



SUPPLEMENT TO THE CEYLON
GOVERNMENT GAZETTE

NO. 7,514—FRIDAY, FEBRUARY 26, 1926.

Published by Authority.

THE CEYLON GOVERNMENT RAILWAY.

RULES made by the Governor with the advice of the Executive Council under section 5 of the Ceylon Railways Ordinance, 1902, as amended by the Ceylon Railways Ordinance, No. 10 of 1925, are published for general information.

By His Excellency's command,

A. G. M. FLETCHER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, February 25, 1926.

RULES REFERRED TO CONVEYANCE OF TRAFFIC BY PASSENGER TRAINS.

GENERAL.

1. **Time observed.**—Colombo time will be observed at all the stations.
2. **Arrival and Departure of Trains.**—The times shown on the Time Tables are those at which the trains are intended to arrive and depart from the various stations, but the Government do not guarantee that the trains shall arrive and depart at the times specified in the Time Table, nor that the connection between the Main and Branch Lines will be maintained, nor will they be responsible for any loss, inconvenience, or injury, which may arise from delays or detention. Every attention will be paid to ensure punctuality as far as is practicable.
3. **Time for Booking Passengers.**—The Booking Offices at certain important stations, as may be notified from time to time by the General Manager, will be open for the issue of tickets throughout the day, except during such times as the stations are authorized to be closed. Booking Offices at other stations will be open for the issue of tickets half an hour before the advertised time for the departure of trains.
4. **Booking of Parcels, Hours of Business.**—The Booking Offices will be open on each week day for the receipt and delivery of parcels, horses, carriages, dogs, and live stock booked by passenger train from half an hour before the first train arrives at or departs from the station until half an hour after the last train has arrived at or departed from the station. On Sundays, Good Friday, and Christmas Day the offices will be open from half an hour before the arrival or departure of each train until half an hour after its arrival.
5. **Inquiries.**—Any inquiry for information should always be made from the principal officers in charge of the different stations.
6. **Incivility.**—Passengers are requested to report direct to the General Manager any instance of incivility, want of attention, or misconduct on the part of persons employed on the railway. Complaints should embody the name and address of the complainant.
7. **Gratuities.**—Railway servants are forbidden, under pain of dismissal, to ask for or receive from the public any fee or gratuity.
8. **Giving Change and Errors in Tickets.**—In order to prevent inconvenience and delay, passengers should provide themselves with suitable change to pay for their tickets, &c., as the Booking Clerks may not be able at all times to give change.

Passengers are requested to examine their tickets and change before leaving the Booking Office counter, as errors cannot afterwards be rectified.

9. Weights.—The Government are not bound by any weights inserted by consignors on their forwarding orders, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor will the Government admit any responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness between buyer and seller, such weights being taken merely for the purpose of calculating freight charges.

10. Amounts undercharged by the railway staff may be subsequently recovered. Parcels, luggage, &c., are liable to be detained and sold and the proceeds utilized to clear the charges due and expenses incurred by the railway.

11. Cheques or other orders for payment of money are not accepted in payment of the charges for conveyance of passengers, parcels, &c., unless authorized by the General Manager.

12. Firearms.—Under no circumstances may loaded firearms be taken or placed in a carriage or other railway vehicle or brought to any station or other premises of the railway. When passengers desire to take firearms into carriages or hand them over to be conveyed in the brake van as luggage, they must first satisfy the Station Master and Guard that such firearms are not loaded. Any person contravening this regulation will be liable to prosecution under section 28 or 29 of the Railway Ordinance.

This regulation will not apply in the case of troops or military, naval, or police escorts, who will be conveyed in compartments by themselves when carrying loaded firearms.

13. Platforms.—(a) No person is allowed to go on to the platforms at stations except those holding platform tickets and passengers going by the trains, who must show their tickets when passing on to the platforms, but Station Masters may use their own discretion in allowing friends of passengers to go on to the platforms.

(b) No person shall offer for sale any goods or articles whatsoever in the trains or on the platforms or within the precincts of the railway, without written authority from the General Manager authorizing him to do so, or contrary to the terms of such authority. Any person acting in contravention of this rule will be liable to a penalty not exceeding Rs. 20 for each such offence.

14. Irregular Access, &c., to Carriages, Vehicles, or Premises.—No person shall open, by the use of a key or any other means, the door of a locked railway carriage or any other locked railway vehicle, or shall open any locked door or gate giving access to or from any railway premises, or shall enter or quit or shall attempt to enter or quit any railway vehicle or railway premises by getting through windows or climbing over doors, gates, or fences, or other barriers which have been placed by the railway authorities to prevent unlawful exit from or entrance to railway vehicles or premises, or shall break down or damage any railway door, gate, fence, or other barrier.

15. Communication with Driver.—No person shall without proper cause, or reasonable excuse, the burden of proving which shall be upon him, make use of the means provided in any carriage of the Ceylon Government Railway for communicating with the driver of the train.

16. Every person aware of the commission of an offence under the last preceding by-law shall, in the absence of reasonable excuse, the burden of which shall lie upon the person so aware, forthwith give information to any railway official, who in his presence shall inquire into the circumstances of the case.

PASSENGERS.

17. Fares.—The fares actually charged per passenger per mile are—
Class.

	First. Cents.	Second. Cents.	Third. Cents.
Uda Pussellawa Line ..	17	12	4
Main Line above Nawalapitiya ..	16	10	3½
Nawalapitiya and all lines below..	10⅔	6⅔	3⅓
Pallai to Kankesanturai ..	10⅔	6⅔	2½

Return tickets are charged for at one and half the above-named fares, except in the case of the Uda Pussellawa Line, on which section double the above-named fares are charged.

18. Tickets, conditions of Issue.—(a) Tickets given to passengers on payment of their fares are not transferable; they are the property of the Government, and must be produced or delivered up whenever demanded by the railway servants. Special attention is directed to sections 8, 9, 10, and 11 of the Railway Ordinance.

(b) The single journey tickets are available only on the day of issue or by a through train starting on the day of issue.

(c) Single journey tickets entitle the holders to travel once only in one direction, and return tickets once only in each direction between the points marked thereon.

(d) Tickets will not be issued to passengers at an intermediate station for the train by which they have travelled or are travelling; but passengers desirous of travelling beyond the station to which they have booked must, before passing that station, hand their tickets to the Guard, at the same time informing him to which station they wish to travel. The Guard will then see to the collection of the excess fare at the proper point, *but under no circumstances can the advantage of a return ticket be obtained by payment of excess fare.*

(e) Passengers having once booked are not allowed to change their tickets for those of a lower class.

(f) The return halves of tickets are not transferable.

(g) First, second, and third class return tickets for distances fifty miles and under are available for return within three days, inclusive of the day of issue and day of return (*i.e.*, a ticket issued on Monday is available for return not later than Wednesday). Tickets for distances over fifty miles are available for return within fourteen days, inclusive of the day of issue and day of return.

(h) Should a passenger with a return ticket apply to travel in a carriage of a higher class than that for which the ticket was issued, he will be required to pay the difference between the fares of the two classes respectively *for the single journey*. Should a passenger apply to travel in a higher class both journeys, he will have to pay such difference for each journey.

(i) Except under the circumstances stated below (see paragraph

(j) Break of Journey), a passenger leaving the train at a station short of that to which he has booked must deliver up his ticket, and cannot be allowed to resume his journey except by obtaining a fresh ticket.

(j) Holders of first, second, and third class return tickets between stations over thirty miles apart are allowed to break their journey at an intermediate station once on the outward and once on the homeward route, provided that they do not travel more than once in each direction over the same section of the line, and that the return journey is completed within the time for which the return ticket is available. When a passenger avails himself of this privilege, he must, on alighting from the train, produce his ticket to the Station Master, who will endorse on it "Broke journey at " (the name

of the station being inserted), and initial and date the endorsement. Passengers holding return tickets between any station thirty miles apart, of which Peradeniya Junction is an intermediate station, may travel into Kandy and break journey there, without paying excess fare between Peradeniya Junction and Kandy in either direction. In this case the tickets must be endorsed by the Station Master at Kandy.

(k) Holders of first, second, and third class return tickets between Matale Line stations and stations beyond Kandy, but less than thirty miles apart, are allowed to break journey at Kandy, provided they resume their journey the same day. Passengers wishing to avail themselves of this privilege must have their tickets endorsed by the Station Master, Kandy, before leaving the station premises.

(l) Passengers are not allowed to use tickets on any day for which such tickets are not available.

(m) Passengers are booked at intermediate stations only on condition that there is room in the train by which they intend to travel.

(n) Should there not be room in the class of carriage for which passengers are booked, and it is possible to find temporary accommodation for them in a higher class without inconvenience to other passengers, they will be required to change as soon as room is available in the class for which they hold tickets.

(o) Tickets issued at specially reduced rates can only be used between the stations specified thereon. If used to or from any other stations, the whole ticket will be forfeited and full fares charged.

(p) Return tickets issued to naval and military officers, sailors and soldiers (and their wives and children), on certificates, are available on the return journey without any limitation of time.

19. Children.—Children under three years of age will be carried free; children of that age and under twelve years will be charged half fare.

20. One female servant only will be allowed to accompany her mistress in a first class carriage (whether in charge of children or not) on payment of second class fare, provided such an arrangement does not interfere with the comfort of other passengers travelling in the same compartment.

Nurses in charge of children, when not accompanying their mistresses, must pay the fare of the class in which they travel.

21. Travelling without Ticket.—(a) Should a passenger from an unavoidable cause be unable to obtain a ticket before starting, he must as soon as possible report the fact to the Guard and pay his fare at the destination station, or earlier if demanded.

(b) A passenger found travelling without a ticket or with a ticket of expired date, or a ticket so torn or mutilated that the date, number, station from or to, cannot be deciphered, is liable to be charged, from the station whence the train originally started, unless he can prove satisfactorily that he entered the train at some intermediate station. (See also rule 18.)

(c) A passenger who unintentionally travels beyond the distance for which he has paid fare will be allowed to return to the station to which he was booked on payment of a single fare for the distance overridden, provided he returns by the next passenger train, and does not leave the station premises in the interim.

22. Excess Fares.—(a) Passengers travelling with wrong halves of return tickets will be charged excess fares, unless they can show good reason for being exempted.

(b) When excess fare is due on the homeward half of a return journey ticket, such half ticket will be considered as an ordinary single journey ticket, and excessed accordingly. When a passenger overrides on the outward or homeward half of a return ticket, such half ticket will be considered as an ordinary single journey ticket and excessed accordingly.

(c) When a passenger before commencing his journey wishes to change his ticket for one of a higher class and pays the difference of fare, the original ticket issued will be taken back and a fresh one for the higher class issued instead.

(d) When a passenger in the course of his journey wishes to change to a higher class of carriage than that for which he holds a ticket, he must inform the Guard of the train, who will see that he pays the excess fare and obtains an excess fare ticket, either at the station at which the change is made or at the first station at which this can be conveniently done. Care should be taken to obtain a printed and numbered excess fare ticket for the payment made, otherwise the fare may be demanded again at any other station at which tickets are examined or collected.

(e) Every passenger who pays excess fare should demand and at once receive a receipt for the amount paid.

(f) All claims for refund of excess charges must be made within six days of the date of payment, otherwise they may not be entertained. Claims should be addressed to the General Manager, Colombo, and should be written on forms which can be obtained free of charge from any Station Master. Claimants should carefully note the numbers printed on their tickets, as claims cannot be entertained unless the numbers are given.

23. Refunds on Tickets.—(a) The Government are not bound to make any return to passengers who may have been called upon to pay fares a second time in consequence of their failure, from neglect or any other cause, to produce their tickets on application.

(b) The Government are not bound to make refunds on the unused halves of return tickets.

24. Extension of Time.—(a) A passenger who is left behind at a roadside station through sickness or other unavoidable cause, or who is unable to use his ticket by the train for which he has been booked, should at once communicate with the Station Master with a view to having his ticket made available by another train, if the cause of delay be satisfactorily explained, otherwise the passenger will have to purchase a fresh ticket.

(b) Passengers who are unable to make use of the homeward halves of their tickets within the time specified in rule 18, can have their tickets extended by complying with the following conditions :—

(1) The ticket must be presented at the Booking Office of the station to which it was originally issued, or may be presented at any intermediate station, within fourteen days after the date of expiry.

(2) The passenger must pay the difference between the original return fare and two single-journey fares if the ticket is extended at the station to which it was originally issued. If the ticket is extended at any intermediate station, the passenger must pay the difference between the original fare and the sum of the return fares between the station at which the journey is broken and the original destination station, and two single-journey fares between the station at which the ticket is extended and from which it originally issued, e.g., a ticket is taken from Nuwara Eliya to Colombo, the return journey is broken at Talawakele, and the ticket is extended there. The fare to be paid is the difference between the Nuwara Eliya-Colombo return fare and the sum of the return fare Talawakele to Colombo and two single-journey fares Talawakele to Nuwara Eliya.

Tickets will not be extended if the difference between the return fare and the two single-journey fares is less than 50 cents on each ticket.

(c) A passenger found travelling with an expired ticket must pay the full single fare, and no refund will be made.

(d) Tickets issued at specially reduced rates cannot be extended, nor will any refund be made on the unused portions of such tickets.

25. Coolies.—(1) For the purposes of this rule—

“Registered estate” means any estate registered on the books of the Government Agent of the Province as having ten acres or more cultivated.

“Cooly” means every kangany and labourer employed, about to be employed, or discharged from employment on a registered estate.

(2) Coolies of registered estates in Ceylon shall be conveyed over the Ceylon Government Railway at a reduced third class rate of $1\frac{1}{4}$ cents per mile (except on the Uda Pussellawa Branch, where the rate is $1\frac{1}{2}$ cents per mile) **on the conditions following.** In the case of any failure to comply strictly with these conditions full fares will be charged :—

(a) The minimum charge for each cooly, including the children of coolies, shall be 25 cents per cooly or per child between the stations, and subject to the terms hereinafter enumerated. Provided, however, that in the case of infants under three years of age no charge will be made.

(b) Coolies travelling at the reduced rate shall only be entitled to such free baggage not exceeding 28 lb. per cooly as they may take with them in the carriage. Provided, however, that Government shall not be held responsible for loss or damage caused to such coolies' baggage.

(c) The reduced rate will be accepted at the stations and in respect of the journeys specified below :—

- (i.) From the Mandapam Segregation Camp in India to stations in Ceylon *via* Talaimannar, only on production to the Superintendent of the camp of tin tickets issued by superintendents of registered estates in Ceylon, or of “excess cooly” cards issued by the Ceylon Labour Commissioner in India.
- (ii.) From Ragama (including cost of rail transport between Wharf and Ragama of coolies arriving *via* Tuticorin) to stations beyond Lunawa on the Coast Line, Pannipitiya on the Kelani Valley Line, Ragama on the Main Line, and Katunayake on the Puttalam Line, only on production of tin tickets issued by superintendents of registered estates in Ceylon, or of “excess cooly” cards issued by the Ceylon Labour Commissioner in India.
- (iii.) From Colombo to India *via* Talaimannar on warrants issued by the Labour Commissioner.
- (iv.) From stations in Ceylon to stations in India *via* Talaimannar to which through bookings are in force, or to Colombo (Maradana or Fort) in case of coolies returning to India *via* Tuticorin, only on production of certificates on the standard form supplied by the Railway and correctly filled in and signed by the superintendent of a registered estate as laid down hereunder.

(d) Books of certificate forms will be supplied free of charge on application in writing to the General Manager of the Railway, Colombo, to superintendents of registered estates only.

(e) The certificate must be filled in strictly in accordance with the instructions on the form, and be signed in full personally on the front and on the back by the superintendent of the estate. The registered letter and number of the estate must always be filled in on the face, and the number of coolies on the face must correspond with the details on the back, on which the individual name of each cooly (in English) must be inserted in ink, with the full signature of the superintendent immediately under the names. Any alterations on either front or back must be initialled by the superintendent. Books of certificates issued for one estate must not on any account be issued for coolies of any other estate.

26. Reserved Accommodation : (a) Ordinary Compartments.—Reserved compartments are not guaranteed, but, when available, they can be secured for journeys of not less than 50 miles on application to the Station Masters of the stations named in next paragraph.

Reserved compartments will be booked from the following starting points only, viz. : Colombo Fort, Maradana, Kandy, Matale, Nanu-oya,

Bandarawela, Badulla, Anuradhapura, Jaffna, Kankesanturai, Talaimannar, Chilaw, Matara, Galle, Ratnapura, Opanake, and Yatiyantota, and full fares must be paid as from the nearest of these starting points.

Application for reserved compartments must be received at least twenty-four hours before the time of the departure of the train by which such accommodation is required, and precise information as to class and extent of reserved accommodation required must be clearly stated.

Reserved compartments cannot be provided until all the charges have been prepaid.

The scheduled accommodation on trains only provides for the ordinary requirements of daily traffic, and if reserved accommodation is required, it may be necessary to attach an extra carriage (if the load permits of this being done), in which case extra charges will be made as shown below.

If reserved compartments can be provided without attaching an extra carriage, the minimum charges will be as follows :—

First Class . . Two-thirds of the seating capacity of the compartment.

Second Class . . Three-fourths of the seating capacity of the compartment.

Third Class . . Four-fifths of the seating capacity of the compartment.

If an additional carriage has to be attached to enable a compartment to be reserved for a party, the minimum charge will be as for half the seating capacity of the whole carriage for the distance the carriage has to be run.

Each person occupying a seat in a reserved compartment must hold a ticket of the class in which he travels.

The Government do not accept any liability for loss or inconvenience due to failure to provide reserved accommodation.

(b) **First Class Seats.**—Seats in first class compartments can be reserved in the trains and in respect of the journeys notified from time to time by the General Manager, provided that no seats may be reserved for distances of less than 50 miles.

Where arrangements are made for the reservation of seats in first class compartments, a registration fee of Re. 1 will be chargeable for each seat so reserved, payable in advance, and subject to each passenger holding a first class ticket to cover the journey.

The registration fee will not be refunded, unless the passenger gives six hours' notice to the Station Master concerned of his inability to travel.

(c) **Through Carriages and Invalid Accommodation.**—Special charges are made for the running of through carriages, or the provision of special accommodation for invalids, regarding which application should be made to the respective Divisional Transportation Superintendents.

An invalid carriage is provided with accommodation for invalids travelling first class and with servant's compartment adjoining. When this carriage is available the minimum charge for the invalid's accommodation which is limited to one first class compartment, is as for four first class fares for the distance the carriage has to be run, no charge being made for the empty haulage of the carriage to a station for an engagement. Any member of the party in excess of this number must also pay full fares for the distance he or she travels according to class.

(d) **"Ladies' only" Compartments.**—First and second class compartments, for the use of ladies and young children only, will be provided without extra charge on the through trains on notice being given on the previous day to the Station Master at the station from which the train starts (*vide* second paragraph of sub-clause (a)).

Third class accommodation for females is provided on the principal trains without extra charge.

27. **Sleeping Cars : Charges.**—In the Up-country and Kankesanturai mail trains the charge for a sleeping berth (with bedding, &c., as defined below) is Rs. 5, in addition to the ordinary first class fare to the station to which the passenger is booked. When a berth is allotted, a sleeping berth ticket will be issued, which must be delivered to the Car Attendant.

No person is allowed to enter the sleeping car without a sleeping berth ticket. Each berth is provided with pillows, sheets, blankets, and quilt, and is made up as a bed by the Car Attendant.

Children under twelve years of age accompanying adults are allowed to occupy sleeping berths on payment of half ordinary first class fare, plus the full cost of the sleeping berth ticket. Two or more children may occupy the same berth with one sleeping berth ticket.

Ladies and Married Couples.—In the Up-country mail trains one compartment provided with lavatory, &c., and containing two berths, is reserved in each car for the use of ladies; but should the berths not be so booked before 6.30 P.M., it will be placed at the disposal of married couples, and if disengaged at the time the train is due to start it may be allotted to gentlemen.

Boys over six years of age are not permitted to travel in a sleeping compartment reserved for ladies, unless with the assent of all ladies occupying the compartment.

A two-berthed compartment suitable for a married couple is provided in certain of the sleeping cars, and although it is provided with jug, basin, &c., it has no separate retiring accommodation. This compartment is not held in reserve for married couples, but is given to the first applicant.

Ladies travelling alone will be allotted berths in the ladies' compartment only.

Servants.—Servants are not allowed to travel in a sleeping car unless a compartment has been reserved as provided for below under paragraph "Reserved Compartments." Under no circumstances will a servant be allowed to occupy a sleeping berth. If two ladies reserve a two-berthed compartment as provided for below under paragraph "Reserved Compartments," an ayah may travel with them on payment of second class ordinary fare. If a lady travelling alone or accompanied by an infant in arms (free) reserves a two-berthed compartment in terms of paragraph "Reserved Compartments" below, she may take an ayah with her without charge, provided only one berth is made up. If, however, she is accompanied by a child under twelve years of age (for which a half fare is paid), the ayah accompanying her must pay second class fare in addition.

Berths in the Indo-Ceylon Mail Trains.—In the Indo-Ceylon mail trains sleeping berths without bedding are provided for through first class passengers without any extra charge, but berths are not guaranteed unless the same have been reserved, for which a registration fee of Re. 1 per berth will be charged and a reservation ticket indicating the berth allotted issued. If bedding is required Rs. 5 must be paid for each set of bedding at the time of booking, and a berth will be made up as a bed by the Car Attendant as defined in paragraph 1 above. In such cases no registration fee will be charged.

Local passengers requiring sleeping berths in the Indo-Ceylon mail trains must pay, in addition to the first class fare, Rs. 5 for each berth at the time of booking, whether bedding is required or not. Children under twelve years of age will be charged in accordance with paragraph 2 above.

Applications.—Applications for sleeping berths must be received not later than 6.30 P.M. in the case of Up-country mail trains, 4 P.M. in the case of Indo-Ceylon mail trains, and 1 P.M. in the case of Kanke-santurai mail trains, at any station on the line, but payment will not be accepted nor the accommodation promised until it has been ascertained from the starting stations that the required berths are available.

Applications for upper or lower berth or berths in any particular part of the car will be attended to as far as possible, but all allocations will be made in the order in which the applications are received. No berths will be booked from or to a station at which the train is not regularly timed to stop, except when the Time Tables show that it will "Call when required" to pick up or set down, as the case may be,

The number of sleeping berths on any train is limited to the accommodation available and cannot be guaranteed.

Should a sleeping berth be allotted in response to an application in any of the above-mentioned trains and the same be not occupied, the fee of Rs. 5 must be paid, unless notice is given cancelling the booking not later than 5 P.M. (2 P.M. in the case of Kankesanturai mail trains). Where the reservation has been paid for in terms of paragraph 8 above the difference (Rs. 4) only will be recovered.

Reserved Compartments.—In the Up-country and Kankesanturai mail trains the charge for reserved compartments in sleeping cars is a full first class fare for each berth the compartment contains, plus Rs. 5 for each berth, whether occupied or not.

In the Indo-Ceylon mail trains the charge for reserved compartments for through passengers in the sleeping cars is a full first class fare for each berth the compartment contains. Local passengers requiring reserved compartments in these cars will be charged in accordance with the preceding paragraph.

General.—Only such small boxes and bags as will go under the lower berths are permitted in the cars, and intending passengers should specially note this and make their arrangements accordingly.

Labels, as per specimen below, are affixed over each berth reserved, so that passengers on entering the cars will readily see the berths they are to occupy—

Berth No. _____.
Name _____.
Joining at _____.
Date _____.

Restaurant Cars.—Restaurant cars are first class carriages, and may be occupied by second class passengers only for the purpose of obtaining and consuming refreshments. Second class passengers entering restaurant cars for this purpose must leave them in accordance with the table shown below :—

Up Journey.

Entering at	Must leave at
Colombo	Veyangoda
Veyangoda	Polgahawela
Polgahawela or Rambukkana	Kadugannawa
Kadugannawa	Kandy or Gampola
Peradeniya or Gampola	Nawalapitiya
Nawalapitiya	Galboda
Galboda	Watawala
Watawala	Hatton
Hatton	Watagoda
Watagoda	Nanu-oya

Down Journey.

Nanu-oya	Watagoda
Watagoda	Hatton
Hatton	Watawala
Watawala	Galboda
Galboda	Nawalapitiya
Nawalapitiya	Peradeniya or Gampola
Kandy or Gampola	Kadugannawa
Kadugannawa	Polgahawela or Rambukkana
Polgahawela	Veyangoda
Veyangoda	Colombo

Where restaurant cars are run over other sections of the Railway, second class passengers are allowed 30 minutes for the purpose of obtaining and consuming refreshments in restaurant cars and, after the expiry of the above time, must leave them at the first station the train stops.

First class passengers may also be required to leave restaurant cars in accordance with the table shown above to make room for other passengers.

Passengers holding second class tickets who may desire to travel in the restaurant cars for a longer distance than stated above may be allowed to do so only if the seats occupied by them are not required by any other passengers, and then only on prepayment of the difference between the second and first class fare to the end of the next section.

Passengers paying excess fare are requested to see that they obtain a receipt on a printed Railway form giving particulars of the fare paid from the officer to whom the payment is made, and it shall be the duty of such officer to give the receipt on demand.

Passengers are not allowed to put their feet on the seats of the cars.

Under no circumstances shall dogs be brought into the cars.

As the accommodation is limited, packages of luggage, &c., cannot be taken into the cars, but must be placed in the Guard's van in the usual manner.

Smoking is prohibited when ladies are present (unless their consent has previously been obtained) or when passengers are taking meals. Smokers are requested to bear in mind that passengers often prefer to acquiesce in a request for permission to smoke, to their discomfort, rather than appear disobliging.

28. Special Trains.—(a) On not less than 24 hours' previous notice being given to the General Manager, Colombo, a special train will, if possible, be provided, at a charge of Rs. 7·50 per mile (minimum charge Rs. 150), plus ordinary fares and rates for the passengers and luggage conveyed, the mileage being calculated from the nearest station from which an engine can be supplied. If the special train is required for the return journey, a reduced charge of Rs. 3·75 per mile will be made for such return journey, plus ordinary fares and rates for the passengers and luggage conveyed.

(b) The charge for the detention of a special train, beyond the time occupied in the running, is Rs. 15 per hour for the engine and 75 cents per hour for each vehicle. A special train ordered but not used will have to be paid for, if 6 hours' previous notice is not given of the change.

(c) The General Manager may, at his discretion, arrange special conditions, other than the above named, in connection with the running of special trains, including those for which a minimum number of passengers is guaranteed in writing or in connection with special events. He may also refuse to supply a special train.

29. Periodical or Season Tickets.—(a) Rates and conditions for the issue of first, second, and third class season tickets can be had on application to any Station Master.

(b) In cases where, as a special concession, private refreshment baskets of season ticket holders are conveyed free by train, they will only be so conveyed at owner's risk, and subject to any special regulations that may be laid down from time to time.

30. Production of Periodical or Season Tickets.—Season ticket holders are required to have their tickets with them when travelling and to show them when asked by a railway official to do so, otherwise they will be liable for payment of the ordinary fare.

RAIL MOTORS.

