VICTORIAN RAILWAYS

INSTRUCTIONS

IN REGARD TO THE

WEIGHING OF GOODS,

COMPUTATION OF WEIGHTS,

AND THE

CHECKING OF FREIGHT CHARGES

THE Instructions in regard to the weighing of Goods have been collated, and are now re-issued, with amendments and additions, for the information of the staff.

All previous Instructions conflicting therewith are hereby cancelled.

Stationmasters and Officers in Charge should see that the staff thoroughly understand and efficiently carry out the Instructions and Directions contained herein, affecting them in the discharge of their several duties.

W. E. KEAST,
General Passenger and Freight Agent.

M. J. CANNY,
General Superintendent of Transportation.

1st May, 1925.

19150.—B.8C1/24.

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Weighing of Goods.

(1) Except otherwise provided, all goods shall be carefully weighed on shed or platform scales or on cart or truck weighbridges in order to determine the correct weight on which to base the freight charges.

(2) The weight of the description of goods specified hereunder shall, where possible, be obtained by weighing, either on cart or truck weighbridges at the forwarding or destination station, or on truck weighbridges en route, viz.:—

Asphalt
Bark
Barley
Beans
Bones
Boilers
Bottles
Bricks, Fire
Bricks, Special Make
Chaff
Charcoal
Chicory
Clay
Coal
Coke
Contractors' Plant
Coring
Diamond Drills
Felloes
Flagging
Furniture and Effects
Flax Straw
Gravel
Gypsum
Hay, Pressed
Hides
Hoofs
Horns
Kaolin
Limestone
Lime, n.o.s.
Malt
Maize
Melons
Naves
Oats
Old Machinery
Old Metals
Onions
Ores
Paving Blocks
Peas
Pumpkins
Potatoes
Piles and Logs
Pyrites
Refuse from Live Stock Trucks
Rye
Salt, Lake
Skins
Softwood Timber
Spokes
Stone Slabs
Straw, Pressed
Street Sweepings
Tar
Timber, Hardwood (seasoned and dressed)
Wheat (see p. 10)
Wheat Screenings
Wire Netting
Wool (see p. 15)

Procedure to be adopted to obtain Weights over Truck Weighbridges.

(1) When there is no Departmental weighbridge at either the forwarding or destination station, but there is one or more truck weighbridges at stations en route (for list of stations equipped with truck weighbridges, see page 32), the forwarding station must endorse the waybill, "To weigh," and enclose it in the special "To weigh" envelope. The truck must then be weighed as shown hereunder:—

(a) When there is only one truck weighbridge station between the forwarding and the destination stations, the truck **must** be weighed at that weighbridge station without fail.

(b) When there is more than one truck weighbridge station between the forwarding and destination stations, the weighing must be done at the first weighing station at which the truck remains for two hours or more awaiting train connections.

(c) When there is more than one truck weighbridge station between the forwarding and destination stations, the last of such weighbridge stations must act as though it were the only weighbridge station, and carry out the instructions contained in sub-clause (a) if the truck has not already been weighed.

(2) (a) If waybill envelope be missing and the waybill bears a "To weigh" endorsement, the truck must be weighed as shown in sub-clauses (a), (b) and (c) of clause 1.

(b) If both envelope and waybill are missing from a truck containing goods that are usually weighed, the truck **must** be weighed before despatch from the last weighing station en route.

(c) "To weigh" trucks must not, however, be hauled beyond their destination station, or beyond the junction station, or in any direction other than the direct route, for the purpose of weighing.

(d) Stations equipped with a weighbridge must weigh their own Outwards traffic.

(e) One copy of the weighbridge ticket must be **gummed** to the waybill when the truck is weighed, and one copy sent to the forwarding station by the first train.

(f) Particulars of weighing are to be entered on Form G.F. 116 before the truck is removed from the weighbridge.

(g) The automatic ticket recording the gross weight must be checked with the entry on Form G.F. 116, and particulars taken from the latter and entered on the weighing return G.F. 128 on the day of weighing.

(h) For the purpose of ensuring that the gross weight is distinctly embossed on the automatic ticket, the weight recorded thereon must be compared with the weight registered on the beam at time of weighing.

Use of "To Weigh" Envelopes.

(1) Waybills for all goods requiring to be weighed must be endorsed "To Weigh" and must be enclosed in the special "To Weigh" envelope, irrespective of whether the destination station be equipped with either a truck or cart weighbridge.

(2) The station at which the truck is weighed must stamp the "To Weigh" envelope and the waybill "Weighed at ....." over the words "To Weigh," and show in the space provided on the envelope the actual weight, striking out at the same time the estimated weight shown by the forwarding station.

(3) When a "To Weigh" envelope not stamped "Weighed at ....." is attached to a truck, the Guard must show distinctly in the Remarks column of his truck sheet, opposite the truck number, the words "To Weigh." It is the duty of the Yard Staff when trucks are received with envelopes missing to consult the truck sheets to ascertain if weighing be necessary.

(4) "To Weigh" envelopes are to be filed for reference at the destination station, but if trucks to which "To Weigh" envelopes are affixed have not been weighed, or if ordinary envelopes are used for traffic that should have been weighed, the matter must be reported, and the envelopes forwarded by the first available train to the Supervisor of Weighing.

(5) In every instance where a "To Weigh" consignment is received without any envelope, or without waybill and envelope, and which apparently has not been weighed in transit, the matter must be immediately reported to the Supervisor of Weighing.

Weighbridge Tickets and Records of Weights.

The instructions prescribed hereunder are to be observed by the weighing stations concerned in regard to the use or disposal of weighbridge tickets and the recording of weights as the case may be:—

Weighed at.	Weighed over.	Course to be followed.
(a) Forwarding station	Truck weighbridge	One ticket to be gummed to the outwards waybill and the other to be gummed to the office copy.
	Cart weighbridge or scales	Particulars of each weighing and the No. of packages weighed to be entered on the Consignment Note.
(b) Station en route	Truck weighbridge only	One ticket to be gummed to the waybill, and the other to be forwarded under cover by the first available train to the forwarding station, where it must be gummed to the office copy of the waybill.
(c) Destination station	Truck weighbridge	One ticket to be gummed to the waybill, and the other to be forwarded under cover (together with under or over-charge sheet if necessary) to the forwarding station, where it must be gummed to the office copy of the waybill.
	Cart weighbridge Scales	Detailed weights to be shown on the waybill. Corrected weights to be shown on the waybill under the estimated or averaged weights.

Basis for Computing Weights when Actual Weights Cannot be Ascertained.

(1) When the following description of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, the weight thereof may be computed on the basis specified hereunder in each case:—

Ashes, 44 cubic feet to the ton.

Bricks, ordinary building, 9in. x 4½in. x 3in.

Name of Brick Company	Weight per 1000 Bricks to be charged.
Sawyer Bros., Horsham	3 2 2 0
G. Barnes, Stawell	3 5 0 0
Thompson, Glenthompson	3 6 0 0
Northern and Bendigo Brick Co.	3 13 0 0
Selkirk, Ballarat	3 13 0 0
Johnson Bros. & Andrew, Bendigo	3 14 0 0
Clifton Brick Co.	3 14 0 0
Northcote Brick Co.	3 14 0 0
Hoffman Brick Co.	3 16 0 0
Co-op. Brick Co.	3 16 0 0
Glen Iris Brick Co.	3 18 0 0
Gamble	3 19 0 0

In all other instances, the standard weight for ordinary building bricks, 9in. x 4½in. x 3in., is 3½ tons per 1000.

Pavers (large bricks), 7 tons per 1000.

Cement, 3 cwt. 2 qrs. 7 lbs. per cask.

Cement, ex Burnley, 125 lbs. per bag.

Cement, ex Fyansford, 126 lbs. per bag.

Empty Butter Boxes (heavy cube), 9 cwt. per 100.

Empty Butter Boxes (light cube), 6 cwt. 3 qrs. per 100.

Empty Butter Boxes (wire bound), 5 cwt. per 100.

	cwt.	qrs.	lbs.
Fish, Large Boxes	0	3	7
,, Medium Boxes	0	2	7
,, Small Boxes	0	1	7
,, Large Baskets Murray Cod and Perch	1	0	0
,, Medium Scoops Barracouta	0	2	7
,, Barracouta, packed in pine apple cases and large boxes	0	2	21
,, Medium Baskets other Fish	0	2	21
,, Small Baskets all kinds Fish	0	0	21

Honey, 63 lbs. per kerosene tin.

Imported Ale and Stout, 1 cwt. 3 qrs. 14 lbs. per case.

Kerosene Oil, 3 qrs. per case, or as specially arranged.

See page 62.

LIME.

Number of Bags to the Ton.

Station from	Building.	Agricultural.
Bacchus Marsh	16	—
Bacchus Marsh	(27 Small)	—
Curdie	16	20
Heywood	16	—
Kawarren	18	23
Lara	17	12
Lilydale (Cave Hill)	16	—
Platina	16½	—

	cwt.	qrs.	lbs.
Rabbits (22 pairs)—			
Softwood Crates	1	1	0
Combined Softwood and Hardwood Crates	1	1	7
Hardwood Crates	1	1	21

Sand, 25 cubic feet to the ton.

Shale, 13½ cubic feet to the ton.

Woolpacks, 5 cwt. 1 qr. 7 lbs. per bale.

The undermentioned classes of fruit packed in standard size bushel cases, the outside dimensions of which are—

Dump cases—19in. x 14¼in. x 9⅜in., or
Flat cases—28in. x 14½in. x 6½in.,

whether composed of hardwood, softwood or these descriptions of timber mixed.

	No. of cases to the ton.
Grapes and Plums	38
Apricots	39
Peaches, Pears, Lemons, Oranges, Figs, Nectarines, Tomatoes	40
Apples and Cherries	42
Quinces	43
Passion Fruit	56

The forwarding staff is required to measure an occasional case, and when it is found that the internal dimensions exceed the standard inside dimensions of a bushel case, viz.:—

Flat cases ..... 2223 cubic inches
Dump „ ..... 2237 „ „

the freight charges must be computed on an average weight ascertained by weighing one case in each consignment and endorsing waybill "Average—Inside dimensions of case in excess of standard bushel case."

Interstate Consignments of Fruit.

When it is impracticable to ascertain the actual weight by weighing at the forwarding or destination station, freight charges on fresh fruit, packed in standard bushel cases, either hardwood or softwood, consigned from stations in Victoria to stations in New South Wales, Queensland, or South Australia, shall be computed on the above average weights for carriage in Victoria, Queensland and South Australia. For carriage in New South Wales all descriptions referred to above are to be averaged at 40 cases to the ton.

Consignors of fruit to be notified accordingly.

The method of ascertaining weight must be endorsed on waybills in each case.

(2) When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, or **on truck weighbridges en route,** the weight thereof may be computed on the basis specified hereunder in each case:—

Piles, Logs, and Telegraph Poles (without arms), rough, 25 cubic feet to ton.

Piles, Beams, Logs, and Poles (sawn, hewn, or squared), 30 cubic feet to ton.

Logs, Pinus Insignus, 40 cubic feet to ton.

Scaffolding Poles, 30 cubic feet to ton.

Blackwood Logs (rough or squared), 30 cubic feet to ton.

STONE.	cubic feet. to the ton.
Bluestone, rough, longest measurement	14
,, dressed, longest measurement. ..	13
Freestone (Waurn Ponds), longest measurement	18
,, (Barrabool), longest measurement	16
,, (Stawell), longest measurement..	15
Granite, rough, longest measurement	14
,, dressed, longest measurement.. ..	13
Gravel	22
Pitchers	19
Road Metal	25
Rubble	22
Scoria	30
Screenings	25
Slate, Flagging and Slabs	14
Spalls (Lilydale)	22
,, (Basalt)	25½
Toppings	25

These average weights are subject to variation as may be notified by Supervisor of Weighing.

Goods Carried at Reputed Weights.

For the purpose of determining Freight charges, the weights of the following commodities may be based on the averages shown hereunder, and it will not be necessary to weigh such goods except for testing purposes at regular periodical intervals, and when any material variation occurs particulars thereof shall be brought under the notice of the Supervisor of Weighing, but the freight charges shall not be disturbed when the difference in freight amounts to less than 1/-, and in the case of flour, bran and pollard, when the difference in weight is less than 3 cwt., unless it is obvious that an error has been made in the computation of the weight or the charges, viz.:—

Flour, in 25, 50, 100, 150, 160 or 200 lb. bags (number of bags and weight per bag to be shown on consignment note and waybill).

Bran and Pollard (number of bags and number of bushels in each bag to be entered on consignment notes and waybills and calculated on the basis of 20 lbs. per bushel).

Butter, in heavy cube boxes, 67 lbs. per box. See page 59.

Butter, in light cube boxes, 64lbs. per box. See page 59.

Butter, in wire bound boxes, 62 lbs. per box. See page 59.

Beer, in bulk—

Gallons.	Forwarded by Melbourne Breweries. cwt.	qrs.	lbs.	Forwarded by Country Breweries. cwt.	qrs.	lbs.
54	6	0	0	5	3	14
36	4	0	14	3	3	21
27	3	0	21	3	0	0
18	2	0	21	2	0	7
9	1	0	21	1	0	14

Crates containing 2 dozen bottles of beer from Melbourne or Country Breweries, 1 cwt. per crate.

Beer in cases from Melbourne Companies—

Abbotsford Lager
Foster's Lager

in cases containing 6 dozen pint bottles, 1 cwt. 1 qr. 14 lbs. per case.

Abbotsford Lager
Foster's Lager

in cases containing 4 dozen wine shaped bottles, 1 cwt. 2 qrs. 14 lbs. per case.

Melb. Bitter Ale
Vict. Bitter Ale
Carlton Ale
Abbotsford Ale
Colonial Ale
Colonial Stout

in cases containing 4 dozen champagne shaped bottles, 1 cwt. 2 qrs. 14 lbs. per case.

Sugar in bags—70 lbs. per bag, 32 bags equalling 1 ton 0 cwt. 1 qr. 0 lbs. to the ton, for freight purposes.
Wire, galvanized or black, 1 cwt. per coil.
" " in bundles, 2 cwt. per bundle.
" barb, in spools, 1 cwt. 4 lbs. per spool.

The number of articles must in each instance be carefully tallied, and care taken to see that the goods agree with the description entered on the consignment note both as regards the weight and contents.

Computation of Weight of Artificial Manure for the Purpose of Determining Freight Charges.

The Artificial Manure Act No. 1930 prescribes that a label showing the net weight and description of manure be affixed to each bag, and, when this is done, it will not be necessary to weigh such consignments, but the tonnage for freight purposes must be computed on the certified Net Weight plus 28 lbs. per ton, this being the approximate weight of the bags containing the manure. This class of manure is usually forwarded in bags weighing 186.66 lbs. net, and the contents are generally described as Bone Dust, Bone Meal, Superphosphates, Florida, etc., therefore the tonnage charged for 120 such bags would be 10 tons 2 cwt. 2 qrs. 0 lbs.

Stable Manure.

Stable manure is not to be weighed, and waybills are, therefore, not to be inclosed in "To Weigh" envelopes.

The freight charges are to be computed as under:—

	Weight to be charged for.
Per 10, 11 or 12-ton capacity truck	6 tons
Per 16-ton capacity truck	10 tons

Straw.

Straw, Account Australian Paper Mills Co., McDougall Siding, near Broadford.—Freight charges on straw consigned

direct from country stations to the above-mentioned company shall be imposed on the following uniform weights:—

	Weights to be charged for.
10, 11 and 12-ton capacity "I" trucks	6 tons
16-ton capacity trucks—	
Highsided	7 tons
All other	8 tons
R and "QR" bogie trucks	12 tons

and, as the traffic will not require to be weighed, waybills must **not** be inclosed in "To Weigh" envelopes. Straw consigned from Melbourne or recognised in transit on account of the same company must not be given the benefit of the above-mentioned special weight conditions, and will be subject to the general conditions applicable to Straw.

Weighing or Computing the Weight of Wheat for the Purpose of Determining Freight Charges.

(1) Wheat consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, with the exception of wheat consigned to Messrs. Harvey Dann & Co., Geelong, and Messrs. Swallow & Ariell, Port Melbourne, **shall be weighed by Sworn Weighers on truck weighbridges situated as under:—**

For Williamstown and Williamstown Pier.	At Newport or Williamstown
For Geelong, Corio Quay, and Geelong Pier.	At North Geelong or Geelong Pier
For Portland	At Portland North
For Port Melbourne and Port Melbourne Pier:—	
Trucks passing through Melbourne Yard ..	At Melbourne Yard
Trucks from Eastern and South-Eastern District.	At Port Melbourne
Trucks for Victoria Dock and Piggott-street, Melbourne..	At Melbourne Yard.

(2) Wheat, other than that mentioned in clause (1) consigned for delivery in the State may, at the convenience of the Department, if specially requested at the time of consigning, be weighed on truck weighbridge at the forwarding or destination station, or en route on payment of the special weighing charge of 3/- per 4-wheeled truck and 6/- per bogie truck, and the weights so obtained shall be

the basis of freight charges. Waybills must be endorsed "To Weigh," and enclosed in "To Weigh" envelopes.

(3) Wheat consigned to flour mills and stores, which has not been weighed at the forwarding station, or en route, and cannot be weighed over departmental bridges at the destination, shall be charged for on the weights ascertained by the mill and store owners in such cases as may be determined from time to time, and which will be duly notified. Before the weights of any mill or store owners are accepted, it will be necessary for a formal undertaking to be supplied to the Department to the effect that the correct weights will be supplied, and the Station-master or Officer-in-charge shall, in every case, before making adjustments, compare the figures supplied by the mill or store owners with the account sales or other entries in their books.

(4) The direction in clause 2 does not refer to wheat consigned to flour mills and stores, in respect of which undertakings to supply correct weights have been furnished as provided in clause (3).

(5) The following firms have furnished undertakings in accordance with the provisions of clause (3), and the instructions contained in that clause are to have effect in respect of consignments of **Wheat,** the weight of which has not previously been ascertained over Departmental weighbridges, viz.:—

Australian Mercantile, Land and Finance Co., South Kensington.
Messrs. J. C. Bant & Co., Dunolly.
,, Barrett Bros. & Burston, Burnley.
,, Thos. Brunton & Co., Arden-street.
Burnley Flour Mills Pty. Ltd., Burnley.
Messrs. Dalgety & Co., Moreland and Newmarket.
,, Jno. Darling & Son, Albion Siding.
,, H. Hudson & Co. Pty. Ltd., Burnley.
,, L. Kickham & Co., Echuca.
,, Kimpton & Co., Kensington.
,, J. Malcolm & Co. Pty. Ltd., St. Arnaud.
,, McLennan & Co. Pty. Ltd., Mooroopna.
,, James Minifie & Co., Maryborough and South Kensington.
Mr. E. J. Mitchell, Malvern.
Messrs. Mitchell & Harlstone, Healesville.
New Zealand Loan and Mercantile Agency Co., Moreland and South Kensington.
Messrs. Noske Bros., Horsham & Nhill.
Mr. E. Richardson, Executors, Donald.
Silverlake Milling Co., Sale.
Mr. John Sloan, Bridgewater.
Messrs. W. & P. Smith, Wangaratta.
,, D. Stratton & Co., Victoria Park.
,, Swallow & Ariell, Port Melbourne.

