

T-1

Resolution No. STD-1099

TRANSPORTATION DIVISION
TARIFF & LICENSE BRANCH
Tariff Section

**Before the Public Utilities Commission
of the State of California**

**RESOLUTION ORDERING DISPOSITION OF
SPECIAL TARIFF DOCKET REQUESTS**

Requests as identified hereinafter have been filed on the Special Tariff Docket for authority to make tariff changes for which permission of the Commission is requisite under provisions of the Public Utilities Code or orders of the Commission. Due consideration has been given to the representations contained in the verified requests, and good cause appearing, the following findings and order are made:

The Commission finds that the following requests are justified and should be granted subject to conditions specified in the orders which are attached hereto and by this reference made a part hereof:

<u>Request and Order No.</u>	<u>Request Filed By:</u>
STD-9933	Western Motor Tariff Bureau, Inc., Agent
STD-9934	California Trucking Association and National Motor Freight Traffic Association, Inc., Agent
STD-9935	California Trucking Association and National Motor Freight Traffic Association, Inc., Agent
STD-9938 ⁶	Armadillo Trucking, Inc,

Resolution No. STD- 1099
(Concluded)

The Commission finds that the following requests do not contain sufficient justification for the authority sought, and therefore should be denied without prejudice:

Request and
Order No.

Request Filed By:

None

The Commission finds that the following requests are of a nature not suitable for processing on the Special Tariff Docket, and therefore should be dismissed without prejudice:

Request and
Order No.

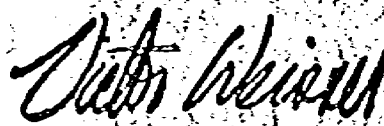
Request Filed By:

None

IT IS ORDERED that the aforesaid requests are granted, denied or dismissed, as the case may be, in accordance with the findings hereinbefore set forth, and as specified in the orders which are attached hereto and by this reference made a part hereof.

I certify that the foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California, held on the 8th day of April, 1987, the following Commissioners voting favorably thereon.

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. CHANIAN
Commissioners



Executive Director of the
Public Utilities Commission of the State of California

Order No. STD- 9933

Before the Public Utilities Commission of the State of California

Request filed by:

WESTERN MOTOR TARIFF BUREAU, INC.,
AGENT

Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9933"

This order issued April 8, 1987, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. OHANIAN
Commissioners


Executive Director of the
Public Utilities Commission of the State of California

MAR 17 1987

STD 9933

Western Motor Tariff Bureau, Inc.

MJ Nicolau,
General Manager

GENERAL OFFICE
South Gate, California 90280
5042 Cecelia St./P.O. Box 1907
(213) 773-8180

R.G. Moon,
Tariff Issuing Officer

TO THE

CALIFORNIA PUBLIC UTILITIES COMMISSION
Docket Office
505 Van Ness Avenue
San Francisco, CA 94102

March 9, 1987

APPLICATION NO. A-6591

SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., Agent (WMT), by R. G. Moon, Tariff Issuing Officer, for and on behalf of all carriers party to its Tariffs 570-A, CA PUC 85, 170, CA PUC 51, and 113, CA PUC 19, hereby applies for authority pursuant to Sections 454, 490 and 491 of the Public Utilities code for an order granting permission to revise, on not less than five days' notice, various rate structures in those three tariffs as set forth herein.

Under date of October 22, 1986, Application A-6590 was submitted requesting authority for an order granting permission to revise rate structures in Items 340, and 4600 thru 6669 of WMT 570-A; charges named in all items of WMT 170 (except Items 610 and 610-2); and rates and charges named in WMT 113 as more specifically set forth in that application.

The application was granted by STD-9925, dated December 3, 1986.

The authority granted in STD-9925 expired March 2, 1987. Because of the time needed to compile and publish the necessary pages, the Bureau was unable to make all of the requested publication in the afore mentioned tariffs.

This application, in reality, is to "extend" the expiration date of STD-9925 by issuance of another STD authority utilizing a new 90-day expiration date. All of the special circumstances, conditions and justification set forth in Exhibit "B" of Application A-6590 remain unchanged.


In view of the above special circumstances and conditions, petitioner respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Provisions herein, to our knowledge, if effective, will not affect the fuel efficiency of the carriers involved.

RGM/GM dn

Signature


R. G. Moon, Tariff Issuing Officer

Order No. STD- 9934

Before the Public Utilities Commission of the State of California

Request filed by:

California Trucking Association and
National Motor Freight Traffic
Association, Inc., Agent

} Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

National Motor Freight Classification NMF 100-N shall be adopted not earlier than May 9, 1987, on not less than one day's notice and its provisions may be made applicable to the tariffs of highway common carriers and express corporations which participate in and are listed in the classification.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9934."

This order issued April 8, 1987, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. OHANIAN
Commissioners


Executive Director of the
Public Utilities Commission of the State of California

INTERESTED PARTIES - CASE 5432

ASSOCIATED TRAFFIC SERVICES
5455 Wilshire Blvd.
Suite 707
Los Angeles, CA 90036

CALIFORNIA BREWER'S ASSOCIATION
c/o Wagle and Larimore
150 California Street, Room 304
San Francisco, CA 94111

CALIFORNIA FARM BUREAU FEDERATION
1601 Exposition Blvd.
Sacramento, CA 95814

CALIFORNIA MANUFACTURERS ASSOCIATION
P. O. Box 1138
Sacramento, CA 95805

CANNERS LEAGUE OF CALIFORNIA
1112 I Street, Suite 100
Sacramento, CA 95814

CHAMBER OF COMMERCE OF LOS ANGELES
Transportation Department
404 South Bixel Street
Los Angeles, CA 90007

FURNITURE MANUFACTURERS ASSOCIATION OF CALIFORNIA
433 South Spring
Los Angeles, CA 90013

HIGHWAY CARRIERS ASSOCIATION
8096 South Atlantic Avenue
South Gate, CA 90280

WESTERN MOTOR TARIFF BUREAU
P. O. Box 1907
South Gate, CA 90280

WESTERN TRAFFIC CONFERENCE, INC.
c/o Ray E. Shull - Sec/Treas
9440 Sideview Drive
Downey, CA 92040

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

SPECIAL TARIFF DOCKET REQUEST FOR
THE ADOPTION OF NMF 100-N REISSUE OF THE
GOVERNING CLASSIFICATION (NMF-100M)

SPECIAL TARIFF DOCKET NO. 9934

The request of CALIFORNIA TRUCKING ASSOCIATION AND NATIONAL MOTOR FREIGHT
TRAFFIC ASSOCIATION, INC., AGENT, whose post office addresses are:

California Trucking Association
1251 Beacon Boulevard
West Sacramento, CA 94691

and

National Motor Freight Traffic Association,
Inc., Agent
2200 Hill Road
Alexandria, Virginia 22314

Communications or correspondence in regard to these filings are to be addressed
to:

Charles D. Gilbert
California Trucking Association
24301 Southland Drive, #602
Hayward, CA 94545

Respectfully shows:

I

An order is requested for the adoption of the National Motor Freight
Classification NMF 100-N, and to make such provisions applicable to the
tariffs of highway common carriers and express corporations, which participate
in and are listed in the classification, under authority of a power of attorney.

It is further requested that such authorization be concurrent with the National effective date of May 9, 1987 on one day's notice; that all common carriers be authorized and directed to establish such changes as may be prescribed in class and commodity rates and charges in connection with the transportation of exempt commodities; that common carriers be authorized to depart from Sections 460 and 461.5 of the Public Utilities Code and appropriate long and short haul provisions of the Constitution of the State of California to the extent necessary to carry into effect such changes; that all such changes be approved and adopted for application with the various tariffs; that any related revisions in numbering, referencing or format in the various tariffs, incidental to such changes, be authorized and established; and for such other and further orders as may be deemed reasonable and proper.

II

The Governing Classification is periodically revised in order to remain responsive to the current conditions and needs of commerce in the transportation of property by highway carriers. The procedures available to shippers and carriers to initiate such revisions and to otherwise protect their interests are known to the Commission and to such parties. Such procedures provide parties with "...fair and full opportunity for public hearings for determination of changes and revisions as required." (Decision 74310 dated June 25, 1968). The Governing Classification is also periodically reissued to minimize the difficulties which accompany excessive supplementation of tariff material.. Accordingly, the present classification is being reissued as National Motor Freight Classification NMF 100-N with an issue date of April 3, 1987 and an effective date of May 9, 1987 and applies to tariffs covering areas other than California. The purpose of this filing is to obtain the authority necessary

to make such provisions applicable to tariffs of highway common carriers. Such authority will continue to promote national uniformity and standardization in billing and collective practices found appropriate and desirable in the Commission's December 74310.

III

Attached hereto and made a part of this filing is Exhibit A which is a copy of National Motor Freight Classification NMF 100-N. This publication is required to meet the provisions of Section 6 (d) of the Interstate Commerce Commission's Tariff Circular RF No. 5. There are no new revisions in this publication.

IV

We are informed and believe that National Motor Freight Classification NMF 100-M will become obsolete, and its utilization impractical upon the issuance of National Motor Freight Classification NMF 100-N and that such Classification would be discontinued as the Governing Classification for said transition tariffs; that the National Motor Freight Classification 100-N be adopted and prescribed as the Governing Classification for said tariffs; and that said tariffs be revised as required (see Exhibit B attached hereto and by this reference made a part hereof.)

V

In addition to the justification of proposed charges set forth herein, Applicant refers to the facts and allegations set forth in Petition 401, Case 5432, and companion filings (Decision 70287 dated January 25, 1966) as though reiterated herein. Said filings set forth the broader purposes and justification for the program of classification revisions which will be

implemented by approval of this instant filing, subject to the protective restriction suggested in the aforesaid filing.

In addition, the Commission through its Executive Director, has directed that Classification changes be processed under the procedures and format of General Order 109 (see letter dated June 21, 1977). This filing is made in response to such directive.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Joel D. Anderson

Joel D. Anderson
Assistant Executive Vice President
California Trucking Association
Dated at 1251 Beacon Boulevard,
West Sacramento, CA 95691 this
19th day of March, 1986

EXHIBIT A

Attached to the original copy of this petition is
a copy of
NATIONAL MOTOR FREIGHT CLASSIFICATION 100-N

EXHIBIT B

I. All Common Carrier Tariffs

A. Revise definition of the Governing Classification:

GOVERNING CLASSIFICATION means National Motor Freight Classification NMF 100-N

B. Change references to specification numbers of the Governing Classification to corresponding item numbers of National Motor Freight Classification NMF 100-N.

C. Make other incidental and technical changes in the various tariffs as necessary to implement the change from one Governing Classification to the other.

Order No. STD- 9935

Before the Public Utilities Commission of the State of California

Request filed by:

California Trucking Association and
National Motor Freight Traffic
Association, Inc., Agent

Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

Supplement 1 to the National Motor Freight Classification NMF 100-N shall be adopted not earlier than May 9, 1987, on not less than one day's notice and its provisions may be made applicable to the tariffs of highway common carriers and express corporations which participate in and are listed in the classification.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9935."

This order issued April 8, 1987, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. CHANIAN
Commissioners



Executive Director of the
Public Utilities Commission of the State of California

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SPECIAL TARIFF DOCKET REQUEST FOR
THE ADOPTION OF SUPPLEMENT 1
THE GOVERNING CLASSIFICATION NMF 100- N

SPECIAL TARIFF DOCKET NO. 9935

The request of CALIFORNIA TRUCKING ASSOCIATION AND NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC., AGENT, whose post office addresses are:

California Trucking Association
1251 Beacon Boulevard
West Sacramento, CA 95691

and

National Motor Freight Traffic
Association, Inc., Agent
2200 Mill Road
Alexandria, Virginia 22314

Communications and correspondence in regard to this filing are to be addressed to:

Charles D. Gilbert
California Trucking Association
24301 Southland Drive, #602
Hayward, CA 94545

I

Respectfully shows:

Highway common carriers and express corporations are operating as common carriers pursuant to the authority of the Commission and in accordance with tariffs filed with this Commission; which tariffs are also subject to and governed by the National Motor Freight Classification NMF 100- N and supplements thereto.

II

An order is requested for the adoption of Supplement 1 to the National Motor Freight Classification NMF 100-N and to make such provisions applicable to the tariffs of highway common carriers and express corporations, which participate in and are listed in its Classification under authority of power of attorney. It is further requested that such authorization be concurrent with the national effective date of May 9, 1987 on one day's notice; that all common carriers be authorized and directed to establish such changes as may be prescribed in class and commodity rates and charges in connection with the transportation of exempt commodities; that common carriers be authorized to depart from Sections 460 and 461.5 of the Public Utilities Code and appropriate long and short haul provisions of the Constitution of the State of California to the extent necessary to carry into effect such changes; that all such changes be approved and adopted for application with the various tariffs; that any related revisions in numbering, referencing or format in the various tariffs, incidental to such changes, be authorized and established; and for such other and further orders as may be deemed reasonable and proper.

III

The governing classification is periodically revised to correct technical inadvertencies and omissions that have been discovered in the publication of prior supplements and in order to keep the publication responsive to the current conditions and needs of commerce in the transportation of property by highway carriers. The procedures available to shippers and carriers to initiate such revisions and to otherwise protect their interests are known to the Commission and to such parties. Such procedures provide parties with

"...fair and full opportunity for public hearings for determination of changes and revisions as required." (Decision 74310 dated June 25, 1968, and as revised and amended by Decision 87498 dated June 21, 1977). To properly reflect intended results following such processes, the National Motor Freight Traffic Association, Inc., Agent, has authorized revisions which are published in supplemental form set forth in Exhibit A. This supplement is scheduled to take effect May 9, 1987 unless otherwise provided therein, for application to tariffs covering areas other than California. The purpose of this filing is to obtain the authority necessary to make such provisions applicable to tariffs subject to jurisdiction of the California Public Utilities Commission and to promote the national uniformity and standardization in billing and collection practices found appropriate and desirable in the Commission's Decision 74310.

Attached hereto and by this reference made a part of this filing are the following exhibits detailing such revisions:

EXHIBIT A - Copy of Supplement 1 to National Motor Freight Classification NMF 100- H

EXHIBIT B - Summary of changes

Certain changes in rates, ratings rules, regulations or charges will result from the adoption of Supplement 1. A summary of such changes, including an explanation of the reasons for the proposed changes, is set forth in Exhibit B.

In addition to the justification of proposals set forth herein, Applicant refers to the facts and allegations set forth in Petition 401, as though reiterated herein. Said filings set forth the broader purposes and justifications for the program of classification revisions which will be

implemented by approval of this instant filing, subject to the protection restriction suggested in the aforesaid filing.

In addition, the Commission through its Executive Director, has directed that classification changes be processed under the procedure and format of General Order 109 (see letter dated June 21, 1977). This filing is made in response to such directive.

I hereby certify, under penalty of perjury, that the foregoing is true and correct.

Joel D. Anderson

JOEL D. ANDERSON, Assistant to Executive Vice
President

Dated at 1251 Beacon Boulevard, West
Sacramento, California 95691 this 19th
day of March, 1987.

