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Transport Economics: Depth Classification Version of CC. (Classification problems. 42). (Design series. 18).

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A depth classification version of Colon Classification (= CC) for subjects going with the Host Subject Transport Economics is given. The methodology for the design of freely-faceted scheme for classification and the current version of the notational system of CC have been used. In designing the schedule of speciators for the different kinds of vehicles. advantage has been taken of the available depth classification versions of CC for Motor Vehicle Production Engineering, Locomotive Production Engineering, and Air-Vehicle Wing Production Engineering. It has been found convenient to deem an isolate idea denoting a "Method" as a manifestation of the fundamental category Matterthat is, to consider it as Matter (Method). A differentiated schedule of such Method Isolates, associated with each of the Energy Isolates, is given. A problem in this connection is also mentioned. In Industrial Economics. the (IN) for the Industry Isolate in the Personality facet is at present constructed using the Subject Device. This adds two to three digits to the (IN). The method of constructing the Industry Isolate number suggested in this paper using the Subject Device only partially is more economical. The use of devices - such as, Alphabetical Device, Numerical Device, Environment Device, Subject Device, and "Divide like" Device - has helped in achieving economy in schedule building as well as in conforming to the Canons of Helpful Sequence, Consistent Sequence, and Scheduled Mnemonics. An Alphabetical Index to the schedules and a list of thirty-seven examples classified according to the scheme for classification are given].

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#### ABBREVIATIONS USED

(A1) =	Array of Order 1	(HS)	= Host Subject
(A2) =	Array of Order 2	(IN)	= Isolate Number
(AD) =	Alphabetical Device	(M)	= Matter

(AD) = Alphabetical Device

(IPI) = Personality Isolate. (BS) = Basic Subject Round 1, Level 1 CC = Colon Classification

(E) = Energy(T) = Telescoping

# O Scope of the Paper

This paper demonstrates a method of constructing a depth classification version of CC for subjects going with the (HS) Transport Economics. The guiding principles and methodology for the design and development of a freely-faceted scheme for classification (3, 9, 10) has been used.

#### 1 Source of Isolates

General encyclopaedias, a few specialised monographs on transport economics, and about five hundred micro documents were scanned to select the isolates for enumeration in the schedules. This also helped in structuring the subject in a helpful way.

# 2/3 DESIGN OF SCHEME

# 2 Host Subject and Isolates

### 21 HOST SUBJECT

The subject Transport Economics is deemed to go with the (BS) Industrial Economics. "Transport" is an isolate in (1P1). Thus, Transport Economics may be represented by the following (HS):

Industrial Economics (BS), Transport [1P1]

# 21 SCHEDULE OF (1P1)

The schedule of (1P1) consists of a number of speciators derived on the basis of different quasi-isolates. A combination of one or more of the speciators with the Isolate Idea "Transport" (Lamination of Kind 2) gives Compound Isolates representing different varieties of transport as a whole.

### 22 SEQUENCE OF SPECIATORS IN (1P1)

## 221 Grouping of Quasi Isolates

Application of Group Strategy (2) gave two main groups of quasi-isolates:

1 Those associated with the entity to be transported; and

2 Those associated with the carrier system.

A study of the subject indicated that the choice of the particular kind of transport system is dependent upon the attributes of the entity to be transported. Therefore, applying the Wall-Picture Principle, we can say that the concept behind the "Carrier system" will not become operative unless the concept behind the "Entity to be transported" is conceded. Thus, in the facet structure, the speciators associated with the Entity to be Transported are enumerated first followed by those associated with the Carrier System.

### 222 Sequence of Speciators

The quasi isolates falling within each of the two main groups mentioned above, were further grouped using Group Strategy. The resulting sequence of all the quasi isolates more or less conforms to the Wall-Picture Principle. Hence, all the speciators derived on the basis of the different quasi isolates could be arranged in a more or less helpful way. A list of the quasi isolates in (1P1) is given in Col (c) of Table 1 in Sec 223. The status—coordinate and subordinate—of the quasi isolates is indicated by appropriate indention.

223 TABLE 1. Quasi-isolates in (1P1)

SN	Sector (S-)	Quasi-isolates
(a)	(b)	(c)
-29		By Purpose
10		By attributes of entity for transport
-10	.,	By Attributes of passenger
2	v e	By Category By Residence
1 2 3 4 5 6 7 8 9	V S R Q P N K G E C	By Personal transport facility
4	ô	By Distance from residence
<u>.</u>	ř	By Class of travel
6	N	By Number of passengers
7	J,K	By Destination
8	G	By Distance to be covered
9	E	By Frequency of travel
	С	By Stage of travel
1-24	0( )	By Attributes of goods
1 2	9( ) 9X	By Kind of commodity
3	9N to 9U	By Gross form or state By Special property
4–15	214 10 20	By Classification
4	91	By Industrial classification
5	9B	By Administrative classification
6–17		By Shape
6	901	By Overall shape
7	9z1	By Micro shape
8–20 8	0	By Bulk
	9у	By Number of units

SN	Sector	Quasi-isolat <del>e</del> s
214	(S-)	Quasi-isolates
(a)	(b)	(c)
19	9x	By Weight
20	9v	By Volume
21	9s	By Destination
22 23	9r	By Length of haul
23 24	9q	By Frequency of shipment
25-29	9p	By Stage of movement By Area to be served
25	9j	By Type of population cluster
26	9f	By Kind of market/area
27	9d	By Size of population
28	9c	By Traffic density
29	9Ь	By Economy of area
30-79		By Attributes of carrier system
30 31	0(1)	By Mode of transport By Name of service (Brand)
32	OF to OR	By Dominant service/Use
33	OB to qD	By Number of carriers
34	09T to 09X	By Distance covered
35	09M to 09R	By Frequency of service
36	09a	By Facility of service
37-41		By Attributes of line/route
37 38	01	By Type/status
39	0у <b>0</b> х	By Physical environment By Continuity
40	0v	By Route width
41	Öt	By Restriction of route
42	Óτ	By Special service
43	0р	By Regularity
44	0m	By Contract
45-49		By Organisation and management
45–46 45	Oj	By Ownership and control
46	0h	By Entity owned By kind of owner
47-49	OII	By Finance
47	0g	By Capital investment
48	0e,0f	By Source of finance
49	0c	By Movement cost per unit
50-55	<b>z</b> (1)	By Attributes of carrier
50		By Kind of carrier
	_	(Differentiated quasi-isolates for "Motor vehicle")
51	Zj	By Mean maximum speed
52	Zj X E	By Kind of engine
53	E	By Fuel
		(Differentiated quasi-isolates for "Railway train"
51	Zg to Zu	By Gauge
52 53	v	By Mean maximum speed
<i>33</i>	C	By Kind of engine

SN	Sector (S-)	Quasi-isolates
(a)	(b)	(c)
54	9M	By Fuel
51 52 53 54–55 54 55	G D B 1 z1	(Differentiated quasi-isolates for "Air Vehicle") By Take off/Landing mode By Speed By Altitude By Propulsion system By Kind of engine By Number of engines  By Class provided
56 57 58–60 58 59 60 61 62–79 62 63 64 65 66–67 66 67 71 72 73 74 75 76	zr zm zj zg ze zb fH f1 e dT dR ddC cB c4 c3 b5 b7 b5	By Class provided By Size of carrier By Capacity By Number of units carried By Weight By Volume By Length of run By Facility in carrier By Light By Safety provision By Safety device By Special provision By Food/Beverage service By Baggage accommodation By Fixity By Capacity By Passenger accommodation By Heating By Ventilation By Telecommunication system By Entertainment By Audiovisual accessory By Interior trimmign

# 23 SELECTED SPECIATORS FOR CARRIER

In designing the present schedule, advantage has been taken of the available schedules for Production Engineering of Motor Vehicle (3), Locomotive Production Engineering (1), and Air Vehicle Wing Production (4). Thus, in the schedules for Transport Economics, only the frequently occurring quasi-isolates, for deriving speciators for "Carrier", have been enumerated.

However, any of the other appropriate quasi-isolates from the schedules for the subjects mentioned above can be used without difficulty in the present schedule.

## 24 MILITARY TRANSPORT EXCLUDED

Military Transport Economics is not covered by the scheme for classification presented in this paper.

#### 3 Other Facets

## 31 SCHEDULE OF (1M) ISOLATES

The (1M) isolates may be grouped into the following kinds of Matter Property isolates

Function Rate

Restriction Customer-carrier relation
Service Management factors

Each of these isolates have been subdivided on the basis different characteristics as found necessary from a study of the subject. For example, "Rate for Passenger" has been subdivided using the following characteristics:

Type of carrier/line
Category of passenger
Class of travel

Distance and locality
Time of journey
Frequency of travel

Similarly, "Luggage rate" has been subdivided using the following characteristics:

Type of carrier/line
Whether owner accompanied

Location in vehicle
Class of travel
Speed of transport

Kind of luggage

# 32 SCHEDULE OF (E) ISOLATES

The (E) isolates are largely from the schedule of Common Energy Isolates given in CC, Ed 6.

