Transport Economics : Depth Classification Version of CC.
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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 Matter— that 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].

ABBREVIATIONS USED

(A1)	= Array of Order 1	(HS)	= Host Subject
(A2)	= Array of Order 2	(IN)	= Isolate Number
(AD)	= Alphabetical Device	(M)	= Matter
(BS)	= Basic Subject	(1P1)	= Personality Isolate,
CC	= Colon Classification		Round 1, Level 1
(E)	= Energy	(T)	= Telescoping

0 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)
1–29		By Purpose
		By attributes of entity for transport
1–10		By Attributes of passenger
1	V	By Category
2	S	By Residence
3	R	By Personal transport facility
4	Q	By Distance from residence
5	P	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
10	C	By Stage of travel
11–24		By Attributes of goods
11	9( )	By Kind of commodity
12	9X	By Gross form or state
13	9N to 9U	By Special property
14–15		By Classification
14	9J	By Industrial classification
15	9B	By Administrative classification
16–17		By Shape
16	901	By Overall shape
17	9z1	By Micro shape
18–20		By Bulk
18	9y	By Number of units

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SN	Sector (S–)	Quasi-isolates
(a)	(b)	(c)
19	9x	By Weight
20	9v	By Volume
21	9s	By Destination
22	9r	By Length of haul
23	9q	By Frequency of shipment
24	9p	By Stage of movement
25–29		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	9b	By Economy of area
30–79		By Attributes of carrier system
30	1	By Mode of transport
31	0( )	By Name of service (Brand)
32	0F to 0R	By Dominant service/Use
33	0B 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	01	By Type/status
38	0y	By Physical environment
39	0x	By Continuity
40	0v	By Route width
41	0t	By Restriction of route
42	0r	By Special service
43	0p	By Regularity
44	0m	By Contract
45–49		By Organisation and management
45–46		By Ownership and control
45	0j	By Entity owned
46	0h	By kind of owner
47–49		By Finance
47	0g	By Capital investment
48	0e,0f	By Source of finance
49	0c	By Movement cost per unit
50–55	z(1)	By Attributes of carrier
50		By Kind of carrier
		(Differentiated quasi-isolates for " Motor vehicle ")
51	Zj	By Mean maximum speed
52	X	By Kind of engine
53	E	By Fuel
		(Differentiated quasi-isolates for " Railway train "
51	Zg to Zu	By Gauge
52	V	By Mean maximum speed
53	C	By Kind of engine

SN	Sector (S–)	Quasi-isolates
(a)	(b)	(c)
54	9M	By Fuel
		(Differentiated quasi-isolates for " Air Vehicle ")
51	G	By Take off/Landing mode
52	D	By Speed
53	B	By Altitude
54–55		By Propulsion system
54	1	By Kind of engine
55	z1	By Number of engines
56	zr	By Class provided
57	zm	By Size of carrier
58–60		By Capacity
58	zj	By Number of units carried
59	zg	By Weight
60	ze	By Volume
61	zb	By Length of run
62–79		By Facility in carrier
62	fH	By Light
		By Safety provision
63	f1	By Safety device
64	e	By Special provision
65	dT	By Food/Beverage service
66–67		By Baggage accommodation
66	dR	By Position
67	dM	By Fixity
68	dC	By Capacity
69	cB	By Passenger accommodation
70	c8	By Climatic control
71	c4	By Heating
72	c3	By Ventilation
73	b8	By Telecommunication system
74	b7	By Entertainment
75	b6	By Audiovisual accessory
76	b5	By Interior trimming
77	b3	By Sanitary facility
78	b2	By Housekeeping facility
79	b1	By Executive facility

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 "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	Distance and locality
Category of passenger	Time of journey
Class of travel	Frequency of travel

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

Type of carrier/line	Location in vehicle
Whether owner accom-	Class of travel
panied	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	
	At present	Suggested
Transport industry	XX,(D7,4)	XX,D74
Motor vehicle industry	XX,(D841,5)	XX,D8415
Iron industry	XX,(F8,182)	XX,F8182
Agricultural industry	XX,(J)	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 (1P1) 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 oft-occurring 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

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 (1P1), (1M), (E), and (2M).

