NATIONAL RAILROAD FREIGHT COMMITTEE, AGENT

UNIFORM FREIGHT CLASSIFICATION 6000-M

(CANCELS UNIFORM FREIGHT CLASSIFICATION 6000-L, EXCEPT FOR THE ACCOUNT OF QBT WHICH FOR THE PURPOSE OF RATINGS SHOULD REVERT BACK TO THE RATING SECTION OF 6000-L)

RULES AND REGULATIONS

THIS TARIFF IS APPLICABLE ONLY IN CONNECTION WITH TARIFFS

SPECIFICALLY SUBJECT HERETO

ISSUED MARCH 15, 2001 **EFFECTIVE APRIL 1, 2001**

ISSUED BY

RAILINC
CARY, NC 27513

NATIONAL RAILROAD FREIGHT COMMITTEE
7001 Weston Parkway, Suite 200, Cary, NC 27513
919-651-5020

BERNARD BONK
Chairman

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CANCELLATION NOTICE

The following provisions are hereby ⛵♦▲CANCELLED:
INDEX OF ARTICLES:
RATING SECTION:
SPECIAL NOTICE; EXEMPTION FROM REGULATION:
and all related provisions

ITEM X9.-(Applicable only where specific reference is made hereto).

(a) Applicable on the following stations:

DESCRIPTION OF SOUTHERN TERRITORY

ALABAMA - All stations.

DISTRICT OF COLUMBIA:
Washington (CSXT or NS) and stations taking same rates in Tariff OPSL 6000-series on CSXT or NS, See Note 1.

FLORIDA - All stations.

GEORGIA - All stations.

ILLINOIS - Stations as follows: See Notes 2 and 4.

Addieville
Albers
Albion
Allenby
Alton (BNSF, IC, NS)
Anna
Ashley
Baldwin
Bartelso
Beaucoup
Belle Rive
Belleville
Bellmont
Benton
Bluford
Bois
Bonnie
Brooklyn
Browns
Burning Star Mine
Burning Star Mine 2
Cairo
Cambon
Carbondale
Carmi
Centralial
Chester
Cobden
Conant's Mine
Cora
Coulterville
Cravat
Cutler
Cypress
Dahlgren
Denny
DeSoto
Dix
Dongola
Dowell
Dupo
Du Quoin
East St. Louis
Eldorado (IC)
Elkville
Enfield
Epworth
Fairfield (NS)
Federal
Flinton
Ford
Forman
Fountain
Freeburg
Fults
Galatia
Glass Works
Glenridge
Golden Gate
Goreville
Gorham
Granite City (IC, NS)
Hartford (IC, NS)
Herrin
Herrin Jct.
Hoffman
Hoyleton
Ina
Irvington
Jacob
Johnston City
Joppa
Keenes
Kegley
Kellogg
Layfield
Lementon
Lenzburg
Madison
Makanda
Mande
Marion
Marissa
Marlow
Maunie
McClure
McLeansboro
Menard
Mermet
Merriam
Metropolis
Mitchell (IC, NS)
Moon (Wayne Co)
Mound City
Mounds
Mt. Carmel (NS)
Mt. Vernon
Mulkeytown
Murphysboro
Nameoki (IC, NS)
Nashville
National City
Neilson
New Athens
New Baden
New Wilson
New Wilson Mine
Oakdale (Washington Co)
Odum Spur
Oldenburg
Opdyke
Ordill
Orient
Orient Jct.
Orient Mine 3
Percy
Pinckneyville
Posey
①Prairie du Rocher
Pulaski
Pyatt-Fidelity Mine
Pyatts
Raddle
Radom
Reevesville
Reily Lake
Reuters
Richview
River King Mine 2
Robbs
Roots
Roxana (IC,NS)
Rust Spur
Saline
Sauget
Scheller
Schulines
Scott AFB
Sesser
Shattuc (BNSF)
Sims
Sparta
St. Thomas
Steeleville
Tamaroa
Thackeray
Thebes
Tilden
Trumbull
Ullin
Upper Alton
Valmeyer
Venice
Walnut Hill
Waltonville
Wanda
Wann
Ware
Warnock
Wayne City
Welge
West Frankfort
Wolf Lake
Wood River (IC, NS)
Zeigler Mine

① Not applicable in connection with rates from or to other points on the UP.