## 33 SCHEDULE FOR (2M)

The schedule for (2M) consists mainly of Method Isolates and Speciators for each of them. It will be noted that a Method Isolate is deemed to be a manifestation of the Fundamental Category "Matter".

#### 4 Problem

In many a case there is no named method associated with the (E) isolates, such as "Determination", "Estimation", "Analysis" and "Evaluation". A method, in the present context, usually consists of using several factors or variables involved in determining, estimating, analysing or evaluating, as the case may be, a particular attribute mentioned in the earlier round of the subject structure. Therefore, a generic isolate name, such as "Method for costing" and "Method for Market Share Analysis" has been used. The factors or variables used in the method are deemed as Speciators. Thus, we get compound isolates, such as "Method using Peak-off differential and underpricing", and "Method using Weight-distance factor". The result of structuring the subject in this way is fairly satisfactory. However, more elegant ways of classifying such subjects should be investigated.

### 5 Notation

#### 51 GENERAL

The current version (7) of the notational system of CC has been used. The appropriate guiding principles (3) have been conformed to as best as possible. Use has been made of devices such as Environment Device, Numerical Device, Alphabetical Device, Subject Device, and Mnemonic Device, wherever possible. This has helped in securing economy in schedule building, and in conforming to the Canons of Helpful Sequence, Consistent Sequence, Relevant Sequence, and Mnemonics. The Sectors assigned to the quasi isolates in (1P1) are mentioned in col (b) of Table 1 in Sec 223.

### 52 INDUSTRY ISOLATE

The Industry Isolates in (1P1) for the (BS) Industrial Economics are prescribed to be derived by (SD) (6). An examination of a number of Industry Isolates occurring in (1P1) for the (BS) Industrial Economics indicated that in almost all the cases the packeted subject consists of either a (BS) alone or a (BS) with a (1P1) isolate only. Therefore, it is suggested that the 1 Starter and arrester used in (SD) may be omitted for the

Industry Isolate; and 2 If a (1P1) isolate occurs in the subject forming the Industry Isolate, the comma (,) prefixed to the isolate may be omitted, attaching the isolate to the (BS) directly.

Example:

Subject	Class Number		
	Atipresent	Suggested	
Transport industry Motor vehicle industry	XX,(D7,4) XX,(D841,5)	XX,D74 XX,D8415	
Iron industry Agricultural industry	XX,(F8,182) XX,(J)	XX,F8182 XX,J	
Rice (agriculture) industry	XX,(J,381)	XX,J381	

This would save three digits in the number for the Industry Isolate wherever it consists of a (BS) and a (IPI) isolate. Where it consists of only a (BS), then atleast two digits — starter and arrester — can be saved.

## 53 (IN) FOR CARRIER

In Sec 23 it has been mentioned that the speciators for carrier have been chosen from the depth versions of CC for Production Engineering of Motor Vehicle, Locomotive Production engineering, and Air Vehicle Wing Production. For the few oftoccurring speciators given in the present schedule the notation used in the above-mentioned depth versions has been retained more or less without change. The Sector (S-z()) has been assigned to the isolate Carrier. The isolates representing different kinds of carriers together with their respective speciators are placed within the brackets in "z()". This would enable the use of any speciator, if necessary, from these depth versions, without disturbing the notation assigned to the quasi isolates in the present schedule.

#### 6 Index to Schedule

2 ft gauge (IPI), Zh

Note.— 1 The terms enumerated in the schedules in Sec 7 are listed in this index. However, terms denoting ideas the numbers for which are indicated to be derived by using such devices as (AD), (ND), (SD), and "Divide as" are not included.

2 The number from the schedule given against each index entry is preceded by an abbreviation for the name of the appropriate fundamental category — for example (IPI), (IM), (E), and (2M).

```
2 ft 6 in gauge (1P1), Zj
3 ft gauge (1P1), Zk
3 ft 3.37 in gauge (1P1), Zm
3 ft 6 in gauge (1P1), Zp
4 ft 6 in gauge (1P1), Zr
4 ft 8.5 in gauge (1P1), Zs
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length (2M), zh	Passenger travel distance
making potential (1M), 73	(IPI), GF
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Turbo jet (1P1), 175	Viability (1M), 86 Village (1P1), 9jB1
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Wide	b63	Radio
front vision (1P1), f1N	b632	Pushbutton
route (1P1), 0vP	b64	Stereophonic tape
Width of	b65	Television
route (QI) (IPI), 0vD		_
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(1P1), f1D	b72	Swimming
Windshield	b73	Music
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Without engine Aircrast (1P1), z0	b77	Dance
Woman, Provision for (1P1), zrP	ь7 <i>С</i>	Library
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24.1 (171) 205	681 682	Telephone
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fID	000	Radai
	c3 R	' Ventilation
7 Schedule	c31	Fresh air admittance
/ Schedule	c34	Smog control
XX, D74 Transport Economics	c38	Air ducting
AA, D/4 Italisport Decitorates	c381	Hood
Schedule of (IPI)		
	C182	
	c382	Door
Speciators		Door
Speciators	c4 B	Door W Heating
Speciators  aY By Attributes of carrier system	c4 By	Door  Wheating Defrosting
Speciators  aY By Attributes of carrier system  aZ By Attributes of carrier	c4 B	Door  Heating Defrosting Heating
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier	c4 By c41 c44 c45	Door  Heating Defrosting Heating Hot water
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility	c4 By c41 c44	Door  Heating Defrosting Heating
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table	c4 By c41 c44 c45 c48	Door  y Heating Defrosting Heating Hot water Hot air
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter	c4 By c41 c44 c45 c48	Door  Heating Defrosting Heating Hot water Hot air  Climatic control
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter	c4 By c41 c44 c45 c48	Door  y Heating Defrosting Heating Hot water Hot air
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter	c4 By c41 c44 c45 c48 c8 By c82	Poor  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control
Speciators  aY By Attributes of carrier system aZ By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter b18 Dictaphone	c4 By c41 c44 c45 c48 c8 By c82 c83	Door  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning
Speciators  aY By Attributes of carrier system By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter b18 Dictaphone b2 By House keeping facility	c4 By c41 c44 c45 c48 c8 By c82 c83 c87	Door  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning Pressurisation
Speciators  aY By Attributes of carrier system  aZ By Attributes of carrier  by Facility in carrier  bl By Executive facility  bl2 Writing table  Typewriter  bl8 Dictaphone  b2 By House keeping facility  Relaxation	c4 By c41 c44 c45 c48 c8 By c82 c83 c87 c871	Poor  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning Pressurisation Slight
Speciators  aY By Attributes of carrier system  By Attributes of carrier  By Facility in carrier  by Executive facility  bi2 Writing table  Typewriter  bi8 Dictaphone  b2 By House keeping facility  Relaxation  b22 Sleeping  b23 Cooking	c4 By c41 c44 c45 c48 c8 By c82 c83 c87 c871 c872 cB By	Poor  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning Pressurisation Slight
Speciators  aY By Attributes of carrier system By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter b18 Dictaphone b2 By House keeping facility b21 Relaxation b22 Sleeping b23 Cooking b3 By Sanitary facility	c4 By c41 c44 c45 c48 By c82 c83 c87 c871 c872 cB By cB1	Door  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning Pressurisation Slight Full
Speciators  aY aZ By Attributes of carrier system By Attributes of carrier by Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter b18 Dictaphone b2 By House keeping facility b21 Sleeping b22 Cooking b3 By Sanitary facility Washing	C4 B3 C41 C44 C45 C48 C8 B3 C87 C871 C872 CB B3	Door  Heating Defrosting Heating Hot water Hot air  Climatic control Thermostatic control Air-conditioning Pressurisation Slight Full Passenger accommodation
Speciators  aY By Attributes of carrier system By Attributes of carrier b By Facility in carrier b1 By Executive facility b12 Writing table b16 Typewriter b18 Dictaphone b2 By House keeping facility b21 Relaxation b22 Sleeping b23 Cooking b3 By Sanitary facility	c4 By c41 c44 c45 c48 By c82 c83 c87 c871 c872 cB By cB1	Door  y Heating Defrosting Heating Hot water Hot air  y Climatic control Thermostatic control Air-conditioning Pressurisation Slight Full  y Passenger accommodation Large space