The Fidelity Storage Co., Arden-street.
The Moreland Grain and Free Stores Pty. Ltd. (F. R. Connelly, Manager).
Messrs. W. C. Thomas & Sons, Pty. Ltd., Beaufort, Beulah, Minyip, Murtoa, Newport, and Warracknabeal.
Messrs. Tomlins, Simmie & Co., Bendigo and Burnley.
Water and Kerang United Roller Mills, Bridgewater and Kerang.
Wangaratta Flour Mills, Wangaratta.
Messrs. Willis Bros., Kyneton.
Wimmera Flour Mill Co., Rupanyup and Stawell.
Messrs. Younghusband Ltd., Kensington.

Adjustments on individual consignments due to differences in weight need not be made for amounts of 3d. or under.

(6) Until further notice, the freight charges on all wheat, except as provided for in clauses (1), (2) and (3), shall be computed on the basis of 12 standard sized bags to the ton, the measurements of which are 41 inches by 23 inches.

Weighing of Grain other than Wheat and Estimating Weights for Waybilling Purposes.

(1) In respect of all other grain (that is—oats, barley, rye, and maize), when the actual weight of the grain, and of the bags containing the same, is not obtainable at the forwarding station, approximated weights, as shown hereunder, shall be used, and the freight charges computed accordingly, subject to adjustment based on the actual weight as may be subsequently ascertained on the Departmental weighbridges:—

	No. of Standard 3-Bushel Bags to the Ton.
Barley	14
Maize	13
Oats	17
Rye	12

(2) When consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, the weight, as ascertained by the sworn weighers, shall be the basis for determining the freight charges thereon, irrespective of the weight which may have been previously arrived at by any other means.

Limit of Size of Bags of Grain, Etc.

Attention is called to the Railways Act 1915, No. 2716, which prescribes that:—

"The Commissioners may decline to carry wheat, maize, barley and peas, if contained in a bag having a greater capacity than a bag measuring 44 inches long by 26½ inches wide."

ACKNOWLEDGE
A.360/48.

VICTORIAN RAILWAYS.

ACKNOWLEDGE
A.360/48.

Office of Supervisor of Weighing,
Room 239, Spencer Street.
24th/3/48.

MEMORANDUM FOR S.M.....

BOOK OF INSTRUCTIONS FOR WEIGHING OF GOODS: COMPUTATION OF WEIGHT ETC. AND W.N.48/1947, CLAUSE 16.

Oats. As a proportion of this season's oats is weighing heavier than 18 bags to the ton, trucks have, in many instances, been overloaded.

It must be clearly understood that if oats are in other than standard bags, or for any other reason may average heavier than 18 bags to the ton, a few bags must be weighed over scales by consignors to ascertain the average weight per bag, so that the total weight will cover the truck load minimum without exceeding the carrying capacity of trucks.

Please arrange accordingly with all those concerned.

Firewood and Hardwood Timber.

(1) Firewood and Victorian timber of all descriptions, unless otherwise provided, will not be weighed, but will be carried at the weight specified in the loading scale, or the classification, in the Goods Rates Book.

(2) The estimated and measurement weight of the following hardwood timbers when forwarded in less than truck loads or forming a portion of a consignment of other timber shall be as under:—

Palings, split, 5ft. lengths = 5 cwt. per 100.
Palings, split, 6ft. lengths = 6 cwt. 1 qr. per 100.
Staves, split = 60 cubic feet to the ton.
Palings, sawn, Battens, Pickets, Droppers, Fodderboards = 30 cubic feet to the ton.

Timber Measurements.

Method to be adopted in calculating Timber Measurements.

(1) Squared Timber.

(a) First ascertain the length, breadth and depth, and reduce to the same denomination—that is, either to feet or inches—though the former is generally most convenient.

(b) Multiply length by the breadth and by the depth, then divide result (in feet) by 30 to obtain the weight in tons or parts thereof.

EXAMPLE 1.

Assume a piece of Timber 24ft. x 2ft. x 1½ft.

Then 24ft. x 2ft. x 1½ft.

2

48

1½

48

24

= 72ft. Cubical contents.

Divide by 30 = 30)72(2 tons

60

12

20

240(8 cwt.

Weight = 2 tons 8 cwt.

EXAMPLE 2.

Assume a piece of Timber 24ft. x 9in. x 6in.

Then 24ft. x 9in. x 6in.

9

12)216

18

6

12)108

= 9ft. cubical contents

Divide by 30 = 30)9(– tons

20

180(6 cwt.

Weight = 6 cwt.

(2) Round Timber.

(a) Take the girth in inches at not less than 3 places, which must include both ends and the centre; add together, and divide the total by the number of measurements, and thus obtain the average girth.

(b) Divide the average girth by 4, the result of which will be equivalent to the square of the end in inches.

(c) Then proceed as set forth for Squared Timber, and divide result (in feet) by 25 to ascertain weight.

EXAMPLE.

Assume a Log 60ft. long and measuring 48in. at big end, 36in. at centre and 24in. at small end.

Then 48in. + 36in. + 24in. ÷ 3

36
24

3)108

36 = average girth in inches
36 ÷ 4 = 9in., being equal to square of end

Then 60ft. x 9in. x 9in.

9

12)540

45
9

12)405

= 33¾ft. cubical contents.

Cubical contents ÷ 25 = 25)33¾(1 ton
25

8¾
20

175(7 cwt.

Weight = 1 ton 7 cwt.

Also see table for Round Timber on page 58.

Goods in Truck Loads for Melbourne.

The weights of grain, chaff, potatoes, onions, carrots, turnips, and other agricultural produce in truck loads as ascertained over the truck weighbridges at Melbourne, shall be the basis for determining the freight charges thereon, and it will not therefore be necessary to weigh such goods at the forwarding station unless the weights are required by the consignor, when the special weighing charges mentioned on page 20, Clause 3, shall be imposed, providing weighing can be performed without inconvenience to the Department.

Weighing of Wool.

In order to avoid delays in delivery and unnecessary adjustments of accounts, it is important that Wool, if at all practicable, be weighed on truck weighbridges, cart weighbridges, or scales at the forwarding station or (in respect of full truck loads from one Consignor to one Consignee) on truck weighbridges en route.

(1) Consignments in truck loads from one Consignor to one Consignee must be weighed on truck weighbridges at forwarding station if provided, otherwise on a truck weighbridge en route or at destination station.

(2) In respect of less than truck loads, weights should be ascertained on cart weighbridges or scales at the forwarding station, when such station is in charge of a male official.

(3) When it is not practicable to weigh on cart weighbridges or scales, as provided for in Clause 2, Consignors' weight lists are to be obtained whenever possible, and are to be accepted for invoicing purposes; subject, however, to adjustment when the actual weights are subsequently ascertained, but sending stations accepting weights shown on Consignors' weight lists must arrange to weigh an occasional bale to test the accuracy of the weight lists. Weight lists are to be filed with the consignment notes, so that they will be available for reference if required.

(4) When it is not practicable for actual weights to be ascertained by an employe of the Department, but such weights are furnished by senders, in respect of Caretaker or unattended stations, they may be accepted for waybilling purposes, but are subject to adjustment when weights are ascertained by the receiving station.

(5) When weights cannot be ascertained by any of the methods previously mentioned, freight charges are to be computed on an average weight of 3 cwt. per bale, subject to adjustment by the receiving station.

(6) Waybills should be clearly endorsed as under, to show how weights have been ascertained, as such information is a guide for the receiving station as to what action will be necessary in adjusting weights for freight purposes:—

"Truck Weighbridge"	"Weight list"
"Cart Weighbridge"	"Senders," or
"Scales"	"Averaged."

(7) In cases where waybills indicate that Wool has been weighed on truck weighbridge, cart weighbridge, or scales, or on weights furnished by Consignors, and such weights are disputed by Consignees, the receiving station may adjust charges on Consignees' weights, provided the weight of each bale is furnished in detail, but in each case so dealt with, a copy of the waybill, together with a statement of the methods

by which weights were ascertained, must be forwarded to the Supervisor of Weighing for investigation.

(8) Additions of Consignees and Consignors' weight lists must be carefully checked.

Approximating the Weight of Goods Other than those Already Provided for.

When the forwarding station is unable to ascertain the correct weight of any goods other than those specified on pages 1, 5 to 10 inclusive, the weight must be approximated in the best manner possible; but, in respect of Goods shown in the classification or conditions of carriage as being carried at a minimum weight per truck, not less than such minimum weight must be entered on the waybill.

Weighing of Empty Trucks.

(1) All new and re-built trucks shall be weighed, and the correct tare weight in tons, cwts., qrs. and lbs., together with the date of weighing, painted on both sides of them before being placed in traffic.

(2) Trucks which pass through or are repaired at the Newport Workshops, Truck Repair Shops, North Melbourne, or at Country Truck Repair Depots, shall be weighed, subject to the following conditions:—

(a) If wooden trucks be so wet that it will not be possible to ascertain the correct tare weights, these trucks must not be weighed unless the repairs or alterations effected are likely to alter the weights.

(b) All trucks that have been subjected to repairs or alterations which are likely to affect the weights shall be re-tared, wet or dry. If the wooden trucks be so wet that the correct tare weights cannot be ascertained, the new tares stencilled on them are to have a distinguishing mark "X" painted alongside, to indicate that the figures are only approximately correct. These trucks shall be entered on Form TR. 87, and the distinguishing mark "X" shown opposite each entry.

(3) Trucks bearing the mark "X" alongside the painted tare shall, when loaded with grain for export, be re-tared after discharging, and (subject to clause 7) the tare weight so ascertained shall be stencilled on them, and the distinguishing mark removed.

(4) When trucks bearing the distinguishing mark "X" are loaded with ordinary traffic to be weighed, the weigher shall record such mark on weighbridge ticket opposite tare weight, also on weighing returns, to indicate that such tare weight is only approximately correct.

(5) Stations equipped with a truck weighbridge shall take steps to re-tare trucks bearing the distinguishing mark referred to whenever practicable. Stations not equipped with a truck weighbridge, receiving a truck bearing the distinguishing mark, shall place a **"re-tare"** ticket on each side, and if loading be not available for a Truck Weighbridge Station, the Superintendent of Goods Train Service must be wired to for instructions regarding disposal.

(6) When repairs or alterations changing the weight of a truck are effected at places apart from the Shops and Country Depots referred to above, the following procedure shall be adopted:—

(a) If a truck be empty and at a station equipped with a truck weighbridge, the Train Examiner or other employe making the alterations must place one "Re-tare" card on each side of the truck, and hand to the Officer-in-Charge a notice that certain alterations have been made, and that the truck is to be re-tared before being put into traffic.

(b) If the truck be loaded, or at a station not equipped with a truck weighbridge, the distinguishing mark "X" is to be painted on it alongside the tare weight figures by the Train Examiner or other employe making the alteration, to indicate they are approximate only.

(7) All wooden medium trucks, also "QR," "R," "K" and "N" trucks loaded with export grain shall be re-tared after discharge, unless instructions be issued to the contrary.

If trucks are dry, the correct tare weights are to be stencilled thereon, together with date of weighing; but, if wet, the tare weight ascertained shall only be used in respect to the particular consignment which was discharged, and the existing tare weight painted on such truck shall not be disturbed.

(8) Trucks should be equipped with two three-link couplings, or two shackle couplings of two links each. The weights of these couplings are as under, viz.:—

	qrs.	lbs.
Each three-link coupling	1	21
Each two-shackle coupling	2	0

and for each coupling missing, the corresponding weight as shown above must be added to the tare weight before stencilling.

(9) Some trucks are fitted with ridge poles, and any such trucks re-tared must be closely examined to see that the ridge pole is complete, otherwise weight allowances as shown hereunder for any portion missing must be added to the tare weight of truck before stencilling is done, viz.:—

	qrs.	lbs.
Iron stanchions at each end of truck	1	14 (each)
Ridge pole (wood)	1	7

(10) Immediately the trucks are weighed, the Weigher must enter on Form T.R. 87, date, truck No., class of truck, old tare weight, the correct tare weight, and, if necessary, distinguishing cross "X" (see clause 2), and hand to his immediate Superior Officer, who will forward to the Chief Mechanical Engineer and Supervisor of Weighing one copy each daily.

(11) The Weigher must see that trucks are properly cleaned out before being placed on weighbridge, and after stencilling has been done care must be taken to see that the correct tare weight has been painted on both sides.

Test Weighings.

(1) Test weighings at stations where there are two or more truck weighbridges must be made at least once daily, with empty trucks, trucks loaded with grain, or sealed tenders (where provided), and a return on Form G.F. 125 is to be forwarded, showing results of such weighings, so as to reach the Supervisor of Weighing not later than 9 a.m. daily.

(2) All truck weighbridge stations must arrange to weigh an occasional truck of sawn hardwood timber locally consigned, or passing through, so that a comparison between actual and measurement weights may be made. Both copies of weighbridge tickets are to be forwarded on the date weighing is performed to the Supervisor of Weighing. If the actual exceeds measurement weight by 10 cwt. or over, the Weigher must endorse waybill "Receiving station will carefully tally contents of this truck and compare measurements entered on waybill with consignee's invoice." Receiving stations must not collect any charges for goods understated without the authority of the General Passenger and Freight Agent.

(3) Other test weighings will be arranged as may be necessary, and for which special instructions will be issued.

Loading in Dirty Trucks.

(1) Great care must be taken to see that trucks are properly cleaned before being loaded, especially in the case of trucks loaded with export grain and trucks requiring to be weighed over truck weighbridges in transit, as the tares painted on trucks are deducted from the gross weights to ascertain the net weights, and if the trucks contained dirt or other foreign matter, the weights of the same would be included and the net weights affected thereby. Particular attention should be given when loading ballast trucks to see that no ballast is allowed to remain in wells of trucks.

(2) Instances of loading into dirty trucks or into trucks containing foreign matter, such as covers, etc., to be brought under the notice of the Supervisor of Weighing.

Charges for Weighing.

(1) Weight Certificates.—

All grain, viz., wheat, oats, barley, rye, and maize, consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighbridges by sworn Weighers appointed under the provisions of the Railways Act 1915, No. 2716.

A certificate of the total weight of the grain and of the bags containing the same as ascertained by the sworn Weighers will, on application being made therefor by the consignor or consignee, or both, be supplied by an officer of the Commissioners, who for the purpose of this arrangement shall be entitled "Weights Clerk." The charges for weighing grain (consigned for delivery as above) by sworn Weighers and for the certificate of weight shall be—

1/2 for each four-wheeled truck, and
2/4 for each bogie truck,

and shall be paid by the consignor or consignee, or both, as the case may be.

(2) Weighbridge Tickets.—

(a) **Cart Weighbridges.** — The Commissioners' Cart Weighbridges may be used to ascertain the weight of any goods if so required by the Consignor or Consignee at the charges specified hereunder, and weighbridge tickets will be supplied, giving the desired information:—

	At Melbourne Goods Sheds.	At all other Stations.
Firewood, coal or coke, load not exceeding 2 tons	4d.	4d.
Goods (except firewood, coal or coke), load not exceeding 2 tons	7d.	5d.
All goods, load over 2 tons, and not exceeding 5 tons	7d.	7d.
All goods, load over 5 tons ..	1s. 2d.	1s. 2d.

(b) **Truck Weighbridges.**—If Consignors or Consignees require the weights of truck load consignments, which have been weighed for freight purposes, Weighbridge Tickets will be supplied giving the desired information at the following charges, viz.:—

Each four-wheeled truck	1s. 2d.
Each bogie truck	2s. 4d.

(3) **Special Weighings over Truck Weighbridges.**—

If the consignor or consignee requires any goods to be specially weighed over a truck weighbridge, such goods may, if convenient, be weighed at the charges specified hereunder, and weighbridge tickets will be supplied giving the desired information:—

Each four-wheeled truck	3s. 0d.
Each bogie truck	6s. 0d.

(4) **Use of Scales.**—

The following charges shall be made for the use of scales:—

When the labour is supplied by the Commissioners—7d. per ton. Min. charge, 4d.

When the Consignor or Consignee supplies the labour—2d. per ton. Min. charge, 4d.

(5) A charge of 7d. per 4-wheeled truck and 1/2 per bogie truck shall be imposed for weighing Road Metal, Screenings, Toppings, Pitchers, Spalls, and similar traffic. The forwarding or supervising station will raise a debit for this charge by a separate entry on the waybill, and the amount is to be debited and collected in the same way as freight charges. This charge is not to be imposed in connection with Metal, Screenings, Toppings and similar traffic when freight charges are computed on a measurement basis published herein, or as arranged from time to time by the Supervisor of Weighing. It must, however, be clearly understood that Pitchers and Spalls must in all cases be weighed, and weighing charges imposed.

Sworn Weighers.

Attention is called to the Railways Act 1915, No. 2716. repeated hereunder:—

"(1) The Commissioners may appoint sworn Weighers to weigh goods and live stock carried or intended to be carried over the Victorian Railways."

"(2) Every person appointed a sworn Weigher under this Act shall, before entering upon the duties of his office, take and subscribe before a Judge of the County Courts or a Police Magistrate an oath, or, if he object to take an oath, an affirmation to the following effect:—

"I do solemnly swear (or affirm) that I will faithfully, honestly, and truly, and to the best of my skill and ability, weigh all goods and live stock carried, or intended to be carried, on the Victorian Railways intrusted to me to weigh, and that I will record in every weighbridge book, form, or certificate kept, issued, or given by me in respect of such goods and live stock, no weight other than the true weights as ascertained by me (adding, if on oath, So help me, God)."

"(3) The weight set out in every weighbridge book, form, or certificate, bona fide kept, given, or issued by a sworn Weigher in respect of any goods or live stock intrusted for the purpose aforesaid to such Weigher shall, for determining the question of weight in all transactions with the railways in respect of such goods or live stock, be accepted as the correct weight of such goods or live stock."