31. (a) Tickets will be issued on the rail motors at the following rates :—

First Class.—Ten cents per section, where such accommodation is provided.

Third Class.—Five cents per section.

N.B.—Each section is over one mile in length. No reduction of these fares will be made for children, &c., nor will return tickets be issued on the motors.

(b) No guarantee is given that first or second class accommodation will be available by rail motors, nor will any refund be made if a first or second class ticket issued at a booking office is used for a rail motor on which such accommodation is not available.

(c) Tickets, single and return, obtained at a booking office will be available for use on rail motors. Only children in arms, if under three years, will be carried free. Tickets will not be issued at booking offices for places between stations.

(d) Persons may enter platforms without tickets not earlier than 10 minutes before starting time, for the purpose of travelling by rail motors only.

(e) Tickets will be issued, when feasible, to intending passengers on entering or after they have entered the motor.

(f) Tickets will not be issued on rail motors to places beyond the destination of the rail motor, but passengers holding tickets issued at booking offices to places beyond the destination of the rail motor may use the rail motors to make connections to their destination, and similarly passengers booked from stations beyond the starting point of the rail motor may use the rail motor to reach their destination.

(g) No refund will be made in respect of lost or unused tickets issued on rail motors.

(h) No traffic other than passengers with such articles as they bring under paragraph (i) (1) will be conveyed in rail motors.

(i) (1) Unless special accommodation is provided in the motors, no luggage will be accepted for conveyance by rail motors, and no person shall bring into a rail motor any article not specially authorized, except such small and light articles of personal effects which can be easily placed under a seat, or place any article in the gangway of a rail motor.

(2) Railway servants may remove from a rail motor any article brought into the motor or placed in the gangway thereof in contravention of this rule.

(3) Articles brought into a rail motor will be considered as being in the sole charge of and at the sole risk of the owner.

(j) No accommodation will be reserved on rail motors.

(k) If a rail motor is available, it can be arranged to be run for special parties, subject to terms and times to be arranged by the General Manager.

CONCESSIONS.

32. Concessions.—(a) The following concessions are in force on this Railway:—

Applications for concessions Nos. (1), (2), (3), (4), (9), and (12) should be made at least one week before the date on which the party intends to travel, to the General Manager, Colombo, who reserves the right of refusing to grant the concession or of declining to allow the tickets to be available by particular trains. If application is entertained an authority will be sent to the applicant to be presented at the station at which the tickets are to be issued or other concession granted.

When applying for any such concessions the following information must be given:—

- (i.) The dates fixed for the excursion.
- (ii.) The trains required to be used on outward and homeward journeys.
- (iii.) Class and probable number of passengers.
- (iv.) Approximate quantity of luggage or baggage.
- (v.) Number of animals, motor cars, &c.
- (vi.) Stations between which the party wishes to travel.
- (vii.) The nature or object of the excursion.

(1) **Operatic, Theatrical, and Circus Parties.**—(a) Parties of not less than six in number will be conveyed first, second, or third class at single fare for the double journey and at $\frac{3}{4}$ fare for a single journey when travelling between stations not less than twenty-five miles apart to give a performance. The whole of the party must travel by the same train.

(b) The concession will also apply to not more than two advance agents.

Return tickets will be available for return within seventeen days including the date of issue and date of return.

(c) Baggage, scenery, animals, motor cars, &c., will be conveyed at the following rates:—

- (i.) Baggage and scenery in small lots at ordinary parcels rates with usual free allowance on tickets held or at half parcels rates without the free allowance on tickets held, whichever is lower.
- (ii.) Baggage and scenery in wagon loads will be conveyed at owner's risk by goods trains and charged for at 50 cents per wagon per mile. Minimum charge, Rs. 10.
- (iii.) Horses, other animals, and motor cars will be conveyed at owner's risk at half rates, subject to a minimum charge of Rs. 10 per wagon.

The necessary tackle for securing scenery, furniture, fittings, &c., loaded on open trucks must be provided by the owners or consignors. Tarpaulins will, when possible, be provided by the railway, if required, free of charge, but the Government will not be responsible for any damage caused by wet. If the loading is done by the sender, the trucks must be loaded to the satisfaction of the officer in charge of the forwarding station, and the Government will not accept any responsibility for delay to the trucks if the contents are not properly loaded and secured, nor will they bind themselves to forward the goods by any particular train, nor guarantee delivery within any specified time.

(2) **Pleasure Parties.**—(a) Parties of not less than ten persons travelling by ordinary trains between stations not less than twenty-five miles apart will be conveyed first, second, or third class at single fare for the double journey. The whole party must travel in the same train, both on the outward and return journeys. Return tickets will be available for return within seventeen days, including the date of issue and date of return.

Members of Sports Clubs.—(b) The above concession is also allowed to members of sports clubs without restriction as to distance on production of a certificate from the Secretary of the Club giving particulars of the engagement, match, or meeting which the party is attending.

Note.—Pleasure party tickets are not issued to wedding parties nor to parties travelling for the purpose of attending any religious meeting, service, or ceremony.

(3) **Hunting and Polo Parties and their Horses.**—The concession in terms of item 2 (a) will be allowed to polo and hunting parties consisting of four or more *bonâ fide* members with not less than six ponies or horses.

(4) **Military, Volunteer, or Police Bands.**—(a) Parties of not less than six in number when travelling by train for the purpose of playing at public or private entertainments will be conveyed second or third class at single fare for the double journey. Return tickets will be available for return within seventeen days.

Private Bands.—(b) Tickets in terms of item 2 (a) will be issued to *bonâ fide* private bands of not less than six in number for the purpose of giving performances at public or private entertainments on production of certificate of engagement.

(5) **Police in Uniform and Volunteers attending Special Meetings, &c.**—Police in uniform attending meetings for inspection, drill, target practice, rifle competition, &c., and Volunteers, including Inspecting Officers, attending special meetings for inspection, drill, &c. (other than those mentioned in item 7), will be allowed to travel at single fare for the double journey on production of warrants signed by an officer of the Force. The tickets will be available from the day prior to the meeting to the day after its close, both inclusive, and when the meeting commences on a Monday or ends on a Saturday, Sunday will be considered a *dies non*.

(6) **Sailors and Soldiers in Uniform attending Target Practice.** Sailors and soldiers in uniform attending meetings for target practice or rifle competition will be charged single fare for the double journey.

(7) **Volunteers attending Target Practice.**—Volunteers when travelling *bonâ fide* for the purpose of taking part in target practice will be conveyed free on production of warrants.

The warrants must be endorsed "For range practice" in red ink in the top right hand corner, and must be signed by a commissioned officer, who must enter on the back the name (or names) of the Volunteer (or Volunteers) and certify that the warrant is issued for target practice.

The warrants must be issued only to the range nearest the Volunteers' residences, except in the case of a Volunteer taking part in an inter-team competition fired for by all competing teams on the same range or attending the Annual Meeting of the Ceylon Volunteer Rifle Association or other recognized rifle meeting.

(8) **Officers, Sailors, and Soldiers on furlough, and their Wives and Children.**—(a) Officers, sailors, and soldiers on furlough will be conveyed at single fare for the double journey on surrendering at the Booking

Office their special railway furlough certificates. The return halves of the tickets issued to them will be available for the return journey up to and including the date of expiry of the furlough. This concession applies also to the wives and children, if they are included in the railway furlough certificate.

(b) Single journey tickets are issued to naval and military officers, sailors, and soldiers (and their wives and children), on production of furlough certificates, at half return fares.

(9) **Choristers, School Children, and Lads belonging to Boys' Brigades.**—Parties of choristers, school children, and lads belonging to Boys' Brigades, under twelve years of age, when not less than twenty in number, will be conveyed at half the single fare for the double journey; minimum fare 15 cents per head.

Choristers, school children, and brigade lads, over twelve years of age and teachers accompanying the same, will be charged the full single fare for the double journey (minimum fare 30 cents per head), provided the whole party are not less than ten in number. These reductions are only granted on production of a letter of authority from the General Manager.

Application to travel at these reduced rates must be made by the Clergyman or Principal of the school to the General Manager in terms of paragraph (a) of rule 32.

(10) **Military Prisoners and their Escort.**—Military prisoners and their escort are conveyed free from Colombo to Kandy.

(11) **Baggage of Naval and Military Parties.**—All baggage, camp equipage, and provisions in excess of the quantity allowed free, as shown in rule 33 (f) will be conveyed at owner's risk at third class ordinary goods rates if sent in lots of two tons or more over and above the free allowance irrespective of whether the excess charges are to be paid by the naval or military authorities or by the men themselves.

If less than two tons over and above the free allowance are conveyed the charges (at owner's risk) for baggage, &c., in excess of the free allowance will be at eighth class ordinary goods rates on actual weight, or as for two tons at third class ordinary goods rates, whichever is lower.

These reduced rates are granted subject to the conditions that the assistance of the forces is given in loading and unloading baggage, &c., and that when baggage, &c., between Colombo and up-country stations is loaded into or unloaded from railway vehicles opposite the Echelon Barracks, Colombo, the rates charged for the same shall be as between Wharf Goods station and the up-country station concerned.

Baggage, &c., preceding or following naval and military parties and belonging to those parties will be treated as if it actually accompanied the parties, and will be subject to the reductions and conditions above-mentioned.

The reduced rates apply to baggage, camp equipage, and provisions proper, and not to field guns, military wagons and carts, and ammunition which are charged for at ordinary rates.

(12) **Commercial Travellers' Luggage and Samples.**—Luggage and samples of commercial travellers representing any trade when conveyed by the same train by which they travel will be charged at half parcels rate at owner's risk without granting free allowance on tickets held.

(13) **Gifts to Hospitals and Institutions, and returned Empties.**—Gifts of provisions, flowers, clothing, books, newspapers, and literature for the general use of patients and inmates in the under-mentioned hospitals and institutions are conveyed to the stations named free of charge, if addressed to the proper official as shown below, and if a

signed certificate stating that the contents are gifts for the use of patients and inmates is attached to the parcel :—

Name of Hospital or Institution	Official to whom Parcel must be addressed.	Station to which Parcel must be addressed.
1. Civil Hospital ..	Medical Superintendent	Maradana Junction
2. Smallpox Hospital ..	Medical Officer in Charge	Maradana Junction
3. Eye Hospital ..	Medical Officer in Charge	Maradana Junction
4. Military Hospital ..	Medical Officer in Charge	Maradana Junction, Fort, or Slave Island
5. Home for Incurables ..	Honorary Secretary ..	Maradana Junction
6. Little Sisters of the Poor	Sister in Charge ..	Maradana Junction
7. St. Margaret's Home ..	Sister in Charge ..	Maradana Junction or Kollupitiya
8. Lady Havelock Hospital	Medical Officer in Charge	Maradana Junction
9. Hospitals, Mission ..	The Secretary ..	Maradana Junction or Fort
10. Leper Asylum, Hendala	Medical Superintendent	Maradana Junction
11. Civil Hospital ..	Medical Officer in Charge	Kandy
12. Military Hospital ..	Medical Officer in Charge	Diyatalawa
13. Soldiers' and Sailors' Home ..	Honorary Secretary ..	Maradana Junction or Fort
14. Colombo Ladies' League (Hospital Branch) ..	Honorary Secretary ..	Slave Island
15. Institute for Deaf, Dumb, and Blind ..	Lady Principal ..	Mount Lavinia
16. Civil Hospital ..	Medical Officer in Charge	Nuwara Eliya

No charge will be made for the return of empty baskets, made of cane or rattan, in which such gifts have been carried, provided the officer in charge of the institution certifies on the address label that the gifts have been used for the purpose stated.

(14) **Horses of Ceylon Mounted Rifles, Volunteers, and Ordinary Bicycles of Volunteer Cyclist Corps.**—Horses of Ceylon Mounted Rifles, Volunteers, and ordinary bicycles of Volunteer Cyclist Corps are conveyed at single fare for the double journey on production of a certificate signed by an officer of the Force that they are for use on duty.

(15) **Race Horses.**—Return tickets at single fare available for two months may be issued for batches of three horses entered for a race meeting on production of a certificate of entry from the Race Secretary.

Each batch of three horses must travel together both on the outward and homeward journeys.

(16) **Imported Live Stock.**—Live stock imported from England and Australia, and entire bulls imported from India, introduced for stock purposes, will be conveyed by railway at half the ordinary rates, on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed are *bona fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

(17) **Excursion Tickets.**—The General Manager of the Railway may fix special excursion fares at any time of the year and between any stations on the line. Public notice will be given of the fares so fixed.

(18) **Week-end Tickets.**—First, second, and third class week-end tickets at single fare and a quarter for the double journey may be issued during the whole or any period of the year as the General Manager may consider desirable between all railway stations distant 50 miles and over, available for such period and subject to such conditions as may be notified from time to time.

(19) **Pilgrim Tickets.**—Return tickets at single fare for the double journey or at special fares may be issued in connection with religious festivals between such stations as the General Manager may consider desirable and subject to such periods and conditions as may be notified from time to time.

PASSENGERS' LUGGAGE.

33. Luggage.—(a) Passengers having a large quantity of luggage should be at the station at least fifteen minutes before the time of departure of the train and hand over the luggage to the officer authorized to book luggage and obtain correct receipts for same, otherwise the Government will not accept any responsibility for loss or miscarriage.

(b) Each package of luggage must be well secured and plainly addressed in English with the name of the owner and the destination station. Any package not so tendered will not be accepted. Should, however, any package which has not been so secured be inadvertently accepted, Government will not be responsible in the event of loss or any damage to same.

(c) Passengers should be careful to clear their luggage of all old labels before commencing the journey.

(d) Luggage will not be booked or labelled until the owner has obtained his ticket and presented it to the person in charge of the luggage labels.

(e) Passengers must claim their luggage on arrival of train at destination station, and the numbered receipt granted for same must be given up before the luggage is delivered. The Government will not be responsible for luggage not so claimed, and if not removed within twenty-four hours after arrival, the same will be subject to cloak-room charges.

In the event of the loss of the receipt, the person claiming the luggage shall prove his ownership thereto and shall sign an indemnity note, paying a sum of Rs. 2·50 as deposit, before the luggage can be delivered.

If the Railway receipt is given up within seven days of the delivery of the luggage the deposit will be refunded.

In the event of the luggage not arriving at destination station by the same train as a passenger, the circumstances must be reported immediately to the Station Master, the luggage receipt being produced at the same time for the Station Master's inspection, and a full description of each missing package given. A full list of contents and value thereof must be submitted at the same time or within twenty-four hours thereafter; otherwise no subsequent claim will be entertained.

(f) Each adult passenger will be allowed, free of charge, the following weight of luggage, viz. :—

First Class ..	..	..	..	112 lb.
Second Class	..	..	..	84 lb.
Third Class	..	..	..	56 lb.

A free allowance of half these quantities will be made for each child travelling with half ticket.

No luggage will be conveyed free for children under three years of age who travel free.

Any excess over these weights will be charged full parcels rates. All excess luggage charges must be paid to the Booking Clerk at the time of booking and receipts obtained for payment, otherwise they are liable to be charged for again. The free allowance referred to above is granted only on the luggage booked at the starting station mentioned on the ticket, except under break of journey regulations. If the luggage in excess of the free allowance is found unbooked, either *en route* or at destination, the whole of the luggage will be weighed and charged for without making any free allowance on the tickets held. Passengers who wish to book part of their luggage to an intermediate station under the break of journey regulations will be given free allowance in terms of paragraph 1 above, and any excess charged to the ultimate destination. The luggage required for the break of journey will be separately weighed and noted on the labels affixed to same, and if on resumption of the journey the luggage is found to be over the weight noted thereon, the weight in excess will be charged for at ordinary parcels rates. The luggage presented for booking at such intermediate stations without labels of the starting station will be charged for at parcels rates.

Luggage in bulk will be conveyed, by special arrangement, by passenger train, at owner's risk, at eleventh class goods rates.

(g) A printed and numbered receipt will be issued to passengers whenever charges are made for the conveyance of excess luggage. The receipt must be carefully preserved and given up at destination before removing the luggage.

(h) Articles which are not the property of a passenger by the same train, and luggage for a station beyond that to which a ticket is held or to an intermediate station except under the break of journey regulations, will be charged as parcels at parcels rates.

No passenger shall convey or endeavour to convey by train as part of his own luggage, either in the luggage van of the train or in the compartment with him, any article not his own property without paying parcels rates therefor.

Passengers are not allowed to pick up or give out *en route* any package or part of their luggage. All such packages must be paid for at ordinary parcels rates.

(i) Articles will not be received for free conveyance as luggage at any station other than at the starting station as indicated on the ticket.

(j) Luggage will not be given out at a station other than that to which it is labelled, but passengers may in exceptional cases obtain their luggage short of destination on timely information being given to the Guard of the train and surrendering the luggage receipts and tickets.

(k) Passengers are allowed to take into the carriages at their own risk and in their own charge only such small packages of luggage as can be placed under the seat occupied by the owner, or in the hat racks (where provided). Under no circumstances may articles be placed in the gangways of carriages or entrances to lavatories. Station Masters and Guards are authorized to remove all packages which cannot be deposited under the seat or on the rack.

(l) The Government will not be responsible for any loss or damage which may occur to any luggage unless the same has been labelled and placed in charge of the railway for conveyance in the luggage van or is booked and prepaid.

(m) The liability of the Government for loss of or damage to passengers' luggage accepted by and conveyed in charge of the Railway is limited to Rs. 150 for first class passengers, Rs. 100 for second class passengers, and Rs. 50 for third class passengers, unless the value is declared and an insurance charge of 1 per cent. on the excess value is paid to the railway before the luggage is dispatched. For conditions to be complied with when insuring luggage see rule 49.

(n) The Government will not undertake to convey the following articles as passengers' luggage, viz. :—Gunpowder, fireworks, vitriol, aquafortis, turpentine, petrol, matches, mineral oils or acids, or any other combustible or dangerous materials. Any person contravening this regulation will be liable to prosecution under sections 28 or 29 of the Railway Ordinance. For conditions under which the above articles are conveyed see goods regulations; see also rule 44 regarding conveyance of petrol at parcels rates by passenger train.

(o) Passengers are warned not to include in their luggage oils or other liquids liable to cause damage by leakage, either to other luggage or parcels or to the vehicle in which the luggage is conveyed or the fittings thereof, otherwise they will render themselves liable to be called upon to pay the full cost of making good any such damage.

(p) Furniture, bicycles, tricycles, invalid chairs, perambulators, jinrickshas, musical instruments, plate, bullion, bills, deeds, notes or securities, precious stones, jewellery, trinkets, gold and silver thread or lace, watches, clocks, frail or fragile articles, live animals or birds, and articles of an offensive nature will not be conveyed as luggage, but will be charged for at parcels or other special rates as specified in Parcels and Goods Regulations.

PARCELS.

34. (a) **Parcels** should be delivered at the stations at least twenty minutes before the departure of the train by which they are intended to be forwarded. They should in all cases be fully and plainly addressed and securely packed.

When more parcels than one are sent to the same consignee by the same train, they are charged separately, unless sent by the same consignor.

(b) The Government do not guarantee the dispatch of parcels by any particular train, nor will they be responsible for their arrival at any station by any specified date or train.

(c) The Government do not undertake the delivery of parcels or letters, and are not bound to advise consignees of the arrival of the same.

(d) When a parcel is not claimed within twenty-four hours of receipt at the station to which it has been booked, it is subject to cloak-room charges as per rule 61.

All packages, from whomsoever received or to whomsoever belonging, are subject to a lien for freight and cloak-room charges due thereon; and if after the expiration of one month after the railway first received the packages the money due be not paid, they may be sold by auction and the proceeds applied towards the liquidation of such lien and expenses, or the General Manager may recover any such sum by action at law.

(e) If a receipt is required for parcels handed in for dispatch, the sender must send to the station a receipt form with particulars duly filled in, which will be signed and given back by the Railway staff.

Receipts on printed forms will, if demanded, be granted for freight charges paid on parcels.

The railway form of consignment note is only intended for use in connection with the dispatch of articles by goods train at goods rates, and these forms will not be accepted by the railway for articles tendered for conveyance at parcels rates, unless they are clearly endorsed "By passenger train" in ink. If consignment notes are tendered without this endorsement, the articles will be forwarded by goods train at goods rates and subject to goods regulations.

(f) The liability of Government with regard to parcels and the conditions for the insurance of the same are shown in rules 48 and 49.

The responsibility of Government for parcels terminates when 24 hours have expired after their arrival at the station to which they are consigned, and parcels not taken away within one month after their arrival will be sold by public auction to defray charges. If the parcels arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will for the calculation of 24 hours be considered the hour of arrival.

For the disposal of undelivered perishable articles see rule 35.

(g) Parcels will be conveyed from station to station at the rates as given in the following table. In the case of parcels charged at reduced or special rates the fractional part of 5 cents in the total charge will be treated as 5 cents:—

[For Table see page 21.]

35. **Perishables, Newspapers, and Library Books at reduced Rates.—**

(a) Poultry and pigeons (in crates or baskets with flat tops and bottoms so constructed as to admit of proper ventilation from sides, ends, and top and sufficiently strong to admit of other packages being placed upon them), fish, game, fresh or frozen meat, fresh butter, bread, pastry, fruit, cut

Rates Table for Ordinary Parcels.

Distance to be conveyed.		Not over 7 lb.	Over 7 lb. and not over 14 lb.	Over 14 lb. and not over 21 lb.	Over 21 lb. and not over 28 lb.	Over 28 lb. and not over 42 lb.	Over 42 lb. and not over 56 lb.	Over 56 lb. and not over 70 lb.	Over 70 lb. and not over 84 lb.	Over 84 lb. and not over 98 lb.	Over 98 lb. and not over 112 lb.	For 28 lb. or any part of it when the Parcel weighs more than 112 lb.
		Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Over	1 mile and not over 25 miles	0 30	0 30	0 30	0 30	0 40	0 45	0 50	0 60	0 65	0 80	0 20
"	" 35 "	0 30	0 40	0 45	0 50	0 60	0 65	0 70	0 80	1 0	1 5	0 30
"	" 45 "	0 30	0 45	0 50	0 65	0 70	0 80	0 90	1 5	1 25	1 30	0 35
"	" 55 "	0 30	0 50	0 65	0 80	0 85	0 90	1 10	1 30	1 50	1 65	0 45
"	" 65 "	0 30	0 65	0 85	1 0	1 10	1 25	1 50	1 70	2 10	2 25	0 60
"	" 75 "	0 40	0 70	0 85	1 10	1 25	1 60	1 90	2 25	2 40	2 50	0 65
"	" 85 "	0 40	0 80	0 90	1 10	1 25	1 60	1 90	2 25	2 65	2 85	0 75
"	" 95 "	0 45	0 90	1 5	1 25	1 40	1 70	2 10	2 45	3 0	3 20	0 80
"	" 105 "	0 45	1 0	1 20	1 30	1 50	1 90	2 30	2 65	3 25	3 45	0 90
"	" 115 "	0 50	1 5	1 25	1 45	1 65	2 10	2 50	2 90	3 50	3 70	0 95
"	" 125 "	0 60	1 10	1 30	1 60	1 80	2 25	2 70	3 20	3 80	4 5	1 5
"	" 135 "	0 65	1 25	1 45	1 70	1 90	2 40	2 90	3 40	4 10	4 40	1 15
"	" 145 "	0 65	1 30	1 60	1 80	2 5	2 60	3 10	3 60	4 40	4 65	1 20
"	" 155 "	0 70	1 40	1 65	1 90	2 20	2 80	3 30	3 85	4 65	4 90	1 25
"	" 165 "	0 70	1 45	1 70	2 5	2 30	2 90	3 50	4 10	4 90	5 25	1 35
"	" 175 "	0 80	1 60	1 85	2 20	2 45	3 5	3 70	4 30	5 25	5 60	1 40
"	" 185 "	0 85	1 65	2 0	2 25	2 60	3 25	3 90	4 50	5 50	5 80	1 45
"	" 195 "	0 85	1 75	2 5	2 40	2 70	3 40	4 10	4 80	5 80	6 10	1 55
"	" 205 "	0 90	1 80	2 15	2 50	2 80	3 60	4 30	5 5	6 5	6 40	1 60
"	" 215 "	0 95	1 85	2 25	2 60	2 90	3 80	4 50	5 30	6 30	6 70	1 70
"	" 225 "	1 0	1 85	2 35	2 70	3 0	4 0	4 70	5 55	6 55	7 0	1 75
"	" 235 "	1 5	1 90	2 45	2 80	3 10	4 20	4 90	5 80	6 80	7 30	1 85
"	" 245 "	1 10	1 95	2 55	2 90	3 20	4 40	5 10	6 5	7 5	7 60	1 90
"	" 255 "	1 15	2 0	2 65	3 0	3 30	4 60	5 30	6 30	7 30	7 90	2 0
"	" 265 "	1 20	2 5	2 75	3 10	3 40	4 80	5 50	6 55	7 55	8 20	2 5
"	" 275 "	1 25	2 10	2 85	3 20	3 50	5 0	5 70	6 80	7 80	8 50	2 10
"	" 285 "	1 30	2 15	2 95	3 30	3 60	5 20	5 90	7 5	8 5	8 80	2 15
"	" 295 "	1 35	2 20	3 5	3 40	3 70	5 40	6 10	7 30	8 30	9 10	2 20
"	" 305 "	1 40	2 25	3 15	3 50	3 80	5 60	6 30	7 55	8 55	9 40	2 25
"	" 315 "	1 45	2 30	3 25	3 60	3 90	5 80	6 50	7 80	8 80	9 70	2 30
"	" 325 "	1 50	2 35	3 35	3 70	4 0	6 0	6 70	8 5	9 5	10 0	2 35
"	" 335 "	1 55	2 40	3 45	3 80	4 10	6 20	6 90	8 30	9 30	10 30	2 40
"	" 345 "	1 60	2 45	3 55	3 90	4 20	6 40	7 10	8 55	9 55	10 60	2 45
"	" 355 "	1 65	2 50	3 65	4 0	4 30	6 60	7 30	8 80	9 80	10 90	2 50
"	" 365 "	1 70	2 55	3 75	4 10	4 40	6 80	7 50	9 5	10 5	11 20	2 55
"	" 375 miles, for every 10 miles or part of 10 miles	0 5	0 5	0 10	0 10	0 10	0 20	0 20	0 25	0 25	0 30	0 5

NOTE.—Where parcels weighing over 1 cwt. are conveyed by passenger train the charge will be at the 112 lb. rate for every full cwt., and every additional fraction of 1 cwt. will be charged according to the last column of this rate table, unless the charge for the full cwt. is lower.

flowers, plants and cuttings, eggs, yeast, milk, cream, papaw juice, potatoes, yams, tea seed in bags or cases, newspapers, and books to and from circulating libraries will be conveyed at owner's risk at half parcels rates. The freight on these must be prepaid. Minimum charge, 20 cents.

Bundles of plants and cuttings when tendered for dispatch by passenger train should not exceed 56 lb. weight per bundle.

NOTE.—Packages of moss, ferns, branches, and leaves for decorative purposes are charged at full parcels rates, and if bulky in proportion to weight will be charged 50 per cent. extra in terms of rule 39. Poultry and pigeons not contained in crates, baskets, or hampers in accordance with the conditions in paragraph (a) will be charged at 50 per cent. increase upon the ordinary parcels rates.

