

State of California

Public Utilities Commission
San Francisco

MEMORANDUM

Date : June 6, 1991
To : The Commission
(Meeting of June 19, 1991)
From : *Jim Diani*
Jim Diani, Principal
Tariff and License Branch
Transportation Division
Subject : CA-1

SPECIAL TARIFF DOCKET RESOLUTION NO. 1199

STD - 10,012 - California Trucking Association and National
Motor Freight Traffic Association, Inc., Agent.

Requests authority for the adoption of Supplement 2 to the National Motor Freight Classification NMF 100-R concurrent with the national effective date of June 29, 1991, 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.

Recommended Denial

NONE

Recommended Dismissal

NONE

Resolution No. STD-1199

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:

Request and
Order No.

Request Filed By:

STD 10,012

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

Resolution No. STD- 1199
(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.

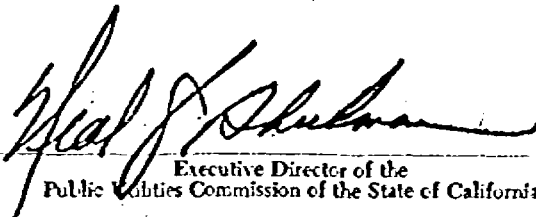
Request Filed By:

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 19th day of June, 19 91, the following Commissioners voting favorably thereon.

PATRICIA M. ECKERT
President
G. MITCHELL WILK
JOHN B. OHANIAN
DANIEL Wm. FESSLER
NORMAN D. SHUMWAY
Commissioners


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

Order No. STD- 10,012

Before the Public Utilities Commission of the State of California

Request filed by:

CALIFORNIA TRUCKING ASSOCIATION AND
NATIONAL MOTOR FREIGHT CLASSIFICATION
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:

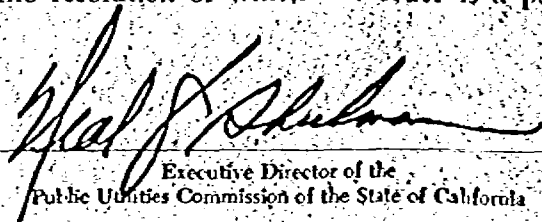
1. That schedules containing the rates authorized herein shall make reference to prior authorities granting the long and short haul departures and to this authority.
2. That the authority herein granted shall not supersede or be in lieu of any outstanding authority heretofore granted under Section 460 of the Public Utilities Code.

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- 10,012 ."

This order issued June 19, 1991, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.


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 2 TO
THE GOVERNING CLASSIFICATION NMF 100-R

SPECIAL TARIFF DOCKET NO. 10,012

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, California 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:

Luke R. Sherwood
California Trucking Association
1251 Beacon Boulevard
West Sacramento, CA 95691

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-R and supplements thereto.

II.

An order is requested for the adoption of Supplement 2 to the National Motor Freight Classification NMF 100-R 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 June 29, 1971, 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 revision 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 omission 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 for set forth in Exhibit A. This supplement is scheduled to take effect June 29, 1991 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 provision 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 2 of National Motor Freight
Classification NMF 100-R
Cal PUC 35

Exhibit B - Summary of changes - Appendix to Supplement 2 to NMF
100-R

Certain changes in rates, ratings, rules, regulations or charges will result from the adoption of Supplement 2. 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, Vice President

Dated at 1251 Beacon Boulevard, West Sacramento, California 95691, this 28th day of May, 1991.

NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC., AGENT
2200 Mill Road
Alexandria, VA 22314

California Public Utilities Commission
Public Utilities Commission of Colorado
Georgia Public Service Commission
Idaho Public Utilities Commission
Indiana Department of Revenue
Kansas Corporation Commission
Louisiana Public Service Commission
Minnesota Transportation Regulation Board
Mississippi Public Service Commission
Missouri Division of Transportation
Montana Public Service Commission
Nebraska Public Service Commission
Public Service Commission of Nevada
New York State Department of Transportation
North Carolina Utilities Commission
Public Service Commission of North Dakota
Public Utilities Commission of Ohio
Public Utilities Commission of Oregon
Rhode Island Division of Public Utilities
Public Service Commission of South Carolina
Public Service Commission of South Dakota
Railroad Commission of Texas
Public Service Commission of Utah
Public Service Commission of West Virginia

Cal PUC 35
PUC Colo 28
GPSC 28
IPUC 29
IMCA TR-29
KCC 30
LPSC 29
MTRB 29
MC 29
Div OT Mo 29
Mont PSC 28
NPSC 29
PSCN 29
DOT-NY-MT 28
NCUC 28
NDPSC 29
PUCO NMF 100-R
PUC Ore 28
RIDPU 6
PSCSC 31
SDPUC 28
RCT 31
PSCU 32
MC-PSC-W Va 32

National Motor Freight Traffic Association, Inc., Agent, for and on behalf of carriers party to National Motor Freight Classification 100-R, requests that your Commission accept Supplement 2 for filing on intrastate traffic.

This Supplement proposes revisions in the list of participating carriers and changes in classes, commodity descriptions, packaging requirements and/or rules. All changes in this Supplement, except those made solely for clarification or to comply with applicable laws or orders of Regulatory Agencies, result from action taken by the National Classification Committee after public docket meetings which were advertised in advance, and at which all interested parties were afforded ample opportunity to make known their views with respect to the proposals under consideration. These changed provisions are believed to be just and reasonable and represent the considered judgement of the National Classification Committee. They are enumerated and explained fully in the "Appendix" enclosed.

In view of the fact that the Classification is national in character, having application on intrastate traffic in forty-three states and three Canadian provinces, as well as on interstate traffic, it is desirable in the interests of uniformity and to minimize confusion in the application of its provisions, that this Supplement be accepted for filing and be permitted to become effective.

Sincerely,

NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC., AGENT

Martin E. Foley

Martin E. Foley, Issuing Officer
National Motor Freight Classification

EXHIBIT A

(Consists of 26 pages)

Supplement 2

TO

NATIONAL MOTOR FREIGHT CLASSIFICATION

NMF 100-R

**SUPPLEMENT 2
TO
NMF 100-R**

**ICC NMF 100-R
FMC-F-29**

APSC 32
AHTD 29
Cal PUC 35
PUC Colo 28
Conn DOT MF 29
GPSC 28
IPUC 29
MF-ILL CC 31
IMCA TR-29

Ia DOT 29
KCC 30
KY DOT 30
LPSC 29
MDT Man 29
MF-PSC Md 29
MDPU No. 6
MPSC-NMF 100-R
MTRB 29

MC 29
Div OT Mo 30
Mont PSC 28
NPSC 29
PSCN 29
NHDS 29
PUCNJ 29
SCCNM 29
DOT-NY-MT 28

NCUC 28
NDPSC 29
PUBNS 28
PUCO-NMF 100-R
CC Okla 29
PUC Ore 28
Freight Pa PUC 33
PTCB 29
RIDPU 6

PSCSC 31
SDPUC 28
TPSC 29
ACT 31
PSCU 32
MF-VCC 29
WN T 28
MF-PSC-W Va 32
Wyo DOT 28

(Supplements 1 and 2 contain 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 MAY 25, 1991

**EFFECTIVE JUNE 29, 1991
(Except as otherwise provided herein)**

ISSUED BY

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

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Inquiries concerning subscriptions to this publication should be addressed to the ATA Traffic Department, 2200 Mill Road, Alexandria, VA 22314 (Subscription price per copy — \$63.55).

LIST OF SUBJECTS IN THIS SUPPLEMENT WITH EFFECTIVE DATES OTHER THAN SHOWN ON TITLE PAGE

SUBJECT	PAGE	SUBJECT	PAGE
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Participating intrastate carriers (see reference mark ⊕)	3, 4	Item 4160-A (see reference mark †)	20
Item 3020-A (see reference mark †)	20	Item 4180-A (see reference mark †)	20
Item 3040-A (see reference mark †)	20	Item 4200-A (see reference mark †)	20
Item 3050-A (see reference mark †)	20	Item 4220-A (see reference mark †)	20
Item 3051 (see reference mark †)	20	Item 4250-A (see reference mark †)	20
Item 3052 (see reference mark †)	20	Item 4280-A (see reference mark †)	20
Item 3053 (see reference mark †)	20	Item 4300-A (see reference mark †)	20
Item 3054 (see reference mark †)	20	Item 4320-A (see reference mark †)	20
Item 3055 (see reference mark †)	20	Item 4340-A (see reference mark †)	20
Item 3056 (see reference mark †)	20	Item 4360-A (see reference mark †)	20
Item 3057 (see reference mark †)	20	Item 4440-A (see reference mark †)	20
Item 3058 (see reference mark †)	20	Item 4480-A (see reference mark †)	20
Item 3059 (see reference mark †)	20	Item 4500-A (see reference mark †)	21
Item 3070-A (see reference mark †)	20	Item 4540-A (see reference mark †)	21
Item 3080-A (see reference mark †)	20	Item 20640-A (see reference mark †)	21
Item 4030-A (see reference mark †)	20	Item 48970-A (see reference mark †)	22
Item 4040-A (see reference mark †)	20	Item 48980-A (see reference mark †)	22
Item 4060-A (see reference mark †)	20	Item 49010-A (see reference mark †)	22
Item 4080-A (see reference mark †)	20	Item 108320-A (see reference mark †)	23
Item 4100-A (see reference mark †)	20	Item 108322-A (see reference mark †)	23
Item 4120-A (see reference mark †)	20	Item 117850 (see reference mark †)	23
Item 4140-A (see reference mark †)	20	Item 117851 (see reference mark †)	23

PLAN OF CONTENTS

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

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Departure from Terms of State Regulations (Intrastate)	2
Individual State Applications (Intrastate)	3
Participating interstate carriers	3
Participating contract carriers	3
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Explanation of abbreviations and reference marks	26

AUTHORITIES FOR DEPARTURE FROM TERMS OF REGULATIONS OF STATE COMMISSIONS

- (Issued under special permission of the Iowa Department of Transportation, File L-3566, dated June 25, 1952.)
- (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 16, 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 106.)
- (Issued under special permission of the Public Utilities Commission of Ohio T-4106 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

Supplements 1 and 2 contain all changes.

The provisions of	NMF 100-R, Cal PUC 35 were authorized by Cal PUC Order No.	Order issued
Reissue NMF 100-R		
Supplement 1 to NMF 100-R		
Supplement 2 to NMF 100-R		

PARTICIPATING INTERSTATE CARRIERS

Refer to pages 5 to 28, inclusive, of classification and as heretofore amended, and add (except as otherwise 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
@CICQ	CIRCLE TRANSPORT, INC., Circleville, OH	134798
@CWAM	COWAN TRANSPORTATION, INC., Baltimore, MD	143740
@EWTS	EASTWAY TRANSPORTATION SERVICES, INC., Houston, TX	193420
FTMN	FORTMAN TRUCK LINE, Robert F. Olsen, d/b/a, Hamilton, MT	120373
@JSSJ	JACA, JESS, McDermitt, NV	230501
@NSVL	NSL, INC., Portage, IN	166665
@SMH#	S & H TRUCK LINES, INC., Fontana, CA	66945
SXRN	SATELLITE EXPRESS LINES, INC., Edison, NJ	234615
@STLF	ST. LAWRENCE FREIGHTWAYS, INCORPORATED, Watertown, NY	7840
@SCQK	STAR C TRUCKING, INC., Mercerville, NJ	235782
SUOL	SULCO, Sullivan Consolidation, Inc., Springfield, MA	165058
@TCCG	TEMPERATURE CONTROLLED CARRIAGE, INC., Nashville, TN	115654
@TMKE	TRANS-MARKET EXPRESS, INC., Akron, OH	196087

PARTICIPATING INTERSTATE CONTRACT CARRIERS

Refer to page 28 of classification and as heretofore amended, and add (except as otherwise noted) the following contract 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 contract 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. (Note—Provisions of this classification which are based on released or agreed value are NOT applicable for account of contract carrier participants (Authority: ICC March 12, 1969 letter, BT-1932-F)).