"(4) Every sworn Weigher who is guilty of any nonfeasance, misfeasance, or malfeasance in the discharge of the duties of his office shall, in addition to any liability for damages that he may incur to any person prejudiced by his misconduct or default, be guilty of an offence, and shall, on conviction, before a Court of Petty Sessions, be liable to imprisonment not exceeding one year and to a penalty not exceeding Fifty pounds."

"(5) The Commissioners may at any time remove any sworn Weigher from office."

"(6) The Commissioners shall, subject to the payment of such charges as may be fixed by By-law, weigh on a weighbridge all grain in truck-loads consigned for delivery at Williamstown Pier, Geelong Pier, Portland, Port Melbourne Pier, and the Victoria Dock at Melbourne, and at any other place the Commissioners may determine, and furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained, for both the consignor and the consignee of the grain."

Issue of Weight Certificates.

(1) Attention is drawn to the fact that weight certificates are only issued in connection with truck loads of grain, viz., wheat, barley, oats, rye, and maize, for export consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Corio Quay, Portland, Port Melbourne Pier, and Victoria Dock at Melbourne.

(2) When the consignor requests at the time of consigning the grain to be supplied with the weight certificate, which request should be endorsed on the consignment note, the prescribed charge therefor as set out on page 20, clause 1, must be collected and taken to debit by a separate entry in the "paid" column of the waybill, a note being made on the waybill for the guidance of the Weights Clerk and the Waybill Checker; but if the application be lodged subsequent to the despatch of the grain, the prescribed charge must be collected and a "paid" waybill for the amount must be issued forthwith to the destination station, showing full particulars of the truck for which the weight certificates are required, the waybill numbers, dates, etc., and on receipt of same the weight certificates will be furnished by destination stations.

Guards picking up trucks of grain at Caretaker and N.C. stations, the consignment notes for which are endorsed "Weight Certificates required," must make a remark on the consignment note as to whether or not they have received the weight certificate charge and if received hand the amount over at the waybilling station with the consignment note.

(3) When the consignee requires to be furnished with a weight certificate, the cost thereof must be taken to debit in the Miscellaneous Debit Book.

(4) The number and date of the debit waybill or the folio of the Miscellaneous Debit Book, as the case may be, must be entered on the duplicate of each certificate for reference purposes.

(5) Two weight certificate books will be supplied to the weighing stations mentioned on page 20, clause 1, one being for certificates (coloured pink) ordered by consignors, and the other for certificates (coloured white) ordered by consignees.

(6) Any undue delay in receiving weight certificates is to be brought under the notice of the Supervisor of Weighing.

Issue of Weighbridge Tickets.

(1) Particulars of Departmental weighings must be supplied to consignors or consignees who require them by the issue of debit weighbridge tickets and on payment of the prescribed charges specified on page 20.

(2) When consignors make application for weighbridge tickets at a forwarding station where there are no weighing facilities or where it is not possible to weigh, the following procedure must be promptly adopted:—

(a) When consignments are forwarded to stations equipped with either a truck or cart weighbridge, the waybill must be endorsed "Please forward debit weighbridge ticket."

(b) When consignments are forwarded to stations not equipped with either a truck or a cart weighbridge, the "Free" weighbridge ticket must be forwarded to the nearest truck or cart weighbridge station, with a request that a debit weighbridge ticket be supplied.

(c) In the case of consignments for Melbourne, an application must be made by memo. to the Bookkeeper, c/o Goods Supt., giving number and date of waybill.

(3) The issuing station will attach a "Paid on" waybill to clear the debit for weighbridge ticket.

Care, Treatment, and the Operating of Weighbridges and Weighing Machines.

(1) Every truck and cart weighbridge and weighing machine must be kept clean, and the steelyard must be kept bright so that the figures and marks may be clearly observed.

(2) Each day, before weighing is commenced, the platform of the weighbridge, weighing machine or scales must be swept clean, and a scraper or piece of hoop iron passed round the platform to ensure a clear space between the platform and frame. At Weighbridges where a hand pump is installed, the pit is to be kept free of water.

(3) Weighbridges, weighing machines and platform scales are fitted with one of the following description of balances:—

(a) A screw turned by means of a loose key.
(b) A loose ball working on a fixed screw.
(c) A loose screw turned by means of a knob.

(4) The principle of balancing the steelyard is the same in each case, and should be carried out thus:—

Bring the steelyard to rest on the bottom bearing, then adjust the balance weight and screw till steelyard RISES VERY SLOWLY from rest.

(5) The balance should be tested before weighing is commenced and at frequent intervals throughout the day, especially during wet weather.

Date and time of testing to be entered in Weighbridge Book G.F.116, as regards Truck Weighbridges, and in Book G.F.117 in respect of Cart Weighbridges.

(6) A key is provided for the adjustment of all weighbridges and weighing machines requiring its use, and should be kept in a secure place accessible to Weighers.

(7) Loose weights are to be carefully handled, and must not be used for other than weighing purposes. Each weight must be examined daily, and, if the adjusting lead is loose or has fallen out, it must be withdrawn from use, and the defect at once reported by wire to the Supervisor of Weighing and the Workshops Foreman Spencer-street.

(8) Weights are adjusted to suit each machine, and must not be transferred to or used on any other machine.

(9) Weighbridge offices must be kept clean and tidy, and no unauthorised persons are to be allowed admittance. Offices when unoccupied are to be kept locked.

(10) Should any mechanical defect occur or the Weigher have cause to doubt the accuracy of the weights recorded, he must at once cease weighing for the public and report the defect by wire as directed in clause 7.

(11) Automatic Personal Weighing Machines.—In the event of one of these machines being out of order, advice shall be sent promptly by letter, if the machine be at a metropolitan or suburban station, and by a "Collect" telegram if the machine be at a country station, to the Australasian Automatic Weighing Machine Co. Ltd., 497 Collins-street, Melbourne.

Weighing on Truck Weighbridges.

(1) Trucks must be examined before being placed on weighbridge, and special care taken to remove any water that may be lodged on the covers.

(2) The truck to be weighed must be uncoupled and stand at rest on the platform.

(3) When the gross weight of a truck is greater than the weighing capacity of the weighbridge, or when the length is such that the truck cannot be weighed in one operation, the weight of the different axles or bogies must be taken separately and each weighing recorded in the weighbridge book and totalled. Axles or bogies should be placed on the centre of the weighbridge platform.

(4) Trucks must be moved on or off the weighbridge platform by hand, or pinch bar if necessary, and **not** by contact with other trucks.

(5) Care must be exercised that the trucks be passed over the weighbridge platform **very** slowly, and that each truck is clear of the platform before another truck is placed thereon.

(6) The number of covers and lashings, also machine frames, etc., used for each truck, must be noted and endorsed on the weighbridge ticket or record of weighings as the case may be.

The weights to be allowed for covers, lashings, etc., are as follow:—

	cwt.	qrs.	lbs.	
Covers..	0	3	21	
Lashings	0	0	7	
Frames, large .	1	0	14	For Harvesters
Frames, small .	1	0	0	For Other Machinery

(7) When goods which are to be weighed en route are loaded into trucks with other goods, the actual weight of which has been ascertained, the forwarding station must endorse on the "To Weigh" envelope the weight of such goods, and the Weigher must include the weight thus shown with the tare of the truck when deducting from the gross weight. The weighbridge ticket or record of weighing to be endorsed accordingly in such cases.

(8) If trucks are found to be overloaded prompt measures must be taken to reduce the load before they are allowed to go forward and, if necessary, they are to be re-weighed. If trucks are only overloaded to the extent shown in clause A, they may be permitted to go forward to destination, but when loaded in excess of these margins, they must be dealt with as shown in clause B.

(A)

	Maximum weight allowed.			
	T.	c.	q.	lbs.
8-ton trucks	8	4	0	0
10 " "	10	5	0	0
11 " "	11	5	0	0
12 " "	12	6	0	0
15 " "	15	7	2	0
16 " "	16	5	0	0
20 " "	20	10	0	0
26 " "	26	13	0	0
30 " "	30	15	0	0

(B)

When trucks, on being weighed en route, are found to be loaded in excess of their carrying capacity, the surplus weight must be transferred to another truck for conveyance to destination, and the freight is to be adjusted by the issue of a waybill prepared by the weighing station, debit being raised for the excess quantity as for a separate consignment from the original forwarding station to the destination station, together with the cost of adjusting the loading.

This matter is to receive the close attention of the staff at the station where the overloading is discovered, as well as at the destination station.

All instances of trucks loaded above their authorised carrying capacity must be reported to the Supervisor of Weighing.

(9) Trucks should have two three-link couplings or two shackle couplings of two links each and shackle, and care must be taken to see that trucks are properly equipped. Provision must be made for any short equipment, and the following are the weights to be allowed for the couplings in use:—

Coupling.	Weight to be allowed.
Three-link	1 qr. 21 lbs.
Two-link and shackle	2 qrs.

It is advisable that one of each kind of coupling should be kept on hand to make up equipment for weighing purposes.

(10) Some trucks are also fitted with ridge poles, and when any portion of the ridge pole equipment is missing from such trucks, the following weight allowance must be added to the gross weight, viz.:—

	qrs.	lbs.	
Iron socket at each end of truck	1	14	(each)
Ridge poles (wood)	1	7	

(11) Accurate particulars of all weighings must be recorded in the books or forms provided for the purpose.

(12) When trucks are weighed en route, the weighing station must record the full particulars on Form G.F. 128.

(13) Boilers or other heavy loading must be weighed on truck weighbridges where practicable.

(14) Vehicles must not be allowed to pass over any truck weighbridge at a speed exceeding four (4) miles per hour. Where a Relief Road is provided, the speed of any engine or vehicle passing over the weighbridge on the Relief Road must not exceed 8 miles per hour.

(15) Shunting on Weighbridge Roads.—Serious damage is likely to be caused to the undergear of weighbridges by shunting movements. Wherever possible, in marshalling operations or other ordinary shunting movements, trucks must be kept clear of the weighbridge, and when it is necessary, for shunting purposes, to pass a truck over the bridge, it must be run on the Relief Road where a Relief Road is provided.

Weighing on Cart Weighbridges.

(1) Traction engines or other heavy articles or loads must not be allowed to pass over cart weighbridges if there be any doubt that the gross weight of the same would exceed the weighing capacity of the weighbridge, as the latter would otherwise be liable to damage. Care must also be taken to examine loads, and if too wide and likely to cause damage to the weighbridge cabin, they must not be allowed on the weighbridge.

(2) When it is necessary to weigh motor lorries or other vehicles in two operations, Weighbridge attendants must see that the gross weight supported by either axle does not exceed half the capacity of weighbridge.

(3) If the weight on any one axle of any traction engine, motor lorry or waggon, hauling a trailer, exceed one-third of the carrying capacity of the weighbridge, the trailer must be placed on the bridge by the use of a tail rope, or any other suitable method, so that no portion of the weight of the tractor shall be resting on the bridge at the same time as any portion of the trailer.

(4) When weighing four-wheeled vehicles, the weighbridge attendant must see that the horse or horses are not leaning backward or straining forward, also that all feed bags, etc., have been removed before weighing, and if movable articles, such as hay frames, hand trucks, covers, etc., are on the cart or other vehicle when weighed, the fact must be noted on the ticket.

(5) In weighing two-wheeled carts, the cart and horse must be weighed together, and care must be taken to see that the same cart and horse are used when the tare is taken.

(6) All vehicles must be tared at least once daily, particulars being recorded in a book kept for the purpose. Carters must not be allowed to put on loading which has to be weighed unless tare tickets have first been obtained.

(7) The Weigher must in all cases inspect the tare ticket before deducting the tare.

Weighing on Spring Balances or Platform Scales.

(1) Packages must be carefully placed on the platform of spring balances or platform scales, and be promptly removed therefrom after the weight has been ascertained.

(2) Where relieving gear is provided, the scales should be put out of gear immediately the weighing is completed.

(3) Spring Balance Scales are to be tested daily by weighing an article previously weighed on platform scales. Should any marked variation be noticed, or the pointer not return exactly to zero, when the article weighed is removed, the machine must be withdrawn from use, and the matter reported by wire to the Supervisor of Weighing and the Workshops Foreman, Spencer-street.

(4) Scales at Caretaker Stations.—It is the duty of caretakers at stations where scales are provided to obtain the weights of small consignments of goods by requesting senders to place the goods on the scales. Caretaker to then enter the weight registered on the consignment note, and endorse the word "Scales" thereon as a direction to the Waybilling Clerk that the goods have been so weighed. Supervising Station-masters must assure themselves that the instructions in General Order 256 and Clause F of General Order 273 are clearly understood by Caretaker, and that the work is properly performed.

(5) Scales should, as far as practicable, be kept under cover, and not exposed to the weather.

Waybills.

(1) Each waybill issued must bear an endorsement as follows, in the column provided for the purpose, showing how the weight was arrived at:—

Scales		(In full).
C.W.B.	for	Cart Weighbridge.
T.W.B.	for	Truck Weighbridge.
Approx.	for	Approximated.
A'v'ge	for	Averaged.
S.W.B.	for	Shire Weighbridge.
P.W.B.	for	Private Weighbridge.
Sender's		(In full).

Note.—It is important that this information be correctly stated, so that the receiving station may determine what action will be necessary in regard to the adjustment of weights and charges.

(2) Waybills enclosed in "To weigh" envelopes must be endorsed with the words "To weigh."

(3) Debit waybills must, in all cases, accompany goods upon which freight charges are imposed, and a separate waybill must accompany each truck, unless special instructions be issued.

(4) **Capacity of Kegs, Casks, Tanks, Vats, Etc.**

The capacity of Kegs, Casks, Tanks, Vats, etc., must be shown on consignment notes and waybills as per examples hereunder:—

1 Keg (under 10 gallons).
1 Kilderkin (18 gallons).
1 Half-hogshead (27 gallons).
1 Barrel (36 gallons).
1 Hogshead (54 to 70 gallons).
Pipes and Puncheons (112 gallons).
1 Tank (400 gallons).
1 Vat (800 gallons).

(5) **Invoicing Sawn Timber.**

In order to facilitate the checking of measurements of Sawn Hardwood Timber at receiving Stations, forwarding stations, when waybilling this class of traffic, should show the number of feet comprised in each measurement as under:—

9/12, 12/15, 8/9	6 x 1 ..	180 feet
8/14, 7/20, 9/12	3 x 1 ..	90 feet

Supervision.

(1) The Supervisor of Weighing, whose office is at Room 77, Railway Buildings, Spencer-street, has general supervision of the weighing of Goods and will visit all stations to inspect, and, where necessary, will revise the

methods now in vogue. He will also, after making such tests by weighing or measurement as may be required, recommend amendments in the method of computation of weight now operative in respect of any description of goods.

(2) In addition to the duties specified in the preceding paragraph the Supervisor of Weighing, or his staff, will, as opportunity offers, scrutinize waybills to ascertain that the Goods invoiced thereon are correctly classified and charged, and that the entries correspond with those appearing on the Consignment Notes.

General.

(1) All weighing machines located in the State of Victoria which are the property of the Commissioners are exempt from the operation of the Weights and Measures Act 1890.

Weighing machines owned by the Victorian Railways Commissioners and located in New South Wales are subject to the supervision of officers acting under the New South Wales Weights and Measures Act.

The Workshops Foreman, Spencer-street, is responsible for the maintenance and adjustment of all such weights, measures, weighing machines, etc., and it will be a part of his duty and also that of Weighing Adjusters when visiting stations to observe weighing operations and bring under notice any irregularities.

(2) Station-masters and Officers-in-Charge will be held responsible for seeing that the weighing is entrusted to competent persons only, and inspections must be frequently made to see that the work is properly performed.

(3) Men who have not had previous experience as Weighers must not be allowed to take up duties as sworn Weighers or be entrusted to weigh over truck weighbridges until they have been examined and their competency has been certified to by the Supervisor of Weighing.

(4) The Weighing Machine Certificate No. 4, issued by the Weighing Machine Adjuster, must be posted conspicuously in close proximity to the weighing machine for the information of the public, and No. 3 Certificate must be forwarded to the Supervisor of Weighing.

(5) Cards of Instructions for the information and guidance of Weighers must be exhibited in a conspicuous place in all weighbridge cabins.

(6) Mechanical defects must be immediately reported by wire to the Supervisor of Weighing and the Workshops Foreman, Spencer-street, stating whether truck or cart weighbridge, and the capacity of weighing machine or platform scales.

(7) When reporting loss of or damage to loose weights state capacity of new weight required and forward a pattern weight from the same machine to the Workshops Foreman, Spencer-street.

(8) When Goods are re-weighed any discrepancy of 28 lbs. or over must be recorded on Form G.F. 124.

(9) Weighbridge tickets must be carefully checked by both forwarding and receiving stations, and any errors in subtraction, etc., corrected.

Books, Forms, and Stores.

The following Books and Forms are used in connection with weighing over truck and cart weighbridges:—

Truck Weighbridges.

Book G.F. 115—Debit Weighbridge Ticket.
" " 116—Free Weighbridge Ticket.
" " 120—Weight Certificate (Consignor's).
" " 121—Weight Certificate (Consignee's).
" " 123—Requisition for Particulars of Departmental Weighings.
" " 129—Monthly Summary of Trucks Weighed.
" T.R. 87—Return of Trucks Weighed for Re-taring Purposes.
" G.F. 119—Record of Weighing Grain for Export.
Form " 128—Weekly Return of Trucks Weighed.
" " 125—Test Weighings of Sealed Tenders, etc.
Card — 65—Automatic Weight Tickets.
Form T.R. 65a—Overloading of Trucks.

Cart Weighbridges.

Book G.F. 115—Debit Weighbridge Ticket.
" " 117—Free Weighing Sheet.
" " 118—Tare Ticket.
" " 127—Monthly Summary of Weighing.
Form G.F. 126—Weekly Return of Weighing.

General Weighing.

Form G.F. 124—Particulars of Weighings (at certain stations).

Returns.

Weekly Returns are due on the 1st, 8th, 15th, and 22nd of each month (Sundays excepted) for the periods immediately prior to these dates.

Monthly Returns are due on the 4th of each following month.

Stores.

The following Stores are provided, and must be available for use at Truck Weighbridge Cabins:—

Rubber Stamp. Weighed at.....
Inking Pad.
Portfolios. Two for Automatic Weight Tickets. (Automatic Weighbridge Cabins only).
Stencil Plates and Brush.
Paints, red and white.
Gum, Bottle and Brush.

Truck Weighbridges.