```
By Baggage accommodation
                                      f HJ
                                              Spot
                                      fHM
ďC
    By Capacity
                                              Internal
dČB
        Small
                                      zb
                                           By Length of run (Km)
dCC
        Medium
                                      zbB
                                              Short (Upto 50)
dCE
        Large
                                              Medium (Over 50, less 500)
                                      zbC
                                      zBD
                                              Long (Over 500, less 5,000)
dM By Fixity
        Fixed
                                      zbE
                                              Very long (Over 5,000)
dMl
dM6
        Detachable
                                      zdZ. By Capacity
                                           By Volume (Cu M)
    By Position
dR
                                      ze
                                      zeB
                                              Small (Upto 10)
dRI
        Front
dR2
                                      zeC
                                               Medium (Over 10, less 100)
        Top
                                      zeD
                                               Large (Over 100, less 1,000)
dR5
        Side
                                      zeE
                                              Very large (Over 1,000)
        Underneath
dR6
dR7
        Rear
dR B
        Separate
                                      ZΧ
                                           By weight (Kg)
                                      zgB
                                               Small (Upio 100)
dRE
        Cabin
        Luggage compartment
                                      zgC
                                               Medium (Over 100, less 1,000)
dRF
                                      zgD
                                               Large (Over 1,000, less 5,000)
                                      zgE
                                               Very large (over 5,000)
      By Food Beverage service
dT
        Food service
dT3
        Dining car service
                                      zj
                                            By Number of units carried
dT5
        Snack bar. Restaurant
dT6
                                      zm
                                            By Size of carrier
dT8
        Ваг
                                      zmB
                                               Small
     By Special provision
                                      zmC
                                               Medium
c
                                      zmD
        Medical aid
                                               Large
e4
        Provision for babies
e5
                                            By Class provided
e7
        Provision for children
                                      ZΓ
                                      211
                                               Luxury
                                               Air-conditioned
                                      zr3
f
     By Safety provision
     By Salety device
                                      zr5
                                               Saloon
f1
                                      zг6
                                               Pullman
         Safety console
f11
         Safety belt
                                      zrB
                                               Sleeper
f 12
        Antiburst door lock
                                      zrE
                                               Coupe
f15
        Padded instrument panel
                                      zrF
                                               First
f17
                                      zrG
                                               Second
        Padded steering wheel
fIB
         Zone toughened wind screen
                                      2rH
                                               Third
f1D
                                               Intermediate
        Shatter-proof glass
                                      zгJ
fIF
                                      zrM
                                               Mixed
         Shock absorber
f1H
                                      zrΡ
                                               Women
flK
         Rumber
        Shock absorption front
fIL
                                      z( ) By Carrier
f 1M
         Better vision facility
                                            By Variety
         Wide front vision
                                      1
fIN
                                            By Overland carrier
fIP
                                      1Y
        Sun visor
                                      17.
                                               Using muscular power
f 1R
         Rear view mirror
         Wind shield wiper
                                       2
                                               Pack animal
fIS
                                       21
                                               Bull. Ox. Bufallo
f 1X
         Wind shield washer
                                       22
                                               Horse
                                       23
25
                                               Donkey
     By Light
                                                Mule
fH
     By Purpose
                                       26
                                                Camel
f H1
         Headlight
                                       27
                                               Elephant
fH2
         Reversing
                                       291
                                                Reindeer
fH6
         Stop
                                       292
                                                Dog
f HB
         Cornering
                                       296
                                                Yak
fHE
         Fog
```

## NBELAMEGHAN AND GOPINATH

298	Other	EF EG		erosene viesel oil
3	Human	EG1	L	ight
31	Porterage	EG2		led.um
311	Runner	EG3 ES	H	leavy ascous fuel
312	Dragging	ES	U	ascous ruei
315	Pushing	X	By K	ind of engine
33	Palanquin	XI		etrol (gasolene) engine
34	Chair	X2		iesel engine
35	Doly	X.5		as turbine
38	Other	X6		leurical
	M. C. L. Danner delines	<b>X</b> 7	N	uclear
4	Vehicle, Power-driven	Zj	Rv A	lean maximum-speed
411	Tree trunk roller Rolling stone	Z.J	(Av	erage speed) (Kmph)
412	Rolling Store	Z jB	S	low (1 to 25)
413	Chariot	ZiC		ledium (26 to 60)
415	Coach	ZjD	Н	igh (61 to 120)
416	Sledge	ZjE	٧	ery high (Over 120)
417	Toboggan			and the second
<b>4</b> 18	Travois			(Illustrative examples of
42	Wheel cart			Compound Carrier Iso- lates)
43	Country cart			latest
44 45	Spring cart Rickshaw	z(4C-	.X2)	Diesel engine bus
46	Hackney	z(4J-1		
48	Cycle	2(10	,	diesel oil
.,0	2,1.0	z(4P-	X6)	Electric Street car
4A	Motor vehicle			
4B	Motor car	4T		Railway train
4C	Bus, Motor bus			Colored Differentiated
4D	Motor cycle			Selected Differentiated Speciators for "4T Railway
4E 4F	Motor scooler			train"
4G	Moped Autorickshaw	9M		By Fuel
41	Motor truck	9M1		Solid
4L	Truck-trailer	9M11		Coal
4P	Tramcar, Street car	9M12	1	Coal slurry
		9M5		Liquid Mixture
	Selected Differentiated	9M52		Gasolene
	Speciators for "4A to 4P	9M55		Kerosene Diagol oil
	Motor vehicle etc". (See Sec 23 of	9M6		Diesel oil