@ Carrier "Alpha" Code	CARRIER	Certifi- cate or Docket No. MC
CICQ	CIRCLE TRANSPORT, INC., Circleville, OH	136981

PARTICIPATING INTRASTATE CARRIERS

Refer to pages 29 to 101, inclusive, of classification and as heretofore amended, and add (except as otherwise 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)
CIUC	CHICO PRODUCE, INC., Durham, CA
HLHB	HALL, HERB, TRUCKING, Henry Herbert Hall, d/b/a, Riverside, CA
MSKC	MAC AND SONS TRUCKING, Levie Earl McConner, d/b/a, San Francisco, CA
MNHA	MANHATTAN TRANSFER, John J. Healy, d/b/a, San Jose, CA
MRLI	MURRILL TRUCKING, Novato, CA
PZZS	PIAZZA SONS TRUCKING, Sacramento, CA
TAST	T.A.S. TRUCKING, INC., Nampa, ID
TAHE	TAHOE EXPRESS, Richard A. Fritzer, II, d/b/a, South Lake Tahoe, CA
WBFS	WEST'S BEST FREIGHT SYSTEM, INC., Lewiston, ID

PARTICIPATING INTRASTATE CARRIERS — Continued

@ Carrier
"Alpha"
Code

ILLINOIS CARRIERS

(Operating under jurisdiction of Illinois Commerce Commission)

AAMC	A & M CARTAGE OF TINLEY PARK, INC., Tinley Park, IL
AAON	A. A. TRANSPORT, INC., Plainfield, IL
AAVA	AARYNN-ALYSSA TRUCKING, Carl Davis, d/b/a, Evanston, IL
AEOS	ALL SEASONS TRANSPORTATION, INC., Chicago, IL
CYOC	CAREY'S ON TIME COURIER, INC., Chicago, IL
FGSC	FREIGHT ESCAPE, INC., THE, Rosemont, IL
ITEL	ITEL TRANSPORTATION SERVICES CORP., San Francisco, CA
JEEL	JEEVES LTD., Tinley Park, IL
KBCF	KBC FREIGHTWAYS, INC., Bedford Park, IL
LKTW	LEEK TRANSFER COMPANY, Metropolis, IL
MYNR	MIDWAY ENTERPRISE TRUCKING & LEASING, INC., Lockport, IL
MLKD	MLK DELIVERY SERVICE, INC., Worth, IL
NEXS	NEXUS DISTRIBUTION CORPORATION, Elk Grove Village, IL
NMES	NOW MESSENGER SERVICE, INC., Worth, IL
PYTN	PYRAMID TRANSPORTATION CO., Chicago, IL
①RNWM	RIGHT NOW MESSENGER SERVICE, INC., Worth, IL
WMLG	WILLIAMS TRUCKING, Don Edward Williams, d/b/a, Jerseyville, IL
①WLME	WILLIAMS, MAURICE, Maurice B. Williams, d/b/a, Feldon, IL

MASSACHUSETTS CARRIERS

(Operating under jurisdiction of Massachusetts Department of Public Utilities)

DEEH	DEEHAN'S EXPRESS, INC., Whitman, MA
GRVA	GRAY VAN EXPRESS, INC., West Sand Lake, NY
HLRY	HILLERY, M. H., INC., Alston, MA
ROEE	ROBERTS EXPRESS, INC., Akron, OH
SUOL	SULCO, Sullivan Consolidation, Inc., Springfield, MA

MONTANA CARRIERS

(Operating under jurisdiction of Montana Public Service Commission)

FTMN	AFORTMAN TRUCK LINE, Robert F. Olsen, d/b/a, Hamilton, MT
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NEW JERSEY CARRIERS

SCQK	STAR C TRUCKING, INC., Mercerville, NJ
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NORTH CAROLINA CARRIERS

(Operating under jurisdiction of North Carolina Utilities Commission)

⑥PFTS	PRIORITY FREIGHT SYSTEMS, INC., Akron, OH
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OHIO CARRIERS

(Operating under jurisdiction of Public Utilities Commission of Ohio)

⑥CHTL	CHURCHILL TRUCK LINES, INC., Chillicothe, MO
⑥PFTS	PRIORITY FREIGHT SYSTEMS, INC., Akron, OH

PENNSYLVANIA CARRIERS

(Operating under jurisdiction of Pennsylvania Public Utility Commission)

ROEE	ROBERTS EXPRESS, INC., Akron, OH
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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
172-A	2	4500-A	2	48980-A	2	*117851	2	*123470	1	126882-A	2
2082-A	2	4540-A	2	49010-A	2	118100-A	1	123480-A	1	126900-A	2
2084-A	2	4620-A	2	*49615	2	*122065	2	123500-A	1	126932-A	2
3020-A	2	4622-A	2	50420-A	1	122500-A	2	*123510	1	*132660	2
3040-A	2	4624-A	2	50421-A	1	122502-A	2	*123511	1	134340-A	1
3050-A	2	4626-A	2	54000-A	1	123200-A	1	123520-A	1	139580-A	1
*3051	2	17330-A	2	55200-A	1	123220-A	1	123540-A	1	141520-A	1
*3052	2	17335-A	2	55240-A	1	*123230	1	123560-A	1	*153330	2
*3053	2	18262-A	2	72910-A	2	123240-A	1	*123600	1	153420-A	2
*3054	2	18630-A	1	72912-A	2	123260-A	1	*123601	1	156200-A	1
*3055	2	18632-A	1	72914-A	2	*123270	1	123620-A	1	*157460	2
*3056	2	18634-A	1	72916-A	2	*123271	1	123640-A	1	*157461	2
*3057	2	18636-A	1	72917-A	2	*123275	1	123642-A	1	157464-A	2
*3058	2	19097-A	2	72918-A	2	*123276	1	123644-A	1	157465-A	2
*3059	2	19220-A	1	74280-A	2	123280-A	1	*123650	1	169280-A	2
3070-A	2	20200-A	2	74880-A	2	*123290	1	123660-A	1	174200-A	2
3080-A	2	20640-A	2	74881-A	2	123300-A	1	123662-A	1	175900-A	2
4030-A	2	20642-A	2	74882-A	2	123302-A	1	123665-A	1	176902-A	2
4040-A	2	20644-A	2	79550-A	2	*123310	1	123666-A	1	*175903	2
4060-A	2	21970-A	2	79552-A	2	*123315	1	123670-A	1	176760-A	1
4080-A	2	*21971	2	79553-A	2	*123316	1	123672-A	1	183080-A	2
4100-A	2	27820-A	2	79554-A	2	*123317	1	123680-A	1	183550-A	1
4120-A	2	*27850	2	93500-A	2	123320-A	1	123685-A	1	*183551	1
4140-A	2	*35080	1	103028-A	1	*123325	1	123686-A	1	186870-A	1
4150-A	2	35350-A	2	103300-A	1	*123326	1	123750-A	1	186900-A	1
4160-A	2	35352-A	2	103302-A	1	*123340	1	123752-A	1	186902-A	1
4180-A	2	35500-A	2	103304-A	1	123380-A	1	123755-A	1	*186903	1
4200-A	2	35810-A	1	103305-A	1	*123390	1	125850-A	1	183280-A	2
4220-A	2	35812-A	1	105980-A	2	*123391	1	125851-A	1		
4250-A	2	35814-A	1	108320-A	2	123400-A	1	125852-A	1	PACKAGES	SUP
4280-A	2	39970-A	1	108322-A	2	*123410	1	*125853	1	1022	2
4300-A	2	39974-A	1	109020-A	2	*123411	1	126810-A	2	1254	2
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ⓐ Liquid	123230	Ⓓ Air Ends, rotary screw compressor, used, NOI	118097	Ⓒ Assembly, tractor-grader power control	131900
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ⓐ Air Conditioners or Air Coolers, NOI, other than water evaporative type; with compressors	114125	ⓐ Hinge pillar, automobile, steel	19097	ⓐ Burlap, dyed one color	48980
ⓐ Air Conditioners or Air Coolers, NOI, other than water evaporative type; without compressors	114126	ⓑ Lower back, automobile	19097	ⓑ Burlap, dyed not more than one color	48980
ⓐ Air Coolers, NOI	118240	Ⓒ Lower back, automobile, steel	19097	ⓐ Gunny, dyed one color	48980
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Ⓒ Air Coolers, water evaporative type, with blowers or fans	114130	Ⓒ Quarter panel, automobile	19097	ⓐ Isle, decorated, dyed, printed or surface coated	48970
		ⓑ Quarter panel or quarter and side panel, automobile, steel	19097	ⓑ Isle, dyed one color	48980
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Ⓢ <i>Irtle, dyed one color</i>	48980	Ⓢ <i>Brattice, burlap or cotton, fireproofed</i>	49095	Ⓢ <i>Air, NOI, other than water evaporative type; without compressors</i>	114126
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Ⓢ <i>Jute, dyed one color</i>	48980	Ⓢ <i>Irtle, NOI</i>	49010	Ⓢ <i>Gas, NOI</i>	118240
Ⓢ <i>Jute, dyed not more than one color</i>	48980	Ⓢ <i>Irtle, decorated, dyed, printed or surface coated</i>	48970	Ⓢ <i>Liquid</i>	118240
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Ⓢ <i>Fluorescent electric lamp (bulb or tube)</i>	109020	Ⓢ <i>Bottlers' flavoring, NOI</i>	72910	Cushions:	
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T		Tubing (Cont'd.):		Ventilators (Cont'd):	
Tables:		Ⓠ Gasoline tank filler, automobile 19220		Ⓠ Foundation, plastic 35350	
Ⓠ Ice tilting 123650		Ⓠ Gasoline tank filler, automobile, steel, copper plate or terne plate 125050		W	
Ⓠ Tail pipe or Tailpipe Extensions, automobile, steel, copper plate or terne plate 125850		Ⓠ Oil filler, automobile 19220		Wagons:	
Tanks:		Ⓠ Oil filler or oil strainer suction, automobile, steel, copper plate or terne plate 125850		Ⓠ Dump v122500, 189060	
Ⓠ Iron or steel, NOI v64670, v120520, v125680, v133200, 181390, 181420, 181440		Ⓠ Oil strainer suction, automobile 19220		Ⓠ Dump, NOI, horse-drawn or trailer 189060	
Ⓠ Truck, NOI 181740		Ⓠ Radiator outlet, automobile 19220		Ⓠ Dump, other than self- propelled 189040	
Ⓠ Wagon 181720, 181740		Ⓠ Radiator outlet, automobile, steel, copper plate or terne plate 125850		Ⓠ Dump, weighing each 5,000 pounds or over 189040	
Ⓠ Water cooling v176920		Ⓠ Tail pipe, auto 19220		Ⓠ Street sprinkling v122500, 189860	
Ⓠ Water reboiling 123540, v123560				Ⓠ Street sprinkling or washing, horse-drawn or trailer 189860	
Ⓠ Water skimming 123540, v123560				Ⓠ Street washing v122500, 189860	
Teeth:		U		Wall Sections:	
Ⓠ Scarifier 122320		Units:		Ⓠ Building construction, metal, NOI 35810	
Ⓠ Ticks, pillow 49615		Ⓠ Compressor, used, NOI 118097		Ⓠ Building construction, wire mesh with a core of expanded plastic insulation 35060	
Ⓠ Titanium Dioxide, NOI 47165		Ⓠ Compressor, rotary screw compressor, used, NOI 118097		Ⓠ Building or house, concrete, reinforced 38450	
Ⓠ Titanium Dioxide, ultra fine powder 42865		Ⓠ Cooling, steel, and cooling or freezing machines combined 123325		Ⓠ Building or house, expanded plastic core faced with wood, wallboard or metal 38455	
Troughs:		Ⓠ Refrigerating 123685		Ⓠ Building or house, iron, steel or wood 38410	
Ⓠ Steel, NOI v123560		Ⓠ Refrigerating, truck, trailer or marine container 123600		Ⓠ Cooling or freezing room 53120	
Ⓠ Water cooling tower v123560, 187520				Wheelbarrows:	
Ⓠ Water cooling tower, metal, nested 187520				Ⓠ Aluminum, steel and wood combined, NOI 189240	
Ⓠ Tubes and headers combined, boiler 25630				Ⓠ NOI 189350	
Ⓠ Tubes and Headers combined, boiler, iron or steel 25630		V		Ⓠ Wheelhouses, automobile 19097	
Tubing:		Vacuum Cleaners:		Ⓠ Wheelhouses, automobile, steel 19097	
Ⓠ Automobile 19220		Ⓠ Household v129900, 188280		Ⓠ Wheelhouses, recreational vehicle 20010	
Ⓠ Automobile, steel, copper plate or terne plate 125850		Ⓠ Household, NOI v129900, 132660		Ⓠ Wheelhouses, recreational vehicle or travel trailer, plastic, nested 20010	
Ⓠ Crank case breather, automobile 19220		Ⓠ Swimming pool, automatic 117850		Ⓠ Wheelhouses, travel trailer 20010	
Ⓠ Crank case ventilator automobile 19220		Ⓠ Vacuums, swimming pool, automatic 117850		Wheels:	
Ⓠ Crankcase breather or ventilator, automobile, steel, copper plate or terne plate 125850		Ⓠ Venetian Blinds 174200		Ⓠ Scarifier, iron or steel, without cutting teeth 122065	
Ⓠ Exhaust, automobile 19220		Ventilators:			
Ⓠ Exhaust, automobile, steel, copper plate or terne plate 125850		Ⓠ Foundation 35500, 37360			
		Ⓠ Foundation, cast aluminum alloy 37360			
		Ⓠ Foundation, metal 35500			