Weighbridges are provided at the following stations, and the capacity of each is shown hereunder:—

	Tons.		Tons.
Ararat	35*	Murtoa	35*
Ballarat	35*	Newport	35
Benalla	35	Newport	35
Bendigo	35*	Nyora	35
Castlemaine	35	Port Melbourne	35*
Dimboola	35	Portland North	35*
Echuca	35	Seymour	35*
Geelong Pier	35*	Shepparton	35
Geelong North	35	Stawell	35
Geelong N. (Somme)	35	State Mine	35
Geelong Yard	35*	Tottenham	35
Hamilton	22½	Tottenham	35
Korong Vale	35	Wallan	35
Korumburra	35	Warragul	35
Maryborough	35	Wangaratta	35*
Melbourne—		Warrnambool	35
Gravitaton	35	Williamstown	35
North Gravitation	35	Wodonga	35*
Exhibition Shed	35*	Woodend	35
Chaff Shed	35	Yallourn	3-35†
Potato Siding	35		
Dudley Street	35		

The Weighbridges marked thus "*" are provided with a relief road, which permits of engines and other rolling stock which do not require to be weighed to pass over without in any way interfering with or imposing weight upon the weighing centres and bearings of the weighbridge.

The lever working the points at each end of the weighbridge is placed in the Weighbridge Office, under control of the employe attending to the weighing, who must, immediately the weighing has ceased, arrange to have all trucks removed clear of the points, which must then be set for the relief road. The normal position of the points is for the relief road, and the Shunter must see that they are in that position before permitting any engine or truck which does not require to be weighed to pass over the weighbridge.

†The three weighbridges at Yallourn are the property of the Electricity Commissioners, but they are operated by employes of this Department, and the weights registered over them are to be accepted for freight purposes.

(2) Cart Weighbridges.

	Tons.		Tons.
Allendale	10	Montague Shipping Shed	20
Arden-street	10	Merrigum	10
Ballarat	20*	Mitiamo	10
Beeac	10	Moriac	10
Bendigo	10	Musk	10
Bullarto	10	Mystic Park	10
Cobram	20	Newlyn	10
Colac	10	North Fitzroy	10
Daylesford	10	Prairie	10
Fern Hill	10	Raywood	10
Fitzroy	10	Romsey	10
Footscray	10	Sale	10
Geelong	10	Shelbourne	10
Goornong	10	Shepparton	10
Hawthorn	10	Swan Hill	10
Illowa	10	Tandara	10
Kingston	10	Tatura	10
Kyabram	10	Tocumwal	20*
Kyneton	11	Tongala	10
Lake Boga	10	Toorak	10
Lancefield	12	Trentham	10
Lara	10	Wahgunyah	20
Little River	11	Windsor	10
Lyonville	10	Yarrawonga	35*
Maryborough	10		
Melbourne	2-20 and 3-10 tons 1-15 tons		

*Supplied with automatic ticket recorder.

Directions in regard to Traffic Carried on a Truck Measurement Basis.

In order to simplify the work of measuring and waybilling Gravel, Metal, Metal Screenings, Stone Dust, and Toppings, Sand, Clay, etc., and to ensure uniformity, the following instructions are issued for the information of Checkers, Waybilling Clerks, and others:—

(1) Weight Tables.—

Separate tables are issued by this office for the computation of weights on the number of cubic feet to the ton, ascertained as a result of test weighings.

Each table shows the length and width of the various types of truck used, also the number of cubic feet, and the weight for one inch, and from 12 to the maximum height to which loading may be permitted. The maximum height shown on the table **must not be exceeded.**

(2) Minimum Tonnage to be Charged For.—

The freight charges shall be computed on the measurement weight according to scale subject to the minimums prescribed in the Goods Rates Book or amendments thereof.

(3) Method of Measuring.—

Before loading is commenced, the maximum permissible height must be marked on both ends and both sides of truck. Any loading below the mark must be allowed for, and any loading above the mark must be removed by the Consignor before the truck is allowed to leave the Siding. The Consignor will be held responsible for any demurrage charges incurred through his failure to adjust overloaded trucks.

(4) Waybilling.—

Waybills must be prepared as soon as loading has been measured. They must be enclosed in **plain** envelopes, and be affixed to the truck, and must show, in addition to other information, **height of loading** and **number of cubic feet.** These particulars are for the information of Consignees, and **must not** be omitted.

Waybill Notes or P.T.F. Waybills Must Not Be Used.

(5) Freight Accounts.—

When freight is "prepaid" accounts must be rendered by the supervising station on the date of consignment, and must show, in addition to other information, height of loading, and number of cubic feet represented.

Receiving stations must prepare accounts for both "prepaid" and "to pay" consignments, showing height of loading, and number of cubic feet, in addition to other information, for the use of consignees.

(6) Disputes.—

Any dispute in regard to measurement either at the forwarding station, or destination, must be investigated, and a report together with a copy of the waybill forwarded to this office by first train.

(7) When traffic is regularly forwarded by one consignor, test weighings must be made weekly, as follows:—

(a) If the forwarding station is also a truck weighbridge station, by weighing one truck.

(b) If the forwarding station is not a truck weighbridge station, by endorsing waybill "To weigh" and enclosing same in "To weigh" envelope, marked "Special Test."

(c) In cases where no truck weighbridge is available at forwarding or destination station, or en route, special arrangements will be made by this office.

A copy of waybill for all trucks loaded for test purposes, showing full information, must be forwarded to this office, and when truck weighbridge weights are available, both copies of test weighings must also, in accordance with general instructions, be forwarded to this office.

(8) Pitchers, Spalls, and Other Stone Not Mentioned Above must be weighed as formerly, and "To weigh" envelopes must be used. Debit waybills with charges computed on an estimated weight **must be affixed to trucks.**

LOADING SCALE CALCULATED ON BASIS OF 20 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	11	0
12	133	6	13	0
13	144	7	4	0
14	155	7	15	0
15	166	8	6	0
16	177	8	17	0
17	188	9	8	0
17½	194	9	14	0
18	199	9	19	0
19	210	10	10	0
19½	216	10	16	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	11	1
12	136	6	16	0
13	147	7	7	0
14	158	7	18	0
15	169	8	9	0
16	181	9	1	0
17	192	9	12	0
17½	198	9	18	0
18	203	10	3	0
19	215	10	15	0
19½	220	11	0	0
20	226	11	6	0
20½	232	11	12	0
21	237	11	17	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	12	3
12	153	7	13	0
16	204	10	4	0
17	216	10	16	0
18	229	11	9	0
19	242	12	2	0
20	255	12	15	0
21	267	13	7	0
22	280	14	0	0
23	293	14	13	0
24	305	15	5	0
24½	312	15	12	0
25	318	15	18	0

Height of Loading.	16-ton Swing Door, Steel, "I." 22′ x 8′ 7″. 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	15	3
12	188	9	8	0
13	203	10	3	0
14	219	10	19	0
15	235	11	15	0
16	250	12	10	0
17	266	13	6	0
18	282	14	2	0
19	297	14	17	0
20	313	15	13	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9½″ x 8′ 7½″. 8′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	15	2
12	187	9	7	0
13	202	10	2	0
14	218	10	18	0
15	233	11	13	0
16	249	12	9	0
17	264	13	4	0
18	280	14	0	0
19	295	14	15	0
20	311	15	11	0
20½	319	15	19	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	16	3
12	202	10	2	0
13	219	10	19	0
14	236	11	16	0
15	253	12	13	0
16	270	13	10	0
17	286	14	6	0
18	303	15	3	0
18½	312	15	12	0
19	320	16	0	0

Height of Loading.	16-ton, Steel, Drop Door, 22′ x 8′ 9¾″. 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	16	1
12	194	9	14	0
13	210	10	10	0
14	227	11	7	0
15	243	12	3	0
16	259	12	19	0
17	275	13	15	0
18	291	14	11	0
19	307	15	7	0
19½	316	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	15	0
12	179	8	19	0
13	193	9	13	0
14	208	10	8	0
15	223	11	3	0
16	238	11	18	0
17	253	12	13	0
18	268	13	8	0
19	283	14	3	0
20	298	14	18	0
21	312	15	12	0
21½	320	16	0	0

Loading Scale Calculated on Basis of 20 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons, 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons, 34′ 8¼″ x 8′ 0½″.			
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.
1	15½	..	15	2	1	22¼	1	2	1	1	23¼	1	3	1
12	185	9	5	0	12	266	13	6	0	12	279	13	19	0
13	200	10	0	0	13	288	14	8	0	15	349	17	9	0
14	216	10	16	0	14	311	15	11	0	16	372	18	12	0
15	231	11	11	0	15	333	16	13	0	17	395	19	15	0
16	247	12	7	0	16	355	17	15	0	18	418	20	18	0
17	262	13	2	0	17	377	18	17	0	19	442	22	2	0
18	277	13	17	0	17½	388	19	8	0	20	465	23	5	0
19	293	14	13	0	18	399	19	19	0	21	488	24	8	0
20	308	15	8	0						22	511	25	11	0
20½	316	15	16	0										

LOADING SCALE CALCULATED ON BASIS OF 21 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5⅝″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	10	2
12	133	6	7	0
13	144	6	17	0
14	155	7	8	0
15	166	7	18	0
16	177	8	9	0
17	188	8	19	0
18	199	9	10	0
18½	205	9	15	0
19	210	10	0	0
20	222	10	11	0
20½	227	10	16	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	10	3
12	136	6	10	0
13	147	7	0	0
14	158	7	10	0
14⅛	164	7	16	0
15	169	8	1	0
16	181	8	12	0
17	192	9	3	0
18	203	9	13	0
18½	209	9	19	0
19	215	10	5	0
20	226	10	15	0
20½	231	11	0	0
21	237	11	6	0
21½	243	11	11	0
22	248	11	16	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅛″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12⅜	..	12	0
12	153	7	6	0
16	204	9	14	0
17	216	10	6	0
18	229	10	18	0
19	242	11	10	0
20	255	12	3	0
21	267	12	14	0
22	280	13	7	0
23	293	13	19	0
24	305	14	10	0
25	318	15	3	0
25½	325	15	10	0
26	331	15	15	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	15	0
12	188	8	19	0
13	203	9	13	0
14	219	10	9	0
15	235	11	4	0
16	250	11	18	0
17	266	12	13	0
18	282	13	9	0
19	297	14	3	0
20	313	14	18	0
21	329	15	13	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. 8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	14	3
12	187	8	18	0
13	202	9	12	0
14	218	10	8	0
15	233	11	2	0
16	249	11	17	0
17	264	12	11	0
18	280	13	7	0
19	295	14	1	0
20	311	14	16	0
21	326	15	10	0
21½	334	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	16	0
12	202	9	12	0
13	219	10	9	0
14	236	11	5	0
15	253	12	1	0
16	270	12	17	0
17	286	13	12	0
18	303	14	9	0
19	320	15	5	0
19½	328	15	12	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x {8′ 9¾″. 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	15	1
12	194	9	5	0
13	210	10	0	0
14	227	10	16	0
15	243	11	11	0
16	259	12	7	0
17	275	13	2	0
18	291	13	17	0
19	307	14	12	0
20	324	15	9	0
20½	332	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	14	1
12	179	8	10	0
13	193	9	4	0
14	208	9	18	0
15	223	10	12	0
16	238	11	7	0
17	253	12	1	0
18	268	12	15	0
19	283	13	10	0
20	298	14	4	0
21	312	14	17	0
22	327	15	11	0
22½	335	15	19	0

Loading Scale Calculated on Basis of 21 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	14	3	1	22¼	1	1	0	1	23¼	1	2	1	"Q.N." Trucks, 2 inches below Water Level, including Hopper— 556 cub. ft.=25 tons 7 cwt. "Q.N.," to Water Level, excluding Hopper— 463 cub. ft.=22 tons 1 cwt.
12	185	8	16	0	12	266	12	13	0	12	279	13	6	0	
13	200	9	10	0	13	288	13	14	0	15	349	16	12	0	
14	216	10	6	0	14	311	14	16	0	16	372	17	14	0	
15	231	11	0	0	14½	322	15	7	0	17	395	18	16	0	
16	247	11	15	0	15	333	15	17	0	18	418	19	18	0	
17	262	12	10	0	16	355	16	18	0	19	442	21	1	0	
18	277	13	4	0	17	377	17	19	0	20	465	22	3	0	
19	293	13	19	0	18	399	19	0	0	21	488	23	5	0	
20	308	14	13	0	18½	410	19	10	0	22	511	24	7	0	
21	324	15	9	0						23	535	25	10	0	
21½	331	15	15	0						23½	546	26	0	0	

LOADING SCALE CALCULATED ON BASIS OF 22 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	10	0
12	133	6	1	0
13	144	6	11	0
14	155	7	1	0
15	166	7	11	0
15½	172	7	16	0
16	177	8	1	0
17	188	8	11	0
18	199	9	1	0
19	210	9	11	0
19½	216	9	16	0
20	222	10	2	0
21	233	10	12	0
21½	238	10	16	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	10	1
12	136	6	4	0
14	158	7	4	0
15	169	7	14	0
15½	175	7	19	0
16	181	8	5	0
17	192	8	15	0
18	203	9	5	0
19	215	9	15	0
19½	220	10	0	0
20	226	10	5	0
21	237	10	15	0
22	248	11	5	0
23	260	11	16	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	11	2
12	153	6	19	0
18	229	10	8	0
19	242	11	0	0
20	255	11	12	0
21	267	12	3	0
22	280	12	15	0
23	293	13	6	0
24	305	13	17	0
25	318	14	9	0
26	331	15	1	0
27	344	15	13	0
27½	350	15	18	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x { 8′ 7″. 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	14	1
12	188	8	11	0
15	235	10	14	0
16	250	11	7	0
17	266	12	2	0
18	282	12	16	0
19	297	13	10	0
20	313	14	5	0
21	329	14	19	0
22	344	15	13	0
22½	352	16	0	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x { 8′ 7½″. 8′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	14	1
12	187	8	10	0
15	233	10	12	0
16	249	11	6	0
17	264	12	0	0
18	280	12	15	0
19	295	13	8	0
20	311	14	3	0
21	326	14	16	0
22	342	15	11	0
22½	350	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	15	1
12	202	9	4	0
14	236	10	15	0
15	253	11	10	0
16	270	12	5	0
17	286	13	0	0
18	303	13	15	0
19	320	14	11	0
20	337	15	6	0
20½	345	15	14	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x { 8′ 9¾″. 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	14	3
12	194	8	16	0
15	243	11	1	0
16	259	11	15	0
17	275	12	10	0
18	291	13	5	0
19	307	13	19	0
20	324	14	15	0
21	340	15	9	0
21½	348	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	13	2
12	179	8	3	0
16	238	10	16	0
17	253	11	10	0
18	268	12	4	0
19	283	12	17	0
20	298	13	11	0
21	312	14	4	0
22	327	14	17	0
23	342	15	11	0
23½	349	15	18	0

Loading Scale Calculated on Basis of 22 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	14	0	1	22¼	1	0	1	1	23¼	1	1	1	"N.N." Ballast Truck, 30 tons, steel, to Water Level— 660 cub. feet = 30 tons. "Q.N.," 33′ x 8′ 5″— To Water Level, including Hopper— 579 cub. ft. = 26 tons 6 cwt. To Water Level, excluding Hopper— 463 cub. ft. = 21 tons 1 cwt.
12	185	8	8	0	12	266	12	2	0	12	279	12	14	0	
16	247	11	5	0	14	311	14	3	0	16	372	16	18	0	
17	262	11	18	0	15	333	15	3	0	17	395	17	19	0	
18	277	12	12	0	15½	344	15	13	0	18	418	19	0	0	
19	293	13	6	0	16	355	16	3	0	18½	430	19	11	0	
20	308	14	0	0	17	377	17	3	0	19	442	20	2	0	
21	324	14	15	0	18	399	18	3	0	20	465	21	3	0	
22	339	15	8	0	19	421	19	3	0	21	488	22	4	0	
22½	347	15	15	0	19½	433	19	14	0	22	511	23	5	0	
										23	535	24	6	0	
										24	558	25	7	0	
										24½	569	25	17	0	

LOADING SCALE CALCULATED ON BASIS OF 23 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7⅛″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	9	3
12	133	5	16	0
14	155	6	15	0
15	166	7	4	0
16	177	7	14	0
16½	182	7	19	0
17	188	8	3	0
18	199	8	13	0
19	210	9	3	0
20	222	9	13	0
20½	226	9	17	0
21	233	10	3	0
22	244	10	12	0
22½	249	10	17	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	9	3
12	136	5	18	0
14	158	6	17	0
15	169	7	7	0
16	181	7	17	0
17	192	8	7	0
18	203	8	17	0
19	215	9	7	0
19½	220	9	11	0
20	226	9	17	0
21	237	10	6	0
22	248	10	16	0
23	260	11	6	0
23½	265	11	10	0
24	271	11	16	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	11	0
12	153	6	13	0
21	267	11	12	0
22	280	12	3	0
23	293	12	15	0
24	305	13	5	0
25	318	13	17	0
26	331	14	8	0
27	344	14	19	0
28	356	15	10	0
28½	363	15	16	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x { 8′ 7″. 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	13	2
12	188	8	3	0
18	282	12	5	0
19	297	12	18	0
20	313	13	12	0
21	329	14	6	0
22	344	14	19	0
23	360	15	13	0
23½	368	16	0	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9½″ x { 8′ 7½″. 8′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	13	2
12	187	8	3	0
18	280	12	3	0
19	295	12	17	0
20	311	13	10	0
21	326	14	3	0
22	342	14	17	0
23	358	15	11	0
23½	365	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ x 2½″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	14	3
12	202	8	16	0
17	286	12	9	0
18	303	13	3	0
19	320	13	18	0
20	337	14	13	0
21	354	15	8	0
21⅛	362	15	15	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x { 8′ 9½″. 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	14	0
12	194	8	9	0
18	291	12	13	0
19	307	13	7	0
20	324	14	2	0
21	340	14	16	0
22	356	15	10	0
22⅛	364	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	13	0
12	179	7	16	0
19	283	12	6	0
20	298	12	19	0
21	312	13	11	0
22	327	14	4	0
23	342	14	17	0
24	357	15	10	0
24⅛	364	15	17	0

Loading Scale Calculated on Basis of 23 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie. 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	13	2	1	22¼	..	19	1	1	23¼	1	0	1	"N.N." Ballast Truck, 30 tons, steel, to Water Level— 660 cub. ft.=28 tons 14 cwt. "Q.N." Truck— To Water Level, including Hopper— 579 c. ft.=25 tons 3 cwt. To Water Level, excluding Hopper— 463 c. ft.=20 tons 3 cwt.
12	185	8	1	0	12	266	11	11	0	12	279	12	3	0	
19	293	12	15	0	14	311	13	10	0	17	395	17	3	0	
20	308	13	8	0	15	333	14	10	0	18	418	18	3	0	
21	324	14	2	0	16	355	15	9	0	19	442	19	4	0	
22	339	14	15	0	17	377	16	8	0	20	465	20	4	0	
23	355	15	9	0	18	399	17	7	0	21	488	21	4	0	
23½	362	15	15	0	19	421	18	6	0	22	511	22	4	0	
					20	444	19	6	0	23	535	23	5	0	
					20½	455	19	16	0	24	558	24	5	0	
										25	581	25	5	0	
										25½	593	25	16	0	

LOADING SCALE CALCULATED ON BASIS OF 24 CUBIC FEET TO THE TON.