INDIANA - Stations as follows: See Notes 2 and 4.

Birdseye
Boonville
Bretzville
Cannelton
Chandler
Chrisney
Corydon
Corydon Jct.
Crandall
Cynthiana
Dale
De Gonia
Douglas
Dubois
Duncan
English
Evanston
Evansville
Francisco
Huntingburg
Ingle (Popcorn City)
Jasper
Jeffersonville
King
Lamar
Lincoln City
Lippe
Lyle
Marengo
Milltown
Mt. Vernon
Mt. Vernon Jct.
New Albany
Oakland City (NS)
Oakland City Jct. (NS)
Poseyville
Princeton
Publico
Ramsey
Rockport
Smythe
St. Anthony
St. Philip
Stevenson
Stockwell Park
Tell City
Troy
Velpen
Wansford
Warrick
Winslow

(Item continued on next page)

ITEM X9.-Continued.

(a). (Continued)

DESCRIPTION OF SOUTHERN TERRITORY

KENTUCKY:

(a) The following stations and stations taking same rates in Tariff OPSL 6000-series:

Elkhorn City See Note 1
Esco See Note 1
Henderson See Note 2
Lexington See Note 3
Louisa See Note 1
Louisville See Note 2
Maysville See Note 2
Paducah See Note 2
Prestonsburg See Note 1
Winchester See Note 3
Stations on NS taking Grundy, VA Devon and Kermit, WV rates See Note 1
Stations on CSXT taking Kenova, WV rates See Note 1
Stations on CSXT taking Cincinnati, OH rates See Note 2

(b) All other stations

LOUISIANA:

The following stations and stations taking same rates in Tariff OPSL 6000-series:

Airport
Amite
Baton Rouge
Bogalusa
Denham Springs
Hammond
Mandeville
New Orleans
Norwood
Reserve
Rigolets
Slidell

MISSISSIPPI - All stations.

MISSOURI - Stations as follows: See Note 2.

Ft. Bellefontaine
Spanish Lake
St. Louis (and points in the St. Louis, MO switching District
West Alton (BNSF)

NORTH CAROLINA - All stations.

OHIO - Stations as follows:

Cincinnati and stations taking same rates in Tariff OPSL 6000-series See Note 2.
Stations taking Kenova, WV rates in Tariff OPSL 6000-series See Note 1.

SOUTH CAROLINA - All stations

TENNESSEE:
Bristol See Note 1.
All other stations.

(Item continued on next page)

ITEM X9.-Continued.

(a). (Concluded)

DESCRIPTION OF SOUTHERN TERRITORY

VIRGINIA:

The following stations and stations taking same rates in Tariff OPSL 6000-series:

Altavista See Note 1
Amelia See Note 1
Amherst See Note 1
Appalachia
Bremo See Note 1
Bristol See Note 1
Brookneal See Note 1
Burkeville See Note 1
Calverton See Note 1
Carson
Charlottesville See Note 1
Chatham
Clarksville
Covesville See Note 1
Covington See Note 1
Crockett See Note 1
Danville
Denniston
Doswell See Note 1
Eagle Rock See Note 1
Elkton See Note 1
Emporia
Franklin
Fredericksburg See Note 1
Fremont See Note 1
Ft. Blackmore
Glade Spring See Note 1
Glasgow See Note 1
Green Bay
Grundy See Note 1
Harrisonburg See Note 1
Holton
Honaker See Note 1
Irwin See Note 1
Jarratt See Note 1
Keysville
Lawyers
Leaksville Jct
Lennig
London Bridge
Lynchburg See Note 1
Marshall See Note 1
Martinsville
New Market See Note 1
Norfolk (CSXT, NS)
See Note 1
Norton See Note 1
Orange See Note 1
Pamplin See Note 1
Pembroke See Note 1
Pepper See Note 1
Petersburg See Note 1
Pulaski See Note 1
Quantico See Note 1
Richmond See Note 1
Riverton See Note 1
Roanoke See Note 1
Rocky Mount
South Boston
Speers Ferry
Springfield See Note 1
St. Brides
St. Paul See Note 1
Starkey
Staunton See Note 1
Stoney Creek
Suffolk See Note 1
Sycamore
Tazewell See Note 1
Thaxton See Note 1
Tunstall See Note 1
Waynesboro See Note 1
West Point See Note 1
Wingina See Note 1
Williamsburg See Note 1
Winchester See Note 1
Stations on CSXT or NS taking Washington, DC, rates See Note 1
Stations on NS taking Bluefield and Welch, WV, rates See Note 1.

