) Sindri Unit of M/s. Fertilizer Corporation of India or their authorized agents be exempted from S/49 condition insisting on production of a certificate from the district Agriculture Officer of the District or the Director of Agriculture or Deputy Director (Manures) of the State in which the destination station is situated to the effect that the consignment is intended for use as manure.</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/49-(concl.)	<p>The consignor is, however, required at the time of despatch to indicate the licence number of the consignees on the Forwarding Note which should be reproduced on the Railway Receipt.</p> <p>The benefit of lower rate to Triple Super Phosphate intended for manurial purposes be allowed—</p> <p>(i) When booked from one factory to another for reprocessing purposes subject to the sender certifying on the Forwarding Note to the effect that the consignment is intended for re-processing purposes. The fact of having furnished such certificate should be endorsed by the booking staff on the concerned Railway Receipts.</p> <p>(ii) When booked by Fertilizer Factory showing the consignee as "self" and indicating the name of the licence dealer, for whom it is intended and his licence number.</p> <p>The Railway Receipt in such cases should contain an endorsement as under—</p> <p>From M/s. M/s. (self) A/c. XYZ (Name of the licence dealer and his licence number to be indicated here.)</p>
S/50 ..	The sender must give a declaration on the Forwarding Note to the effect that the consignment tendered for booking is not food for live-stock or poultry and is intended for use as manure only.
S/51 ..	Only such motor/truck tyres and air bags which have been cut into at least 2 pieces and have scrap value only will be charged as for "Rubber tyres and air bags old and unserviceable"
S/52 ..	The senders should record on the Forwarding Note that the consignment is "Bauxite powder" and not "Bauxite calcined".
S/53 ..	These rates apply when jute twine in bales/bundles are pressed to 462 kgs. per cubic metre and above.
S/54 ..	<p>The sender should at the time of booking, declare on the Forwarding Note to the effect that the commodity offered for booking consists of "Road Surface dressings composed mainly of creosote, petroleum residue, Pitch or Tar Oil, N.O.C."</p> <p>or</p> <p>"Road Surface dressings, liquid, composed mainly of CREOSOTE, petroleum residue, pitch or tar oil having fleshing point below 93.3° C but not below 24.4° C"</p> <p>or</p> <p>"Water proofing liquid powders or compounds non-inflammable."</p>

SECTION III- contd.

Reference No. used in Chapter I of Goods Tariff, Part I (Volume II)	Packing conditions
S/55 ..	Consignors should declare on the Forwarding note at the time of booking that the Wooden Sleepers offered for booking are used and unserviceable wooden sleepers disposed of by the Railways.
S/56 ..	The sender should declare on the forwarding note that the consignment tendered is of Animal Feed Grade Di-calcium Phosphate and is a by product of bones. Each bag should also bear stencilled mark "Di-Calcium Phosphate (Animal Feed Grade)".
S/57 ..	The sender must give a declaration on the Forwarding Note to the effect that the consignment tendered for booking is "Offal non-sterilised meant for use as manures" and the booking staff should make a suitable endorsement on the railway receipt. A similar declaration should also be obtained from the consignee/endorsed consignee in the case of booking to self.
S/59 ..	<p>(i) The reduced weight condition will apply subject to the consignors giving a declaration on the Forwarding Note to the effect that timber offered for booking is fir, chil, kail, deodar or pine as the case may be. The declaration as to the variety of soft timber furnished by the consignor on the Forwarding Note should be reproduced on the Invoice/Rail Receipt.</p> <p>(ii) In the absence of such a declaration mentioned above, the normal weight condition will apply.</p>

SECTION III- contd.

PROFORMA I (for S/32, S/33 and S/38)

Proforma Certificate by the consignor—Zonal

Manager/Deputy Zonal Manager, Food Corporation of India, at Ports/

Notified Indigenous Factories

Serial No.

(Name of the Office of issue)

The Station Master,

Date

..... (Railway)

..... (Station)

(Seal of issuing Officer)

Certified that *Ammonium sulphate/* Di-ammonium phosphate/* Urea/*Muriate of ammonia (Ammonium chloride) weighing tonnes kgs. tendered for consignment to is intended for use as manure only and may be booked at concessional Railway Freight rate applicable to *Chemical manures—Division 'B'/* Chemical manures— Division 'A' at Railway risk.

Certified also that I have received from the duly authorized official of the Central/State Government/Union Territory of a certificate regarding the end use of the material covering this consignment as manure under No..... dated and that it shall be produced in original, if demanded, within a period of one year.

Station

(Signature)

Date

Designation of the issuing Authority

* Strike out whichever is not applicable.

PROFORMA 2 (For S/32,S/33 and S/38)

Certificate by the State/Union Territory/Central Government Official

Serial No.

Date

Name of the State/Union Territory/ Central
Government (Department of)

*Ammonium sulphate/ *Di-ammonium phosphate/

1. Name of Fertilizer :

*Urea/*Muriate of ammonia
(Ammonium Chloride)

2. Quantity ordered for despatch :

3. Consignee : State Government Official

.....
Private Party

List attached

4. Purpose of despatch :

5. Certificate : Certified that the material for which release orders are enclosed for tonnes kgs. is meant for manurial use only and be, therefore, booked at the concessional rate. The Zonal Manager/Deputy Zonal Manager, Food Corporation of India, at Ports or an officer duly authorized by him in this behalf/a duly authorized officer of the notified indigenous fertilizer factory is empowered to quote this certificate.