Height of Loading.	8 10, and 11 ton, "I." Wood, 17′ 7⅜″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	9	1
12	133	5	11	0
16	177	7	8	0
17	188	7	17	0
18	199	8	6	0
19	210	8	15	0
20	222	9	5	0
21	233	9	14	0
21½	238	9	18	0
22	244	10	3	0
23	255	10	13	0
23½	260	10	17	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	9	2
12	136	5	13	0
16	181	7	11	0
16½	186	7	15	0
17	192	8	0	0
18	203	8	9	0
19	215	8	19	0
20	226	9	8	0
20½	232	9	13	0
21	237	9	18	0
22	248	10	7	0
22½	254	10	12	0
23	260	10	17	0
24	271	11	6	0
25	282	11	15	0
25½	288	12	0	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	10	2
12	153	6	8	0
24	305	12	14	0
25	318	13	5	0
26	331	13	16	0
27	344	14	7	0
28	356	14	17	0
29	369	15	8	0
29½	375	15	13	0
30	382	15	18	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x { 8′ 7″. { 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	13	0
12	138	7	17	0
20	313	13	1	0
21	320	13	14	0
22	344	14	7	0
23	360	15	0	0
24	376	15	13	0
24½	383	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x { 8′ 7½″. { 8′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	13	0
12	187	7	16	0
20	311	12	19	0
21	326	13	12	0
22	342	14	5	0
23	358	14	18	0
24	373	15	11	0
24½	381	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	14	0
12	202	8	8	0
18	303	12	13	0
19	320	13	7	0
20	337	14	1	0
21	354	14	15	0
22	371	15	9	0
22½	379	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x { 8′ 9¾″. { 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	13	2
12	194	8	2	0
20	324	13	10	0
21	340	14	3	0
22	356	14	17	0
23	372	15	10	0
23½	380	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	12	2
12	179	7	9	0
21	312	13	0	0
22	327	13	13	0
23	342	14	5	0
24	357	14	18	0
25	372	15	10	0
25½	379	15	16	0

LOADING SCALE CALCULATED ON BASIS OF 24 CUBIC FEET TO THE TON—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	12	3	1	22¼	..	18	2	1	23¼	..	19	1	"N.N." Ballast Truck, 30 tons steel, to Water Level— 660 cub. ft.=27 tons 10 cwt. "Q.N." Truck— To Water Level, including Hopper— 579 c. ft.=24 tons 3 cwt. To Water Level, excluding Hopper— 463 c. ft.=19 tons 6 cwt.
12	185	7	14	0	12	266	11	2	0	12	279	11	13	0	
20	308	12	17	0	15	333	13	18	0	19	442	18	8	0	
21	324	13	10	0	16	355	14	16	0	20	465	19	8	0	
22	339	14	3	0	17	377	15	14	0	21	488	20	7	0	
23	355	14	16	0	18	399	16	13	0	22	511	21	6	0	
24	370	15	8	0	19	421	17	11	0	23	535	22	6	0	
24½	378	15	15	0	20	444	18	10	0	24	558	23	5	0	
					21	466	19	8	0	25	581	24	4	0	
					21½	477	19	18	0	25½	593	24	14	0	
										26	604	25	3	0	
										26½	616	25	13	0	

LOADING SCALE CALCULATED ON BASIS OF 25 CUBIC FEET TO THE TON.

Height of Loading.	S, 10, and 11 ton, "I." Wood, 17′ 7⅜″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	8	3
12	133	5	6	0
16	177	7	2	0
17	188	7	10	0
17½	194	7	15	0
18	199	7	19	0
19	210	8	8	0
20	222	8	18	0
21	233	9	6	0
22	244	9	15	0
22½	249	9	19	0
23	255	10	4	0
24	266	10	13	0
24½	271	10	18	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	9	0
12	136	5	9	0
16	181	7	5	0
17	192	7	14	0
17½	198	7	18	0
18	203	8	2	0
19	215	8	12	0
20	226	9	1	0
21	237	9	10	0
21½	243	9	14	0
22	248	9	18	0
23	260	10	8	0
23⅓	265	10	12	0
24	271	10	17	0
25	282	11	6	0
26	294	11	15	0
26½	299	11	19	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅛″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12⅞	..	10	1
12	153	6	2	0
24	305	12	4	0
25	318	12	14	0
26	331	13	5	0
27	344	13	15	0
28	356	14	5	0
29	369	14	15	0
30	382	15	6	0
30½	388	15	10	0
31	395	15	16	0

Height of Loading.	16-ton, Swing Door, Steel, "II." 22′ x { 8′ 7″. 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	12	2
12	188	7	10	0
19	297	11	18	0
20	313	12	10	0
21	329	13	3	0
22	344	13	15	0
23	360	14	8	0
24	376	15	1	0
25	391	15	13	0
25½	399	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x { 8′ 7½″. 8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	12	2
12	187	7	10	0
19	295	11	16	0
20	311	12	9	0
21	326	13	1	0
22	342	13	14	0
23	358	14	6	0
24	373	14	18	0
25	389	15	11	0
25½	396	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	13	2
12	202	8	2	0
18	303	12	2	0
19	320	12	16	0
20	337	13	10	0
21	354	14	3	0
22	371	14	17	0
23	387	15	10	0
23½	396	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x { 8′ 9¾″. 8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	13	0
12	194	7	15	0
20	324	12	19	0
21	340	13	12	0
22	356	14	5	0
23	372	14	18	0
24	388	15	10	0
24⅓	396	15	17	0

Height of Loading.	Drop Door, "I." 16-ton, Steel, 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	12	0
12	179	7	3	0
21	312	12	10	0
22	327	13	2	0
23	342	13	14	0
24	357	14	6	0
25	372	14	18	0
26	387	15	10	0
26½	394	15	15	0

Loading Scale Calculated on Basis of 25 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7⅛″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.			
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.
1	15½	..	12	1	1	22¼	..	17	3	1	23¼	.	18	2
12	185	7	8	0	12	266	10	13	0	12	279	11	3	0
20	308	12	6	0	15	333	13	6	0	19	442	17	14	0
21	324	12	19	0	16	355	14	4	0	20	465	18	12	0
22	339	13	11	0	17	377	15	2	0	21	488	19	10	0
23	355	14	4	0	17½	388	15	10	0	22	511	20	9	0
24	370	14	16	0	18	399	15	19	0	23	535	21	8	0
25	385	15	8	0	19	421	16	17	0	24	558	22	6	0
25½	393	15	14	0	20	444	17	15	0	25	581	23	5	0
					21	466	18	13	0	26	604	24	3	0
					22	488	19	10	0	27	628	25	2	0
					22½	499	19	19	0	27½	639	25	11	0

"N.N." Ballast Truck, 30 tons, steel, to Water Level—
660 cub. ft.=26 tons 8 cwt.
"Q.N.," 33′ x 8′ 5″—
To Water Level, including Hopper—
579 c. ft.=23 tons 3 cwt.
To Water Level, excluding Hopper—
463 c. ft.=18 tons 10 cwt.

LOADING SCALE CALCULATED ON BASIS OF 26 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7⅓″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	8	2
12	133	5	2	0
17	188	7	5	0
18	199	7	13	0
18½	206	7	18	0
19	210	8	2	0
20	222	8	11	0
21	233	8	19	0
22	244	9	8	0
22½	249	9	12	0
23	255	9	16	0
23½	260	10	0	0
24	266	10	5	0
25	277	10	13	0
25½	282	10	17	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅛″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	8	3
12	136	5	5	0
17	192	7	8	0
18	203	7	16	0
19	215	8	5	0
20	226	8	14	0
21	237	9	2	..
22	248	9	11	0
22½	254	9	15	0
23	260	10	0	0
24	271	10	8	0
24½	277	10	13	0
25	282	10	17	0
26	294	11	6	0
27	305	11	15	0
27½	310	11	19	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅛″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	9	3
12	153	5	18	0
24	305	11	15	0
25	318	12	5	0
26	331	12	15	0
27	344	13	5	0
28	356	13	14	0
29	369	14	4	..
30	382	14	14	0
31	395	15	4	0
32	407	15	13	0
32⅓	414	15	18	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. {8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	12	0
12	188	7	5	0
20	313	12	1	0
21	329	12	13	0
22	344	13	5	0
23	360	13	17	0
24	376	14	9	0
25	391	15	1	0
26	407	15	13	0
26½	415	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. {8′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	12	0
12	187	7	4	0
20	311	11	19	0
21	326	12	11	0
22	342	13	3	0
23	358	13	15	0
24	373	14	7	0
25	389	14	19	0
26	404	15	11	0
26½	412	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	...	13	0
12	202	7	15	0
18	303	11	13	0
19	320	12	6	0
20	337	12	19	0
21	354	13	12	0
22	371	14	5	0
23	387	14	18	0
24	404	15	11	0
24½	413	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x {8′ 9¾″. {8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	12	2
12	194	7	9	0
19	307	11	16	0
20	324	12	9	0
21	340	13	2	0
22	356	13	14	0
23	372	14	6	0
24	388	14	18	0
25	405	15	12	0
25½	413	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	11	2
12	179	6	18	0
21	312	12	0	0
22	327	12	12	0
23	342	13	3	0
24	357	13	15	0
25	372	14	6	0
26	387	14	18	0
27	402	15	9	0
27½	409	15	15	0

Loading Scale Calculated on Basis of 26 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7⅓″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.			
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	3	1	22¼	..	17	0	1	23¼	..	18	0
12	185	7	2	0	12	266	10	5	0	12	279	10	15	0
21	324	12	9	0	17	377	14	10	0	21	488	18	15	0
22	339	13	1	0	18	399	15	7	0	22	511	19	13	0
23	355	13	13	0	19	421	16	4	0	23	535	20	12	0
24	370	14	5	0	20	444	17	2	0	24	558	21	9	0
25	385	14	16	0	21	466	17	18	0	25	581	22	7	0
26	401	15	8	0	22	488	18	15	0	26	604	23	5	0
26½	409	15	16	0	23	510	19	12	0	27	628	24	3	0
										28	651	25	1	0
										28½	662	25	9	0
										29	674	25	18	0

"N.N." Ballast Truck, 30 tons, steel, to Water Level—
660 cub. ft.=25 tons 8 cwt.
"Q.N." Bogie—
To Water Level, Including Hopper—
579 c. ft.=22 tons 5 cwt.
To Water Level, excluding Hopper—
463 c. ft.=17 tons 16 cwt.

LOADING SCALE CALCULATED ON BASIS OF 27 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	8	1
12	133	4	19	0
18	199	7	7	0
19	210	7	16	0
19½	216	8	0	0
20	222	8	4	0
21	233	8	13	0
22	244	9	1	0
23	255	9	9	0
23½	260	9	13	0
24	266	9	17	0
25	277	10	5	0
26	288	10	13	0
26½	294	10	18	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	8	1
12	136	5	1	0
18	203	7	10	0
18½	209	7	15	0
19	215	7	19	0
20	226	8	7	0
21	237	8	16	0
22	248	9	4	0
23	260	9	13	0
23½	265	9	16	0
24	271	10	1	0
25	282	10	9	0
25½	288	10	13	0
26	294	10	18	0
27	305	11	6	0
28	316	11	14	0
28½	322	11	19	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	9	2
12	153	5	13	0
26	331	12	5	0
27	344	12	15	0
28	356	13	4	0
29	369	13	13	0
30	382	14	3	0
31	395	14	13	0
32	407	15	1	0
33	420	15	11	0
33½	426	15	16	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. {8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	2
12	188	6	19	0
22	344	12	15	0
23	360	13	7	0
24	376	13	19	0
25	391	14	10	0
26	407	15	1	0
27	423	15	13	0
27½	430	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. {8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	2
12	187	6	19	0
22	342	12	13	0
23	358	13	5	0
24	373	13	16	0
25	389	14	8	0
26	404	14	19	0
27	420	15	11	0
27½	427	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	12	2
12	202	7	10	0
20	337	12	10	0
21	354	13	2	0
22	371	13	15	0
23	387	14	7	0
24	404	14	19	0
25	421	15	12	0
25½	429	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x {8′ 9¾″. {8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	12	0
12	194	7	4	0
21	340	12	12	0
22	356	13	4	0
23	372	13	16	0
24	388	14	7	0
25	405	15	0	0
26	421	15	12	0
26½	429	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "II." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	11	0
12	179	6	13	0
23	342	12	13	0
24	357	13	4	0
25	372	13	16	0
26	387	14	7	0
27	402	14	18	0
28	417	15	9	0
28½	424	15	14	0
29	431	15	19	0

Loading Scale Calculated on Basis of 27 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton. Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	11	2	1	22¼	..	16	2	1	23¼	..	17	1	"N.N." Bogie, Ballast Truck, 30 tons, steel, to Water Level— 660 cub. ft.=24 tons 9 cwt. "Q.N." Bogie, 35′ x 8′ 5″— To Water Level, including Hopper— 579 c. ft.=21 tons 9 cwt. To Water Level, excluding Hopper— 463 c. ft.=17 tons 3 cwt.
12	185	6	17	0	12	266	9	17	0	12	279	10	7	0	
23	355	13	3	0	17	377	13	19	0	22	511	18	19	0	
24	370	13	14	0	18	399	14	16	0	23	535	19	16	0	
25	385	14	5	0	19	421	15	12	0	24	558	20	13	0	
26	401	14	17	0	20	444	16	9	0	25	581	21	10	0	
27	416	15	8	0	21	466	17	5	0	26	604	22	7	0	
27½	424	15	14	0	22	488	18	1	0	27	628	23	5	0	
28	431	15	19	0	23	510	18	18	0	28	651	24	2	0	
					24	532	19	14	0	29	674	24	19	0	
										29½	686	25	8	0	
										30	697	25	16	0	

LOADING SCALE CALCULATED ON BASIS OF 28 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	8	0
12	133	4	15	0
19	210	7	10	0
19½	216	7	14	0
20	222	7	19	0
21	233	8	6	0
22	244	8	14	0
23	255	9	2	0
24	266	9	10	0
24½	271	9	14	0
25	277	9	18	0
26	288	10	6	0
27	299	10	14	0
27½	305	10	19	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	8	0
12	136	4	17	0
19	215	7	14	0
19½	220	7	17	0
20	226	8	1	0
21	237	8	9	0
22	248	8	17	0
23	260	9	6	0
24	271	9	14	0
24½	277	9	18	0
25	282	10	1	0
26	294	10	10	0
26½	299	10	14	0
27	305	10	18	0
28	316	11	6	0
29	327	11	14	0
29½	333	11	18	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	9	0
12	153	5	9	0
27	344	12	6	0
28	356	12	14	0
29	369	13	4	0
30	382	13	13	0
31	395	14	2	0
32	407	14	11	0
33	420	15	0	0
34	433	15	9	0
34½	439	15	14	0
35	445	15	18	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. {8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	1
12	188	6	14	0
22	344	12	6	0
23	360	12	17	0
24	376	13	9	0
25	391	13	19	0
26	407	14	11	0
27	423	15	2	0
28	438	15	13	0
28½	446	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. {8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	0
12	187	6	14	0
22	342	12	4	0
23	358	12	16	0
24	373	13	6	0
25	389	13	18	0
26	404	14	9	0
27	420	15	0	0
28	435	15	11	0
28½	443	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	12	0
12	202	7	4	0
20	337	12	1	0
21	354	12	13	0
22	371	13	5	0
23	387	13	16	0
24	404	14	9	0
25	421	15	1	0
26	438	15	13	0
26½	446	15	19	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x {8′ 9¾″. {8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	11	2
12	194	6	19	0
21	340	12	3	0
22	356	12	14	0
23	372	13	6	0
24	388	13	17	0
25	405	14	9	0
26	421	15	1	0
27	437	15	12	0
27½	445	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	10	3
12	179	6	8	0
23	342	12	4	0
24	357	12	15	0
25	372	13	6	0
26	387	13	16	0
27	402	14	7	0
28	417	14	18	0
29	431	15	8	0
29½	439	15	14	0
30	446	15	19	0

LOADING SCALE CALCULATED ON BASIS OF 28 CUBIC FEET TO THE TON—*continued.*

Height of Loading.	16-ton. Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.			
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.
1	15½	..	11	0	1	22¼	..	15	3	1	23¼	..	16	2
12	185	6	12	0	12	266	9	10	0	12	279	9	19	0
22	339	12	2	0	17	377	13	9	0	22	511	18	5	0
23	355	12	14	0	18	399	14	5	0	23	535	19	2	0
24	370	13	4	0	19	421	15	1	0	23½	546	19	10	0
25	385	13	15	0	19½	433	15	9	0	24	558	19	19	0
26	401	14	6	0	20	444	15	17	0	25	581	20	15	0
27	416	14	17	0	21	466	16	13	0	26	604	21	11	0
28	432	15	9	0	22	488	17	9	0	27	628	22	9	0
28½	439	15	14	0	23	510	18	4	0	28	651	23	5	0
29	447	15	19	0	24	532	19	0	0	29	674	24	1	0
					24½	543	19	8	0	30	697	24	18	0
					25	555	19	16	0	31	721	25	15	0

"N.N." Bogie Ballast Truck, 30 tons, steel, to Water Level—
660 cub. ft.=23 tons 11 cwt.
"Q.N." Bogie—
To Water Level, including Hopper—
579 c. ft.=20 tons 14 cwt.
To Water Level, excluding Hopper—
463 c. ft.=16 tons 11 cwt.