EXHIBIT A

(Consists of 24 pages)

SUPPLEMENT 1

TO

NATIONAL MOTOR FREIGHT CLASSIFICATION

NMF 100-N

**SUPPLEMENT 1
TO
NMF 100-N**

**ICC NMF 100-N
FMC-F-25**

APSC 25	1a DOT 25	Dir OT Mo 24	NDPSC 25	SOPUC 24
ACC 25	KCC 26	Mont PSC 24	PUBNS 24	TPSC 25
ATC 25	KY DOT 24	NPSC 25	PUCO-NMF 100-N	RGT 25
Cal PUC 26	LPSC 25	PSCN 25	CC Okla 25	PSCU 26
PUC Colo 24	MDT Man 25	NHPUC 25	PUC Ore 24	MF-VCC 25
Conn PUC-MF 25	MF-PSC Md 25	PUCNJ 25	Freight Pa PUC 28	WNT 24
GPSC 24	MOPU No. 2	SCCNM 25	PTCB 25	MF-PSC-W Va 25
IPUC 25	MPSC-NMF 100-N	DOT-NY-MT 24	PSCSC 25	Wyo PSC 24
MF-ILL CC 25	MTRB 25	NCUC 24	RIDPU 2	
PSCl TR 25	MC 25			

(Supplement 1 contains all changes)

**NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC., AGENT**

CLASSES AND RULES

**APPLYING ON
FREIGHT TRAFFIC COVERED BY TARIFFS
GOVERNED BY THIS CLASSIFICATION
AS SUCH TARIFFS MAY PROVIDE**

**NATIONAL MOTOR
FREIGHT CLASSIFICATION**

ISSUED APRIL 3, 1987

**EFFECTIVE MAY 9, 1987
(Except as otherwise provided herein)**

The provisions published herein will not, if effective, result in an effect on the quality of the human environment.

ISSUED BY

**MARTIN E. FOLEY, Issuing Officer
2200 Mill Road
Alexandria, VA 22314**

©American Trucking Associations, Inc., 1987

Inquiries concerning subscriptions to this publication should be addressed to the ATA Traffic Department, 2200 Mill Road, Alexandria, VA 22314 (Subscription price per copy — \$39.65).

PLAN OF CONTENTS

As information to the tariff user, the contents of this supplement are shown below in the order in which such contents appear in this supplement.

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AUTHORITIES FOR DEPARTURE FROM TERMS OF STATE COMMISSIONS' REGULATIONS

- (Issued under special permission of the Iowa Department of Transportation, File L-3566, dated June 25, 1962.)
- (Issued under special permission of the Maine Public Utilities Commission, XT-252, of July 5, 1961.)
- (Issued under special permission of the Michigan Public Service Commission, MV 960, as amended June 13, 1961.)
- (Issued on one day's notice under Missouri Division of Transportation Authority 11,775 of June 18, 1961.)
- (Issued under special authority 2013 of the Public Service Commission of Nevada of August 17, 1961.)
- (Issued under authority of Rule 5(e), New York State Department of Transportation, Circular 108.)
- (Issued under special permission of the Public Utilities Commission of Ohio T-4108 of June 15, 1961.)
- (Effective on less than statutory notice by Pennsylvania Public Utility Commission Special Permission 25775 of June 20, 1961.)
- (Issued under special permission of the South Dakota Public Utilities Commission, Authority 625.)
- (Issued under special permission of the Public Service Commission of Wisconsin, MV-4558 of June 15, 1961.)

CALIFORNIA INTRASTATE ONLY

Supplement 1 contains all changes.

The provisions of	NMF 100-M, Cal PUC 26, were authorized by Cal PUC Order No.	Order dated
Supplement 9 to NMF 100-M		
Supplement 10 to NMF 100-M		
Reissue NMF 100-N		
Supplement 1 to NMF 100-N		

NEVADA INTRASTATE APPLICATION

All provisions of this Supplement applying on Nevada intrastate traffic become effective on May 30, 1987.

PARTICIPATING INTERSTATE CARRIERS

Refer to pages 5 to 36, inclusive, of classification and as heretofore amended, and add (except as noted) the following carriers as participants to this classification under authority of powers of attorney issued to National Motor Freight Traffic Association, Inc., Agent. The participation of each motor carrier named herein is limited, on interstate and foreign commerce, to provisions of this classification applying on the articles and commodities the carrier is authorized to transport.

Carrier "Alpha" Code	CARRIER	Certifi- cate or Docket No. MC
CEWS	COMMERCIAL EXPRESS WAYS, INC., North Olmstead, OH	184347
ⓈHRTQ	HESTON TRUCKING CO., Rath Trucking, Inc., d/b/a, Sacramento, CA	121837
LNTH	LITTLE MONTANA TRANSPORTATION, Bozeman, MT	153634
LYON	LYON TRANSFER COMPANY, Royal F. Lyon, d/b/a, Columbus, NE	62362
M.BR	MILLER BROS., INC., Denver, CO	98979
ⓈMTC	MILWAUKEE MOTOR TRANSPORTATION COMPANY, THE, Bensenville, IL	19778
RHS	RICH'S EXPRESS, INC., Hanover, MA	69043
ⓈRHS	RICH'S SOUTH SHORE EXPRESS, INC., Hanover, MA	69043
ⓈREIK	RIECHMANN ENTERPRISES, INC., Alhambra, IL	90870
REIK	RIECHMANN TRANSPORT, INC., Granite City, IL	198777

PARTICIPATING INTRASTATE CARRIERS

Refer to pages 37 to 132, inclusive, of classification and as heretofore amended, and add (except as noted) the following carriers as participants to this classification under authority of powers of attorney issued to National Motor Freight Traffic Association, Inc., Agent, and lawfully on file with the state commission concerned. (Departure from the terms of State Commission regulations to the extent necessary to not publish power of attorney numbers has been authorized by the state commission.) The participation of each motor carrier named herein is limited, on intrastate commerce, to provisions of this classification applying on the articles and commodities the carrier is authorized to transport.

Carrier "Alpha" Code	CALIFORNIA CARRIERS (Operating under jurisdiction of California Public Utilities Commission)
AZBS	AZEVEDO, BEN. & SON TRUCKING, Ben Azevedo, d/b/a, Los, CA
B:EA	BARLEY, WAYNE, TRUCKING, INC., Marysville, CA
BSEA	BAY SEA TRANSPORT, INC., San Leandro, CA
BAYN	BAYWOOD EXPRESS, INC., Fontana, CA
BEIN	BEESON, LARRY, TRUCKING, Larry A. Beeson, d/b/a, Stockton, CA
BWAA	BROWN, ANNA M., TRUCKING COMPANY, Anna M. Brown, d/b/a, San Diego, CA
CFGH	CHAMPION FREIGHTWAYS, INC., Crestline, CA
ORTA	D & R TRANSPORTATION, INC., Pittsburg, CA
DNNH	DAY-N-NITE TRANSPORTATION, West Covina, CA
GETT	GETTER TRUCKING, INC., Billings, MT
GSCN	GOLDEN STATE CONTAINER, INC., Los Angeles, CA
GONL	GON ALOT TRUCKING, INC., Medford, OR
HN:K	HANICK TRANSPORT CO., John Hand and Carl Kunick, d/b/a, Orange, CA
ⓈHRTQ	HESTON TRUCKING CO., Rath Trucking, Inc., d/b/a, Sacramento, CA
HSJT	HUSS, JIM, TRUCKING, James Dale Huss, d/b/a, Rialto, CA
ITCE	INTEGRATED COURIER, Los Angeles, CA
KNST	KNS TRUCKING, Boron, CA
LDUF	LEDUFF TRUCKING, Michael Conrad LeDuff, d/b/a, Santa Monica, CA
MBRO	MOORE BROS. TRUCKING, INC., San Diego, CA
OTAJ	OTA, JAMES, TRUCKING, Fountain Valley, CA
PAJT	PALMER, JIM, TRUCKING, Missoula, MT
RONR	RON'S TRANSPORT, INC., Modesto, CA
ⓈRONR	RON'S TRANSPORT, Ronnie G. Lawrence, d/b/a, Modesto, CA
SHZB	SCHULTZ, BILL, TRUCKING CO., INC., Madera, CA
SBLC	SUNBELT LAC, INC., City of Industry, CA
IMMM	TRIPLE M TRANSPORTATION & EQUIPMENT, INC., Porterville, CA
TFRS	TURRI FREIGHT SYSTEMS, San Francisco, CA
WFRL	WALKER'S FREIGHT LINES, Braxton Walker, d/b/a, Apple Valley, CA

COLORADO CARRIERS

(Operating under jurisdiction of Public Utilities Commission of Colorado)

CRET	CRESTED BUTTE TRUCK LINE, John E. Cobai, d/b/a, Crested Butte, CO
ⓈCRET	CRESTED BUTTE TRUCK LINE, Clifford D. Ellis, II, d/b/a, Crested Butte, CO
M.BR	MILLER BROS., INC., Denver, CO

PARTICIPATING INTRASTATE CARRIERS — Continued

G Carrier
"Alpha"
Code

GEORGIA CARRIERS
(Operating under jurisdiction of Georgia Public Service Commission)

PTAG PREMIER TRANSPORTATION, INC., Atlanta, GA

ILLINOIS CARRIERS
(Operating under jurisdiction of Illinois Commerce Commission)

AJDM AMERICAN DELIVERY AND SILVER STREAK MESSENGER SERVICE, B & S Transportation Limited,
d/b/a, Chicago, IL
ENDL E & D LEASING, Chicago, IL
FCAO FISHEL TRUCKING, Charles Fishel and Kathleen Fishel, d/b/a, Bardstow, IL
CHEXY HENNE EXCAVATING & CONSTRUCTION CO., Robert Henne, d/b/a, Salem, IL
JGEL JAGUAR EXPRESS, LTD., Naperville, IL
KATG KASPER TRUCKING, INC., Poplar Grove, IL
KATG KASPER TRUCKING, Gordon Kasper, d/b/a, Capron, IL
KOEHE KOEHLER, RANDY, Benson, IL
MMTC MILWAUKEE MOTOR TRANSPORTATION COMPANY, THE, Bensenville, IL
REK RIECHMANN ENTERPRISES, INC., Ahamba, IL
REK RIECHMANN TRANSPORT, INC., Granite City, IL
SHTI SHARE INTERNATIONAL TRANSPORTATION CO., INC., La Grange, IL
STML SWEENEY, T. M., & SONS L.T.L. SERVICE, INC., Palos Park, IL

IOWA CARRIERS
(Operating under jurisdiction of Iowa Department of Transportation)

MWLW MERCHANTS-WHITE LINE WAREHOUSING, INC., Des Moines, IA
MMTC MILWAUKEE MOTOR TRANSPORTATION COMPANY, THE, Bensenville, IL

MASSACHUSETTS CARRIERS
(Operating under jurisdiction of Massachusetts Department of Public Utilities)

PRES PRESTON TRUCKING COMPANY, INC., Preston, MD

MONTANA CARRIERS
(Operating under jurisdiction of Montana Public Service Commission)

LMTH LITTLE MONTANA TRANSPORTATION, Bozeman, MT

OHIO CARRIERS
(Operating under jurisdiction of The Public Utilities Commission of Ohio)

VNTF VAN'S TRUCKING, INC., Columbus, OH

CUMULATIVE LIST OF ITEMS AND NUMBERED PACKAGES IN SUPPLEMENTS

Items and numbered packages in the original classification which have been amended in this supplement and previous supplements and new provisions which have been added in this supplement and previous supplements are shown below.

ITEM	SUP	ITEM	SUP	ITEM	SUP	ITEM	SUP	ITEM	SUP	ITEM	SUP
360-A	1	15500-A	1	35380-A	1	63423-A	1	83900-A	1	92900-A	1
14600-A	1	17290-A	1	39200-A	1	*63424	1	83902-A	1	98440-A	1
14700-A	1	17360-A	1	39450-A	1	72000-A	1	83903-A	1	98460-A	1
14720-A	1	17800-A	1	53000-A	1	72002-A	1	83904-A	1	103000-A	1
14770-A	1	17802-A	1	53002-A	1	72004-A	1	*84407	1	103110-A	1
14830-A	1	17850-A	1	53300-A	1	72005-A	1	84670-A	1	103120-A	1
14850-A	1	18410-A	1	*57175	1	72007-A	1	89000-A	1	*107600	1
14870-A	1	24400-A	1	60500-A	1	72008-A	1	89012-A	1	*107610	1
14910-A	1	24402-A	1	60502-A	1	72009-A	1	89150-A	1	112000-A	1
14930-A	1	24403-A	1	*62285	1	72400-A	1	89152-A	1	113200-A	1
14950-A	1	25328-A	1	63000-A	1	72402-A	1	92500-A	1	113202-A	1
14970-A	1	25330-A	1	63420-A	1	74380-A	1	*92650	1	*113210	1
15010-A	1	33570-A	1	63422-A	1	74710-A	1	92700-A	1	*113220	1

4 For explanation of abbreviations and reference marks, see last page of this supplement.

CUMULATIVE LIST OF ITEMS AND NUMBERED PACKAGES IN SUPPLEMENTS

Items and numbered packages in the original classification which have been amended in this supplement and previous supplements and new provisions which have been added in this supplement and previous supplements are shown below.

ITEM	SUP	ITEM	SUP	ITEM	SUP	ITEM	SUP	ITEM	SUP
113690-A	1	134414-A	1	145100-A	1	170820-A	1	187682-A	1
113710-A	1	134530-A	1	158500-A	1	179725-A	1	188500-A	1
114000-A	1	134532-A	1	158502-A	1	183550-A	1	188920-A	1
115440-A	1	134534-A	1	158600-A	1	184490-A	1	190500-A	1
115700-A	1	134538-A	1	158602-A	1	187600-A	1	192990-A	1
116050-A	1	134620-A	1	158608-A	1	187645-A	1	192992-A	1
116051-A	1	141600-A	1	158675-A	1	187648-A	1	193640-A	1
124420-A	1	141760-A	1	158847-A	1	187660-A	1	193660-A	1
134400-A	1	141820-A	1	158849-A	1	187680-A	1	193680-A	1
134412-A	1	144600-A	1	170700-A	1				

INDEX TO ARTICLES

ARTICLE	Item	ARTICLE	Item	ARTICLE	Item
B		Corn:		L	
Bags:		⊙ Popped	72400	Lumber:	
⊙ Bowling ball	187645			⊙ Asbestos	14830
⊙ Bowling shoe	187645	D			
⊙ Carrying, camera	187645	Devices:		M	
⊙ Carrying, camera equipment	187645	⊙ Acid spill control	57175	Material(s):	
⊙ Carrying, film projector	187645	Disks:		⊙ Sinter	17290
⊙ Carrying, NOI	187645	⊙ Glass factory, roll, asbestos	14720		
⊙ Hand	159870			P	
⊙ Traveling	187645	F		Panels:	
Baskets:		Files:		⊙ Asbestos lumber	14870
⊙ Crane boom	115440	⊙ Steel, old	184490	⊙ NOI	24400, 24410
⊙ Crane boom, plastic	115440	⊙ Steel, used	184490	⊙ NOI, honeycomb cellular construction	24400, 24410
Block(s):		Fittings:		Parts:	
⊙ NOI	24400, 24410	⊙ Pipe	50950, 51400, 51410, 51420, v51600, 52200, 52250, 88400, v114000, 134216, 156600, v157004	⊙ Transformer	63420
⊙ NOI, honeycomb cellular construction	24400, 24410	⊙ Pipe, plastic	156847, v157004	⊙ Transformer, NOI	63420
Board(s):		⊙ Pipe, plastic or rubber	156600, v157004	⊙ Popcorn, popped	72400
⊙ NOI	24400, 24410	⊙ Tube, plastic or rubber	156847	Pouches:	
⊙ NOI, honeycomb cellular construction	24400, 24410	⊙ Tubing, plastic or rubber	156847	⊙ Carrying, camera	187645
⊙ Skox, wooden	17360	⊙ Flatirons:		⊙ Carrying, camera equipment	187645
Boxes:		⊙ Electric	v53300, 62285, 84407	⊙ Carrying, film projector	187645
⊙ Hat	187680	⊙ NOI, other than electric	107610		
C		⊙ Self-heating, other than electric	107600	R	
Cabinets:		⊙ Toy, electric	84407	Roll(s):	
⊙ Thread	39450			⊙ Ridge, asbestos	14910
Cans:		H		Rovings:	
⊙ Garbage, plastic or rubber	156600	⊙ Handbags	159370, 187645	⊙ Asbestos	14930
⊙ Refuse, plastic or rubber	156600	Handles:		S	
Cases:		⊙ Flatiron	92650	⊙ Sadiron(s):	
⊙ Archery box	187645	⊙ Iron (Flatiron or Sadiron)	92650	⊙ Electric	v53300, 62285, 84407
⊙ Bowling ball	187645	⊙ Sad iron	92700	⊙ NOI, other than electric	107610
⊙ Bowling shoe	187645	⊙ Sadiron	92650	⊙ Self-heating, other than electric	107600
⊙ Carrying, archery box, aluminum	187645	⊙ Halboxes	187645	⊙ Toy, electric	84407
⊙ Carrying, camera	187645			Sand:	
⊙ Carrying, camera equipment	187645	I		⊙ Asbestos	14950
⊙ Carrying, camera equipment, aluminum	187645	Iron(s):		Sawdust:	
⊙ Carrying, film projector	187645	⊙ Electric	v53300, 62285, 84407	⊙ Cedar	113220
⊙ Carrying, gun	187645	⊙ NOI, other than electric	107610	⊙ Colored	113210
⊙ Carrying, NOI	187645	⊙ Sad, electric	v53300, 63000	⊙ Other than cedar	113200
⊙ Gun carrying	187645	⊙ Sad, NOI	96460	⊙ Wood, cedarwood	113710
⊙ Sample	187645	⊙ Sad, self-heating	96440	⊙ Wood, colored	113690
⊙ Suit	187660, 187680	⊙ Sad, toy	84670	⊙ Wood, lumber	113200
Cement(s):		⊙ Self-heating, other than electric	107600	Scrap(s):	
⊙ Asbestos	103110	⊙ Toy, electric	84407	⊙ Asbestos	14970
⊙ Asbestos combined with diatomaceous earth	103120			Shavings:	
⊙ Asbestos combined with vermiculite	103120			⊙ Cedar	113220