WEST VIRGINIA:

The following stations and stations taking same rates in Tariff OPSL 6000-series See Note 1:

Beckley
Bluefield
Branchland
Buffalo
Charleston
Deepwater
Devon
Ft. Gay
Hinton
Kenova
Kermit
Kingston
Kopperston
Lester
Logan
Mullens
Nallen
Oak Hill
Thurmond
Welch
Stations on NS taking Winchester, VA rates

EXPLANATION OF NOTES IN PARAGRAPH (a)

NOTE 1.-Not included in Southern Territory on traffic between stations referring to Note 1 nor between stations referring to Note 1 on the one hand and stations referring to Notes 2 or 3 on the other hand.

NOTE 2.-Not included in Southern Territory on traffic between stations referring to Note 2 nor between stations referring to Note 2 on the one hand and stations referring to Note 1 on the other hand.

NOTE 3.-Not included in Southern Territory on traffic between Lexington or Winchester, KY on the one hand and stations referring to Note 1 on the other hand.

NOTE 4.-Where a station not specifically named is located between and immediately adjacent to two stations which are specifically named and both of the latter stations are located on the same railroad, the provisions applicable from, to or at such latter stations will apply from, to or at the unnamed point.

(Item continued on next page)

ITEM X9.-Continued.

(b). Applicable on the following stations:

DESCRIPTION OF SOUTHERN TERRITORY

ALABAMA - All stations.

FLORIDA - All stations.

GEORGIA - All stations.

KENTUCKY:

All stations, EXCEPT the following stations and stations taking same rates in Tariff OPSL 6000-series:

Elkhorn City
Henderson
Jenkins
Lexington
Louisa
Louisville
Maysville
Paducah
Prestonsburg
Winchester
Stations on NS taking Grundy, VA, Devon and Kermit, WV rates.
Stations on CSXT taking Kenova, WV rates.
Stations on CSXT taking Cincinnati, OH rates.

LOUISIANA:

The following stations and stations taking same rates in Tariff OPSL 6000-series.

Airport
Amite
Baton Rouge
Bogalusa
Denham Springs
Hammond
Mandeville
New Orleans
Norwood
Reserve
Rigolets
Slidell

MISSISSIPPI - ALL stations

NORTH CAROLINA - All stations

SOUTH CAROLINA - All stations

TENNESSEE:

All stations, EXCEPT Bristol, VA-TN.

VIRGINIA:

The following stations and stations taking same rates in Tariff OPSL 6000-series:

Appalachia
Carson
Chatham
Clarksville
Danville
Denniston
Emporia
Franklin
Ft. Blackmore
Green Bay
Holton
Keysville
Lawyers
Leaksville Jct.
Lennig
Martinsville
Rocky Mount
Shelton
South Boston
Speers Ferry
St. Brides
Starkey
Stoney Creek
Sycamore

(Item continued on next page)

ITEM X9.-Continued.

(c). Applicable on the following stations:

DESCRIPTION OF SOUTHERN TERRITORY

ALABAMA - All stations.

FLORIDA - All stations.

GEORGIA - All stations.