Date

Signature

Place

Designation of the Central/Union Territory/

State Official

* Strike out whichever is not applicable.

PROFORMA 3 (For S/34)

Proforma Certificate by the Consignor

Certified that the consignment of solvent extracted oil tendered for despatch from to is free from solvent is (petroleum products).

The undersigned also declares that in case the consignment is found not free from solvent (petroleum products) despite the certificate given, the undersigned agrees to indemnify the Railway against any loss or damage arising therefrom and that the Railway will not be responsible for any loss or damage to the consignment.

Date

Signature of the consignor

Address in full

.....

ANNEXURE A

खतरनाक माल के लिए अप्रैबण नोट

FORWARDING NOTE FOR DANGEROUS GOODS

आकार 21.59 से.मी. X 34.29 से.मी., कागज का रंग : गुलाबी

Size 21.59 cms x 34.29 cms., Colour of paper : Pink

रेल अधिनियम, 1989 (1989 का 24) की धारा 64 के अधिन सभी रेलों पर प्रयोग के लिए केंद्रीय सरकार द्वारा अनुमोदित)

(Approved by the Central Government for use on all Railways under Section 64 of the Railways Act, 1989, (24 of 1989))

सेवा में T.O.

स्टेशन मास्टर	The Station Master.....	स्टेशन	Station.....	रेलवे	Railway
रकूषा अॉलिखित सेवण प्राप्त करे और नीचे यमा प्रेषित		रेलवे के		स्टेशन को माल और/अथवा मिश्रित गाड़ी*	station on the station as consigned below:-
the undermentioned consignment and forward by Goods and/or Mixed train*/Coaching and/or Mixed train* to					

[illegible]

१. मैं एण्ड द्वारा प्रमाणित करता हूँ कि मैं इस बात को सर्व्य संपुष्टि कर रही हूँ कि मेरे द्वारा प्रेषित मात का विवरण मार्का, और बचन अपना मात्रा इस अंशकण गेट मे रखी रखी दृश्य की गयी है और ए. ए. सर्वकन राहत दर सूची मे प्रेषित किये गये नियमों के अनुसार प्रेषण को रोक कर दिया गया है। और मार्का रंगा दिया गया है।

I do hereby certify that I have satisfied myself that the description, marks and weight or quantity of goods consigned by me have been correctly entered in this Forwarding Note and that the consignment has been packed and marked in accordance with the Rules laid down in the I.R.C.A Red Tariff.

2. इसके अधिनियम के परोक्षता का अर्थ है कि मैं देश की समिति अथवा अन्य व्यक्तियों की समिति को, जो पीकर के लिए तैयार को अथवा अथवा सुदूर की गयी हो अथवा सुदूर की जाने वाली है, किसी उप परिणामों के लिए नियमितरी लीकर करता हूँ जो कि उक्त परिणाम द्वारा की जाये और सभी जो नियम और नियमों को धरे के लिए हो, उनके कर्मचारियों अथवा एजेंटों के लिए अथवा अन्य के लिए हो, एकत्र और पूर्णता पर रहेगी।

I further declare that I accept responsibility for any consequences to the property of the Railway, or to the property of other persons, entrusted or to be entrusted to the Railway for conveyance or otherwise which may be caused by the said consignments and that all risk and responsibility whether to the Railway to their servants or agents or to others remains solely and entirely with me.

3. मैं घोषणा करता हूँ कि उक्त घोषण का मूल्य रु. है और मैं प्रमाण द्वारा संपोषित नहीं हुए जोखिम के लिए अंतिमिक मूल्य पर प्रतिष्ठित प्रभार संदाय करने का अवन देता हूँ * /वन नहीं देता हूँ *।
I declare that the value of the said consignment is Rs. and I engage myself to not encase* to pay the consignment value* to the agents of or to others remains solely and entirely with me.

मैं अनुमति ए के एसे (होने एसे) मेंवा जाये ।
To be forwarded to and I engage / do not engage* to pay the percentage charge on excess value for increased risk as required by the administration.

to be forwarded via (a dearer route) at my request.

उत्तर उत्तरा याग बंद होना/अवत बंद होना* या, इसके बाद के सबसे सस्ते खुले मार्ग
The cheapest route being closed*/partially closed* to be charged via के रास्ते का प्रचार किया जाये ।
(अधिक घोषणा के लिए स्पष्ट Space for additional information) the next cheapest open route.

(अतिरिक्त घोषणा के लिए स्पान Space for additional declaration)

उत्तराखण्ड के वाइबुट्ट, मैं यहाँ रुक करके तथा अपने मार्ग का वाज़ा अदा करने के लिये सहमत हूँ, यदि रेल प्रशासन को रेल अडमिनिस्ट्रेशन, 1989 (1989 का 24) की धारा 71 के अधीन ऐसा करने के लिये केंद्रीय सरकार द्वारा प्राधिकृत किया जाता है।

Notwithstanding the above, I agree to book the goods and pay freight by dearer route if the railway administration is authorised by the Government.

to do so under Section 71 of the Railways Act, 1989 (24 of 1989)

दिनांक Date..... पता Address..... प्रेषक अथवा उसके एजेंट के हस्ताक्षर Signature of sender or his agent

(निम्नलिखित फार्म केवल रेल कर्मचारियों द्वारा भरा जाए)

(The form below to be filled in by the Railway staff only)