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RULES

⊗ ITEM 172-A

LIMITATION OF CARRIER LIABILITY WHERE VALUE
IS NOT DECLARED BY SHIPPER

Where item 62820, 63025, 70080, 88140, 99400, 107830, 116030, 136500, 164900 or 196420 of this Classification applies, and shipper fails to declare a value as required by those provisions, the shipment will not be accepted, but if the shipment is inadvertently accepted, the carrier's liability shall be limited as follows:

ITEM NO.	DESCRIPTION	VALUE LIMITATION
62820	Radio, Radio-telephone or Television Transmitting or Transmitting and Receiving Sets, or other Radio Impulse or Wireless Audio (Sound) Impulse Transmitting or Transmitting and Receiving Sets, separate or combined	\$10.00 per pound
63025	Semiconductors, viz.: Devices, NOI; Diodes; Rectifiers; Thermistors; Transistors	\$20.00 per pound
70080	Flatware, Dresserware or Holloware, sterling silver; or Flatware, Dresserware or Holloware, with sterling silver parts, such as backs, covers, frames, handles or tops	\$5.00 per pound
88140	Glassware, NOI	\$19.00 per pound
99400	Hides, Pelts or Skins, dressed or tanned or not dressed nor tanned, NOI, dry	\$7.50 per pound
107830	Jewelry, costume or novelty, made of materials other than solid or filled precious metals, not mounted nor set with precious stones	\$5.00 per pound
116030	Machines, Systems or Devices, data processing, or units that form components of data processing machines, systems or devices, including Facsimile (FAX) Machines, or Parts thereof, NOI; or Electronic Telephone Switching Systems or components for such systems	\$5.00 per pound
136500	Metal, NOI, or Metal Alloys, NOI	\$5.00 per pound
164900	Radioactive Materials, Articles or Isotopes	\$5.00 per pound
196420	Watches or Watch Movements	\$10.00 each

Where the provisions of other tariffs apply, and those provisions specify a limitation of the carrier's liability absent a release or value declaration by the shipper, the carrier's liability shall be limited to the extent provided by such applicable provisions when the shipper does not make the requisite or specified release or value declaration.

⊗ - Not Applicable on California intrastate traffic.

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RULES

(Amends 'Uniform Straight Bill of Lading' appearing on pages 262-264 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 (contents and condition of contents of packages unless so marked consigned and destined as shown below, which said company (the word company being understood throughout the 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 route, 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 430, 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 to be paid by Shipper
 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) 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 Cashier Per _____ (The signature here is knowledge only the amount prepaid)

*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—(1) Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property, as follows:

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

(2) Where the applicable tariff provisions specify a limitation of the carrier's liability absent a release or a value declaration by the shipper and the shipper does not release the carrier's liability or declare a value, the carrier's liability shall be limited to the extent provided by such provisions. See NMEC Item 172.

Charges advanced \$ _____

Shipper _____ Agent _____
 Per _____ Per _____
 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.

Ⓢ - This paragraph does not apply on California intrastate traffic.

RULES

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 at 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 carrier. 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 tariffs lawfully on file (such free time to be computed as provided in said tariffs) 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, carrier 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 carrier'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 carrier'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 carrier's expense to the shipping point, leaving freight both ways. All quarantine expenses of whatever nature or kind which are incurred with respect to the property shall be borne by the owners 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 of a port, as 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 tariffs upon 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 for, 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 claimant to the carrier 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 in accordance 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 cooperage and baling at carrier'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 unloaded) be there 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. 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 tariffs, lawfully on file (such free time is to be computed as provided in the said tariffs) 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 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 carrier'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.

RULES

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 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 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 notify, 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 expense 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 after 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, wharfs, 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 locomotive or train, 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 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. Such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The carrier 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:

(a) The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.

(b) The consignee is an agent only and has no beneficial title in the property and

(c) 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

(d) 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 carrier 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 carrier 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 carrier 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 prepayment 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, transship, or lighten, to load and discharge goods at any time, to ass at vessel's 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 carriers 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowners 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 lighterage 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.

RULES

(Amends "Uniform Order Bill of Lading" appearing on pages 265-267 of the classification)

(To be Printed on "Yellow" Paper)

UNIFORM ORDER BILL OF LADING

Original—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____
At _____ Street, _____ City, _____ County, _____ State _____ Zip

the property described below, in apparent good order as, except as noted in contents and condition of contents of packages unless so 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 terms of this bill of lading) agrees to carry to its usual place of delivery at said destination, if on its own railroad, waterline, highway, route or routes, or within the territory of its highways operations, otherwise to deliver to another carrier on the route to said destination, if so 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 contracted, including the conditions on the back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original ORDER Bill of Lading properly indorsed shall be required before the delivery of the property. Inspection of property consigned by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this or great bill of lading or given in writing by the shipper.

Consigned to Order of _____

Destination _____ Street, _____ City, _____ County, _____ State _____ Zip

Notify _____ Street, _____ City, _____ County, _____ State _____ Zip

Routing _____ Street, _____ City, _____ County, _____ State _____ Zip

Delivering Carrier _____ Vehicle or Car Initial _____ No _____

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
						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 Cashier Per _____ <small>(The signature here is knowledge 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—(1) Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property, as follows:
"The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____"

(2) Where the applicable tariff provisions specify a limitation of the carrier's liability absent a release or a value declaration by the shipper and the shipper does not release the carrier's liability or declare a value, the carrier's liability shall be limited to the extent provided by such provisions. See NMIC Item 171.

Charges advanced \$ _____

Shipper _____ Per _____ Agent _____
Permanent address of Shipper: Street _____ City _____ State _____ Zip _____

⊙ 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.

⊙ - This paragraph does not apply on California intrastate traffic.

RULES

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 carrier, 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 is 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, carrier, or party entitled to make such request, or resulting from a defect or vice in the property, or for casualty 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 carriers 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 carrier's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature and kind upon or in respect to property shall be borne by the owners of the property or be in lien thereon. 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, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers 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 nine months after delivery of the property for, in the case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine 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 for the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon 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 cooperation and baling 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 detention or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad or public or licensed elevator, may (unless otherwise expressly noted herein, and then it is not promptly unloaded) be there 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 all charges 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 carrier and there held 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 consignee 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 nonperishable 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 notify, 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.

RULES

(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, 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 serves 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 owner after unloaded 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, wharves, landings, or other places, shall be at owner's risk until the cars are attached to and after they are detached from locomotive or rail or until loaded 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 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 hereon.

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 owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and exrate, 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:

(a) The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.

(b) The consignee is an agent only and has no beneficial title in the property and

(c) 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

(d) 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 carrier 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 carrier 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 carrier 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 prepayment 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 election 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, 1893, 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 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 hereinafter described shall be at liberty to call at any port or ports, in or out of the customary route, to load and be loaded, to transfer, transship, 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 is 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 carriers 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 appurtenances, 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 shippers, consignees and/or carriers 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 to 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 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.

RULES

(Amends 'Straight Bill of Lading—Short Form' appearing on page 268 of the classification)

STRAIGHT BILL OF LADING — SHORT FORM

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

Shipper's No.
Carrier's No.

(Name of Carrier)

(SCAC)

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

19

At

From

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 in the Uniform Freight Classification in effect on the date hereof, if this is a (1) a local 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

On Collect on Delivery shipments, the letters "COD" must appear before consignee's name or as otherwise provided in Item 630, Ser. 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 thereat)

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 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignee, the consignee shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

*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:—(1) Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property, as follows:

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

(2) Where the applicable tariff provisions specify a limitation of the carrier's liability absent a release or a value declaration by the shipper and the shipper does not release the carrier's liability or declare a value, the carrier's liability shall be limited to the extent provided by such provisions. See NMEC Item 172.

Shipper

Agent.

Per

Per

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 172.203(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.

⊙ - This paragraph does not apply on California intrastate traffic.

RULES

(Amends "Straight Bill of Lading" appearing on page 269 of the classification)

STRAIGHT BILL OF LADING

ORIGINAL—NOT NEGOTIABLE

(Name of Carrier)

(SCAC)

Shipper No. _____

Carrier No. _____

Date _____

TO:
Consignee

FROM:
Shipper

On Collect on Delivery shipments, the letters "COD" must appear before consignee's name or as otherwise provided in Item 430, Sec. 1

Street

Street

Destination

Zip

Origin

Zip

Route

Vehicle
Number

No. Shipping Units	HM	Kind of Packaging, Description of Articles, Special Marks and Exceptions	Weight (Subject to Correction)	Rate	CHARGES (for Carrier use only)

REMIT C.O.D. TO ADDRESS

NOTE—(1) Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property, as follows:

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

(2) Where the applicable tariff provisions specify a limitation of the carrier's liability absent a release or a value declaration by the shipper and the shipper does not release the carrier's liability or declare a value, the carrier's liability shall be limited to the extent provided by such provisions. See AMIC Item 172.

COD Amt: \$

Subject to Section 7 of the conditions of this shipment, it is to be delivered to the consignee without recourse on the consignee; 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)

COD FEE: PREPAID \$ COLLECT

TOTAL CHARGES \$

FREIGHT CHARGES:
FREIGHT PREPAID Check box if charges are to be collected
except when box of right is checked

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above 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 said property, that every service to be performed hereunder shall be subject to all the bill of lading terms and conditions in the governing classification on the date of shipment.