	the text).	S.		By Kind of engine
E	By Fuel	SI		Petrol (gasolene) engine Diesel engine
E01 E1	With antifreeze	S2 S5		Gas turbine
E2	Single fuel Dual fuel	\$6		Electrical
E8	Multifuel	S7		Nuclear
EB	Pure liquid			_
EB5	Pentane	V		By Mean maximum speed
EB6	Hexane			(Average speed) (Kmph)
EB7	Heptane	VB		Slow (1 to 25) Medium (26 to 60)
EB8	Octane	VC VD		High (61 to 120)
EE	Liquid mixture Gasolene (favoured)	VE		Very high (over 120)
~~	Casolene (la routea)			,

336 Lib Sc

ZfZ E	By Gauge	5B	Ship
Zg	Less than 2'	5B1	Gokstad
Zh	2'	5B3	Three masted
Zj	2′6° 3′	<b>6</b> D	Constal wastel
2 k	3' 3.7"	5D 5E	Coastal vessel Ocean liner
Zm	3'6"	51	Harbour craft
Z p Zr	4'6"	531	Tug
Zs	4' 8 · 5"	513	Lighter
Ži	5'6"	535	Barge
Zu	Other gauges	537	Ferry
Z u Zx	Light railway		
	•	5M	Special purpose vessel
(1	Illustrative examples of	5M1	Tanker
	Compound Carrier	5M3	Collier
	Isolates)	5M5	Sea train
z( 4T-S2)	Diesel engine train	5 <b>P</b>	Submarine
z(4T–Z s)	Standard (American)		NoteThe speciators
-(472 = - 00)	gauge train	_	for "4A Motor vehi-
z(4T-Z s-S6)	Standard gauge electric	Ç	cle" can be used with "5B to 5P"
	train		
		z(5E-X5)	(Illustrative) Gas turbine powered
4X	Air-cusion vehicle.	2(36-73)	ocean liner
44	Hovercraft	z(5J7-X1)	Petrol engine powered
	Hovererait	2(337-711)	ferry craft
	NoteThe speciators	2(5P-Z.iD-X	7) High speed, nuclear
fe	or "4A Motor vehicle"	-(,-	powered submarine
c	an be used with "4X"		•
a	nd "4X1".	6	Ropeway
-	Illustrative)	7	Pipeline transport.
z(4X-X5)	Gas turbine powered		Pneumatic transport
	air cushion vehicle	8	Air vehicle. Aircraft.
z(4X–ZjC–X2	) Medium speed, diesel		
	powered air cushion		Speciators for "8 Air vehicle"
	vehicle		vehicle
		zy	By Propulsion system
	ly Waterway carrier		By Number of engines
15	Raft. Kattamaran.	z0	Without engine
511	Jangada	z1 z2	Single engine
52 53	Inverted pot	z.2 z4	Two-engine Four-engine
54	Coracle	z6	Six-engine
541	Skin-boat Umiak	20	Six-eligine
542	Kayak	0 <b>Z</b>	By Kind of propulsion
545	Bullskin boat	1	Internal combustion
55	Boat	•	engine
551	Dugout	11	Air-breathing
552	Flat boat	12	Reciprocating
553	Lilloet canoe	15	Rotary
554	Brigg boat	158	Gas turbine
555	Nydam boat	17	Reaction engine (jet)
556	Sail boat	172	Ramjet
5561	Sambuk	173	Pulsejet
557	Oar boat	175	Turbojet
558	Gondola	176	Turbo-ramjet
58	Galley	18	Non-airbreathing

1H	Reaction engine	Of 3		Government financed
IJ	Rocket engine	Of 5		Company financed
iK	Chemical rocket	OfB		Private finance
1 M	Nuclear	Og		Capital investment
1N	Solar engine		(	in Rs 1,000)
1P	Electro-magnetic pro-	0gB		Small (Upto 50)
	pulsion	0gC		Medium (50 to 250)
_		0gD		Large (Over 250)
В	By Altitude (Km)		_	
BB	Low (Upto 1)			Ownership and control
BC	Medium (Over 1, less 5		Ву	Kind of owner/supporter
BD	High (Over 5, less 20)	Ohl		Individual
BE	Very high (Over 20)	0h2		Partnership
_	D. Court (Mask sure bas)	Oh3		Government (including
D	By Speed (Mach number)	01.11		quasi government)
DB	Subsonic (Upto 0.9)	0h31		Central. Federal
DC	Sonic	0h32		State
DD	Transonic (0.91-1.5)	0h35		Local body
DE	Supersonic (1 · I – 4 · 0)	0h37		Government-associated
DF	High supersonic (14 · 1 –			body
~~	5.0)	0h5		Incorporated body
DG	Hypersonic (5·1-15·0)	0031		Joint stock company.
DH	Re-entry (Over 15)	01-66		Company
	D. T. I C and I and	0h55		Foreign
G.	By Take-off and landing	0h6		Unincorporated body
GI	Conventional (favour-	0h63		Society
	ed)	0h66		Charitable institution
G2	Vertical (VTOL)	0h68		Business body
G3	Short take off	0h7		International body
G5	Helicopter	0h8		Other statutory bodies
GSI	Compounded	0hB		Private body
GB	Direct jet lift	0hG		Independent
GF	Rotary wing	0.	_	
	( #11)		ву	Entity owned
		0j1		Track
	Compound Carrier	0j2		Line
(0 DE)	Isolates)	Oj8		Dock. Station etc
z(8-DE)	Supersonic aircraft	0	n	Company
z(8-DE-17)			Ву	Contract
z(8-G2)	VTOL aircraft	0m1 0m2		Contractual
z(8-G5)	Helicopter	0m2		Demand-scheduled Chartered
0-7	Pu Ougguination and	0m3B		
0zZ	By Organisation and	0m3D		Short-term
0-D	management	0m3D 0m5		Long-term
0zB	By Finance			Hired
0c	D. Manager and and non-in-	0m5B		Short-term
0cB	By Movement cost per unit	0m6		Long-term
	Low	0m7		Concessional Free
0cC	Medium			
0cD	High	0m8		Altered
0d <b>Z</b>	By Source of finance	0р	Rν	Regularity
0e	Self-supporting	0pt		Regular
10	Other source	0p4		Irregular
	NoteDivision as for	0p6		Temporary
	"Oh By Kind of owner"	0p8		Tramp
	(Illustrative)	opo .		
	(			

Or Or3	By Special service Excursion	086 088	Loop Diversion
Or8	Tourist	09aZ	By Facility/Convenience
0rC	Night Bublic heliday	09b	Parking
0rE 0rG	Public holiday	09c	Park 'N ride
Or J	Holiday season Emergency	09d	Loading
013	Efficigency	09e	Unloading
0sZ	By Attributes of line	09f	Transhipment
01	By Restriction of route	09g	Interchange of mer- chandise
	NoteDivide as "4 Restriction" in the	<b>09</b> j	Replacement
	schedule of (M) isolates		T2 (A2) into (A1) begins
	(Illustrative)	09k	Carrier
0:13	Speed	09m	Local freight service
0t15	Weight		T2 (A2) into (A1) ends
0t2GD	Long distance	00-	
0	Do Donas delah	09p	Substitution
0v	By Route width		T2 (A2) into (A1) for in-
0vB	Narrow	00-	T3 (A2) into (A1) begins
0vD	Wide	09q	Freightway train
Δ	D. C. dini	09r	Main line route
0x	By Continuity		T3 (A2) into (A1) ends
0x1	Continuous	00-	Safatu
0x4	Discontinuous	09s	Safety
0x6	Fragmentary network	09s3	Insurance coverage
0	D. Dhusiaal anniversant	09u	Door-to-door service
0у	By Physical environment Note.—Division by	09v	Pick-up and delivery
	"Environment Device" (5	09w	Convenient scheduling
	(Illustrative)		Time differential
0yUC4	Desert	09x	Personal vehicle
0yUCS	Marshy	001	carried
0yUG7	Mountainous	091	Convenient regulations.
oy o o r	Modifications		T4 (A 2) into (A1) begins
00Z	By Type Status	092	Common regulations
01	Main line	093	Border regulations
01	Wall line	094	Customs formalities
	T1 (A2) into (A1)	095	Inspection
	begins	096	Embarkation/dis-
02	International		embarkation forma-
021	Inter-country		lities
023	Inter-continental		T4 (A2) into (A1) ends
03	National		
031	Inter-state	097	Common itinerary
034	Inter-district	000	planning
035	Inter-city	098	Agency service
05	Intra-ocean	09B	Travel plan service
051	Intra-coastal	09C	Terminal service
052	Intra-regional	09E	Packing and forward-
055	Intra-island	09J.	ing service Containerisation
056	Inter-island	093.	Containerisation
	T1 (2) into (A1) ends	09KZ 09M	By Frequency of service Low
08	Secondary line	09MB	Number/hour
083	Feeder	09MC	Number/day
085	Chord	09MD	Number/week

09ME	Number/month	23	Classified
09N	Medium	25	Autobahn
09NB	Number/hour	26	Autostrade
09NC	Number/day	28	
		20	Subway. Under-
09ND	Number/week	_	ground
09NE	Number/month	3	Railway
09P	High	31	Street
09PB	Number/hour	33	Ordinary (favoured)
09PC	Number/day	34	Underground
09PD	Number/week	34	
	Number/month		T5 (A2) into (A1) ends
09PE	Daily service	5	Waterway
09R	Daily service	51	Inland
09SZ	By Distance covered (Km)	52	Channel
09T	Very short (Less than	53	River
	5)	54	Lake
09U	Short (Over 5, less 50)	55	Ocean
09V	Medium (Over 50, less		Coastal
U9 V	500)	554	Submarine route
09W	Long (Over 500, less	8	Airway
	5,000)	8X	Multiple mode
09X	Very long (Over 5,000)	0.37	D
•			By Purpose
0AZ	By Number of carriers	9aZ <i>L</i>	By Attributes of area
	Small (1 to 10)		Market to be served
OB		9b <i>E</i>	ly Economy of area
0C	Medium (11 to 50)	9b1 ~	Profitable
0D	Large (Over 50)		
		962	Viable
0EZ	By Dominant service Use	9Ь3	Low profit
0F	Passenger transport	9b4	Non-remunerative
	Commuting		Non-profitable.
0G		9b6	Costly
0H	Cargo transport.	700	C03.1.)
	Freight	•	D. T. C. J
0J	Mixed service	9c	By Traffic density
0M	Civilian	9cB	Low
0N	Military	9cC	Medium
0R	Mass transport.	9cD	High
OIX.	Bulk transport	9cE	Abnormal