अवेबग नोट संख्या दिनांक को Date द्वारा स्वीकार किया गया
 Forwarding Note No. दिनांक को Date द्वारा तोला गया
 दिनांक को Date द्वारा लोदा गया
 दिनांक को Date द्वारा बीजक बनाया गया
 दिनांक को Date के रास्ते से ले जाया जाये
 दिनांक को Date के रास्ते का प्रचार लगाया जाये
 दिनांक को Date To be charged via

पैकेजों की संख्या और विवरण No. & Description of packages	पदार्थ Commodity	रेल मार्क Railway Marks	वास्तविक वजन Actual weight		प्रधारित वजन Weight Charged		प्रभार के लिए वर्गीकरण Classification for charge	प्रति क्विंटल दर Rate per Quintal	देय To-pay		रसीद संख्या Receipt No.	बीजक Invoice		माल डिब्बों का विवरण Particulars of wagons		
			क्विंटल Quintals	कि. ग्रा. Kilo-grams	क्विंटल Quintals	कि. ग्रा. Kilo-grams			रु. प. Rs. P.	रु. प. Rs. P.		संख्या No.	तारीख Date	सं. और किस प्रकार No. & type	मालिक Owing	फर्श का क्षेत्रफल Floor area

टिप्पणी : प्रेषक अथवा उसके एजेंट का ध्यान रेलवे द्वारा खतनाक माल के परिवहन के लिए लागू उन प्रमुख निबन्धनों एवं शर्तों की ओर दिलाया जाता है जिन्हें भा. रे. स. लालदर सूची में बताया गया है।

Note : The attention of the sender or his agent is invited to the principal terms and conditions applying to the carriage of dangerous goods by Railway which are set forth in I.R.C.A. Red Tariff.

जब तक कि प्रेषक किसी प्रेषण का मूल्य घोषित नहीं करता है और रेल (वित्तीय दायित्व तथा प्रतिशत प्रभार के निर्धारण की सीमा) नियम, 1990 द्वारा यथा प्रेषित अतिरिक्त मूल्य पर प्रतिशत प्रभार का संदाय नहीं करता है, प्रेषण की हानि, विनाश, नुकसान हस्तक्षेप तथा सुपुर्दीगी न करने के लिए रेल प्रशासन के वित्तीय दायित्व की रकम की अधिकतम सीमा 50 रु. प्रति कि. ग्रा. से अधिक नहीं होगी।

Unless the consignor declares the value of any consignment and pays percentage charge on excess value as required by Railways (Extent of Monetary Liability and Prescription of Percentage Charge) Rules, 1990 the maximum limit of amount of monetary liability of railway administration for loss, destruction, damage, deterioration and non-delivery of the consignment shall not exceed Rs. 50 per Kg.

* जहाँ लागू न हो कोट दे।

* Strike out where inapplicable.

② यहाँ क अतिरिक्त घोषणा लिखें जिसकी भा. रे. स. लालदर सूची में निर्धारित नियमों द्वारा ओषा की जाये।

② Here enter additional declaration which may be required by the Rules laid down in the I. R.C.A. Red Tariff.

उपरोक्त इतराजों में किये गये परिवर्तनों और परिवर्तनों पर प्रेषक अथवा उसके एजेंट द्वारा हस्ताक्षर (आयाचक नहीं) किये जाने चाहिए।

Additions or alternations made in the above entries must be signed (not initialled) by the sender or his agent.

अनुबंध 123
नियम 123
ANNEXURE A
Rule 123

खतरनाक माल को छोड़कर जानवरों/या सामान्य वस्तुओं के लिए अधोपग-नोट

FORWARDING NOTE FOR ANIMALS/OR GENERAL MERCHANDISE OTHER THAN DANGEROUS GOODS

(ऐल अधिनियम, 1989 (1989 का 24) की धारा 64 के अधीन सभी रेलों पर उपयोग के लिए केन्द्रीय सरकार द्वारा अनुमोदित)

(Approved by the Central Government for use on all Railways under Section 64 of the Railways Act, 1989) (24 of 1989)

लेना मे

स्टेशन मास्टर To the Station Master रेलवे Railway
कृपया अविलंबित पोषण प्राप्त करें और नीचे यथा प्रेषित स्टेशन को मालगाड़ी और/अथवा मिश्रित गाड़ी/स्वारी और/अथवा मिश्रित गाड़ी द्वारा भेजें।
Please receive the undermentioned consignment and forward by Goods and/or Mixed train* to station on the Railway as consigned below :-

By whom consigned		To whom consigned		स्टेशन को Station to	वस्तुओं की संख्या No of articles	विवरण और निजी मार्क Description and Private Marks	भेजने वाले के अनुसार माल का भार Sender's Weight		दत्त/देय भार Freight Paid/To-pay
नाम Name	पता Address	नाम Name	पता Address				किंकर Qtls.	किलोग्राम Kgs.	

मैं प्रमाणित करता हूँ कि मैं इस माल की स्वतः संपूर्णता का जो है कि उसे द्वारा प्रेषित माल का विवरण, मार्क और वजन अथवा मात्रा इस अधिनियम नोट में सही-सही दर्ज की गयी है।

I do hereby certify that I have satisfied myself that the description, marks and weight or quantity of goods consigned by me have been correctly entered in this Forwarding Note.