INDEX TO ARTICLES

ARTICLE	Item	ARTICLE	Item	ARTICLE	Item
Shavings (Cont'd.):		System(s):		W	
§ Wood, cedarwood	113710	Ⓢ Acid spill control	67175	Wallboard:	
§ Wood, lumber	113200			Ⓢ Asbestos	15020, 15030
§ Wood, other than cedar	113200			Ⓢ Asbestos and fibreboard combined	193680
Sheathing:		T		Ⓢ Asbestos and woodpulp combined	193680
§ Asbestos	14830			Ⓢ Calcium silicate and asbestos combined	193700
Stripping(s):		Tubes:		Ⓢ Weatherstripping	196955
§ Weather	179725	§ Asbestos	15010	Ⓢ Weatherstrips	196955
Strip(s):		§ Dye	25328		
§ Weather	179725	§ Dye, plastic	25328		
§ Suitcases	187645				

RULES

ITEM 360-A

BILLS OF LADING, FREIGHT BILLS AND STATEMENTS OF CHARGES

Sec. 1. Issuance and Requirements.

Sec. 1 (a). Rates subject to the provisions of this classification are conditioned upon the use of the appropriate bill of lading required by this rule.

Sec. 1 (b). When property is transported subject to the provisions of this classification, the acceptance and use are required respectively, of the bills of lading, domestic or export, Uniform Straight, Straight or Order, as set forth on pages 286 through 293, and page 296, or as amended, of the classification. On international traffic, shipper may elect to use the 'Shipper-Provided Short Form Bill of Lading' set forth on page 294, or as amended, of the classification. This Bill of Lading must be shipper furnished and is for use in international traffic only, not including shipments from Canada, or to and from Mexico or United States of America Territories. The form is for the convenience of the International Shipper and applies only on the Domestic portion of an International movement. The form is not a through Intermodal Bill of Lading.

Sec. 1 (c). The Uniform Straight or Straight Bills of Lading are to be used for any shipment not consigned to the order of any corporation, firm, institution or person.

Sec. 1 (d). The 'Order' Bill of Lading is to be used for any shipment consigned to order of any corporation, firm, institution or person.

Sec. 1 (e). Except as otherwise provided, carriers shall not furnish:

- (1) Bill of lading sets that consist of more than an 'Original,' a 'Shipping Order,' and a 'Memorandum' per shipment.
- (2) More than one original freight bill on its own standard form and one duplicate thereof, exclusive of the consignee's memo copy, per shipment.

(3) More than one original and one copy of its statement of transportation charges on its own standard form.

Sec. 1 (f). Except on shipments moving on United States Government bills of lading, if payor of freight or other lawful charges requires or requests, as a prerequisite to payment, any of the following, such material or information will be provided subject to the provisions of applicable carrier tariffs:

- (1) the return of any part of bill of lading sets or copies thereof, other than one shipper furnished copy (see Note 1); OR
- (2) copies of freight bills or statements of transportation charges in excess of the number specified in Sec. 1 (e); OR
- (3) the preparation by the carrier of any forms requiring itemization, listing or description of single or multiple freight bills, for submittal with freight bills or statements of charges; OR
- (4) any forms or copies of forms, other than those described in Sec. 1 (f)(1) or Sec. 1 (f)(2), to be submitted with freight bills or statements of charges; OR
- (5) that information not shown on the shipping order at time of shipment be shown on freight bills or statements of charges;

OR

(6) that proof of delivery be furnished in any form.

Sec. 1 (g). Carriers are not obligated to furnish bills of lading containing information beyond that shown in the examples set forth on pages 286 through 296, or as amended, of the classification.

Sec. 1 (h). Consignors may elect to furnish their own bills of lading, in which case, all requirements of Sec. 1 (a) through Sec. 1 (d) and Sec. 2 of this item must be observed (see Note 2). These forms may also contain such information as: (1) identification or location of consignor or consignee; (2) commodity descriptions; (3) rates or classes; or (4) other information pertinent to the shipment.

Sec. 1 (i). On bills of lading furnished by carriers, freight bills and statements of charges issued by carriers, the Standard Carrier Alpha Code (SCAC) of the issuing carrier as shown in the Directory of Standard Multi-Modal Carrier and Tariff Agents Codes, ICC NMF 101 (or as amended), must be shown immediately adjacent to the carrier's name on the document heading. The SCAC designation must be printed in upper case boldface type.

▲Sec. 1 (j). When bar coding is used to designate any information required by Sec. 2 of Item 360 on bills of lading or freight bills, the symbology code '39' must be used. In addition, the code must be in both machine and human readable form and must be in accordance with existing carrier industry standards as defined by the American Trucking Associations' Management Systems Committee.

Note 1— When as a prerequisite to payment, the shipper furnished copy of bill of lading is to be returned, it must be clearly and prominently marked by the shipper with specific instructions directing its return with freight bill.

(Continued)

RULES

ITEM 360-A—Concluded

Note 2— Consignor provided short form bills of lading need not be in any particular format so long as the information requirements of Sections 1 and 2 are observed and the bill of lading is complete when tendered by the shipper to the carrier for signature. When generated by a computer on other than preprinted forms, each such bill of lading must bear the title 'Shipper Provided Short Form Bill of Lading — Not Negotiable — Domestic' and must incorporate the terms and conditions of the bill of lading contract with the statement 'All parties hereto and their assigns are familiar with, and agree, that this bill of lading is subject to: (1) the contract terms and conditions of the Uniform Domestic Straight Bill of Lading as set forth in the National Motor Freight Classification; and (2) the applicable tariff and classifications in effect as of the date hereon. Shipment information should utilize the full width of the document. The order of appearance of the information listed after the title and statement incorporating the bill of lading terms and conditions should be as follows: Route, carrier name and address, bill of lading reference and number, consignee destination and address, shipper origin and address, statement of conditions or restrictions placed on shipment (where appropriate), including released valuation information, number of pieces and kinds of packages, commodity description, weight, and hazardous material designation as required, including the furnishing of placards to the carrier, COD (where appropriate), including the amount to be collected and the party to pay the COD, freight terms (collect or prepaid). The document must be concluded with a date and the notation 'Received in apparent good order — Exceptions Noted' which shall be deemed to be an acceptance of all such terms and conditions as provided in the Uniform Domestic Straight Bill of Lading.

Sec. 2. Information to be shown on a Bill of Lading.

Sec. 2 (a). The name and address of only one consignor and one consignee and only one destination shall appear on a bill of lading. When a shipment is consigned to a point of which there are two or more of the same name in the same state, the name of the county must be shown.

Sec. 2 (b). An 'Order' bill of lading will not be issued unless the name of the corporation, firm, institution or person to whose order the shipment is consigned is plainly shown thereon after the words 'Consigned to Order of.'

Sec. 2 (c). To insure the assessment of correct freight charges and avoid infractions of federal and state laws, shippers should acquaint themselves with the descriptions of articles in the tariff under which they ship. Commodity word descriptions must be used in bills of lading and shipping orders and must conform to those in the applicable tariff. Appropriate abbreviated descriptions are permitted provided the NMFC item number and appropriate Sub number thereof are shown. The kind of package used must be shown. Bills of lading and shipping orders must specify number of articles, packages, or pieces. Except as provided in Item 640, Sec. 3 (mixed packages), for each separate commodity description, the number and type of packages (bags, boxes, bundles, drums, etc.) and the gross weight must be shown.

Sec. 2 (d). Articles indicated as explosives or as dangerous articles in Hazardous Materials Tariff (HMT) must be described on bills of lading and shipping orders as shown in that tariff. Abbreviations must not be used. When HMT descriptions differ from the tariff description in connection with which the applicable class or rate is published, the tariff description must also be shown on bills of lading and shipping orders.

Sec. 2 (e). Unless otherwise provided in carriers' tariffs, shipments requiring protective temperature control may be accepted subject to the availability of suitable equipment as referred to in item 520 when the bills of lading and shipping orders are clearly and legibly marked in upper case letters in accordance with the following:

(1) Where shipments are subject to damage from freezing, marking must clearly instruct carrier to protect from freezing.

(2) Where shipments require maintenance at or below a specific temperature, or movement within a range of temperatures, marking must indicate the temperature or temperature range required.

Sec. 3. Inspection of Property. When carrier's agent believes it is necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property. When found to be incorrectly described, freight charges must be collected according to proper description.

Sec. 4. Delivery of Shipments on Order Bills of Lading:

Sec. 4 (a). The surrender to the carrier of the original Order Bill of Lading, properly endorsed is required before the delivery of the property; but, if such bill of lading be lost or delayed, Sec. 4 (b) will govern.

Sec. 4 (b). The property may be delivered in advance of the surrender of the bill of lading upon receipt of a certified check, money order or bank cashier's check (or cash at carrier's option) by the carrier's agent for an amount equal to one hundred and twenty-five percent of the invoice or value of the property, or at carrier's option, upon receipt of a bond, acceptable to the carrier, in an amount twice the invoice or value of the property, or a blanket bond may be accepted when satisfactory to the carrier as surety, amount and form. Amounts of money deposited by certified check, money order, bank cashier's check or in cash shall be refunded in full: Immediately upon surrender of bill of lading properly endorsed or when the carrier has received a bond, acceptable to the carrier, in an amount twice the invoice or value of the property.

Sec. 5. Insurance Against Marine Risk: The cost of insurance against marine risk will not be assumed by the carrier unless so provided specifically, in its tariffs.

RULES

△ (Cancels 'Uniform Straight Bill of Lading' appearing on page 286 of the classification.)
 (To be Printed on White Paper)

UNIFORM STRAIGHT BILL OF LADING

ORIGINAL—NOT NEGOTIABLE—Domestic

Shipper's No.
 Agent's No.
 Carrier. (SCAC)

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading.

From Date 19
 Street, City, County, State Zip

the property described below, in apparent good order, except as noted hereon and condition of contents of packages unless marked, consigned, and destined as shown below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own railroad, water line, highway route or routes, or within the territory of its highway operations, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on the back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns

Consigned to
On Collect on Delivery shipments, the letters "C.O.D." must appear before consignee's name or as otherwise provided in Item 130, Sec. 1

Street,
 City, County, State Zip

Routing
 Delivering Carrier Vehicle or Car Initial No.

Collect On Delivery \$ and remit to:
 Street City State
 C. O. D. charge } Shipper
 to be paid by } Consignee

No. Packages	HM	Kind of Package, Description of Articles, Special Marks, and Exceptions	*Weight (Subject to Correction)	Class or Rate	Check Column	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (Signature of consignor)
						Received \$ to apply in prepayment of the charges on the property described hereon. Agent or Cashier Per <small>(The signature here acknowledges only the amount prepaid)</small>

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

Charges advanced: \$

Per Shipper Per Agent
 Permanent address of Shipper: Street, City, State

**Recommended C. O. D. Section to be Printed in Red.

⊙ Mark with "X" to designate Hazardous Materials as defined in the Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on bills of lading per Section 172.201(a)(1)(iii) of Title 49, Code of Federal Regulations. Also, when shipping hazardous materials, the shipper's certification statement prescribed in Section 172.204(a) of the Federal Regulations must be indicated on the bill of lading, unless a specific exception from this requirement is provided in the Regulations for a particular material.

RULES

A (Cancels Contract Terms and Conditions appearing on pages 287-288 of the classification)

CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or the party in possession of any of the property described in this bill of lading shall be liable as of common law for any loss thereof or damage thereto, except as hereinafter provided.

Sec. 1. (b)

1. No carrier or party in possession of all or any portion of the property described in this bill of lading shall be liable for any loss of or damage to the said property or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner. Further, no carrier or party in possession of all or any portion of the said property shall be liable for any natural shrinkage of the property.

2. The carrier shall be liable solely as a warehouseman for loss, damage or delay resulting from fire occurring after the expiration of free time (if any) allowed by the tariff tariff or the (such free time to be computed as provided in said tariff) where such loss, damage or delay occurs.

(a) after notice of the arrival of the property at the destination (or, if the property is intended for export, after notice of the arrival of said property at the port of export) has been duly sent or given, and

(b) after placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it has been made.

3. Except in the case of negligence of the carrier or the party in possession, the carrier or party in possession shall not be liable for country damage to cotton, or for loss, damage or delay which results:

(a) when the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request or

(b) from a defect or vice in the property, or

(c) from riots or strikes.

The burden to prove freedom from such negligence is on the carrier or the party in possession.

4. Except in the case of negligence of the carrier no carrier or party in possession of all or any of the property described in this bill of lading shall be liable for delay caused by highway obstruction, by faulty or impassable highway, or by lack of capacity of any highway, bridge or ferry. The burden to prove freedom from such negligence is on the carrier or party in possession.

Sec. 1 (c) In case of quarantine, the property may be discharged at the owner's risk and expense into a quarantine depot or elsewhere as required by quarantine regulations or authorities, or for the carrier's dispatch, the property may be discharged at the owner's risk and expense at the nearest available point in the carrier's judgment. The carrier's responsibility shall cease when the property is so discharged, or the property may be returned by the carrier at the owner's expense to the shipping point, sailing to the both ways. All quarantine expenses of whatever nature or kind which are incurred with respect to the property shall be borne by the owner of the property or shall become a lien on the property. The carrier shall not be liable for loss or damage caused by fumigation, disinfection or other acts required or done by quarantine regulations or authorities even though these acts may have been done by the carrier's officers, agents, or employees. In addition, the carrier shall not be liable for detention, loss, or damage of any kind occasioned by the quarantine or the enforcement of the quarantine. No carrier shall be liable except in the case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents or officers, as to quarantine laws or regulations. The shipper shall indemnify the carrier for any expense incurred or damages the carrier may be required to pay as a result of introducing the property covered by contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a)

1. No carrier is bound to transport said property by any particular schedule, train, vehicle or vessel, or in time for any particular market, or in any manner other than with reasonable dispatch. Every carrier shall have the right, in case of physical necessity, to forward said property by any carrier or route between the point of shipment and the point of destination.