Chord line   (1P1), 085
CIF   (1M), 6N15
Cinema   (1P1), b75
City   (1P1), 9j5
Civilian transport   (1P1), 0M
Class of travel
   irt Passenger rate   (1M), 6z0
   (Ql) *irt*
      Baggage rate   (1M), 64
      Passenger   (1P1), P
      Vehicle   (1P1), zr
Classification
   (1M), 82
   irt Goods   (1P1), 9AZ
Classified route   (1P1), 23
Climatic control   (Ql) (1P1), c8
Clothing as baggage   (1M), 66x
Coach   (1P1), 415
Coal
   irt Railway train   (1P1), 9M11
   slurry *irt* Railway train
      (1P1), 9M12
Coastal
   vessel   (1P1), 5D
   waterway   (1P1), 551
Cold *irt* Service   (1M), 53
Collier   (1P1), 5M3
Commercial area   (1P1), af5
Commodity
   classification   (2M), zb
   irt Discrimination   (2M), zr2
   Kind of   (Ql) (1P1), 9(0)
Common
   itinerary planning   (1P1), 097
   regulation   (1P1), 092
   route *irt* Rate   (1M), 6zb
Community impact   (2M), zp
Commuting   (1P1), 0G
Company
   irt Ownership   (1P1), 0h51
   merchandise   (SpC), f 5
Compartment reservation
   charge   (1M), 69F5
Compounded helicopter   (1P1), G51
Concessional service   (1P1), 0m6
Consignee status   (1M), 6D
Consignor status   (1M), 6D
Containerisation   (1P1), 09J
Continuity   (Ql) (1P1), 0x
Continuous line   (1P1), 0xJ
Contract
   (Ql) (1P1), 0m
   rate   (1M), 6j35
Contractual   (1P1), 0m1
Control and ownership
   (1P1), 0gZ
Conurban   (1P1), 9j1

Convenience   (Ql) (1P1), 09aZ
Convenient regulations   (1P1), 091
Conventional take-off   (1P1), G1
Cooking facility   (1P1), b23
Coordination   (1P1), 83
Coracle   (1P1), 53
Cornering light   (1P1), fHB
Correspondence cost   (1M), 6Vd
Corrosive goods   (1P1), 9Q
Cost   (1M), 6
   per unit   (Ql) (1P1), 0c
   price   (1M), 6h
Costing method   (2M), 3
Costly area   (1P1), 9b6
Country cart   (1P1), 43
Country season ticket   (1M), 6n2
Coupe   (1P1), zrE
   rate   (1M), 69E
   reservation charge   (1M), 69F4
Custom duty   (1M), 6XC
Customer-carrier relation   (1M), 7
Customs
   charges   (1M), 6XB
   formalities   (1P1), 094
Cycle   (1P1), 48

Daily
   service   (1P1), 09R
   travel   (1P1), E7
Damage   (1M), 94
Dance entertainment   (1P1), b77
Dangerous goods   (1P1), 9N
Date *irt* Parking   (1M), 453
Day time travel   (1M), 6r1
Dead freight   (1M), 6L7
Deficiency   (1M), 94
Defrosting   (1P1), c41
Deliquescent goods   (1P1), 97
Delivery charge   (1M), 6X2
Demand
   for travel   (1M), 71
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Departure   (1M), 32
Depreciation   (1M), 884
Destination   (Ql) *irt*
   Goods   (1P1), 9s
   Passenger   (1P1), J
Designing   (1E), b2
Detachable accommodation
   irt Baggage   (1P1), dM6
Determination   (1E), b1
Dictaphone   (1P1), b18
Diesel
   engine *irt*
      Motor vehicle   (1P1), X2

Railway train (1P1), S2
Oil *irt*
  Motor vehicle (1P1), EG
  Railway train (1P1), 9M6
Difficult start *irt*
  Service (1M), 5B
Dining car service (1P1), dT5
Direct jet lift (1P1), GB
Direction restriction (1M), 414
Discontinuous line (1P1), 0x4
Discrimination with other
  modes (2M), zm
Discriminatory service (2M), zn
Disembarkation formality (1P1), 096
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  irt Rate (1M), 6s5
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Ex-port rate (1M), 6N5
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  irt Motor vehicle (1P1), EE
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  (1P1), EB7
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  movement cost (1P1), OcD
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  air heating (1P1), c48
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Internal
  combustion engine *irt*
    Aircraft (1P1), 1
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International
  body *irt* Ownership

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7 Schedule

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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

b2   *By House keeping facility*
b21   Relaxation
b22   Sleeping
b23   Cooking

b3   *By Sanitary facility*
b31   Washing
b33   Toilet
b35   Bath

b5   *By Interior trimming*
b52   Sound deadening sheet
b53   Felt underlay
b54   Carpet
b55   Rubber mat
b5F   Knit-weave vinyl
b5H   Leather cover
b5M   Walnut panel

b6   *By Audiovisual accessory*
b63   Radio
b632   Pushbutton
b64   Stereophonic tape
b65   Television

b7   *By Entertainment*
b71   Games
b72   Swimming
b73   Music
b74   Stage show
b75   Cinema
b77   Dance
b7C   Library

b8   *By Telecommunication facility*
b81   Telephone
b82   Two-way radio
b83   Public address system
b84   Telegraph
b86   Telex
b88   Radar

c3   *By Ventilation*
c31   Fresh air admittance
c34   Smog control
c38   Air ducting
c381   Hood
c382   Door

c4   *By Heating*
c41   Defrosting
c44   Heating
c45   Hot water
c48   Hot air

c8   *By Climatic control*
c82   Thermostatic control
c83   Air-conditioning
c87   Pressurisation
c871   Slight
c872   Full