†1. मैं घोषणा करता हूँ कि प्रत्येक हाथी/घोड़े/खच्चर/टैली/गाँव वाले जानवर/गोरे/बकरी/कूट/अन्य जानवर और पक्षी का मूल्य रु. है और मैं इसे हुए जोखिम के लिए अधिकृत मूल्य पर प्रेषित/प्रतिष्ठित प्रसार संदाय करने के लिए स्वीकृत करता हूँ।

† I declare the value of these elephants/horses/mules/camels/horned cattle, donkeys, sheep/goats, dogs, other animals and birds to be Rs. per head and engage to pay the authorised percentage charge on excess value for the increased risk.

†2. मैं घोषणा करता हूँ कि प्रत्येक घोड़े/बकरी/कूट/अन्य जानवर और पक्षी का मूल्य रु. है और मैं इसे हुए जोखिम के लिए अधिकृत मूल्य पर प्रेषित/प्रतिष्ठित प्रसार संदाय करने के लिए स्वीकृत करता हूँ।

I declare that each consignment is of a value of Rs. and engage* (do not engage* to pay the percentage charge on excess value for the increased risk, as required by the Administration. (Description and contents in each package and its value should be specifically mentioned)

†3. मैं घोषणा करता हूँ कि इस अधिनियम नोट के तहत प्रस्तुत पैकेजों में रेल (सिटीय टर्मिनल) एवं प्रतिष्ठित प्रसार निर्धारण की शीट/नियम, 1990 की अनुसूची II के भाग I में विनिर्दिष्ट वस्तुएं हैं और मैं प्रमाणित करता हूँ हुए जोखिम के लिए अधिकृत मूल्य पर प्रेषित/प्रतिष्ठित प्रसार संदाय करने के लिए स्वीकृत करता हूँ।

I declare that the packages tendered with this Forwarding Note contain the undermentioned articles enumerated in Part I of Schedule II of the Railways (Extent of Monetary Liability & Prescription of Percentage Charge) Rules, 1990, the value of which is also shown below and I engage to pay the percentage charges on excess value for increased risk as required by the Administration.

†4. भीखी पैकेज के लिए लागू मूल्य का कलन किया गया* नहीं किया गया है।

†5. बाहरी पैकेज में निम्नलिखित कारकीर्दी है।

†6. पैकेज निम्नलिखित रूप में खराब रहता है।

†7. माल पर लागू होने वाली पैकेज की अधिकतम मूल्य का कलन किया गया है।

†8. रेलवे रेल जोखिम और मालिक की जोखिम दर उत्पन्न होने पर, मैं दरें संदाय करने को स्वीकृत करता हूँ।

†9. मैं अनुमति पर के तहत* (जिसे) चार्ज करने वाले को भेजा जाए।

†10. सबसे कम तहत धारा 10/अधिनियम नोट होने पर, के तहत का प्रसार लिया जाय जो उसके बाद का सबसे सस्ता खुला मार्ग है।

†11. मैं अनुमति पर पैकेज को खुले माल-दिनांक/माल/स्वतंत्र* में प्रेषित किया जाए।

* जो लागू न हो उसे काट दें। (Strike out where inapplicable).
अधिनियम के अनुसूची में माल को चुन करने तथा भेजने मार्ग का माल भंडार रखने के लिए सहमत हूँ। यदि रेल प्रशासन रेल अधिनियम, (1989 का 24) की धारा 71 के अधीन ऐसा करने के लिए सक्षम है। Notwithstanding the above, I agree to book the goods and pay freight by dearer route if the railway Administration is authorised by the Central Govt. to do so under section 71 of the Railways Act, 1989 (24 of 1989).

प्रत्येक अथवा उसके एजेंट के हस्ताक्षर दिनांक
Signature of the sender or his agent
Dated
पता Address

† इस धारा पर हस्ताक्षर करने से पहले जो कोई खंड लागू न हो, उसे काट दें। Strike out any clause inapplicable before signing this form
प्रत्येक अथवा उसके एजेंट का ध्यान रेल द्वारा माल के खन के लिए लागू उन मुख्य नियमों एवं शर्तों की ओर दिलवाया जाता है जो बुकिंग के समय लागू रेल माल एवं कोचिंग दर सूची और व्याख्यात्मक नोट के फिक्से भाग में बतायी गयी है। The attention of the sender or his agent is invited to the principal terms and conditions applying to the carried goods by Railway which are set forth in the Railway's Goods & Coaching Tariff in force at the time of booking and the explanatory note on the back hereof.
ध्यान दें - अधिनियम अधिनियम में फिक्से गैर-सिस्टम-अथवा परिवर्तन पर प्रत्येक अथवा उसके एजेंट द्वारा हस्ताक्षर करने वाले को चाहिए अथवा नहीं। Note :- Additions or alterations made in the above entries must be signed, not initialled, by the sender or his agent.

