

中華民國十年一月一日實行

廣九鐵路貨車運輸負責施行細則

交通部直轄廣九鐵路管理局訂

1921.1.1

# 廣九鐵路運輸負責施行細則

## 一起運之站

(甲) 凡貨物交由鐵路運送者寄貨人須照報運單內所列條款將件數貨物種類重量及價值逐一列入即由本路人員照單親自點驗覆核無訛然後監視該貨上車即將車輛封鎖及加站印並發貨物收據一紙註明鐵路負責字樣

(乙) 如有鐵路負責之整車貨物在站過夜該站站長即將該車指交路巡看管並由路巡給回收據聲明鎖印均無損壞是夜即由路巡負責翌日晨早即由站長將車收回如鎖印均無損壞仍給回收據交與路巡聲明鎖印完固若該車鎖印有壞應即將車內貨物點驗倘有損失應由路巡負責

## 二中途轉運

(甲) 凡鐵路負責之貨車於未附掛車隊之先應由車隊長將鉛印及鎖驗明妥固即行簽字接收以為承認並無損壞之據

運輸施行負責細則



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(乙)當車在中途轉運之時隨車路巡應與車隊長共同負責凡到車站隨車路巡應留意察看務勿任人開動

(丙)凡零担貨物由鐵路負責者應專用一車或行李車載運裝妥後即由車隊長封鎖此車應由車隊長隨時啟閉以便上落貨物惟裝卸時均應由車隊長會同路巡監視

(丁)運輸通則內載整車貨物由貨主負責得每車派一人隨車押運但交由鐵路負責之貨物不得援照此例

### 三到達之站

(甲)整車貨物抵到達站時當由車隊長將車及單據點交到達站站長該站站長須詳視鉛印鎖鑰如無損壞然後簽收將單據交回車隊長

貨物卸下時應由站長或其他員司在場監理按貨單檢點並派籌記數如鎖印並無損壞而貨有損失應由起運之站負責

(乙)零担貨物由鐵路負責者抵到達站時應由車隊長隨車路巡會同站長在場點驗交如有收損失應由車隊長及隨車路巡負責

#### 四土產貨物等項

凡零星土產貨物如瓜菜家禽等項常由搭客自行攜帶者應由貨主自行負責所有貨主負責貨物不得與鐵路負責貨物合裝一車

#### 五貨棧

凡貨物在貨棧存貯者應由貨主負責大站得派貨棧司事專任保管派警及點驗進出貨物至中途各站應由站長兼管或另派員司專管

各貨棧夜間應即鎖固交由路巡看管

#### 六辦公時間

管理運貨處除公共放假日外每日由上午七點至下午五點交收貨物

#### 七報裝貨物

運輸施行負責細則

凡鐵路負責寄運貨物須於車未開之前一點鐘送到車站以便點驗購買貨票而免延悞

大宗整車貨物須於車未開之前一點鐘完全裝妥並發貨票

各站貨棧應即修理完固務使風雨不侵以免內存貨物有受損壞之虞

各棚車應常時修理如因車輛滲漏或失修之處以致損壞貨物應由機務處負責

於必要之時應添派貨票司事磅貨司事派籌司事及貨棧司事

油布繩索等件亦得體察情形隨時添置

# 廣九鐵路運絲負責規則

第一條 由九年十二月一日起所有蠶絲交由本路大沙頭站運往九龍站者如有損失由本路完全負責本路並不因負責而增收附加費用惟所負賠償責任每包最多以港洋三百元為限並照下列條件辦理

(甲) 凡運各種蠶絲價值應預先報明

(乙) 如有損失其原因為左列各項之一者本路概不負責

天災、內亂、火患、水災、搶劫、自行發熱以致濕壞者自行焚燒者包封不固或箍鬆脫輿及其他意外非關本路人員錯誤所致者

(丙) 如因本路行車意外如水災、出軌、撞車、輿及非關本路人員錯誤之事以致耽擱車期不及趕搭外洋輪船致市價貶落損失本路不負責任

第二條 本路負責時間以由貨物在起運之站上車後由本路指派之員發給正式收據時起至貨抵到達站交到收貨人取回收據為止

第三條 貨到站後如不於二十四小時之內提取本路責任即作終止並由收貨人自行完全負責

第四條 貨到站後如不於二十四小時之內提取應否由本路代卸存貯貨棧或仍存車上應由本路酌量辦理倘有損失收貨人自行負責並照章交納棧租或延車費

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西歷一千九百二十年

十二月 八日

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derailment, collision, accident or any other cause not due to the negligence or misconduct of its servants or agents.

2. The Railway responsibility for loss or damage to silk shall come into force from the time the silk is loaded into Railway wagons at forwarding station and a receipt for same has been granted by an authorised clerk of the Railway and such responsibility shall remain in force except as hereinafter provided until the silk has arrived at destination station and been handed over to consignee or his agents and his receipt obtained.

3. If consignee or his agent does not take delivery of the silk within 24 hours after the silk has arrived at destination station, the Railway responsibility for the silk will cease and the cargo will then remain at the full risk and responsibility of the consignee.

4. In the event of silk not being unloaded from Railway wagons by the consignee within 24 hours of time of arrival, same will be unloaded by the Railway and stored in the Railway godown or left in the wagon at the option of the Railway, the consignee then accepting full responsibility for any loss or damage which may occur afterwards and be liable to demurrage and/or storage charges.

H. P. WINSLOW,  
*Manager.*  
*British Section,*  
*Kowloon-Canton Railway.*

WEN TEH CHANG,  
*Managing Director.*  
*Chinese Section,*  
*Canton-Kowloon Railway.*

December, 8th 1920.