(b) Vegetables, ice, and also fish, poultry, game, and fresh meat packed in ice will be conveyed at owner's risk at quarter parcels rates, provided that not less than one pound weight of ice for each pound weight of fish, poultry, game, or fresh meat is provided at the time the consignment is tendered for conveyance by the Railway. The freight on these consignments must be prepaid. Minimum charge, 20 cents.

(c) To obtain the benefit of these reduced rates the contents of the parcel must be clearly specified in English on the label.

(d) The freight on all articles of a perishable nature must be prepaid.

(e) Perishable articles sent to a station without money to prepay the freight charges will not be refused (cut flowers excepted), but will be booked, freight to pay at destination, at full parcels rates.

(f) All perishable articles will be accepted for conveyance only at owner's risk, irrespective of the rate charged.

(g) Perishable articles refused by consignees or not claimed within twelve hours after arrival at the receiving station will be sold. No advice will be sent to consignors, but should the freight not have been prepaid and the amount realized by the sale of the articles be insufficient to cover the full amount of the freight charges due, the consignors will be required to pay the balance.

36. Empty return packages in which articles specified in rule 35 have been conveyed by rail will be charged at one-fourth parcels rates. Minimum charge, 20 cents. The freight on these must be prepaid. Return empties can only be sent back at these reduced rates from the station at which they were received full on the outward journey, and to the station from which they were dispatched full, and the label must show the date on which received and the station from which received full.

37. Letters will be conveyed as parcels at the rate of 25 cents each (between all stations), and they must in addition bear postage stamps in accordance with the regulations of the Postal Department.

38. Scientific and musical instruments will be conveyed only on payment of 50 per cent. increase upon the ordinary parcels rates, and will be carried at owner's risk, unless insured in terms of rule 49. Organs, pianofortes, or harmoniums, whether loaded in road van belonging to sender or packed in cases, will only be conveyed by passenger train in carriage truck at carriage rate.

39. Light, Frail, and Bulky Packages.—Packages of a light or frail nature, or such as are bulky in proportion to their weight, and parcels containing brittle articles, such as glass, china, or porcelain, and glacial acetic acid are charged 50 per cent. increase upon the ordinary parcels rates. For conditions as to the liability of Government for such packages and parcels and for rates of insurance for the same see rules 48 and 49.

NOTE.—This regulation does not apply to packages containing empty bottles, bottles of milk, aerated waters, beer, wine, or spirits nor to earthenware.

40. Children's toy bicycles, tricycles, and rocking horses will be conveyed at owner's risk by passenger train at ordinary parcels rates.

41. Valuable Articles.—Valuable articles, such as plate, bullion, specie, bills, deeds, notes or securities, precious stones, jewellery, trinkets, watches, clocks, and gold and silver thread or lace must be declared and will be conveyed as parcels at 50 per cent. over the ordinary parcels rates, no liability being accepted by the Railway unless the packages are also insured. Freight must be prepaid. The charge for insurance is 1 per cent. on the declared value, for conditions see rule 49.

42. Conveyance of Specie.—(a) The following are the conditions and charges for the conveyance of specie :—

How tendered for Transport.	Conditions.	Charges.
(1) As "Parcels"	—	See rule 41.
(2) As "Passenger Luggage" with owner in compartment	Owner's risk..	Up to ordinary free luggage allowance "Free." Weight over and above free luggage allowance at ordinary excess luggage rates. Prepaid.
(3) As "Passenger Luggage" in Guard's van if declared as "Specie"	Not to be accepted as Passenger's Luggage	May be accepted for transport as "Parcels" as per example (1) above. No free allowance to be made.

(b) Specie in copper from the General Treasury in charge of a peon is conveyed at half ordinary parcels rates.

43. Ammunition.—Only safety breech-loading cartridges may be dispatched by passenger trains, and they will be conveyed at the ordinary parcels rates, carriage prepaid, on condition that they are packed in a box, barrel, or case of wood, metal, or other solid material of such strength that it will not become defective or insecure whilst being conveyed.

44. Combustible and Dangerous Materials.—(a) The Government will not undertake to convey the following articles as parcels, viz. :—

Gunpowder, fireworks, vitriol, aqua fortis, turpentine, matches, mineral oils or acids, or any other combustible or dangerous material, except those mentioned below.

Any person contravening this regulation will be liable to prosecution under sections 28 or 29 of the Railway Ordinance.

For conditions under which the above articles are conveyed, see Goods Regulations.

(b) Compressed oxygen in cylinders not exceeding 8 feet in length and 10 inches in diameter made of wrought iron or mild steel of the best quality, which must comply in all respects with the specifications for cylinders contained in rule 39 of the Rules relating to the Conveyance of Traffic by Goods Train, will be accepted, without previous notice, for transport by passenger train at ordinary parcels rates.

Cylinders containing oxygen must not be charged to a greater pressure than 1,800 lb. per square inch.

The cylinders must be separately and securely packed in strong wooden boxes or in a covering made of closely plaited one inch (circumference) hemp or coir, when tendered for rail transport, and must be accompanied by a certificate as per form given in the afore-mentioned rule 39.

Cylinders containing oxygen must be conveyed in the rear brake van of passenger or mixed trains, subject to a limit of two cylinders per van, provided that no other dangerous goods are loaded therein. The cylinders must be placed as far as possible from other packages in the brake van. They must be carefully handled, and must on no account be placed near a fire or exposed to other source of heat.

(c) "Petrol" includes all dangerous petroleum used for propulsion of motor vehicles.

(d) Petrol will be accepted for conveyance by passenger train at ordinary prepaid parcels rates, in receptacles not attached to motor vehicles of 2-, 4-, or 5-gallon capacity, provided that not more than 16 gallons shall be conveyed in one train under the following conditions:—

(1) Receptacles of 2-gallon capacity must be substantially constructed of tinned or galvanized sheet iron or steel strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and they must be packed either singly or in pairs or fours in substantially constructed and sealed wooden cases of such a size as will exactly accommodate either one, two, or four receptacles of 2-gallon capacity as above defined. The thickness of the wood must not be less than half an inch, and the general pattern of the cases must be approved by the General Manager of the Railway.

(2) Receptacles of 4-gallon capacity must be constructed of tin plate in accordance with the sample approved by and deposited with the General Manager of the Railway; they shall also be packed in cases in the manner and of the description set out in the preceding clause (1), and shall in all respects conform to the requirements of the said clause.

(3) Receptacles of 5-gallon capacity must be constructed of galvanized iron or steel strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and will be conveyed unpacked.

(4) The 2- and 5-gallon receptacles referred to in clauses (1) and (3) above, containing petrol, must be supplied with well-made filling holes secured by well-fitting screw plugs of a pattern similar to those fitted to the sample receptacle deposited with the General Manager of the Railway.

The 4-gallon receptacles referred to in clause (2) above, containing petrol, must have the filling holes hermetically closed and further protected by a screw cap, as provided in the sample deposited with the General Manager of the Railway. Under no circumstances will these receptacles, when empty, be accepted for transport by train.

(5) All receptacles must have an air space equal to one-tenth of the capacity of the receptacle for expansion of the petrol, and they must be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky, or insecure in transit.

(6) Damaged receptacles will not be accepted for transport.

(7) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the 5-gallon receptacles to be conveyed unpacked, and on the wooden cases in which the 2- and 4-gallon receptacles are transported.

(e) No petrol will be accepted for conveyance by passenger train unless the consignment is accompanied by a declaration from the consignor in the following terms :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the railway governing the transport of petrol by passenger train as printed on the back of this declaration.

Date: _____.

Signature: _____.

(f) Petrol will not be conveyed by passenger train under any other circumstances, but will be treated as explosives, and sent by goods trains on the days fixed for the conveyance of explosives.

(g) Return empty receptacles in which petrol has been conveyed by railway (other than those referred to as prohibited in clause (4) above) will be charged at half parcel rates (which must be prepaid) if conveyed by passenger train. The screw plugs of the empty vessels must be securely fastened.

45. Alcolite shall mean and include spirit of a strength not less than 50 degrees over proof (or such other strength as may be prescribed by the Excise Commissioner) that is rendered effectually and permanently unfit for human consumption by the admixture of such denaturants as are from time to time approved by the Excise Commissioner. The provisions in rule 44 relating to petrol shall apply to alcolite.

46. Spotted deers, pigs, calves, sheep, or goats for conveyance in Guards' vans are not received unless they are in crates so constructed as to admit of proper ventilation from sides, ends, and top or nets, so as to prevent injury to luggage. They will not be accepted for conveyance on the railway in sacks or with their legs tied. The charges are: if weighing 112 lb. and under 3 cents each per mile; if weighing over 112 lb. at ordinary parcels rates. Minimum charge, 75 cents each.

47. Small Animals.—Puppies, sucking pigs, cats, mongooses, monkeys, mouse deer, ferrets, rabbits, and such small animals are only carried in strongly-made square crates or hampers so constructed as to admit of proper ventilation from sides, ends, and top, and they are charged for by weight at full parcels rates.

48. Liability.—The Government are not liable for loss of or damage to any parcel valued at over Rs. 20, unless it has been insured.

49. Insurance.—(a) The charge for insurance, which must be prepaid, is 1 per cent. on the value (minimum charge Re. 1) to be declared in writing at the time of booking.

(b) Application for the insurance of any package valued at Rs. 500 or upwards is to be made to the respective Divisional Transportation Superintendents. Station Masters are only authorized to accept insurance rates on packages valued at less than Rs. 500.

(c) Before any package for conveyance as luggage or parcel can be insured, the owner or sender must satisfy the officer in charge of the forwarding station or any other officer deputed for the purpose that it is securely packed and sealed with a legible seal in such a manner as to prevent the package being opened without breaking the seals. A declaration of the contents must also be given in writing.

(d) The railway reserves the right of inspecting, before effecting any insurance, all packages delivered to them for insurance to ascertain that the contents are in accordance with the declaration and are in good condition and well packed; also of calling upon the consignee to open the package at the station of destination.

HORSES, CARRIAGES, DOGS, MOTORS, &c.

50. Horses and Carriages.—Horses and carriages are conveyed at owner's risk, and the rates for their conveyance are :—

	Rs.	c.		Rs.	c.
One horse, per mile ..	0	40	Two carriages, per mile ..	0	50
Two horses, per mile ..	0	45	Minimum charge for a horse-		
Three horses, per mile ..	0	50	box or carriage truck	10	0
One carriage, per mile ..	0	40			

The reduced rate for more than one horse applies only when the horses are booked together from one consignor to one consignee.

The reduced rate for more than one carriage applies only when they can be loaded in one trunk and are booked from one consignor to one consignee.

Horses or carriages should be at the station one hour before the departure of the train by which they are intended to be dispatched, and to prevent disappointment twenty-four hours' notice should be given to the Station Master of the station where the horse-box or carriage truck may be required. A demurrage charge of Rs. 5 will be made for each horse-box or carriage truck ordered, but not used on the same day for which ordered.

Horses and carriages not removed immediately on arrival at destination remain on the railway premises at owner's risk, and are liable to a charge of Rs. 5 per day for each horse-box or carriage truck.

Horses and carriages cannot be booked to and from certain stations on the railway. Particulars of the same can be obtained from any Station Master.

One horse-keeper in charge of each horse will be allowed to travel free in the same vehicle as the animal.

For particulars of reduced rates for horses and ponies for hunting and polo parties, race horses, and horses of the Ceylon Mounted Rifles see rule 32, concessions 3, 14, and 15.

For particulars of horses conveyed in cattle wagons see rule 47 of Goods Regulations.

Rates for horses and carriages between stations can be ascertained on application to any Station Master.

Luggage, harness, horsefood, and stable requisites may be conveyed free in horse boxes as follows :—

56 lb. for each horse. | 56 lb. for each horse-keeper.

Any excess over these weights will be charged for at ordinary parcels rates.

Packages in excess of the free allowance may be consigned by goods train when they will be charged for at goods rates.

51. Motor Vehicles.—(a) "Motor Vehicle" includes all vehicles propelled by mechanical means on ordinary road.

(b) Motor vehicles uncharged with electricity, gas, oil, or petrol (except as regards the small electric battery and coil usually affixed to petrol-propelled vehicles) are conveyed at owner's risk at the under-mentioned rates :—

	Per Mile.
	Rs. c.
One motor car ..	0 50
Two motor cars in one truck ..	0 75
One motor car and one carriage loaded together in one truck ..	0 60
<i>Note.</i> —Double rates will be charged when conveyed in bogie carriage trucks.	
Motor bicycles and motor scooters, each ..	0 10
Motor tricycles or motor bicycles with fore-carriage or side car, each ..	0 20 and special charge Rs. 5 over Uda Pussellawa Line

Minimum charges—	Rs. c.
One or two motor cars, or one motor car and one carriage, loaded in one truck ..	10 0
Motor bicycles and motor scooters ..	2 50
Motor tricycles or motor bicycles with fore-carriage or side car (except on Uda Pussellawa Line) ..	5 0
Motor tricycles or motor bicycles with fore-carriage or side car on Uda Pussellawa Line ..	5 0

(c) When motor cars are conveyed in covered carriage trucks, the owner or his representative will be held responsible for placing the car in the truck, securing it therein, and removing it at destination.

(d) Motor cars and motor cycles charged with electricity, gas, oil, or petrol (small electric battery and coil usually affixed to petrol-propelled vehicles excepted) will not be accepted for conveyance by train or for storage in cloak-room.

(e) A declaration in the following form must be signed by the owner or responsible agent of the owner of any motor vehicle before the vehicle can be accepted for conveyance by train or, in the case of motor cycles for storage in the station cloak-rooms :—

I hereby declare that the motor _____ which I require to be dispatched by rail from _____ station (or deposited in the cloak-room or left at _____ station) is not charged with electricity, gas, oil, or petrol (small electric battery and coil affixed to petrol-propelled vehicles excepted), and I hereby agree to indemnify the Ceylon Government against all damage, loss, or expense which may arise out of, or be incurred in consequence of, such transport or storage.

Date : _____.

Signature : _____.

52. Bulls, Cows, Oxen, and Elk are conveyed at owner's risk in horse-boxes by passenger train under special agreement, and are charged for at horse rates whether loaded with horses or not. Minimum charges are as laid down for horses in rule 50.

53. Donkeys conveyed in a horse-box will be charged 40 cents per mile for one or two donkeys, 45 cents per mile for three or four, and 50 cents per mile for five or six. Minimum charge, Rs. 10.

For rates, &c., for donkeys conveyed in cattle trucks see rule 45 of the Goods, Regulations.

They will not be accepted for conveyance in Guard's van.

54. Dogs.—(a) Dogs when conveyed in crates or hampers will be charged for by weight at parcels rates; when in dog locker, 35 cents each for every 25 miles or part of 25 miles.

(b) All dogs brought for conveyance in the dog locker must be muzzled with a leather or wire muzzle in such a way that the dog cannot bite, and must be provided with chain and leather or metal collar in good order. Each dog must have secured to its collar a pasteboard, wooden or other durable label bearing the name of the consignee and destination. No dog will be accepted for conveyance unless so muzzled. Dogs not provided with chain and suitable collar will only be accepted for conveyance, provided a letter of indemnity is furnished. Provided, however, that where a dog is confined in a crate, cage, basket, or hamper so constructed as to admit of proper ventilation from sides, ends, and top, and also to render it impossible for the dog while so confined to bite any person or animal, the railway authorities may in their discretion accept the same for conveyance.

(c) Special lockers are provided for dogs. No person is allowed to take any dog into a passenger carriage, except with the consent of the Station Master at the starting station, and also with the concurrence of the other passengers, and then only on payment of a double rate for each dog, and provided the dog is muzzled in such a way that it cannot bite. Government will not be responsible for the loss of or injury to any dog so conveyed. The acceptance of a dog at the double rate for carriage with the owner is subject to the condition that it shall

be removed if subsequently objected to, no refund being given. Under no circumstances may dogs be conveyed in the sleeping or restaurant cars.

(d) Dogs carried in horse-boxes are charged the ordinary rate per dog with a minimum charge as for one horse.

(e) Dogs carried in cattle trucks are charged for at cattle truck rate.

(f) The Government will not be responsible for the loss of or injury to any dog which may escape from the custody of the Railway staff either in consequence of the animal becoming unmanageable or slipping its collar or by the breakage of the chain or collar by which it is secured.

55. Bicycles.—Bicycles (not packed) when sent as parcels or accompanying passengers will be conveyed at owner's risk at 2 cents each per mile. Minimum charge 50 cents. For charges for motor bicycles see rule 51.

56. Invalid and bath chairs, barrel and piano organs on wheels, ordinary triicycles, and jinrickshas will be conveyed at owner's risk by passenger train at four times the rates for bicycles. Minimum charge Rs. 2, except on the Uda Pussellawa Line, where the minimum charge will be Rs. 5, as a whole truck is required for the conveyance of these articles. Consignors are requested to remove the wheels of jinrickshas, where possible, before tendering them for conveyance by train.

57. Perambulators, mail carts, portable harmoniums, and large rocking horses will be conveyed at owner's risk by passenger train at double the rates for bicycles. Minimum charge, Re. 1.

58. Invalid and bath chairs, barrel and piano organs on wheels, ordinary triicycles and jinrickshas booked through from stations on the Uda Pussellawa section to stations beyond Nanu-oya and *vice versa* will be charged the minimum of Rs. 5 for the service over the Uda Pussellawa section, plus four times the rates for bicycles to or from Nanu-oya.

59. Corpses.—The rate for the conveyance of a corpse is 75 cents per mile and the freight must be prepaid. Minimum charge Rs. 10. A corpse will not be conveyed by train unless secured in an air-tight coffin, and accompanied by a medical certificate that the cause of death was not an infectious disease, and some responsible person, who will be required to pay the ordinary fare for the class of carriage occupied, must travel by the same train to take charge of and remove the corpse at its destination.

The conveyance of a corpse by any particular train cannot be guaranteed, unless sufficient notice is given to enable a vehicle to be provided for its reception.

(Special attention is directed to the following by-laws made by the Municipal Councils of Colombo, Kandy, and Galle, and confirmed by His Excellency the Lieutenant-Governor in Executive Council, with effect from December 1, 1899 :—

By-laws under Section 5 of Ordinance No. 2 of 1894.—(a) The corpse of every person dying within the Municipal towns of Colombo, Kandy, and Galle shall be buried or cremated in one of the general cemeteries provided for the said towns of Colombo, Kandy, and Galle, or in a burial ground or cremation ground duly registered as such.

(b) No person or persons shall remove, or cause, suffer, or permit to be removed the corpse of any person dying within the said towns of Colombo, Kandy, and Galle, outside the limits of the said towns, for the purpose of burying or cremating such corpse in any burial ground or place other than a general cemetery provided for the said towns of Colombo, Kandy, and Galle, or a duly registered burial ground or cremation ground for the said towns of Colombo, Kandy, and Galle, provided that it shall be lawful for the Chairman of the Municipal Council of the said towns of Colombo, Kandy, and Galle, or in his absence the Secretary of such Council, upon application made to him in that

behalf and on good and sufficient cause shown, to make order by writing under his hand that the corpse of any person named in the order may be buried or cremated in some burial ground or place outside the limits of such towns. Provided further that should the said Chairman or Secretary fail within six hours of the delivery of such application to him (or to the Secretary or Sanitary Officer of the Municipal Council of the said towns) to make order upon the said application, then it shall be lawful for any person to remove the corpse for burial or cremation in some burial ground or place outside the limits of such towns. Proof of the delivery and time of the delivery of such notice shall be on the party making such application.)

60. Liability and Insurance of Animals and Vehicles.—The Government will not be accountable for any horses, cattle, sheep, pigs, dogs, and other animals, unless the same be entered and signed for as received by them, and they will not be responsible for any loss of or injury to any horse, cattle, sheep, pig, dog, or other animal in the receiving, forwarding, or delivering of the same, if such loss or injury be occasioned either by the kicking, plunging, or unruliness of the same, or in the loading or unloading, or from suffocation, or exposure to heat or cold, or from being trampled on, or by any other cause or means whatever, except the neglect or default of the railway or its servants.

The Government will not be liable for the loss of, or for any injury done to, any of such animals, beyond the sums hereinafter mentioned: that is to say, for any horse, Rs. 500; for any neat cattle, per head, Rs. 500; for any sheep, pigs, or dogs, per head, Rs. 20—unless the person sending or delivering the same shall, at the time of such delivery, have declared them to be respectively of higher value than as above-mentioned, in which case it shall be lawful to demand and receive, by way of compensation for the increased risk and care thereby occasioned, a reasonable percentage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge, namely, a percentage of 5 per cent. will be charged in addition to the usual charge for conveyance upon any excess in the declared value of horses and neat cattle and 2 per cent. in the case of other animals over and above the amounts so fixed as aforesaid.

All declarations of the value of horses or other animals, where such value exceeds the above sums respectively, must be signed by the sender thereof or by his agent before they can be received for transmission by the railway.

The Government will not be responsible for damage or injury of any kind to any horses, cattle, sheep, pigs, dogs, and other animals after arriving at the station to which they are conveyed; but they will be retained at or forwarded from such stations at the risk and expense of the sender. It is recommended that the parties for whom they are intended should send their own agent to the station to receive them.

The Government will not be liable for damage to carriages and other vehicles, whether conveyed in a carriage truck, wagon, or other vehicle and whether conveyed by passenger or goods train, beyond the amounts stated below, unless at the time of delivery to the railway the value is declared to be higher than the amounts below mentioned, and in addition to the usual charge for conveyance a percentage of 5 per cent. is paid upon any excess in the declared value over and above the amounts herein fixed, viz. :—

	Rs.
Motor cars and motor buses	250
Ordinary carriages	150
Motor bicycles, scooters, and tricycles	100
Ordinary bicycles, jinrickshas, and other vehicles mentioned in rule 55 and 56 of the Railway Coaching Rules.	50

LEFT LUGGAGE.

61. **Left Luggage.**—(a) The Government are not responsible for any luggage or articles left by passengers at the stations, whether in charge of the station staff or not, unless these be duly registered, for which a charge of 15 cents per article is made, payable at the time of deposit. An additional charge of 5 cents per day, or part of a day, is made on every article left in the cloakroom for a longer period than two days, the day of deposit and the day of removal each counting as one day. Bicycles, tricycles, perambulators, bath chairs, &c., are charged 35 cents each, and a further charge of 15 cents per day in addition is made on all such articles remaining in the cloakroom longer than two days.

(b) The conditions laid down in rule 33, paragraphs (l), (m), (n), and (o), of these regulations also apply to articles deposited in cloakrooms. Motor cycles charged with electricity or gas or other inflammable liquid or vapour will not be accepted for storage in cloakrooms.

Cloakroom charges for motor bicycles will be 75 cents for the first two days and 30 cents per day afterwards. Owners must sign a declaration to the effect that these cycles are not charged with electricity, gas, oil, or any inflammable liquid or vapour. Motor bicycles with side-cars attached will be charged double these rates.

(c) In computing the charges on articles deposited in cloakrooms, Sunday is considered a *dies non*, unless it be the day on which the articles are deposited or taken out, in which case it must be reckoned the same as any other day.

(d) Articles of an objectionable nature will not be accepted for storage in the cloakroom, and the official in charge of the cloakroom may require the intending depositor to satisfy him that the package to be deposited does not contain anything of an objectionable nature.

(e) When a passenger deposits any article in the cloakroom a ticket is given him in exchange, and the article cannot be given up to him for any purpose whatever unless he first returns the ticket to the cloakroom attendant, or produces to the Station Master satisfactory evidence of his ownership.

(f) Parcels for season ticket holders, if sent from shops, and marked with the name and address of the ticket holder, are received at the foregoing charges, and delivered up on the production of the season ticket. Parcels from shops, to which either a printed or a written label bearing a number and name is attached, are received at the foregoing charges, and are delivered up to the person who produces a label bearing a corresponding number and name.

(g) Passengers who have deposited their luggage in a cloakroom and require to remove one or more of the articles so left (leaving the remainder until a future day) may do so on their signing the counterfoil of the cloakroom ticket showing what articles have been removed, and any additional charge accruing upon any articles left in the cloakroom for the longer period will be collected when those articles are taken away.

(h) Left luggage unclaimed or unredeemed will be sold after expiry of six months.

LOST OR UNCLAIMED PROPERTY.

62. Lost or Unclaimed Property.—(a) Property (other than perishables) found at a station, or in a carriage at a station, will be immediately removed to the cloakroom at the station and retained there for 24 hours, after which it will be conveyed to and kept at the Lost Property Office in Colombo, and if not claimed within three months it may be sold by Government.

Property found on the line will be conveyed to the nearest station and dealt with at that station in a similar manner.

(b) The following are the charges which must be paid before any property referred to in paragraph (a) is delivered up, and before it is so delivered satisfactory evidence of ownership must be produced.

If claimed at the station where found before despatch to Lost Property Office, Colombo	{ Ordinary Luggage charges in accordance with rule 61 (a). Left charges
If dispatched to Colombo Lost Property Office and claimed there	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate; minimum 35 cents. Left charges
If dispatched from the station where found to another station for delivery to claimant	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate; minimum 35 cents. Left charges
If dispatched to Colombo Lost Property Office and thence sent to any station for delivery to claimant	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate to Lost Property Office and thence to destination; minimum 35 cents. Left charges

(c) Perishables found at a station or in a carriage at a station, if not claimed at once, will be disposed of at the station where found, or at any other station, at the discretion of Government.

(d) When a telegram has to be sent inquiring for or giving directions regarding luggage or property which has been left at any of the stations or in the trains, a charge for forwarding the message, and if necessary for obtaining a reply, must be borne by the owner of the property at current postal telegraph rates.

Should the loss of the property be found to be due to the fault of any of the railway staff, the amount paid will be refunded. These telegraphic charges are in addition to sums due as registration or transport fees.

(e) Inquiries for lost articles giving a full description of the property lost, and particulars of the time and place where the loss occurred should be addressed to the respective Divisional Transportation Superintendents.

TELEGRAMS.

63.—Private Telegraphic Messages for the Public.—The following are the conditions and rates at which the travelling public may send or receive private telegrams through the Railway Telegraph Department:—

(a) Railway Telegraph Offices, at places where there is no Postal Telegraph Office within a reasonable distance of the Railway Station, are, subject to certain restrictions, open for the acceptance and delivery of ordinary inland telegrams from the general public. The names of such offices, the hours they are open for telegraph business, and the restrictions as regards the services they undertake are notified in the "Post Office Guide." Telegrams accepted at such offices may be addressed:—

- (1) To any Postal-Telegraph Office ; and
- (2) To any Railway Telegraph Office similarly open to the general public.

(b) Messages addressed to a passenger in a train, who can only be reached by railway telegraph, will be accepted at any Railway Telegraph Office.

(c) Messages from a *bonâ fide* passenger travelling by train will be accepted for transmission by railway telegraph at any station where there is no Postal Telegraph Office at or adjacent to the station.