LOADING SCALE CALCULATED ON BASIS OF 29 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7½″ x 7′ 6½″. Iron, 17′ 5½″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	7	3
12	133	4	12	0
19	210	7	5	0
20	222	7	13	0
20½	227	7	17	0
21	233	8	1	0
22	244	8	8	0
23	255	8	16	0
24	266	9	3	0
25	277	9	11	0
25½	282	9	14	0
26	288	9	19	0
27	299	10	6	0
28	310	10	14	0
28½	316	10	18	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	7	3
12	136	4	14	0
19	215	7	8	0
20	226	7	16	0
20½	231	7	19	0
21	237	8	3	0
22	248	8	11	0
23	260	8	19	0
24	271	9	7	0
25	282	9	14	0
25½	288	9	19	0
26	294	10	3	0
27	305	10	10	0
27½	311	10	14	0
28	316	10	18	0
29	327	11	6	0
30	339	11	14	0
30½	344	11	17	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11¼″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	8	3
12	153	5	6	0
29	369	12	14	0
30	382	13	3	0
31	395	13	12	0
32	407	14	1	0
33	420	14	10	0
34	433	14	19	0
35	445	15	7	0
35½	452	15	12	0
36	458	15	16	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. {8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	10	3
12	188	6	10	0
24	376	12	19	0
25	391	13	10	0
26	407	14	1	0
27	423	14	12	0
28	438	15	2	0
29	454	15	13	0
29½	462	15	19	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. {8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	10	3
12	187	6	9	0
24	373	12	17	0
25	389	13	8	0
26	404	13	19	0
27	420	14	10	0
28	435	15	0	0
29	451	15	11	0
29½	459	15	17	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	..	11	2
12	202	6	19	0
22	371	12	16	0
23	387	13	7	0
24	404	13	19	0
25	421	14	10	0
26	438	15	2	0
27	455	15	14	0
27½	463	15	19	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x {8′ 9¾″. {8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	11	1
12	194	6	14	0
22	356	12	6	0
23	372	12	17	0
24	388	13	8	0
25	405	13	19	0
26	421	14	10	0
27	437	15	1	0
28	453	15	12	0
28½	461	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	10	1
12	179	6	3	0
23	342	11	16	0
24	357	12	6	0
25	372	12	17	0
26	387	13	7	0
27	402	13	17	0
28	417	14	8	0
29	431	14	17	0
30	446	15	8	0
30½	454	15	13	0
31	461	15	18	0

LOADING SCALE CALCULATED ON BASIS OF 29 CUBIC FEET TO THE TON—*continued.*

Height of Loading.	16-ton, Steel, "I." Drop Door. 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.			
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.
1	15½	..	10	3	1	22¼	..	15	1	1	23¼	..	16	0
12	185	6	8	0	12	266	9	3	0	12	279	9	12	0
22	339	11	14	0	17	377	13	0	0	23	535	18	9	0
23	355	12	5	0	18	399	13	15	0	24	558	19	5	0
24	370	12	15	0	19	421	14	10	0	25	581	20	1	0
25	385	13	6	0	20	444	15	6	0	26	604	20	17	0
26	401	13	17	0	20½	455	15	14	0	27	628	21	13	0
27	416	14	7	0	21	466	16	1	0	28	651	22	9	0
28	432	14	18	0	22	488	16	17	0	29	674	23	5	0
29	447	15	8	0	23	510	17	12	0	30	697	24	1	0
29½	455	15	14	0	24	532	18	7	0	31	721	24	17	0
30	462	15	19	0	25	555	19	3	0	32	744	25	13	0
					25½	566	19	10	0					
					26	577	19	18	0					

"N.N." Ballast Truck, 30 tons, steel, to Water Level—
660 cub. ft.=22 tons 15 cwt.
"Q.N.," 33′ x 8′ 5″—
To Water Level, including Hopper—
579 c. ft.=19 tons 19 cwt.
To Water Level, excluding Hopper—
463 c. ft.=15 tons 19 cwt.

LOADING SCALE CALCULATED ON BASIS OF 30 CUBIC FEET TO THE TON.

Height of Loading.	8, 10, and 11-ton, "I." Wood, 17′ 7⅜″ x 7′ 6½″. Iron, 17′ 5⅛″ x 7′ 7″.			
Inches.	C. Feet.	T.	C.	Q.
1	11	..	7	2
12	133	4	9	0
19	210	7	0	0
20	222	7	8	0
21	233	7	15	0
21½	238	7	19	0
22	244	8	3	0
23	255	8	10	0
24	266	8	17	0
25	277	9	5	0
26	288	9	12	0
27	299	9	19	0
28	310	10	7	0
29	321	10	14	0
29½	327	10	18	0

Height of Loading.	8, 10, 11, and 12-ton, Steel, "I." 17′ 11⅝″ x 7′ 6½″.			
Inches.	C. Feet.	T.	C.	Q.
1	11¼	..	7	2
12	136	4	11	0
20	226	7	11	0
20½	232	7	15	0
21	237	7	18	0
22	248	8	5	0
23	260	8	13	0
24	271	9	1	0
25	282	9	8	0
25½	288	9	12	0
26	294	9	16	0
26½	299	9	19	0
27	305	10	3	0
28	316	10	11	0
28½	322	10	15	0
29	327	10	18	0
30	339	11	6	0
31	350	11	13	0
31½	356	11	17	0

Height of Loading.	16-ton, High Sided, Steel, "I." 17′ 11⅝″ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	12¾	..	8	2
12	153	5	2	0
30	382	12	15	0
31	395	13	3	0
32	407	13	11	0
33	420	14	0	0
34	433	14	9	0
35	445	14	17	0
36	458	15	5	0
37	471	15	14	0
37½	477	15	18	0

Height of Loading.	16-ton, Swing Door, Steel, "I." 22′ x {8′ 7″. {8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	10	2
12	188	6	5	0
24	376	12	11	0
25	391	13	1	0
26	407	13	11	0
27	423	14	2	0
28	438	14	12	0
29	454	15	3	0
30	470	15	13	0
30½	477	15	18	0

Height of Loading.	16-ton, Steel and Wood, Swing Door, "I." 21′ 9¼″ x {8′ 7½″. {8′ 6¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	15½	..	10	1
12	187	6	5	0
24	373	12	9	0
25	389	12	19	0
26	404	13	9	0
27	420	14	0	0
28	435	14	10	0
29	451	15	1	0
30	466	15	11	0
30½	474	15	16	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 22′ x 9′ 2¼″.			
Inches.	C. Feet.	T.	C.	Q.
1	16¾	.	11	1
12	202	6	15	0
22	371	12	7	0
23	387	12	18	0
24	404	13	9	0
25	421	14	1	0
26	438	14	12	0
27	455	15	3	0
28	472	15	15	0
28½	480	16	0	0

Height of Loading.	16-ton, Steel, Drop Door, "I," 22′ x {8′ 9¾″. {8′ 10″.			
Inches.	C. Feet.	T.	C.	Q.
1	16	..	10	3
12	194	6	9	0
23	372	12	8	0
24	388	12	19	0
25	405	13	10	0
26	421	14	1	0
27	437	14	11	0
28	453	15	2	0
29	469	15	13	0
29½	477	15	18	0

Height of Loading.	16-ton, Steel, Drop Door, "I." 21′ x 8′ 6″.			
Inches.	C. Feet.	T.	C.	Q.
1	15	..	10	0
12	179	5	19	0
25	372	12	8	0
26	387	12	18	0
27	402	13	8	0
28	417	13	18	0
29	431	14	7	0
30	446	14	17	0
31	461	15	7	0
31½	469	15	13	0
32	476	15	17	0

Loading Scale Calculated on Basis of 30 Cubic Feet to the Ton—*continued.*

Height of Loading.	16-ton, Steel, Drop Door, "I." 20′ x 9′ 3″.				Height of Loading.	"R." Bogie, 20 tons. 33′ 7½″ x 7′ 11″.				Height of Loading.	"Q.R." Bogie, 26 tons. 34′ 8¼″ x 8′ 0½″.				
Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	Inches.	C. Feet.	T.	C.	Q.	
1	15½	..	10	1	1	22¼	..	14	3	1	23¼	..	15	2	"N.N." Ballast Truck, 30 tons, steel, to Water Level— 660 cub. ft.=22 tons. "Q.N.," 33′ x 8′ 5″— To Water Level, including Hopper— 579 c. ft.=19 tons 6 cwt. To Water Level, excluding Hopper— 463 c. ft.=15 tons 9 cwt.
12	185	6	3	0	12	266	8	17	0	12	279	9	6	0	
24	370	12	7	0	18	399	13	6	0	24	558	18	12	0	
25	385	12	17	0	19	421	14	1	0	25	581	19	7	0	
26	401	13	7	0	20	444	14	16	0	25½	593	19	15	0	
27	416	13	17	0	21	466	15	11	0	26	604	20	3	0	
28	432	14	8	0	22	488	16	5	0	27	628	20	19	0	
29	447	14	18	0	23	510	17	0	0	28	651	21	14	0	
30	462	15	8	0	24	532	17	15	0	29	674	22	9	0	
30½	470	15	13	0	25	555	18	10	0	30	697	23	5	0	
31	478	15	19	0	26	577	19	5	0	31	721	24	1	0	
					26½	588	19	12	0	32	744	24	16	0	
					27	599	19	19	0	33	767	25	11	0	
										33½	779	25	19	0	

TABLE TO ASCERTAIN CUBICAL CONTENTS OF PILES AND LOGS.

Departmental method = 11/14 of actual contents.

RULE.—Multiply length of log in feet and fraction of 1 foot by decimal fraction opposite its mean girth in inches and the result is the number of cubic feet. If mean girth be greater than 100 inches multiply fraction representing half the mean girth by four (4) times the length of log in feet and fraction of a foot. If mean girth be less than 16 inches multiply the fraction representing twice the mean girth by one quarter of length of log in feet.

Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.	Mean girth in inches	Cubic feet in 1 foot long.
16	·111	29	·365	42	·766	55	1·313	68	2·007	81	2·848	94	3·835	107	4·968
½	·118	½	·377	½	·784	½	1·337	½	2·036	½	2·883	½	3·876	½	5·016
17	·1254	30	·39	43	·803	56	1·361	69	2·066	82	2·918	95	3·917	108	5·064
½	·1329	½	·403	½	·821	½	1·386	½	2·096	½	2·954	½	3·958	½	5·1096
18	·141	31	·417	44	·84	57	1·41	70	2·127	83	2·99	96	4·0	109	5·156
½	·149	½	·43	½	·8594	½	1·435	½	2·157	½	3·026	½	4·042	½	5·204
19	·157	32	·444	45	·879	58	1·46	71	2·188	84	3·062	97	4·084	110	5·252
½	·165	½	·458	½	·898	½	1·485	½	2·219	½	3·099	½	4·126	½	5·3
20	·173	33	·473	46	·918	59	1·51	72	2·25	85	3·136	98	4·168	111	5·348
½	·182	½	·487	½	·938	½	1·537	½	2·281	½	3·173	½	4·211	½	5·396
21	·191	34	·502	47	·959	60	1·562	73	2·313	86	3·21	99	4·254	112	5·444
½	·2	½	·516	½	·979	½	1·589	½	2·345	½	3·248	½	4·297	½	5·4932
22	·21	35	·532	48	1·0	61	1·615	74	2·377	87	3·285	100	4·34	113	5·544
½	·22	½	·547	½	1·02	½	1·642	½	2·409	½	3·323	½	4·386	½	5·591
23	·23	36	·563	49	1·042	62	1·668	75	2·442	88	3·361	101	4·428	114	5·64
½	·24	½	·578	½	1·063	½	1·695	½	2·474	½	3·4	½	4·4712	½	5·69
24	·25	37	·594	50	1·085	63	1·722	76	2·507	89	3·438	102	4·516	115	5·74
½	·26	½	·61	½	1·107	½	1·775	½	2·54	½	3·477	½	4·56	116	5·84
25	·27	38	·627	51	1·129	64	1·777	77	2·573	90	3·516	103	4·604	117	5·94
½	·282	½	·643	½	1·151	½	1·806	½	2·607	½	3·555	½	4·6496	118	6·04
26	·293	39	·66	52	1·174	65	1·834	78	2·64	91	3·594	104	4·696	119	6·148
½	·304	½	·677	½	1·196	½	1·8476	½	2·675	½	3·634	½	4·7396	120	6·248
27	·316	40	·694	53	1·219	66	1·891	79	2·709	92	3·674	105	4·784	121	6·336
½	·328	½	·712	½	1·242	½	1·919	½	2·743	½	3·714	½	4·8308	122	6·46
28	·34	41	·73	54	1·266	67	1·948	80	2·777	93	3·754	106	4·876	123	6·568
½	.352	½	.748	½	1·289	½	1·976	½	2·813	½	3·794	½	4·9288		

Examples.

1. What is the cubical contents of a log 40 feet long, the mean girth being 50 inches (see table). 50 = 1·085 x 40 = 43·4 cubic feet.

2. What is the cubical contents in feet of a log 40 feet long, the mean girth being 128 inches. Halve the mean girth of 128, which gives 64 inches (1·777 x 160, four times the length) = 284·32 cubic feet.

3. What is the cubical contents of a log 40 feet long, the mean girth being 10 inches. Double the mean girth = 20 inches, which gives fraction as per table ·173 x 10 (one quarter length of log) and result is 1·73 cubic feet.

TABLE SHOWING WEIGHT OF BUTTER.

The freight on butter, packed in the following classes of box, shall be computed on the average weight shown hereunder :—

	Weight per box, full.
Ordinary heavy box	.. 67 lb.
Ordinary light box	.. 64 lb.
Wire-bound box	.. 62 lb.

An abbreviated description of the class of box, O.H., O.L., or W.B., respectively, is to be shown on Consignment Notes and Way-bills.

The following table of Weights of Butter has been computed on the above averages :—

Boxes.	ORDINARY (HEAVY). (67 lb.)				ORDINARY (LIGHT). (64 lb.)				WIRE BOUND. (62 lb.)			
	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.
1	..	..	2	11	..	..	2	8	..	..	2	6
2	..	1	0	22	..	1	0	16	..	1	0	12
3	..	1	3	5	..	1	2	24	..	1	2	18
4	..	2	1	16	..	2	1	4	..	2	0	24
5	..	2	3	27	..	2	3	12	..	2	3	2
6	..	3	2	10	..	3	1	20	..	3	1	8
7	..	4	0	21	..	4	0	0	..	3	3	14
8	..	4	3	4	..	4	2	8	..	4	1	20
9	..	5	1	15	..	5	0	16	..	4	3	26
10	..	5	3	26	..	5	2	24	..	5	2	4
11	..	6	2	9	..	6	1	4	..	6	0	10
12	..	7	0	20	..	6	3	12	..	6	2	16
13	..	7	3	3	..	7	1	20	..	7	0	22
14	..	8	1	14	..	8	0	0	..	7	3	0
15	..	8	3	25	..	8	2	8	..	8	1	6
16	..	9	2	8	..	9	0	16	..	8	3	12
17	..	10	0	19	..	9	2	24	..	9	1	18
18	..	10	3	2	..	10	1	4	..	9	3	24
19	..	11	1	13	..	10	3	12	..	10	2	2
20	..	11	3	24	..	11	1	20	..	11	0	8
21	..	12	2	7	..	12	0	0	..	11	2	14
22	..	13	0	18	..	12	2	8	..	12	0	20
23	..	13	3	1	..	13	0	16	..	12	2	26
24	..	14	1	12	..	13	2	24	..	13	1	4
25	..	14	3	23	..	14	1	4	..	13	3	10

TABLE SHOWING WEIGHT OF BUTTER—*continued.*

Boxes.	ORDINARY (HEAVY). (67 lb.)				ORDINARY (LIGHT). (64 lb.)				WIRE BOUND. (62 lb.)			
	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.
26	..	15	2	6	..	14	3	12	..	14	1	16
27	..	16	0	17	..	15	1	20	..	14	3	22
28	..	16	3	0	..	16	0	0	..	15	2	0
29	..	17	1	11	..	16	2	8	..	16	0	6
30	..	17	3	22	..	17	0	16	..	16	2	12
31	..	18	2	5	..	17	2	24	..	17	0	18
32	..	19	0	16	..	18	1	4	..	17	2	24
33	..	19	2	27	..	18	3	12	..	18	1	2
34	1	0	1	10	..	19	1	20	..	18	3	8
35	1	0	3	21	1	0	0	0	..	19	1	14
36	1	1	2	4	1	0	2	8	..	19	3	20
37	1	2	0	15	1	1	0	16	1	0	1	26
38	1	2	2	26	1	1	2	24	1	1	0	4
39	1	3	1	9	1	2	1	4	1	1	2	10
40	1	3	3	20	1	2	3	12	1	2	0	16
41	1	4	2	3	1	3	1	20	1	2	2	22
42	1	5	0	14	1	4	0	0	1	3	1	0
43	1	5	2	25	1	4	2	8	1	3	3	6
44	1	6	1	8	1	5	0	16	1	4	1	12
45	1	6	3	19	1	5	2	24	1	4	3	18
46	1	7	2	2	1	6	1	4	1	5	1	24
47	1	8	0	13	1	6	3	12	1	6	0	2
48	1	8	2	24	1	7	1	20	1	6	2	8
49	1	9	1	7	1	8	0	0	1	7	0	14
50	1	9	3	18	1	8	2	8	1	7	2	20
51	1	10	2	1	1	9	0	16	1	8	0	26
52	1	11	0	12	1	9	2	24	1	8	3	4
53	1	11	2	23	1	10	1	4	1	9	1	10
54	1	12	1	6	1	10	3	12	1	9	3	16
55	1	12	3	17	1	11	1	20	1	10	1	22
56	1	13	2	0	1	12	0	0	1	11	0	0
57	1	14	0	11	1	12	2	8	1	11	2	6
58	1	14	2	22	1	13	0	16	1	12	0	12
59	1	15	1	5	1	13	2	24	1	12	2	18
60	1	15	3	16	1	14	1	4	1	13	0	24
61	1	16	1	27	1	14	3	12	1	13	3	2
62	1	17	0	10	1	15	1	20	1	14	1	8
63	1	17	2	21	1	16	0	0	1	14	3	14

TABLE SHOWING WEIGHT OF BUTTER- *continued.*

Boxes.	ORDINARY (HEAVY). (67 lb.)				ORDINARY (LIGHT). (64 lb.)				WIRE BOUND. (62 lb.)			
	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.	Tons.	Cwt.	Qrs.	Lb.
64	1	18	1	4	1	16	2	8	1	15	1	20
65	1	18	3	15	1	17	0	16	1	15	3	26
66	1	19	1	26	1	17	2	24	1	16	2	4
67	2	0	0	9	1	18	1	4	1	17	0	10
68	2	0	2	20	1	18	3	12	1	17	2	16
69	2	1	1	3	1	19	1	20	1	18	0	22
70	2	1	3	14	2	0	0	0	1	18	3	0
71	2	2	1	25	2	0	2	8	1	19	1	6
72	2	3	0	8	2	1	0	16	1	19	3	12
73	2	3	2	19	2	1	2	24	2	0	1	18
74	2	4	1	2	2	2	1	4	2	0	3	24
75	2	4	3	13	2	2	3	12	2	1	2	2
76	2	5	1	24	2	3	1	20	2	2	0	8
77	2	6	0	7	2	4	0	0	2	2	2	14
78	2	6	2	18	2	4	2	8	2	3	0	20
79	2	7	1	1	2	5	0	16	2	3	2	26
80	2	7	3	12	2	5	2	24	2	4	1	4
81	2	8	1	23	2	6	1	4	2	4	3	10
82	2	9	0	6	2	6	3	12	2	5	1	16
83	2	9	2	17	2	7	1	20	2	5	3	22
84	2	10	1	0	2	8	0	0	2	6	2	0
85	2	10	3	11	2	8	2	8	2	7	0	6
86	2	11	1	22	2	9	0	16	2	7	2	12
87	2	12	0	5	2	9	2	24	2	8	0	18
88	2	12	2	16	2	10	1	4	2	8	2	24
89	2	13	0	27	2	10	3	12	2	9	1	2
90	2	13	3	10	2	11	1	20	2	9	3	8
91	2	14	1	21	2	12	0	0	2	10	1	14
92	2	15	0	4	2	12	2	8	2	10	3	20
93	2	15	2	15	2	13	0	16	2	11	1	26
94	2	16	0	26	2	13	2	24	2	12	0	4
95	2	16	3	9	2	14	1	4	2	12	2	10
96	2	17	1	20	2	14	3	12	2	13	0	16
97	2	18	0	3	2	15	1	20	2	13	2	22
98	2	18	2	14	2	16	0	0	2	14	1	0
99	2	19	0	25	2	16	2	8	2	14	3	6
100	2	19	3	8	2	17	0	16	2	15	1	12

TABLE OF WEIGHTS OF OILS FORWARDED BY THE UNDERMENTIONED COMPANIES.