(निम्नलिखित फॉर्म केवल रेल कर्मचारियों द्वारा भरा जाए)

वस्तुओं की संख्या No. of articles	विवरण Description	वजन Weight	
		क्विंटल Quintals	कि. ग्रा. Kilo-grams

(The form below to be filled in by the Railway staff only)

दिनांक को Dated..... का अधिष्ठाता नोट संख्या Forwarding Note
दिनांक को Dated..... को द्वारा जांच की गई Checked by
दिनांक को Dated..... को द्वारा वजन किया गया Weighed by
दिनांक को Dated..... को द्वारा लादा गया Loaded by
दिनांक को Dated..... को द्वारा बीजक बनाया गया Invoiced by
जोखिम Risk.....
के रास्ते से लाया जाये To be carried via
के रास्ते का प्रभार लगाया जाये To be charged via

विवरण Description	वस्तुओं की संख्या No. of articles	मार्क Marks	वास्तविक वजन Actual weight		वजन जिसका प्रभार किया गया Wght. Charged	श्रेणी Class	प्रति क्विंटल दर Rate per Quintal		दत्त Paid	देय To pay	रसीद संख्या Receipt No.	बीजक Invoice	माल डिब्बों का ब्योरा Particulars of wagons		
			क्विंटल Quintals	कि. ग्रा. Kilo-grams	कि. ग्रा. Quintals		रु. प.	रु. प.					सं. और किस्म No. & type	मालिक रेलवे Owing Railway	फर्त का क्षेत्रफल Floor area

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व्याख्यात्मक टिप्पणी

EXPLANATORY NOTE

- जानवरों के खो जाने, मर जाने अथवा क्षतिग्रस्त हो जाने के कारण रेल प्रशासन का उत्तरदायित्व प्रति हाथी के मामले में 6,000/- प्रति घोड़ा 3,000/- रु. प्रति खच्चर, सींग वाले पशु अथवा ऊंट 800/- रु., प्रति कुत्ता, गधा, बकरी, सुअर, भेड़ अथवा अन्य पशु 120/- रु. से अधिक तब तक नहीं बढ़ेगा जब तक कि दूसरी ओर खंड 1 में उल्लिखित मूल्य घोषित नहीं कर दिया जाता और अतिरिक्त मूल्य पर अतिरिक्त प्रभार संदाय करने का वचन नहीं दे दिया जाता। यदि अधिक मूल्य की कोई घोषणा नहीं की जाती है तो प्रेषक अथवा उसके एजेंट को चाहिए कि वे संपूर्ण खंड को काट दें। रेल प्रशासन ऐसी किसी नुकसानी अथवा हानि के लिए दायी नहीं होगा जो, इसके बावजूद कि प्रेषक ने अतिरिक्त मूल्य पर प्रतिशत प्रभार संदाय किया है या नहीं, माल माड़े अथवा किसी पशु अथवा पक्षी के अक्षयत्व से अथवा उसके एजेंट द्वारा माल डिब्बा में किये गये अधिक लदान से हुई हो। The responsibility of a Railway Administration for loss, destruction or deterioration of the animal shall not exceed in the case of elephants Rs. 6,000 per head, horses Rs. 3,000 per head, mules, homed cattle or camels Rs. 800 per head, dogs, donkeys, pigs sheep or other animals or birds Rs. 120 per head, unless a higher value is declared in Clause 1 overleaf and an engagement entered into to pay the required percentage charge on excess value. The entire Clause should be struck out by the sender or his agent if no declaration of higher value is made. Railway Administration will not be liable for damage or loss arising from freight or restiveness of any animals or birds or from overloading of wagon by the consignor or his Agent irrespective of whether the sender has paid the percentage charge on excess value or not.
- जब तक की प्रेषक दूसरी ओर के खंड (2) और (3) में किसी प्रेषण का मूल्य घोषित नहीं करता और रेल वितीय दायित्व नहीं करता और रेल वितीय दायित्व प्रभार विवरण की सीमा नियम, 1990 द्वारा यथोचित अतिरिक्त मूल्य पर प्रतिशत प्रभार संदाय नहीं करता, प्रेषण की हानि, नुकसान विनाश, क्षतिग्रस्त तथा असुदृशी के लिए रेल प्रशासन के वितीय दायित्व की रकम की अधिकतम सीमा नहीं बढ़ेगी। Unless the consignor declares in clause (2) & (3) overleaf the value of any consignment and pays percentage charge on excess value as required by Railways (Extent of monetary liability, and Prescription of Percentage Charge) Rules, 1990 the maximum limit of amount of monetary liability of Railway Administration for loss, destruction, damage, deterioration and non-delivery of the consignment shall not exceed:
(क) व्यक्तिगत सामान के रूप में बुक किये गये प्रेषणों के संबंध में 100 रुपये प्रति किलो ग्राम। (a) Rs. 100 per kg. in respect of consignments booked as personal baggage;
(ख) जानवरों और व्यक्तिगत सामान से भिन्न प्रेषणों के संबंध में 50 रु. प्रति किलो ग्राम। (b) Rs. 50 per kg. in respect of consignments other than animals and personal baggage.

अनुबन्ध क
नियम 123
ANNEXURE A
RULE 123

सामान्य अग्रेशन नोट का फार्म
FORM OF GENERAL FORWARDING NOTE

कागज का रंग : सफेद Colour of Paper : White
फार्म संख्या Form No
क्रम संख्या Serial No

रेलवे Railway

सामान्य अग्रेशन नोट GENERAL FORWARDING NOTE

(नियमित यातायात के लिए प्रयुक्त किया जाये To be used for regular traffic)

[रेल अधिनियम, 1989 (1989 का 24) की धारा 64 के अधीन सभी रेलों पर प्रयोग के लिए केंद्रीय सरकार द्वारा अनुमोदित]
[Approved by the Central Government for use on all railways under section 64 of the Railways Act, 1989 (24 of 1989)]

सेवा में To,
स्टेशन मास्टर Station Master स्टेशन Station रेलवे Railway

स्वामी/मिश्रित गाड़ियों द्वारा मे नियमित यातायात का ध्यान रखते हुए, जिसे मुझे देना होगा और जिसके लिए मैं मालिक की जोखिम दर पर संदाय करना चाहता हूँ, कृपया इस सामान्य अग्रेशन नोट को स्वीकार करें जो कि इसकी तारीख से छः महीने की अवधि के लिए वैध है।
In consideration of regular traffic in by coaching/mixed trains that I will be tendering for which I elect to pay at owner's risk rates, please accept this General Forwarding Note as valid for a period of six months from the date thereof.