cB   *By Passenger accommodation*
cB1   Large space
cB3   Uniform accommodation
cB4   Smoking lounge
cB5   Observation lounge

d	*By Baggage accommodation*	f HJ	Spot	
dC	*By Capacity*	f HM	Internal	
dCB	Small			
dCC	Medium	zb	*By Length of run* (Km)	
dCE	Large	zbB	Short (Upto 50)	
		zbC	Medium (Over 50, less 500)	
dM	*By Fixity*	zBD	Long (Over 500, less 5,000)	
dMl	Fixed	zbE	Very long (Over 5,000)	
dM6	Detachable			
		zdZ	*By Capacity*	
dR	*By Position*	ze	*By Volume* (Cu M)	
dR1	Front	zeB	Small (Upto 10)	
dR2	Top	zeC	Medium (Over 10, less 100)	
dR5	Side	zeD	Large (Over 100, less 1,000)	
dR6	Underneath	zeE	Very large (Over 1,000)	
dR7	Rear			
dRB	Separate	zg	*By weight* (Kg)	
dRE	Cabin	zgB	Small (Upto 100)	
dRF	Luggage compartment	zgC	Medium (Over 100, less 1,000)	
		zgD	Large (Over 1,000, less 5,000)	
dT	*By Food/Beverage service*	zgE	Very large (over 5,000)	
dT3	Food service			
dT5	Dining car service	zj	*By Number of units carried*	
dT6	Snack bar. Restaurant			
dT8	Bar	zm	*By Size of carrier*	
		zmB	Small	
e	*By Special provision*	zmC	Medium	
e4	Medical aid	zmD	Large	
e5	Provision for babies			
e7	Provision for children	zr	*By Class provided*	
		zr1	Luxury	
f	*By Safety provision*	zr3	Air-conditioned	
f1	*By Safety device*	zr5	Saloon	
f11	Safety console	zr6	Pullman	
f12	Safety belt	zrB	Sleeper	
f15	Antiburst door lock	zrE	Coupe	
f17	Padded instrument panel	zrF	First	
f1B	Padded steering wheel	zrG	Second	
f1D	Zone toughened wind screen	zrH	Third	
f1F	Shatter-proof glass	zrJ	Intermediate	
f1H	Shock absorber	zrM	Mixed	
f1K	Bumber	zrP	Women	
f1L	Shock absorption front			
f1M	Better vision facility	z( )	*By Carrier*	
f1N	Wide front vision	1	*By Variety*	
f1P	Sun visor	1Y	*By Overland carrier*	
f1R	Rear view mirror	1Z	Using muscular power	
f1S	Wind shield wiper	2	Pack animal	
f1X	Wind shield washer	21	Bull. Ox. Bufallo	
		22	Horse	
f5	*By Light*	23	Donkey	
ʃH	*By Purpose*	25	Mule	
f H1	Headlight	26	Camel	
f H2	Reversing	27	Elephant	
f H6	Stop	291	Reindeer	
f HB	Cornering	292	Dog	
f HE	Fog	296	Yak	

298	Other
3	Human
31	Porterage
311	Runner
312	Dragging
315	Pushing
33	Palanquin
34	Chair
35	Doly
38	Other
4	Vehicle, Power-driven
411	Tree trunk roller
412	Rolling stone
413	Chariot
415	Coach
416	Sledge
▲17	Toboggan
▲18	Travois
42	Wheel cart
43	Country cart
44	Spring cart
45	Rickshaw
46	Hackney
48	Cycle
4A	Motor vehicle
4B	Motor car
4C	Bus, Motor bus
4D	Motor cycle
4E	Motor scooter
4F	Moped
4G	Autorickshaw
4J	Motor truck
4L	Truck-trailer
4P	Tramcar. Street car

Selected Differentiated Speciators for " 4A to 4P Motor vehicle etc". (*See* Sec 23 of the text).

E	*By Fuel*	
E01	With antifreeze	
E1	Single fuel	
E2	Dual fuel	
E8	Multifuel	
EB	Pure liquid	
EB5	Pentane	
EB6	Hexane	
EB7	Heptane	
EB8	Octane	
ED	Liquid mixture	
EE	Gasolene (favoured)	
EF	Kerosene	
EG	Diesel oil	
EG1	Light	
EG2	Medium	
EG3	Heavy	
ES	Gaseous fuel	

X	*By Kind of engine*	
X1	Petrol (gasolene) engine	
X2	Diesel engine	
X5	Gas turbine	
X6	Electrical	
X7	Nuclear	

Zj	*By Mean maximum speed* (Average speed) (Kmph)	
ZjB	Slow (1 to 25)	
ZjC	Medium (26 to 60)	
ZjD	High (61 to 120)	
ZjE	Very high (Over 120)	

(Illustrative examples of Compound Carrier Isolates)

z(4C–X2)	Diesel engine bus
z(4J–EG3)	Motor truck using heavy diesel oil
z(4P–X6)	Electric Street car
4T	Railway train