Name of Company.	Description as Stencilled on Case.	Average Weight Per Case.	Reference Letter to Weight Table.
		lb.	
Vacuum Oil Co. ..	Mobiloil (6 x 1) ..	71	A
,, ,, ..	,, (12 quart tins in each case)	40	N
,, ,, ..	,, Gargoyle (2 x 4)	92	M
,, ,, ..	Benzolene, Plume ..	73	B
,, ,, ..	Motor Spirit, Plume ..	75	D
,, ,, ..	,, ,, Aviation ..	75	D
,, ,, ..	,, ,, Kalif ..	77	F
,, ,, ..	,, ,, Mercury ..	77	F
,, ,, ..	Nuturpo	80	I
,, ,, ..	Kerosene, Laurel ..	84	K
,, ,, ..	,, Voco Power ..	84	K
British Imperial Oil Co.	Benzolene, Shell ..	74	C
,, ,, ,,	Motor Spirit, Shell ..	77	F
,, ,, ,,	,, ,, Anchor ..	77	F
,, ,, ,,	Powerin	80	I
,, ,, ,,	Turps, Shell Mineral ..	80	I
,, ,, ,,	Kerosene, Pennant ..	84	K
,, ,, ,,	,, Cross ..	87	L
Texas Oil Co. ..	Motor Spirit, Texaco ..	73	B
,, ,, ..	Benzine, Texaco ..	76	E
,, ,, ..	Kerosene, Light of the Age	83	J
,, ,, ..	,, Texaco ..	84	K
Commonwealth Oil Refineries	,, C.O.R. ..	79	H
,, ,, ,,	Motor Spirit, C.O.R. ..	74	C
H. C. Pannifex and Co.	,, ,, Sequoia ..	75	D
A. H. Hasell and Co. ..	Kerosene, Meteor ..	83	J
,, ,, ,, ..	Benzine	78	G
Neptune Oil Co. ..	Motor Spirit, Waratah	75	D
,, ,, ..	Benzine, Trident ..	77	F
H. C. Sleigh	Motor Spirit, Golden Fleece	75	D

Oils not included in above are to be weighed and invoiced on actual weights.

Table of Weights of Oils, etc.—*continued.*

No. of Cases.	71 lb. A.				73 lb. B.				74 lb. C.				75 lb. D.				76 lb. E.				77 lb. F.				78 lb. G.			
	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.
1	..	..	2	15	..	..	2	17	..	..	2	18	..	..	2	19	..	..	2	20	..	..	2	21	..	..	2	22
2	..	1	1	2	..	1	1	6	..	1	1	8	..	1	1	10	..	1	1	12	..	1	1	14	..	1	1	16
3	..	1	3	17	..	1	3	23	..	1	3	26	..	2	0	1	..	2	0	4	..	2	0	7	..	2	0	10
4	..	2	2	4	..	2	2	12	..	2	2	16	..	2	2	20	..	2	2	24	..	2	3	0	..	2	3	4
5	..	3	0	19	..	3	1	1	..	3	1	6	..	3	1	11	..	3	1	16	..	3	1	21	..	3	1	26
6	..	3	3	6	..	3	3	18	..	3	3	24	..	4	0	2	..	4	0	8	..	4	0	14	..	4	0	20
7	..	4	1	21	..	4	2	7	..	4	2	14	..	4	2	21	..	4	3	0	..	4	3	7	..	4	3	14
8	..	5	0	8	..	5	0	24	..	5	1	4	..	5	1	12	..	5	1	20	..	5	2	0	..	5	2	8
9	..	5	2	23	..	5	3	13	..	5	3	22	..	6	0	3	..	6	0	12	..	6	0	21	..	6	1	2
10	..	6	1	10	..	6	2	2	..	6	2	12	..	6	2	22	..	6	3	4	..	6	3	14	..	6	3	24
11	..	6	3	25	..	7	0	19	..	7	1	2	..	7	1	13	..	7	1	24	..	7	2	7	..	7	2	18
12	..	7	2	12	..	7	3	8	..	7	3	20	..	8	0	4	..	8	0	16	..	8	1	0	..	8	1	12
13	..	8	0	27	..	8	1	25	..	8	2	10	..	8	2	23	..	8	3	8	..	8	3	21	..	9	0	6
14	..	8	3	14	..	9	0	14	..	9	1	0	..	9	1	14	..	9	2	0	..	9	2	14	..	9	3	0
15	..	9	2	1	..	9	3	3	..	9	3	18	..	10	0	5	..	10	0	20	..	10	1	7	..	10	1	22
16	..	10	0	16	..	10	1	20	..	10	2	8	..	10	2	24	..	10	3	12	..	11	0	0	..	11	0	16
17	..	10	3	3	..	11	0	9	..	11	0	26	..	11	1	15	..	11	2	4	..	11	2	21	..	11	3	10
18	..	11	1	18	..	11	2	26	..	11	3	16	..	12	0	6	..	12	0	24	..	12	1	14	..	12	2	1
19	..	12	0	5	..	12	1	15	..	12	2	6	..	12	2	25	..	12	3	16	..	13	0	7	..	13	0	26
20	..	12	2	20	..	13	0	4	..	13	0	24	..	13	1	16	..	13	2	8	..	13	3	0	..	13	3	20
21	..	13	1	7	..	13	2	21	..	13	3	14	..	14	0	7	..	14	1	0	..	14	1	21	..	14	2	14
22	..	13	3	22	..	14	1	10	..	14	2	4	..	14	2	26	..	14	3	20	..	15	0	14	..	15	1	8
23	..	14	2	9	..	14	3	27	..	15	0	22	..	15	1	17	..	15	2	12	..	15	3	7	..	16	0	2
24	..	15	0	24	..	15	2	16	..	15	3	12	..	16	0	8	..	16	1	4	..	16	2	0	..	16	2	24
25	..	15	3	11	..	16	1	5	..	16	2	2	..	16	2	27	..	16	3	24	..	17	0	21	..	17	1	18
26	..	16	1	26	..	16	3	22	..	17	0	20	..	17	1	18	..	17	2	16	..	17	3	14	..	18	0	12
27	..	17	0	13	..	17	2	11	..	17	3	10	..	18	0	9	..	18	1	8	..	18	2	7	..	18	3	6
28	..	17	3	0	..	18	1	0	..	18	2	0	..	18	3	0	..	19	0	0	..	19	1	0	..	19	2	0
29	..	18	1	15	..	18	3	17	..	19	0	18	..	19	1	19	..	19	2	20	..	19	3	21	1	0	0	22
30	..	19	0	2	..	19	2	6	..	19	3	8	1	0	0	10	1	0	1	12	1	0	2	14	1	0	3	16
50	1	11	2	22	1	12	2	10	1	13	0	4	1	13	1	26	1	13	3	20	1	14	1	14	1	14	3	8
100	3	3	1	16	3	5	0	20	3	6	0	8	3	6	3	24	3	7	3	12	3	8	3	0	3	9	2	16
240	7	12	0	16	7	16	1	20	7	18	2	8	8	0	2	24	8	2	3	12	8	5	0	0	8	7	0	16
336	10	13	0	0	10	19	0	0	11	2	0	0	11	5	0	0	11	8	0	0	11	11	0	0	11	14	0	0
480	15	4	1	4	15	12	3	12	15	17	0	16	16	1	1	20	16	5	2	24	16	10	0	0	16	14	1	4

TABLE OF WEIGHTS OF OILS, ETC.—*continued.*

No. of Cases.	79 lb. H.				80 lb. I.				83 lb. J.				84 lb. K.				87 lb. L.				92 lb. M.				40 lb. N.			
	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.
1	..	..	2	23	..	..	2	24	..	..	2	27	..	..	3	0	..	..	3	3	..	..	3	8	..	..	1	12
2	..	1	1	18	..	1	1	20	..	1	1	26	..	1	2	0	..	1	2	6	..	1	2	16	..	..	2	24
3	..	2	0	13	..	2	0	16	..	2	0	25	..	2	1	0	..	2	1	9	..	2	1	24	..	1	0	8
4	..	2	3	8	..	2	3	12	..	2	3	24	..	3	0	0	..	3	0	12	..	3	1	4	..	1	1	20
5	..	3	2	3	..	3	2	8	..	3	2	23	..	3	3	0	..	3	3	15	..	4	0	12	..	1	3	4
6	..	4	0	26	..	4	1	4	..	4	1	22	..	4	2	0	..	4	2	18	..	4	3	20	..	2	0	16
7	..	4	3	21	..	5	0	0	..	5	0	21	..	5	1	0	..	5	1	21	..	5	3	0	..	2	2	0
8	..	5	2	16	..	5	2	24	..	5	3	20	..	6	0	0	..	6	0	24	..	6	2	8	..	2	3	12
9	..	6	1	11	..	6	1	20	..	6	2	19	..	6	3	0	..	6	3	27	..	7	1	16	..	3	0	24
10	..	7	0	6	..	7	0	16	..	7	1	18	..	7	2	0	..	7	3	2	..	8	0	24	..	3	2	8
11	..	7	3	1	..	7	3	12	..	8	0	17	..	8	1	0	..	8	2	5	..	9	0	4	..	3	3	20
12	..	8	1	24	..	8	2	8	..	8	3	16	..	9	0	0	..	9	1	8	..	9	3	12	..	4	1	4
13	..	9	0	19	..	9	1	4	..	9	2	15	..	9	3	0	..	10	0	11	..	10	2	20	..	4	2	16
14	..	9	3	14	..	10	0	0	..	10	1	14	..	10	2	0	..	10	3	14	..	11	2	0	..	5	0	0
15	..	10	2	9	..	10	2	24	..	11	0	13	..	11	1	0	..	11	2	17	..	12	1	8	..	5	1	12
16	..	11	1	4	..	11	1	20	..	11	3	12	..	12	0	0	..	12	1	20	..	13	0	16	..	5	2	24
17	..	11	3	27	..	12	0	16	..	12	2	11	..	12	3	0	..	13	0	23	..	13	3	24	..	6	0	8
18	..	12	2	22	..	12	3	12	..	13	1	10	..	13	2	0	..	13	3	26	..	14	3	4	..	6	1	20
19	..	13	1	17	..	13	2	8	..	14	0	9	..	14	1	0	..	14	3	1	..	15	2	12	..	6	3	4
20	..	14	0	12	..	14	1	4	..	14	3	8	..	15	0	0	..	15	2	4	..	16	1	20	..	7	0	16
21	..	14	3	7	..	15	0	0	..	15	2	7	..	15	3	0	..	16	1	7	..	17	1	0	..	7	2	0
22	..	15	2	2	..	15	2	24	..	16	1	6	..	16	2	0	..	17	0	10	..	18	0	8	..	7	3	12
23	..	16	0	25	..	16	1	20	..	17	0	5	..	17	1	0	..	17	3	13	..	18	3	16	..	8	0	24
24	..	16	3	20	..	17	0	16	..	17	3	4	..	18	0	0	..	18	2	16	..	19	2	24	..	8	2	8
25	..	17	2	15	..	17	3	12	..	18	2	3	..	18	3	0	..	19	1	19	1	0	2	4	..	8	3	20
26	..	18	1	10	..	18	2	8	..	19	1	2	..	19	2	0	1	0	0	22	1	1	1	12	..	9	1	4
27	..	19	0	5	..	19	1	4	1	0	0	1	1	0	1	0	1	0	3	25	1	2	0	20	..	9	2	16
28	..	19	3	0	1	0	0	0	1	0	3	0	1	1	0	0	1	1	3	0	1	3	0	0	..	10	0	0
29	1	0	1	23	1	0	2	24	1	1	1	27	1	1	3	0	1	2	2	3	1	3	3	8	..	10	1	12
30	1	1	0	18	1	1	1	20	1	2	0	26	1	2	2	0	1	3	1	6	1	4	2	16	..	10	2	24
50	1	15	1	2	1	15	2	24	1	17	0	6	1	17	2	0	1	18	3	10	2	1	0	8	..	17	3	12
100	3	10	2	4	3	11	1	20	2	14	0	12	3	15	0	0	3	17	2	20	4	2	0	16	1	15	2	24
240	8	9	1	4	8	11	1	20	8	17	3	12	9	0	0	0	9	6	1	20	9	17	0	16	4	5	2	24
336	11	17	0	0	12	0	0	0	12	9	0	0	12	12	0	0	13	1	0	0	13	16	0	0	6	0	0	0
480	16	18	2	8	17	2	3	12	17	15	2	24	18	0	0	0	18	12	3	12	19	14	1	4	8	11	1	20

TABLE OF WEIGHTS FOR FRUIT PACKED IN STANDARD CASES.

Flat—28 x 14½ x 6½. Dump—19 x 14¼ x 9⅜.

GRAPES AND PLUMS.

38 cases to the ton.

No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.
1	..	..	2	3	55	1	8	3	22
2	..	1	0	6	56	1	9	1	25
3	..	1	2	9	57	1	10	0	0
4	..	2	0	12	58	1	10	2	3
5	..	2	2	15	59	1	11	0	6
6	..	3	0	18	60	1	11	2	9
7	..	3	2	21	61	1	12	0	12
8	..	4	0	24	62	1	12	2	15
9	..	4	2	27	63	1	13	0	18
10	..	5	1	1	64	1	13	2	21
11	..	5	3	4	65	1	14	0	24
12	..	6	1	7	66	1	14	2	27
13	..	6	3	10	67	1	15	1	1
14	..	7	1	13	68	1	15	3	4
15	..	7	3	16	69	1	16	1	7
16	..	8	1	19	70	1	16	3	10
17	..	8	3	22	71	1	17	1	13
18	..	9	1	25	72	1	17	3	16
19	..	10	0	0	73	1	18	1	19
20	..	10	2	3	74	1	18	3	22
21	..	11	0	6	75	1	19	1	25
22	..	11	2	9	76	2	0	0	0
23	..	12	0	12	77	2	0	2	3
24	..	12	2	15	78	2	1	0	6
25	..	13	0	18	79	2	1	2	9
26	..	13	2	21	80	2	2	0	12
27	..	14	0	24	81	2	2	2	15
28	..	14	2	27	82	2	3	0	18
29	..	15	1	1	83	2	3	2	21
30	..	15	3	4	84	2	4	0	24
31	..	16	1	7	85	2	4	2	27
32	..	16	3	10	86	2	5	1	1
33	..	17	1	13	87	2	5	3	4
34	..	17	3	16	88	2	6	1	7
35	..	18	1	19	89	2	6	3	10
36	..	18	3	22	90	2	7	1	13
37	..	19	1	25	91	2	7	3	16
38	1	0	0	0	92	2	8	1	19
39	1	0	2	3	93	2	8	3	22
40	1	1	0	6	94	2	9	1	25
41	1	1	2	9	95	2	10	0	0
42	1	2	0	12	96	2	10	2	3
43	1	2	2	15	97	2	11	0	6
44	1	3	0	18	98	2	11	2	9
45	1	3	2	21	99	2	12	0	12
46	1	4	0	24	100	2	12	2	15
47	1	4	2	27	150	3	18	3	22
48	1	5	1	1	200	5	5	1	1
49	1	5	3	4	250	6	11	2	9
50	1	6	1	7	300	7	17	3	16
51	1	6	3	10	350	9	4	0	24
52	1	7	1	13	400	10	10	2	3
53	1	7	3	16	500	13	3	0	18
54	1	8	1	19					

APRICOTS.

39 cases to the ton.