2. In all cases not prohibited by law, where a lower value than the actual value of the said property has been stated in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariff's spot which the rate is based, such lower value plus freight charges if paid shall be the maximum recoverable amount for loss or damage, whether or not such loss or damage occurs from negligence.

Sec. 2. (b) As a condition precedent to recovery, claims must be filed in writing with:

1. the receiving or delivering carrier, or
2. the carrier issuing this bill of lading, or
3. the carrier whose line the loss, damage, injury or delay occurred, or
4. the carrier in possession of the property when the loss, damage, injury or delay occurred.

Such claims must be filed within nine months after the delivery of the property (or, in the case of export traffic, within nine months after delivery at the port of export), except that claims for failure to make delivery must be filed within nine months after a reasonable time for delivery has elapsed.

Suits for loss, damage, injury or delay shall be instituted against any carrier no later than two years and one day from the day when written notice is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts of the claim specified in the notice. Where claims are not filed or suits are not instituted there is no recourse with the foregoing provisions, no carrier shall be liable, and such claims will not be paid.

Sec. 2. (c) Any carrier or party liable for loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance, PROVIDED, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

Sec. 3. All property shall be subject to necessary cooperation and lading at owner's cost, except where such service is required as the result of carrier's negligence. Each carrier over whose route cotton or cotton linters is to be transported under this bill of lading shall have the privilege, at its own cost and risk, of compressing the cotton or cotton linters for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression.

Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted in this bill of lading and then only if the grain in bulk is not promptly unladen) be there delivered, and placed with other grain of the same kind and grade without respect to consignment and prompt notice thereof shall be given to the consignor. If the grain in bulk is so delivered, it shall be subject to a lien for elevator charges in addition to all other applicable charges.

Sec. 4. (a) In the event that:

1. Said property is not removed by the party entitled to receive it within the free time (if any) allowed by the tariff, liability on file (such free time to be computed as provided in the said tariff) and notice of the arrival of the property at the destination (or at the port of export, if intended for export) has been duly sent or given, and placement of the property for delivery at destination has been made, or

2. Property is not received at the time tender of delivery of the property to the party entitled to receive it has been made,

Such property may be kept in vessel, vehicle, car, depot, warehouse, or place of business of the carrier, subject to the tariff charge for storage and to the carrier's responsibility solely as a warehouseman. Alternatively, at the option of the carrier, such property may be removed to and stored in a public or licensed warehouse at the point of delivery or at another available point, or if no such warehouse is available at the point of delivery or at another available point, then the property may be removed to and stored in another available storage facility, at the owner's cost and held there without liability on the part of the carrier and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage. In the event consignor cannot be found at the address given for delivery, then notice of the placing of such goods in warehouse shall be mailed to the address given on the bill of lading for delivery and to any other address given on the bill of lading for notification, showing the warehouse in which the property has been placed subject to the provisions of this paragraph.

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Sec. 4. (b) Where non-perishable property transported to the destination stated in this bill of lading is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive the property fails to receive it or claim it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the property at public auction to the highest bidder, at such place as may be designated by the carrier.

PROVIDED, that the carrier shall have first mailed, sent, or given to the consignor notice that the property if it has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition is not arranged for, and that after 30 days have elapsed from the time said notice to the consignor was mailed, sent or given, the carrier shall also have published a notice containing a description of the property, the name of the party to whom consigned (or if shipped order only, the name of the party to be notified), and the time and place of sale, once a week for two consecutive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published.

Sec. 4. (c) Where perishable property transported to the destination stated in this bill of lading is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive the property fails to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the property to the best advantage at private or public sale. PROVIDED, that if there is sufficient time to notify the consignor or owner of the refusal of the property or the failure to receive it and to request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

Sec. 4. (d) Where the procedure provided for in Sections 4 (b) and 4 (c) of this bill of lading is not possible, it is agreed that nothing in these paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

Sec. 4. (e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges, to the expense of notice, advertisement, sale, and other necessary expenses and to the expense of caring for and maintaining the property, if proper care of the property requires special expense. Should there be a balance remaining after all charges and expenses are paid, such balance shall be paid to the owner of the property sold hereunder.

Sec. 4. (f) Property destined to or taken from a station, wharf, landing or other place at which there is no regularly appointed freight agent, shall be entirely at risk of owner when being unloaded from cars, vehicles or vessels or until loaded into cars, vehicles or vessels. Further, except in case of carrier's negligence, when property is received from or delivered to such stations, wharves, landings, or other places, the property shall be at the owner's risk until the cars are attached to and after they are detached from locomotives or trains, or until loaded into and after unloaded from vessels, or if property is transported in motor vehicle trailers or semi-trailers, until such trailers or semi-trailers are attached to and after they are detached from power units. Where a carrier is directed to unload or deliver property transported by motor vehicle at a particular location where consignee or consignor's agent is not regularly located, the risk after unloading or delivery, shall be that of the owner.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, coin money, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed on this bill of lading.

Sec. 6. Every party, whether principal or agent, who ships explosives or dangerous goods, without previous written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage by such goods. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property according to lawfully filed tariffs of the carrier, but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or retain possession at destination of the property covered by this bill of lading until all lawfully filed tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. PROVIDED, that, a consignee shall not be liable for transportation charges beyond those billed against him at the time of delivery for which he is otherwise liable which may be found to be due after the property has been delivered to him subject to all of the following conditions:

- The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.
- The consignee is an agent only and has no beneficial title in the property and
- Prior to delivery the consignee has notified the delivering carrier in writing that he is only an agent and has no beneficial title in the property and
- In cases where the shipment has been re-consigned or diverted to a point other than that specified in the bill of lading the consignee has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property.

Where the consignee is not liable for certain transportation charges in accordance with this provision and the preceding conditions, the shipper or consignor, or, in the case of a shipment so re-consigned or diverted as specified in condition (d), the beneficial owner shall be liable for such additional charges.

PROVIDED FURTHER, that when the shipment is designated "prepaid", the shipper or consignor shall remain liable for undercharges which result from an erroneous determination of the transportation charge assessed.

If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the payment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature on the prior bill of lading or in connection with the prior bill of lading as to the statement of value or otherwise, or as to the election of common law or bill of lading liability shall be considered a part of this bill of lading as fully as if the same were written on or made in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in the Act approved by the United States Congress on February 13, 1893 and entitled "An act relating to the navigation of vessels," etc., and in other United States Statutes according carriers by water the protection of limited liability. Such water carriage shall also be performed subject to the conditions contained in this bill of lading which are not inconsistent with the said Act of Congress and United States Statutes or with this section.

Sec. 9. (b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

Sec. 9. (c) If the carrier shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or in other waters or from latent defects in the hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property described in this bill of lading shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighten, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in the case of negligence, such carrier shall not be responsible for any loss or damage to property if it is necessary or is usual to carry the property upon deck.

Sec. 9. (d) General Average shall be payable according to the York Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered in the said rules, according to the laws and usages of the Port of New York. If the carrier shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, from the management of the vessel, or from any latent or other defects in the vessel, the machinery or appurtenances (provided the latent or other defects were not discoverable by the exercise of due diligence), or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the unseaworthiness was not discoverable by the exercise of due diligence) the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shippers in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

Sec. 9. (e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions and the tariff provisions shall be regarded as incorporated into the conditions of this bill of lading.

Sec. 9. (f) The term "water carriage" in this section shall not be construed as including lightering in or across rivers, harbors or lakes, when performed by or on behalf of carriers other than water carriers.

Sec. 10. Any alteration, addition or erasure in this bill of lading which is made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

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Δ (Cancel's 'Contract Terms and Conditions' appearing on pages 290-291 of the classification)

ENDORSEMENTS

CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay by fire occurring after the expiration of the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes. Except in case of carrier's negligence, no carrier or party in possession of all or any of the property herein described shall be liable for delay caused by highway obstruction, faulty or impassable highway, or lack of capacity of any highway, bridge or ferry, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

(c) In case of quarantine the property may be discharged at risk and expense of owner into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be in lieu thereof. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, not for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in the case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, officers, or employees, as to quarantine laws or regulations. The shipper shall hold the carrier harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular schedule, train, vehicle or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, or carrier in possession of the property when the loss, damage, injury or delay occurred, within six months after delivery of the property (or, in the case of export traffic, within six months after delivery at port of export) or, in case of failure to make delivery, then within six months after a reasonable time for delivery has elapsed, and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disaffirmed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted within the time in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance. PROVIDED, That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and lashing at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or avoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then it is not promptly unladen) be then delivered, and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a fee for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time (if any) allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, or property not received, at time tender of delivery of the property to the party entitled to receive it has been made, may be kept in vessel, vehicle, car, depot, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the point of delivery or at other available point, or if no such warehouse is available at point of delivery or at other available point, then in other available storage facility, at the cost of the owner and there held without liability on the part of the carrier, and subject to a fee for all freight and other lawful charges, including a reasonable charge for storage. In the event consignor cannot be found at address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be mailed to the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

(b) Where non-perishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it under tender of delivery, or said consignee or party entitled to receive it fails to receive or claim it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier.

PROVIDED, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order policy, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published. PROVIDED, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent or given.

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(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier, may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale. PROVIDED, that if time allows for notification to the consignor or owner the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for the maintaining the property, if proper care of same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, landing or other place at which there is no regularly appointed freight agent, shall be entirely at risk of carrier after unloading from cars, vehicles or vessels or until loaded into cars, vehicles or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharfs, landings, or other places, shall be at carrier's risk until the cars are attached to and after they are detached from locomotive or rail or until loaded into and after unloading from vessels, or if property is transported in motor vehicle trailers or semi trailers, until such trailers or semi trailers are attached to and after they are detached from power units, where a carrier is directed to unload or deliver property transported by motor vehicle at a particular location where consignee or consignee's agent is not regularly located, the risk after unloading or delivery, shall be that of the carrier.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed thereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at carrier's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property according to lawfully filed tariffs of the carrier, but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all lawfully filed tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier contrary to such stipulation shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. PROVIDED, that a consignee shall not be liable for transportation charges (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him subject to all of the following conditions:

- The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.
- The consignee is an agent only and has no beneficial title in the property and
- Prior to delivery the consignee has notified the delivering carrier in writing that he is only an agent and has no beneficial title in the property and
- In cases where the shipment has been reconsigned or diverted to a point other than that specified in the bill of lading the consignee has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property.

Where the consignee is not liable for certain transportation charges in accordance with this provision and the preceding conditions, the shipper or consignor, or, in the case of a shipment so reconsigned or diverted as specified in condition (d), the beneficial owner shall be liable for such additional charges.

PROVIDED FURTHER, that where the shipment is designated "prepaid" the shipper or consignor shall remain liable for undercharges which result from an erroneous determination of the transportation charge assessed.

If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the payment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or a declaration of common law or bill of lading liability, in or in connection with such prior bill of lading shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1933, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the carrier shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or in other waters, or from latent defects in hull, machinery, or appliances, whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trim, ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or usual to carry the same upon deck.

(d) General Average shall be payable according to the York Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the carrier shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appliances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shipper, consignee and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers no provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of carriers other than water.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation thereon of the agent of the carrier issuing this bill of lading shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

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Δ (Cancels 'Straight Bill of Lading—Short Form' appearing on page 292 of the classification.)

STRAIGHT BILL OF LADING — SHORT FORM

ORIGINAL — NOT NEGOTIABLE
(To be printed on white paper)

Name of Carrier (SCAC) Shipper's No.
Carrier's No.
RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading.

At From 19

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown, marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to
Collect on Delivery shipments, the letters "COD" must appear before consignee's name or as otherwise provided in Item 430, Sec. 1.
(Mail or street address of consignee — For purposes of notification only)

Destination State, County, Zip
Delivery Address (To be filled in only when shipper desires and governing tariffs provide for delivery thereof)
Route
Delivering Carrier Car or Vehicle Initials No.

No. Packages	HM	Kind of Package, Description of Articles, Special Marks, and Exceptions	Weight (Sub. to Correction)	Class or Rate	Check Column	Subject to Section 1 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (Signature of consignee) If charges are to be prepaid, write or stamp here, "To be Prepaid" Received \$ to apply in prepayment of the charges on the property described hereon Agent or Carrier Per (The signature here acknowledges only the amount prepaid) Charges advanced \$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is a carrier's or shipper's weight.

Note — Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

Shipper Per Agent.
Permanent post office address of shipper

⊙ Mark with "X" to designate Hazardous Materials as defined in the Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on bills of lading per Section 172.201(a)(1)(iii) of Title 49, Code of Federal Regulations. Also, when shipping hazardous materials, the shipper's certification statement prescribed in Section 172.204(a) of the Federal Regulations must be indicated on the bill of lading, unless a specific exception from this requirement is provided in the Regulations for a particular material.

SUPPLEMENT 1 TO NMF 100-N

Item	ARTICLES	CLASSES		MW %
		LTL	TL	
Δ14600-A	ASBESTOS:			
Δ14700-A	Crude, LTL, in bags; TL, in packages	70	35	60
14720-A	Discs, glass factory roll, millboard, in boxes Δ.....Cancel; obsolete.			
Δ14770-A	Fibre, in packages	70	35	30
14830-A	Lumber, including Flat or Hard Sheathing, etc., Δ.....Cancel; obsolete.			
Δ14850-A	Millboard, in boxes, crates or burlap rolls, wrapped in fibreboard testing not less than 200 pounds	70	35	30
14870-A	Panel, asbestos lumber, with angle iron frames, LTL, in boxes or crates Δ.....Cancel; obsolete.			
14910-A	Ridge Roll, in packages; also TL, loose Δ.....Cancel; obsolete.			
14930-A	Rovings, in bales or boxes Δ.....Cancel; obsolete.			
14950-A	Sand, LTL, in bags or barrels; TL, loose or in packages Δ.....Cancel; obsolete.			
Δ14970-A	Scrap from the manufacture of asbestos articles or scrapped asbestos articles, in packages	65	35	30
15010-A	Tubes, NOI, in barrels, boxes or crates Δ.....Cancel; obsolete.			
Δ15500-A	ATHLETIC GOODS GROUP: Articles consist of Athletic, Gymnastic or Sporting Goods, as described in items subject to this grouping.			
Δ17290-A	Sinkers, lead, in barrels or boxes, or in cloth bags, contents not exceeding 60 pounds	70	45	30
17360-A	Snow Boards, wooden, with guide rope attached, with or without wax, etc., Δ.....Cancel; obsolete.			
Δ17800-A	AUTOMOBILE PARTS GROUP: Articles consist of Automobile Parts or Accessories, see Note, item 17802, as described in items subject to this grouping.			
Δ17802-A	NOTE— Will also apply on parts for highway freight semi-trailers, highway freight trailers or house trailers not more specifically described elsewhere in the classification.			
17850-A	Assemblies, clutch disk or pressure plate, used, not reconditioned, having value only for reconditioning or salvaging of component parts, in packages; also TL, loose	60	37½	36
18410-A	Bumpers, automobile, front or rear end protection, metal, used, not reconditioned, having value for reconditioning or salvaging, prepaid, loose	60	35	36
Δ24400-A	Boards, Blocks or Panels, NOI, honeycomb cellular construction, expanded, see Note, item 24402, LTL, in packages, subject to item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 24403	400	400	AQ
Sub 2	1 but less than 2, see Note, item 24403	300	300	AQ
Sub 3	2 but less than 4, see Note, item 24403	250	250	AQ
Sub 4	4 but less than 6, see Note, item 24403	150	100	12
Sub 5	6 but less than 8, see Note, item 24403	125	85	15
Sub 6	8 but less than 10, see Note, item 24403	100	70	18
Sub 7	10 but less than 12, see Note, item 24403	92½	65	20
Sub 8	12 but less than 15, see Note, item 24403	85	65	26
Sub 9	15 or greater	70	40	36
Δ24402-A	NOTE— Applies only on fabric, fibreboard, paper or metal of honeycomb cellular construction, expanded, not faced with other materials, or faced with materials other than wallboard.			
Δ24403-A	NOTE— The charge for packages or pieces subject to a particular density group may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment.			
Δ25328-A	Bobbins; Cores, winding or filter; Cop Tubes; Dye Tubes; Pirns; Reels; or Spools; plastic, in boxes, subject to item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 25330	400	400	AQ
Sub 2	1 but less than 2, see Note, item 25330	300	300	AQ
Sub 3	2 but less than 4, see Note, item 25330	250	250	AQ
Sub 4	4 but less than 6, see Note, item 25330	150	100	12
Sub 5	6 but less than 8, see Note, item 25330	125	85	15
Sub 6	8 but less than 10, see Note, item 25330	100	70	18
Sub 7	10 but less than 12, see Note, item 25330	92½	65	20
Sub 8	12 but less than 15, see Note, item 25330	85	65	26
Sub 9	15 or greater	70	40	36
Δ25330-A	NOTE— The charge for packages or pieces subject to a particular density group may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment.			
Δ33570-A	BUILDING MATERIALS, MISCELLANEOUS, GROUP: Articles consist of Building or Paving Material, miscellaneous, as described in items subject to this grouping.			
35380-A	Skylights, plastic, with metal frames or mounting curbs, in boxes or crates:			
Sub 1	Nested, four or more per nest	125	100	10
Sub 2	Not nested, or nested less than four per nest	200	200	AQ
Sub 3	Not nested, with dome inverted within the frame or curb	150	100	12
Δ39200-A	CABINETS, OR PARTS NAMED:			
39450-A	Thread, in boxes or crates Δ.....Cancel; obsolete.			