KENTUCKY:

All stations, EXCEPT the following stations and stations taking same rates in Tariff OPSL 6000-series:

Covington	Louisa	Newport	Winchester	Stations on CSXT taking Kenova, WV rates.
Elkhorn City	Louisville	Paducah	Stations on NS taking Grundy, VA, Devon and Kermit, WV rates.	Stations on CSXT taking Cincinnati, OH rates.
Henderson	Maysville	Prestonsburg		
Jenkins	Melbourne	Stevens		
Lexington				

LOUISIANA:

The following stations and stations taking same rates in Tariff OPSL 6000-series:

Airport	Bogalusa	Hammond	Norwood	Slidell
Amite	Denham Springs	Mandeville	Rigolets	

MISSISSIPPI - All stations, EXCEPT Natchez and Vicksburg.

NORTH CAROLINA - All stations.

SOUTH CAROLINA - All stations.

TENNESSEE:

All stations, EXCEPT Bristol, VA-TN and Memphis.

VIRGINIA:

The following stations and stations taking same rates in Tariff OPSL 6000-series:

Appalachia	Denniston	Holton	Martinsville	South Boston
Carson	Emporia	Keysville	Rocky Mount	Speers Ferry
Chatham	Ft. Blackmore	Lawyers	St. Brides	Starkey
Clarksville	Franklin	Leaksville Jct.	Shelton	Sycamore
Danville	Green Bay	Lennig		

(Item continued on next page)

ITEM X9.-Continued.

(d). Applicable on the following stations:

DESCRIPTION OF EASTERN TERRITORY

CONNECTICUT - All stations.

DELAWARE - All stations.

DISTRICT OF COLUMBIA - All stations.

INDIANA - All stations except:

Buffington	Effner	Hartsdale	North Hayden	Sheff
Burns Harbor	Free	Hessville	Osborn	South Gary
Clarke	Gary	Highlands	Pine	Stewart
Clarke Jct.	Gibson	Indiana Harbor	Pine Jct.	Stockton
Cook	Goff	Ivanhoe	Portage (Midwest)	Tab
Dyer	Grasselli	Kentland	Roby	Tolleston
East Chicago	Griffith	Munster	St. John	Van Loon
East Gary	Hammond	North Hammond	Schneider	Whiting
				Wolf Lake

KENTUCKY - Stations as follows: See Note 7.

Allen	David	Jax	Paintsville	Sutton
Antler	Dawkins	Jesse Branch	Patton	Taylor
Ashland	Deane	Kilowatt	Penny	Thealka
Augusta	Dinwood	Kite	Permele	Torchlight
Auxier	Douglas 2	Lane Siding	Pikeville	Tram
Banner	Drift	Levisa Jct.	Prestonsburg	Vanceburg
Bates	Dunleary	Lexington	Price	Van Lear Jct.
Beaver Jct.	Eastern	Limeville	Princess	Victoria
Betsy Layne	Elkhorn City	Louisa	Printer	Virgie
Bevins Branch	Esco	Louisville	Raccoon	Welco
Big Shoals	Fairway	Marrowbone	Richardson	Winchester
Boldman	Floyd	Martin	Road Jct.	Wurtland
Broad Bottom	Foster	Maysville	Robinson Creek	Yeager
Bull Creek	Gabriel	McDowell	Royalton	Stations on NS taking
Burnaugh	Goff	Melbourne	Russell	Grundy, VA. Devon
Carntown	Greenup	Mentor	Salisbury	and Kermitt, WV
Catlettsburg	Hale 3	Millard	Samson	rates.
Clyffeside	Harold	Myra	Shelby	
Coalrun	Henderson	Newport	Shelby Jct.	
Coalton	Hite	New Richmond	Siloam	
Covington	Hydrocarbon	Nigh Siding	Slones Branch	
Dam 35	Ivel	Normal	South Ripley	
Damron Fork	Ivyton	Northern	Stevens	

MAINE - All stations.

MARYLAND - All stations.

MASSACHUSETTS - All stations.

MICHIGAN:
Lower Peninsula - All stations.
Upper Peninsula - Stations as follows:
Cherry Valley See Note 5.

NEW HAMPSHIRE - All stations.

NEW JERSEY - All stations.

NEW YORK - All stations.