Shipper hereby certifies that he is familiar with all the bill of lading terms and conditions in the governing classification and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

SHIPPER

PER

CARRIER

PER

DATE

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) 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.

This paragraph does not apply on California intrastate traffic.

RULES

(Amends 'Straight Bill of Lading' appearing on page 272 of the classification)

**STRAIGHT BILL OF LADING
ORIGINAL - NOT NEGOTIABLE**

PAGE OF
SHIPMENT IDENTIFICATION NO.

CARRIER NAME
CARRIER ADDRESS
& ZIP

SCAC DUNS

SHIPMENT IDENTIFICATION NO.
FREIGHT BILL FRO NO CARRIER USE

TO: Consignee
On Condition Carriers Shippers Release: CCO. Must appear before consignee name or as otherwise provided in item 430 Section 1

Street
Destination (Code) ZIP ROUTE TRAILER / CAR NUMBER

FROM: Shipper
Street
Origin (Code) ZIP SPECIAL INSTRUCTIONS

FOR PAYMENT, SEND BILL TO SHIPPER'S INTERNAL DATA
Name
Street
City / State ZIP

NO	SHIPPING UNITS	NO	PKGS	KIND OF PACKAGING	DESCRIPTION OF ARTICLES	SPECIAL MARKS & EXCEPTIONS CODE	WEIGHT (SUBJECT TO CARR.)	RATE	CHARGES

REMIT COD TO ADDRESS
NOTE-(1) Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property as follows:
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____
(2) Where the applicable tariff provisions specify a limitation of the carrier's liability absent a release or a value declaration by the shipper and the shipper does not release the carrier's liability or declare a value, the carrier's liability shall be limited to the extent provided by such provisions. See NMFC Item 172.
COD AMT \$ COD FEE
PREFAD COLLECT \$
TOTAL CHARGES \$
FREIGHT CHARGES ARE PREFAD UNLESS MARKED OTHERWISE
CHECK BOX IF COLLECT

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted contents and condition of contents of packages unknown, marked consigned, and destined as indicated above 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, upon its route, either to be delivered 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 said property, that every service to be performed hereunder shall be subject to all the bill of lading terms and conditions in the governing classification on the date of shipment.
Shipper hereby certifies that he is familiar with all the bill of lading terms and conditions in the governing classification and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.
This is to certify that the above named and described property, marked and sealed in good condition for transportation, according to the applicable regulations of the Code Book of Regulations.

SHIPPER CARRIER
PER PER DATE

* Mark with "X" or "R2" appropriate to designate Hazardous Materials or Hazardous Substances 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 172.26(h) of the Title 49 Code of Federal Regulations. Also, when shipping hazardous materials, the shipper's certification statement prescribed in Section 172.204 of the Title 49 Code of Federal Regulations must be indicated on the bill of lading unless a specific exemption from this requirement is provided in the Regulations for a particular material.

(v) - This paragraph does not apply on California intrastate traffic.

SUPPLEMENT 2 TO NMF 100-R

Item	ARTICLES	CLASSIFIED		MW
		LTL	TL	
Δ2082-A	ACIDS: subject to item 2080 NOTE—For classes dependent upon agreed or released value applicable in connection with items making reference to this note, see item 60000.			
Δ2084-A	NOTE—Materials classed in the U. S. Department of Transportation regulations as POISON A and those required to be labeled POISON GAS under such regulations are not subject to the provisions of this grouping. Such materials are subject to the provisions of item 85900.			
Ⓢ3020-A	ⓈAcetic, glacial or liquid, etc.,Cancel; see item 3051.			
Ⓢ3040-A	ⓈAcids, NO ₂ , dry, not regulated by the D.O.T. as a hazardous material, see Note, item 2082:			
Sub 1	In cans or cartons or in glass in barrels or boxes	92.5	65	30
Sub 2	In bulk in barrels, boxes, steel pails, five-ply paper bags or Packages 248, 1171, 1380, 1381, 1388, 1425, 2009, 2226, 2264, 2369 or 2395; or Item 201 bags; also TL, in Package 916	85	60	30
Ⓢ3050-A	ⓈAcids, NO ₂ , liquid, not regulated by the D.O.T. as a hazardous material, see Note, item 2082:			
Sub 1	In glass in barrels or boxes or in Package 1190	92.5	65	30
Sub 2	In carboys	100	60	30
Sub 3	In bulk in barrels or Package 1014	85	60	30
Ⓢ*3051	ⓈAcids, regulated by the D.O.T. as a hazardous material, viz.: Acids, NO ₂ ; Hydrofluoric and Sulfuric, mixed; Acetic, glacial or liquid; Hydrofluosilicic; Arsenic; Isobutyric; Butyric; Maleic or Maleic Anhydride; Carbolic (Phenol); Monochloroacetic; Chlorosulfonic; Muriatic (Hydrochloric); Chromic; Nitrating (Mixed Nitric and Sulfuric); Cresylic (Cresol); Nitric; Electrolyte; Phosphoric; Formic; Propionic; Fumaric, dry; Sulfuric; Hydrocyanic; Hydrofluoric;			
Ⓢ*3052	ⓈPoisonous, other than poison gas, see Note, item 2084; or when required to bear a 'Poison' label, regardless of any other required labels:			
Sub 1	In glass carboys	250	250	AQ
Sub 2	In inner containers in barrels or boxes	110	70	30
Sub 3	In bags, pails or in bulk in barrels	92.5	60	30
Ⓢ*3053	ⓈOxidizing or Oxidizing and Corrosive, see Note, item 3054:			
Sub 1	In glass carboys	250	250	AQ
Sub 2	In inner containers in barrels or boxes	110	70	30
Sub 3	In bags, pails or in bulk in barrels	92.5	60	30
Ⓢ*3054	NOTE—Applies on acids in packages required by D.O.T. to bear an 'Oxidizer' label, or an 'Oxidizer' and a 'Corrosive' label, except when also required to bear a 'Poison' label.			
Ⓢ*3055	ⓈCorrosive, liquid, or Flammable Liquid, see Note, item 3056:			
Sub 1	In glass carboys	250	250	AQ
Sub 2	In inner containers in barrels or boxes	110	70	30
Sub 3	In pails or in bulk in barrels	92.5	60	30
Ⓢ*3056	NOTE—Applies on acids in packages required by D.O.T. to bear a 'Corrosive' or 'Flammable Liquid' label, except when also required to bear a 'Poison' or 'Oxidizer' label.			
Ⓢ*3057	ⓈCorrosive, dry or solid, or Flammable Solid, see Note, item 3058:			
Sub 1	In inner containers in barrels or boxes	110	70	30
Sub 2	In bags or pails or in bulk in barrels or boxes	92.5	60	30
Ⓢ*3058	NOTE—Applies on acids in packages required by D.O.T. to bear a 'Corrosive' or 'Flammable Solid' label, except when also required to bear a 'Poison' or 'Oxidizer' label.			
Ⓢ*3059	ⓈAcids, regulated by D.O.T. as a hazardous material but not required by such regulations to bear a hazard label on package, in bags, barrels or boxes	85	45	30
Ⓢ3070-A	Arsenic, fused, etc.,Cancel; see items 3040, 3050 or 3051.			
Ⓢ3080-A	ⓈArsenic, other than fused, etc.,Cancel; see item 3051.			
Ⓢ4030-A	ⓈButyric Acid, etc.,Cancel; see item 3051.			
Ⓢ4040-A	ⓈCarbolic (Phenol), etc.,Cancel; see item 3051.			
Ⓢ4050-A	ⓈChlorosulfonic, etc.,Cancel; see item 3051.			
Ⓢ4080-A	ⓈChromic, etc.,Cancel; see item 3051.			
Ⓢ4100-A	ⓈCresylic (Cresol), etc.,Cancel; see item 3051.			
Ⓢ4120-A	ⓈElectrolyte, etc.,Cancel; see item 3051.			
Ⓢ4140-A	ⓈFormic, etc.,Cancel; see item 3051.			
Ⓢ4150-A	ⓈFumaric, etc.,Cancel; see item 3051.			
Ⓢ4160-A	ⓈHydrocyanic, etc.,Cancel; see item 3051.			
Ⓢ4180-A	ⓈHydrofluoric, etc.,Cancel; see item 3051.			
Ⓢ4200-A	ⓈHydrofluoric and Sulfuric, mixed, etc.,Cancel; see item 3051.			
Ⓢ4220-A	ⓈHydrofluosilicic, etc.,Cancel; see item 3051.			
Ⓢ4250-A	ⓈIsobutyric Acid, etc.,Cancel; see item 3051.			
Ⓢ4280-A	ⓈMaleic or Maleic Anhydride, etc.,Cancel; see items 3040, 3050 or 3051.			
Ⓢ4300-A	ⓈMonochloroacetic, etc.,Cancel; see item 3051.			
Ⓢ4320-A	ⓈMuriatic (Hydrochloric), etc.,Cancel; see item 3051.			
Ⓢ4340-A	ⓈNitrating (Mixed Nitric and Sulfuric), etc.,Cancel; see item 3051.			
Ⓢ4360-A	ⓈNitric, etc.,Cancel; see item 3051.			
Ⓢ4440-A	ⓈPhosphoric, etc.,Cancel; see item 3051.			
Ⓢ4480-A	ⓈPropionic, etc.,Cancel; see item 3051.			