(d) Every endeavour will be made to ensure quick dispatch and correct delivery, but it must be clearly understood that all telegrams passing over the railway wires, whether wholly or in part, are always subject to the necessities of railway traffic, and consequently liable to delay. The Railway Department will not be responsible for delay or non-delivery, nor will they undertake to investigate complaints with regard to such telegrams.

(e) The rates to be charged are the ordinary postal rates.

No charge will be made for the delivery of telegrams addressed to hotels and resthouses within a quarter of a mile of a station, nor for the delivery of those addressed to the railway restaurant cars, refreshment rooms at stations, and the Restaurant Car Office at Colombo. Upon all other telegrams a delivery charge of 50 cents between the hours of 6 A.M. and 6 P.M. and Re. 1 between the hours of 6 P.M. and 6 A.M., if within five miles of a station, must be prepaid.

Telegrams will not be accepted for delivery at any destination more than five miles distant from a station.

(f) All messages accepted for transmission by railway telegraph are also subject to the conditions laid down in the "Post Office Guide."

64. Telegrams regarding Parcels, Luggage, &c.—(a) Any person requiring a telegram to be sent relative to parcels, luggage, &c., such as requests for re-addressing, &c., will be charged ordinary postal telegraph rates for such telegrams and for reply if required.

(b) Passengers who may have left articles on the station premises or in the carriage in which they have travelled, and who wish inquiries to be made by wire instead of by inquiry note, will be required to pay ordinary postal telegraph rates for telegram of inquiry and for reply. If the articles lost were placed in the van, inquiry will be made by wire without charge.

65. These rules shall come into force as from April 1, 1926, and all existing rules relating to the conveyance of traffic by passenger trains shall thereupon be deemed to have been repealed.

CONVEYANCE OF GOODS TRAFFIC.

1. **Liability and Responsibility of the Government.**—The Government will not be accountable for any articles unless the same be signed for as received by their clerks or agents authorized to receive such articles.

2. The Government will not be liable or responsible for the loss of, or damage done to, plated articles, clocks valued at more than Rs. 25 each, marbles, lace, furs, silks in a manufactured or unmanufactured state and whether wrought up or not wrought up with other materials, prints, paintings, maps, engravings, pictures, stamps, or other valuables; nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such frail or fragile articles, in packages or otherwise unless the same be declared as such, and insured according to their value, and paid for at the time of delivery to the Railway.

3. The Government will not be liable or responsible for the loss of, or damage to, any packages insufficiently or improperly packed, marked, directed or described, or containing a variety of articles liable by breakage to damage one another or other articles; nor for leakage arising from defective casks, cases, tins, or drums, or bad cooperage, or from fermentation; nor for the loss of, or damage to, goods put into returned wrappers or boxes or packages described as empties; nor for the loss of, or damage to, any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned.

4. The Government will not be liable or responsible for any loss of, or damage to, any goods whatsoever, by reason of accidental or unavoidable delays in transit or otherwise.

5. The Government do not bind themselves to forward goods from any station by any particular train, nor guarantee delivery within any specified time.

6. The Government do not hold themselves bound by any weights inserted by consignors on their consignment notes, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor do they admit any liability or responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness as between buyer and seller, the weights taken on the railway weighing machines being merely for the purpose of determining the amount of the freight charges.

If the owner of goods conveyed by railway should doubt the weight on which the freight charges have been based, the goods will be reweighed on payment of a reweighing charge of 25 cents per ton. Minimum charge 25 cents. If the difference is found to be 28 lb. or more per ton, the charge made for reweighing will be refunded and the freight charges rectified. If the difference is less than 28 lb. per ton, the original weight on railway invoice will be considered correct.

7. **Goods not accepted for Conveyance.**—Money in cash or bills or promissory notes, or securities for money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver manufactured or unmanufactured, gold and silver plate, watches, timepieces, writings, or title deeds will not be accepted for conveyance by goods train.

8. The Government do not undertake (except on the special conditions laid down in rules 37 to 41 inclusive) the carriage of dangerous articles, and senders of any such dangerous articles will be held accountable for any damage arising thereto or therefrom. Senders of dangerous articles are liable to the penalties set forth in section 28 of the Railway Ordinance, unless the nature of the contents is distinctly marked on the outside of the package containing the same and notice of the contents is given in writing to the Station Master or other Railway official to whom the same shall be delivered for the purpose of being so carried.

9. **Payment.**—Cheques in payment of freight charges on goods will not be accepted unless a cash deposit is given as security, full particulars of which may be obtained from the General Manager, Colombo.

(b) The under-mentioned rates shall be chargeable for goods traffic between Colombo Port Commission premises, and those of the Ceylon Government Railway :—

<i>Between (in both Directions).</i>	<i>Rates to be charged.</i>
Colombo Port Commission Line and Kelani Valley Line	Port Commission charges, plus rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Colombo Port Commission Line and other lines (except Grandpass, Kolonnawa, and Colombo Goods)	Port Commission charges, plus rates equal to Colombo Goods Classification rates to destination.
Colombo Port Commission Line and Grandpass	Ceylon Government Railway Classification rates as for 5 miles to Exchange Sidings, plus Port Commission charges.
Colombo Port Commission Line and Kolonnawa	Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Kolonnawa as for 5 miles.
Colombo Port Commission Line and Colombo Goods	Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Colombo Goods as for 5 miles.
Grandpass and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Grandpass and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Grandpass and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.
Kolonnawa and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Kolonnawa and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Kolonnawa and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.

(NOTE.—The Colombo Port Commission haulage charges over their Line are as for two miles, according to the classification of goods conveyed, based on the Ceylon Government Railway "Main Line below Nawalapitiya" rates.)

(c) A list of the principal articles of commerce allocated to their respective classifications is published as an Appendix to these rules in alphabetical order.

(d) Articles not enumerated in the accompanying classification will be charged according to the class in which they are placed from time to time by the Government.

(e) Goods not included in the Appendix to these rules and which have not been specially classified in accordance with paragraph (d) and packages containing sundry goods will be charged at eleventh class rates.

(f) When mixed consignments, consisting of different classes of goods from one consignor to one consignee are tendered for dispatch, the total weight of the several classes may be invoiced at the rate of the highest class if this would give a lower freight charge than if the several classes were invoiced separately. (Exception rule 34 (c)). Dangerous articles and articles which are conveyed at owner's risk cannot, however, be classed with ordinary goods of other classes; but if the sender chooses to include upon an owner's risk consignment note ordinary goods with goods of the same class conveyed at owner's risk, they will be charged together as one consignment at owner's risk.

(g) The above rates for goods include only the charges for actual station to station conveyance. In addition thereto the following charges will be made, viz. :—

(i.) For removal from and to the conveyance by which the goods are brought to and taken from the station, warehouse, or other place duly authorized for the receipt and delivery of goods, per ton 35 cents.

(ii.) For transfer between broad and narrow gauge wagons (bulky and heavy articles referred to in rule 33 excepted), per ton 17½ cents.

(iii.) For shunting of wagons at Kolonnawa and Jaffna Customs siding, per ton 30 cents.

(iv.) In the case of bulky or heavy articles referred to in rule 33 the loading into and unloading from wagons must be performed by, or at the cost of, the owner, and special charges will be made for transfer between broad and narrow gauge vehicles.

(v.) For small consignments weighing 3 cwt. and under a flat charge of 10 cents per consignment will be made in addition to the freight charge. The charge for a consignment exceeding 3 cwt. should not be less than the charge for 3 cwt. inclusive of the flat charge.

(h) Where the loading and/or unloading charges are included in the rate and either, or both, of these services is performed by the consignor and/or consignee, an amount equivalent to the charge or charges so included will be paid to the party who rendered the service or services, provided that application is made to the General Manager within six months from the date of such service or services. Such payment shall relieve the Government of any further claim in respect of the services of loading and unloading.

(i) When a minimum charge is made on goods conveyed at wagon mile rates the loading and unloading charge of 35 cents per ton laid down in the preceding sub-clause (g) will be added.

(j) The Government reserve discretion to decline to undertake the loading or unloading, or both, of unpacked earthenware, chatties, tiles, bottles, slates, and articles of a similar character.

(k) Demurrage, warehouse rent, wharfage, insurance, and other special charges as hereafter specified will be made in addition to the station to station rates.

11. Minimum and Fractional Charges.—(a) Single and separate packages under 56 lb. in weight will be accepted as goods and charged as for 56 lb.

(b) The fractional part of half a hundredweight of goods will be reckoned as half a hundredweight.

(c) The minimum charge for a consignment of goods is 25 cents.

(d) When not specially provided, the minimum distance on which a mileage charge will be made is 10 miles.

(e) The fractional part of 1 cent will be charged as 1 cent, and the fractional part of a mile will be charged as 1 mile.

(f) In calculating the charges on integral parts of a ton, fractions of 10 cents in the rates per ton will be charged as follows :—

Cents 1 to 5 will be dropped, and cents 6 to 9 will be charged as 10 cents.

Example.

Rate per Ton.	Figures on which Integral Parts of a Ton will be calculated.
Rs. c.	Rs. c.
1 5	1 0
1 6	1 10
1 54	1 50
1 57	1 60

(g) Wherever “ wagons ” are mentioned in these rules, it is understood that four-wheeled wagons are referred to. An eight-wheeled wagon is reckoned as follows :—

Capacity less than 30 tons : as two four-wheeled wagons.
Capacity 30 tons and over : as three four-wheeled wagons.

12. Special Trains and Rates.—Special trains or reserved accommodation for goods will be charged for at special rates. For particulars apply to the General Manager, Colombo.

13. The General Manager may also quote, at his discretion, special rates for any traffic that may be offered in new or exceptional circumstances.

14. Hours of Business.—Goods offices are open for the receipt and delivery of goods at all goods stations from 7 A.M. to 5 P.M. daily (Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day excepted), after which latter hour goods can neither be received nor delivered.

15. Lien on Goods.—All goods from whomsoever received or to whomsoever consigned or belonging are subject to a lien for any sums due by such consignor, consignee, or owner for freight, undercharges, demurrage, wharfage, or warehouse rent ; and if such sums due have not been paid at the expiration of one month from the date on which the goods were detained, they may be sold by auction and the proceeds applied towards the payment of all sums due, including freight, undercharges, demurrage, wharfage, or warehouse rent, for the goods so detained, or the General Manager may recover the sums due by action at law.

16. Consignment Notes.—(a) Every consignment of goods must be legibly addressed in English or clearly marked as per rule 17, and must be accompanied by a consignment note (in a form approved by Government) written in English and signed by the consignor or his agent in which the description of the goods is clearly set forth.

Distinctive forms are used for—

- (1) Ordinary goods.
- (2) Goods conveyed at owner's risk.
- (3) Dangerous articles.

(b) Goods will not be dispatched from any station if the marks and description set out in the consignment note and receipt do not agree (see rules 17 and 18).

(c) Printed consignment notes may be obtained free of charge at any goods station.

(d) Officers and servants of the Railway are not permitted to write out consignment notes on behalf of consignors.

17. Marks.—Goods will not be accepted for conveyance by train unless each article or package has firmly affixed to it a label legibly addressed in English, or bears such distinctive marks or letters as will enable the Railway officials to identify it. Plantains must be marked on the stem of each bunch.

The marks must be set out in detail on the consignment note and receipt (see rules 16 and 18). All old marks or labels must be effaced.

This rule does not apply to truck loads of articles conveyed under rules 34 and 35.

18. Railway Receipts.—Receipt forms (which are attached to consignment note forms) must be sent by consignor with the goods, with particulars of consignment duly filled in. The Railway staff do not fill in the particulars in receipt forms, but only sign them and enter the amount of freight charges if prepaid.

Before goods can be delivered the Railway receipt granted to the sender at the dispatching station must be duly endorsed by the consignee and given up at the receiving station, and the delivery book or delivery note must also be signed.

In the case of consignees well known to the Officer in charge an exception is made, and, in such cases, goods may be delivered on signature in delivery book countersigned by the Officer in charge, but the Government will not be liable or responsible for any errors in delivery, when goods are removed without the production of the receipt granted to the sender.

19. Indemnity Notes.—When the Railway receipt is lost, the consignee may obtain delivery of the goods or proceeds of sale in the event of the goods being sold under rules 21 and 25, by signing an indemnity note and paying a sum of Rs. 2·50 as deposit.

If the Railway receipt is given up within seven days of the delivery of the goods, the deposit will be refunded.

Payment of proceeds of sale amounting to Rs. 5 and under, will be made on signing an indemnity note only, waiving the deposit of Rs. 2·50

20. Notice of Arrival of Goods.—(a) It is to be distinctly understood that the Railway is not bound to issue advice of the arrival of goods, but only does so in certain cases for the convenience of consignees and to ensure quicker delivery. Notice of arrival of goods is generally issued at the principal stations to consignees whose addresses are known. *The non-receipt of such notice by consignees does not involve the Government in any liability or responsibility, nor does it in any way relieve consignees of liability for warehouse rent, demurrage, or wharfage.*

(b) In the event of the person taking delivery of the goods being unable to sign the delivery book, the possession by the Railway staff at the destination station of the Railway receipt granted to the sender at the forwarding station, or of an order to deliver, signed by the consignee, will be considered as sufficient and conclusive proof of the due delivery of the goods to consignee.

21. Undelivered Goods.—The responsibility of Government for goods terminates when 24 hours have expired after the arrival of the goods at the station to which they are consigned. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the calculation of the 24 hours, be considered the hour of arrival.

Goods other than perishables not taken away within one month after their arrival will be sold by public auction to defray charges. For the disposal of undelivered perishable goods see rule 25.

22. Warehouse Rent.—(a) All goods left in the Railway premises beyond the day after their arrival (except those specified in clauses (b) and (c)) will be subject to a rent charge of 5 cents per cwt. per diem

(exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) with a minimum charge as for 1 cwt., and as for one day, subject to the following exceptions :—

- (1) Consignees residing more than two miles and not exceeding ten miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the second day after arrival.
- (2) Consignees residing more than ten miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the third day after arrival.

(b) Manure stored in special manure sheds provided by the Railway will be subject to a rent charge of 50 cents per ton or portion of a ton per day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) on and from the second day after arrival with the following exceptions :—

- (1) Consignees residing more than ten miles and not exceeding fifteen miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the third day after arrival.
- (2) Consignees residing more than fifteen miles and not exceeding twenty miles from the Railway station (outside the Municipal limits of Colombo, Kandy and Galle) will be allowed free storage up to and including the fourth day after arrival.
- (3) Consignees residing more than twenty miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the fifth day after arrival.

(c) Coconut produce including copra, desiccated coconuts, fibre, &c., from all stations to Colombo will be allowed the following free storage in Colombo Goods Sheds :—

- (1) Consignments placed in position for unloading before 12 noon, up to and including the following day.
- (2) Consignments placed in position for unloading after 12 noon, up to and including the second day after arrival.

(d) Goods not removed within twenty-four hours will be at owner's risk, and the Government will not be liable or responsible for loss of whole or part of any consignment of goods by virtue of the fact that the rent charge has been levied in respect of such consignment. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M. the latter hour will, for the purpose of warehouse rent, be considered the hour of arrival.

23. Demurrage on Wagons.—(a) The loading of wagons must be completed on the day on which they are supplied. Consignors detaining wagons beyond the day on which they are supplied for the purpose of loading shall be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day that the wagons are so detained beyond the day on which they are supplied.

Consignors ordering wagons and not loading them will be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day until notice is given that the wagons will not be required.

(b) In the event of consignors who have ordered and loaded wagons failing to furnish consignment notes on the day on which such wagons are loaded, they will be liable to a demurrage charge of Rs. 5 per wagon for every day or portion of a day they are detained beyond the day of loading.

(c) All wagons containing articles which the Railway does not undertake to unload, and which are not discharged within twenty-four hours after their arrival at the station of delivery, will be liable to a

demurrage charge of Rs. 5 per wagon for each day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day), and no concession will be made (as shown in rule 22) on account of distance. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the calculation of the 24 hours, be considered the hour of arrival.

(d) The Government do not undertake to provide warehouse accommodation for goods specified on page 90 of the Alphabetical Classification of Goods, or bulky or heavy articles (as defined in rule 33), nor undertake to unload such goods, or permit them to be unloaded, until the consignee has supplied carts or other conveyances into which the goods can be at once transferred, and if delivery is not taken within twenty-four hours after their arrival at the station of delivery, a demurrage charge of Rs. 5 per wagon for each day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) will be made.

(e) The Government, however, reserve to themselves the right of unloading wagons containing goods referred to in the preceding paragraph at any time after arrival, and in such cases warehouse rent or wharfage (as the case may be) will be charged in accordance with the conditions of rules 22 or 24.

(f) The conditions regarding demurrage on dangerous goods are shown in rule 41 (p).

(g) The demurrage charges for eight-wheeled wagons will be:—
Capacity less than 30 tons : double the above charges. Capacity 30 tons and over : three times the above charges.

24. Wharfage.—A charge of 15 cents per ton or portion of a ton for each day or portion of a day will be levied on goods at stations of departure which are not placed in the goods sheds or other covered accommodation provided by the Railway, but are left on the Railway ground, either for the convenience of, or by the desire or neglect of, consignors, if the goods are not loaded within two days. Similar wharfage charges will also be made at station of arrival on goods which have been conveyed by railway, but have not been removed from railway grounds by consignees within the times and subject to the conditions and concessions shown in rule 22.

25. Perishable Goods.—(a) Goods of a perishable nature are conveyed at owner's risk. If they are refused by consignee, or not claimed when available for delivery at the station of destination within 12 hours, they are liable to be sold by public auction at the risk of the owner.

(b) *The freight on perishable articles must be prepaid*, except in the case of regular consignors of perishable goods, for whose convenience such goods may be forwarded without freight being prepaid, if the consignor signs a guarantee form and gives a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the respective Divisional Transportation Superintendents.

26. Goods consigned to Station Masters.—Goods will not be accepted consigned to Station Masters unless intended for their personal use.

27. Insurance.—(a) Any article shown in the classification as accepted for conveyance only at owner's risk may be insured on prepayment (in addition to the freight charge) of 1 per cent. on the value, to be declared in writing at the time of booking. Minimum charge for insurance Re. 1.

(b) Application for the insurance of any consignment of one or more packages valued at Rs. 500 or upwards must be made to the respective Divisional Transportation Superintendents. Station Masters and Goods Agents are only authorized to accept insurance rates on packages valued at less than Rs. 500.

(c) Before any consignment can be insured the consignor must satisfy the Officer in charge of the forwarding station or any other officer deputed to effect the insurance that it is sufficiently packed and secured. A declaration of the contents must also be given in writing.

(d) The Railway reserves the right of inspecting, before effecting any insurance, all consignments delivered to them for insurance, to ascertain that the contents are in accordance with the declaration and are in good condition and well packed ; also of calling upon the consignee to open the consignment at the station of destination.

28. Inspection of Goods.—The Railway reserves the right of inspecting any goods before receiving the same or while the same are in its custody, and for this purpose to call upon the owner to open out any package for inspection at the expense of the owner.

29. Straw, cadjans, and other articles specially liable to ignition will not be unloaded into Railway warehouses, and if delivery is not taken within the time allowed, demurrage charges will be enforced.

30. Unhooped Tea Chests.—Wooden tea chests containing more than 60 lb. of tea, which are not bound or hooped with iron, are accepted and conveyed at owner's risk only.

31. Raw Hides.—Raw hides having an offensive smell will be accepted for transport by railway only in separate wagons, when they will be charged at eighth class rate subject to a minimum of 2 tons per wagon.

32. Returned Empties.—(a) Bags and other packages in which goods have been conveyed by railway will be returned empty from the original consignee to the original consignor at the reduced rate shown in the classification, viz., seventh class rate, provided they do not require special accommodation as per rule 35.

(b) To obtain this rate the packages must be consigned as " returned empties," and the consignment note must show—

- (1) Name of original consignor ;
- (2) Station from which received full ;
- (3) Date on which received full ;
- (4) Name of person to whom consigned when full.

(c) The freight on " returned empties " *must be prepaid*, except in the case of regular consignors of " return empties," who must sign a guarantee form and give a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the respective Divisional Transportation Superintendents.

33. Bulky or Heavy Articles.—(a) When an eight-wheeled wagon or two or more four-wheeled wagons are required for the conveyance of boilers, engines, girders, machinery, shafts, masts, logs, beams, and such articles as from their great length or weight cannot be carried in one ordinary four-wheeled wagon, the minimum charge will be as for 4 tons per wagon for first, second, and third class goods, 3 tons per wagon for fourth and fifth class goods, and 2 tons per wagon for other class goods ; but should the freight for lower class goods, if calculated on a minimum weight provided for a higher class at the rate applicable to such higher class, be less than the minimum charge for such lower class, the lower charge shall be made.

(b) All bulky or heavy articles under this rule are conveyed at owner's risk, and the owners must provide the necessary tackle and labour to load and unload them, but the use of the Railway fixed cranes will be granted free of charge, provided the weight to be lifted does not exceed the capacity of the crane (see page 51 for capacity of cranes).

(c) The usual loading and unloading charge of 35 cents per ton will be refunded from freight on such goods, see rule 10 (h).

(d) All articles measuring more than 14 ft. in length, 7 ft. in breadth, or 7 ft. in height will be charged as " bulky articles."

(e) On the Uda Pussellawa Section the minimum charge referred to in (a) will be as for 2 tons, and the measurements as mentioned in (d) will be 10 ft. in length, 5 ft. in breadth, and 5 ft. in height.

34. Small or Loose Articles.—(a) The Government do not undertake the counting of small articles, such as nuts, plantains, bones, bottles, shells, chanks, earthenware, bricks, tiles, shingles, staves, &c.

(b) If small articles of this description are forwarded loose, they will be liable to a minimum rate of 30 cents per wagon per mile over all lines below Nawalapitiya and 60 cents per wagon per mile over all lines above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged. If the freight calculated on actual weight amounts to more than the minimum, the higher charge will be made.

(c) When mixed consignments of loose articles are forwarded in one wagon from the same consignor to the same consignee, the charge will be calculated on the total weight at the rate of the highest class of goods so sent, should such charge amount to more than the minimum charge per wagon.

35. (a) Plants, cadjans, empties, and packages of a light or frail nature (baskets mentioned in clauses (b) and (c) excepted) requiring special accommodation, *i.e.*, goods of which less than 2 tons (1½ ton on the Uda Pussellawa Section) occupy a whole wagon, will be subject to a minimum rate of 30 cents per wagon per mile over the lines below Nawalapitiya and 60 cents per wagon per mile above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents, and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

(b) Tea plucking, tea leaf transport, rubber plant protector, and tea, cacao, and rubber supply baskets, in consignments of 3 cwt. and over and not exceeding the carrying capacity of a covered goods wagon, will be subject to a rate of 15 cents per consignment per mile below Nawalapitiya and 30 cents above Nawalapitiya. Consignments of less than 3 cwt. will be charged for at half these rates. The usual loading and unloading charge of 35 cents per ton on actual weight of contents will also be made.

(c) Tea, earth, manure, and cacao washing baskets of conical shape which pack closely into one another will be charged for on actual weight at ninth class rates.

36. Petroleum in Packages.—In the case of consignors for whom tank wagons are provided for the conveyance of petroleum in bulk, the wagon load rate for the conveyance of petroleum in packages shown in the classification will only be allowed subject to satisfactory loading being guaranteed for such tank wagons.

Petroleum in tins unprotected by cases tendered in wagon loads from one consignor to one consignee will only be conveyed in iron or steel covered wagons, under the following conditions:—

(1) A layer a wet loose coconut fibre must be placed on the floor of the vehicle and between each tier of tins. When such consignments are transferred from one wagon to another, the fibre originally used shall be utilized in repacking the tins.

(2) Tins must be so loaded that the lower tins cover the whole of the floor space in order to obviate tins on the top tier falling and being damaged in transit.

Small consignments of petroleum in tins unprotected by cases will be conveyed in explosives van goods wagons, subject to the conditions specified in rule 41 of the regulations and charged for at tenth class rates.

37. Conveyance of Petrol in Packages—(a) "Petrol" includes all dangerous petroleum used for the propulsion of motor vehicles.

(b) Petrol will be accepted for conveyance by goods train at twelfth class rate on actual weight or at tenth class rate on a minimum of 4 tons per wagon whichever is lower, and, subject to the regulations governing the transport of explosives (*vide* rule 41), in receptacles, not attached to motor vehicles, of 2-, 4-, or 5-gallon capacity, under the following conditions :—

(1) Receptacles of 2-gallon capacity must be substantially constructed of tinned or galvanized sheet iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and they must be packed either singly or in pairs or fours in substantially constructed and sealed wooden cases of such a size as will exactly accommodate either one, two, or four receptacles of 2-gallon capacity as above defined. The thickness of the wood must not be less than half an inch, and the general pattern of the cases must be approved by the General Manager of the Railway.

(2) Receptacles of 4-gallon capacity must be constructed of tin plate, in accordance with the sample approved by and deposited with the General Manager of the Railway; they shall also be packed in cases, in the manner and of the description set out in the preceding clause (b) (1), and shall in all respects conform to the requirements of the said clause.

(3) Receptacles of 5-gallon capacity must be constructed of galvanized iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and will be conveyed unpacked.

(4) The 2- and 5-gallon receptacles referred to in clauses (b) (1) and (b) (3) above containing petrol must be supplied with well-made filling holes secured by well-fitting screw plugs of a pattern similar to those fitted to the sample receptacle deposited with the General Manager of the Railway. The 4-gallon receptacles referred to in clause (b) (2) above containing petrol must have the filling holes hermetically closed and further protected by a screw cap, as provided in the sample deposited with the General Manager of the Railway. Under no circumstances will these receptacles when empty be accepted for transport by train.

(5) All receptacles must have an air space equal to one-tenth of the capacity of the receptacle for expansion of the petrol, and they must be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky, or insecure in transit.

(6) Damaged receptacles will not be accepted for transport.

(7) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the 5-gallon receptacles to be conveyed unpacked, and on the wooden cases in which the 2- and 4-gallon receptacles are transported.

(c) In addition to the receptacles specified in sub-clause (b), receptacles of capacity in excess of 5 gallons and not exceeding 65 gallons will be accepted for conveyance by goods trains unpacked, provided they are in accordance with the samples approved by and deposited with the General Manager of the Railway.

(d) No petrol will be accepted for conveyance by goods train unless the consignment is accompanied by a declaration from the consignor in the following terms, viz. :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the Railway governing the transport of petrol by goods train as printed on the back of this declaration.

Date : _____.

Signature : _____.

(e) Return empty vessels in which petrol has been conveyed by railway at goods rates (other than those referred to as prohibited in clause (b) (4) above) will be charged at seventh class rate in small lots and at 25 cents per wagon per mile in wagon loads, in terms of rule 32. The screw plugs of the empty vessels must be securely fastened.

38. **Alcolite** shall mean and include spirit of a strength not less than 50 degrees over proof (or such other strength as may be prescribed by the Excise Commissioner), that is rendered effectually and permanently unfit for human consumption by the admixture of such denaturants as are from time to time approved by the Excise Commissioner, and will be conveyed at thirteenth class rate, subject to provisions in rule 37 relating to petrol.