Selected Differentiated Speciators for " 4T Railway train"

9M	*By Fuel*	
9M1	Solid	
9M11	Coal	
9M12	Coal slurry	
9M5	Liquid Mixture	
9M52	Gasolene	
9M55	Kerosene	
9M6	Diesel oil	

S	*By Kind of engine*	
S1	Petrol (gasolene) engine	
S2	Diesel engine	
S5	Gas turbine	
S6	Electrical	
S7	Nuclear	

V	*By Mean maximum speed* (Average speed) (Kmph)	
VB	Slow (1 to 25)	
VC	Medium (26 to 60)	
VD	High (61 to 120)	
VE	Very high (over 120)	

Z f Z	By Gauge	5B	Ship
Z g	Less than 2'	5B1	Gokstad
Zh	2'	5B3	Three masted
Z j	2'6"		
Z k	3'	5D	Coastal vessel
Zm	3' 3·7"	5E	Ocean liner
Z p	3'6"	5J	Harbour craft
Zr	4'6"	5J1	Tug
Z s	4' 8·5"	5J3	Lighter
Z t	5'6"	5J5	Barge
Z u	Other gauges	5J7	Ferry
Zx	Light railway		
		5M	Special purpose vessel
	(*Illustrative examples of*	5M1	Tanker
	Compound Carrier	5M3	Collier
	Isolates)	5M5	Sea train
z(4T–S2)	Diesel engine train	5P	Submarine
z(4T–Z s)	Standard (American)		*Note.–The speciators*
	gauge train		*for* " 4A Motor vehi-
z(4T–Z s–S6)	Standard gauge electric		cle'' *can be used with*
	train		" 5B to 5P''
			(*Illustrative*)
		z(5E–X5)	Gas turbine powered
4X	Air-cusion vehicle.		ocean liner
	Hovercraft	z(5J7–X1)	Petrol engine powered
			ferry craft
	Note.–The speciators	z(5P–Z jD–X7)	High speed, nuclear
	for " 4A Motor vehicle''		powered submarine
	can be used with " 4X''		
	and " 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''
		zy	*By Propulsion system*
5	By Waterway carrier	z	*By Number of engines*
15	Raft. Kattamaran.	z0	Without engine
511	Jangada	z1	Single engine
52	Inverted pot	z2	Two-engine
53	Coracle	z4	Four-engine
54	Skin-boat	z6	Six-engine
541	Umiak		
542	Kayak	0Z	*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

Code	Description
1H	Reaction engine
1J	Rocket engine
1K	Chemical rocket
1M	Nuclear
1N	Solar engine
1P	Electro-magnetic propulsion
B	*By Altitude* (Km)
BB	Low (Upto 1)
BC	Medium (Over 1, less 5)
BD	High (Over 5, less 20)
BE	Very high (Over 20)
D	*By Speed* (Mach number)
DB	Subsonic (Upto 0·9)
DC	Sonic
DD	Transonic (0·91–1·5)
DE	Supersonic (1·1–4·0)
DF	High supersonic (14·1–5·0)
DG	Hypersonic (5·1–15·0)
DH	Re-entry (Over 15)
G	*By Take-off and landing*
G1	Conventional (favoured)
G2	Vertical (VTOL)
G3	Short take off
G5	Helicopter
G51	Compounded
GB	Direct jet lift
GF	Rotary wing
	(*Illustrative examples of Compound Carrier Isolates*)
z(8–DE)	Supersonic aircraft
z(8–DE–17)	Supersonic jet aircraft
z(8–G2)	VTOL aircraft
z(8–G5)	Helicopter
0zZ	*By Organisation and management*
0zB	*By Finance*
0c	*By Movement cost per unit*
0cB	Low
0cC	Medium
0cD	High
0dZ	*By Source of finance*
0e	Self-supporting
0f	Other source
	Note.–Division as for "0h By Kind of owner" (*Illustrative*)

Code	Description
0f3	Government financed
0f5	Company financed
0fB	Private finance
0g	*By Capital investment* (in Rs 1,000)
0gB	Small (Upto 50)
0gC	Medium (50 to 250)
0gD	Large (Over 250)
0gZ	*By Ownership and control*
0h	*By Kind of owner/supporter*
0h1	Individual
0h2	Partnership
0h3	Government (including quasi government)
0h31	Central. Federal
0h32	State
0h35	Local body
0h37	Government-associated body
0h5	Incorporated body
0h51	Joint stock company. Company
0h55	Foreign
0h6	Unincorporated body
0h63	Society
0h66	Charitable institution
0h68	Business body
0h7	International body
0h8	Other statutory bodies
0hB	Private body
0hG	Independent
0j	*By Entity owned*
0j1	Track
0j2	Line
0j8	Dock. Station etc
0m	*By Contract*
0m1	Contractual
0m2	Demand-scheduled
0m3	Chartered
0m3B	Short-term
0m3D	Long-term
0m5	Hired
0m5B	Short-term
0m5D	Long-term
0m6	Concessional
0m7	Free
0m8	Altered
0p	*By Regularity*
0p1	Regular
0p4	Irregular
0p6	Temporary
0p8	Tramp