(Item continued on next page)

ITEM X9.-Continued.

(d). (Concluded)

DESCRIPTION OF EASTERN TERRITORY

OHIO - All stations.

PENNSYLVANIA - All stations.

RHODE ISLAND - All stations.

TENNESSEE - Stations as follows: Bristol.

VERMONT - All Stations.

VIRGINIA:

All stations EXCEPT the following stations and stations taking same rates in Tariff OPSL 6000-series:

Appalachia	Denniston	Holton	London Bridge	Speers Ferry
Carson	Emporia	Keysville	Martinsville	Starkey
Chatham	Ft. Blackmore	Lawyers	Rocky Mount	Stoney Creek
Clarksville	Franklin	Leaksville Jct.	St. Brides	Suffolk
Danville	Green Bay	Lennig	South Boston	Sycamore

WEST VIRGINIA - All stations.

WISCONSIN - Stations as follows:

Kewaunee See Note 6.
Manitowoc See Note 6.
Marinette See Note 6.

CANADA - All points in Canada east of Thunder Bay and Armstrong, ON, listed in Tariff CFAE 6428-series.

EXPLANATION OF NOTES IN PARAGRAPH (d)

NOTE 5.-Only included in EASTERN TERRITORY on traffic between stations referring to Note 5 on the one hand and stations named in Paragraph (d) not referring to Note 5 on the other hand.

NOTE 6.-Only included in EASTERN TERRITORY on traffic between stations referring to Note 6 on the one hand and stations named in Paragraph (d) not referring to Note 6 on the other hand.

NOTE 7.-Where a station not specifically named is located between and immediately adjacent to two stations which are specifically named and both of the latter stations are located on the same railroad the provisions applicable from, to or at such latter stations will apply from, to or at the unnamed point.

(e). Applicable on the following stations:

DESCRIPTION OF WESTERN TERRITORY

ALASKA - All stations.
ARIZONA - All stations.
ARKANSAS - All stations.
CALIFORNIA - All stations.
COLORADO - All stations.
IDAHO - All stations.
IOWA - All stations, EXCEPT:

Bellevue	Dubuque	Le Claire	Nahant	Shaffton
Bettendorf	Fairport	Linwood	Pleasant Valley	Spring Grove
Buffalo	Ft. Madison	Lyons	Princeton	Tile Works
Burlington	Green Island	Montpelier	Riverdale	Viele
Camanche	Iowana	Montrose	Sabula	West Burlington
Clinton	Keokuk	Muscatine	Sandusky	Wever
Davenport				

KANSAS - All stations.

(Item continued on next page)

ITEM X9.-Continued.

(e). -Continued.

DESCRIPTION OF WESTERN TERRITORY

LOUISIANA - The following stations (except as indicated) and stations taking same rates in Tariff OPSL 6000-series:

Abbeville	Des Allemands	Junction City	Minden	Rayville
Alexandria	Donaldsonville	Kinder	Monroe	Ruston
Anchorage	East Point	Lafayette	Morgan City	Schriever
Bastrop	Edgard	Lake Charles	Myrtle Grove	Shreveport
Bienville	Eunice	Lake Providence	Natchitoches	Springhill
Boutte	Franklin	Leesville	New Iberia	Sterlington
Bunkie	Georgetown	Litroe	New Roads	Tallulah
Castor	Gibsland	Lockport	Oakdale	Thibodaux
Clarence	Greenwood	Logansport	Opelousas	Vinton
Crowley	Haynesville	Mansfield	Plain Dealing	Vivian
Delhi	Hodge	Many	Plaquemine	Weeks
Delta Point	Houma	①Marshall, TX	Port Sulphur	Winnfield
De Quincy	Jennings	Mer Rouge		
De Ridder				

MICHIGAN (Upper Peninsula) - All stations.

MINNESOTA - All stations.