39. **Compressed Ammonia Gas or Liquefied Anhydrous Ammonia**, compressed atmospheric air, compressed or liquefied carbonic acid gas (carbon dioxide), compressed coal gas, compressed hydrogen, compressed or liquefied nitrous oxide, compressed oxygen, compressed or liquefied sulphurous acid gas (sulphur dioxide), will be accepted at Colombo Goods Station and Wharf on Tuesdays and Thursdays (unless specially provided for below) for conveyance at owner's risk by goods train in iron covered wagons at thirteenth class rates, subject to the following conditions :—

(a) These gases must be packed in cylinders made of wrought iron or mild steel of the best quality, which must comply in all respects with the specifications given below. The cylinders must not exceed 8 feet in length and 10 inches in diameter.

(b) Cylinders must be separately and securely packed in strong wooden boxes or in a covering made of closely plaited 1 inch (circumference) hemp or coir, except that—

(1) Several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or separately encased in closely plaited 1 inch (circumference) hemp or coir. Each box must not contain more than 25 small cylinders, and the gross weight of each box and contents must not exceed 1 cwt. 2 qr.

(2) Small cylinders not exceeding 12 inches in length and 3 inches in diameter containing nitrous oxide may be packed in wickerwork baskets containing two such cylinders in separate compartments.

(c) Cylinders containing compressed atmospheric air, coal gas, hydrogen, or oxygen must not be charged to a greater pressure than 1,800 lb. per square inch.

(d) No cylinder may contain, per pound of water capacity, more than $\frac{3}{4}$ lb. of carbon dioxide (carbonic acid gas), $\frac{1}{2}$ lb. of anhydrous ammonia, $\frac{3}{4}$ lb. of nitrous oxide, or $1\frac{1}{2}$ lb. sulphur dioxide (sulphurous acid gas), respectively.

(e) In the case of cylinders for anhydrous ammonia, the greatest pressure of gas must be assumed at 1,000 lb. per square inch, and at that pressure the stress in the metal must not exceed 6 tons per square inch for wrought iron or 7 tons per square inch for steel.

(f) Cylinders containing compressed gases must be carefully handled, and must not be placed near a fire, or exposed to other source of heat.

(g) Compressed ammonia gas or liquefied anhydrous ammonia, compressed atmospheric air, compressed or liquefied carbonic acid gas, compressed hydrogen, and compressed oxygen may be accepted up to a maximum of two cylinders for conveyance in the rear brake van of goods trains on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, on sections of the Railway where purely goods trains are scheduled to run, and conveyed in the rear brake vans of such trains,

subject to a limit of two cylinders per van, provided that no other dangerous goods are loaded therein. The cylinders must be placed as far as possible from other packages in the brake van.

(h) Returned empty cylinders will be conveyed at seventh class rate in accordance with the conditions stated in rule 32 of the Goods Regulations.

(i) No consignment of compressed gas in cylinders will be accepted for carriage by rail unless the consignor has signed a certificate in the form specified below, which must accompany the consignment, and each package is clearly marked with the name of the contents thereof. Specifications referred to in sub-clause (a).

Cylinders for Conveyance of Compressed Gas.

(a) **Lap-welded Wrought Iron.**—Greatest working pressure 120 atmospheres, or 1,800 lb. per square inch.

Stress due to working pressure not to exceed $6\frac{1}{2}$ tons per square inch.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lb. per square inch.

Permanent stretch in hydraulic test not to exceed 10 per cent. of the elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between two rounded knife edges without cracking.

(b) **Lap-welded or Seamless Steel.**—Greatest working pressure 120 atmospheres, or 1,800 lb. per square inch.

Stress due to working pressure not to exceed $7\frac{1}{2}$ tons per square inch in lap-welded, or 8 tons per square inch in seamless cylinders.

Carbon in steel not to exceed 0.25 per cent. or iron to be less than 99 per cent.

Tenacity of steel to be not less than 26 or more than 33 tons per square inch. Ultimate elongation to be not less than 1.2 inches in 8 inches. Test bar to be cut from finished annealed cylinders.

Proof pressure in hydraulic test, after annealing, 224 atmospheres or, 3,360 lb. per square inch.

Permanent stretch shown by water jacket not to be exceed 10 per cent. of elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between rounded knife edges without cracking.

(c) **Regulations applicable to Lap-welded Wrought Iron Cylinders and to Lap-welded or Seamless Steel Cylinders.**—Cylinders to be marked with a rotation number, a manufacturer's or owner's mark, an annealing mark with date, and a test mark with date. The marks to be permanent and easily visible.

Testing to be repeated at least every two years, and annealing at least every four years.

A record to be kept of all tests.

Cylinders which fail in testing to be destroyed or rendered useless.

Hydrogen and coal gas cylinders to have left-handed threads for attaching connections, and to be painted red.

The compressing apparatus to have two pressure gauges and an automatic arrangement for preventing overcharging. The compressing apparatus for oxygen to be wholly distinct and unconnected with the compressing apparatus for hydrogen and coal gas.

Cylinders not to be refilled till they have been emptied.

The valve fittings should be protected by a steel cap.

A minimum weight to be fixed for each size of cylinder in accordance with its required thickness. Cylinders of less weight to be rejected.

Certificate referred to in Sub-clause (i).

Certified that the cylinders containing _____ tendered by me, as per consignment note No. _____ of this date, to the Station Master at _____, for dispatch to _____ station, have been packed and tested in accordance with the Rules for the Conveyance of Goods Traffic relating to the carriage by rail of _____ in cylinders. Also that the weight in each cylinder does not exceed _____ for each pound of the water capacity of that cylinder.

Date : _____, 192 —.

Signature of Consignor.

40. Carbide of Calcium.—Carbide of calcium may be transported by railway at thirteenth class rates under the rules and conditions laid down in rule 41 of these regulations, but subject also to the following additional special rules :—

(a) Carbide of calcium must be contained in hermetically closed vessels containing each not more than 112 lb., and sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be affected by air or moisture.

(b) There must be no copper in the composition of any vessel containing carbide of calcium.

(c) The vessels must be so constructed and closed as to exclude water and atmospheric moisture.

(d) The label on each hermetically closed vessel containing carbide of calcium must bear in conspicuous characters in English, Sinhalese, and Tamil the words "Carbide of Calcium. Dangerous if not kept dry," and with the following caution : "The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas."

The name and address of the sender as well as the consignee should also be labelled on each package.

41. Gunpowder, Fireworks, except Dashing Crackers which will not be accepted for Conveyance by Rail, Aquafortis, Vitriol, Acids, Ardent Spirits, Matches, Petroleum, or other Goods of a Dangerous Nature marked (*) in Classification.—(a) No person shall send to the Railway premises any consignment of the above goods unless he has given to the Station Master of the station of dispatch 48 hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, and quantity of the said goods proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and has had an intimation in writing from the said Station Master that he is prepared to receive such consignment. Consignments of the said goods shall be sent to the forwarding station, and shall be received by the Railway officials, only at such time during the hours of daylight—that is to say, between sunrise and sunset—as the General Manager may appoint ; and every consignment and package containing any such goods proposed to be conveyed on the railway shall, immediately on the arrival thereof at the station, be delivered to, and be received by, the Railway officials authorized to receive dangerous goods, and by no other person whatsoever.

(b) When forwarding explosives for transport by rail, the name of the article and the class to which it belongs under the classification in clause (g) below must be distinctly stated on the special "Dangerous Articles Consignment Note" accompanying the goods.

(c) Dangerous articles in quantities not exceeding one ton will be accepted without previous notice at the Colombo goods station between the hours of 7 A.M. and 4 P.M. on the authorized days for conveyance, freight prepaid, at the classified rates, and minimum charges, the General Manager reserving the right to refuse to receive the same if the special transport accommodation will not permit of the articles brought being at once dispatched.

(d) Petrol in approved receptacles as specified in rule 37 of the Goods Regulations will be accepted in 6-ton lots for conveyance on any week day in steel wagons, provided that the consignment is for one destination station (or group of stations approved by the General Manager of the Railway), and that 24 hours' notice is given by the consignor. The Railway reserves the right of declining such consignments should steel wagons not be available.

(e) Consignors tendering for conveyance by rail small consignments of oil in tins are hereby informed that their consignments will only be forwarded in oil wagons (*i.e.*, in wagons loaded with oil for other stations) or when other suitable goods can be found, and that probably delay will take place in reaching destination, for which the Government will not hold themselves liable or responsible.

(f) No explosive or dangerous goods will be received or conveyed unless securely packed up in strong and sufficient packages, and the packages are in good condition, plainly and fully addressed to the consignee, nor unless upon the outermost package containing the same shall be written, or printed, or affixed in conspicuous characters, the description of the inner package and the words "goods of a dangerous nature," followed by the name of the said goods together with the name and address of the owner and sender.

(g) In the case of naphtha, benzene, benzole, and benzoline, they must be conveyed in the receptacles laid down for petrol in rule 37.

(h) The Government will not incur any risk or responsibility in respect of the loading, stowage, or unloading of such goods; nor in respect of any loss or damage arising in or by reason of the loading, stowage, or unloading thereof; nor will they be answerable for any loss or damage, actual or consequential; nor for any discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of any such goods; nor for overcarriage of the goods; nor for detention or delay in or in relation to the conveyance or delivery thereof.

(i) A special form of consignment note will be required for dangerous articles. Copies of this note are obtainable free of charge on application at any goods station.

(j) Consignment notes for dangerous articles to be conveyed by the railway, which are not in the form authorized by Government, will not be accepted.

(k) To facilitate the delivery of explosives a telegram will be dispatched from the forwarding station to each station for which consignments have been received on the day preceding the dispatch of the special explosives van, and on receipt of this telegram the receiving station will advise the consignee of the expected arrival of the van, so that he can arrange for some one to be present to take delivery on its arrival.

(l) Consignees must be present to meet the train conveying the explosives, and senders should advise them in time to permit of their doing so.

(m) Explosives cannot be unloaded *en route*, except for the purpose of direct delivery to consignees, and any consignee failing to be present to take delivery will be charged Rs. 5 for overcarriage and extra services entailed thereupon.

(n) Should the consignment be overcarried owing to the failure of the consignee to meet the train a charge of Rs. 5 per consignment will be made for its return, and this charge in addition to the original freight charge must be paid on delivery. Should the consignee again fail to meet the train by which the consignment is returned, it will be conveyed back to the original forwarding station and delivered to senders on payment of all charges due. Should the sender fail or refuse to remove the consignment, it will be sold, and proceedings for the recovery of any balance of charges due in excess of the amount realized by the sale of the goods will if necessary be taken under the provisions of section 23 of the Railway Ordinance of 1902.

(o) If such goods be not accepted in due course by the consignee they will be forthwith sold or returned to the station of dispatch; and the sender will, if they be returned, be bound to receive them at once, and pay all the charges incurred for carriage and back carriage in terms of clause (n).

(p) Goods of a dangerous nature requiring a whole wagon for their conveyance will be charged on a minimum of 1 ton per wagon, subject to a minimum charge of Rs. 10.

No such goods shall be loaded or unloaded on the Railway premises except between sunrise and sunset. Packages containing any such goods must be removed by the consignee from the station or depôt of the Railway to which they have been conveyed as soon as practicable and with all due diligence; after 12 hours after arrival there will be a charge for demurrage of Rs. 5 for the wagon, and if the goods be not removed within 24 hours after arrival, the packages and contents may be forthwith sold or otherwise disposed of. If a wagon containing dangerous goods arrives at a station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the purpose of demurrage, be considered the hour of arrival.

(q) Explosives will be accepted only on the following days at the Colombo Goods Shed for dispatch:—

Class.

A	..	Gunpowder and blasting powder	..	Only on Mondays
B	..	Nitrate mixtures	..	Only on Wednesdays
C	..	Blasting gelatine, cordite, dynamite, gelignite, guncotton, potentite, tonite, and other nitro compounds and chlorate mixtures	..	Only on Wednesdays
D	..	Ammunition of all kinds, including safety cartridges, crackers, detonators, fireworks, fog signals, fuses, matches, and percussion caps	..	Only on Tuesdays
E	..	Inflammable liquids and vapours of all kinds, such as benzene, benzole, benzoline, ether, fusel oil, kerosine, methylated spirit, motor car spirit, naphtha, paraffin, petrol, petroleum, turpentine (rubber solutions composed of rubber and naphtha), spirits of turpentine, and spirits of wine	..	On Tuesdays and Thursdays
F	..	Dangerous, corrosive, and poisonous chemicals, such as carbide of calcium, carbolic acid, corrosive acids (hydrochloric, muriatic, nitric, and sulphuric), fluoric acid, gas (compressed), oil of vitriol	..	On Tuesdays and Thursdays

In the case of explosives and dangerous goods for stations beyond Anuradhapura—

Articles in Class A will be accepted only on the first Monday of each month.

Articles in Classes B and C only on the first Wednesday of each month.

Articles in Class D only on the first Tuesday of each month.

Articles in Classes E and F only on the first and third Tuesdays of each month.

(r) Articles in Classes A, B, C, and D may be conveyed in gunpowder vans only.

Articles in Class A may not be conveyed in the same powder van with explosives of any other class or with goods of any other description.

Articles in Classes B and C may be conveyed in the same powder van, but in separate compartments, and on no account may goods of any other description be loaded with them.

Articles in Classes D may not be conveyed in the same powder van with explosives of any other class or with goods of any other description.

Articles in classes E and F may be conveyed in gunpowder wagons or in steel-covered lime wagons, *but must never be loaded together or with any other inflammable goods in the same wagon.*

(s) In addition to the above arrangements, every endeavour will be made to meet special and urgent requirements when consignors give 48 hours' notice, and are prepared to pay for special accommodation as laid down in paragraph (p).

(t) For the day and hour of arrival of explosive wagon at outstations see Working Arrangements of Gunpowder Vans as shown in the Working Time Tables.

Note.—Special advice notes, of which a specimen form is shown below, will be immediately dispatched to consignees by the quickest means, and care will be taken to recover demurrage if it becomes due :—

Specimen Form.

SIR,—I BEG to inform you that the explosives herein referred to will arrive at _____ (*time*) on _____ (*day and date*), and you are requested to have some one present to take delivery.

Explosives cannot be unloaded to await delivery, so that unless you arrange to meet the train your consignment will be retained in the "explosive" wagon until its return to this station at _____ on _____ (when your agent should be present to remove it), and you will be liable to a charge of Rs. 5 for the over-carriage and extra services performed.

42. Travelling Cranes.—The charge for sending a travelling crane to deal with heavy goods at stations not provided with cranes is at ninth class rate between the stations concerned, according to the lifting capacity of the crane used, with a minimum charge of Rs. 10, labour being provided by the person for whom the crane is sent. No charge will be made for the return journey of the crane.

43. Estate Platforms.—For particulars as to conditions on which estate platforms are granted, and for rates for same, application should be made to the General Manager.

44. Telegrams sent for Consignors or Consignees of Goods.—When it is necessary to telegraph relative to a consignment, the person at whose instance the telegram is sent will be required to pay ordinary postal telegraph rates for the telegram of inquiry and for reply.

If the mistake in address or instruction is found to be due to the fault of any of the Railway staff when booking the goods, the amount paid will be refunded.

Preference will in all cases be given to urgent Railway messages.

LIVE STOCK TRAFFIC.

45. Rates and Conditions for the Conveyance of Live Stock by Goods Train.—(a) Cattle, calves, donkeys, hounds, goats, pigs, and sheep will be conveyed in cattle trucks by goods train at 30 cents per truck per mile. The maximum number of animals to be loaded in one truck is as follows :—

8 Buffaloes 8 Coast cattle . 10 Country cattle of ordinary size or twelve of a smaller size, provided no overcrowding is caused 12 Calves 10 Donkeys		36 Hounds 60 Indian goats 75 Country goats, provided no overcrowding is caused 40 Pigs. 75 Sheep
---	--	---

(b) Elephants will be charged at 75 cents per elephant per mile, and elephant calves with parent animal 25 cents extra per mile. Minimum charge Rs. 10.

(c) Poultry and birds will only be conveyed by goods train in truck loads if tendered in hampers or crates so constructed as to admit of proper ventilation from sides, ends, and top when they will be charged at the minimum rate of 40 cents per wagon per mile over all Lines below Nawalapitiya, and 50 per cent. over these rates over the Main Line above Nawalapitiya.

(d) The minimum charge for a cattle truck conveying buffaloes, cattle, calves, sheep, goats, and pigs is Rs. 5, and for all other live stock Rs. 10.

(e) Live stock must be loaded and unloaded by the owners at their own risk, and will be carried at their risk only, and the freight must be prepaid.

(f) An attendant must accompany each consignment or truck load of live stock to attend to the live stock whilst in transit by rail, and such attendant will be allowed to travel free either in the truck conveying the live stock or in a third class compartment by the same train that the live stock is conveyed.

46. Cattle Permits.—Any person removing cattle by railway shall be required to produce a printed certificate, signed by a headman or other officer appointed to issue such certificates by the Government Agent of the Province from which the cattle are being transferred.

If the cattle do not belong to the person consigning them, he must have in addition a written pass signed by the owner stating where the animals are going to and for what purposes they are being removed.

The number of the certificate and the name of the officer by whom it is signed should be entered upon the H, C, and D waybill. Before being allowed to remove the cattle from the destination station the consignee must be required to produce the certificate, and the Railway officer delivering the animals must satisfy himself that the certificate agrees with the particulars entered on the H, C, and D waybill.

47. Horses or Ponies conveyed in Cattle Wagons.—Horses or ponies declared as of less value than Rs. 200 each, from the same consignor to the same consignee, will be conveyed at owner's risk in cattle wagons by goods or passenger trains and charged 30 cents for one or two animals and 10 cents for each additional animal per wagon per mile over all Lines below Nawalapitiya and 50 per cent. increase over the Main Line above Nawalapitiya.

SPECIAL RATES.

48. **Special Rates.**—(a) Rice, rubber, tea, manure, coconuts (loose or in bags), and packing materials for tea, rubber, and desiccated coconuts if certified as packing materials are conveyed over the Main Line above Nawalapitiya at the same rates per mile as charged on the Main Line below Nawalapitiya.

(b) The minimum rate for loose coconuts above Nawalapitiya will be 30 cents per wagon per mile, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents.

(c) **Coal in Bulk.**—Coal from Colombo to stations on the Main Line beyond Nawalapitiya in consignments of not less than 6 tons per truck will be conveyed at 12 cents per ton per mile over the Main Line above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents.

(d) **Fruits and vegetables** in lots not exceeding 50 pounds, from one consignor to one consignee, will be booked by goods trains from goods stations above Peradeniya Junction at goods rates on the actual distances to the following passenger stations:—

Hunupitiya, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Motunt Lavinia, Angulana, Lunawa, Katukurunda, Paiyagala North, and Maggona.

Fruits and vegetables so booked will be conveyed by goods trains to Hunupitiya and to the Coast Line stations above named by goods trains as far as Maradana, and from Maradana by passenger trains.

(e) **Live Stock Imported** from England and Australia and entire bulls imported from India introduced for stock purposes will be conveyed by railway at half the ordinary rates on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed are *bona fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

49. **Special Rates on Jaffna, Batticaloa, and Trincomalee Lines.**—

(a) A special reduced through rate for goods in consignments of 4 tons is in force between Colombo and stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines, in both directions, calculated on the following basis, viz., between Colombo and Kurunegala on ordinary Main Line rates, and between Kurunegala and the stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines on special reduced rates as follows:—

Class of Goods.	Cents.	Class of Goods.	Cents.
First ..	7	Eighth ..	12
Second ..	7	Ninth ..	12
Third ..	7	Tenth ..	14½
Fourth ..	9½	Eleventh ..	14½
Fifth ..	9½	Twelfth ..	21½
Sixth ..	12	Thirteenth ..	21½
Seventh ..	12		

In order to obtain advantage of the above reduced rates for 4-ton lots from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only, it will not be necessary for the consignments to be only from one consignor to one consignee.

These special reduced rates do not apply to the class rate against which wagon loads, *i.e.*, W/1, W/2, W/3, &c., appear opposite the class under "Conditions" in the general classification of goods.

Special Rates.

(52)

(b) Goods of every description landed from steamers and boats at Kankasanturai will be conveyed from the Customs premises at that port to Jaffna at the rate of Re. 1.50 per ton, if forwarded in consignments of not less than 4 tons. This charge includes the cost of loading into trucks at Kankasanturai and unloading from trucks into carts at Jaffna. No reduction in rates will be granted from Jaffna to Kankasanturai.

(c) A reduced rate will be charged for copra from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo based on a throughout rate of 9½ cents per ton per mile, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents, for consignments of 4 tons.

Copra in consignments of 4 tons from Mankulam to Colombo will be conveyed at the Pallai rates.

Returned empty gunny bags in which copra has been transported by rail from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Mankulam to Colombo will be conveyed at the special reduced rate of Rs. 12 per ton (60 cents per cwt.), subject to the usual conditions governing the transport of returned empties.

(d) Manufactured tobacco (including cigars), dry fish, and chillies from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only will be conveyed at ordinary seventh class rates, and will be subject to the special reduction shown in paragraph (a) if tendered in consignments of 3 tons.

(e) Unmanufactured tobacco from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only will be conveyed at ordinary fourth class rates, and will be subject to the special reduction shown in paragraph (a) if tendered in consignments of 3 tons.

(f) Manufactured tobacco (including cigars from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Galle will be conveyed through at ordinary seventh class rates as between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Colombo, plus ordinary eleventh class rate between Colombo and Galle, and will be subject to the special reduction between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Kurunegala shown in paragraph (a) if tendered in consignments of 3 tons.

(g) Unmanufactured tobacco from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Galle will be conveyed through at ordinary fourth class rates as between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Colombo, plus ordinary ninth class rate between Colombo and Galle, and will be subject to the special reduction between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Kurunegala shown in paragraph (a) if tendered in consignments of 3 tons.

(h) Paddy in consignments of 4 tons from Valaichchenai, Kalkudah, Sittandikudi, Eravur, and Batticaloa to Colombo only will be conveyed at the specially reduced rate of Rs. 20.35 per ton. This rate includes loading and unloading charges.

(i) The weights specified in the foregoing clauses are the minimum weights on which the reduced rates are applicable. Consignments of lesser weights will be charged as for the minimum weight at the reduced rates or on the actual weight at ordinary rates, whichever is lower.

50. Free Conveyance of Country-grown Paddy.—Until further notice Ceylon-grown paddy for consumption in the Island will be conveyed free by goods trains under the following conditions :—

(a) The traffic will be conveyed at "owner's risk," and free conveyance will apply only from stations serving the district where the paddy is grown. The concession will apply only to the original conveyance from such station to the station of destination, and if the paddy is reconsigned from any station (including the station from which it was originally dispatched) full freight charges must be paid. Consignors must enter and sign the following declaration on the "owner's risk" consignment note :—

"I certify that the paddy herewith consigned by me has been grown in the district served by the railway station at which it is tendered by me, that it has not previously been conveyed by the railway, and that it is intended for consumption in Ceylon only."

Any person submitting a false declaration will be prosecuted in terms of section 22 of "The Ceylon Railways Ordinance, No. 9 of 1902."

(b) The bags containing the paddy must be sufficiently strong and sound to prevent damage in transit.

(c) The concession of free conveyance granted under the conditions of (a) and (b) above will also be extended to Ceylon-milled rice, prepared from Ceylon-grown paddy, in approved rice mills working in paddy-growing areas. The manager of the mill must apply to the General Manager if he desires to obtain the concession, certifying adherence to the conditions of this clause, and he must also enter and personally sign the following declaration on the "owner's risk" consignment note presented with each consignment :—

"I certify that the milled rice herewith consigned by me has been prepared in the mill under my control from Ceylon-grown paddy, and that it is intended for consumption in Ceylon only."

51. These rules shall come into force as from April 1, 1926, and all existing rules and rates for the conveyance of Goods Traffic shall thereupon be deemed to have been repealed.

Accommodation at Stations.

Station	Horse and Carriage Docks.	Goods Sheds.	Manure and Plumbago Sheds.	Weighbridges.		Cranes.	
				No.	Capacity.	No.	Lifting Capacity.
Colombo (Goods)	—	5	1	{ 2 3	Tons. 25 each 20 each	{ 1 }	Tons. 8-ton electri crane
Maradana (M. L.)	1	—	—	2	26 each	—	—
Kelaniya	—*	—	—	2	20 „	—	—
Hunupitiya	—*	1	—	—	—	—	—
Ragama	—	—	—	—	—	—	—
Kandana	—	—	—	—	—	—	—
Ja-ela	—	—	—	—	—	—	—
Siduwa Road	—	—	—	—	—	—	—
Katunayaka	—	—	—	—	—	—	—
Negombo	1	1	—	1	20	1	3
Kochchikade	—	1	—	—	—	—	—
Nattandiya	—	1	—	1	25	—	—
Madampe	1	1	—	1	25	—	—
Bolawatta	—	1	—	—	—	—	—
Lunuwila	—	1	—	1	25	—	—
Kudawewa	—	1	—	—	—	—	—
Kakkapalliya	—	1	—	—	—	—	—
Chilaw	1	1	—	1	25	1	3
Bangadeniya	—	1	—	1	30	—	—
Battulu-oya	—	1	—	—	—	—	—
Mundel	—	1	—	—	—	—	—
Ganemulla	—	—	—	—	—	—	—
Gampaha	—	1	—	1	20	—	—
Veyangoda	1	1	1	1	20	1	3
Pallewella	—	—	—	—	—	—	—
Mirigama	1	1	—	1	20	1	3
Ambepussa	1	1	—	—	—	1	1
Alawwa	—*	1	—	—	—	1	1½
Polgahawela	2	1	—	1	18	1	3
Potuhera	—	1	—	—	—	—	—
Kurunegala	1	1	—	1	20	1	5
Wellawa	—*	—	—	—	—	—	—
Ganewatta	—*	—	—	—	—	—	—
Maho	1	1	—	—	—	—	—
Kekirawa	—	1	—	—	—	—	—
Ambanpola	—*	—	—	—	—	—	—
Galgamuwa	—*	—	—	—	—	—	—
Tambuttegama	—	—	—	—	—	—	—
Talawa	—*	—	—	—	—	—	—
Anuradhapura	1	1	—	1	20	1	3
Madawachchi	1	—	—	—	—	—	—
Cheddikulam	—	—	—	—	—	—	—
Madhu Road	—	—	—	—	—	—	—
Murunkan	—	—	—	—	—	—	—
Mannar	1	1	—	—	—	1	3
Pesalai	—	1	—	—	—	—	—
Talaimannar	—	—	—	1	60	—	—
Talaimannar Pier	1†	1	—	—	—	1	7
Vavuniya	1	1	—	—	—	1	3
Mankulam	—*	—	—	—	—	—	—
Paranthan	—*	—	—	—	—	—	—
Pallai	1	1	—	—	—	—	—
Kodikamam	—	1	—	—	—	—	—
Chavakachcheri	1	1	—	—	—	—	—
Navatkuli	—	1	—	—	—	—	—
Jaffna	1	1	—	1	20	1	3
Chunakam	—	1	—	—	—	—	—

* Horses can be loaded and unloaded on goods platforms and loading stages at these stations.