For explanation of abbreviations and reference marks, see last page of this supplement.

SUPPLEMENT 1 TO NMF 100-H

Item	ARTICLES	CLASSES		MW
		LTL	TL	
Δ53000-A	COOLERS GROUP: Articles consist of Coolers, Cooling Boxes, Cooling Rooms or Refrigerators, see Note, item 53002, as described in items subject to this grouping.			
Δ53002-A	NOTE —The provisions in items 53005 through 53300 apply regardless of the nature of the insulating medium used but will not apply when the primary body structure is comprised of foam, cellular, expanded or sponge rubber or plastic.			
53300-A	Cooling Boxes or Refrigerators and Cooling or Freezing Apparatus combined, Water Coolers and Cooling or Freezing Apparatus combined, Electric or Gas Cooking Stoves, or Water Heaters, NOT in mixed TL or in mixed TL with: Air Cleaners, Coolers, Heaters, Humidifiers, Dehumidifiers or Washers and Blowers or Fans combined; Boxes, cooling, NOT evaporators, refrigeration (cooling coils or cooling units); Broilers, Cookers or Roasters, electric, with or without broiler grids, ovenware dishes, insert pans or racks; Cabinets, storage or kitchen, NOT steel, without glass; Coolers, beer, with equipment of cooling or freezing apparatus; Fryers, deepwell, electric; Furnaces, house heating and air conditioning apparatus combined; Generators and Engines combined; Hoods, range, NOT with blowers or fans; Irons (Flatirons or Sadirons), electric, with or without stands; Machines, cooling or freezing; Machines, dishwashing, NOT ; Machines, Dishwashing and Cabinet Sinks combined; Machines, drying, household laundry; Machines, ironing, household laundry; Machines, washing, household laundry, with or without dishwashing attachments; Machines, washing and drying combined, household laundry; Machines, merchandise vending and Refrigerators combined; Ovens, electric, baking, stationary; Ovens, microwave, with or without ovenware dishes; Refrigerators, NOT ; Sinks, kitchen cabinet; Stoves, coal and electric combined; Tanks, beer cooler; Units, disposal, garbage, sink, household, electric; See Notes, items 53122, 53302 and 53304			
Δ57175	Devices or Systems, acid spill control, consisting of a pressurized container, expellant gas cartridge, discharge hose and shut-off nozzle, with integral equipment necessary for deployment:			55 18
Sub 1	Hand portable, filled with chemical agent, in boxes or crates	60	40	30
Sub 2	Wheeled, not filled with chemical agent, loose	92%	55	24
Δ60500-A	ELECTRICAL EQUIPMENT GROUP: Articles consist of Electrical Appliances or Equipment, or Parts Named, see Note, item 60502, as described in items subject to this grouping.			
Δ60502-A	NOTE —Provisions subject to this grouping will not apply on articles or parts for the manufacture or assembly of electrical or electronic equipment when made wholly of gold, silver, platinum, palladium or alloys containing 50 percent or more of these metals.			
Δ62285	Irons (Flatirons or Sadirons), NOT with or without stands, in boxes	77%	45	30
63000-A	Sadirons, NOT with or without stands, in barrels or boxes ACancel; see item 62285.			
63420-A	Transformers, NOT , weighing each less than 25 pounds, or Transformer Parts, NOT , see Notes, items 63422, 63423 Δ and 63424, in boxes, crates or Package 2373	77%	45	30
Δ63422-A	NOTE —TL provisions also apply on transformer hanger irons or hooks not exceeding 10 percent of weight upon which charges are assessed.			
Δ63423-A	NOTE —Will not apply on paper or paperboard coil winding cores or tubes.			
Δ63424	NOTE —Will not apply on plastic transformer cores. Refer to the provisions of item 25328.			
Δ72000-A	FOODSTUFFS GROUP: Articles consist of Foodstuffs, Beverages or Beverage Preparations, not named in other more specific groups, see Notes, items 72002, 72004, 72005, 72007, 72008 and 72009, as described in items subject to this grouping.			
Δ72002-A	NOTE —Unless otherwise specified in individual items, provisions apply only on foodstuffs, beverages or beverage preparations, other than frozen.			
Δ72004-A	NOTE —Commodities other than frozen or requiring refrigeration, listed under this generic heading, when packed in rectangular inner fibreboard containers will be subject to the "in boxes" classes when enclosed in paper wrappers or in plastic film overwrap bundles. Package must consist of only one layer or tier of inner containers and gross weight must not exceed 14 pounds. This packaging is permissible only on those commodities that are not contained in glass or earthenware or otherwise fragile containers. Wrappers must consist of paper or paperboard basis weight not less than 126 pounds per 500 sheets 24 x 36 inches or plastic film totalling not less than 2 mils in thickness, and must totally enclose inner containers. Ends and overlap seams must be firmly glued or when plastic film is utilized, seams and ends must be heat sealed.			
Δ72005-A	NOTE —Unless specified in individual items, classes will not apply on commodities prepared by a freezing-dehydration method nor on products containing in excess of 10 percent of the net weight of ingredients prepared by the freezing-dehydration process. Products prepared by the freezing-dehydration process, or containing in excess of 10 percent of ingredients prepared by the freezing-dehydration process, will be classed per item 76850.			
72007-A	NOTE —Commodities listed under this generic heading, when tendered for shipment in Packages 2257, 2330, 2445 for 2448, are to be classified under the same provisions that apply when tendered to the carrier in boxes.			

SUPPLEMENT 1 TO NMF 100-N

Item	ARTICLES	CLASSES		MW
		LTL	TL	
Δ72008-A	FOODSTUFFS GROUP: subject to item 72000 NOTE—Commodities listed under this generic heading, when tendered for shipment in Package 1500, are to be classified under the same provisions that apply when tendered to the carrier in boxes. When unitized on/and secured to pallets by stretch or shrink film, commodities will be accepted for LTL shipment in Package 1500 modified so that the film enclosure of the completed package may have end openings. End openings must not exceed one-half the exposed height of the inner containers.			
Δ72009-A	NOTE—Commodities listed under this generic heading, when tendered for shipment in Package 2443, are to be classified under the same provisions that apply when tendered to the carrier in boxes.			
Δ72400-A	Chips, Puffs, Sticks or Twists, NOI; Bacon or Pork Rinds or Skins, fried; or Popcorn, popped, other than popped corn confectionery; flavored or not flavored, in barrels, boxes or Packages 1000, 1086 or 2416, subject to item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 72402	400	400	AQ
Sub 2	1 but less than 2, see Note, item 72402	300	300	AQ
Sub 3	2 but less than 4, see Note, item 72402	250	250	AQ
Sub 4	4 but less than 6, see Note, item 72402	150	100	12
Sub 5	6 but less than 8, see Note, item 72402	125	85	15
Sub 6	8 but less than 10, see Note, item 72402	100	70	18
Sub 7	10 but less than 12, see Note, item 72402	92½	65	20
Sub 8	12 but less than 15, see Note, item 72402	85	55	26
Sub 9	15 or greater	70	40	30
Δ72402-A	NOTE—The charge for a package or piece of a lesser density may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment.			
Δ74360-A	Popped Corn, plain, salted or cheese flavored, other than popped corn confectionery, in barrels, boxes or Package 1066Cancel; see item 72400.			
74710-A	Sauces, viz.: Catsup; Horseradish, prepared; Mayonnaisse, also in Packages 2078 or 2140; Mustard, prepared; Sauce, pepper; Sauces, basic food such as marinara, pizza, spaghetti or Spanish sauce; also in Package 2330; Sauces, table, NOI; Other than dry, in barrels, boxes, kits, pails or Packages 392, 1204, 1429, 2000, 2093, 2288, 2303, 2375, 2430, 2438 or 2449	60	35	36
Δ83900-A	GAMES OR TOYS GROUP, see Notes, items 83902, 83903 and 83904:			
Δ83902-A	NOTE—Provisions on toys apply on playthings only and will not apply on articles of utility nor on wheeled articles or vehicles designed and constructed for seating or supporting the weight of children.			
Δ83903-A	NOTE—Descriptions hereunder which make mention of specific materials of construction also apply when the articles have component parts or accessories made from other materials, providing the weight of such parts or accessories does not exceed 10 percent of the net weight of the game or toy.			
Δ83904-A	NOTE—Except as indicated in individual items, provisions apply to articles named whether or not actuated by coin-operating mechanism.			
Δ84407	Irons (Flatirons or Sadirons), electric, in boxes	85	See item	85000
84670-A	Sadirons, electric, in boxes ACancel; see item 84407.			
Δ89000-A	GRAIN GROUP, see Note, item 89012:			
Δ89012-A	NOTE—Will not apply on grain represented as "seed." Certified seed, or grain represented as seed, or grain treated with inoculating bacteria, growth stimulants, insecticides or fungicides shall be classed as "seed corn or seed grain, NOI."			
89150-A	Popcorn, in the ear or shelled, not popped, NOI, see Note, item 89152:			
Sub 1	In bulk in bags, barrels or boxes; in inner containers other than popping containers, in barrels, boxes or Packages 2330 or 2448; or in baskets with slatted or solid covers; also TL, in bulk or in packages	60	35	40
Sub 2	In popping containers, in boxes or Packages 2330 or 2448:			
Sub 3	Popping containers not over 16 united inches (length, width and depth added)	85	45	26
Sub 4	Popping containers over 16 united inches (length, width and depth added)	300	300	AQ
Δ89152-A	NOTE—Oil, salt, coloring or flavoring necessary for popping may be included.			
Δ92500-A	HANDLES:			
Δ92650	Iron (Flatiron or Sadiron), iron or iron and wood combined, in boxes	70	45	30
92700-A	Sad iron, iron, or iron and wood combined, in barrels or boxes ACancel; see item 92650.			
Δ92900-A	HARDWARE GROUP:			
96440-A	Sadirons, with or without stands, self-heating, other than electric, in barrels or boxes ACancel; see item 107600.			
96460-A	Sadirons, NOI, other than electric, with or without stands, LTL, in barrels or boxes; TL, loose or in packages ACancel; see item 107610.			

SUPPLEMENT 1 TO NMF 100-N

Item	ARTICLES	CLASSES		RTW %
		LTL	TL	
Δ103000-A	INSULATING MATERIAL GROUP:			
Δ103110-A	Cement, viz.: Boiler wall; Insulating, infusorial earth; Magnesia; Mineral wool (clay, rock, slag or glass wool); In double-wall paper bags or in bags, barrels, boxes, kits or pails	55	35	40
103120-A	Cement, asbestos combined with diatomaceous earth or vermiculite, in bags, barrels, boxes, pails or double-wall paper bags Δ.....Cancel; obsolete.			
Δ*107600	Irons (Flatirons or Sadirons), with or without stands, self-heating, other than electric, in boxes	77½	45	30
Δ*107610	Irons (Flatirons or Sadirons), NOI, other than electric, with or without stands, LTL, in boxes; TL, loose or in packages	70	40	30
Δ112000-A	LUMBER GROUP: Articles consist of Lumber, Veneer or Forest Products, as described in items subject to this grouping.			
Δ113200-A	Sawdust, other than cedar, see Note, item 113202, viz.: Dust, wood sanding machine; Pieces, wood, ground; Sawdust, as from the saw or knife, ground or not ground; Shavings, wood, ground; Shavings, wood, unground and Sawdust, as from the saw or knife, physically mixed; LTL, in bags, barrels or boxes; TL, loose or in packages	50	35	36
Δ113202-A	NOTE—Applies only when named materials are not further processed than as indicated.			
Δ*113210	Sawdust, colored, in bags, barrels or boxes	70	35	36
Δ*113220	Sawdust or Shavings, cedar, in packages; also TL, loose	70	35	30
113690-A	Wood Sawdust, colored, in bags, barrels or boxes Δ.....Cancel; see item 113210.			
113710-A	Wood Sawdust or Shavings, cedarwood, in packages; also TL, loose Δ.....Cancel; see item 113220.			
Δ114000-A	MACHINERY GROUP: Articles consist of Machinery or Machines, or Parts Named, see Notes, items 114012 to 114024, inclusive, as described in items subject to this grouping.			
115440-A	Buckets or Baskets, crane boom, workmen's, plastic, in packages	8150	8100	812
Δ115700-A	Business or Office:			
Δ116050-A	Meters, postage, having value for reconditioning or reclamation of raw materials, see Note, item 116051, in boxes or crates	92½	70	24
116051-A	NOTE—Applies only when the articles are used, and have value not exceeding the value for reconditioning or salvaging, and only when described at time of shipment on shipping orders and bills of lading as "used postage meters." AUsed postage meters which have been reconditioned or rebuilt in any way will be classified under the provisions of item 115960.			
Δ124420-A	Lawn Mowers, power (Lawn Mowers with Engines or Motors), LTL, in boxes, crates or Packages 239, 1453, 2179, 2181 or 2359; TL, loose or in packages	92½	60	20
Δ134400-A	MEATS OR SHORTENING GROUP: Articles consist of Meats, cooked, cured, fresh or preserved; Lard; Rendered Pork Fats; Shortening; or Dressed Poultry; see Notes, items 134412 and 134414, as described in items subject to this grouping.			
Δ134412-A	NOTE—Shipments of products herein described will not be accepted unless they conform to the applicable U. S. Department of Agriculture regulations governing the inspection and transportation of such products, and required certifications must be furnished to carrier.			
Δ134414-A	NOTE—Will not apply on fruits, meats or other food products which have been prepared by a freezing-dehydration method. Such products will be classed per item 76850.			
134530-A	Lard, NOI; Rendered Pork Fats; Vegetable Oil Shortening, liquid, semi-solid or plastic; or Shortening, NOI, see Note, item 134536; in barrels, boxes or Packages 275, 1000, 2257, 2288, 2330, 2415 for 2448, see Note, item 134534, or TL, in metal cans, loose, see Note, item 134532	65	37½	30
Δ134532-A	NOTE—TL shipments in metal cans, loose, must have covers securely fastened to prevent displacement, and must be so loaded, cushioned and braced to prevent shifting and damage in transit.			
Δ134534-A	NOTE—Also applies in solidified or flaked form in double-wall paper bags.			
Δ134536-A	NOTE—Provisions on shortening, NOI, apply only when made of meat fats or blends of meat fats and vegetable oils, and only when represented and labeled as shortening.			
134620-A	Meats, cooked, cured or preserved, with or without vegetable, milk, egg or fruit ingredients, NOI, other than frozen, in glass or metal cans in barrels or boxes, or in metal cans in crates, or in Packages 500, 1400, 1500, 2257, 2330 for 2448	60	35	36
Δ141600-A	NUTS, EDIBLE:			
141760-A	Nuts, edible, shelled, NOI (Nut Meats):			
Sub 1	Dry, including salted or sweetened, in bags, barrels, boxes or Packages 141, 1000, 2330 for 2448	70	45	36
Sub 2	In syrup or liquor, not pickled, in bulk in barrels, or in glass or metal cans in barrels or boxes	60	35	36
141820-A	Peanuts, shelled, salted or not salted, other than raw, in barrels, boxes or pails, or in slave or steel baskets with solid covers, or in metal cans in crates or in Packages 1000, 2330 for 2448	65	40	36