011			
0U	Passenger service	9d <i>I</i>	By Size of population
ow	Mail service		(in 1,000)
0X	Express service	9dB	Small (Upto 25)
		3dC	Medium (25 to 99)
0( )	By Name (Brand) of		
·	service	9dD	Large (100 to 250)
	Note.—Division by	9dE	Very large (Over 250)
		9f /	By Kind of market Area
0.400	(AD) (Illustrative)		
0(C)	Caravan transport	9f 1	Domestic
0(G)	Greyhound transport	9f 2	Residential
0(R=V)	Ram Vilas service	9f 26	Non-residential
		9f 5	Business. Commercial
0(Z)	By Mode of transport	8 16	Tourist area
1	Land	91 A	Industrial
•	Land		
	me (4.5) (4.1) .	9f( )	Other market 'area
	T5 (A2) into (A1) hegins		Note.—Division by
2 21	Road		(SD)
	Highway. Trunk road	i	(Filestrative)
22	Turnpike	9f(J)	Agricultural
		/	

9f (J,481) 9f (JX)	Coffee growing Forest	9u	By Bulk
•			T6 (A2) into (A1) begins
9j	By Type of population	9v	By Volume (CuM)
-,	cluster	9vB	Small (Úpto 10)
9j1	Conurban	9vC	Medium (Over 15, less
9j2	Metropolitan area	<b>74C</b> .	100)
		9vD	
9)3	Urban	3VD	Large (Over 100, less
9j35	Suburban		1,000)
9j4 9j5	Supercity	9vE	Very large (Over 1,000)
9j5	City		
9j6	Town	9x	By Weight (in 100 kg)
9jB	Rural area	9xB	Small (Upto 1)
9jB1	Village	9xC	Medium (Over 1, less 5)
7).01	111111111111111111111111111111111111111	хD	Large (Over 5, less 50)
9mY	By Attributes of entity for	9xE	Very large (Over 50)
ym I		7 X IC	very large (Over 50)
	transport		
9mZ	By Attributes of goods	_	
9n	Goods	9у	By Number of units carried
9p	By Stage of movement		
	Note.—Divide as "C	9yz	By Shape
	By Stage of travel"	9z	By Microshape
	(Illustrative)	/-	By microsnape
0-1			Mars Divide as
9p1	Arriving		Note.—Divide as
9p6	In transit		"bF" in the schedule
			of "Common Property
9q	By Frequency of shipment		Isolates''(8)
-	Note.—Divide as "E		(Illustrative)
	By Frequency of	9z21	Powder
	travel'	924	Fibre
	(Illustrative)	724	11010
0-1		90z	D. O H - L.
9q1	Annual .	902	By Overall shape
9q2	Seasonal		Note.—Divide as
_			"bB" in the schedule
9r	By Length of haul		of "Common Property
	(in 100 Km)		Isolates' (8)
	(Distance to be cover-		(Illustrative)
	ed)	9021	Rod
9rB	Short (Upto 0·5)	904	Wire
9rC		704	WITE
71C	Medium (Over 0.5,	0.4.7	P 61 16 11
۸. ۵	less 5)	9AZ	By Classification
9rD	Long (Over 5, less 50)	9B	By Administrative classi-
9rE	Very long (Over 50)		fication
		9B1	Not carried
9s	By Destination	9B5	Objects found
	Note.—Divide as "9j		O Ojevio remini
	By Type of population	٥r	By Industrial classification
	cluster"	, ,,	(Note.—This term
0-25	(Illustrative)		denotes the standard
9s35	Suburban		Industrial Classification
9s5	City		of goods).
9t	Special destination		
	Note - Divide as " K	9MZ	By Special property
	Special destination"	9N	Dangerous
	(Illustrative)	9P	Inflammable
9t41	Market	9Q	Corrosive
9155	Exhibition	9B	Explosive
100	Lamorion	, 6	LAPIOSINE

### NEELAMEGHAN AND GOPINATH

9S 9T 9U	Evaporative Deliquescent Efflorescent	E53 E7 E77	Triweekly Daily Many times a day
9X 9X1	By Gross form State Solid	G	By Distance to be covered (Km)
9X2 9X4	Slurry Semi-solid	GB GC	Short (Upto 50) Medium (Over 50, less 500)
9X5 9X8	Liquid Gas	GE	Long (Over 500, less 5,000)
9(0)	By Kind of commodity (goods)	GF	Very long (Over 5,000)
	Note.—Division by (SD) (Illustrative)	J	By Destination Note.—Divide as "9j By Type of population cluster"
9(D) 9(D841,5)	Engineering goods Motor vehicle	J35	(Illustrative) Suburban
9(F) 9(F8,3)	Chemical Food	J5	City
9(J) 9(J,381) 9(KX)	Agricultural products Rice Animal	K K2 K41	Special destination Office Market
aZ	Special Components for Compound Commodity	K45 K5 K7	Fair Exhibition Picnic spot
ь	Isolates (SpC) Raw material	K8 K( )	Tourist spot Other
c f	Finished goods Industrial products	κ( )	Note.—Division by (SD)
f5 g	Company merchandise Household goods	K(D4,38)	(Illustrative) Airport
9(0=b)	(Illustrative exam- ples of Compound Com modity Isolates) Raw materials	NC	By Number of passengers Single Family
9(F=b) 9(J=f5)	Chemical raw materials Company agricultural	P P	Party  By Class of travel
9(3-13)	merchandise	P	Note.—Divide as "zr By class provided"
AZ B	By Attributes of passenger Passenger	P1	(Illustrative) Luxury
C.	By Stage of travel	PC PD	Second class Third
C1 C5	Arriving Departing	Q	By Distance from resi- dence
C8	In transit Transfer	QB QC	Short Medium
E El	By Frequency of travel Annual	άō	Long
E2 E3	Seasonal Monthly	R R1	By Personal transport Single car household
E4 E5	Fortnightly	R7 R8	Multicar household Car-saturated house-
E52	Weekly Twice-weekly	NO.	hold

•	By Residence	4	Restriction
S		41	
	Note.—Divide as		By Vehicle
	"9j By Type of popu-	413	Speed
	lation cluster"	414	Direction
	(Illustrative)	4141	One-way
S35	Suburb	4145	Round about
S5	City	4147	Omni-
		415	Weight
V	By Category of passenger	416	Size
VB	Official	4161	Length
ÝC	Military	4162	Width
ΫĎ	Workman	4163	Height
ΫF	Student	11.05	110.8
ŸĞ	Child	42	By Passenger attribute
νĸ	Pilgrim	72	Note.—Divide as " B
νM			
	Tourist		to X( ) By Attributes
VP	Emigrant		of passenger" in (1P1)
VQ	Missionary		(Illustrative)
VR	Foreigner	42GD	Long distance travel
V(L)	Patient	42∨B	Official
	Note.—Division as	42VM	Tourist
	for "L Medicine"		
	(Illustrative)	43	By Goods
V(L;421)	Tuberculous patient	431	Size
V (L;47)	Surgical patient	432	Bulk
		438	
X( )	Special category		Storage
	Note.—Division by	4383	Maximum weight
	(SD)	4385	Minimum weight
	_ (Illustrative)		
X(MY)	Sportsmen	44	By Waiting
X(Y;45)	Criminals	441	Waiting prohibited
X(YX)	Social workers	442	For safety
` '		446	Short period
	(IM) Isolates		
	()	45	By Parking
3	Function	451	Time
31	Arrival	453	Date
32			
	Departure	455	Place
33	Movement		
34	Stop	46	By Traffic noise
341	Station	462	Residential area
342	Post	464	Hospital area
343	Exceptional stop		
344	Transhipment point	48	By Obstruction to
346	Irregular		thoroughfare
348	Emergency	481	Entrance
3483	Beaching sand	485	Exist
35	Inspection	488	Special
36	Financial	700	<b>эрсела</b>
37	Care and facility	5	Service
371		50Z	
	Accommodation		By Environment
373	Food supply	51	Fog. Mist. Haze
374	Entertainment	52	Rain
375	Hygiene	53	Cold
376	Medical aid	54	Snow. Hail
377	Baby care	55	Thaw condition
38	Travel arrangement	56	Slippery surface
	<del>-</del>		

SB Difficult start SD Bad road surface SF Sudden change SF1 Route SF6 Scheduling SF1 Inadequate personnel SF1 Inadequate personnel SF1 Inadequate personnel SF2 Scheduling SF3 Total cost. GF3 Movement cost per ton GF4 Fixed amount GF4 Fixed amount GF5 Fixed amou				
Difficult start  Bad road surface  SF Sudden change  SE Sudden cha	58	Storm, Gale, etc	6zaZ	By Route and distance
Bad road surface  SF Sudden change  Se Suden change  Sudre transport route  Transit route  Return four the Return in set Implied as "" I Survey. I Su				
SFF Sudden change 6zd SFI Route 6ze 5FI Route 6ze 5F6 Scheduling 6zf 6ze 6ze 6zf 6ze 6ze 6zf 6ze				International route
SFI Scheduling 6zf 5F6 Scheduling 6zf 5F7 Scheduling 6zf 6zg				Long distance route
SF6 Scheduling SH Inadequate personnel SN Under accident  62g Cost 62d Cost 62d Cost 62d Cost 62d Coperating cost 62e 62d Coperating cost 62e 63 Per seat mile 65e 65 Mowement cost per ton 6g 6j			6ze	Local transport route
Inadequate personnel   6zg   Return   Round trip			6zf	Transit route
5N Under accident 6zh Round trip  6 Cost 6zm Air-lift 6d Net cost 6de Operating cost 6zd Operating cost 6e3 Per seat mile 6e5 Movement cost per ton 6g Tangible cost 6ij Fixed rate 6ji Fixed amount 6zF Fixed amount 6zF Fixed amount 6ji Fixed amo				Return
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6b Total cost. Gross cost 6zp 6d Net cost 6e Operating cost 6z0 6e Operating cost 6z1 6e Operating cost 6z1 6lz Note.—Divide as "via by Type of passenger" in (IP1) 6e Operating cost 6z1 6e Operating cost 6z1 6lz Note.—Divide as "via by Type of passenger" in (IP1) 6e Operating cost 6z1 6e Operating cost 6z2 6e Operating cost 6z4 6e Operating cost	314	Cildo: Lastication		