MISSOURI - All stations, EXCEPT:

Alexandria	Dameron	Kissenger	Prospect Hill	Saverton
Annada	Elsberry	Larimore	Reading	Seeburger
Ashburn	Fenway	Louisiana	St. Louis, and	South River
Bissell	Ft. Bellefontaine	Machens	points in the	Spanish Lake
Blase	Gregory	Mark	St. Louis, MO	West Alton
Cannon	Hannibal	Mungers Switch	switching district	West Quincy
Canton	Helton	Old Monroe		Winfield
Clarksville	Ivory	Orchard Farm		
Cosgrove				

MONTANA - All stations.
NEBRASKA - All stations.
NEVADA - All stations.
NEW MEXICO - All stations.
NORTH DAKOTA - All stations.
OKLAHOMA - All stations.
OREGON - All stations.
SOUTH DAKOTA - All stations.
TEXAS - All stations.
UTAH - All stations.
WASHINGTON - All stations.

① Stations in Louisiana taking Marshall, TX basis of rates in Tariff OPSL 6000-series only.

(Item continued on next page)

ITEM X9.-Continued.

(e). (Concluded)

DESCRIPTION OF WESTERN TERRITORY

(a) WISCONSIN stations as follows:

Kewaunee See Note 8.
Manitowoc See Note 8.
Marinette See Note 8.

(b) WISCONSIN - All stations, EXCEPT:

Avalon	Deansville	Johnson Creek	Nine Springs	South Milwaukee
Bain	Delavan	Jones Island	North Lake	Stearns
Bardwell	Duplainville	(Milwaukee)	North Madison	Stoughton
Basco	Edgerton	Juda	(Madison)	Sturtevant
Belleville	Elkhorn	Kansasville	North Milwaukee	Summit
Beloit	Elm Grove	Kenosha	Oak Creek	(Dane Co.)
Birch Road	Evansville	Lake	(Carrollville)	Sun Prairie
Siding	Fonda	Leyden	Oak Creek Power	Sussex
Brodhead	Ft. Atkinson	Madison	Oakwood	Sylvania
Brookfield	Franksville	Marshall	Oconomowoc	Tiffany
Brooklyn	Geneva Road	McFarland	Oregon	Trevor
Burke	Germantown	Menomonee Falls	Orfordville	Truesdell
Burlington	Gibson	Menomonie Jct.	Pewaukee	Union Grove
Burlington Road	Granville	Milton Jct.	Racine	Vernon
Butler	Hanover	Milwaukee	Rawson	Walworth
Caledonia	Hartland	Milwaukee	Richfield	Waterloo
Clarno	Honey Creek	(Jones Island)	Rugby Jct.	Watertown
Clinton	Ives	Monroe	St. Francis	Waukesha
Colgate	Ixonia	Monticello	Sharon	Wauwatosa
Cottage Grove	Janesville	Mukwonago	Siding 105	Waxdale
Cudahy	Jefferson	Nashohah	Silver Lake	West Allis
Darien	Jefferson Jct.	New Berlin	Somers	Zenda

WYOMING - All stations.

CANADA - Armstrong and Thunder Bay, ON and all stations west thereof listed in Tariff CFAW 6209-series.

MEXICO - All stations.

EXPLANATION OF NOTES IN PARAGRAPH (e)

NOTE 8.-Not applicable on traffic from or to stations in EASTERN TERRITORY as described in Paragraph (d).

(f). Applicable on the following stations:

ALASKA - All stations.
ARIZONA - All stations.
ARKANSAS - All stations.
CALIFORNIA - All stations.
COLORADO - All stations.
IDAHO - All stations.
IOWA - All stations, EXCEPT:

Bellevue	Dubuque	Le Claire	Nahant	Shaffton
Bettendorf	Fairport	Linwood	Pleasant Valley	Spring Grove
Buffalo	Ft. Madison	Lyons	Princeton	Tile Works
Burlington	Green Island	Montpelier	Riverdale	Viele
Camanche	Iowana	Montrose	Sabula	West Burlington
Clinton	Keokuk	Muscatine	Sandusky	Wever
Davenport				

(Item continued on next page)

ITEM X9.-Continued.

(f). -Continued.

DESCRIPTION OF WESTERN TERRITORY

KANSAS - All stations.