SUPPLEMENT 2 TO NMF 100-R

Item	ARTICLES	CLASSES		MW
		LTL	TL	
†④4500-A	ACIDS: subject to item 2080			
Sub 1	Pyroligneous, see Note, item 2082:	100	45	30
Sub 2	In carboys	65	35	40
Sub 2	In bulk in barrels			
†④4540-A	④Sulfuric, or Oil of Vitriol, etc., Cancel; see item 3051.			
4620-A	④Adhesives, NOI, Adhesive Cements, NOI, Adhesive Glues, NOI, or Adhesive Pastes, NOI, see Notes, items 4622, 4624 and 4626:			
Sub 1	Card mounted, blister packed, or in containers affixed to cards, in boxes	85	60	24
Sub 2	Other than card mounted, blister packed or in containers affixed to cards:			
Sub 3	In glass in barrels or boxes	77.6	35	30
Sub 4	In metal or plastic collapsible tubes in boxes	70	35	30
Sub 5	In inner containers other than collapsible tubes or glass, in boxes; in bulk in bags, barrels boxes, crates, kits, pails or tubs; or in Packages 1398, 2213, 2399, 2440, 2445, 2458 2463, 2467, 2478 (P) or 2496; also TL, in Package 576	60	35	30
△4622-A	NOTE—Will also apply when one flat applicator for each inner container is included in the shipment.			
△4624-A	NOTE—Applies whether dry or liquid or other than dry or liquid.			
△4626-A	NOTE—Commodities subject to this item when tendered for shipment in Package 2452 are to be classified under the same provisions that apply when tendered to the carrier in boxes.			
	ATHLETIC GOODS GROUP: subject to item 15500			
▲17330-A	Skis, snow, cross-country (Nordic-type Snow Skis); Skis, NOI; or Ski Poles; in packages	100	70	18
17335-A	Skis, snow, downhill (Alpine-type Snow Skis), in boxes	85	65	30
	AUTOMOBILE PARTS GROUP: subject to item 17800			
△18262-A	NOTE—Also applies when parts or trim have weatherstripping, sound or shock absorbing or deadening material, or gaskets or similar material attached.			
19097-A	Parts, body, separate or combined with each other, see Note, item 18262, viz.:			
	Assemblies, cowf top, steel;			
	Assemblies, hinge pillar, steel;			
	Assemblies, lower back, steel;			
	Assemblies, quarter and side panel, with or without wheelhouses, steel;			
	Assemblies, quarter panel, with or without wheelhouses, steel;			
	▲Dashboards (Dashes), steel;			
	Panels, instrument, or Sections or Covers, instrument panel;			
	Panels, rocker, NOI, steel;			
	Pans, floor, steel;			
	Pans, rear compartment, steel;			
	Pillars, center, steel;			
	Roofs or Panels or Sections, roof, exterior, steel;			
	Shrouds, steel;			
	Wheelhouses, steel;			
	Other than nested:			
Sub 1	Loose or in unwrapped bundles	250	See item	20200
Sub 2	On pallets, skids, platforms or racks; elevating or lift truck, metal or wood, with metal or wood bodies or enclosures, or with standards or stacking posts and side or end members, with or without top members; or in Packages 1020 or 2251	200	See item	20200
Sub 3	On pallets, skids, platforms or racks; elevating or lift truck, metal or wood, with metal or wood bodies or enclosures, or with standards or stacking posts and side or end members, with or without top members; or in Packages 1020 or 2251	85	See item	20200
Sub 4	Nested, in packages; or loose, LTL only if weighing each 15 pounds or over			
△20200-A	Automobile Parts or Accessories named in items making reference to this item, in straight TL or in mixed TL thereof		100 65 45	12 20 30
	BAGS: subject to item 20500			
†20640-A	Burlap, Gunny, Ixtle (Istle), Jute or Sisal, NOI, lined with cotton cloth, paper or plastic film or not lined, see Notes, items 20642 and 20644, in packages	55	37.5	34
△20642-A	NOTE—TL provisions include not to exceed 500 pounds of sewing twine.			
△20644-A	NOTE—Used bags, LTL, in bales, bundles or rolls must be securely bound with not less than three separate metal bands, wire or rope ties, rope not less than 3/16 inch diameter, except rolls wrapped in burlap, edge securely sewed the full length of the roll and securely tied at each end. All packages must be marked with name and address of consignor and consignee. Tags used to mark bales, bundles or rolls must be securely fastened. Used bags, other than used cement bags, LTL, must be prepaid.			
▲▲21970	Barricades or Cushions, crash protection or safety, vehicle mounting, see Note, item 21971, in boxes or crates or on skids:			
Sub 1	Without vehicle mount and attaching hardware	200	200	AQ
Sub 2	With vehicle mount and attaching hardware	150	100	12
▲21971	NOTE—Applies on vehicle mounting traffic warning and safety crash cushions or barricades consisting of an outer box-like structure containing energy-absorption cells or material.			
27820-A	Book Ends, moulded wood, in boxes ▲..... Cancel; obsolete.			
▲27850	Bookends, cast iron, with or without felt bottoms, in boxes	85	55	30

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

SUPPLEMENT 2 TO NMF 100-R

Item	ARTICLES	CLASSES		MW S
		LTL	TL	
35350-A	BUILDING MATERIALS, MISCELLANEOUS, GROUP: subject to item 33570 Shutters; †† or Foundation Ventilators (Sash and Screen combined); plastic, with or without components of other materials, in boxes, subject to Item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 35352	400	400	AQ
Sub 2	1 but less than 2, see Note, item 35352	300	300	AQ
Sub 3	2 but less than 4, see Note, item 35352	250	250	AQ
Sub 4	4 but less than 6, see Note, item 35352	150	125	10
Sub 5	6 but less than 8, see Note, item 35352	125	100	12
Sub 6	8 but less than 10, see Note, item 35352	100	85	15
Sub 7	10 but less than 12, see Note, item 35352	92.5	55	24
Sub 8	12 but less than 15, see Note, item 35352	85	40	30
Sub 9	15 or greater	70	35	36
△35352-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.			
††35500-A	Ventilators or Shutters, foundation (Sash and Screen combined), metal, in boxes	100	70	24
▲▲47165	CHEMICALS GROUP: subject to item 42600 Titanium Dioxide, NOI, in barrels, paper bags or Package 1171; also TL, in Package 2142	60	35	36
†48970-A	CLOTH, DRY GOODS OR FABRICS: subject to item 48920 Bagging or Cloth, burlap, gunny, ixtle (istle), jute or sisal, decorated, dyed NOI, printed or surface coated, in packages	85	55	30
†48980-A	Bagging or Cloth, burlap, gunny, ixtle (istle), jute or sisal, dyed not more than one color, rolled, in packages	60	40	30
†49010-A	Bagging or Cloth, burlap, gunny, ixtle (istle), jute or sisal, NOI, with or without paper or plastic film lining, in packages, subject to Item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 20	65	37.5	36
Sub 2	20 or greater	55	37.5	40
††49615	Ticks, pillow, in boxes	77.5	45	30
△72910-A	FOODSTUFFS GROUP: subject to item 72000 OEExtracts, NOI; Flavoring Compounds, NOI; Imitation Flavors, NOI; or Bottlers' Flavoring Compounds, NOI, see Note, item 72917; liquid, paste or dry, see Notes, items 72912, 72914 and 72916; in barrels or boxes or dry, in bulk in paper lined cloth bags or four-ply multiple-wall paper bags, or in Packages 500, 1000, 2358 or 2440, see Note, item 72918	70	40	30
△72912-A	NOTE —Also applies on natural or imitation concentrated fruit or vegetable juices for flavoring beverages, beverage syrups, candy, confectionery or ice cream.			
△72914-A	NOTE —Inner containers may include plastic or metal molds, or paper, plastic or wooden sticks not in excess of 5 percent of gross weight of package.			
△72916-A	NOTE —There may be included in each package a quantity of sodium salts not in excess of 5 percent of the gross weight of the package.			
72917-A	NOTE —There may be included in each shipment of Bottlers' Flavoring Compounds a quantity of phosphoric acid solution not in excess of 15 percent of the total shipment weight.			
△72918-A	NOTE —Vending machine fruit juice concentrates, natural or artificial, may be shipped in Package 1500.			
74280-A	Pemmican, in cans in barrels or boxes ††.....Cancel; see item 74880.			
△74880-A	Sticks or Strips, meat, NOI, cooked, cured, dried, dry salted, smoked or preserved, with or without other ingredients, see Note, item 74881, in inner containers in boxes, subject to Item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 1, see Note, item 74882	400	400	AQ
Sub 2	1 but less than 2, see Note, item 74882	300	300	AQ
Sub 3	2 but less than 4, see Note, item 74882	250	250	AQ
Sub 4	4 but less than 6, see Note, item 74882	150	100	12
Sub 5	6 but less than 8, see Note, item 74882	125	85	15
Sub 6	8 but less than 10, see Note, item 74882	100	70	18
Sub 7	10 but less than 12, see Note, item 74882	92.5	65	20
Sub 8	12 but less than 15, see Note, item 74882	85	55	26
Sub 9	15 or greater	70	40	36
74881-A	NOTE —Applies on sticks or strips such as Jerky, Sausage Sticks or other types of Meat Snacks, ††including Pemmican.			
△74882-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.			

SUPPLEMENT 2 TO NMF 100-R

Item	ARTICLES	CLASSES		MW
		LTL	TL	
79550-A	FURNITURE GROUP: subject to item 79000 Mattresses, ANOI, see Notes, items 79552 and 79553; Upholstered Box Springs; or Waterbeds, see Note, item 79554; in Packages 5F, 10F, 12F, 30F, 47F or 90F; in bales wrapped in paper and outer covering of burlap weighing not less than 10 ounces per square yard; also TL, in Package 9F, except bags or wrappers may be glued as provided in Package 12F in lieu of tying, and such bags must be marked 'Not acceptable for LTL shipments'; subject to Item 170 and having a density in pounds per cubic foot of:			
Sub 1	Less than 4	250	250	AQ
Sub 2	4 or greater	200	200	AQ
△79552-A	NOTE—Applies only on mattresses having a thickness of not less than three inches equipped with a cover made of cloth or plastic film or sheeting.			
△79553-A	NOTE—Mattresses may be shipped in Package 11F. Crib mattresses may be shipped in Package 36F.			
△79554-A	NOTE—Applies only on waterbeds consisting of a mattress (foam, cellular, expanded or sponge plastic or rubber pad, integral water cylinders or bladder, and plastic liner, with fabric covering) with or without a pedestal or platform.			
93500-A	HARDWARE GROUP: subject to item 92900 Book Ends, cast iron, etc., A.....Cancel; see item 27850.			
105930-A	IRON OR STEEL: subject to item 104000 Pipe Balls, pipe manufacturers', etc., A.....Cancel; obsolete.			
△108320-A	Kits, swimming pool cleaning, see Note, item 108322, in boxes	250	100	12
△108322-A	NOTE—Applies only on kits consisting of: hose; vacuum pickup head, with or without brush; A and handles or poles; with or without skimming nets, strainers or other tools or devices.			
109020-A	LAMPS OR LIGHTING GROUP: subject to item 109000 Bases, fluorescent electric lamp A(bulb or tube), see Note, item 109042, filled or not filled with insulating material, in barrels or boxes	100	70	20
109040-A	Bases, incandescent electric lamp A(bulb), see Note, item 109042, metal, filled or not filled with insulating material, in barrels or boxes	65	45	30
109042-A	NOTE—Applies only on articles which become permanent, integral parts of fluorescent lamps (bulbs or tubes) or incandescent lamps (bulbs), as the case may be.			
△117850	MACHINERY GROUP: subject to item 114000 Cleaners, Sweeps or Vacuums, swimming pool, automatic, see Note, item 117851, in boxes	125	85	15
△117851	NOTE—Applies only on swimming pool cleaning devices with or without hoses, which connect to a swimming pool water circulation system and are propelled by water pressure.			
△122065	Grading or Road Making Implements: subject to item 122000 Drums, Rotors or Wheels, scarifier, iron or steel, without cutting teeth, banded to pallets or skids	65	45	24
122500-A	Grading and Road Making Implements, in mixed TL with sand or gravel spreaders mounted on frame, etc., A.....Cancel; obsolete.			
122502-A	NOTE—A.....Cancel; no further application.			
△126810-A	Power Transmission Machinery: subject to item 126800 Backstops, reverse rotation, steel, in boxes, except that torque arms may be shipped loose	70	40	30
△126820-A	Base Plates, Floor Stands, Hangers, Journal Boxes, Pillow Blocks, Wall Box Frames or Wall Brackets:			
Sub 1	Loose, if weighing each less than 25 pounds	77.5	45	24
Sub 2	Loose, if weighing each 25 pounds or over, or in packages	65	45	24
△126840-A	Belt Clamps, Guides, Shifters or Tighteners; Binder Frames; Clutches; Clutch Couplings, Shifters or Sleeves; Clutches and Pulleys or Sprocket Wheels combined; Mule Pulley Stands or Tension Carriers	85	45	24
△126860-A	Drives (Iron or Steel Sheaves and Belling), LTL, in bags, boxes or crates; TL, loose or in packages	70	45	24
△126880-A	Shafting Pulleys or Sheaves, see Note, item 126882; Pulley Laggings, wooden; or Shaft Collars or Shaft Couplings other than clutch couplings:			
Sub 1	Loose, if weighing each less than 25 pounds	77.5	45	24
Sub 2	Loose, if weighing each 25 pounds or over, or in packages	65	45	24
△126882-A	NOTE—Grooves of loose V-belt sheaves must be protected by lagging other than corrugated fibreboard.			
△126900-A	Shafting or Shafts, steel, other than crank shafts:			
Sub 1	With fittings, such as bearings, cams, couplings, pulleys or wheels attached	85	40	30
Sub 2	Without fittings, key-seated, see Note, item 126932	70	40	36
Sub 3	Without fittings, not key-seated, see Note, item 126932	65	40	36
△126932-A	NOTE—LTL shipments of shafts or shafting without cams, couplings or fittings, when greased or freshly painted, must be in barrels, boxes or crates, or completely wrapped in burlap, or wrapped at center and near ends (ends may be exposed) with burlap 8 inches wide or over. Bundles must be wired and burlap secured in 3 or more places by annealed wire, 12 gauge or thicker. Two metal tags or tags in metal holders, or tags with eyelets reinforced by metal, plainly, legibly and durably addressed, must be wired to each bundle or loose piece, one attached outside the bundle or piece, the other placed within the burlap and secured by the wire. When tags other than metal are used on bundles or loose pieces, shellac, silicate of soda or other transparent greaseproof coating should be applied over the marks thereon.			
△132660	Vacuum Cleaners, household, with or without complement of attachments, or Parts thereof, NOI, other than plastic tanks or housings or plastic tank or housing parts; in boxes or crates	85	45	24