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6mZ By Frequency of travel 6n Scason ticket 62 Baggage rate 6n1 One line 6n2 District. County 6n4 Region 63 By Speed of transport 6n6 Single journey 63D Fast 6n7 Other 63E Rush 6n8 Return journey 63D Fast 6n9 Other 63E Rush 6n9 Other 63E Rush 6n0 Day Speed of transport 6n1 Day Speed of transport 6n2 By Time of journey 64 By Class of journey 6n3 Note.—Divide as 6n4 Holiday rate 6n6 Holiday season 6n8 Special purpose 6n9 Special purpose 6n9 Special purpose 6n9 Gast 6n9 Special purpose 6n9 First class 6n9 Special purpose 6n9 First		Pote for Passanger		
6n Scason ticket 62 Baggage rate 6n1 One line 6n2 One line 6n3 T (A3) into (A2) begins 6n4 Region 63 By Speed of transport 6n6 Single journey 63B Slow 6n8 Return journey 63B Slow 6n9 Other 63E Rush 6qZ By Time of journey 61 Day 61 Day 61 Night 61 Night 62 Night 63 Special purpose 64 By Class of journey 65 Note.—Divide as 65 Special purpose 66 Special purpose 67 Special purpose 68 Special purpose 69 Special purpose 69 Special purpose 60 Special purpose 60 Special purpose 60 Special purpose 60 Special purpose 61 Special purpose 61 Special purpose 62 Special purpose 63 Special purpose 64 Special purpose 65 Special purpose 66 Special purpose 67 Special purpose 68 Special purpose 69 Special purpose 69 Special purpose 60 Special purpose 60 Special purpose 60 Special purpose 61 Special pu			61 W	Mail
6n1         One line         T (A3) into (A2) begins           6n2         District. County         T (A3) into (A2) begins           6n4         Region         63         By Speed of transport           6n6         Single journey         63B         Slow           6n8         Return journey         63D         Fast           6p         Other         63E         Rush           6qZ         By Time of journey         64         By Class of journey           6r1         Day         Note.—Divide as         "2r By Class provided           6r2         Night         "2r By Class provided         ed" in (1P1)           6r6         Holiday rate         ed" in (1P1)         (Illustrative)           6r8         Special purpose         64F         First class           6s41         Market         64G         Second class           6s45         Fair         65         By Location in vehicle           6s5         Exhibition         65         By Location in vehicle           6s8         Tour         Note.—Divide as				
6n2         District. County         T (A3) into (A2) begins           6n4         Region         63         By Speed of transport           6n6         Single journey         63B         Slow           6n8         Return journey         63D         Fast           6p         Other         63E         Rush           6qZ         By Time of journey         64         By Class of journey           6r1         Day         Note.—Divide as         "zr By Class provided as"           6r2         Night         "zr By Class provided ed" in (1P1)           6r4         Holiday season         65         Special purpose         64F         First class           6s41         Market         64G         Second class           6s45         Fair         55         Exhibition         65         By Location in vehicle           6s8         Tour         Note.—Divide as			62	Baggage rate
6n4         Region         63         By Speed of transport           6n6         Single journey         63B         Slow           6n8         Return journey         63D         Fast           6p         Other         63E         Rush           6qZ         By Time of journey         64         By Class of journey           6r1         Day         Note.—Divide as           6r2         Night         "zr By Class provided           6r4         Holiday rate         ed" in (1P1)           6r6         Holiday season         64F         First class           6s41         Market         64G         Second class           6s45         Fair         64G         Second class           6s5         Exhibition         65         By Location in vehicle           6s8         Tour         Note.—Divide as				22 (4.2) (may (4.2) harden
606 608 608 609 609 609 609 609 609 600 609 600 609 600 600			<i>(</i> 2	I (A3) into (A2) begins
608 Return journey 63D Fast 607 Other 63E Rush  607 By Time of journey 64 By Class of journey 607 Day Note.—Divide as 607 Night "2r By Class provided 607 Holiday rate 607 Gas Special purpose 604 First class 608 Special purpose 604 First class 608 Fair 608 Fair 608 By Class of journey 608 Note.—Divide as 609 Print (Illustrative) 609 Second class 609 Fast 609 Fast 600 Fas				
6p Other 63E Rush  6qZ By Time of journey 64 By Class of journey 6r1 Day Note.—Divide as 6r2 Night "zr By Class provided 6r4 Holiday rate ed" in (1P1) 6r5 Special purpose 64F First class 6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as				
6qZ By Time of journey 61 Day 671 Night 672 Night 674 Holiday rate 675 Special purpose 681 Market 684 Fair 685 Exhibition 68 Tour 68 Note.—Divide as 684 Py Class of journey 69 Note.—Divide as 687 First class 6860 Second class 6861 Market 687 Second class 6880 Four 800 Note.—Divide as				
6r1 Day "reflection of the control o	θp	Other	OJE	Rusn
6r1 Day "reflection of the control o	4-7	By Time of journey	64	By Class of journey
6r2 Night "zr By Class provided 6r4 Holiday rate ed" in (1P1) 6r6 Holiday season 6s Special purpose 64F First class 6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as			0.4	Note - Divide as
6r4 Holiday rate ed'' in (1P1) 6r6 Holiday season (Illustrative) 6s Special purpose 64F First class 6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as				
6r6 Holiday season (Illustrative) 6s Special purpose 64F First class 6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as				
6s Special purpose 64F First class 6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as				
6s41 Market 64G Second class 6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as			64F	
6s45 Fair 6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as			64G	
6s5 Exhibition 65 By Location in vehicle 6s8 Tour Note.—Divide as				
6s8 Tour Note.—Divide as		Exhibition	65	
6sB Packet programme "dR By Position of		Tour		Note.—Divide as
	6sB	Packet programme		"dR By Position of

	baggage" in (1P1) (Illustrative)	69J 69P 69R	Surcharge Free transport Free trip
651 65E 65F	Front Cabin Luggage compartment	6B	Goods rate Note.—Divide as "6m Rate for passen-
66 66b 66c 66g	By Kind of baggage Suit case Box Bedding	6Bzd 6B1U	ger" (Illustrative) Long distance haul Transport in passenger
66m 66p 66r	Attache case Bundle Packet		line Note.—The follow-
66t 66u 66v 66x 66( )	Personal item Handbag Umbrella Dress, Clothing Other	6D	ing in addition  B) Consignor/Consignee status Note — Divide as "V By Category of passenger"
	Note.—Division by (SD) (Illustrative)	6DB 6DC	(Illustrative) Official Military
66(D8,77) 66(II) 66(KX,5)	Radio Plants Pet	6E 6EO	By Value of goods No value
67	By Whether owner accom- panied	6EF	Low Medium High
671	Owner accompanied baggage	6G	By Storage and in-transit facility
676	Unaccompanied bag- gage	6G1 6G5 6G6	Wagon Refrigerated carriage Warehousing
68	By Type of service Note.—Divide as "OU to OX" in (1P1)	6G8 6J	Other  By Special attributes of
68U 68W	(Illustrative) Passenger service Mail		Note.—Divide as "9n to 9( ) By Attri- butes of goods" in
69a	By Weight		(IPI) (Illustrative)
69AZ	Other Passenger/ Baggage cost	6Jz4 6JR	Fibre material Explosive
69B 69C	Sleeper Cabin	6JX8 6J(D)	Gas Engineering goods