† No carriage dock.

Station.	Horse and Carriage Docks.	Goods Sheds.	Manure and Plumbago Sheds.	Weighbridges.		Cranes.	
				No.	Capa- city.	No.	Lift- ing Capa- city.
					Tons.		Tons.
Kankesanturai ..	1	1	—	1	20	1	3
Kekirawa ..	—	1	—	—	—	—	—
Rambukkana ..	1	1	—	1	20	1	3
Kadigamuwa ..	—	—	—	—	—	—	—
Alagalla ..	—	—	—	—	—	—	—
Ballany ..	—	—	—	—	—	—	—
Kadugannawa ..	1	1	—	1	24	1	1
Peradeniya Junction ..	1	—	—	—	—	—	—
Peradeniya New ..	1	1	1	1	24	1	3
Kandy ..	1	3	1	2	22 each	1	3
Mahaiyawa ..	—	—	—	—	—	—	—
Katugastota ..	—	1	—	1	20	—	—
Wattegama ..	1	1	—	1	20	1	3
Ukuwela ..	—	1	—	—	—	—	—
Matale ..	1	1	—	1	21	1	3
Gampola ..	1	1	1	1	20	1	3
Ulapane ..	—	1	—	1	20	—	—
Nawalapitiya ..	1	1	—	1	22	1	5
Hangranoya ..	—	—	—	—	—	—	—
Galboda ..	—	1	—	—	—	—	—
Watawala ..	1	1	—	1	20	1	3
Rozelle ..	—*	1	—	—	—	—	—
Hatton ..	1	1	1	1	20	1	5
Kotagala ..	1	1	—	1	20	1	3
Talawakele ..	1	1	1	1	20	1	5
Watagoda ..	1	1	—	1	20	1	3
Great Western ..	—	—	—	—	—	—	—
Nanu-oya (M. L.) ..	1	1	—	—	—	1	3
(U. P.) ..	—	1	—	1	10	1	6
Nuwara Eliya ..	—	1	—	1	10	—	—
Kandapola ..	—	1	—	1	10	1	3
Brookside ..	—	1	—	1	10	—	—
Ragalla ..	—	1	—	1	10	1	3
Ambawela ..	—*	1	—	—	—	—	—
Pattipola ..	—*	—	—	—	—	—	—
Ohiya ..	1†	1	—	—	—	—	—
Haputale ..	1	1	1	1	20	1	5
Diyatalawa ..	1	1	—	1	20	—	—
Bandarawela ..	1	1	—	1	20	1	5
Ella ..	1	1	1	1	25	—	—
Demodera ..	—	1	—	1	25	1	3
Hali Ela ..	—	1	—	1	30	—	—
Badulla ..	1	1	—	1	60	1	3
Colombo Fort ..	—	—	—	—	—	—	—
Wharf ..	—	1	—	1	20	2	5
Slave Island ..	—	—	—	—	—	—	—
Kollupitiya ..	—	—	—	—	—	—	—
Bambalapitiya ..	—	—	—	—	—	—	—
Wellawatta ..	—	—	—	—	—	—	—
Dehiwala ..	—	—	—	—	—	—	—
Mount Lavinia ..	—	—	—	—	—	—	—
Angulana ..	—	—	—	—	—	—	—
Lunawa ..	—	—	—	—	—	—	—
Moratuwa ..	—	1	—	1	20	1	3
Panadure ..	1	1	—	1	20	1	1½
Wadduwa ..	—	—	—	—	—	—	—
Kalutara North ..	—	—	—	—	—	—	—
Kalutara South ..	1	1	—	1	20	1	3
Katukurunda ..	—	—	—	—	—	—	—

* Horses can be loaded and unloaded on goods platforms and loading stages at these stations.

† No carriage dock.

Station.	Horse and Carriage Docks.	Goods Sheds.	Manure and Pinnabago Sheds.	Weighbridges.		Cranes.	
				No.	Capacity.	No.	Lifting Capacity.
					Tons.		Tons.
Paiyagala North	—	—	—	—	—	—	—
Paiyagala South	—	1	—	—	—	1	1
Maggona	—	—	—	—	—	—	—
Beruwala	—	1	—	—	—	—	—
Alutgama	1	1	—	1	20	1	3
Induruwa	—	1	—	—	—	—	—
Kosgoda	1	1	—	1	20	—	—
Balapitiya	—	1	—	1	20	—	—
Ambalangoda	1	1	—	1	20	1	3
Hikkaduwa	—	1	1	1	20	—	—
Dodanduwa	—	1	—	1	20	—	—
Gintota	1*	1	—	1	20	—	—
Galle	1	1	1	1	20	1	5
Talpe	—	1	—	—	—	—	—
Ahangama	—	1	—	—	—	—	—
Weligama	1	1	—	1	20	—	—
Kamburugamuwa	—	1	—	—	—	—	—
Matara	1	1	—	1	20	1	5
Maradana (K. V.)	1	2	—	2	25 & 26	1	5-ton electric crane
Cotta Road	—	—	—	—	—	—	—
Nugegoda	—	—	—	—	—	—	—
Pannipitiya	—	—	—	—	—	—	—
Homagama	—	1	—	—	—	—	—
Padukka	1	1	—	—	—	—	—
Waga	—†	1	—	—	—	—	—
Kosgama	—	1	—	—	—	—	—
Puwakpitiya	1	1	1	—	—	—	—
Avissawella	1	1	1	1	20	1	3
Getahetta	—	—	—	—	—	—	—
Eheliyagoda	—	1	—	—	—	—	—
Parakaduwa	1	1	—	—	—	—	—
Kuruwita	—	1	—	—	—	—	—
Ratnapura	1	1	—	1	25	1	3
Tiriwanaketiya	—	1	—	—	—	—	—
Dela	—‡	1	—	—	—	—	—
Watapotta	—	1	—	—	—	—	—
Kahawatta	1	1	1	—	—	1	3
Opanake	1	1	1	—	—	1	3
Dehiowita	1	1	1	1	20	—	—
Karawanella	1	1	—	1	25	—	—
Yatiantota	1	1	1	1	25	1	3

* No carriage dock.

†. Horses can be loaded and unloaded on goods platform and loading stage at this station.

‡ Horses can be loaded and unloaded on passenger platform.

ALPHABETICAL CLASSIFICATION OF GOODS.

Symbols.—The symbols used in the Classification have the following indications :—

* indicates dangerous goods conveyed under rule 41.

OR indicates that the rate applies at owner's risk.

N. O. C. indicates "not otherwise classified."

W/ followed by a figure indicates the minimum weight in tons per four-wheeled wagon to which the rate applies, e.g., W/4 means that the rate applies to minimum wagon loads of 4 tons per four-wheeled wagon.

Note.—In cases where a commodity is classified under different classes, according to weight conditions, the charge for the lesser weight shall not exceed the charge for the greater weight.

Commodities.	Class.	Conditions.
A		
*Absolute alcohol ..	13	.. See rule 41
Acid : acetic, carbolic, oxalic phosphoric, sulphuric ..	11	.. See rule 41
*Acid : cresylic, fluoric or hydrofluoric, formic, hydrochloric or muriatic, nitric or aqua fortis, picric sulphurous (solution) ..	13	.. See rule 41
Acid : citric, medicinal, tartaric, vegetable, N. O. C. ..	11	.. —
*Acid : carbolic (for disinfecting purposes) ..	9	.. See rule 41
Accoutrements ..	11	.. —
*Acetone ..	13	.. See rule 41
Advertising or signboards ..	9	.. —
Adzes ..	10	.. —
Aerated waters ..	7	.. OR
" " " ..	4	.. OR, W/4
Aeroplanes, packed ..	11	.. OR
" requiring a whole truck ..	11	.. OR, W/1½
" component parts of ..	11	.. —
Agricultural implements (not machinery), packed ..	7	.. —
" implements (not machinery), unpacked ..	8	.. OR
Alavangoes ..	See agricultural implements	.. —
Alcohol, denatured ..	9	.. —
*Alcolite ..	13	.. See rule 38
Ale or beer in cask ..	} See beer	.. —
" in bottles, packed in cases or casks ..		
Alkali (soda ash) ..	7	.. —
Almonds ..	9	.. —
Aloe fibre in bales ..	See fibre	.. —
Aloes ..	9	.. —
Alum ..	11	.. —
Aluminium ..	11	.. —
" lining for packing tea, rubber, and desiccated coconuts ..	See packing for tea, rubber, and desiccated coconuts	.. —
* " scrap ..	9	.. —
" or magnesium torches ..	13	.. See rule 41
" ware ..	11	.. —

Classification.

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Commodities.	Class.	Conditions.
Ambulance on wheels ..	See carts ..	—
" in packages ..	9 ..	—
Amber ..	12 ..	—
American cloth ..	10 ..	—
" drill ..	See piece goods, cotton or woollen	—
Ammonia (carbonate of) ..	9 ..	—
* " (in solution) ..	13 ..	See rule 41
" (sulphate of, for manure) ..	6 ..	—
" (" ") ..	4 ..	W/4
" (" ") ..	2 ..	W/8
*Ammunition ..	13 ..	See rule 41
" chests, empty ..	9 ..	—
Anatto ..	7 ..	—
Anchors ..	See iron and steel, Division B	—
Aniline (dyes) ..	See colours, paints and dyes	—
Animals, stuffed ..	11 ..	OR
Aniseed ..	See seeds ..	—
Antiseptic mixtures ..	11 ..	—
Anvils ..	See iron and steel, Division B	—
Apparel, wearing ..	11 ..	OR
Apples ..	8 ..	OR
Archery materials ..	11 ..	—
Arecanuts ..	7 ..	—
" " ..	4 ..	W/4
Arm chests ..	9 ..	—
Arms, fire ..	9 ..	—
Arrowroot, imported ..	10 ..	—
Arrowroot, country ..	8 ..	—
Arrack in bottles or tins packed in cases ..	10 ..	OR
Arrack in casks ..	9 ..	OR
" " ..	8 ..	OR, W/4
Art pottery ..	12 ..	OR
*Aqua fortis or nitric acid ..	See acids ..	—
Arsenic ..	12 ..	—
Artichokes ..	See fruits and vegetables	—
Asbestone ..	See roofing, felt or patent	—
Asbestos ..	9 ..	—
Ashes, coal ..	6 ..	—
" " ..	4 ..	W/4
" " ..	2 ..	W/8
Asphalt ..	6 ..	—
" " ..	4 ..	W/4
" " ..	2 ..	W/8
Assafoetida ..	10 ..	—
Athletic appliances ..	11 ..	—
Atlas preservatives ..	9 ..	—
Axles with wheels and tyres ..	9 ..	—
" carriage ..	9 ..	—
" cart ..	8 ..	—
" other wheeled vehicles ..	9 ..	—
B		
Bacon and ham ..	10 ..	—
Bagatelle slates ..	11 ..	OR
" tables and accessories ..	11 ..	OR
Bags, canvas ..	10 ..	—
" carpet ..	11 ..	—
" coir ..	8 ..	—
" gunny ..	8 ..	—
" empty return ..	See empties, return	—

Commodities.	Class.	Conditions.
Bags, hand ..	11	—
„ leather ..	11	—
„ N. O. C. ..	11	—
Baggage ..	11	—
Balsam ..	11	—
Ballast ..	6	—
„ ..	4	W/4
„ ..	1	W/8
Bamboos and bamboo ladders ..	7	—
„ ..	4	W/3
Bandakka ..	See fruits and vegetables	—
Bangles, common..	11	—
Bark for tanning, for export ..	8	—
„ „ ..	6	W/2
„ „ ..	4	W/3
„ „ ..	3	W/4
Bark, cinchona ..	See cinchona bark	—
„ N. O. C. ..	8	—
Barley for brewing ..	6	—
„ „ ..	3	W/4
„ in sacks ..	8	—
„ „ ..	3	W/4
„ prepared, in tins or cases ..	10	—
Barometers ..	11	OR
Barrows, wheel ..	9	—
Baskets, empty, common, country ..	9	See rule 35
„ empty return ..	See empties	—
„ tea ..	9	See rule 35
„ N. O. C. ..	10	—
Bass mats ..	8	—
Bath chairs, packed in cases ..	11	—
„ unpacked ..	(Parcels traffic)	—
Battens ..	7	—
„ ..	4	W/4
Batteries, electric ..	11	OR
Beads, coral ..	12	OR
„ glass ..	11	OR
Beadings and mouldings ..	10	—
Beams, timber, unwrought ..	) See timber	—
„ „ wrought ..		—
„ reinforced concrete ..		See reinforced concrete
Beans, broad ..	See fruits and vegetables	—
„ French ..	do.	—
„ butter ..	do.	—
„ dried ..	8	—
Beds and bedding ..	11	—
Bedsteads ..	11	—
Beef and pork in casks (wet) ..	9	—
Beer in casks ..	8	OR
„ „ ..	6	OR, W/4
„ locally brewed for export ..	3	OR, W/4
„ in bottles or jars, packed in cases or crates ..	10	OR
Beeswax ..	11	—
Beetroot ..	See fruits and vegetables	—
Bellows, smiths' ..	9	—
Bells ..	9	OR
„ electric ..	11	OR
Belting ..	9	—
Benches ..	9	—
*Benzene ..	11	See rule 41
*Benzine (petrol) ..	See petrol	—
*Benzol ..	11	See rule 41
*Benzole ..	13	See rule 41

Classification.

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Commodities.	Class.	Conditions.
*Benzoline	13	.. See rule 41
Betel leaves in bundles not exceeding 84 lb. in weight.	8	.. OR
Bicarbonate of soda	7	.. —
Bicycles or tricycles packed	11	.. OR
" not packed	(Parcels traffic)	.. —
" fitted with autowheel attachments packed	11	.. OR
Bicycle and tricycle fittings	11	.. —
Biddies	11	.. —
Biddy leaves	9	.. —
Bilimbi	See fruits and vegetables	.. —
Billiard and bagatalle tables	11	.. OR
" plates	11	.. OR
Bins, dust	See iron and steel, Division B	.. —
" N. O. C.	11	.. —
Birds and animals, stuffed	11	.. OR
Bird cages	11	.. OR
Biscuits	10	.. —
" dog or forage	8	.. —
Bitumen	6	.. —
"	4	.. W/4
"	2	.. W/8
Blackboards	11	.. OR
Blacking	10	.. —
Blacklead	8	.. —
Blacksmith's tools	9	.. —
Blankets in bales or bundles	10	.. —
*Blasting gelatine	13	.. See rule 41
Blind rollers	9	.. —
Blocks	9	.. —
Block tin	7	.. —
" if certified for packing tea, rubber, or desiccated coconuts	See packing for tea, rubber, and desiccated coconuts	.. —
Bluestone	9	.. —
Boards, drawing	11	.. OR
" for building purposes	7	.. —
"	4	.. W/4
Boats and canoes	9	.. OR. Minimum 15 cents each per mile above Nawalapitiya and 10 cents each per mile below Nawalapitiya. Minimum charge Rs. 3
" requiring a whole truck or special accommodation	9	.. OR, W/2. Minimum charge Rs. 10
Boats, motor	11	.. OR
" .. requiring a whole truck	11	.. OR, W/1½. Minimum charge Rs. 10
Bobbins	10	.. —
Boiled oil	See oils	.. —
Boiler cement	9	.. —
" composition	9	.. —
Boiler plates	See iron and steel, Division B	.. —
Boilers, copper	9	.. See rule 33
" N. O. C.	See machinery, Division A	.. —
*Bombs	13	.. See rule 41
Bolts	See iron and steel, Division B	.. —

Commodities.	Class.	Conditions.
Bon-bons ..	11	OR
Bones for manure ..	6	—
" " ..	4	W/4
" " ..	2	W/8
" not for manure ..	8	—
" ..	6	W/4
Bone meal ..	8	—
Bonnets ..	11	OR
Books ..	11	—
Bookbinding cloth ..	See piece goods	—
Boots and shoes ..	10	—
" shoes, and stay laces ..	10	—
Bottles, empty ..	8	OR
" returned empty ..	See empties, return	—
Bottle racks ..	11	—
Boundary stones ..	6	—
" ..	4	W/4
" ..	2	W/8
Boxes, wooden, empty ..	9	—
" .. on legs ..	10	OR
" tin containing personal effects ..	11	—
" empty, tin ..	9	—
Boxing apparatus ..	9	—
Bran ..	8	—
Branding irons ..	8	—
Brass and brassware ..	9	—
" cooking utensils ..	9	—
" foil ..	11	—
" idols ..	11	—
" ingots, sheets, and slabs ..	9	—
" nails and screws ..	9	—
" vessels ..	9	—
Bread ..	10	OR
Breadfruit ..	See fruits and vegetables	—
Bricks, bath ..	8	—
" ..	4	W/4
" common ..	6	—
" ..	4	W/4
" ..	1	W/8
" fire ..	7	—
" ..	5	W/4
" ..	3	W/8
" glazed or enamelled ..	9	—
" ..	6	W/4
" terra cotta ..	9	—
Brimstone ..	9	—
Brinjals ..	See fruits and vegetables	—
Broadcloth ..	See piece goods, cotton or woollen	—
Bronze ..	9	—
Bronze ware ..	11	—
Brooms or ekels in bundles ..	7	—
Brushes ..	9	—
Brussel sprouts ..	See fruits and vegetables	—
Buckets ..	8	—
Buckles of all sorts ..	9	—
Bulbs ..	9	—
Bullets in bags or cases ..	9	—
Bunting ..	9	—
Bushel measures ..	9	—
Butter ..	10	—
Buttons ..	11	—
C		
Cabbages ..	See fruits and vegetables	—

Classification.

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Commodities.	Class.	Conditions.
Cabook ..	6	—
" ..	4	W/4
" ..	1	W/8
Cacao ..	7	—
" leaves ..	7	OR, see rule 35
" pods ..	7	—
Cadjans ..	7	OR, see rule 35
Cadju nuts ..	See fruits and vegetables	—
Cages, bird ..	11	OR
Calcium chloride ..	11	—
Calendars ..	9	—
Calicoes ..	See piece goods, cotton	—
Camp equipage ..	10	—
Cambric ..	See piece goods, cotton	—
Camphor ..	11	—
" wood ..	11	—
Candles, tallow and wax ..	10	—
Canes, sugar ..	8	—
" walking ..	9	—
" N. O. C. ..	7	—
Canisters, tea or coffee ..	11	—
Cannon balls ..	9	—
Cannons ..	9	See rule 33
Canoes ..	See boats and canoes	—
Canvas ..	10	—
" bags ..	10	—
" hose ..	10	—
Caps ..	11	—
* ,, percussion ..	13	See rule 41
Caraway seed ..	10	—
*Carbide of calcium in metal drums ..	13	See rule 40
*Carbolic acid ..	See acids	—
" powder ..	9	—
Carbolineum ..	9	—
Carbolized powder (for manure) ..	6	—
" (") ..	4	W/4
" (") ..	2	W/8
Carbon (for electric lighting) ..	11	—
Cardamoms ..	9	—
Cardboard ..	9	—
" or pasteboard boxes, empty, packed in cases ..	11	—
Carpenters' tools ..	10	—
Carpeting ..	10	—
Carpets or rugs, floor ..	10	—
Cars, motor, packed in cases ..	11	OR
" requiring whole wagon ..	11	OR, W/1½. Minimum charge Rs. 10
" bodies, packed in cases ..	11	OR
" " requiring a whole wagon ..	11	OR, W/1½. Minimum charge Rs. 10
" component parts of ..	9	OR
" unpacked ..	11	OR, W/1½. Minimum charge Rs. 10. To be accepted for conveyance in goods vehicles only when cannot be loaded in covered carriage trucks
Carrots, country ..	See fruits and vegetables	—
Carriage bodies, cased ..	11	See rule 33
" or coach wheels ..	9	—
" fittings in cases ..	9	OR

Commodities.	Class.	Conditions.
Cartridges, empty ..	11 ..	—
* " loaded.. ..	13 ..	See rule 41
" safety or breech-loading ..	13 ..	See rule 41
Carts on wheels ..	10 ..	—
" " requiring a whole wagon ..	10 ..	W/1. Minimum charge Rs. 10
" in packages ..	9 ..	—
Cash boxes, iron or steel ..	See iron and steel, Division A	—
Casks, empty ..	9 ..	See rule 35
" return empty ..	See empties, return	—
Castor seed ..	See seeds, common	—
Castings ..	See iron and steel, Divisions A and B	—
Carvings ..	12 ..	OR
Castor oil in casks or drums ..	See oils, Division B	—
" medicinal, in bottles, packed in cases ..	11 ..	OR
Cattle brands ..	8 ..	—
Catechu or cassicutty ..	7 ..	—
Catties (knives) ..	See agricultural implements	—
Cattle and horse food, imported ..	8 ..	—
Cattle and horse food, locally grown and prepared, includes—		
Cottonseed ..	7 ..	—
Gram ..	4 ..	W/4
Poonac ..	4 ..	W/4
Cauliflowers ..	See fruits and vegetables	—
Caustic soda ..	9 ..	—
Celery ..	See fruits and vegetables	—
Cement ..	6 ..	—
" ..	4 ..	W/2
" ..	2 ..	W/4
Chaff ..	See fodder or forage	—
" cutters ..	9 ..	—
Chains ..	See iron and steel, Division B	—
Chairs, furniture ..	11 ..	OR
" iron (railway) ..	See iron and steel, Division B	—
Chalk, prepared ..	10 ..	OR
" for agricultural purposes ..	6 ..	—
" ..	4 ..	W/4
" ..	2 ..	W/8
Chamois leather ..	9 ..	—
Chanks ..	8 ..	—
Chandeliers ..	11 ..	OR
Charcoal ..	6 ..	—
" ..	3 ..	W/4
Charpöys ..	9 ..	—
Chatties and earthenware pots ..	9 ..	OR, see rule 34
Cheese ..	10 ..	—
Chekoos ..	9 ..	—
Chemicals ..	11 ..	—
" photographic ..	12 ..	—
Chests, arm or ammunition ..	9 ..	—
" ice, packed ..	11 ..	—
" " unpacked ..	11 ..	OR
" iron or steel ..	11 ..	—
Chillies ..	8 ..	See rule 49

Classification.

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Commodities.	Class.	Conditions.
Chillies green ..	See fruits and vegetables	—
Chimneys and globes, glass ..	See glassware, Division B	—
Chinaware (broken) ..	6	—
" (") ..	3	W/4
" in crates or cases ..	11	OR
*Chinese crackers ..	13	See rule 41
" lanterns ..	11	—
Chloride of calcium ..	11	—
Chloroform ..	11	—
Chunam ..	6	—
" ..	4	W/4
" ..	2	W/8
Churns, wooden ..	9	—
Cider in bottles packed in cases or casks ..	10	OR
" in casks ..	8	OR
Cigarettes ..	11	—
Cigars ..	11	—
Cinchona bark, unpressed ..	8	—
" " pressed to 1,400 lb., per 50 cubic feet ..	7	—
Cinders ..	6	—
" ..	4	W/4
" ..	2	W/8
Cinematograph apparatus ..	11	OR
" films ..	12	OR
Cinnamon ..	8	—
" oil ..	5	W/4
" oil ..	See oils, Division A	—
Circus materials ..	—	See coaching rule 32 "Concessions"
Cisterns, iron ..	See iron and steel, Division A	—
Citronella oil in bottles or casks ..	See oils, Division A	—
Clay ..	6	—
" ..	4	W/4
" ..	1	W/8
Clocks ..	11	OR, see rule 2
Cloth ..	See piece goods, cotton or woollen	—
" firing ..	9	—
" withering ..	9	—
" oil ..	10	—
Clubs, golf, polo, hockey ..	11	—
Coal ..	6	—
" ..	4	W/4
" ..	1	W/8
" in casks or drums ..	8	OR
Coca leaves ..	8	See rule 35
Cocoa, imported ..	10	—
Cochineal ..	7	—
Coconuts in bags ..	7	See rule 48
" " king, in bunches or bags ..	5	W/4, see rule 48
" " loose ..	7	OR
" " young, for drinking purposes ..	5	W/4
" " desiccated ..	5	OR
" desiccated ..	7	—
Coconut, fibre ..	See fibre and yarn	—
" husks, loose ..	7	W/1 $\frac{1}{2}$
" " husk, packed in bags ..	4	W/3
" " " " ..	7	—
" " " " ..	4	W/3

Commodities.	Class.	Conditions.
Coconut oil . . .	.. See oils, Division B	—
.. plants ..	8	.. OR, see rule 35
.. scrapers ..	9	.. —
.. shell spoons ..	9	.. —
.. shells ..	7	.. W/1½
.. ..	4	.. W/3
.. .. packed in bags ..	7	.. —
Codliver oil, medicinal, in bottles, packed in cases	11	.. OR
Coffee ..	7	.. —
.. imported, in tins or cases ..	10	.. —
.. chaff ..	6	.. See rule 35
.. ..	3	.. W/4
.. stumps with roots, &c. ..	8	.. —
.. .. trimmed ..	5	.. —
Coffins ..	9	.. —
Coir bags ..	8	.. —
.. fibre ..	See fibre and yarn	.. —
.. mats and matting ..	8	.. —
.. refuse for manuring purposes ..	6	.. —
.. ..	4	.. W/4
.. ..	2	.. W/8
.. yarn ..	See fibre and yarn	.. —
.. rope ..	7	.. —
Coke ..	6	.. —
.. ..	4	.. W/4
.. ..	1	.. W/8
.. ..	8	.. —
Colloco ..	8	.. —
Colours, paints and dyes, include—		
Colours and powders, dry ..		
.. liquid ..		
Distempers and water paints ..		
Paints, moist and mixed ..		
Red lead ..		
White lead ..	9	.. —
.. zinc ..		
Enamels and enamel paints.. (such as Paripan, Ripolin, Aspinal's) ..		
Dyes, aniline, alizarine, &c. ..		
Compressed food for horses or cattle ..	7	.. —
.. ..	4	.. W/4
Combs, horn ..	9	.. —
.. N. O. C. ..	11	.. —
Compost ..	6	.. —
.. ..	4	.. W/4
.. ..	2	.. W/8
Concrete fencing standards ..	6	.. —
.. ..	4	.. W/4
.. ..	2	.. W/8
Condensed and tinned milk, packed in cases ..	10	.. —
Condiments ..	10	.. —
Confectionery ..	11	.. —
Cooking utensils, brass ..	9	.. —
.. .. copper ..	9	.. —
.. .. iron ..	See iron and steel, Division B	.. —
Copper coins, defaced ..	9	.. —
.. foil ..	11	.. —
.. idols ..	11	.. —
.. ingots, sheets, and slabs ..	9	.. —
.. nails ..	9	.. —
.. ornamental ..	11	.. —
.. scrap ..	8	.. —
.. screws ..	9	.. —
.. vessels ..	9	.. —
.. manufactured, N. O. C. ..	9	.. —

Classification.