0r	*By Special service*	086	Loop
0r3	Excursion	088	Diversion
0r8	Tourist		
0rC	Night	09aZ	*By Facility/Convenience*
0rE	Public holiday	09b	Parking
0rG	Holiday season	09c	Park 'N ride
0rJ	Emergency	09d	Loading
		09e	Unloading
0sZ	*By Attributes of line*	09f	Transhipment
0t	*By Restriction of route*	09g	Interchange of mer-
	Note.–Divide as "4		chandise
	Restriction" *in the*	09j	Replacement
	schedule of (M) *isolates*		$T2$ (A2) *into* (A1) *begins*
	(*Illustrative*)	09k	Carrier
0t13	Speed	09m	Local freight service
0t15	Weight		$T2$ (A2) *into* (A1) *ends*
0t2GD	Long distance		
		09p	Substitution
0v	*By Route width*		
0vB	Narrow		$T3$ (A2) *into* (A1) *begins*
0vD	Wide	09q	Freightway train
		09r	Main line route
0x	*By Continuity*		$T3$ (A2) *into* (A1) *ends*
0x1	Continuous		
0x4	Discontinuous	09s	Safety
0x6	Fragmentary network	09s3	Insurance coverage
		09u	Door-to-door service
0y	*By Physical environment*	09v	Pick-up and delivery
	Note.— Division by	09w	Convenient scheduling
	"Environment Device" (5)	09w6	Time differential
	(*Illustrative*)	09x	Personal vehicle
0yUC4	Desert		carried
0yUC5	Marshy	09l	Convenient regulations
0yUG7	Mountainous		
			$T4$ (A 2) *into* (A1) *begins*
00Z	*By Type/Status*	092	Common regulations
01	Main line	093	Border regulations
		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	097	Common itinerary
031	Inter-state		planning
034	Inter-district	098	Agency service
035	Inter-city	09B	Travel plan service
05	Intra-ocean	09C	Terminal service
051	Intra-coastal	09E	Packing and forward-
052	Intra-regional		ing service
055	Intra-island	09J	Containerisation
056	Inter-island		
	$T1$ (2) *into* (A1) *ends*	09KZ	*By Frequency of service*
		09M	Low
08	Secondary line	09MB	Number/hour
083	Feeder	09MC	Number/day
085	Chord	09MD	Number/week

Code	Description
09ME	Number/month
09N	Medium
09NB	Number/hour
09NC	Number/day
09ND	Number/week
09NE	Number/month
09P	High
09PB	Number/hour
09PC	Number/day
09PD	Number/week
09PE	Number/month
09R	Daily service
09SZ	*By Distance covered* (Km)
09T	Very short (Less than 5)
09U	Short (Over 5, less 50)
09V	Medium (Over 50, less 500)
09W	Long (Over 500, less 5,000)
09X	Very long (Over 5,000)
0AZ	*By Number of carriers*
0B	Small (1 to 10)
0C	Medium (11 to 50)
0D	Large (Over 50)
0EZ	*By Dominant service/Use*
0F	Passenger transport
0G	Commuting
0H	Cargo transport. Freight
0J	Mixed service
0M	Civilian
0N	Military
0R	Mass transport. Bulk transport
0U	Passenger service
0W	Mail service
0X	Express service
0( )	*By Name (Brand) of service*
	Note.—Division by (AD) (Illustrative)
0(C)	Caravan transport
0(G)	Greyhound transport
0(R=V)	Ram Vilas service
0(Z)	*By Mode of transport*
1	Land
	T5 (A2) into (A1) begins
2	Road
21	Highway. Trunk road
22	Turnpike
23	Classified
25	Autobahn
26	Autostrade
28	Subway. Under-ground
3	Railway
31	Street
33	Ordinary (favoured)
34	Underground
	T5 (A2) into (A1) ends
5	Waterway
51	Inland
52	Channel
53	River
54	Lake
55	Ocean
551	Coastal
554	Submarine route
8	Airway
8X	Multiple mode
9aY	*By Purpose*
9aZ	*By Attributes of area/ Market to be served*
	By Economy of area
9b	Profitable
9b1	Viable
9b2	Low profit
9b3	Non-remunerative
9b4	Non-profitable.
9b6	Costly
9c	*By Traffic density*
9cB	Low
9cC	Medium
9cD	High
9cE	Abnormal
9d	*By Size of population* (in 1,000)
9dB	Small (Upto 25)
3dC	Medium (25 to 99)
9dD	Large (100 to 250)
9dE	Very large (Over 250)
9f	*By Kind of market/Area*
9f1	Domestic
9f2	Residential
9f26	Non-residential
9f5	Business. Commercial
9f8	Tourist area
9fA	Industrial
9f( )	Other market/area
	Note.—Division by (SD) (Illustrative)
9f(J)	Agricultural