SUPPLEMENT 2 TO NMF 100-R

Item	ARTICLES	CLASSES		MW %
		LTL	TL	
PAPER ARTICLES GROUP: subject to item 152000				
▲★153330	Guides, index, in boxes or crates:			
Sub 1	With tabs constructed of same material	60	40	30
Sub 2	NOI	70	40	30
153420-A	Guides, index, etc., ▲.....Cancel; see item 153330.			
PLASTIC OR RUBBER ARTICLES OR MATERIALS, EXPANDED, GROUP: subject to item 157300				
▲★157460	Coolers or Cooling Boxes, beverage, hand portable, containing refrigerant, with or without cloth carrying bag, in boxes, having a density in pounds per cubic foot of 5 or greater, see Note, item 157461	150	125	10
★157461	NOTE—Density must be shown by the shipper on shipping orders and bills of lading at time of shipment. If density is not shown and shipment is inadvertently accepted, charges will initially be assessed under the provisions for 'Expanded Plastic Boxes, cooling, NOI,' per item 157455. Upon satisfactory proof of actual density, freight charges will be adjusted accordingly.			
157464-A	Coolers or Cooling Boxes, beverage, etc., ▲.....Cancel; see item 157460.			
157465-A	NOTE—▲.....Cancel; see item 157461.			
169280-A	Refrigerator Air Purifier or Deodorizer, in barrels or boxes, see item 60000 for classes dependent upon agreed or released value ▲#.....Cancel; see items 56290 or 57100.			
SHADES, WITH OR WITHOUT FIXTURES: subject to item 174130				
▲174200-A	Venetian Blinds, including Mini-Blinds, LTL, in boxes, crates or wrapped bundles; TL, in packages:			
Sub 1	NOI	77.5	60	30
Sub 2	Plastic	70	60	30
175900-A	Signals or Signs, road traffic, street name or vehicle, other than light flashing, in boxes or crates, ▲#see Notes, items 175902 and 175903:			
Sub 1	Iron or steel, with or without reflectors; or iron or steel and plastic combined, with reflectors, folded flat	70	40	30
Sub 2	NOI, other than plastic	85	65	24
▲175902-A	NOTE—Barricades used for traffic safety purposes may be shipped secured in bundles.			
★175903	NOTE—Does not apply on vehicle mounting safety barricades or cushions. Such articles are classified per the provisions of item 21970.			
183080-A	Titanium Dioxide, NOI, etc., ▲.....Cancel; see item 47165.			
188280-A	Vacuum Cleaners, household, etc., ▲.....Cancel; see item 132660.			

SPECIFICATIONS FOR NUMBERED PACKAGES

Package 1022

(Cancels 'Package 1022' from page 700 of the classification.)

In boxes made of corrugated fibreboard meeting all the requirements of Item 222, Secs. 2 and 3. When the gross weight does not exceed 280 pounds, box must be made of corrugated fibreboard testing not less than 275 pounds. When the gross weight exceeds 280 pounds but does not exceed 325 pounds, box must be made of corrugated fibreboard testing not less than 350 pounds.

Top of article must be covered by a pad made of at least two thicknesses of single wall corrugated fibreboard testing not less than 200 pounds and having a minimum combined weight of facings not less than 84 pounds per 1,000 square feet. When box has inner and outer flaps and aperture between inner flaps does not exceed four inches, top pad may be a single sheet of 250 pound test material, or top pad may consist of U-shaped interlocking forms made of corrugated fibreboard testing not less than 200 pounds, or top may be protected by use of two interlocking forms of corrugated fibreboard testing 200 pounds, one constructed of vertical walls forming not less than two cells, the second forming a cap completely covering top of unit's console and interlocking into top vertical sidewalls of cells.

One top inner flap may be scored and partially folded to provide a double-thickness lifting flange secured to outer sidewall of box.

Bottom of article must be protected by a pad made of corrugated fibreboard testing not less than 200 pounds, or box must have bottom flaps reinforced with a 12-inch wide 69-pound facing laminated to inside of box full length when gross weight exceeds 200 pounds.

Clearance of not less than 1/4 inch must be maintained between article and inner walls of box by:

(a) full-height, L-shaped corner posts made of wood veneer not less than 1/4 inch thick laminated between two thicknesses of built-up corrugated fibreboard with facings weighing not less than 17 pounds per 1,000 square feet, except facing in contact with article must weigh not less than 26 pounds per 1,000 square feet, or

(b) full-height corner posts made of double wall corrugated fibreboard testing not less than 200 pounds, or

(c) when gross weight does not exceed 180 pounds, full-height corner posts may be of expanded polystyrene having a density of not less than 1 1/4 pounds per cubic foot, or

(d) convolutely-wound, mandrel-formed, fibreboard tubular corner post with a cross-section designed to maintain prescribed clearance and necessary stacking strength.

All corrugated fibreboard interior packing parts must meet the requirements of Item 222, Secs. 2 and 3.

SPECIFICATIONS FOR NUMBERED PACKAGES

Package 1254

(Cancels 'Package 1254' from page 769 of the classification.)

In singlewall corrugated fibreboard boxes meeting all requirements of Item 222, boxes testing not less than 116 pounds for gross weights not exceeding 100 pounds; boxes testing not less than 200 pounds for gross weights not exceeding 160 pounds; except when fibreboard is constructed with combined weight of facings not less than 111 pounds per 1,000 square feet and tests not less than 250 pounds, gross weight may be increased to not exceeding 180 pounds, for gross weight exceeding 180 pounds but not exceeding 265 pounds, boxes must test not less than 275 pounds. When box is constructed with body and flanged caps, body of box must cover all sides having flanges not less than 3.5 inches wide at top and bottom. Top and bottom must be covered by flanged caps. Flanges of caps must fold down, over and back under the flanges of the body. Caps must be securely strapped around flanges with metal straps. Boxes with flaps must be securely closed. One top inner flap may be scored and partially folded to provide a double thickness lifting flange secured to outer sidewall of box. When box is constructed of two pieces, body of box must cover all sides having top flanges not less than 3.5 inches wide and bottom flanges not less than six inches wide, and top must be covered by flanged top. Flanges of top cap must fold down, over and back under the flanges of the body and must be securely strapped around flanges with metal or plastic straps.

Article must be mounted on wood skids or full-dimension wood frame made of lumber not less than $\frac{1}{2}$ inch thick, the combined cross-sectional area not less than seven square inches, or when the cross-sectional area of a full-dimension wood frame is not less than nine square inches, the top board may be not less than $\frac{1}{2}$ inch thick, OR article must be mounted on fibreboard skids not less than $\frac{1}{2}$ inch thick, having a combined cross-sectional area of not less than nine square inches, constructed of not less than two thicknesses of doublewall or four thicknesses of singlewall corrugated fibreboard, each thickness testing not less than 350 pounds, overlapped on sides, top and bottom with solid fibreboard testing not less than 350 pounds, securely glued over entire area of contact to inner doublewall or singlewall corrugated fibreboard with waterproof adhesive, OR article may be mounted on a full-dimension, high-density polyethylene or polypropylene, injection-molded, one-piece, U-shaped channelled frame. Two opposite sides of frame must be 4 $\frac{1}{2}$ inches wide and $\frac{1}{2}$ inch thick. The other two opposite sides must be three inches wide and $\frac{1}{2}$ inch thick. Suitable full-height ribbing must be used throughout frame to reinforce channel members. Corners of frame must have U-shaped channel reversed to provide smooth surface area to support ends of corner posts. All wall thicknesses must be a minimum of .080 inch thick and ribbing .050 inch thick. Boxes of regular slotted style may have article rest on pad full dimension of article made of same fibreboard as box and so scored and folded to maintain not less than $\frac{1}{2}$ inch clearance between article and bottom of container, OR frame constructed with two members made of hardboard having a minimum density of 40 pounds per cubic foot, and two U-shaped channels made of minimum 18 gauge steel.

Hardboard members must measure a minimum of $\frac{3}{4}$ x 3 $\frac{1}{2}$ inches in cross-sectional area. Steel channels must fit over ends of hardboard members and must be securely fastened to hardboard members to form base frame. Not less than $\frac{1}{2}$ inch clearance must be maintained between front and sides of article and inner walls of container by L-shaped corner posts made of either built-up corrugated fibreboard, the facings and corrugating medium weighing not less than 26 pounds per 1,000 square feet, or of singlewall corrugated fibreboard testing not less than 200 pounds scored and folded to maintain the prescribed clearance, or L-shaped corner posts made of wood veneer not less than $\frac{1}{2}$ inch thick laminated between two thicknesses of built-up corrugated fibreboard with facings weighing not less than 17 pounds per 1,000 square feet, except, facings in contact with article must weigh not less than 26 pounds per 1,000 square feet, OR full-height corner posts may be of expanded polystyrene plastic having a density of not less than 1 $\frac{1}{2}$ pounds. Not less than $\frac{1}{2}$ inch clearance must be maintained between top of article and inner surfaces of container, OR - front and/or rear corrugated corner posts may be replaced with form-fitting EPS foam plastic pad(s) on top of article and held in position such that stacking is achieved by loading through the rigid structure of the article. EPS foam plastic pads must have minimum density of 1.75 lbs./cubic ft. Outer top flaps may come within four inches of meeting, providing top of article is protected with a pad or support and required clearance is maintained.

Package 2496

(Add 'Package 2496' to page 785 of the classification.)

SHIPPING CONTAINER: Liquid bulk-bin style container consisting of a doublewall corrugated inner sleeve and a doublewall outer carton with flaps, having a form-fit molded polyethylene liner. The entire unit is secured to a wood pallet.

Body— Body consists of a 600 pound test doublewall corrugated inner sleeve; a 600 pound test doublewall outer carton with flaps; and four triangular, wood corner posts.

Liner— Body is outfitted with an inner blow-molded liner of high-density polyethylene to fit inside dimensions, and has nominal wall thickness of 0.05-inch average, an 8 inch top fill opening with screw cap, and a 2 inch diameter discharge fitting welded to side at bottom. Both cap and valve are recessed. The liner rests on a pad constructed of expanded polystyrene.

Base— Double-face wood pallet of sound construction.

Gross Weight— Not to exceed 4,000 pounds.

Note 1— This shipping container is not to be reused once contents have been removed.