69E 69F 69F1	Coupe Reservation Seat	6L 6L1	By Special rate Bulk rate
69F2 69F3 69F4	Sleeper Cabin	6L2 6L4 6L5	Croup rate Rush goods Subject to tonnage
69F5 69F7	Coupe Compartment Carriage	676	condition with restricted res-
69G 69H	Charter Special	6L7	ponsibility Dead freight

		75	Preference of mode
MZ	By Location of goods etc	•	Management forter
N	Point of charging	.8	Management factor
6N11	FOB	81	Traffic flow
6N12	FOR	811	Traffic density
6N13	FIC	82	Classification
6N15	CIF	83	Coordination
6N2	Ex-godown	84	Traffic distribution
6N3	Ex-station	85	Market share
6N5	Ex-port	86	Viability
6N6	Ex-barge	87	Quality of service
0110		88	Maintenance
6P	Through route and	884	Depreciation
0.	joint rate	885	Abandonment
6PI	Between motor and	887	Utilisation
VI .	carrier	8B	Technological factors
6P2	Between railways	8H	Support and sponsor-
6P3	Between railway and		ship
013	water carrier		Note.—Divide as
6P5	Between water carriers		"Oh By Kind of
6Q	Tapered rate		Ownership/Support"
6R	Umbrella rate		in (1P1)
6S	Minimum rate		(Illustrative)
6S6	Exemption from mini-	8H3	Government
020	mum rate	8HB	Private Party
6V	Additional charges etc		•
6Vb	Registration	8M	Merger
6Vc		94	Deficiency. Inade-
6Vd	Prepaid reply Correspondence etc	74	quacy. Problem.
	Reimbursement of co	-•	Damage
6Ve	Insurance	°940Z	Due to environment
6Vj		7402	Note.—Divide 94 as
6Vm	Loading		"5 Service" in (1M)
6Vn	Transhipment		(Illustrative)
6Vp	Unloading	942	Due to rain
6Vr	Storage	94D	Due to bad road
6Vs	Demurrage	94N	Due to accident
6Vt	Terminal charge	7414	Due to accident
6Vu	Port charge		(IC) Indiator
6X	Special charge	LI	(IE) Isolates Determination. Calcu-
6X1	Loading port	Ы	
6X2	Delivery	Lo	lation
6X3	Making up carrier	b2	Designing
6X7	Bonus to captain	b6	Estimation
		f 3	Analysis. Experiment.
6XB	Customs, Inspection	g	Evaluation
	etc	u	Survey
6XC	Custom duty		43.5. V 1
6XE	Toll		(2M) Isolates
6XG	Local tax	3	Method for costing
6XH	Octroi	5	Method for service
6XK	Sales tax		evaluation
6XM	Inspection	6	Method for "Market
			share and Traffic
7	Customer-carrier	-	flow "analysis
	_ relation	7	Method for "Area
71	Demand for travel		service" analysis and
73	Trip-making potential		survey'

	Speciators for the (2M)		service evaluation"
	Method Isolates	zb	Time differential
		zc	Link travel time
	For "3 method of	ze	Maximum pick-up
	costing'		time
zb	Operating speed	zg	Shape of area covered
ZC	Generating speed	zj	Frequency of call
zdl	Time value	zh	Carrier capacity
zd3	Total time for trip	zm	Facility cost
ze	Accident potential	zp	Community impact
zſ	Point-of-trip origin	zp1	Travel time
zg	Line length	zp2	Waiting time
zg4	Subway length	zp3	Walking distance
zh	Trip length	zp5	Riding distance
zi	Feeder route length	Zľ	Discriminatory service
<b>E</b> k	Weight-distance	zrl	Place
zm	Discrimination with	zr2	Commodity
	other modes	zr3	Service
20	Traffic pattern	zr4	Lower price. Under-
znl	Passenger		pricing
zn2	Goods	zr7	Personal
zp	Station spacing	zs	Service quality
zr	Under-pricing		• •
zr1	Equalisation factor		For "6 Method for
ZS .	Transport mode com-		Market Share" and
	bination		"Traffic Flow analysis"
zs1	Automobile-railway	zb	Commodity classi-
zs2	Railway-ship		fication
zt	Passenger loading	ze	Number of vehicles
zv	Running expenditure	zj	Weight of shipment
zvl	Wage	zh	Length of haul
zv5	Fuel cost	zm	Weight-distance
zx	Peak-off differential	zp	Kind of rate
zl	Returning empty	~P	
z2	Fair value		For "7 Method for Area
z3	Fair return		service analysis and
z61	Rate for passenger		survey"
z62	Rate for baggage	zb	Population density
z62 z63	Rate for goods	ze	Number of vehicles
203	Kate for goods	20	available
	For "5 Method for	zk	Geographic location
	TOU TO TAKELING TOP	L.P.	Scograpine rotation

# 8 Examples

### 81 NOTE

- 1 Some of the subjects of the documents cited in the Classified Part in Sec 82 were found to be multifocal. As the examples given in Sec 82 are meant mainly to demonstrate the method of constructing Class Number with the depth schedule, each and every subject dealt with in a document is not included in the list of examples. Only one or two subjects have been selected from a document.
- 2 Several of the documents mentioned in the examples in Sec 82 are papers contributed to the meetings of the Highway

Research Board (USA). In such cases, the reference is given to the Highway research abstracts only.

3 A large number of the (IN) representing different ideas may be constructed using the Numerical Device (ND). Unlike in the case of the other devices — such as, (AD) and (SD) — instruction is not given in the schedule to use (ND). However, the (ND) may be used wherever the (IN) is to represent a quantitative measure.

0C25 25 Carriers Example: 9rC105 105 kM haul 2 3

9vC25 25 CuM volume of goods

55 Kg of goods 9xB55 5 GC60 60 KM distance

4 To economise printing space, the alphabetical to subjects of the examples (Class Index Entries) is not given.

#### 82 CLASSIFIED ENTRIES

#### XX,D74 Transport Economics

XX,D74.44-0(F8,182) TRANSPORT ECONOMICS, INDIA, IRON AND STEEL BELT

1 N66 APPLIED ECONOMICS (National Council for-Research). Transport requirements of iron and steel belt. 1966.

> XX.D74;6:b1;3-(BT):g TRANSPORT ECONOMICS, COST, DETER-MINATION, METHOD USING STATISTICAL CALCULUS, EVALUATION

2 N61 MEYER (J R) AND KRAFT (G). Evaluation of statistical costing techniques as applied in the transportation industry. (Amer econ rev. 51;1961; 30-40).

> XX.D74:6b&i84.73 TRANSPORT ECONOMICS, TOTAL COST in relation to TRAFFIC DISTRIBUTION, USA

3 N55 EDWARD (F K). Application of market pricing factors in the division of traffic according to principles of economy and fitness. (Amer econ rev. 45;1955;621-32).

> XX,D74;75:f3;6-(B2493) TRANSPORT ECONOMICS, PREFERENCE OF MODE, ANALYSIS, METHOD USING FACTOR ANALYSIS

4 N66 HILLE (S J). Consumer preference in transportation. (Highway res abstr. 36;1966; P27).

XX,D74;8 TRANSPORT ECONOMICS, MANAGEMENT FACTORS 5 N68 SEIFERT (W W), BREUNING (S M) and KATTANEH (A). Investing in the future of transportation. (Harvard busin rev. 1968 Jul-Aug; 4-12).

> XX.D74-035-0h3.73'N6 TRANSPORT ECONOMICS, INTER-CITY, GOVERNMENT SUPPORTED, USA, 1960s

6 N67 Sorsby (W Q). American city 1967. Nationwide inventory of governmental mass transit facility. (Report SD-1084, 1967 April) (Highway res abstr. 37; 1967 Oct; P1).

XX,D74-1-z(8-G2).7351, N8 TRANSPORT ECONOMICS. LAND-TRANSPORT, VTOL AIRCRAFT, CALIFORNIA, 1980s 7 N67 HIGHSPEED GROUND transport in 1980. (Interavia. 22:1967;

492-4).

XX,D74-2-z(4C);6&cXX,D74-33-z(4T);6.73 TRANSPORT ECONO-MICS, ROAD TRANSPORT, BUS SERVICE, COST compared with

RAILWAY TRAIN SERVICE, COST, USA

8 N68 DEEN (T B) AND JAMES (D H). Relative costs of bus and rail transit systems. (Highway res abstr. 38;1968; P36).

XX.D74-2-z(4C):6-b1:3-zt-zg4-zg2 TRANSPORT ECONOMICS. ROAD TRANSPORT, BUS SERVICE, COST, DETERMINATION, METHOD-USING PASSENGER LOADING, SUBWAY LENGTH, AND LINE LENGTH

9 N68

XX,D75-21;6&j6XE TRANSPORT ECONOMICS, HIGHWAY TRANS-PORT. COST in relation to TOLL RATE

10 N57 Dearing (C L). Toll road rates and highway pricing. (Amer econ rev. 47;1957;441-52).

XX,D74-33;5&gZ,73,N6 TRANSPORT ECONOMICS, RAILWAY TRAIN, SERVICE influenced by LAW, USA, 1960s

11 N60 NELSON (J C). Effects of public regulation on rail-road performance. (Amer econ rev. 50;1960;495-505).

XX.D74-51-031-0h3.56.N6 TRANSPORT ECONOMICS, INLANDwaterway transport, Interstate service, Government supported, Great Britain, 1960s

12 N67 Watts (H. D). Inland waterways of the United Kingdom in

1960s. (Econ geog. 43;1967;303-13).

XX,D74-8-z(8-DE);8H31.73 TRANSPORT ECONOMICS, AIRWAY TRANSPORT, SUPERSONIC AIRCRAFT, CENTRAL GOVERNMENT SUPPORT, USA