No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.
1	..	..	2	1	55	1	8	0	23
2	..	1	0	3	56	1	8	2	24
3	..	1	2	4	57	1	9	0	26
4	..	2	0	6	58	1	9	2	27
5	..	2	2	7	59	1	10	1	1
6	..	3	0	9	60	1	10	3	2
7	..	3	2	10	61	1	11	1	4
8	..	4	0	11	62	1	11	3	5
9	..	4	2	13	63	1	12	1	6
10	..	5	0	14	64	1	12	3	8
11	..	5	2	16	65	1	13	1	9
12	..	6	0	17	66	1	13	3	11
13	..	6	2	19	67	1	14	1	12
14	..	7	0	20	68	1	14	3	14
15	..	7	2	22	69	1	15	1	15
16	..	8	0	23	70	1	15	3	17
17	..	8	2	24	71	1	16	1	18
18	..	9	0	26	72	1	16	3	19
19	..	9	2	27	73	1	17	1	21
20	..	10	1	1	74	1	17	3	22
21	..	10	3	2	75	1	18	1	24
22	..	11	1	4	76	1	18	3	25
23	..	11	3	5	77	1	19	1	27
24	..	12	1	6	78	2	0	0	0
25	..	12	3	8	79	2	0	2	1
26	..	13	1	9	80	2	1	0	3
27	..	13	3	11	81	2	1	2	4
28	..	14	1	12	82	2	2	0	6
29	..	14	3	14	83	2	2	2	7
30	..	15	1	15	84	2	3	0	9
31	..	15	3	17	85	2	3	2	10
32	..	16	1	18	86	2	4	0	11
33	..	16	3	19	87	2	4	2	13
34	..	17	1	21	88	2	5	0	14
35	..	17	3	22	89	2	5	2	16
36	..	18	1	24	90	2	6	0	17
37	..	18	3	25	91	2	6	2	19
38	..	19	1	27	92	2	7	0	20
39	1	0	0	0	93	2	7	2	22
40	1	0	2	1	94	2	8	0	23
41	1	1	0	3	95	2	8	2	24
42	1	1	2	4	96	2	9	0	26
43	1	2	0	6	97	2	9	2	27
44	1	2	2	7	98	2	10	1	1
45	1	3	0	9	99	2	10	3	2
46	1	3	2	10	100	2	11	1	4
47	1	4	0	11	150	3	16	3	19
48	1	4	2	13	200	5	2	2	7
49	1	5	0	14	250	6	8	0	23
50	1	5	2	16	300	7	13	3	11
51	1	6	0	17	350	8	19	1	27
52	1	6	2	19	400	10	5	0	14
53	1	7	0	20	500	12	16	1	18
54	1	7	2	22					

TABLE OF WEIGHTS FOR FRUIT PACKED IN STANDARD CASES—*continued*

PEACHES, PEARS, LEMONS, ORANGES, NECTARINES, FIGS, AND TOMATOES. 40 cases to the ton.										APPLES AND CHERRIES. 42 cases to the ton.									
No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.
1	..	..	2	0	55	1	7	2	0	1	..	..	1	25	55	1	6	0	21
2	..	1	0	0	56	1	8	0	0	2	..	..	3	23	56	1	6	2	19
3	..	1	2	0	57	1	8	2	0	3	..	1	1	20	57	1	7	0	16
4	..	2	0	0	58	1	9	0	0	4	..	1	3	17	58	1	7	2	13
5	..	2	2	0	59	1	9	2	0	5	..	2	1	15	59	1	8	0	11
6	..	3	0	0	60	1	10	0	0	6	..	2	3	12	60	1	8	2	8
7	..	3	2	0	61	1	10	2	0	7	..	3	1	9	61	1	9	0	5
8	..	4	0	0	62	1	11	0	0	8	..	3	3	7	62	1	9	2	3
9	..	4	2	0	63	1	11	2	0	9	..	4	1	4	63	1	10	0	0
10	..	5	0	0	64	1	12	0	0	10	..	4	3	1	64	1	10	1	25
11	..	5	2	0	65	1	12	2	0	11	..	5	0	27	65	1	10	3	23
12	..	6	0	0	66	1	13	0	0	12	..	5	2	24	66	1	11	1	20
13	..	6	2	0	67	1	13	2	0	13	..	6	0	21	67	1	11	3	17
14	..	7	0	0	68	1	14	0	0	14	..	6	2	19	68	1	12	1	15
15	..	7	2	0	69	1	14	2	0	15	..	7	0	16	69	1	12	3	12
16	..	8	0	0	70	1	15	0	0	16	..	7	2	13	70	1	13	1	9
17	..	8	2	0	71	1	15	2	0	17	..	8	0	11	71	1	13	3	7
18	..	9	0	0	72	1	16	0	0	18	..	8	2	8	72	1	14	1	4
19	..	9	2	0	73	1	16	2	0	19	..	9	0	5	73	1	14	3	1
20	..	10	0	0	74	1	17	0	0	20	..	9	2	3	74	1	15	0	27
21	..	10	2	0	75	1	17	2	0	21	..	10	0	0	75	1	15	2	24
22	..	11	0	0	76	1	18	0	0	22	..	10	1	25	76	1	16	0	21
23	..	11	2	0	77	1	18	2	0	23	..	10	3	23	77	1	16	2	19
24	..	12	0	0	78	1	19	0	0	24	..	11	1	20	78	1	17	0	16
25	..	12	2	0	79	1	19	2	0	25	..	11	3	17	79	1	17	2	13
26	..	13	0	0	80	2	0	0	0	26	..	12	1	15	80	1	18	0	11
27	..	13	2	0	81	2	0	2	0	27	..	12	3	12	81	1	18	2	8
28	..	14	0	0	82	2	1	0	0	28	..	13	1	9	82	1	19	0	5
29	..	14	2	0	83	2	1	2	0	29	..	13	3	7	83	1	19	2	3
30	..	15	0	0	84	2	2	0	0	30	..	14	1	4	84	2	0	0	0
31	..	15	2	0	85	2	2	2	0	31	..	14	3	1	85	2	0	1	25
32	..	16	0	0	86	2	3	0	0	32	..	15	0	27	86	2	0	3	23
33	..	16	2	0	87	2	3	2	0	33	..	15	2	24	87	2	1	1	20
34	..	17	0	0	88	2	4	0	0	34	..	16	0	21	88	2	1	3	17
35	..	17	2	0	89	2	4	2	0	35	..	16	2	19	89	2	2	1	15
36	..	18	0	0	90	2	5	0	0	36	..	17	0	16	90	2	2	3	12
37	..	18	2	0	91	2	5	2	0	37	..	17	2	13	91	2	3	1	9
38	..	19	0	0	92	2	6	0	0	38	..	18	0	11	92	2	3	3	7
39	..	19	2	0	93	2	6	2	0	39	..	18	2	8	93	2	4	1	4
40	1	0	0	0	94	2	7	0	0	40	..	19	0	5	94	2	4	3	1
41	1	0	2	0	95	2	7	2	0	41	..	19	2	3	95	2	5	0	27
42	1	1	0	0	96	2	8	0	0	42	1	0	0	0	96	2	5	2	24
43	1	1	2	0	97	2	8	2	0	43	1	0	1	25	97	2	6	0	21
44	1	2	0	0	98	2	9	0	0	44	1	0	3	23	98	2	6	2	19
45	1	2	2	0	99	2	9	2	0	45	1	1	1	20	99	2	7	0	16
46	1	3	0	0	100	2	10	0	0	46	1	1	3	17	100	2	7	2	13
47	1	3	2	0	150	3	15	0	0	47	1	2	1	15	150	3	11	1	20
48	1	4	0	0	200	5	0	0	0	48	1	2	3	12	200	4	15	0	27
49	1	4	2	0	250	6	5	0	0	49	1	3	1	9	250	5	19	0	5
50	1	5	0	0	300	7	10	0	0	50	1	3	3	7	300	7	2	3	12
51	1	5	2	0	350	8	15	0	0	51	1	4	1	4	350	8	6	2	19
52	1	6	0	0	400	10	0	0	0	52	1	4	3	1	400	9	10	1	25
53	1	6	2	0	500	12	10	0	0	53	1	5	0	27	500	11	18	0	11
54	1	7	0	0						54	1	5	2	24					

TABLE OF WEIGHTS FOR FRUIT PACKED IN STANDARD CASES—*continued.*

QUINCES. 48 cases to the ton.										PASSION FRUIT. 56 cases to the ton.									
No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.	No. of Cases.	T.	C.	Q.	L.
1	..	..	1	24	55	1	5	2	9	1	..	..	1	12	55	..	19	2	16
2	..	..	3	20	56	1	6	0	5	2	..	..	2	24	56	1	0	0	0
3	..	1	1	16	57	1	6	2	1	3	..	1	0	8	57	1	0	1	12
4	..	1	3	12	58	1	6	3	25	4	..	1	1	20	58	1	0	2	24
5	..	2	1	8	59	1	7	1	21	5	..	1	3	4	59	1	1	0	8
6	..	2	3	5	60	1	7	3	18	6	..	2	0	16	60	1	1	1	20
7	..	3	1	1	61	1	8	1	14	7	..	2	2	0	61	1	1	3	4
8	..	3	2	25	62	1	8	3	10	8	..	2	3	12	62	1	2	0	16
9	..	4	0	21	63	1	9	1	6	9	..	3	0	24	63	1	2	2	0
10	..	4	2	17	64	1	9	3	2	10	..	3	2	8	64	1	2	3	12
11	..	5	0	13	65	1	10	0	26	11	..	3	3	20	65	1	3	0	24
12	..	5	2	9	66	1	10	2	22	12	..	4	1	4	66	1	3	2	8
13	..	6	0	5	67	1	11	0	18	13	..	4	2	16	67	1	3	3	20
14	..	6	2	1	68	1	11	2	14	14	..	5	0	0	68	1	4	1	4
15	..	6	3	25	69	1	12	0	10	15	..	5	1	12	69	1	4	2	16
16	..	7	1	21	70	1	12	2	7	16	..	5	2	24	70	1	5	0	0
17	..	7	3	18	71	1	13	0	3	17	..	6	0	8	71	1	5	1	12
18	..	8	1	14	72	1	13	1	27	18	..	6	1	20	72	1	5	2	24
19	..	8	3	10	73	1	13	3	23	19	..	6	3	4	73	1	6	0	8
20	..	9	1	6	74	1	14	1	19	20	..	7	0	16	74	1	6	1	20
21	..	9	3	2	75	1	14	3	15	21	..	7	2	0	75	1	6	3	4
22	..	10	0	26	76	1	15	1	11	22	..	7	3	12	76	1	7	0	16
23	..	10	2	22	77	1	15	3	7	23	..	8	0	24	77	1	7	2	0
24	..	11	0	18	78	1	16	1	3	24	..	8	2	8	78	1	7	3	12
25	..	11	2	14	79	1	16	2	27	25	..	8	3	20	79	1	8	0	24
26	..	12	0	10	80	1	17	0	23	26	..	9	1	4	80	1	8	2	8
27	..	12	2	7	81	1	17	2	20	27	..	9	2	16	81	1	8	3	20
28	..	13	0	3	82	1	18	0	16	28	..	10	0	0	82	1	9	1	4
29	..	13	1	27	83	1	18	2	12	29	..	10	1	12	83	1	9	2	16
30	..	13	3	23	84	1	19	0	8	30	..	10	2	24	84	1	10	0	0
31	..	14	1	19	85	1	19	2	4	31	..	11	0	8	85	1	10	1	12
32	..	14	3	15	86	2	0	0	0	32	..	11	1	20	86	1	10	2	24
33	..	15	1	11	87	2	0	1	24	33	..	11	3	4	87	1	11	0	8
34	..	15	3	7	88	2	0	3	20	34	..	12	0	16	88	1	11	1	20
35	..	16	1	3	89	2	1	1	16	35	..	12	2	0	89	1	11	3	4
36	..	16	2	27	90	2	1	3	12	36	..	12	3	12	90	1	12	0	16
37	..	17	0	23	91	2	2	1	8	37	..	13	0	24	91	1	12	2	0
38	..	17	2	20	92	2	2	3	5	38	..	13	2	8	92	1	12	3	12
39	..	18	0	16	93	2	3	1	1	39	..	13	3	20	93	1	13	0	24
40	..	18	2	12	94	2	3	2	25	40	..	14	1	4	94	1	13	2	8
41	..	19	0	8	95	2	4	0	21	41	..	14	2	16	95	1	13	3	20
42	..	19	2	4	96	2	4	2	17	42	..	15	0	0	96	1	14	1	4
43	1	0	0	0	97	2	5	0	13	43	..	15	1	12	97	1	14	2	16
44	1	0	1	24	98	2	5	2	9	44	..	15	2	24	98	1	15	0	0
45	1	0	3	20	99	2	6	0	5	45	..	16	0	8	99	1	15	1	12
46	1	1	1	16	100	2	6	2	1	46	..	16	1	20	100	1	15	2	24
47	1	1	3	12	150	3	9	3	2	47	..	16	3	4	150	2	13	2	8
48	1	2	1	8	200	4	13	0	3	48	..	17	0	16	200	3	11	1	20
49	1	2	3	5	250	5	16	1	3	49	..	17	2	0	250	4	9	1	4
50	1	3	1	1	300	6	19	2	4	50	..	17	3	12	300	5	7	0	16
51	1	3	2	25	350	8	2	3	5	51	..	18	0	24	350	6	5	0	0
52	1	4	0	21	400	9	6	0	5	52	..	18	2	8	400	7	2	3	12
53	1	4	2	17	500	11	12	2	7	53	..	18	3	20	500	8	18	2	8
54	1	5	0	13						54	..	19	1	4					

TABLE OF WEIGHTS FOR FLOUR LOADED IN BAGS OF 49, 50, 98, 100, 140, AND 150 LB.

Bags.	49 lb.				50 lb.				98 lb.				100 lb.				140 lb.				150 lb.				No. of Bags.
	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	
1	..	..	1	21	..	..	1	22	..	..	3	14	..	..	3	16	..	1	1	0	..	1	1	10	1
2	..	..	3	14	..	..	3	16	..	1	3	0	..	1	3	4	..	2	2	0	..	2	2	20	2
3	..	1	1	7	..	1	1	10	..	2	2	14	..	2	2	20	..	3	3	0	..	4	0	2	3
4	..	1	3	0	..	1	3	4	..	3	2	0	..	3	2	8	..	5	0	0	..	5	1	12	4
5	..	2	0	21	..	2	0	26	..	4	1	14	..	4	1	24	..	6	1	0	..	6	2	22	5
6	..	2	2	14	..	2	2	20	..	5	1	0	..	5	1	12	..	7	2	0	..	8	0	4	6
7	..	3	0	7	..	3	0	14	..	6	0	14	..	6	1	0	..	8	3	0	..	9	1	14	7
8	..	3	2	0	..	3	2	8	..	7	0	0	..	7	0	16	..	10	0	0	..	10	2	24	8
9	..	3	3	21	..	4	0	2	..	7	3	14	..	8	0	4	..	11	1	0	..	12	0	6	9
10	..	4	1	14	..	4	1	24	..	8	3	0	..	8	3	20	..	12	2	0	..	13	1	16	10
20	..	8	3	0	..	8	3	20	..	17	2	0	..	17	3	12	1	5	0	0	1	6	3	4	20
30	..	13	0	14	..	13	1	16	1	6	1	0	1	6	3	4	1	17	2	0	2	0	0	20	30
40	..	17	2	0	..	17	3	12	1	15	0	0	1	15	2	24	2	10	0	0	2	13	2	8	40
50	1	1	3	14	1	2	1	8	2	3	3	0	2	4	2	16	3	2	2	0	3	6	3	24	50
60	1	6	1	0	1	6	3	4	2	12	2	0	2	13	2	8	3	15	0	0	4	0	1	12	60
70	1	10	2	14	1	11	1	0	3	1	1	0	3	2	2	0	4	7	2	0	4	13	3	0	70
80	1	15	0	0	1	15	2	24	3	10	0	0	3	11	1	20	5	0	0	0	5	7	0	16	80
90	1	19	1	14	2	0	0	20	3	18	3	0	4	0	1	12	5	12	2	0	6	0	2	4	90
100	2	3	3	0	2	4	2	16	4	7	2	0	4	9	1	4	6	5	0	0	6	13	3	20	100
110	2	8	0	14	2	9	0	12	4	16	1	0	4	18	0	24	6	17	2	0	7	7	1	8	110
120	2	12	2	0	2	13	2	8	5	5	0	0	5	7	0	16	7	10	0	0	8	0	2	24	120
130	2	16	3	14	2	18	0	4	5	13	3	0	5	16	0	8	8	2	2	0	8	14	0	12	130
140	3	1	1	0	3	2	2	0	6	2	2	0	6	5	0	0	8	15	0	0	9	7	2	0	140
150	3	5	2	14	3	6	3	24	6	11	1	0	6	13	3	20	9	7	2	0	10	0	3	16	150
160	3	10	0	0	3	11	1	20	7	0	0	0	7	2	3	12	10	0	0	0	10	14	1	4	160
170	3	14	1	14	3	15	3	16	7	8	3	0	7	11	3	4	10	12	2	0	11	7	2	20	170
180	3	18	3	0	4	0	1	12	7	17	2	0	8	0	2	24	11	5	0	0	12	1	0	8	180
190	4	3	0	14	4	4	3	8	8	6	1	0	8	9	2	16	11	17	2	0	12	14	1	24	190
200	4	7	2	0	4	9	1	4	8	15	0	0	8	18	2	8	12	10	0	0	13	7	3	12	200
210	4	11	3	14	4	13	3	0	9	3	3	0	9	7	2	0	13	2	2	0	14	1	1	0	210
220	4	16	1	0	4	18	0	24	9	12	2	0	9	16	1	20	13	15	0	0	14	14	2	16	220
230	5	0	2	14	5	2	2	20	10	1	1	0	10	5	1	12	14	7	2	0	15	8	0	4	230
239	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	0	0	10	239

TABLE OF WEIGHTS FOR FLOUR LOADED IN BAGS OF 49, 50, 98, 100, 140, AND 150 LB.—*continued.*

Bags.	49 lb.				50 lb.				98 lb.				100 lb.				140 lb.				150 lb.				No. of Bags.
	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	T.	C.	Q.	L.	
240	5	5	0	0	5	7	0	16	10	10	0	0	10	14	1	4	15	0	0	0	..	..	..	..	240
250	5	9	1	14	5	11	2	12	10	18	3	0	11	3	0	24	15	12	2	0	..	..	..	..	250
256	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	0	0	0	..	..	..	..	256
260	5	13	3	0	5	16	0	8	11	7	2	0	11	12	0	16	..	..	..	..	..	..	..	..	260
270	5	18	0	14	6	0	2	4	11	16	1	0	12	1	0	8	..	..	..	..	..	..	..	..	270
280	6	2	2	0	6	5	0	0	12	5	0	0	12	10	0	0	..	..	..	..	..	..	..	..	280
290	6	6	3	14	6	9	1	24	12	13	3	0	12	18	3	20	..	..	..	..	..	..	..	..	290
300	6	11	1	0	6	13	3	20	13	2	2	0	13	7	3	12	..	..	..	..	..	..	..	..	300
350	7	13	0	14	7	16	1	0	15	6	1	0	15	12	2	0	..	..	..	..	..	..	..	..	..
358	..	..	..	..	..	..	..	..	..	..	..	..	15	19	2	16	..	..	..	..	..	..	..	..	358
365	..	..	..	..	..	..	..	..	15	19	1	14	..	..	..	..	..	..	..	..	..	..	..	..	365
400	8	15	0	0	8	18	2	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
500	10	18	3	0	11	3	0	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
600	13	2	2	0	13	7	3	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
700	15	6	1	0	15	12	2	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
717	..	..	..	..	16	0	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
731	15	19	3	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

By Authority: H. J. GREEN, Government Printer, Melbourne.