SUPPLEMENT I TO NMF 100-N

Item	ARTICLES	CLASSES		MW
		LTL	TL	
<p>△144600-A OILS, OTHER THAN PETROLEUM:</p> <p>145100-A Oils, liquid or solidified, viz., see Notes, Items 145112 and 145114:</p> <p>Acids, fatty, of vegetable, fish animal or sea animal oils, NOI, inedible.</p> <p>Alcohols, inedible fatty, NOI, of vegetable, fish or sea animal oils or animal fats, including blends thereof.</p> <p>Animal, sea, (not edible nor medicinal).</p> <p>Babassu,</p> <p>Bran, rice,</p> <p>Cashew,</p> <p>Castor, dehydrated,</p> <p>Chinawood (Nut, tung),</p> <p>Cocconut (or Copra),</p> <p>Cohune,</p> <p>Cooking or Salad, NOI, also in Packages 2330, 2393, 2401 for 2448,</p> <p>Corn, including sulphurized or vulcanized,</p> <p>Cottonseed,</p> <p>Fish (not edible nor medicinal),</p> <p>Foofs, castor oil,</p> <p>Foofs, olive oil,</p> <p>Grain, sorghum,</p> <p>Kernel, dende nut,</p> <p>Kernel, palm,</p> <p>Linseed,</p> <p>Murumuru,</p> <p>Nut, tecum,</p> <p>Oil, tallow, inedible,</p> <p>Liquid, in barrels or boxes</p> <p>Solidified, in bulk in bags, barrels or boxes</p>	<p>Oil, castor, not medicinal,</p> <p>Oil, grease, inedible,</p> <p>Oilfics,</p> <p>Ouricury (Urucury),</p> <p>Palm,</p> <p>Peanut,</p> <p>Pecan,</p> <p>Perilla,</p> <p>Red (from animal or vegetable fats),</p> <p>Rice,</p> <p>Safflower,</p> <p>Screenings, grain,</p> <p>Sediments, castor oil,</p> <p>Seed, citrus fruit,</p> <p>Seed, hemp,</p> <p>Seed, kapok,</p> <p>Seed, monilla (monea),</p> <p>Seed, mustard,</p> <p>Seed, rape,</p> <p>Seed, sunflower,</p> <p>Sesame,</p> <p>Sheanut,</p> <p>Soybean,</p> <p>Tall, esterified,</p> <p>Tall (product of acidification of skimmings of soda, or sulphate black liquor), other than crude,</p> <p>Teaseed (Teanut),</p> <p>Ucuuba (Ucuhuba) or Urucuruba,</p>			
Sub 1		65	35	36
Sub 2		65	35	36
△156500-A	<p>PLASTIC OR RUBBER ARTICLES, OTHER THAN EXPANDED, GROUP: Articles consist of Plastic or Rubber Articles, other than foam, cellular, expanded or sponge articles, see Item 110, Sec. 15 and Note, item 156502, as described in items subject to this grouping.</p>			
△156502-A	NOTE—Unless otherwise provided, provisions also apply when articles have components or affixed accessories made from other materials.			
△156600-A	<p>Articles, NOI, in barrels, boxes or crates, see Note, item 156602, also in Packages 870, 1078, 1170, 1241, 1273, 1409, 1456, 2195, 2212, 2213 or 2230; Garbage or Refuse Cans, in packages; or Pipe Fittings, see Note, item 156602; subject to Item 170 and having a density in pounds per cubic foot of:</p> <p>Less than 1, see Note, item 156608</p> <p>1 but less than 2, see Note, item 156608</p> <p>2 but less than 4, see Note, item 156608</p> <p>4 but less than 6, see Note, item 156608</p> <p>6 but less than 8, see Note, item 156608</p> <p>8 but less than 10, see Note, item 156608</p> <p>10 but less than 12, see Note, item 156608</p> <p>12 but less than 15, see Note, item 156608</p> <p>15 or greater</p>	<p>400</p> <p>300</p> <p>250</p> <p>150</p> <p>125</p> <p>100</p> <p>92½</p> <p>85</p> <p>70</p>	<p>400</p> <p>300</p> <p>250</p> <p>100</p> <p>85</p> <p>70</p> <p>65</p> <p>55</p> <p>40</p>	<p>AQ</p> <p>AQ</p> <p>AQ</p> <p>12</p> <p>15</p> <p>18</p> <p>20</p> <p>26</p> <p>36</p>
Sub 1				
Sub 2				
Sub 3				
Sub 4				
Sub 5				
Sub 6				
Sub 7				
Sub 8				
Sub 9				
△156602-A	<p>NOTE—The following departures from packing requirements are permitted:</p> <ol style="list-style-type: none"> 1. Necks of empty carboys may project from barrels, boxes or crates. 2. Plastic shipping containers or plastic bottles may be shipped TL in packages; or plastic outer shipping containers having a capacity of 15 gallons or more may be shipped loose, LTL or TL. 3. Plastic bottle carrying boxes or crates may be loose or in packages. 4. Extruded shapes in lengths of 10 feet or greater, having a density of 15 pounds or greater per cubic foot may be in packages. 5. Plastic roof gutters, downspouts and/or fittings for gutters or downspouts may be shipped in Package 2060. 6. Plastic pipe or tubing, or tubes other than containers, in straight lengths may be shipped in packages or bundles with threaded ends protected. Plastic pipe or tubing, or tubes other than containers, greater than 6 inches in inside diameter, in straight lengths of 10 or more feet each may be shipped loose with threaded or beflled ends protected. 7. Plastic pipe or tubes, smallest cross-sectional inside dimension greater than 6 inches may be shipped in packages or in bundles with threaded or beflled ends protected. Plastic pipe fittings may be shipped in packages with threaded or beflled ends protected, or loose with threaded or beflled ends protected when weighing each 15 pounds or over. 8. Plastic chairs may be shipped in Package 31F. 9. Plate or Sheet, rolled, having a density of 15 pounds or greater per cubic foot may be shipped strapped on pallets. 10. Molded plastic trays for shipping tube yarn may be shipped in packages. 11. Molded road traffic delineator devices of barrel-like construction may be shipped loose or in packages. 			

SUPPLEMENT 1 TO NMF 100-N

Item	ARTICLES	CLASSES		MW
		LT	TL	
Δ156608-A	PLASTIC OR RUBBER ARTICLES, OTHER THAN EXPANDED, GROUP: subject to item 156500 NOTE —The charge for packages or pieces subject to a particular density group may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment.			
Δ156675-A	Cans, garbage or refuse, other than waste baskets, nested, in packagesCancel; see item 156600.			
Δ156847-A	Fittings, pipe, tube or tubing, etc.,Cancel; see item 156600.			
Δ156849-A	NOTE —.....Cancel; no further application.			
Δ170700-A	ROOTS OR SPICES:			
170820-A	Chili Peppers, whole or ground, including Chili Powder, in bags, bales, barrels, boxes, parts or Packages 2330, 2358 or 2448	70	40	30
179725-A	Strips or Stripping, weather, in packages, etc., A.....Cancel; see item 196955.			
Δ183550-A	TOOLS, OR PARTS NAMED:			
184490-A	Fires, steel, used, not reconditioned, having value only for reconditioning, in barrels or boxes	55	45	30
Δ187600-A	TRUNKS, TRAVELING BAGS OR RELATED ARTICLES:			
Δ187645-A	Carrying Cases or Bags, NO; Archery Bow Cases; Bowling Ball or Bowling Shoe Bags or Cases; Camera, Camera Equipment or Film Projector Carrying Bags, Cases or Pouches; Gun Carrying Cases; Handbags; Hatboxes; Sample Cases; Suitcases; or Traveling Bags; in boxes, crates or Packages 826 or 2213, see Note, item 187682, subject to item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 187646	400	400	AQ
Sub 2	1 but less than 2, see Note, item 187646	300	300	AQ
Sub 3	2 but less than 4, see Note, item 187646	250	250	AQ
Sub 4	4 but less than 6, see Note, item 187646	150	100	12
Sub 5	6 but less than 8, see Note, item 187646	125	85	15
Sub 6	8 but less than 10, see Note, item 187646	100	70	18
Sub 7	10 but less than 12, see Note, item 187646	92½	65	20
Sub 8	12 but less than 15, see Note, item 187646	85	55	26
Sub 9	15 or greater	70	40	36
Δ187646-A	NOTE —The charge for packages or pieces subject to a particular density group may be assessed on the basis of the next lower class provided in connection with the next heavier density group at the weight which would accrue from multiplying the cubage of such packages or pieces by the lowest density named in the density group which provides the next lower class. In each such instance, the actual cube, actual weight, density group embracing the actual density, declared density and resultant weight for billing purposes (declared weight) of the pieces for which density is being declared must be shown by shipper on shipping orders and bills of lading at time of shipment.			
Δ187660-A	Suitcases, nested, in packagesCancel; see item 187645.			
Δ187680-A	Traveling Bags; Bowling Ball or Bowling Shoe Bags; Carrying Cases or Bags, NO; Camera or Film Projector Carrying Bags (Cases) or Pouches, NO; Gun Carrying Cases, NO; Handbags; Hatboxes; Sample Cases; or Suitcases, other than nested; in boxes, crates or Packages 826 or 2213, etc.,Cancel; see item 187645.			
Δ187682-A	NOTE —Will not apply on articles of plastic film or sheeting construction having an overall thickness of ¼ inch or less exclusive of handles or closing devices. For classes on these articles, see item 20480.			
Δ186500-A	VEHICLES, OTHER THAN SELF-PROPELLED:			
Δ168920-A	Carts, market basket, two-wheeled, or Basket Carts, self-service store, four-wheeled, in packages:			
Sub 1	SU, not nested nor telescoped	300	300	AQ
Sub 2	SU, nested; or SU, three or more telescoped; also TL, loose	100	50	24
Sub 3	KD flat	85	50	24
Δ190500-A	VEHICLE PARTS:			
192990-A	Tops, NO, see Note, item 192992:			
Sub 1	SU, in boxes or crates	300	100	10
Sub 2	KD flat, wrapped	200	100	10
Sub 3	KD flat, in boxes or crates	150	100	10
Δ192992-A	NOTE —Also applies on enclosures for permanent or temporary conversion of open bodies to closed bodies with or without sleeping bunks, pads or mattresses.			
Δ193640-A	WALLBOARD GROUP: articles consist of Wallboard, Building Board or Building Insulation Board, as described in items subject to this grouping.			
193660-A	Asbestos, built-up or combined with sheet metal or veneer, in packages; also TL, loose or in packages A.....Cancel; obsolete.			
193680-A	Asbestos and Woodpulp or Fibreboard combined, loose, see Note, item 193682, or in packages A.....Cancel; obsolete.			
193682-A	NOTE —A.....Cancel; no further application.			
193700-A	Calcium Silicate and Asbestos combined, faced with asbestos sheeting, metal, synthetic resin or veneer, in packages A.....Cancel; obsolete.			
Δ*196955	Weatherstrips or Weatherstripping, in packages:			
Sub 1	Glass wool or glass fibre	200	200	AQ
Sub 2	NO; other than plastic or rubber, separate or combined with other materials	77½	50	30

SPECIFICATIONS FOR NUMBERED PACKAGES

Package 2440

(Cancels 'Package 2440' on page 813 of the classification.)

Applicable only for nonhazardous commodities as described in items referencing this Package.

Shipping Container— A double cover box (DC), of tube and cap style, octagon in shape, having a liner and inner film bladder, a nonreusable container once contents have been emptied.

Tube— Doublewall corrugated fibreboard testing not less than 600 pounds having 8 sides. Facings must be firmly glued to corrugated mediums with a moisture resistant adhesive which cannot be dissolved in water after the glue application has set. Perimeter reinforcing bands ($\frac{1}{8}$ inch wide, multifilament polyester yarn coated with hot melt adhesive, tensile strength of not less than 75 pounds per inch), banded between outer facing and corrugated medium, at 6 horizontal locations throughout tube's depth (closer together near tube's bottom).

Inner Liner— Doublewall corrugated fibreboard testing not less than 600 pounds, common to outer tube (see Note).

Inner Bag— Polyethylene film bag constructed of 2 plies, each not less than 4 mils in thickness (see Note).

Caps— Common top and bottom of corrugated fibreboard testing not less than 350 pounds, facings firmly glued to the corrugated medium with a moisture resistant adhesive which cannot be dissolved in water after the glue application has set, for of 3-ply Kraft solid fibre .080 caliper, 275 pounds per 1,000 square feet, burst testing 600 pounds. Bottom cap must be steel banded girthwise.

Bottom Insert— Die-cut pad of 3-ply Kraft solid fibre, .080 caliper, 275 pounds per 1,000 square feet, burst testing 500 pounds.

Banding— Container must be banded with $\frac{1}{2}$ inch steel strapping, twice vertically and once girthwise at mid-height. Bottom cap must be steel banded girthwise.

Base— 2-way entry wooden pallet constructed having a $\frac{1}{2}$ inch solid plywood top deck measuring not greater than 44 inches by 45 inches. Container must be vertically banded to pallet and locked in position by wooden cleats.

Gross Weight— Not to exceed 3,000 pounds (see Note).

Note— When inner liner is constructed of 2 plies of 500 pound test doublewall corrugated fibreboard laminated together and inner bag is constructed of 3 plies of polyethylene film, each 4 mils in thickness, gross weight may be increased to not exceed 4,000 pounds.

Package 2448

(Add 'Package 2448' to page 814 of the classification.)

In boxes complying with Item 222, except boxes of regular slotted container (RSC) style may have top flaps removed. Applicable for truckload or mixed truckload shipments only.

Package 2449

(Add 'Package 2449' to page 814 of the classification.)