9f (J.481)	Coffee growing	9u
9f (JX)	Forest	

By Bulk

T6 (A2) *into* (A1) *begins*

9j	*By Type of population cluster*	9v
		9vB
9j1	Conurban	9vC
9j2	Metropolitan area	
9j3	Urban	9vD
9j35	Suburban	
9j4	Supercity	9vE
9j5	City	
9j6	Town	9x
9jB	Rural area	9xB
9jB1	Village	9xC
		xD
9mY	*By Attributes of entity for transport*	9xE

By Volume (CuM)
Small (Upto 10)
Medium (Over 15, less 100)
Large (Over 100, less 1,000)
Very large (Over 1,000)

By Weight (in 100 kg)
Small (Upto 1)
Medium (Over 1, less 5)
Large (Over 5, less 50)
Very large (Over 50)

9mZ	*By Attributes of goods*	
9n	Goods	9y
9p	*By Stage of movement*	
	Note.—Divide as " C	9yz
	By Stage of travel"	9z
	(*Illustrative*)	
9p1	Arriving	
9p6	In transit	

By Number of units carried

By Shape
By Microshape

9q	*By Frequency of shipment*	
	Note.—Divide as " E	
	By Frequency of travel"	9z21
		9z4
	(*Illustrative*)	
9q1	Annual	90z
9q2	Seasonal	

Note.—Divide as " bF" *in the schedule of*" Common Property Isolates" (8)
(*Illustrative*)
Powder
Fibre

By Overall shape

9r	*By Length of haul* (in 100 Km) (Distance to be covered)	9021
9rB	Short (Upto 0·5)	904
9rC	Medium (Over 0·5, less 5)	9AZ
9rD	Long (Over 5, less 50)	9B
9rE	Very long (Over 50)	
		9B1
9s	*By Destination*	9B5
	Note.—Divide as " 9j	
	By Type of population cluster"	9J
	(*Illustrative*)	
9s35	Suburban	
9s5	City	
9t	Special destination	
	Note —Divide as " K	9MZ
	Special destination"	9N
	(*Illustrative*)	9P
9t41	Market	9Q
9t55	Exhibition	9B

Note.—Divide as " bB" *in the schedule of*" Common Property Isolates" (8)
(*Illustrative*)
Rod
Wire

By Classification
By Administrative classification
Not carried
Objects found

By Industrial classification
(*Note.—This term denotes the standard Industrial Classification of goods*).

By Special property
Dangerous
Inflammable
Corrosive
Explosive

Code	Description
9S	Evaporative
9T	Deliquescent
9U	Efflorescent
9X	*By Gross form/State*
9X1	Solid
9X2	Slurry
9X4	Semi-solid
9X5	Liquid
9X8	Gas
9(0)	*By Kind of commodity* (*goods*)
	Note.—Division by (SD) (*Illustrative*)
9(D)	Engineering goods
9(D841,5)	Motor vehicle
9(F)	Chemical
9(F8,3)	Food
9(J)	Agricultural products
9(J,381)	Rice
9(KX)	Animal
aZ	Special Components for Compound Commodity Isolates (SpC)
b	Raw material
c	Finished goods
f	Industrial products
f5	Company merchandise
g	Household goods
	(*Illustrative examples of Compound Commodity Isolates*)
9(0=b)	Raw materials
9(F=b)	Chemical raw materials
9(J=f 5)	Company agricultural merchandise
AZ	*By Attributes of passenger*
B	Passenger
C	*By Stage of travel*
C1	Arriving
C5	Departing
C6	In transit
C8	Transfer
E	*By Frequency of travel*
E1	Annual
E2	Seasonal
E3	Monthly
E4	Fortnightly
E5	Weekly
E52	Twice-weekly

Code	Description
E53	Triweekly
E7	Daily
E77	Many times a day
G	*By Distance to be covered* (Km)
GB	Short (Upto 50)
GC	Medium (Over 50, less 500)
GE	Long (Over 500, less 5,000)
GF	Very long (Over 5,000)
J	*By Destination*
	Note.—Divide as "9j By Type of population cluster" (*Illustrative*)
J35	Suburban
J5	City
K	Special destination
K2	Office
K41	Market
K45	Fair
K5	Exhibition
K7	Picnic spot
K8	Tourist spot
K( )	Other
	Note.—Division by (SD) (*Illustrative*)
K(D4,38)	Airport
N	*By Number of passengers*
N1	Single
NC	Family
ND	Party
P	*By Class of travel*
	Note.—Divide as "zr By class provided" (*Illustrative*)
P1	Luxury
PC	Second class
PD	Third
Q	*By Distance from residence*
QB	Short
QC	Medium
OD	Long
R	*By Personal transport*
R1	Single car household
R7	Multicar household
R8	Car-saturated household