यदि आवश्यकता हुई तो बुकिंग करते समय प्रत्येक प्रेषण का ब्योरा लिखित में प्रस्तुत किया जाएगा।

Particulars of each consignment will be furnished in writing, if required, at the time of booking.

दिनांक

Dated

भेजने वाले का नाम

Name of Sender

पता

Address

प्रेषक के हस्ताक्षर

Signature of Sender

मेरे समक्ष विष्पादित किया गया

Executed before me

दिनांक

Dated

दिनांक

Dated

अनुमोदित
Approved

स्टेशन मास्टर
Station Master

मंडल अधिकारी
Divisional Officer

ANNEXURE A/1

**Conditions to be fulfilled by the consignor/
consignee obtaining the lower rates for "Plywood".**

- (a) The consignment consists of panells of 3-ply ply-wood cut to size for manufacture of tea chests;
- (b) A declaration to the effect that the consignment is intended for the manufacture of tea chests is given by the consignor on the Forwarding Note at the time of booking;
- (c) The consignment is consigned to a tea garden. When Railway Receipts are issued from the named sender to the same party as consignee, an endorsement showing the name of the tea garden for whom it is intended should be indicated. For instance from XYZ to XYZ, account tea garden, if such a Railway Receipt is endorsed in favour of some party other than the tea garden mentioned, the lower rate should not be allowed.
- (d) A certificate in the form shown below is given by the named consignee at the time of taking delivery of the consignment.

Certificate

Certify that the whole of the consignment booked under Invoice No dated
(R. R. No.) Ex. to and consigned to me is intended for
the manufacture of chests only for packing tea.

.....
(Signature of Consignee)

Full name and
Address of the
consignee

.....
.....
.....
.....
.....

Dated

Annexure 'B'

Extract from the Railways Act, 1989 (No. 24 of 1989)

RESPONSIBILITIES OF RAILWAY ADMINISTRATIONS AS CARRIERS

93. Save as otherwise provided in this Act, a railway administration shall be responsible for the loss, destruction, damage or deterioration in transit, or non-delivery of any consignment, arising from any cause except the following, namely:—

General responsibility of a railway administration as carrier of goods.

(a) act of God;

(b) act of war;

(c) act of public enemies;

(d) arrest, restraint or seizure under legal process;

(e) orders or restrictions imposed by the Central Government or a State Government or by an officer or authority subordinate to the Central Government or a State Government authorised by it in this behalf;

(f) act or omission or negligence of the consignor or the consignee or the endorsee or the agent or servant of the consignor or the consignee or the endorsee;

(g) natural deterioration or wastage in bulk or weight due to inherent defect, quality or vice of the goods;

(h) latent defects;

(i) fire, explosion or any unforeseen risk:

Provided that even where such loss, destruction, damage, deterioration or non-delivery is proved to have arisen from any one or more of the aforesaid causes, the railway administration shall not be relieved of its responsibility for the loss, destruction, damage, deterioration or non-delivery unless the railway administration further proves that it has used reasonable foresight and care in the carriage of the goods.

94. (1) Where goods are required to be loaded at a siding not belonging to a railway administration for carriage by railway, the railway administration shall not be responsible for any loss, destruction, damage or deterioration of such good from whatever cause arising, until the wagon containing goods has been placed at the specified point of interchange of wagons between the siding and the railway administration and a railway servant authorised in this behalf has been informed in writing accordingly by the owner of the siding.

Goods to be loaded or delivered at a siding not belonging to a railway administration.

(2) Where any consignment is required to be delivered by a railway administration at a siding not belonging to a railway administration, the railway administration shall not be responsible for any loss, destruction, damage or deterioration or non-delivery of such consignment from whatever cause arising after the wagon containing the consignment has been placed at the specified point of interchange of wagons between the railway and the siding and the owner of the siding has been informed in writing accordingly by a railway servant authorised in this behalf.

95. A railway administration shall not be responsible for the loss, destruction, damage or deterioration of any consignment proved by the owner to have been caused by the delay or detention in their carriage if the railway administration proves that the delay or detention arose for reasons beyond its control or without negligence or misconduct on its part or on the part of any of its servants.

Delay or retention in transit

96. Where in the course of carriage of any consignment from a place in India to a place outside India or from a place outside India to a place in India or from one place outside India to another place outside India or from one place in India to another place in India over any territory outside India, it is carried over the railways of any railway administration in India, the railway administration shall not be responsible under any of the provisions of this Chapter for the loss, destruction, damage or deterioration of the goods, from whatever cause arising, unless it is proved by the owner of the goods that such loss, destruction, damage or deterioration arose over the railway of the railway administration.

Traffic passing over railways in India and railways in foreign countries.

Annexure 'B' - (contd.)