Note 2— Container must be placarded with a precautionary warning label on two outside opposite vertical panels in a predominate manner by either printing or by application of a pressure sensitive label, differing in color from any other container printing. Label must be of horizontal rectangular 4 x 7 inch dimensions containing a bold border within which are printed the words 'LIQUID' in bold letters of 1 $\frac{1}{2}$ inches in height with 'CONTENTS' printed below in letters of $\frac{1}{2}$ inch in height.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

Abbreviation or Reference Mark	EXPLANATION	Abbreviation or Reference Mark	EXPLANATION
AO	Any quantity	↓	Indicates reduction
ASTM	American Society for Testing and Materials	↑	Indicates increase
Avdp.	Avoidupois	▲	Indicates change in wording which results in neither increases nor reductions
B&S G	Brown & Sharpe gauge	Ⓟ	Indicates change in packaging
BWG	Birmingham wire gauge	△	Matter in this item is brought forward without change in application from item being canceled
°C	degree Centigrade (Celsius)	★	Indicates new item
cm	centimeter(s)	v	Indicates mixed articles entry in Index to Articles
COD	Collect on Delivery	Ⓢ	Addition to index to articles
Cont.	Continued	Ⓣ	Eliminate from index to articles
cu	cubic	Ⓤ	Change in index to articles
cu. ft.	cubic foot; cubic feet	Ⓦ	Subject to expiration date shown in Item 535
DOT	Department of Transportation	Ⓧ	Indicates water carrier operating under ICC jurisdiction
d/b/a	doing business as	Ⓨ	Indicates railroad
etc.	et cetera (and other things, or the rest; and so forth)	Ⓩ	Carrier's participation canceled, no further application.
°F	degree Fahrenheit	ⓐ	Indicates freight forwarder
FMC	Federal Maritime Commission	ⓑ	Under postponement
g	gram	ⓓ	Under suspension or suspension supplement
HMT	Hazardous Materials Tariff as defined in Item 540 herein	ⓔ	Indicates Tradename
ICC	Interstate Commerce Commission	ⓕ	Contains only portion under suspension
incl.	inclusive	ⓖ	Except portions under suspension
KD	knocked down	ⓗ	Effective May 27, 1991. (Issued on one day's notice under the following authority: On interstate traffic, 49 CFR 1312.39(b); on Georgia intrastate traffic, GPSC letter of July 14, 1962; on Missouri intrastate traffic, MoPSC Authority 11.775; on New York intrastate traffic, NYDOT Order MV-2630; on North Carolina intrastate traffic, Docket T-696; on Ohio intrastate traffic, Permission No. T-4338; on Wisconsin intrastate traffic, PSC Wisconsin Approval MV-4612-D).
kg	kilogram	Ⓢ	Indicates correction of printing error
L	liter	Ⓣ	Except as noted. The carrier 'alpha' codes listed herein represent only those carriers participating in the National Motor Freight Classification. For a complete listing of all assigned alpha codes, see the Directory of Standard Multi-Modal Carrier and Tariff Agents Codes, ICC NMF 101, published by the National Motor Freight Traffic Association, Inc., 2200 Mill Road, Alexandria, VA 22314.
LTL	Less than truckload. Does not apply to classes designated in MW column as AO	Ⓤ	See 'Notice of General Application on Interstate Shipments,' appearing on page 3 of Tariff.
m	meter	Ⓧ	Effective October 5, 1991.
ml	milliliter	Ⓨ	Effective May 27, 1991. Restores provisions inadvertently incorrectly published or omitted from Tariff ICC NMF 100-R. Issued on one day's notice; 49 CFR Part 1312.4(e)(1)(ii) waived; ICC Special Tariff Authority No. 91-33.
mm	millimeter	Ⓩ	Effective May 27, 1991. Provisions are under suspension to and including October 29, 1991 by Order of the Interstate Commerce Commission in Investigation and Suspension Docket No. M-30424, dated March 27, 1991. Matter under suspension may not be used during the period of suspension. Pending restoration or cancellation of the suspended matter, apply provisions otherwise provided. Issued on one day's notice; 49 CFR Part 1312.4(e)(1)(ii) waived, ICC Special Tariff Authority No. 91-41.
MW	Minimum weight factor; see Item 997	ⓐ	
min. wt.	Minimum weight	ⓑ	
NMFC	National Motor Freight Classification	ⓓ	
NOI	Not more specifically described herein	ⓔ	
o/a	operating as	ⓕ	
oz.	ounce(s)	ⓖ	
psi	pounds per square inch	ⓗ	
qt.	quart	Ⓣ	
RSort.	Classed the same or lower	Ⓤ	
r.p.m.	revolutions per minute	Ⓧ	
Sec.	Section	Ⓨ	
sq.	square	Ⓩ	
sq. ft.	square foot; square feet	ⓐ	
sq. in.	square inch(es)	ⓑ	
SU	Set up	ⓓ	
t/a	trading as	ⓔ	
TL	Truckload. Does not apply to classes designated in MW column as AO	ⓕ	
t/d/b/a	trading and doing business as	ⓖ	
U.S.	United States	ⓗ	
U.S.S.G.	United States Standard Gauge	Ⓣ	
viz.	namely	Ⓤ	
vol.	volume	Ⓧ	
vs.	versus	Ⓨ	
&	and	Ⓩ	
°	degree	ⓐ	
%	Indicates percent	ⓑ	
⊙	Indicates commodity or commodities may be subject to special federal regulations concerning the shipping of hazardous materials. See Item 540 herein.		

—finis—

EXHIBIT B

(Consists of 6 pages)

SUMMARY OF CHANGES

IN

NATIONAL MOTOR FREIGHT CLASSIFICATION

NMF 100-R

AS SET FORTH

IN Supplement 2

(Exhibit A Hereof)

APPENDIX TO SUPPLEMENT 2 TO NMF 100-R

ISSUED: May 25, 1991

EFFECTIVE: June 29, 1991

A numeric directory of changes being published in this Supplement is listed below. Explanations of each change and the National Classification Committee's justifications for the amendments, additions or deletions are provided herein. The following abbreviations are utilized: LTL (Less Than Truckload); TL (Truckload); MW (Minimum Weight Factor); AQ (Any Quantity); PCF (Pounds Per Cubic Foot); * indicates a new item or new package.

					PACKAGES
172	4140	*27850	*117851	*175903	
3020	4150	35350	*122065	183080	1022
3040	4160	47165	122500	188280	1254
3050	4180	48970	122502		2496
*3051	4200	48980	126810		
*3052	4250	49010	126820		
*3053	4280	49615	126840		
*3055	4300	72910	126860		
*3056	4440	72917	126880		
*3057	4480	74280	126900		
*3058	4500	74881	*132660		
*3059	4540	79550	*153330		
3070	4620	93500	153420		
3080	17330	105980	*157460		
4030	17335	108320	*157461		
4040	19097	108322	157464		
4060	20640	109020	157465		
4080	21970	109040	169280		
4100	*21971	109042	174200		
4120	27820	*117850	175900		

Item 172

Item 172 and the examples of the format of the Bills of Lading are published in this Supplement to bring the amendments into conformance with the original intent of the publication (Supplement 8 to NMF 100-Q) by removing any doubt that these amendments are inapplicable to California intrastate shipments.

This action is taken to clarify the tariff.

Items 3020 - 4540

Various provisions subject to the Acids generic heading were originally published in Supplement 8 to NMF 100-Q and subsequently indicated in Supplement 9 to NMF 100-Q to be under suspension by the Interstate Commerce Commission in I. & S. Docket No. 30424-M to and including October 29, 1991. As NMF 100-Q has been cancelled, the suspended provisions are included in this Supplement to NMF 100-R to carry them forward during the Interstate Commerce Commission's investigation.

This action is taken to give notice to the tariff user of provisions under suspension.

Item 4620

Item 4620, Adhesives, NOI, Sub 5, is amended to reference Package 2496, a new liquid bulk-bin. The involved container consists of a body made of four corrugated fibreboard components: 1) an outer die-cut tube; 2) an inner and die-cut liner; 3) die-cut top and bottom trays; and 4) corner posts. The body is outfitted with an inner blow molded, high density polyethylene liner. The body containing the inner liner is placed on a double-faced wooden pallet. The gross weight of the bin containing the adhesives does not exceed 4000 pounds.

This package design provides additional strength and security compared to most other liquid bulk-bins as it consists of a rigid blow molded liner rather than a flexible polyethylene bag. This package sustained drop, compression and vibration tests with no damage or deterioration to the container. Additionally, liquid adhesives have been moving successfully in the involved package under Test Shipment Permit T-8912-32 since December, 1989.

These changes are the result of action taken on Docket 913, Subject 19.

Items 17330 and 17335

Item 17330, naming "Skis, NOI, or Ski Poles," is being amended to specifically name "Skis, snow, cross-country (Nordic-type Snow Skis)." Item 17335, naming "Skis, snow, other than cross-country (Alpine-type Snow Skis)," is being amended to read, "Skis, snow, downhill (Alpine-type Snow Skis)."

The current wording of item 17335 has caused confusion among tariff users, leaving some with the misimpression that cross-country snow skis are the same as Alpine-type snow skis and, more importantly, that the item does not apply on Alpine-type skis. The approved amendments will clarify that Alpine-type snow skis are downhill snow skis and that item 17335 applies on these skis. They will also clarify that item 17330 applies on Nordic-type or cross-country snow skis. There are no changes in the applicable classes or minimum weights.

These amendments are the result of action taken on Subject 6 of Docket 913.

Item 19097

Item 19097, naming "Parts, body, separate or combined with each other, see Note, item 18262, viz.," is being amended to specifically name "dashboards." At present, the item names "Dashes, steel." In the interest of tariff clarification and simplification, this listing will be amended to read "Dashboards (Dashes), Steel."

Item 27820, naming "Book Ends, moulded wood, in boxes," at class LTL 85, TL 55 and MW 24, is being cancelled as obsolete.

Item 79550, naming "Mattresses; Upholstered Box Springs; or Waterbeds," is being amended to clarify its application on all mattresses not otherwise specifically provided for in the Classification. The item description will be amended to name "Mattresses, NOI; Upholstered Box Springs; or Waterbeds."

Item 93500, naming "Book Ends, cast iron, etc.," is being cancelled and reestablished as new item 27850. For purposes of tariff clarification and simplification, these provisions are being cancelled from the Hardware Group, and will be relisted by the noun "Bookends," with no change to the presently applicable classes.

Item 122500, naming "Grading and Road Making Implements, in mixed TL with sand or gravel spreaders mounted on frame, etc.," at class TL 45 and MW 24, and its accompanying Note, item 122502, are being cancelled as obsolete.

Item 153420, naming "Guides, index, etc.," under the Paper Articles Group, is being cancelled and reestablished as new item 153330, to be listed in proper alphabetic sequence by the noun "Guides."

Item 157464, naming "Coolers or Cooling Boxes, beverage, hand portable, etc.," and its attendant Note, item 157465, are being cancelled and reestablished as new items 157460 and 157461, respectively. These new items will be listed in proper alphabetic sequence by the noun "Coolers."

Item 183080, naming "Titanium Dioxide, NOI, etc.," is being cancelled and reestablished as new item 47165 under the Chemicals Group, with no further changes to the involved provisions.

Item 188280, naming "Vacuum Cleaners, household, etc.," is being cancelled and reestablished as new item 132660 under the Machinery Group, with no further changes to the involved provisions.

These changes are being made to improve the usability of the Classification. They include: listing provisions alphabetically by the correct noun(s); replacing indistinct nouns with more specific, definitive nouns; listing provisions under appropriate generic headings; amending provisions by naming commodities that are presently classified therein but are not now named; amending provisions by incorporating current or commonly-used terminology; cancelling obsolete provisions; and otherwise clarifying provisions. The applicable classes and minimum weights are not being changed.

These changes are the result of action taken on Docket 913, Subject 1.