In bag-in-box design fibreboard boxes complying with Item 222-4, except for gross weights exceeding 20 pounds but not exceeding 40 pounds, box may be constructed of 275 pound test. Fibreboard must be constructed having a 40 pound medium. Side walls must be of double thickness and all inside faces must be smooth and of one piece except for top where inside closing flaps must meet.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

Abbreviation or Reference Mark	EXPLANATION	Abbreviation or Reference Mark	EXPLANATION
AQ	Any quantity	sq. in.	Square inch
ASTM	American Society for Testing and Materials	SU	Setup
Avdp.	Avoldupois	1/a	Trading as
B&S	Brown & Sharpe gauge	TL	Truckload. Does not apply to classes designated in MW column as AQ
BWG	Birmingham wire gauge	t/d/b/a	Trading and doing business as
°C	degree Centigrade (Celsius)	U.S.	United States
cm	centimeter, centimeters	U.S.G.	United States Standard Gauge
COD	Collect on Delivery	viz.	Namely
Cont.	Continued	Vol.	Volume
cu	Cubic	vs.	versus
cu. ft.	Cubic foot, Cubic feet	&	and
DOT	Department of Transportation	°	Degree
d/b/a	doing business as	%	Indicates percent
etc.	Et cetera (and other things, or the rest; and so forth)	⊙	Indicates commodity or commodities may be subject to special federal regulations concerning the shipping of hazardous materials. See item 540 herein.
°F	degree Fahrenheit	↓	Indicates reduction
FMC	Federal Maritime Commission	↑	Indicates increase
g	gram	▲	Indicates change in wording which results in neither increases nor reductions
HMT	Hazardous Materials Tariff as defined in item 540	△	Matter in this item is brought forward without change in application from item being canceled
ICC	Interstate Commerce Commission	*	Indicates new item
incl.	inclusive	v	Indicates mixed articles entry
KD	Knocked down	⊕	Addition to index
kg	kilogram	⊖	Eliminate from index
L	liter	⊕	Change in index
LTL	Less than truckload. Does not apply to classes designated in MW column as AQ	⊕	Subject to expiration date shown in item 535
m	meter	⊕	Indicates water carrier operating under ICC jurisdiction
ml	milliliter	⊕	Applicable only on Georgia intrastate traffic.
mm	millimeter	⊕	Indicates railroad
MW	Minimum weight factor, see item 997	⊕	Carrier's participation canceled. No further application.
min. wt.	Minimum weight	⊕	Indicates freight forwarder
NMFC	National Motor Freight Classification	⊕	Under postponement
NOI	Not more specifically described herein	⊕	Under suspension or suspension supplement
o/a	operating as	⊕	Contains only portion under suspension
oz.	Ounces	⊕	Except portions under suspension
psi	pounds per square inch	⊕	Indicates correction of printing error.
qt.	quart	⊕	See "Notice of General Application on Interstate Shipments," appearing on page 3 of tariff.
RSort.	Classed the same or lower		
r.p.m.	Revolutions per minute		
Sec.	Section		
sq.	Square		
sq. ft.	Square foot, Square feet		

—Ends—

EXHIBIT B

(Consists of 7 pages)

SUMMARY OF CHANGES
IN
NATIONAL MOTOR FREIGHT CLASSIFICATION
NMF 100-N
AS SET FORTH
IN SUPPLEMENT 1
(EXHIBIT A hereof)

Re: Appendix to Supplement 1 to NMF 100-N

Ladies and Gentlemen:

Listed below is a summary of changes being proposed in the supplement. The symbol "*" indicates a proposed new item. Following the summary list will be found an explanation of each change or addition together with the National Classification Committee's reasons for the proposed change or addition. For simplicity the following abbreviations are utilized: LTL (Less Than Truckload); TL (Truckload); MW (Minimum Weight Factor); AQ (Any Quantity); PCF (Pounds Per Cubic Foot).

360	14970	53300	89150	113202	141820	193700
14700	15010	*57175	*92650	*113210	145100	*196955
14720	17290	*62285	92700	*113220	170820	
14770	17360	63000	96440	113690	179725	Package 2440
14830	17850	63420	96460	113710	184490	*Package 2448
14850	18410	*63424	103110	115440	188920	*Package 2449
14870	24400	72007	103120	116051	192990	
14910	25328	74710	*107600	134530	193660	
14930	35380	*84407	*107610	134620	193680	
14950	39450	84670	113200	141760	193682	

A new paragraph (j) is added to Section 1 of Item 360 governing the Bill of Lading. It will read:

Section 1 (j). When bar coding is used to designate any information required by Section 2 of item 360 on bills of lading or freight bills, the symbology code "39" must be used. In addition, the code must be in both machine and human readable form and must be in accordance with existing carrier industry standards as defined by the American Trucking Associations Management Systems Committee.

Code "39" has been adopted by the National Industrial Transportation League and American Trucking Associations Management Systems Committee as an accepted bar code symbology for transportation. New paragraph (j) will merely state this fact.

This is the result of Docket 871, Subject 28.

Items 14720, 14830, 14870, 14910, 14930, 14950, 15010, 103120, 193660, 193680, 193682 and 193700 having application on various types of asbestos commodities are cancelled as obsolete. In addition, packaging requirements in items 14700, 14770, 14850 and 14970 are upgraded to eliminate "loose" provisions. The reference to asbestos in item 103110 is cancelled.

This is the result of Docket 871, Subject 1.

Item 17290 having application to "Sinkers, lead" is amended by the removal of provisions within the entry for "Sinker Material consisting of metal filings, wax and clay" in the interest of tariff clarification. Investigation revealed that this material is no longer produced and, therefore, the specific provision is obsolete.

This change is the result of Docket 871, Subject 19.

Item 17360 having application to "Snow Boards, wooden, with guide rope attached" is cancelled in the interest of tariff clarification. Investigation has revealed that this product is no longer produced and the provisions are obsolete.

Cancellation is the result of Docket 871, Subject 20

Item 17850 applying on "Assemblies, clutch disk or pressure plate, used" is amended by the addition of the language "not reconditioned" to clarify the intent of the entry so as to preclude any contention that the provisions apply to articles that have been reconditioned.

This change is the result of Docket 871, Subject 3.

having application to "Bumpers, automobile, front or rear end
atal, used" is amended by the addition of the language "not
d" in the interest of tariff clarification to remove any contention that
ons may be applied to articles that have been reconditioned.
change is the result of Docket 871, Subject 4.

A 24400, naming "Boards, Blocks or Panels, NOI, honeycombed cellular
cons action, expanded" is amended by subdividing the current density group for "6
but less than 12 pounds" at class 100 LTL, and "10 but less than 8
pounds" at class 125 LTL, "8 but less than 10 pounds" at class 100 LTL, and "10 but
less than 12 pounds" at class 92 1/2 LTL. This change, resulting in both increases
and reductions, is to provide a better relationship of class rating to the density of
articles moving subject to item 24400. In addition, the present alternating TL class
and minimum weight provisions are being eliminated by establishing specific classes
and minimum weights for all density groups which can be achieved
in current motor carrier equipment. The classes and minimum weights are established
by each grouping reflects the loadability in carrier equipment which are achieved
for each group. When articles embraced by a density group cannot load to at least
10,000 pounds, AQ classes are being established. These changes result in both
increases and reductions.
This is the result of Docket 871, Subject 2.

Item 25328, having application on "Bobbins; Cores, winding or filter; Cop Tubes;
Dye Tubes; Pirns; Reels; or Spools; plastic, in boxes," with ratings predicated on
density is amended by realigning Sub 5, the 6 but less than 10; and 10 but less than
grouping to provide for 6 but less than 8; 8 but less than 10; and 10 but less than
12 pounds per cubic foot. This realignment is to better distribute the burden born
by each commodity within the grouping. A similar realignment was recently approved
by the I.C.C. in their deliberations of item 156600. The facts of this record
provided evidence that the average density of approximately 7.12 pcf for the 6 to 12
pcf group did not provide classes within NCC guidelines. The new groups will provide
classes within guidelines.
This results from Docket 871, Subject 8.

Item 35380, naming "Skylights, plastic, with frames or mounting curbs," is
amended by the addition of Sub 3, providing reduced classes for a specific form of
shipment, reading "Not nested, with domes inverted within the frame or curb," with
classes of LTL 150, TL 100, MW 12. The proponent furnished information showing an
increase in density to 5.18 pcf and a zero claims for damage information showing an
information, the carriers voted to approve the proposal with modifications.
This results from Subject 16, Docket 871.

Item 39450 naming "Cabinets, thread, in boxes or crates" is cancelled as
obsolete.
Research indicated that the commodity did not have any movement via motor common
carrier. There are no listings of the commodity in the various industrial
directories.
This is the result of Docket 871, Subject 23.

The mixed truckload provisions of item 53300 are being amended by changing the
reference to "Sadirons, electric, with or without stands," to read "Irons (Flatirons
or Sadirons), electric, with or without stands." This change promotes tariff
clarification in that it updates the language of the Classification to reflect
current usage. The remainder of item 53300, including the applicable TL class 55 and
18,000 pound minimum weight, are unchanged.
Action is resultant of Docket 871, Subject 24.

CORRECTION

THIS DOCUMENT HAS

BEEN REPHOTOGRAPHED

TO ASSURE

LEGIBILITY

Re: Appendix to Supplement 1 to NMF 100-N

Ladies and Gentlemen:

Listed below is a summary of changes being proposed in the supplement. The symbol "*" indicates a proposed new item. Following the summary list will be found an explanation of each change or addition together with the National Classification Committee's reasons for the proposed change or addition. For simplicity the following abbreviations are utilized: LTL (Less Than Truckload); TL (Truckload); MW (Minimum Weight Factor); AQ (Any Quantity); PCF (Pounds Per Cubic Foot).

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This change is the result of Docket 871, Subject 19.

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Cancellation is the result of Docket 871, Subject 20

Item 17850 applying on "Assemblies, clutch disk or pressure plate, used" is amended by the addition of the language "not reconditioned" to clarify the intent of the entry so as to preclude any contention that the provisions apply to articles that have been reconditioned.

This change is the result of Docket 871, Subject 3.

Item 18410 having application to "Bumpers, automobile, front or rear end protection, metal, used" is amended by the addition of the language "not reconditioned" in the interest of tariff clarification to remove any contention that the provisions may be applied to articles that have been reconditioned. This change is the result of Docket 871, Subject 4.

Item 24400, naming "Boards, Blocks or Panels, NOI, honeycombed cellular construction, expanded" is amended by subdividing the current density group for "6 but less than 12 pounds" at class 100 LTL into three groups for "6 but less than 8 pounds" at class 125 LTL, "8 but less than 10 pounds" at class 100 LTL, and "10 but less than 12 pounds" at class 92 1/2 LTL. This change, resulting in both increases and reductions, is to provide a better relationship of class rating to the density of articles moving subject to item 24400. In addition, the present alternating TL class and minimum weight provisions are being eliminated by establishing specific classes and minimum weights for all density groups which can load to at least 10,000 pounds in current motor carrier equipment. The classes and minimum weights are established for each grouping reflects the loadability in carrier equipment which can be achieved by each group. When articles embraced by a density group cannot load to at least 10,000 pounds, AQ classes are being established. These changes result in both increases and reductions.

This is the result of Docket 871, Subject 2.

Item 25328, having application on "Bobbins; Cores, winding or filter; Cop Tubes; Dye Tubes; Pirns; Reels; or Spools; plastic, in boxes," with ratings predicated on density is amended by realigning Sub 5, the 6 but less than 12 pounds per cubic (pcf) grouping to provide for 6 but less than 8; 8 but less than 10; and 10 but less than 12 pounds per cubic foot. This realignment is to better distribute the burden born by each commodity within the grouping. A similar realignment was recently approved by the I.C.C. in their deliberations of item 156600. The facts of this record provided evidence that the average density of approximately 7.12 pcf for the 6 to 12 pcf group did not provide classes within NCC guidelines. The new groups will provide classes within guidelines.

This results from Docket 871, Subject 8.

Item 35380, naming "Skylights, plastic, with frames or mounting curbs," is amended by the addition of Sub 3, providing reduced classes for a specific form of shipment, reading "Not nested, with domes inverted within the frame or curb," with classes of LTL 150, TL 100, MW 12. The proponent furnished information showing an increase in density to 5.18 pcf and a zero claims for damage record. Based upon this information, the carriers voted to approve the proposal with modifications.

This results from Subject 16, Docket 871.

Item 39450 naming "Cabinets, thread, in boxes or crates" is cancelled as obsolete.

Research indicated that the commodity did not have any movement via motor common carrier. There are no listings of the commodity in the various industrial directories.

This is the result of Docket 871, Subject 23.

The mixed truckload provisions of item 53300 are being amended by changing the reference to "Sadirons, electric, with or without stands," to read "Irons (Flatirons or Sadirons), electric, with or without stands." This change promotes tariff clarification in that it updates the language of the Classification to reflect current usage. The remainder of item 53300, including the applicable TL class 55 and 18,000 pound minimum weight, are unchanged.

Action is resultant of Docket 871, Subject 24.

New item 57175, reading "Devices or Systems, acid spill control, consisting of pressurized container, expellant gas cartridge, discharge hose and shut off nozzle, with integral equipment necessary for deployment," is established. Sub 1 reading "Hand portable, filled with chemical agent" is subject to classes of 60 Less Than Truckload (LTL) 40 Truckload (TL) and a 30,000 lb. minimum weight. Sub 2 reading "wheeled, not filled with chemical agent, loose" is subject to classes of 92 1/2 LTL, 55 TL, and a 24,000 lb. minimum weight.

These devices resemble fire extinguishers and are designed to apply an acid neutralizing agent onto acid spills. The products are currently classified per item 186630 reading "Tools, NOI, other than plastic" with classes of LTL 77 1/2, TL 50, MW 30,000 lbs for products named in new sub 1 or per item 186900 "Tools, hand, NOI, other than plastic" with classes of LTL 70 TL 40 MW 30,000 lbs. for products named in new sub 2.

The classes established for products named in sub 1 are reflective of the following transportation characteristics. The products are shipped in fibreboard boxes which have a density of 37 pounds per cubic foot. There have been no claims and the value per lb. is \$3.97. Handling & stowability do not appear to present any unusual problems. The product requires DOT labeling of "Nitrogen - Nonflammable Gas." This is reflective of the gas cartridge which is used for expelling the spill absorbent compound onto the acid spill.

Sub 2 is reflective of an evaluation of the following transportation characteristics. The product is shipped loose and has a density of 10.5 pcf. There have been no claims and the value is reported to be \$3.56 per lb. Since the product is shipped loose, it can only be floor loaded and due to its configuration, it does not provide flat load bearing surfaces on which to stack other freight. As with products in sub 1, DOT labeling is required.

This is the result of Docket 871, Subject 26.

Item 62285 - See justification for item 63000.

Item 63000, listed under the "Electrical Equipment Group" and applying on "Sadirons, NOI, with or without stands, in barrels or boxes," at classes 77 1/2 LTL and 45 TL, with a minimum weight of 30,000 pounds, is being cancelled with reference to new item 62285. The new item, also under the "Electrical Equipment Group," reads "Irons (Flatirons or Sadirons), NOI, with or without stands, in boxes."

These changes promote tariff clarification in that they serve to update the Classification terminology to reflect current usage. Tariff simplification is also fostered by the elimination of the packaging reference to "barrels." Per Item (Rule) 685, "Packing or Packaging - Alternate Forms," barrels alternate with boxes and, therefore, the reference to "barrels" is unnecessary. The applicable classes and minimum weight are unchanged.

Action is resultant of Docket 871, Subject 24.

Item 63420, "Transformers, NOI, weighing each less than 25 pounds, or Transformer Parts, NOI," is amended by reference to a new Note provision, item 63424, which specifically states that these provisions do not apply to plastic transformer cores. This results from Docket 871, Subject 9.

New Note, item 63424, having application to "Transformer Parts, NOI," is added to item 63420 to specifically state that plastic transformer cores are classified in item 25328. This provision will eliminate any interpretation difficulties which may have risen in the past.

This results from Docket 871, Subject 9.