97. Notwithstanding anything contained in section 93, a railway administration shall not be responsible for any loss, destruction, damage, deterioration or non-delivery in transit, of any consignment carried at owner's risk rate from whatever cause arising except upon proof, that such loss, destruction, damage, deterioration or non-delivery was due to negligence or misconduct on its part or on the part of any of its servants:

Provided that—

(a) where the whole of such consignment or the whole of any package forming part of such consignment is not delivered to the consignee or the endorsee and such non-delivery is not proved by the railway administration to have been due to fire or to any accident to the train; or

(b) where in respect of any such consignment or of any package forming part of such consignment which had been so covered or protected that the covering or protection was not readily removable by hand, it is pointed out to the railway administration on or before delivery that any part of that consignment or package had been pilfered in transit,

the railway administration shall be bound to disclose to the consignor, the consignee or the endorsee how the consignment or the package was dealt with throughout the time it was in its possession or control, but if negligence or misconduct on the part of the railway administration or of any of its servants cannot be fairly inferred from such disclosure, the burden of proving such negligence or misconduct shall lie on the consignor, the consignee or the endorsee.

98. (1) Notwithstanding anything contained in the foregoing provisions of this Chapter, when any goods entrusted to a railway administration for carriage—

(a) are in a defective condition as a consequence of which they are liable to damage, deterioration, leakage or wastage; or

(b) are either defectively packed or not packed in such manner as may be prescribed and as a result of such defective or improper packing are liable to damage deterioration, leakage or wastage,

and the fact of such condition or defective or improper packing has been recorded by the consignor or his agent in the forwarding note, the railway administration shall not be responsible for any damage, deterioration, leakage or wastage or for the condition in which such goods are available for delivery at destination:

Provided that the railway administration shall be responsible for any such damage, deterioration, leakage or wastage or for the condition in which such goods are available for delivery at destination if negligence or misconduct on the part of the railway administration or of any of its servants is proved.

(2) When any goods entrusted to a railway administration for carriage are found on arrival at the destination station to have been damaged or to have suffered deterioration, leakage or wastage, the railway administration shall not be responsible for the damage, deterioration, leakage or wastage of the goods on proof by railway administration,—

(a) that the goods were, at the time of entrustment to the railway administration, in a defective condition, or were at that time either defectively packed or not packed in such manner as may be prescribed and as a result of which were liable to damage, deterioration, leakage or wastage; and

(b) that such defective condition or defective or improper packing was not brought to the notice of the railway administration or any of its servants at the time of entrustment of the goods to the railway administration for carriage by railway:

Provided that the railway administration shall be responsible for any such damage, deterioration, leakage or wastage if negligence or misconduct on the part of the railway administration or of any of its servants is proved.

99. (1) A railway administration shall be responsible as a bailee under sections 151, 152 and 161 of the Indian Contract Act, 1872, for the loss, destruction, damage, deterioration or non-delivery of any consignment up to a period of seven days after the termination of transit:

Provided that where the consignment is at owner's risk rate, the railway administration shall not be responsible as a bailee for such loss, destruction, damage, deterioration or non-delivery except on proof of negligence or misconduct on the part of the railway administration or of any of its servants.

Goods carried at owner's risk rate.

Goods in defective condition or defectively packed.

Responsibility of a railway administration after termination of transit.

Annexure 'B' - (contd.)

(2) The railway administration shall not be responsible in any case for the loss, destruction, damage, deterioration or non-delivery of any consignment arising after the expiry of a period of seven days after the termination of transit.

(3) Notwithstanding anything contained in the foregoing provisions of this section, a railway administration shall not be responsible for the loss, destruction, damage, deterioration or non-delivery of perishable goods, animals, explosives and such dangerous or other goods as may be prescribed, after the termination of transit.

(4) Nothing in the foregoing provisions of this section shall affect the liability of any person to pay any demurrage or wharfage, as the case may be, for so long as the consignment is not unloaded from the railway wagons or removed from the railway premises.

100. A railway administration shall not be responsible for the loss, destruction, damage, deterioration or non-delivery of any luggage unless a railway servant has booked the luggage and given a receipt therefore and in the case of luggage which is carried by the passenger in his charge, unless it is also proved that the loss, destruction, damage or deterioration was due to the negligence or misconduct on its part or on the part of any of its servants.

101. A railway administration shall not be responsible for any loss or destruction of or injuries to, any animal carried by railway arising from freight or restiveness of the animal or from overloading of wagons by the consignor.

102. Notwithstanding anything contained in the foregoing provisions of this Chapter, a railway administration shall not be responsible for the loss, destruction, damage, deterioration or non-delivery of any consignment,—

(a) when such loss, destruction, damage, deterioration or non-delivery is due to the fact that a materially false description of the consignment is given in the statement delivered under sub-section (1) of section 66, or

(b) where a fraud has been practised by the consignor or the consignee or the endorsee or by an agent of the consignor, consignee or the endorsee; or

(c) where it is proved by the railway administration to have been caused by, or to have arisen from—

(i) improper loading or unloading by the consignor or the consignee or the endorsee or by an agent of the consignor, consignee or the endorsee;

(ii) riot, civil commotion, strike, lock-out, stoppage or restraint of labour from whatever cause arising whether partial or general; or

(d) for any indirect or consequential loss or damage or for loss of particular market.

103. (1) Where any consignment is entrusted to a railway administration for carriage by railway and the value of such consignment has not been declared as required under sub-section (2) by the consignor, the amount of liability of the railway administration for the loss, destruction, damage, deterioration or non-delivery of the consignment shall in no case exceed such amount calculated with reference to the weight of the consignment as may be prescribed, and where such consignment consists of an animal, the liability shall not exceed such amount as may be prescribed.