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Commodities.	Class.	Conditions.
Copra ..	7	See rule 49
Copying presses ..	See machinery, Division B	—
Coral beads ..	12	OR
„ for building purposes ..	6	—
„ „ ..	4	W/4
„ „ ..	2	W/8
Cordage, country ..	7	—
„ imported ..	9	—
Cordials in bottles or jars ..	10	OR
„ in casks ..	9	OR
*Cordite ..	13	See rule 41
Corks ..	11	—
Cornflour in barrels ..	9	—
„ in tins and other packets ..	10	—
Corn, Indian ..	7	—
Corrugated iron ..	See iron and steel, Division A	—
Cotton, manufactured ..	11	—
„ raw ..	8	—
„ with seed ..	5	W/2
„ seed ..	4	W/4
„ „ poonac ..	See seeds, com- mon	—
„ „ gin rollers ..	See cattle and horse food	—
„ waste ..	11	—
Cowries ..	8	See rule 35
Crabs ..	9	—
*Crackers ..	11	OR
Cranes belonging to the public ..	13	See rule 41
Crape ..	See machinery, Division A	—
Cream, toilet or dental ..	11	—
Creosote ..	11	—
Cricket accessories ..	8	—
Crockery in crates or cases ..	11	OR
Croton oil ..	See oils, Division A	—
„ seed ..	See seeds, com- mon	—
Croquet accessories ..	11	—
Crowbars ..	See iron and steel, Division B	—
Crucibles, earthenware ..	9	OR
„ plumbago ..	11	OR
Cumblies ..	9	—
Currystuffs ..	8	—
Cucumbers ..	See fruits and vegetables	—
Custard apples ..	do.	—
Cutlery ..	9	—
Cuttings ..	8	OR, see rule 35
„ in bundles and baskets for planting purposes ..	5	—
„ dadap ..	5	—
„ fencing sticks ..	7	—
D		
Dammar ..	8	—
*Dangerous goods, except otherwise classified ..	13	See rule 41
*Dangerous goods requiring a whole wagon ..	13	See rule 41 W/l. Minimum charge Rs. 10
Dates ..	9	—

Commodities.	Class.	Conditions.
Decorations, madu and fern branches moss	7	.. OR, see rule 35
Deer heads	11	.. OR
" horns in bundles	9	.. —
" skins	9	.. —
Denatured alcohol	9	.. —
Deodorizing fluid	8	.. —
Derricks	See masts	.. —
Desks, school	9	.. —
" other, as furniture	11	.. —
*Detonators	13	.. See rule 41
Dhall	7	.. —
Dhoolies	11	.. —
Diaphragm plates	9	.. —
Disinfecting fluid or powder	9	.. —
Dog biscuits	8	.. —
" kennels	11	.. —
" meal	8	.. —
Door frames, glazed	9	.. —
" sashes	7	.. See rule 33
Doors, wooden	7	.. —
Drain pipes, earthenware	8	.. OR, see rule 33
" iron	5	.. OR, W/4
	See iron and steel, Division B	
Drapery	11	.. OR
Drawings	11	.. OR
Dresses	11	.. OR
Dripping, imported	10	.. —
" country	8	.. —
Drugs	11	.. —
Drums, country	11	.. —
Drum frames and sticks, country	9	.. —
Dumb-bells	9	.. —
Dyes	See colours, paints and dyes	.. —
Dye woods	8	.. —
*Dynamite	13	.. See rule 41
Dynamos	See machinery, Division B	.. —
E		
Earthenware, country, in crates or cases	9	.. OR
" country, loose	9	.. OR, see rule 34
" imported, in crates or cases	11	.. OR
" imported, loose	11	.. OR, see rule 34
Ebony	9	.. —
Eggs in cases or hampers	7	.. OR
Ekels	7	.. —
Electric fan components	See machinery, Division B	.. —
" or mechanical fans		.. —
" goods		11	.. OR
Electroplated ware	11	.. OR
Elephants' heads, teeth, or feet	11	.. —
Embroidery	11	.. —
Emery	9	.. —
Empties	9	.. —
" return	7	.. See rule 32
Empty tin boxes	9	.. OR
" trunks	11	.. —
Enamelled ware	9	.. OR
Endive	See fruits and vegetables	.. —
Engines	See machinery, Division A	.. —
Engine packing	8	.. —

Commodities.	Class.	Conditions.
Flax ..	8	—
Flints ..	6	—
" ..	4	W/4
" ..	2	W/8
Floor boards, wrought ..	7	—
" cloth " ..	4	W/4
" cloth ..	10	—
Flour in tins or cases ..	10	—
" bags or barrels ..	9	—
Flowers ..	11	OR
" coconut ..	11	OR
Flower pots ..	See earthenware	—
Fluids, disinfecting ..	9	—
Fodder or forage locally grown, includes—		
Chaff ..		
Grass, green ..	7	—
" dry ..	6	W/2
Hay ..	5	W/2½
Straw ..		
Forges, portable ..	See iron and steel, Division A	—
Frames, doors and windows ..	7	See rule 33
" picture ..	11	OR
Fruits and vegetables locally grown, include—		
Artichokes ..		
Bandakka ..		
Beans, broad ..		
" French ..		
" butter ..		
Beetroot ..		
Bilimbi ..		
Breadfruit ..		
Brinjals ..		
Brussel sprouts ..		
Cabbages ..		
Cadju nuts ..		
Carrots ..		
Cauliflowers ..		
Celery ..		
Chillies, green ..		
Cucumbers ..		
Custard apples ..		
Endive ..		
Fresh fruit, not specified ..		
Green peas ..		
Guavas ..	2	OR
Jak fruit ..		
Jamboo ..		
Jambola ..		
Kale ..		
Kankun ..		
Karavila ..		
Knol-khol ..		
Kon ..		
Kota-killangu ..		
Leeks ..		
Lemons and limes ..		
Lettuce ..		
Lovi-lovis ..		
Mangoes ..		
Mangosteens ..		
Marjoram ..		
Melons ..		
Mint ..		
Mora ..		
Murunga ..		
Nellika ..		
Onions ..		

Commodities.	Class.	Conditions.
Fruits and vegetables—contd.		
Oranges ..	2	.. OR
Palmyra roots ..		
Papaws ..		
Parsley ..		
Parsnips ..		
Peas, green ..		
Pineapples ..		
Plantains ..		
Pomegranates ..		
Potatoes ..		
Pumpkins ..		
Radishes ..		
Rambattans ..		
Rhubarb ..		
Sage ..		
Salad ..		
Salsify ..		
Slime apples ..		
Snake gourds ..		
Sorrel ..		
Soursops ..		
Spinach ..		
Sweet potatoes ..		
Tapioca ..		
Thyme ..		
Tomatoes ..		
Tree tomatoes ..		
Turnips ..		
Vegetables, fresh, not specified ..		
Vegetable marrows ..		
Velvet tamarinds ..		
Watercress ..		
Wattakkas ..		
Wattakolu ..		
Wood apples ..		
Yams ..		
Fruit, apples, oranges, and pears imported ..	8	.. OR
„ dried or preserved, imported ..	10	.. —
„ dried or preserved, country ..	9	.. —
Fuel, liquid in drums or barrels ..	See liquid fuel —
„ in bulk, in tank wagons ..	do. —
„ patent ..	See coal —
Fullersearch ..	8	.. —
Funnels ..	9	.. —
Furniture, packed in cases ..	9	.. OR
„ unpacked and loaded with other goods in the same wagon ..	11	.. OR
„ requiring a whole wagon ..	11	.. OR W/1
Furs ..	11	.. —
*Fuse ..	13	.. See rule 41
*Fusel oil or amyl alcohol ..	13	.. See rule 41
G		
Gallows in pieces ..	9	.. —
Galvanic batteries ..	11	.. OR
Galvanized binding wire for packing tea, rubber, and desiccated coconuts ..	See packing for tea, rubber, and desiccated coconuts —
Galvanized iron sheets ..	See iron and steel, Division A —
Garden seats ..	9	.. —
„ implements ..	9	.. —
Garlic ..	8	.. —
Gas fittings ..	9	.. —

Commodities.	Class.	Conditions.
*Gases, compressed ammonia gas or liquified anhydrous ammonia, compressed atmospheric air, compressed or liquified carbonic acid gas (carbon dioxide), compressed coal gas, compressed hydrogen, compressed or liquified nitrous oxide, compressed oxygen compressed or liquified sulphurous acid gas (sulphur dioxide) in wrought iron or steel cylinders	13	.. See rule 39
*Gasolene (petroleum, ether)	.. See petrol	.. —
Gates, iron	.. See iron and steel, Division B	.. —
" wooden	.. 7	.. —
Gauges	.. 11	.. OR
Gelatine	.. 11	.. —
* " dynamite	.. 13	.. See rule 41
*Gelignite	.. 13	.. See rule 41
Ghee	.. 9	.. —
Gingelly	.. See seeds, common	.. —
" oil	.. See oils, Division B	.. —
Ginger	.. 9	.. —
" preserved	.. 10	.. —
Girders	.. See iron and steel, Division B	.. —
Glassware, Division A, includes—		
Looking glasses	} 12	.. OR
Mirrors		
Glass, plate		
" stained		
" N. O. C.	.. —	
Glassware, Division B, includes—		
Glass chimneys and globes	} 11	.. OR
" carboys, empty		
" inkpots		
" panes		
" shaving, tin framed, country tiles		
Glassware, pressed, including jars, dishes, and tumblers	.. —	
Glass, broken	6	.. —
" " "	3	.. W/4
Gloves	11	.. —
Glucose	7	.. —
Glue	8	.. —
Glycerine	9	.. —
Golf club and kit	11	.. —
Goods, sundry	11	.. —
" unclassified	11	.. —
" undescribed	11	.. —
Gram, country	7	.. —
" " "	4	.. W/4
" imported	9	.. —
Graphite (black lead or plumbago)	7	.. —
" " "	2	.. W/4
Grass	.. See fodder or forage	.. —
Grates, fire	9	.. —
Gravel	6	.. —
" " "	4	.. W/4
" " "	1	.. W/8

Classification.

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Commodities.	Class.	Conditions.
Gravestones ..	10	OR
Grease ..	8	---
Greaves ..	9	---
Green peas, country grown ..	See fruits and vegetables	---
Green tea leaf ..	8	OR
Grenades, hand, securely packed ..	11	OR
Grindstones ..	8	---
Groceries ..	10	---
Groundnuts ..	7	---
" ..	4	W/4
Guano ..	6	---
" ..	4	W/4
" ..	2	W/8
Guavas ..	See fruits and vegetables	---
Gum ..	8	---
Ganja or bhang ..	11	OR
*Gun cotton ..	13	See rule 41
Gunny bags, empty ..	8	---
" " return empties ..	See empties, return	---
Guns ..	9	---
Gun carriages ..	9	---
Gunnies ..	See gunny bags	---
*Gunpowder ..	13	See rule 41
Gutta percha ..	9	---
Guttering (spouting) ..	See iron and steel, Division B	---
Gymkhana or polo kit ..	11	---
Gymnastic appliances ..	11	---
Gypsum (plaster of Paris) ..	9	---
H.		
Hackeries in packages ..	9	---
Haberdashery ..	11	---
Hair ..	9	---
" oils in bottles packed in cases ..	11	OR
Hammers ..	See iron or steel, Division B	---
Hampers ..	9	---
" return empties ..	See empties, return	---
Hams ..	10	---
Hand carts ..	See carts.	---
" grenade fire extinguishers, securely packed ..	11	OR
Hardware, such as brass or copper pots, vessels, or ironmongery ..	9	---
Harness ..	10	---
Hats and caps ..	11	OR, see rule 35
Hay, loose ..	See fodder or forage	---
" pressed ..	do.	---
Heads, deer or stag ..	11	OR
Helmet ..	11	---
Hemp ..	See fibre and yarn	---
Herbs ..	10	---
Hessian cloth ..	8	---
Hides and skins ..	8	See rule 31
Hinges, iron ..	See iron and steel, Division B	---
Hominy ..	9	---
Honey ..	10	---
Honestones or whetstones ..	9	---
Hoofs and horns, cattle ..	8	---

Commodities.	Class.	Conditions.
Hoop iron ..	.. See iron and steel, Division B	---
Hoops, iron ..	.. do.	---
.. wood ..	.. 8	---
Hooping iron (if certified for packing tea, rubber, &c.)	See packing for tea, rubber, &c.	---
Hops ..	.. 9	---
Horn tumblers ..	.. 10	---
Horns stag, in bundles ..	.. 9	---
Horse food, prepared ..	.. See cattle and horse food	---
.. shoes ..	.. See iron and steel, Division B	---
Hose, leather or canvas ..	.. 9	---
Hosiery, cotton ..	.. 11	---
.. silk ..	.. 12	---
House fittings, timber ..	.. 7	.. See rule 33
Household effects, packed ..	.. 9	---
.. unpacked ..	.. 11	.. OR
Hurdles, iron ..	.. See iron and steel, Division B	---
.. wood ..	.. 7	---
Husk, coconut ..	.. See coconut husk	---

Ice ..	.. 7	.. OR
Idols, stone ..	.. 9	---
Implements, agricultural, packed ..	.. 7	---
.. .. unpacked ..	.. 8	.. OR
.. for games ..	.. 11	---
Incandescent mantles for gas and high power lamps, &c.	.. 11	.. OR
Incense ..	.. 11	---
Indian clubs, wooden ..	.. 9	---
Indiarubber ..	.. See rubber	---
.. goods ..	.. 10	---
Indian corn ..	.. 7	---
.. flour ..	.. See corn flour	---
Indigo ..	.. 9	---
.. seed ..	.. See seeds, com- mon	---
Ink ..	.. 10	---
Insecticides ..	.. 9	---
Instruments, scientific and surgical ..	.. 11	.. OR
Insulators, packed ..	.. 9	---
Iron and steel, manufactured, Division A, include—	.. 9	.. OR

Brackets ..	}	9	.. OR
Cash boxes ..			
Castings, ornamental ..			
Cranes belonging to the public ..			
Chairs, garden ..			
Cisterns ..			
Corrugated sheets ..			
Dust bins ..			
Files ..			
Frames for piles ..			
Hydrants ..			
Measures ..			
Pulleys ..			
Railings, ornamental ..			
Roofing ..			
Saws ..			
Steel grit ..			
Wine bins, wire ..			

Classification.

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Commodities.	Class.	Conditions.
Iron and steel, Division B, include—		
Anchors ..		
Angle ..		
Anvils ..		
Bands ..		
Bars ..		
Beams ..		
Bearing plates ..		
Beaters, cast ..		
Bell chairs ..		
Boilerplates ..		
Bolts ..		
Cables ..		
Castings, not ornamental ..		
Chains ..		
Channels ..		
Columns, cast ..		
Cooking utensils ..		
Cotters ..		
Crossings ..		
Crowbars ..		
Doors ..		
Fastenings ..		
Fencings ..		
Flat iron ..		
Forges ..		
Gates ..		
Ghamelas ..		
Gibs ..		
Girders ..		
Gutters ..		
Hammers ..		
Hangers ..		
Heels ..		
Hinges ..		
Hoops ..		
Hoop iron ..		
Horse shoes ..		
Hurdles ..		
Joists ..		
Karhais ..		
Lamp posts ..		
Laundry, iron ..		
Nails ..		
Nuts ..		
Pans ..		
Permanent way materials, other than for railways ..		
Pickaxes ..		
Pig ..		
Piles, screw ..		
Pipes ..		
Plates ..		
Posts ..		
Powrahs ..		
Rails ..		
Railings, not ornamental ..		
Ridgings, ornamental or not ornamental ..		
Rivets, iron or galvanized ..		
Rods ..		
Rollers ..		
Screws ..		
Screw jacks ..		
Sheets ..		
Shoe tips and heels ..		
Shutters ..		
Sleepers ..		

7 .. OR

Commodities.	Class.	Conditions.
Iron and steel, Division B— <i>contd.</i> —		
Spade ..	7	.. OR
Spoons ..		
Springs ..		
Spouting ..		
Squares ..		
Tacks ..		
Tanks ..		
Targets ..		
Tipplers ..		
Ties ..		
Towahs ..		
Tubing ..		
Turntables, railway ..		
Valves ..		
Washers ..		
Weights ..		
Well curbs ..		
Wheels ..		
Wheels for wells ..		
Window frames, iron ..		
Wire ..	9	.. —
„ fencing ..		
„ netting ..		
Ironmongery ..	7	.. —
Iron, pig, pipe, or sheet ..		
„ rails, railway ..		
„ spikes or chairs, railway ..		
„ scrap ..	4	.. W/4
Iryals ..	9	.. OR
Isinglass ..	11	.. —
Ivory ..	11	.. —
Izal, powder or fluid ..	9	.. —
J		
Jade ..	12	.. OR
Jaggery ..	8	.. —
Jak fruits ..	See fruits and vegetables	.. —
„ seed ..	See seeds, common	.. —
Jamboos ..	See fruits and vegetables	.. —
Jambola ..	do.	.. —
Japanware ..	11	.. OR
Jars, empty ..	See earthenware	.. —
Jinrickshas packed in cases ..	11	.. —
„ not packed ..	(Parcels traffic)	.. —
Jungle posts ..	7	.. —
Jute ..	4	.. W/4
„ hessian ..	8	.. —
„ ..	8	.. —
K		
Kekuna ..	7	.. —
„ oil ..	See oils, Division B	.. —
„ pods ..	7	.. —
Kale ..	See fruits and vegetables	.. —
Kankun ..	do.	.. —
Kansa leaves ..	11	.. —
Kapok ..	See fibre and yarn	.. —
Karavila ..	See fruits and vegetables	.. —
Kennels, dog ..	11	.. —

Classification.

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Commodities.	Class.	Conditions.
Kernels, N. O. C.	9	—
*Kerosine oil and petroleum in packages	10	OR, see rule 36
„ in tank wagons „	6	ORW†
„ receptacles, return empty	6	OR
„ receptacles, return empty, 25 cents per in wagon loads wagon mile	7	OR
„ tank wagons, return empty	do.	OR
Ketchup in bottles	10	—
King coconuts in bunches or bags	5	OR
Kips, hides, &c.	8	—
Kitul fibre	See fibre and yarn	—
Knife cleaning boards	9	—
Knives, pruning	9	—
„ rubber tapping	9	—
Knol-khol	See fruits and vegetables	—
Kola nuts	8	—
Kon	See fruits and vegetables	—
Kota-killangu	do.	—
Kurakkan	7	—
„	4	W/4
L		
Lac dye and shellac	8	—
„ stick	11	—
Lace, gold and silver	See clause	—
„ N. O. C.	11	—
Laces for boots, shoes, and stays	10	—
Lacquered ware	11	—
Ladders	7	See rule 33
Lamps	11	OR
Lamp burners	9	—
„ cotton or wick	9	—
Lanterns	11	OR
„ magic, apparatus	11	OR
Lard, country	8	—
„ imported, in tins	10	—
Latchwood	See timber	—
Lawn mowers	11	—
„ „ motor	11	—
„ tennis goods	11	—
Lead (if certified for packing tea, rubber, and desiccated coconuts)	See packing for tea, rubber, and desiccated coconuts	—
Lead foil	9	—
„ ore	6	—
„ in pipes, sheet, or pig	2	W/4
„ scrap	7	—
„ manufactured	4	W/4
„ white or red.	9	—
	See colours, paints and dyes	—
Leaf sifters	9	See rule 33
Leather	9	—
„ belting	9	—
„ chamois	9	—
„ hose	9	—

† { Kelani Valley line. W/12
 Other lines W/10

Commodities.	Class.	Conditions.
Leather fancy	11 .. .	—
„ morocco	11 .. .	—
„ washers	9 .. .	—
Leaves, biddy	9 .. .	—
„ coca	8 .. .	—
„ jak	8 .. .	OR
„ karapincha	8 .. .	OR
„ coconut, cacao, and plantain	7 .. .	OR, see rule 35
„ medicinal	8 .. .	—
Leeks	See fruits and vegetables	—
Lemonade in bottles	See aerated water	—
Lemons and limes	See fruits and vegetables	—
Lettuce	do. .. .	—
Levels, spirit	11 .. .	OR
Lime juice in casks	9 .. .	OR
„ „ in bottles, packed in cases or casks	10 .. .	OR
„ slaked	6 .. .	—
„ „	4 .. .	W/4
„ „	2 .. .	W/8
„ sulphate of limestone	6 .. .	—
„ „	4 .. .	W/4
„ „	2 .. .	W/8
„ unslaked	6 .. .	—
„ „	4 .. .	W/4
„ „	2 .. .	W/8
Limewater in kegs	8 .. .	—
Linen	See piece goods, cotton	—
Linoleum	10 .. .	—
Linseed	See seeds, common	—
„ cake, imported	8 .. .	—
Linseed oil	See oils, Division B	—
*Liquid fuel in drums or barrels	8 .. .	OR
„ „	5 .. .	OR, W/3
„ in bulk in tank wagons	3 .. .	OR
„ return empty receptacles	7 .. .	OR
„ return empty receptacles in wagon loads	25 cents per wagon mile	OR
„ return empty tanks wagon	do. .. .	—
Liquor (wine or spirits) in bottles	11 .. .	OR
„ (wine or spirits) in casks	9 .. .	OR
Liquorice	9 .. .	—
Lithographic stones	11 .. .	OR
Locks	9 .. .	—
Logwood	8 .. .	—
Looking glasses	See glassware, Division A	—
Lorries, motor, packed	11 .. .	OR
„ „ requiring a whole wagon	11 .. .	OR, W/1½. Minimum charge Rs. 10
„ on wheels	10 .. .	OR
„ „ requiring a whole wagon	10 .. .	OR, W/1. Minimum charge Rs. 10
„ packed, N. O. C.	9 .. .	—
Lovi-lovis	See fruits and vegetables	—
Lubricators	See machinery, Division B	—
Lubricator glasses	See glassware, Division B	—

Classification.

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Commodities.	Class.	Conditions.
Lubricating oil ..	See oils, Division B	—
Luggage ..	11	—
*Lucifer matches ..	13	See rule 41
M		
Macaroni ..	10	—
Mace ..	9	—
Machinery, Division A, includes—		
Boilers, N. O. C.	} Packed, 8 .. See rule 33 Unpacked, 9.. OR, see rule 33	}
Cranes belonging to the public ..		
Engines ..		
Looms ..		
Presses, grass ..		
" indigo ..		
" printing ..		
Pumps ..		
Refrigerators ..		
Rotary convertors ..		
Steam rollers ..		
Weighbridges ..		
Weighing machines and accessories ..		
Wire shoot runners ..		
Machinery, Division B, includes—		
Dynamos ..	} Packed, 9 .. See rule 33 Unpacked, 10.. OR, see rule 33	}
Electric appliances and fittings ..		
Electric motors ..		
Lubricators ..		
Presses, copying ..		
Scales, weighing, and accessories ..		
Sewing machines ..		
Water meters ..		
Madu stumps ..	7	—
Magic lanterns ..	11	OR
Magnesia ..	11	—
Mahogany ..	9	—
Maize ..	7	—
" ..	4	W/4
Malt and meal ..	8	—
Mamoties ..	See agricultural implements	—
Mana grass ..	5	OR
Mangoes ..	See fruits and vegetables	—
Mangosteens ..	do.	—
Manures ..	6	—
" ..	4	W/4, see rule 48
" ..	2	W/8
Manuscripts ..	12	—
Maplewood ..	9	—
Maps ..	12	—
Marble, polished or wrought ..	11	OR
Marbles, playing ..	9	—
Marble, rough ..	6	—
" ..	3	W/4
Margosa oil ..	See oils, Division B	—
Marjoram ..	See fruits and vegetables	—
Masts ..	7	See rule 33
*Matches, lucifer and congrave ..	13	See rule 41
Mats and mattings ..	9	—
Mattresses ..	11	—
Meal ..	8	—
Meats, fresh or preserved ..	10	OR
" dried, in bundles ..	9	—
Medical stores, imported ..	11	—

Commodities.	Class.	Conditions.
Medicines ..	11	—
Medicinal leaves ..	8	—
„ oil in bottles, packed in cases	11	OR
„ roots in bags	8	—
Mee oil ..	See oils, Division B	—
„ poonac ..	See cattle and horse food	—
Melons ..	See fruits and vegetables	—
Mercury (quicksilver) ..	11	—
Metal, fancyware ..	11	—
Metal polishes (paste) ..	9	—
„ road ..	6	—
„ „ ..	4	W/4
„ „ ..	1	W/8
*Methylated spirits ..	13	See rule 41
Mica ..	7	—
Microscopes ..	12	—
Military and naval stores ..	8	—
„ „ ..	3	W/4
Milk, condensed, in tins packed in cases	10	—
Mill board or straw board ..	7	—
Millinery ..	11	OR, see rule 35
Mill stones ..	8	—
Mineral oils, lubricating ..	See oils, Division B	—
„ waters ..	See aerated waters	—
Mint ..	See fruit and vegetables	—
Mirrors, glass ..	See glassware, Division A	—
Models ..	11	OR
Molasses ..	8	—
Monazite sand ..	9	—
Moonstones ..	11	OR
Mora ..	See fruits and vegetables	—
Mortars and pestles of glass, china, or stone	11	OR
Mortars, metal ..	9	—
„ wooden ..	9	—
Moss ..	7	OR
Motor bicycles or tricycles in cases	11	OR
„ boats ..	11	OR
„ „ requiring a whole wagon	11	OR, W/1½. Minimum charge Rs. 10
„ lorries and tractors ..	11	OR
„ „ „ requiring a whole wagon ..	11	OR, W/1½. Minimum charge Rs. 10
„ tricars packed ..	11	OR
„ cars packed in cases ..	11	OR
„ „ requiring a whole wagon	11	OR, W/1½. Minimum charge Rs. 10
„ car bodies packed in cases ..	11	OR
„ „ requiring a whole wagon	11	OR, W/1½. Minimum charge Rs. 10
„ cars unpacked ..	11	OR, W/1½. Minimum charge Rs. 10. To be accepted for conveyance in goods vehicles only when cannot be loaded in covered carriage truck

Classification.