Items 72007, Note to the Foodstuffs Group; 89150, Popcorn; 134530, Lard; 134620, Cooked Meats; 141760, Nuts; 141820, Peanuts; 145100, Oils; and 170820, Chili Peppers have been amended to provide for truckload or mixed truckload movement in Package 2448. The new Package is a corrugated fibreboard box of a regular slotted style having the top flaps removed. Justification was presented through monitoring shipments conducted under Test Shipment Permit T-8511-41.

Action was resultant of Docket 871, Subject 32.

Item 74710, Sauces, viz., has been amended to provide for an alternate shipping container designated as Package 2449. This Package consists of a plastic film bag within a fibreboard box (bag-in-box design), and an exception to the general box rule, Item 222, has been granted. Given the manner in which the box is formed, the sidewalls are provided the additional strength necessary to satisfy the need for compression resistance.

Action was resultant of Panel 3's decision referencing Docket 871, Subject 31.

Item 84407 - See justification for item 84670.

Item 84670, listed under the "Games or Toys Group" and applying on "Sadirons, electric, in boxes," with LTL class 85 and TL classes and minimum weights listed in item 85000, is being cancelled with reference to new item 84407. The new item, also under the "Games or Toys Group," reads "Irons (Flatirons or Sadirons), electric, in boxes."

These changes promote tariff clarification in that they serve to update the terminology in the Classification to reflect current usage. The applicable classes and minimum weights are unchanged.

Action is resultant of Docket 871, Subject 24.

Item 89150 - See justification for item 72007.

Item 92650 - See justification for item 92700.

Item 92700, naming "Handles: Sad Iron, iron, or iron and wood combined, in barrels or boxes," at classes 70 LTL and 45 TL, with a minimum weight of 30,000 pounds, is being cancelled with reference to new item 92650. The new item reads "Handles: Iron (Flatiron or Sadiron), iron or iron and wood combined, in boxes."

These changes promote tariff clarification in that they serve to update the terminology in the Classification to reflect current usage. Tariff simplification is also fostered by the elimination of the packaging reference to "barrels." Per Item (Rule) 685, "Packing or Packaging - Alternate Forms," barrels alternate with boxes and, therefore, the reference to "barrels" is unnecessary. The applicable classes and minimum weight are unchanged.

Action is resultant of Docket 871, Subject 24.

Items 96440 and 96460, both listed under the "Hardware Group," and applying on "Sadirons, with or without stands, self-heating, other than electric, in barrels or boxes," at classes 77 1/2 LTL, 45 TL and 30 MW and "Sadirons, NOI, other than electric, with or without stands, LTL, in barrels or boxes; TL, loose or in packages," at classes 70 LTL, 40 TL and 30 MW respectively, are being cancelled with reference to new items 107600 and 107610, respectively. Item 107600 reads "Irons (Flatirons or Sadirons), with or without stands, self-heating, other than electric, in boxes," while item 107610 reads, "Irons (Flatirons or Sadirons), NOI, other than electric, with or without stands, LTL, in boxes; TL, loose or in packages." Neither item 107600 nor item 107610 is subject to a generic heading.

These changes promote tariff clarification in that they serve to update the terminology in the Classification to reflect current usage. Removing these provisions from the "Hardware Group" also promotes tariff clarification as the

involved products are not generally recognized as articles of hardware. Further, tariff simplification is fostered by the elimination of the packaging reference to "barrels." Per Item (Rule) 685, "Packing or Packaging - Alternate Forms," barrels alternate with boxes and, therefore, the reference to "barrels" is unnecessary. The applicable classes and minimum weight are unchanged.

Action is resultant of Docket 871, Subject 24.

Item 103110 - See justification for item 14720.

Item 103120 - See justification for item 14720.

Items 107600 and 107610 - See justification for items 96440 and 96460.

Item 113200, having application on various types of "Sawdust," is amended by removing reference to an obsolete restriction as shown in the Note, item 113202. Contact with the U.S. Bureau of Standards failed to obtain any present specifications for a No. 60 screen, previously used for measuring sawdust. Consequently, the restriction has no effect on commodities being transported under item 113200.

This results from Docket 871, Subject 7

Items 113210 and 113220 - See justification for items 113690 and 113710.

Items 113690 and 113710, both listed under the "Lumber Group," and naming "Wood Sawdust, colored, in bags, barrels or boxes," at classes 70 LTL, 35 TL and 36 MW and "Wood Sawdust or Shavings, cedarwood, in packages; also TL, loose," at classes 70 LTL, 35 TL and 30 MW respectively, are being cancelled with reference to new items 113210 and 113220, respectively. Item 113210 reads "Sawdust, colored, in bags, barrels or boxes," while item 113220 reads "Sawdust or Shavings, cedar, in packages; also TL, loose." Both new items are also listed under the "Lumber Group."

These changes promote tariff simplification in that the word "wood" is deleted from the involved descriptions. Since these provisions are listed under the "Lumber Group," the word "wood" is redundant. Listing the provisions by the nouns "Sawdust" and "Sawdust or Shavings" also allows the items to appear in the Classification adjacent to the related provisions of item 113200, naming "Sawdust, other than cedar." This fosters tariff uniformity and, by serving to help the tariff user in locating the provisions for sawdust in the Classification, it fosters tariff clarification, as well. The applicable classes and minimum weights are unchanged.

Action is resultant of Docket 871, Subject 18.

Item 115440, naming "Buckets or Baskets, crane boom, workmen's, plastic, in packages," is amended by reducing the classes to LTL 150, TL 100, MW 12, from previously applicable 250 Any Quantity.

Facts were submitted indicating that densities average 5.95 pcf, coupled with very low damage claims and no negative transportation characteristics.

This results from Docket 871, Subject 10.

The Note provisions to item 116051 applicable to item 116050 "Meters, postage" are amended to clearly indicate that the provisions of item 116050 do not apply to Postage Meters which have been reconditioned. The change is in the interest of tariff clarification.

This results from Docket 871, Subject 5.

Item 134530 - See justification for item 72007.

Item 134620 - See justification for item 72007.

Item 141760 - See justification for item 72007.

Item 141820 - See justification for item 72007.

Item 145100 - See justification for item 72007.

Item 170820 - See justification for item 72007.

Item 179725, naming "Strips or Stripping, weather," with class 200 AQ for products made of "Glass wool or glass fibre" (per sub 1) and classes of 77 1/2 LTL and 50 TL, with a minimum weight of 30,000 pounds, for weatherstrips or weatherstripping "NOI; other than plastic or rubber, separate or combined with other materials" (per sub 2), is being cancelled with reference to new item 196955. The new item is listed under the nouns "Weatherstrips or Weatherstripping."

These changes promote tariff clarification in that they serve to help the tariff user locate the provisions in the Classification. The subprovisions, including the applicable classes and minimum weight, are unchanged.

Action is resultant of Docket 871, Subject 25.

Item 184490 having application to "Files, steel, used" is amended by the addition of the language "not reconditioned" to preclude any contention that the provisions may be applied to articles which have been reconditioned.

This change is the result of Docket 871, Subject 6.

Item 188920, "Carts, market basket," is amended by removal of the redundant terminology "folded flat" from Sub 3 which also contains the terminology "KD flat." Also eliminated are the alternating truckload provisions of Sub 2, resulting in a reduced TL class of 50 from 60 and an increase in minimum weight from 18,000 to 24,000. This combination better reflects loadability in motor carrier equipment.

This results from Docket 871, Subject 22.

Item 192990, "Vehicle Tops, NOI" is amended by removing the redundant terminology "folded flat" which provides the same restriction as "KD flat." This amendment results in neither an increase nor a reduction.

This results from Docket 871, Subject 21.

Item 193660 - See justification for item 14720.

Items 193680 and 193682 - See justification for item 14720.

Item 193700 - See justification for item 14720.

Item 196955 - See justification for item 179725.

Package 2440 has been amended to allow for an alternate construction of the top cap by using a solid fibreboard in lieu of corrugated fibreboard. The second amendment requires the 2 plies of 500 pound test fibreboard used to form the container sidewalls to be laminated together for strength purposes. Both changes represent an upgrading of performance.

Action was resultant of Docket 871, Subject 30.

Package 2448 - See justification for item 72007.

Package 2449 - See justification for item 74710.

Respectfully submitted,

NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC.

Martin E. Foley
Martin E. Foley, Issuing Officer
National Motor Freight Classification

MEF/mspl

Order No. STD-9936

Before the Public Utilities Commission of the State of California

Request filed by:

ARMADILLO TRUCKING, INC.

} Special Tariff Docket
Request Numbered Same as
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

NONE

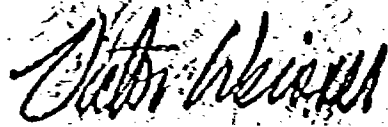
The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD- 9936."

This order issued April 8, 1987, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

STANLEY W. HULETT
President

DONALD VIAL
FREDERICK R. DUDA
G. MITCHELL WILK
JOHN B. CHANIAN
Commissioners


Executive Director of the
Public Utilities Commission of the State of California

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Application of Armadillo Trucking, Inc., (T-155019) for authority to publish an individual tariff containing rates and charges for the transportation of cement.

)
) Application
) SPT Docket No. 9936
)
)

STD

9936

REC'D
PUBLIC UTILITIES COMM.
STATE OF CALIF.
JAN 17 9 57 AM '87

APPLICATION

The application of Armadillo Trucking, Inc., hereinafter referred to as Armadillo or applicant, respectfully shows:

I

Applicant is a corporation. Applicant's mailing address is Post Office Box 9396, Fresno, California 93792. Applicant's telephone number is (209) 225-3664. A certified copy of applicant's Articles of Incorporation is provided as Attachment I.

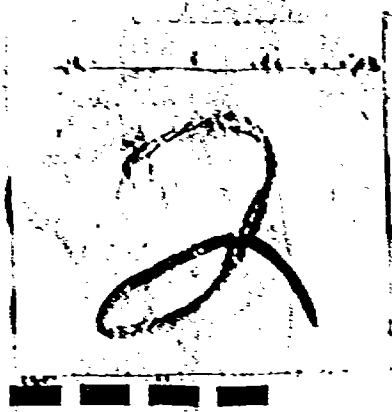
II

Correspondence and communications in regard to this application are to be addressed to:

Rod Logan
Sam Miles, Inc.
2124 F Street, Suite B
Bakersfield, California 93301
Telephone (805) 324-1663

III

Applicant is a private carrier operating under a compensated intercorporate hauling exemption pursuant to General Order 146-A, transporting shipments for its parent corporation. Applicant has filed with the License Section of the Commission January 5, 1987, applications

THE NEXT 
DOCUMENTS
ARE POOR
ORIGINALS

MICROFILMING SERVICES
WILL NOT ASSUME
RESPONSIBILITY FOR THE
IMAGE QUALITY

to transfer Cement Carrier Certificates from Ken Johnson Equipment (T-132590) to serve Kern County, and from Hannah Trucking Service, Inc. (T-87161) to serve Fresno County.

IV

General Order 117-A would require applicant to adopt the tariff publications of the aforementioned transferors upon the approval of the transfer of operating rights by the Commission. Applicant hereby seeks authority to file its own individual tariff at the same level of rates now applicable to the transferors instead of directly adopting the tariff participation of each transferor.

V

The purpose of such a request is to simplify applicant's tariff filings, not to effect any increase or reduction in charges. Without such authority, applicant would need to become a member of Western Motor Tariff Bureau in order to adopt the tariff participation of Hannah Trucking Service, Inc. for Fresno County, and would need to establish its participation in the individual tariff currently on file for Ken Johnson Equipment. With the grant of the authority sought in this application, applicant will be able to provide rates for all of its cement carrier transportation service in a single individual tariff.

VI

Applicant's tariff would contain rates at the same level as those currently in effect for transferors and would have the same rules applicable to these rates. In no event would the rate changes

resulting from the new publication amount to as much as one percent of the carrier's annual revenue.

VII

This is not a major action under Sections 3502.1 and 3502.2 of the California Public Utilities Code.

VIII


Applicant alleges that the cost of reproducing and distributing copies of this application to all carriers operating in the state of California would be excessive and that adequate notice of the intent of applicant will be accomplished through routine publication in the Commission's Daily Calendar. Therefore, in order to secure just, speedy and inexpensive determination of the issues present, waiver of Rule 21F of the Rules of Practice and Procedure is respectfully requested under Rule 87 of the Rules of Practice and Procedure. Applicant knows of no opposition to this application. A copy of this application will be served by first-class mail to any party upon request.

WHEREFORE applicant prays that relief sought by this application be granted; and that the Commission issue its ex parte order permitting applicant to publish its individual tariff; that increases resulting in an increase in applicant's gross revenue as a highway common carrier of not more than one percent be authorized; that said order provide that the tariff be made effective within ten days of its publication; that departure from Sections 460 and 461.5 of the Public Utilities Code be authorized to the extent necessary to apply the

increase granted; and that the Commission grant such other order and further relief as may be reasonable and proper.

Executed on 3.11.87, at Fresno, California.

By:


Gregg R. Underdown, President
ARMADILLO TRUCKING
P. O. Box 9396
Fresno, CA 93792

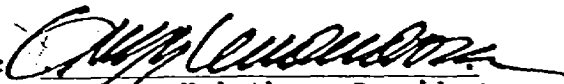
VERIFICATION

I am an officer of the applicant and am authorized to make this Verification on its behalf. The statements in the foregoing document are true of my own knowledge, except as to matters therein stated on information and belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

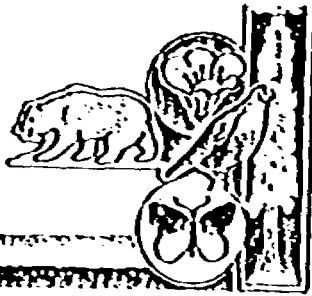
Executed on 3.11.87., at Fresno, California.

By:



Gregg R. Underdown, President
ARMADILLO TRUCKING
P. O. Box 9396
Fresno, CA 93792

APR 23 1987
FRESNO, CA



State
of
California
OFFICE OF THE SECRETARY OF STATE

I, *MARCH FONG EU*, Secretary of State of the State of California, hereby certify:

That the annexed transcript has been compared with the record on file in this office, of which it purports to be a copy, and that same is full, true and correct.

IN WITNESS WHEREOF, I execute
this certificate and affix the Great
Seal of the State of California this

MAR 21 1986



March Fong Eu

Secretary of State

1526128

ATTACHMENT 1
Page 2

ENDORSED
FILED
In the office of the Secretary of State
of the State of California

ARTICLES OF INCORPORATION
OF
ARMADILLO TRUCKING, INC.

MAR 12 1986

MARCH 10 1986, Secretary of State

FIRST: The name of this corporation is Armadillo Trucking, Inc.

SECOND: The purpose of this corporation is to engage in any lawful act or activity for which a corporation may be organized under the General Corporation Law of California, other than the banking business, the trust company business, or the practice of a profession permitted to be incorporated by the California Corporations Code.

THIRD: The name and address in this state of the corporation's initial agent for service of process is Gregg R. Underdown, 6537 North Sequoia, Fresno, California 93711.

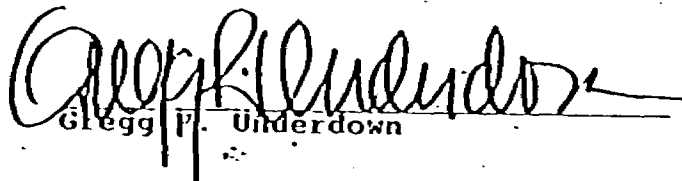
FOURTH: The total number of shares which the corporation is authorized to issue is Ten Thousand (10,000).

Dated: March 10, 1986.


Gregg P. Underdown

Sole Incorporator

I hereby declare that I am the person who executed the foregoing Articles of Incorporation, which execution is my act and deed.


Gregg P. Underdown

REC'D
PUBLIC UTILITIES COM. CALIF.
MAR 17 9 57 AM '87