S	By Residence
	Note.—Divide as
	" 9j By Type of popu-
	lation cluster"
	(Illustrative)
S35	Suburb
S5	City
V	By Category of passenger
VB	Official
VC	Military
VD	Workman
VF	Student
VG	Child
VK	Pilgrim
VM	Tourist
VP	Emigrant
VQ	Missionary
VR	Foreigner
V(L)	Patient
	Note.—Division as
	for " L Medicine"
	(Illustrative)
V(L ;421)	Tuberculous patient
V (L ;47)	Surgical patient
X( )	Special category
	Note.—Division by
	(SD)
	(Illustrative)
X(MY)	Sportsmen
X(Y ;45)	Criminals
X(YX)	Social workers

(IM) Isolates

3	**Function**
31	Arrival
32	Departure
33	Movement
34	Stop
341	Station
342	Post
343	Exceptional stop
344	Transhipment point
346	Irregular
348	Emergency
3483	Beaching sand
35	Inspection
36	Financial
37	Care and facility
371	Accommodation
373	Food supply
374	Entertainment
375	Hygiene
376	Medical aid
377	Baby care
3 8	Travel arrangement

4	Restriction
41	By Vehicle
413	Speed
414	Direction
4141	One-way
4145	Round about
4147	Omni-
415	Weight
416	Size
4161	Length
4162	Width
4163	Height
42	By Passenger attribute
	Note.—Divide as " B
	to X( ) By Attributes
	of passenger" in (1P1)
	(Illustrative)
42GD	Long distance travel
42 v B	Official
42VM	Tourist
43	By Goods
431	Size
432	Bulk
438	Storage
4383	Maximum weight
4385	Minimum weight
44	By Waiting
441	Waiting prohibited
442	For safety
446	Short period
45	By Parking
451	Time
453	Date
455	Place
46	By Traffic noise
462	Residential area
464	Hospital area
48	By Obstruction to
	thoroughfare
481	Entrance
485	Exist
488	Special
5	Service
50Z	By Environment
51	Fog. Mist. Haze
52	Rain
53	Cold
54	Snow. Hail
55	Thaw condition
56	Slippery surface

58	Storm. Gale, etc	6zaZ	*By Route and distance*
5B	Difficult start	6zb	Common route
5D	Bad road surface	6zc	International route
5F	Sudden change	6zd	Long distance route
5F1	Route	6ze	Local transport route
5F6	Scheduling	6zf	Transit route
5H	Inadequate personnel	6zg	Return
5N	Under accident	6zh	Round trip
		6zm	Water transport
6	**Cost**	6zp	Air-lift
6b	Total cost. Gross cost		
6d	Net cost		*By Class of travel*
6e	Operating cost	6z0	*Note.—Divide as* "z*r*
6e3	Per seat mile		By Class provided" *in*
6e5	Movement cost per ton		(1P1)
6g	Tangible cost		(*Illustrative*)
6h	Tariff. Cost price		Luxury
6j	Fixed rate	6zl	First class
6j1	Fixed amount	6zF	Second class
6j2	Proportional to dis-	6zG	
	tance		*By Category of passenger*
6j21	Mileage rate	60	*Note.—Divide as*" '*V*
6j22	Rate for excess dis-		By Category of pas-
	tance		senger" *in* (1P1)
6j3	Blanket rate		(*Illustrative*)
6j35	Chartered rate. Con-		Official
	tract rate	60B	Child
6j4	You-drive-it rate. Hire	60G	Tourist
6j5	Total trip cost	60M	
6j6	Out-of-pocket cost		*By Type of service*
6j7	Special plan rate	61	*Note.—Divide as*
6j71	Payment in instalment		"OU to OX"
6j73	Travel-now-and-pay-		*in* (1P1)
	later		(*Illustrative*)
			Passenger service
6m	**Rate for Passenger**	61U	Mail
6mZ	*By Frequency of travel*	61W	
6n	Season ticket		
6n1	One line	62	Baggage rate
6n2	District. County		
6n4	Region		*T* (A3) *into* (A2) *begins*
6n6	Single journey	63	*By Speed of transport*
6n8	Return journey	63B	Slow
6p	Other	63D	Fast
		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		(*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*
6sB	Packet programme		"dR By Position of

	baggage" *in* (1P1)	69J
	(*Illustrative*)	69P
		69R
651	Front	
65E	Cabin	6B
65F	Luggage compartment	
66	*By Kind of baggage*	
66b	Suit case	
66c	Box	6Bzd
66g	Bedding	6B1U
66m	Attache case	
66p	Bundle	
66r	Packet	
66t	Personal item	6D
66u	Handbag	
66v	Umbrella	
66x	Dress. Clothing	
66( )	Other	
	Note.—Division by	
	(SD)	6DB
	(*Illustrative*)	6DC
66(D8,77)	Radio	
66(lI)	Plants	6E
66(KX,5)	Pet	6EO
		6EB
67	*By Whether owner accom-*	6EC
	panied	6EF
671	Owner accompanied	6G
	baggage	
676	Unaccompanied bag-	6G1
	gage	6G5
		6G6
68	*By Type of service*	6G8
	Note.—Divide as	
	"OU to OX" *in* (1P1)	6J
	(*Illustrative*)	
68U	Passenger service	
68W	Mail	
69a	*By Weight*	
69AZ	Other Passenger/	6Jz4
	Baggage cost	6JR
69B	Sleeper	6JX8
69C	Cabin	6J(D)
69E	Coupe	
69F	Reservation	6L
69F1	Seat	6L1
69F2	Sleeper	6L2
69F3	Cabin	6L4
69F4	Coupe	6L5
69F5	Compartment	
69F7	Carriage	676
69G	Charter	
69H	Special	6L7