# CANTON KOWLOON RAILWAY.

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## NOTICE

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### RESPONSIBILITY FOR SILK CARGO DURING TRANSIT.

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1. The Public is hereby notified that on and after 1st December 1920, the Canton Kowloon Railway will accept full responsibility to the extent of \$300 per bale without payment of any percentage for increased risk for any loss or damage which may occur during transit for all classes of silk traffic when booked from Canton to Kowloon by train subject to the following conditions and provided

- (a) The value of Silk has been previously declared.
- (b) Such loss or damage to Silk Goods in transit does not arise from any of the following causes:—Acts of God, Civil Commotion, Fire on Train, acts of Pirates or robbers, damage by sweating of contents or wrappings, spontaneous combustion, chafage of goods while in transit through faulty wrappings, bursting of hoops, bindings or wrappings, damage by floods, accidents or any other cause or causes not due to negligence or misconduct on the part of its servants or agents.
- (c) The Railway will also not be responsible for any financial loss caused to the shippers through the silk being delayed in transit on the Railway and so missing ocean going steamer and foreign market when such delay is caused through flood,

departure of the train by which the goods are to be sent.

In case of large quantities of goods requiring one or more wagons such goods must be loaded and documents made out 1 hour before the departure of the train by which the goods are to be despatched.

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To enable the Railway to successfully carry goods at Railway Risk the godowns at various station on the Railway will require to be put in proper order and made wind and weather proof.

All covered wagons will require to be continually overhauled and kept in first class condition so that these wagons will be wind and weather proof. Locomotive Department to be held responsible for any loss or damage to goods in transit at Railway Risk when such damage or loss has been caused through leaking or otherwise defective wagons.

When necessary Goods Clerks, weighers, tally clerks and godown keepers will have to be appointed.

Tarpaulins, ropes &c. for the protection of goods will also be required.

Any shortage or damage which may be found will be at the responsibility of the forwarding station provided the locks and seals were in order. Small consignments at Railway Risk will be unloaded from the train under the supervision of the Guard, Train Police and Station Master of receiving station and will be checked during unloading. Any damage or shortage found will be at the responsibility of the Guard and Train police.

**4. Country Produce &c**

Small lots of goods such as country produce, poultry &c. which are usually carried by the owner and loaded up in the pick up wagons will only be carried at Owner's Risk.

All goods at Owner's Risk must be loaded entirely separate from all goods carried at Railway Risk.

**5. Godowns.**

Goods stored in the Railway Godowns will be stored only at Owner's Risk. At large stations a godown keeper will be in charge of the godown for keeping tally of all goods in and out.

At wayside stations this work will be done by Station Master or other clerk appointed.

All goods stored in godowns at night will be under the charge of Railway Police. The Godown must be properly locked.

**6. Hours of Business.**

Goods offices are open for the receipt and delivery of goods at all stations from 7 a. m. to 5 p. m. daily except on notified Public Holidays.

**7. Booking of goods.**

To ensure the despatch of goods by any particular train senders are requested to have the goods at the station not less than 1 hour before the

## 2. Goods in Transit

Before being attached to the train for despatch the guard of the train will examine the locks and seals and if same are in order will sign for the wagon as being in order.

While on transit the Railway Police on train will be jointly responsible with the guard for the safe custody of the contents of the wagon and the police will keep a watch at each station to see that the wagon is not interfered with.

Small lots of goods from station to station at Railway Risk will be loaded together in one wagon or luggage compartment and as soon as these goods are loaded the guard will lock the wagon. This wagon will be opened by the guard at stations as required for the loading and unloading of the goods but all handling of the goods in this wagon must be done under the personal supervision of the guard and police.

As provided for in the General Regulations relating to carriage of goods, one watchman per carload escorting goods will be allowed to travel free when goods are booked at Owner's Risk.

No watchman will be allowed to travel free when the goods are booked at Railway Risk.

## 3. Receiving station

When the goods arrive at the receiving station the guard will hand over the goods invoices and waybill covering such goods to the Station Master. The Station Master will then examine the seals and locks of the wagon and if same are in order he will sign the waybill and return same to the guard. The goods will then be unloaded in presence of the station Master or other clerk appointed and same will be tallied and checked with the goods invoice.

# Chinese Government Railways

*Canton Kowloon Line*

CHINESE SECTION.



## Supplementary Rules governing the Transport of Goods at Railway Risk.



### 1. Forwarding station

Goods to be despatched must be accompanied by the consignor's declaration giving full particulars of No. of packages, contents, weight and value. This declaration will be checked with the actual consignment and the goods will then be loaded into wagon under supervision of Railway staff. When the goods have been loaded, the wagon will be locked with padlock and sealed with station seal.

Goods invoice will then be made out and marked "At Railway Risk."

In the event of a wagon of goods at Railway Risk lying at station over night the Station Master will hand the wagon over to the Railway Police for safe custody and the Railway Police will give a Receipt for this wagon of goods stating that locks and seals are intact. The Railway Police will then be responsible for the contents of the wagon during the night. Next morning the Station Master will take over the wagon from the Police Department and will give a Receipt to Police Department stating that he has taken over the wagon with locks and seals intact. In the event of the locks or seals having been tampered with during the night the contents of the wagon will be examined and checked and the Police Department will be responsible for any loss or damage which may have been taken place.

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**CHINESE GOVERNMENT RAILWAYS.**

**CANTON KOWLOON LINE.**

**CHINESE SECTION.**



**SUPPLEMENTARY RULES**

**GOVERNING THE TRANSPORT OF GOODS**

**AT RAILWAY RISK.**

*JANUARY 1st*



YUET HING CHANG PRINTERS,