(2) Notwithstanding anything contained in sub-section (1), where the consignor declares the value of any consignment at the time of its entrustment to a railway administration for carriage by railway, and pays such percentage charge as may be prescribed on so much of the value of such consignment as is in excess of the liability of the railway administration as calculated or specified, as the case may be, under sub-section (1), the liability of the railway administration for the loss, destruction, damage, deterioration or non-delivery of such consignment shall not exceed the value so declared.

(3) The Central Government may, from time to time, by notification, direct that such goods as may be specified in the notification shall not be accepted for carriage by railway unless the value of such goods is declared and percentage charge is paid as required under sub-section (2).

104. Where any goods, which, under ordinary circumstances, would be carried in covered wagon and would be liable to damage, if carried otherwise, are with the consent of the consignor, recorded in the forwarding note, carried in open wagon, the responsibility of railway administration for destruction, damage or deterioration which may arise only by reason of the goods being so carried, shall be one-half of the amount of liability for such destruction, damage or deterioration determined under this Chapter.

Responsibility as a carrier of luggage

Responsibility as a carrier of animals.

Exoneration from liability in certain cases.

Extent of monetary liability in respect of any consignment.

Extent of liability in respect of goods carried in open wagon.

Annexure 'B' - (contd.)

105. Where the value has been declared under section 103 in respect of any consignment a railway administration may make it a condition of carrying such consignment that a railway servant authorised by it in this behalf has been satisfied by examination or otherwise that the consignment tendered for carriage contain the articles declared.

Right of railway administration to check contents of certain consignment or luggage.

106. (1) A person shall not be entitled to claim compensation against a railway administration for the loss, destruction, damage, deterioration or non-delivery of goods carried by railway, unless a notice thereof is served by him or on his behalf,—

Notice of claim for compensation and refund of over charge.

(a) to the railway administration to which the goods are entrusted for carriage; or

(b) to the railway administration on whose railway the destination station lies, or the loss, destruction, damage or deterioration occurs,

within a period of six months from the date of entrustment of the goods.

(2) Any information demanded or enquiry made in writing from, or any complaint made in writing to, any of the railway administrations mentioned in sub-section (1) by or on behalf of the person within the said period of six months regarding the non-delivery or delayed delivery of the goods with particulars sufficient to identify the goods shall, for the purpose of this section, be deemed to be a notice of claim for compensation.

(3) A person shall not be entitled to a refund of an overcharge in respect of goods carried by railway unless a notice therefor has been served by him or on his behalf to the railway administration to which the overcharge has been paid within six months from the date of such payment or the date of delivery of such goods at the destination station, which ever is later.

107. An application for compensation for loss, destruction, damage, deterioration or non-delivery of goods shall be filed against the railway administration on whom a notice under section 106 has been served.

Applications for compensation for loss, etc., of goods.

108. (1) If a railway administration pays compensation for the loss, destruction, damage, deterioration or non-delivery of goods entrusted to it for carriage, to the consignee or the endorsee producing the railway receipt, the railway administration shall be deemed to have discharged its liability and no application before the Claims Tribunal or any other legal proceeding shall lie against the railway administration on the ground that the consignee or the endorsee was not legally entitled to receive such compensation.

Person entitled to claim compensation.

(2) Nothing in sub-section (1) shall affect the right of any person having any interest in the goods to enforce the same against the consignee or the endorsee receiving compensation under that sub-section.

109. An application before the Claims Tribunal for compensation for the loss of life or personal injury to a passenger, may be instituted against,—

(a) the railway administration from which the passenger obtained his pass or purchased his ticket, or

(b) the railway administration on whose railway the destination station lies or the loss or personal injury occurred.

Railway administration against which application for compensation for personal injury is to be filed.

110. In an application before the Claims Tribunal for compensation for loss, destruction, damage, deterioration or non-delivery of any goods, the burden of proving—

Burden of proof.

(a) the monetary loss actually sustained; or

(b) where the value has been declared under sub-section (2) of section 103 in respect of any consignment that the value so declared is its true value, shall lie on the person claiming compensation, but subject to the other provisions contained in this Act, it shall not be necessary for him to prove how the loss, destruction, damage, deterioration or non-delivery was caused.

Annexure 'B' - (concl'd.)

111. (1) When a railway administration contracts to carry passengers or goods partly by railway and partly by sea, a condition exempting the railway administration from responsibility for any loss of life, personal injury or loss of or damage to goods which may happen during the carriage by sea from act of God, public enemies, fire, accidents from machinery, boilers and steam and all and every other dangers and accidents of the seas, rivers and navigation of whatever nature and kind shall, without being expressed, be deemed to be part of the contract, and, subject to that condition, the railway administration shall, irrespective of the nationality or ownership of the ship used for the carriage by sea, be responsible for any loss of life, personal injury or loss of or damage to goods which may happen during the carriage by sea, to the extent to which it would be responsible under the Merchant Shipping Act, 1958, if the ships were registered under that Act and the railway administration were owner of the ship and not to any greater extent.

**Extent of liability
of railway ad-
ministration in
respect of
accidents at sea.**

(2) The burden of proving that any such loss, injury or damage as is mentioned in subsection (1) happened during the carriage by sea shall lie on the railway administration.

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