13 N67 HILTON (G W). Federal participation in supersonic transport

program. (Business horizons. 10;1967;21-6),

XX,D74-9f 1-2-z(4A-X6).73 Transport economics, Domestic SERVICE, ROAD TRANSPORT, ELECTRIC MOTOR VEHICLE, USA

14 N67 ORR (L D). Electric car: Economics and technology. (Business horizons. 10;1967;47-56).

XX,D74-9j3-1.73'N615 TRANSPORT ECONOMICS, URBAN AREA, LAND TRANSPORT, USA, 1960s, PLAN

15 N67 SMERK (G M). Urban mass transportation: Present federal programs and the future. (Q rev econ. bus. 7;1967 winter).

> XX,D74-9j3-2&gCZ TRANSPORT ECONOMICS. URBAN AREA, ROAD TRANSPORT influenced by TECHNOLOGY

16 N67 MYERS (S). Technology and urban transport. (Business horizons. 10;1967;63-70).

XX,D74-9n.79164,N5 TRANSPORT ECONOMICS, GOODS TRANS-

PORT, COLOMBIA, 1950s
17 N67 STOKES (C J). Freight transport system of Colombia, 1959. (Econ geog. 43;1967;71-90).

XX,D74-9n-6L1;6S6 TRANSPORT ECONOMICS, GOODS TRANS-PURT. BULK RATE, EXEMPTION FROM MINIMUM RATE

18 N63 ALEXANDER (D) AND MOSES (L N). Competition under uneven regulation. (Amer econ rev. 53;1963;466-73).

> XX.D74-9n-09F TRANSPORT ECONOMICS, GOODS TRANSPORT, CONTAINERISATION

19 N68 CONFERENCE SESSION on containerization. (Highway res abstr. 38:1968: P28).

> XX.D74-9n-33;6:b1;3-zm Transport economics, Goods TRANSPORT, RAILWAY TRAIN, COST, DETERMINATION, METHOD OF DISCRIMINATION WITH OTHER MODES

20 N57 HEALY (K T). Discriminatory and cost-based railroad pricing. (Amer econ rev. 47;1957;430-40).

> XX,D74-9n-55-052-0p8-0hG Transport economics, Goods TRANSPORT, OCEAN LINE, INTRA-REGIONAL SERVICE, TRAMP SERVICE, INDEPENDENT

21 N68 FLEMING (D K). Independent transport carrier in ocean tramp trades. (Econ geog. 44;1968;21-36).

> XX,D74-9(0=f)-21-035; 85; a86U: f3; 6-zm TRANSPORT ECO-NOMICS, INDUSTRIAL PRODUCTS, HIGHWAY TRANSPORT, INTER-CITY SERVICE, MARKET SHARE, REGIONAL VARIATION, ANALYSIS, METHOD USING WEIGHT-DISTANCE FACTOR

22 N66 CHUR (D E). Impact of size and distance on inter-city highway share of transportation of industrial products. (Highway res abstr. 36;1966; P26).

XX,D74-9(0=a);7 Transport economics, Household goods

TRANSPORT, CUSTOMER-CARRIER RELATION
23 N66 Rivers (R L). Moving household goods: Customer-carrier. relation. (Q rev econ bus. 6;1966; 31-9).

XX,D74-9(F8,555)-1-z(7).55 TRANSPORT ECONOMICS, PETRO-LEUM TRANSPORT, LAND ROUTE, PIPELINE CARRIER, GERMANY 24 N67 WALLER (P P) AND SWAIN (H S). Changing patterns of oil transportation and refining in Germany. (Econ geog. 43;1967; 143-56).

> XX,D74-9(J)-9rE-9f1-9cB-33;6h1&XX,D74-33;8M.73 TRANS-PORT ECONOMICS, AGRICULTURAL COMMODITY, LONG DISTANCE HAUL, DOMESTIC MARKET, LOW TRAFFIC DENSITY AREA, RAILWAY TRANSPORT, COST influenced by RAILWAY TRANSPORT, MERGER, USA.

25 N68 FELTON (J R). Technological change and internal economics in railroad transport: Some implications for the great plains. (Amer j agri econ. 50;1968;720-33).

> XX,D74-9(JX)-33-083-0h35-z(4T-Zx).7353TRANSPORT ECO-NOMICS, FOREST PRODUCTS, RAILWAY TRANSPORT, FEEDER LINE, LOCAL BODY OWNERSHIP, LIGHT RAILWAY, OREGON

26 N67 Due (J F). City of prineville railway and the economic development of Crook County. (Econ geog. 43;1967; 170-81).

XX,D74-B;75:f3;(BT,58) TRANSPORT ECONOMICS, PASSENGER,

- PREFERENCE OF MODE, ANALYSIS, METHOD OF LEAST SQUARES.

  QUANDT (R E) AND BAUMEL (W J). Demand for abstract transport modes. Theory and measurement. (J reg sci. 6;1966; 13-26). (J econ abstr. 5;1967; P432).
  - XX,D74-B-2-09u-0m2-z(4C);6h3:b6;3-5637B Transport economics, Passenger, Road transport, Door-to-door service, Demand-scheduled, Bus transport, Operation cost per passenger. Estimation. Method using computer simulation
- PASSENGER, ESTIMATION, METHOD USING COMPUTER SIMULATION 28 N67 BRUGGEMAN (J W) AND HEATHINGTON (K W). Sensitivity to various parameters of a demand-scheduled bus system; Computer simulation model. (Highway res abstr. 37;1967; P35).
  - XX,D74-B-52-09x.5 TRANSPORT ECONOMICS, PASSENGER TRANS-PORT, CHANNEL WATERWAY TRANSPORT, PERSONAL VEHICLE CARRYING FACILITY, EUROPE
- 29 N67 In Europe you can take it with you. (Railway age. 162, N10; 1967, Mar 13; 24-6).
  - XX,D74-B-964-2-0f3-z(4C);86:g Transport economics, Passenger transport, Non-renumerative area, Road transport, State-financed, Bus service, Viability, Evaluation
- 30 N68 TOPHAM (N). Road passenger transport in un-remunerative area. (Yorkshire bul econ soc res. 20;1968, May; 1-12).
  - XX,D74-B-9f1-8;71&gXX,D74;6m.73 TRANSPORT ECONOMICS, PASSENGER TRANSPORT, DOMESTIC MARKET, AIRWAY, DEMAND FOR TRAVEL influenced by TRANSPORT ECONOMICS, RATE FOR PASSENGER, USA
- 31 N67 Brown (S R L) AND WATKINS (W S). Demand for air travel. (Highway res abstr. 37;1967; P26).
  - XX,D74-B-9j2-1-z(4X)-zf14;6e3 Transport economics. Passenger transport, Metropolitan area, Land transport, Air cushion vehicle, Fourteen-passenger capacity, Cost per seat mile
- 32 N67 LAMBERT (J L). Air cushion vessel: Mass transportation demonstration project. (Highway res abstr. 37;1967; P2).
  - XX,D74-B-9;4-9dE;811&gXX,D74;6m.73-05N'N66 TRANS-PORT ECONOMICS, PASSENGER TRANSPORT, SUPER CITY, VERY LARGE POPULATION, TRAFFIC DENSITY influenced by RATE PER
- PASSENGER, NEW YORK CITY, 1966

  LASSOW (W). Effect of the 1966 fare increase on the level of transit riding on the New York City transit system. (Highway res abstr. 37;1967; P26).
  - XX,D74-B-9j35:6h:bl:3-zx-zt Transport economics, Pas-Senger transport, Suburban area, Tariff, Determination, Metiod using Peak-off differential and under-pricing
- 34 N63 VICKERY (W S). Pricing in urban and suburban transport. (Amer econ rev. 53;1963;452-65).
  - XX,D74-K(D4,38)-1:82 TRANSPORT ECONOMICS, AIRPORT
- SERVICE, LAND TRANSPORT, PLANNING
  WHITLOCK (E M) AND CLEARY (E F). Planning ground transportation facilities for airports. (Highway res abstr. 38;1968; P28)
- V 7. N 4: DECEMBER 1970

- XX.D74-Z(Y.45)-9f 5-33-092-09w-035-0h7-z(4T-X6-V87)-dRB-cB1 b83-b33 Transport economics. Transport of Business men. COMMERCIAL AREA, RAILWAY TRANSPORT, COMMON REGULATION FACILITY, CONVENIENT SCHEDULING, INTER-CITY TRANSPORT. INTERNATIONAL OWNERSHIP, ELECTRIC TRAIN, 87 MPH AVERAGE SPEED, SEPARATE BAGGAGE ACCOMMODATION, LARGE SPACE PER PASSENGER, PUBLIC ADDRESS SYSTEM, TOILET FACI-LITY
- 36 N68 CHAPMAN (A S). Trans-Europ Express: Overall travel time in competition for passengers. (Econ geog. 44;1968;283-95).

XX9X1,D74;8CZ INDUSTRIAL ECONOMICS, DEVELOPING COUN-TRIES, TRANSPORT INDUSTRY, TECHNOLOGICAL FACTORS
MEYER (J R). Transport technologies for developing countries.

- 37 N66 (Amer econ rev. 56;1966; 83-90).
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  - Sec 23 NEELAMEGHAN (A) and BHATTACHARYYA (G). Picduction engineering of locomotive: Depth classification. (Lib sc. 3; 1966; Paper P).
  - 2 Sec 221 and GOPINATH (M A). Grouping of quasiisolates. (Annual seminar, (DRTC). 4: 1966: Paper K).
  - Sec 0 -, ---, and DENTON (P H). Motor vehicle pro-23 duction: Depth classification: A demonstration.
    - (Lib sc. 4; 1967; Paper H). 51
- 4 Sec 23 - and RANGANATHAN (T). Air vehicle wing production: Depth classification version of CC. (Lib sc. 7; 1970; Paper C).
- RANGANATHAN (S R). Basic subjects and their kinds. (Lib sc. 5; 1968; Paper C, Sec 03). 5 Sec 7
- 6 Sec 52 Colon classification. Ed 6. 1960. Part 2. Chap X.
- --- Colon classification, Edition 7 (1971): A pre-Sec 51 view. (Lib sc. 6; 1969; Paper M).
- 8 Sec 7 Common property isolates. (An lib sc. 7: 1960; 1–12).
- —. Design of depth classification: Methodology. 9 Sec 0 (Lib sc. 1; 1964; Paper A).
- . Prolegomena to library classification. Ed 3. 10 Sec 0 Assis by M A Gopinath. 1967.