Item 20640

The provisions of items 20640, 48970, 48980 and 49010 involving burlap and burlap bags as shown in NMF 100-Q were scheduled to be brought forward unchanged in NMF 100-R. However, an inadvertent error was made in the reissue of the Classification resulting in an improper publication. Therefore, items 20640, 48970, 48980 and 49010 appear in this Supplement, with an effective date of May 27, 1991, to restore provisions which were erroneously cancelled or amended.

This action is the result of a printing error in the reissue of NMF 100-R.

Item 21970

New item 21970 naming "Barricades or Cushions, crash protection or safety, vehicle mounting" is being added to the Classification with two subs. Sub 1 applies on such units "Without vehicle mount and attaching hardware," and is subject to class 200 AQ. Sub 2 applies on such units "With vehicle mount and attaching hardware," and is subject to class LTL 150, TL 100 and MW 12.

The following new descriptive Note, item 21971, is also being added: "Applies on vehicle mounting traffic warning and safety crash cushions or barricades consisting of an outer box-like structure containing energy-absorption cells or material."

These commodities are used to protect work crews performing maintenance and repair activities on high speed, heavily travelled roads. Prior to establishment of new item 21970, they were classified per item 175900.

The classes established are reflective of the following transportation characteristics. Sub 1 reflects an average density of 4.17 PCF with a range of 3.50 - 4.90 PCF. Sub 2 reflects an average density of 6.75 PCF, with a range of 6.65 to 6.85 PCF. These commodities exceed 100 united inches and weigh as much as 830 lbs., which can create handling and stowing difficulties. Values range from \$3.64 to \$3.68 per lb. for the entire unit and from \$5.18 to \$7.11 for the crash cushions without accompanying hardware.

This change is the result of carrier action on Docket 912, Subject 7.

Items 27820 and 27850

See justification for item 19097.

Item 35350

Item 35350, naming "Shutters, plastic," is amended to read "Shutters; or Foundation Ventilators (Sash and Screen combined); plastic, with or without components of other materials, in boxes, subject to item 170 and having a density in pounds per cubic foot of..." with no change to the applicable density based classes. Concurrently, item 35500, naming "Ventilators or Shutters, foundation (Sash and Screen combined), NOI," with Sub 1 applying on "Plastic, with or without components of other materials," at classes of 175 LTL, 100 TL and 12 MW, and Sub 2 applying on "Metal," at classes of 100 LTL, 70 TL and 24 MW, is amended to read "Ventilators or Shutters, foundation (Sash and Screen combined), metal, in boxes," at a single class level of 100 LTL, 70 TL and 24 MW.

Plastic foundation ventilators were found to exhibit densities ranging from 3.13 to 18.64 PCF, with no unusual handling, stowing or liability characteristics. These characteristics were found to be almost identical to those of plastic shutters, which have densities ranging from 2.6 to 18.99 PCF, and no unusual handling, stowing or liability characteristics.

These changes are the result of action taken on Subject 8 of Docket 913.

Item 47165

See justification for item 19097.

Items 48970, 48980 and 49010

See justification for item 26040.

Item 49615

New item 49615, naming "Ticks, pillow, in boxes," is added to the CLOTH, DRY GOODS OR FABRICS generic at class LTL 77.5, TL 45 and MW 30.

Pillow ticking is a pillow covering material made of cotton fabric with an opening which is used when filling a pillow. It is currently subject to the provisions of item 49390, naming "Dry Goods, NOI," at class LTL 100, TL 85 and MW 16.

The classes in the new item are reflective of the following transportation characteristics of pillow ticks. Packaged in fibreboard cartons, these commodities range in density from 21.27 to 28.32 PCF. Handling and stowability are similar to other commodities packaged in fibreboard boxes. The commodities range in value from \$5.72 to \$8.70 per lb., with an average value of \$7.03 per lb. There have been no claims for loss or damage.

This is the result of Docket 913, Subject 4.

Items 72910 and 72917

Note, item 72917, is being amended to allow a quantity of phosphoric acid solution, regardless of how packaged, to move in mixed shipment with bottlers' flavoring compounds as named in item 72910, when not in excess of 15% of the total shipment weight.

This change reflects current industry shipping practices and results from action on Subject 3 of Docket 912.

Items 74280 and 74881

Item 74280, naming "Pemmican, in cans in barrels or boxes," is cancelled with reference to item 74880, naming "Sticks or Strips, meat, NOI, cooked, cured, dried, dry salted, smoked or preserved, with or without other ingredients," with full-scale density-based classes.

Pemmican is a dried lean meat pounded into a paste with fat and preserved in the form of pressed cakes. Because these two commodities are so similar, beef jerky products are often described as pemmican, and in some instances they are identical. Since one of the functions of classification is the grouping of such similar products, item 74280 is cancelled. Concurrently, Note, item 74881 is amended to read "Applies on sticks or strips such as Jerky, Sausage Sticks or other types of Meal Snacks including Pemmican."

This is the result of Docket 913, Subject 10.

Item 79950

See justification for item 19097.

Item 93500

See justification for item 19097.

Item 105980

Item 105980, "Iron or Steel: Pipe Balls, pipe manufacturers', loose, LTL only if weighing each 15 pounds or over, or in packages," is cancelled from the Classification as obsolete. Motor carrier density and traffic studies indicate no movement of these products by motor common carrier.

This change is the result of action taken on Subject 12 of Docket 913.

Items 108320 and 108322

See justification for item 117850.

Items 109020, 109040 and 109042

Item 109020, naming "Bases, fluorescent electric lamp, filled or not filled with insulating material," is being amended by changing the terminology "fluorescent electric lamp" to "fluorescent electric lamp (bulb or tube)." Item 109040, naming "Bases, incandescent electric lamp, metal, filled or not filled with insulating material," is being amended by changing "incandescent electric lamp" to "incandescent electric lamp (bulb)."

Item 109020 applies on bases which are components of fluorescent electric bulbs or tubes, while item 109040 applies on bases which are components of incandescent electric bulbs. These bases are the part of the bulb or tube which fits into the lamp or lighting-fixture socket. Once assembled with the other components, these bases cannot be removed without irrevocably damaging the bulb or tube.

The approved amendments to the descriptions of items 109020 and 109040 are intended to clarify the application of these provisions. No changes are being made in the assigned classes or minimum weights.

The Note, item 109042, which is referenced by both items 109020 and 109040, is being concurrently amended to provide additional clarification by more clearly stating the nature of the involved bases.

These amendments are the result of action taken on Subject 5 of Docket 913.

Items 117850 and 117851

Item 117850 is a new item which is being added to the Classification to specifically provide for "Cleaners, Sweeps or Vacuums, swimming pool, automatic." This new item will establish class levels of LTL 125, TL 85 and MW 12 for these commodities. Additionally, new Note, item 117851, which is referenced in item 117850, is being added to further define the type of cleaner embraced within the new item.

Presently, there is no specific entry for these swimming pool cleaners, and they are rated under various entries in the Classification, depending upon the type of cleaner. Vacuum-type cleaners are ratable per item 132680, naming "Vacuum Cleaners, NOI," which provides LTL classes of 85 or 100 depending upon the method of packaging. Sweep-type cleaners are ratable per item 133300, naming "Machines or Machinery, NOI," which provides LTL classes of 85, 92.5 or 100 depending upon the method of shipment.

Automatic swimming pool cleaners have densities which range from 6.47 to 7.84 PCF and average of 7.28 PCF. Values of these products range from \$12.60 to \$18.18 per pound, with an average of \$15.39 per pound. Additionally, there were no unusual stowability, handling or liability problems associated with the transportation of this freight.

Concurrently, the Note, item 108322, referenced in item 108320, naming "Kits, swimming pool cleaning," is being amended to specify that the involved kits must contain handles or poles. This amendment will clarify the application of item 108320.

These amendments are the result of action taken on Subject 11 of Docket 913.

Item 122065

New item 122065, naming "Drums, Rotors or Wheels, scarifier, iron or steel, without cutting teeth, banded to pallets or skids," is added with classes of LTL 85, TL 45 and MW 24. The addition of this description will reduce interpretation problems concerning the applicable provisions.

While the products were found to have an average density of 79.26 PCF, the Committee found that the handling and stowability characteristics of these products were not within norms usually associated with other freight. For example, these products range in weight from 1060 to 8500 pounds and can be in excess of 8 feet long. Consequently, the products cannot be loaded widthwise in the trailer and must be pulled or pushed into and out of the vehicle. Stowability is affected by the lack of a flat loadbearing surface, and the sizes and weights of the products. Values per pound range from \$1.85 to \$2.55.

This new provision is the result of action taken on Subject 9 of Docket 913.

Items 122500 and 122502

See justification for item 19097.

Items 126810-126900:

Provisions subject to the Power Transmission Machinery Group subgeneric heading, item 126800, are being republished to correct printing errors. Items affected are 126810, 126820, 126840, 126860, 126880 and 126900.

This action is the result of a printing error in the reissue of NMF 100-R.

Item 132660

See justification for item 19097.

Items 153300 and 153420

See justification for item 19097.

Items 157460, 157461, 157464 and 157465

See justification for item 19097.

Item 169280

The provisions of item 169280, "Refrigerator Air Purifier or Deodorizer, in boxes," are cancelled with reference to the density-based provisions of item 56290, "Decorations, Novelties or Novelties, viz: Deodorants, contained in or in the form of decorations, novelties or ornaments," of item 57100, "Deodorants or Disinfectants, NOI," with classes dependent upon how the product is packaged. Information of record for an egg-shaped refrigerator deodorizer revealed a density of 3.44 pcf, and no unusual handling, stowing or liability characteristics. This change will group these products with other similar types of novelty deodorants.

These amendments are the result of action taken on Subject 7 of Docket 913.

Item 174200

Item 174200 is amended to read "Venetian Blinds, including Mini-Blinds." Sub 1 is an "NOI" provision and is subject to the current classes of LTL 77.5, TL 50 and MW 30. Sub 2 applies on "Plastic" and is subject to reduced ratings of LTL 70, TL 50 and MW 30.

The classes applicable on commodities described in sub 1 are those which are currently applicable and represent no change. The classes applicable in sub 2 are reflective of the following transportation characteristics. Plastic mini-blinds are shipped in fibreboard boxes which have handling and stowability characteristics similar to other commodities packaged in this manner. Densities of these commodities range from 22.3 to 25.8 PCF with an average density of 23.83 PCF. Values of these commodities range from \$1.80 to \$3.20 per lb., with an average value of \$2.30 per lb. Claims for loss and damage have been minimal for these commodities.

This amendment is the result of Docket 913, Subject 13.

Items 175900 and 175903

See justification for item 21970

Item 183080

See justification for item 19097.

Item 188280

See justification for item 19097.

Package 1022

Package 1022, authorized for the shipment of washing machines, has been amended to allow for a top fibreboard pad of 200 pound test in lieu of the original 250 pound test requirement. In addition, the bottom flap requirements for upgrading when exceeding 180 pounds gross weight has been amended to be increased to 200 pounds gross weight. Justification for these changes were achieved through 2 years' shipping experience under Test Shipment Permit T-889-32.

This action results from the disposition of Docket 913, Subject 21.

Package 1254

Package 1254, used as a shipping container for dishwashers, has been amended to provide for the use of expanded plastic foam top pads as an alternate to the use of corner posts. The top pads were found to offer greater cushioning where needed, while maintaining the required 3/4 inch clearance.

This change is the result of action taken on Docket 913, Subject 18.

Package 2496

See justification for item 4620.

Respectfully Submitted,

NATIONAL MOTOR FREIGHT TRAFFIC
ASSOCIATION, INC.

Martin E. Foley

Martin E. Foley, Issuing Officer
National Motor Freight Classification