LOUISIANA - The following stations (except as indicated) and stations taking same rates in Tariff OPSL 6000-series:

Abbeville	Delta Point	Houma	Mer Rouge	Port Sulphur
Alexandria	De Quincy	Jennings	Minden	Rayville
Anchorage	De Ridder	Junction City	Monroe	Reserve See Note 9
Bastrop	Des Allemands	Kinder	Morgan City	Ruston
Baton Rouge See Note 9	Donaldsonville	Lafayette	Myrtle Grove	Schriever
Bienville	East Point	Lake Charles	Natchitoches	Shreveport
Boutte	Edgard	Lake Providence	New Iberia	Springhill
Bunkie	Eunice	Leesville	New Orleans See Note 9	Sterlington
Castor	Franklin	Litroe	New Roads	Tallulah
Clarence	Georgetown	Lockport	Oakdale	Thibodaux
Crowley	Gibsland	Logansport	Opelousas	Vinton
Delhi	Greenwood	Mansfield	Plain Dealing	Vivian
	Haynesville	Many	Plaquemine	Weeks
	Hodge	②Marshall, TX		Winnifield

MICHIGAN (Upper Peninsula) - All stations.
MINNESOTA - All stations.
MISSISSIPPI - Stations as follows:
Natchez See Note 9 Vicksburg See Note 9

MISSOURI - All stations, EXCEPT:

Alexandria	Dameron	Larimore	St. Louis, (and	West Quincy
Annada	Elsberry	Louisiana	points in the	Winfield
Ashburn	Fenway	Machens	St. Louis, MO	
Bissell	Ft. Bellefontaine	Mark	switching district).	
Blase	Gregory	Mungers Switch	Saverton	
Cannon	Hannibal	Old Monroe	Seeburger	
Canton	Helton	Orchard Farm	South River	
Clarksville	Ivory	Prospect Hill	Spanish Lake	
Cosgrove	Kissenger	Reading	West Alton	

MONTANA - All stations.
NEBRASKA - All stations.
NEVADA - All stations.
NEW MEXICO - All stations.
NORTH DAKOTA - All stations.
OKLAHOMA - All stations.
OREGON - All stations.
SOUTH DAKOTA - All stations.
TENNESSEE - All stations as follows:
Memphis See Note 9

TEXAS - All stations.
UTAH - All stations.
WASHINGTON - All stations.
② Stations in Louisiana taking Marshall, TX basis of rates in Tariff OPSL 6000-series only.

(Item continued on next page)

ITEM X9.-Continued.

(f). (Concluded)

DESCRIPTION OF WESTERN TERRITORY

WISCONSIN - All stations, EXCEPT:

Avalon	Delavan	Jones Island	North Lake	Stearns
Bain	Duplainville	(Milwaukee)	North Madison	Stoughton
Bardwell	Edgerton	Juda	(Madison)	Sturtevant
Basco	Elkhorn	Kansasville	North Milwaukee	Summit
Belleville	Elm Grove	Kenosha	Oak Creek	(Dane Co.)
Beloit	Evansville	Lake	(Carrollville)	Sun Prairie
Birch Road Siding	Fonda	Leyden	Oak Creek Power	Sussex
Brodhead	Ft. Atkinson	Madison	Oakwood	Sylvania
Brookfield	Franksville	Marshall	Oconomowoc	Tiffany
Brooklyn	Geneva Road	McFarland	Oregon	Trevor
Burke	Germantown	Menomonee Falls	Orfordville	Truesdell
Burlington	Gibson	Menomonie Jct.	Pewaukee	Union Grove
Burlington Road	Granville	Milton Jct.	Racine	Vernon
Butler	Hanover	Milwaukee	Rawson	Walworth
Caledonia	Hartland	Milwaukee	Richfield	Waterloo
Clarno	Honey Creek	(Jones Island)	Rugby Jct.	Watertown
Clinton	Ives	Monroe	St. Francis	Waukesha
Colgate	Ixonia	Monticello	Sharon	Wauwatosa
Cottage Grove	Janesville	Mukwonago	Siding 105	Waxdale
Cudahy	Jefferson	Nashotah	Silver Lake	West Allis
Darien	Jefferson Jct.	New Berlin	Somers	Zenda
Deansville	Johnson Creek	Nine Springs	South Milwaukeee	

WYOMING - All stations

CANADA - Armstrong and Thunder Bay, ON, and all stations west thereof listed in Tariff CFAW 6209-series.