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Commodities.	Class.	Conditions.
Motor car wheels and other motor car fittings packed in cases	9	.. OR, see rule 33
.. lawn mowers	11	.. —
.. spirit	See petrol	.. —
Mouldings and beadings	10	.. —
Moulds	9	.. —
Mouse or rat traps	9	.. —
*Muriatic acid	See acids	.. —
Murunga	See fruits and vegetables	.. —
Musical instruments	12	.. OR
Muskets in cases	9	.. —
Mustard in bottles, tins, or packets	10	.. —
.. seeds in bags	See seeds, common	.. —
N		
Nails, iron	See iron and steel, Division B	.. —
.. other than iron	9	.. —
.. (if certified for packing for tea, rubber, and desiccated coconuts)	See packing for tea, rubber, and desiccated coconuts	.. —
*Naphtha	13	.. See rule 41
Needles	11	.. —
Nellika	See fruits and vegetables	.. —
Netting, fishing, in bales	9	.. —
Newspapers, old	8	.. —
Nickel	11	.. —
*Nitric acid	See acids	.. —
Nutmegs	9	.. —
Nuts, arecanut	7	.. —
.. cadju	4	.. W/4
.. coconuts	See fruits and vegetables	.. —
.. groundnuts	See coconuts	.. —
.. N. O. C.	7	.. —
.. N. O. C.	4	.. W/4
.. N. O. C.	8	.. —
O		
Oakum	8	.. —
Oatmeal	10	.. —
Oats	8	.. —
Ochre	9	.. —
Office records	11	.. —
Oils, Division A, include—		
Almond	}	11 .. OR
Camphor		
Cinnamon		
Citronella		
Croton		
Essential oils		
Eucalyptus		
Khol		
Lemon grass		
Poppy seed		
Sandalwood		
Oils, Division B, include—		
Batching	}	8 .. OR
Boiled oil		
Castor		
Coconut		
Cotton seed		
Crude oil		

Commodities.	Class.	Conditions.
Oils, Division B, include— <i>contd.</i> —		
Earth oil ..	8	.. OR
Fish ..		
Gingelly ..		
Grease oil ..		
Green oil ..		
Groundnut oil ..		
Kekuna ..		
Linseed ..		
Lubricating ..		
Margosa ..		
Mee ..		
Mustard ..		
Pungam ..		
Rangoon oil ..		
Rape seed ..		
Salad ..		
Sperm ..		
Tallow ..		
Vegetable oils, N. O. C. ..		
White ..		
Wood ..		
Oil for medicinal or toilet purposes in bottles, packed in cases	11	.. OR
„ king coconut, in bottles, packed in cases	11	.. OR
*., dangerous petroleum ..	By special agree- ment only	—
*., kerosine ..	See kerosine oil	—
*., naphtha ..	13	.. See rule 41
*., paraffin ..	13	.. See rule 41
*., or spirits of turpentine ..	11	.. —
Oils, rosin ..	11	.. —
Oil cake, imported ..	8	.. —
„ country ..	7	.. —
„ „ ..	4	.. W/4
Oilcloth ..	10	.. —
Oilmanstores ..	10	.. —
Ola leaves ..	10	.. —
Onions, country ..	See fruits and vegetables	.. —
„ imported ..	8	.. —
Opium ..	11	.. OR
Oranges ..	See fruits and vegetables	.. —
„ imported ..	8	.. OR
Ores ..	6	.. —
„ ..	4	.. W/4
„ ..	2	.. W/8
Organs ..	12	.. OR
Organ materials in cases ..	11	.. OR
Ornaments ..	11	.. OR
*Oxalic acid ..	See acids	.. —
Oysters, fresh ..	11	.. OR
„ preserved ..	10	.. —
P		
Packing, engine ..	8	.. —
Packing for tea, rubber, and desic- cated coconuts includes—		
Aluminium lining ..	8	.. If certified
Block tin ..		
Galvanized binding wire ..		
Hooping iron ..		
Lead ..		
Nails ..		
Shooks ..		
Solder ..		
Soldering fluid ..		
Tin foil ..	3	.. W/1 „

Classification.

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Commodities.	Class.	Conditions.
Paddy or rice imported	8	—
„ country grown	5	See rule 50
„ „	3	W/4
Pails and buckets	8	—
Painter's materials	9	—
Paint	See colours, paints and dyes	—
Paints and varnish removers	12	—
Paintings or drawings	12	OR
Palmyra laths and rafters	7	See rule 33
Palmyra roots	See fruits and vegetables.	—
„ fibre	See fibre and yarn	—
Papaws	See fruits and vegetables	—
Pappada	10	—
Paper bags	8	—
„ coarse or waste	8	—
„ writing or stationery in general	11	—
„ wall	10	—
„ sand	9	—
Papiermache goods-	11	OR
Pasteboard	10	—
„ or cardboard boxes, empty, packed in cases	11	OR
Parchment	11	—
*Paraffin oil	13	See rule 41
Parsley	See fruits and vegetables	—
Parsnips	do.	—
Patterns for castings	9	—
Peas, green	See fruits and vegetables	—
„ dried in sacks	7	—
„ preserved, in tins	10	—
Pears, imported	8	OR
Pencils	11	—
Pennattu	9	—
Pens	11	—
Pepper	9	—
Perambulators, packed in cases	11	—
do. unpacked	(Parcels traffic)	—
*Percussion caps	13	See rule 41
Perfumery	11	OR
Permanent way materials, other than for railways	7	—
„ „	3	W/4
Pestles, glass, china, stone	11	OR
„ metal	9	—
„ wood	9	—
*Petrol in packages	12	See rule 37
„ „	10	W/4
„ in tank wagons	10	—
„ return empties	See kerosine oil return empties	—
*Petroleum, dangerous	—	By special agreement only
„ in bulk in tank wagons	See kerosine oil	—
„ in packages	do.	—
„ in wagon loads	do.	—
„ receptacles, return empty	See kerosine oil return empty	—
„ receptacles, empty, not return	9	—
Phenyl	9	—
Photographic apparatus	11	OR
Pianos packed in cases	12	OR
Piano cases, empty	9	See rule 35

Commodities.	Class.	Conditions.
Piano cases, empty, return ..	See empties, return	—
Pickaxes ..	See iron and steel, Division B	—
Pickles, country ..	8	—
" imported ..	10	—
Pictures ..	12	OR
Picture frames ..	12	OR
Piece goods, cotton or woollen ..	11	OR
" " silk ..	12	OR
" " worked ..	12	OR
" " mixed ..	12	OR
Pillows ..	11	—
Pineapples ..	See fruits and vegetables	—
Pipes, earthenware ..	8	—
" iron ..	See iron and steel, Division B	—
" smoking, wooden ..	10	—
" " N. O. C. ..	11	—
Piston packing ..	11	—
Pitch ..	8	—
Pith ..	9	See rule 35
Planks, wrought ..	7	—
" " for staves cut into barrel length, but not shaped ..	4	W/4
" " for staves ready shaped and fit for making into casks ..	6	—
" " " ..	3	W/3
" " unwrought ..	7	—
" " " ..	4	W/4
" " " ..	6	—
" " " ..	3	W/4
Plans ..	12	—
Plantains ..	See fruits and vegetables	—
Plantain leaves ..	7	OR, see rule 35
" trees ..	8	OR, see rule 35
" bark ..	8	—
" " ..	6	W/2
Plants in pots ..	9	OR, see rule 35
" in bundles or baskets ..	5	OR
Plaster of Paris (gypsum) ..	9	—
Platedware ..	11	OR
Plate, glass ..	See glassware, Division A	—
" powder ..	9	—
Plumbago ..	7	—
" " ..	2	W/4
Poles and masts ..	7	See rule 33
Polish, furniture ..	11	—
Polishes (paste), metal ..	9	—
Pollard ..	8	—
Polo kit ..	11	—
Pomegranates ..	See fruits and vegetables	—
Pompelמוש or jambola ..	See fruits and vegetables	—
Poonac, coconut, for cattle food ..	See cattle and horse food locally grown and prepared	—
" cotton seed ..	do.	—
" castor cake ..	do.	—
" gingelly ..	do.	—
" imported ..	8	—
" for manure ..	6	—

Classification.

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Commodities.	Class.	Conditions.
Poonac, for manure ..	4	W/4
" " ..	2	W/8
Porcelain ..	11	OR
Pork in casks ..	9	—
Porter in casks ..	} See beer	—
" in casks locally brewed for ..		
" export ..		
" in bottles ..		
Portmanteaus ..	11	—
Posts and rails, wood, for fencing ..	7	—
" " metal, for fencing ..	4	W/4
Posts, reinforced concrete ..	See iron and steel, Division B	—
	See reinforced concrete posts, &c.	—
" " " ..	2	W/4
Potatoes ..	8	OR
" country ..	See fruits and vegetables	—
" sweet ..	See fruits and vegetables	—
Potash ..	9	—
*Potentite ..	13	See rule 41
Pots or chatties, clay ..	9	OR
Powder, carbolized, for manure ..	6	—
" " " ..	3	W/4
" " " ..	2	W/8
" vermonite ..	9	—
Preservatives, Atlas ..	9	—
Preserves, imported ..	10	—
" country ..	8	—
Prickly comfrey ..	8	—
Printing materials ..	11	—
" presses ..	See machinery, Division A	—
Printed labels, covers, &c. ..	10	—
Provisions, imported, packed in cases, casks, or hampers ..	10	—
" salt (wet) ..	9	—
Pruning knives ..	9	—
" saws ..	9	—
Pulpers ..	9	—
Pulleys ..	See iron and steel, Division A	—
Pumicestone ..	9	—
Pumpkins, wattakkas ..	See fruits and vegetables	—
Punkahs ..	9	—
Purpuline for manure ..	6	—
" " ..	4	W/4
" " ..	2	W/8
Putty ..	8	—
Q		
Quartz ..	6	—
" ..	4	W/4
" ..	1	W/8
Quicksilver ..	11	OR
Quills, porcupine ..	11	—
Quilts ..	11	—
Quinine ..	11	—
R		
Racquets ..	11	—
Radishes ..	See fruits and vegetables	—
Rags ..	8	—
Rafters ..	7	—

Commodities.	Class.	Conditions.
Rain gauges ..	11 ..	OR
Rambatans ..	See fruits and vegetables	—
Rails, railway ..	7 ..	—
" " ..	4 ..	W/4
Rangoon oil ..	See oils, Division B	—
Rape seed ..	See seeds, common	—
Rat and mouse traps ..	9 ..	—
Rattans and canes ..	7 ..	—
Razais (quilts) ..	11 ..	—
Records, office ..	11 ..	—
*Rectified spirit ..	13 ..	See rule 41
Reeds and rushes ..	7 ..	—
Refrigerators ..	See machinery, Division A	—
Reinforced concrete beams, columns, pipes, posts, &c. ..	6 ..	—
" " " ..	4 ..	W/4
" " " ..	2 ..	W/8
Resin ..	9 ..	—
Retorts ..	9 ..	—
Rhea fibre in bales ..	See fibre and yarn	—
Rhubarb ..	See fruits and vegetables	—
Ribbons ..	11 ..	—
Rice, imported ..	8 ..	See rule 48
" country ..	See paddy or rice	—
" pounders ..	9 ..	—
Rifles in cases ..	9 ..	—
Rivets ..	See iron and steel, Division B	—
Road tracers and poles ..	11 ..	—
Rollers, blind ..	9 ..	—
" road, not steam rollers ..	7 ..	—
Roofing, felt or patent, includes—		
Asbestone ..	} 8 ..	OR
Asbestos cement ..		
Eternit ..		
Lammit ..		
Poilite ..		
Ruberoid ..		
Roofings, patent, N. O. C. ..		
Rope, coir ..	7 ..	—
" cotton and hemp ..	9 ..	—
" wire ..	8 ..	—
" N. O. C. ..	9 ..	—
Rosewater ..	11 ..	—
Rubber ..	7 ..	See rule 48
" goods manufactured ..	10 ..	—
* " solution composed of rubber and naphtha vapour inflammable at 76° Fahr. ..	13 ..	See rule 41
" solution, composed of rubber and naphtha vapour not inflammable at 76° Fahr. ..	11 ..	See rule 41
" tyres ..	10 ..	—
" tapping knives ..	9 ..	—
" collecting tins ..	9 ..	—
" seed ..	See seeds, common	—
Ruberoid ..	See roofing, felt or patent	—
Rugs, woollen ..	11 ..	—
" coir ..	8 ..	—

Commodities.	Class.	Conditions.
S		
Sacks, empty ..	8 ..	—
" " return ..	See return empties ..	—
Saddlery ..	10 ..	—
Safes, iron ..	9 ..	—
Saffron ..	9 ..	—
Sage ..	See fruits and vegetables ..	—
Sago ..	8 ..	—
Salad ..	See fruits and vegetables ..	—
Salsify ..	do. ..	—
Salt, common, in bags ..	8 ..	—
" rock " " ..	2 ..	OR, W/10
" " " ..	8 ..	—
" for manure ..	3 ..	W/4
" " ..	6 ..	—
" refined, in bottles or cases ..	2 ..	W/8
" 10 ..	10 ..	—
Saltpetre ..	9 ..	—
" for manure ..	6 ..	—
" " ..	4 ..	W/4
" " ..	2 ..	W/8
Salt provisions (wet) ..	9 ..	—
Salts, Epsom ..	9 ..	—
Samples packed in cases ..	11 ..	—
" tea ..	7 ..	—
Sand ..	6 ..	—
" ..	4 ..	W/4
" ..	1 ..	W/8
Sandalwood ..	9 ..	—
Sandles in packages ..	9 ..	—
Sandpaper ..	9 ..	—
Sapanwood ..	8 ..	—
Sashes, door ..	7 ..	See rule 33
Saws ..	See iron and steel, Division A ..	—
Sawdust ..	6 ..	—
" ..	4 ..	W/4
" ..	2 ..	W/8
Scales ..	See machinery, Division B ..	—
Scenery, theatrical, packed in cases ..	— ..	See coaching rule 32 "Concessions"
Scoops ..	9 ..	—
Scrap iron ..	7 ..	—
" " ..	4 ..	W/4
Screens, ornamental ..	11 ..	OR
" plain ..	See furniture ..	—
Screws and nails, iron ..	See iron and steel, Division B ..	—
" " other than iron ..	9 ..	—
Scents ..	11 ..	—
Scientific instruments ..	12 ..	—
Seats or chairs, garden ..	9 ..	—
Seaweed ..	6 ..	—
" ..	4 ..	W/4
" ..	2 ..	W/8
Seeds, common, include—		
Aniseed ..	} ..	W/4
Castor ..		
Coriander ..		
Cotton ..		
Croton ..		
Flax ..		
Gingelly ..	4 ..	

Commodities.	Class.	Conditions.
Seeds, common, include— <i>contd.</i> —		
Hemp ..	7	W/4
Indigo ..		
Jak ..		
Jute ..		
Linseed ..		
Mustard ..		
Pumpkin ..		
Radish ..		
Rape ..		
Rubber, other than planting ..			8	—
Tamarind ..		
Rubber for planting ..		
Tea ..	8	—
Seeds, N. O. C. ..		
Sewing machines ..	See machinery, Division B	—
Shafting unpacked ..	10	OR, see rule 33
„ packed in cases ..	8	—
Shafts for carriages ..	8	—
Shawls ..	11	—
Shellac ..	8	—
Shells and chanks ..	8	—
Sherbet ..	10	—
Shingles ..	6	See rule 34
Shoddy ..	8	—
Shoes and boots ..	10	—
Shooks ..	7	—
„ for packing tea, rubber, and desiccated coconuts ..	See packing for tea, rubber, and desiccated coco- nuts	—
Shot, cannon, in bags ..	9	—
Shovels ..	9	—
Shrubs, quicks and trees ..	8	OR, see rule 35
Side cars, packed ..	11	—
Sieves ..	9	—
Sifters, tea ..	9	—
Sign or advertisement boards ..	9	—
Silicate of soda and alumina ..	8	—
Silk, manufactured or unmanu- factured ..	See piece goods, silk	—
Size ..	8	—
Skins ..	8	See rule 31
Slag ..	6	—
„ ..	4	W/4
„ ..	1	W/8
Slates, billiard ..	11	OR
„ roofing ..	6	—
„ „ ..	4	W/4
„ „ ..	2	W/8
„ writing ..	9	—
„ monumental ..	11	OR
Sleepers ..	4	—
„ ..	2	W/8
Slime-apples ..	See fruits and vegetables	—
Snake gourds ..	do.	—
Snuff ..	11	—
Soap ..	8	—
Soda water in bottle ..	See aerated waters	—
Soda ..	8	—
Solder ..	8	—

Classification.

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Commodities.	Class.	Conditions.
Solder for packing tea, rubber, and desiccated coconuts ..	See packing for tea, rubber, and desiccated coconuts	—
Soldering fluid ..	11 ..	OR
" " for packing tea, rubber, and desiccated coconuts ..	See packing for tea, rubber, and desiccated coconuts	—
Soluble tea in bottles packed in cases	11 ..	OR
Sorrel ..	See fruits and vegetables	—
Soursops ..	do. ..	—
Sparklets ..	9 ..	—
Spectacles ..	11 ..	—
Spelter ..	9 ..	—
Spices ..	10 ..	—
Spinach ..	See fruits and vegetables	—
Spirits in casks ..	9 ..	OR
" in bottles ..	11 ..	OR
* " of turpentine ..	13 ..	See rule 41
* " of wine ..	13 ..	See rule 41
* " methylated ..	13 ..	See rule 41
Spirit, denatured ..	9 ..	—
Spokes ..	7 ..	—
Sponges ..	11 ..	—
Spoons, wooden ..	7 ..	—
Spouting ..	See iron and steel, Division B	—
Stag horns in bundles ..	9 ..	—
Stampers ..	7 ..	—
Stands, battery ..	9 ..	—
" wooden ..	8 ..	—
Starch ..	8 ..	—
Stationery of all kinds ..	11 ..	—
Statuary ..	11 ..	OR
Staves for casks ..	7 ..	—
" " ..	4 ..	W/4
Stays ..	11 ..	—
Steam rollers ..	See machinery, Division A	—
Steel ..	See iron and steel, Division B	—
Stencil plates ..	10 ..	—
Stereotype casts ..	9 ..	OR
Stick, lac ..	11 ..	—
Sticks, walking ..	9 ..	—
Stone, pumice ..	9 ..	—
Stones, sharpening ..	9 ..	—
" wrought, for building purposes ..	6 ..	—
" " " " ..	4 ..	W/4
" " " " ..	2 ..	W/8
" rough ..	6 ..	—
" " ..	4 ..	W/4
" " ..	1 ..	W/8
" cut or engraved, for monumental or other purposes ..	11 ..	OR
Stoves and grates ..	9 ..	—
Stout ..	See beer ..	—
Straw, loose ..	See fodder or forage	—
" pressed ..	do. ..	—
Stretchers ..	9 ..	—

Commodities.	Class.	Conditions.
Stumps, coffee, with roots	8	—
Sugar in casks and bags	9	—
„ lump, imported	10	—
Sugarcandy	9	—
Sugarcane	8	—
Sulphate of ammonia, for manure	6	—
„ „ „	4	W/4
„ „ „	2	W/8
„ of copper	9	—
Sulphur	6	—
„	4	W/4
„	2	W/8
*Sulphuric acid	See acids	—
Sundries, all packages of	11	—
Surgical instruments	11	—
Surveying appliances and instruments (theodolites excepted)	11	—
Syrup	8	—
T		
Tacks, iron	See iron and steel, Division B	—
Talc	7	—
Talipots	8	See rules 29 and 35
Tallow	8	—
Tamarinds	8	—
Tape	9	—
Tapioca, country, in bags	See fruits and vegetables	—
„ imported, in tins or other packets	10	—
Tappal boxes	8	—
Tapping knives	9	—
„ tins	9	—
Tar in casks	8	OR
„ „	4	OR, W/4
Tarpaulins	8	—
*Tartaric acid	See acids	—
Tats	8	—
Tea	7	See rule 48
„ fluff, dust, or sweepings	7	See rule 48
„ soluble, in bottles	11	OR
„ baskets	9	See rule 35
„ lead for packing tea, rubber, and desiccated coconuts	See packing for tea, rubber, and desiccated coconuts	—
„ leaf	8	OR
„ packing	See packing for tea, rubber, and desiccated coconuts	—
„ seed	See seeds, common	—
„ shelves	8	—
„ shocks	See packing for tea, rubber, and desiccated coconuts	—
„ sifters	9	—
Telegraph apparatus	11	—
„ materials	9	—
„ posts	7	See rule 33
Telephone apparatus, packed	11	OR
„ materials	9	—
Tennis materials	11	—
Tents and tent equipage	10	—

Classification.

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Commodities.	Class.	Conditions.
Terra japonica ..	9	—
Theatrical kit ..	—	See coaching rule 32 "Concessions"
Theodolites ..	12	OR
Thermometers, packed ..	11	OR
Thread or twist, cotton ..	11	—
Thyme ..	See fruits and vegetables	—
Tiles, common for building purposes ..	6	OR
" " " " ..	4	OR, W/4
" " " " ..	1	OR, W/8
" ornamental ..	9	OR
" glass ..	10	OR
†Timber, unwrought, including beams and rough planks sawn ..	6	—
" " " " ..	3	W/4
Timber, wrought ..	7	—
" " " " ..	4	W/4
Tin foil ..	9	—
" certified ..	See packing for tea, rubber, and desiccated coco- nuts	—
" ingots or sheets ..	11	—
" scrap ..	8	—
Tins, rubber collecting ..	9	—
Tinsel ..	11	—
Tinware ..	9	—
Tobacco, manufactured ..	11	See rule 49
" unmanufactured ..	9	See rule 49
Toddy in tins or bottles, packed in cases ..	10	OR
" in casks ..	8	OR
Tomatoes ..	See fruits and vegetables	—
Tom-toms ..	11	—
Tom-tom frames and sticks ..	9	—
Tongues, dried ..	10	—
Tonic water in bottles ..	See aerated waters	—
*Tonite ..	13	See rule 41
Tools, blacksmiths' ..	9	—
" carpenters' ..	10	—
" unserviceable ..	10	—
" N. O. C. ..	11	—
Tortoise-shell goods ..	11	—
" unwrought ..	9	—
Tow ..	8	—
Toys ..	11	OR
Traps, rat or mouse ..	9	—
Trays ..	11	—
Treacle ..	8	—
Trees and shrubs ..	8	OR, see rule 35
Tree tomatoes ..	See fruits and vegetables	—
Trenails ..	8	—
Trolleys on wheels ..	10	—
" " requiring a whole wagon ..	10	W/1. Minimum charge Rs. 10
" in packages ..	9	—
Tricars, motor, packed ..	11	OR
Tricycles, packed ..	11	OR
" unpacked ..	(Parcels traffic) ..	—
Trowels ..	9	—
Trunks, empty ..	11	—
" containing personal effects ..	11	—

† For Forest Department regulations see page xxv. of Rules for Passenger and Goods Train Traffic and Rates and Classification of Goods.

Commodities.	Class.	Conditions.
Tubs ..	8 ..	—
Turf ..	6 ..	—
" ..	4 ..	W/4
" ..	2 ..	W/8
Turmeric ..	8 ..	—
Turnips ..	See fruits and vegetables	—
Turpentine ..	10 ..	—
Turtles ..	11 ..	OR
Twine ..	7 ..	—
Type and printing presses ..	See machinery, Division A	—
Typewriters ..	9 ..	OR
Tyres ..	9 ..	—
" , rubber ..	10 ..	—
U		
Umbrellas, cotton ..	10 ..	—
" , silk ..	11 ..	—
Unclassified goods ..	11 ..	—
undeclared goods ..	11 ..	—
Urinals, earthenware, packed ..	11 ..	OR
" , metal ..	9 ..	—
Upholstery ..	11 ..	—
Utensils, kitchen ..	8 ..	—
V		
Valises ..	11 ..	—
Vanilla ..	9 ..	—
Varnish ..	9 ..	—
Vaseline ..	9 ..	—
Vegetables, fresh, not specified ..	See fruits and vegetables	—
" , dried or imported ..	8 ..	—
Vegetable fibre in bales ..	See fibre and yarn	—
" , marrows ..	See fruits and vegetables	—
Velvet tamarinds ..	do. ..	—
Veneers ..	10 ..	—
Venison, dried ..	9 ..	—
Veralu or native olives ..	See fruits and vegetables	—
Verdigris ..	9 ..	—
Vermicelli ..	10 ..	—
Vinegar in bottles, packed in cases ..	10 ..	OR
" , in casks ..	8 ..	OR
*Vitriol, oil of ..	13 ..	See rule 41
Vulcanite ..	9 ..	—
W		
Walking sticks ..	9 ..	—
Wall paper ..	10 ..	—
Walnut wood ..	9 ..	—
Wardian cases ..	11 ..	OR, see rule 35
Waste, cotton ..	8 ..	See rule 35
" , paper ..	8 ..	See rule 35
Watches ..	See rule 7	—
Water ..	6 ..	—
" ..	3 ..	W/4

Classification.

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Commodities.	Class.	Conditions.	
Water aerated or mineral, in glass or stone bottles, packed in cases or casks	See aerated waters	—	
Watercress ..	See fruits and vegetables	—	
Waterproof goods ..	11	—	
Wattakkas, pumpkins ..	See fruits and vegetables	—	
Wattle bark ..	See bark for tanning	—	
Watakolu ..	See fruits and vegetables	—	
Wax, bees ..	11	—	
Whalebone ..	9	—	
Wearing apparel ..	11	OR	
Wedges ..	8	—	
Weighing machines ..	See machinery, Division A	—	
Wheels, carriage or coach, with or without tyres	9	—	
" cart ..	7	—	
" on axles ..	9	—	
Wheelbarrows ..	9	—	
Whetstones ..	9	—	
Whiting ..	7	—	
Wickerwork ..	9	See rule 35	
Wicks (lamps) ..	9	—	
Winches ..	9	—	
Window frames ..	7	See rule 33	
" " glazed ..	9	—	
" " iron ..	See iron and steel, Division B	—	
Wine in casks ..	9	OR	
" bottles ..	11	OR	
Wire ..	} See iron and steel, Division B	—	
" netting ..		—	
" fencing ..		—	
" rope ..		8	—
" shoot runners ..		See machinery, Division A	—
Withering cloth ..	9	—	
Wolfram ..	11	—	
Woods, ornamental ..	11	—	
" jungle posts ..	7	—	
" " " " " " ..	4	W/4	
*Wood spirit or wood naphtha ..	13	See rule 41	
Woollen goods ..	11	—	
Woodapples ..	See fruits and vegetables	—	
Wooden ladders ..	7	See rule 33	
Wood oil ..	See oils, Division B	—	
" pulp ..	6	—	
" " " " " " ..	3	W/4	
Y			
Yams ..	See fruits and vegetables	—	
Yarn, coir ..	See fibre and yarn	—	
" hemp ..	do.	—	
Yeast ..	10	OR	
Z			
Zinc ..	8	—	
Zinc ore ..	6	—	
" " " " " " ..	2	W/4	

List of Articles other than Dangerous Goods, for which the Railway does not undertake to provide Warehouse Accommodation.

Ammonia (sulphate for manure)
 Ashes, coal
 Ashes
 Asphalt
 Ballast
 Bamboos
 Bitumen
 Bones for manure
 Boundary stones
 Bricks, common
 " fire
 Bulky and heavy articles
 Cabook
 Cadjans
 Carbolized powder (for manure)
 Chalk for agricultural purposes
 Chinaware, broken
 Chunam
 Cinders
 Clay
 Coal
 Coir refuse for manuring purposes
 Coke
 Compost
 Concrete fencing standards
 Coral for building purposes
 Fire, clay
 Firewood
 Flints
 Fuel, patent

Glass, broken
 Gravel
 Guano
 Hay
 Iron pig pipe or sheet
 " scrap
 Lime, slaked
 " unslaked
 " sulphate of lime stone
 Manures
 Marble, rough
 Metal, road
 Ores
 Poonac for manure
 Posts, reinforced concrete
 Purpuline for manure
 Quartz
 Sand
 Saw dust
 Sea weed
 Scenery, theatrical
 Slag
 Slates, roofing
 Sleepers
 Small or loose articles
 Stones, rough
 " wrought for building purposes
 Straw
 Tiles, common for building purposes
 Timber
 Turf