Surcharge	
Free transport	
Free trip	
Goods rate	
Note.—Divide as	
"6m Rate for passen-	
ger"	
(*Illustrative*)	
Long distance haul	
Transport in passenger	
line	
Note.—The follow-	
ing in addition	
B) *Consignor/Consignee*	
status	
Note.—Divide as	
"V By Category of	
passenger"	
(*Illustrative*)	
Official	
Military	
By Value of goods	
No value	
Low	
Medium	
High	
By Storage and in-transit	
facility	
Wagon	
Refrigerated carriage	
Warehousing	
Other	
By Special attributes of	
goods	
Note.—Divide as	
"9n to 9( ) By Attri-	
butes of goods" in	
(1P1)	
(*Illustrative*)	
Fibre material	
Explosive	
Gas	
Engineering goods	
By Special rate	
Bulk rate	
Group rate	
Rush goods	
Subject to tonnage	
condition	
with restricted res-	
ponsibility	
Dead freight	

Class No.	Term
MZ	*By Location of goods etc*
N	*Point of charging*
6N11	FOB
6N12	FOR
6N13	FIC
6N15	CIF
6N2	Ex-godown
6N3	Ex-station
6N5	Ex-port
6N6	Ex-barge
6P	Through route and joint rate
6P1	Between motor and carrier
6P2	Between railways
6P3	Between railway and water carrier
6P5	Between water carriers
6Q	Tapered rate
6R	Umbrella rate
6S	Minimum rate
6S6	Exemption from minimum rate
6V	Additional charges etc
6Vb	Registration
6Vc	Prepaid reply
6Vd	Correspondence etc
6Ve	Reimbursement of cost
6Vj	Insurance
6Vm	Loading
6Vn	Transhipment
6Vp	Unloading
6Vr	Storage
6Vs	Demurrage
6Vt	Terminal charge
6Vu	Port charge
6X	Special charge
6X1	Loading port
6X2	Delivery
6X3	Making up carrier
6X7	Bonus to captain
6XB	Customs, Inspection etc
6XC	Custom duty
6XE	Toll
6XG	Local tax
6XH	Octroi
6XK	Sales tax
6XM	Inspection
7	**Customer-carrier relation**
71	Demand for travel
73	Trip-making potential

Class No.	Term
75	Preference of mode
8	**Management factor**
81	Traffic flow
811	Traffic density
82	Classification
83	Coordination
84	Traffic distribution
85	Market share
86	Viability
87	Quality of service
88	Maintenance
884	Depreciation
885	Abandonment
887	Utilisation
8B	Technological factors
8H	Support and sponsorship
	Note.—Divide as "Oh By Kind of Ownership/Support" *in* (1P1) (*Illustrative*)
8H3	Government
8HB	Private Party
8M	Merger
94	Deficiency. Inadequacy. Problem. Damage
940Z	Due to environment
	Note.—Divide 94 as "5 Service" *in* (1M) (*Illustrative*)
942	Due to rain
94D	Due to bad road
94N	Due to accident

(IE) Isolates

Class No.	Term
b1	Determination. Calculation
	Designing
b2	Estimation
b6	Analysis. Experiment.
f 3	Evaluation
g	Survey
u	

(2M) Isolates

Class No.	Term
3	Method for costing
5	Method for service evaluation
6	Method for " Market share " and ' Traffic flow " analysis
7	Method for "Area service " analysis and 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
zd1	Time value	zh		Carrier capacity
zd3	Total time for trip	zm		Facility cost
ze	Accident potential	zp		Community impact
zf	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	zr		Discriminatory service
zk	Weight-distance	zr1		Place
zm	Discrimination with	zr2		Commodity
	other modes	zr3		Service
zn	Traffic pattern	zr4		Lower price. Under-
zn1	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
zv1	Wage	zh		Length of haul
zv5	Fuel cost	zm		Weight-distance
zx	Peak-off differential	zp		Kind of rate
z1	Returning empty			
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
z63	Rate for goods	ze		Number of vehicles
				available
	For "5 Method for	zk		Geographic location

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.

Example :   1   0C25   25 Carriers
              2   9rC105   105 kM haul
              3   9vC25   25 CuM volume of goods
              4   9xB55   55 Kg of goods
              5   GC60   60 KM distance

4   To economise printing space, the alphabetical   index 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&j84.73 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).

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