MEXICO - All stations

EXPLANATION OF NOTE IN PARAGRAPH (f)

NOTE 9. - Does not apply on traffic moving solely between points making reference hereto

(g) Applicable on the following stations:

DESCRIPTION OF ILLINOIS RATE COMMITTEE TERRITORY

ILLINOIS - All stations.

INDIANA - Stations as follows:

Buffington	Free	Highlands	Pine	Stockton
Burns Harbor	Gary	Indiana Harbor	Pine Jct.	Tab
Clarke	Gibson	Ivanhoe	Portage (Midwest)	Tolleston
Clarke Jct.	Goff	Kentland	Roby	Van Loon
Cook	Grasselli	Millers	St. John	Whiting
Dyer	Griffith	Munster	Schneider	Wolf Lake
East Chicago	Hammond	North Hammond	Sheff	
East Gary	Hartsdale	North Hayden	South Gary	
Effner	Hessville	Osborn	Stewart	

IOWA - Stations as follows:

Bellevue	Dubuque	Linwood	Princeton	Viele
Bettendorf	Fairport	Lyons	Riverdale	West
Buffalo	Ft. Madison	Montpelier	Sabula	Burlington
Burlington	Green Island	Montrose	Sandusky	Wever
Camanche	Iowana	Muscatine	Shaffton	
Clinton	Keokuk	Nahant	Spring Grove	
Davenport	Le Claire	Pleasant Valley	Tile Works	

(Item concluded on next page)

ITEM X9.-Continued

(g). -Continued.

DESCRIPTION OF ILLINOIS RATE COMMITTEE TERRITORY

KENTUCKY - Stations as follows:

Chiles
Paducah

MISSOURI - Stations as follows:

Alexandria
Annada
Ashburn
Bissell
Blase
Cannon
Canton
Clarksville
Cosgrove
Dameron
Elsberry
Fenway
Ft. Bellefontaine
Gregory
Hannibal
Helton
Ivory
Kissenger
Larimore
Louisiana
Machens
Mark
Mungers Switch
Old Monroe
Orchard Farm
Prospect Hill
Reading
St. Louis, (And points in the St. Louis, MO switching district as defined in Tariff RPS 8001-series).
Saverton
Seeburger
South River
Spanish Lake
West Alton
West Quincy
Winfield

WISCONSIN - Stations as follows:

Avalon
Bain
Bardwell
Basco
Belleville
Beloit
Birch Road Siding
Broadhead
Brookfield
Brooklyn
Burke
Burlington
Burlington Road
Butler
Caledonia
Clarno
Clinton
Colgate
Cottage Grove
Cudahy
Darien
Deansville
Delavan
Duplainville
Edgerton
Elkhorn
Elm Grove
Evansville
Fonda
Ft. Atkinson
Franksville
Geneva Road
Germantown
Gibson
Granville
Hanover
Hartland
Honey Creek
Ives
Ixonia
Janesville
Jefferson
Jefferson Jct.
Johnson Creek
Jones Island (Milwaukee)
Juda
Kansasville
Kenosha
Lake
Leyden
Madison
Marshall
McFarland
Menomonee Falls
Menomonie Jct.
Milton Jct.
Milwaukee
Milwaukee (Jones Island)
Monroe
Monticello
Mukwonago
Nashotah
New Berlin
Nine Springs
North Lake
North Madison (Madison)
North Milwaukee
Oak Creek Power
Oakwood
Oconomowoc
Oregon
Orfordville
Pewaukee
Racine
Rawson
Richfield
Rugby Jct.
St. Francis
Sharon
Siding 105
Silver Lake
Somers
South Milwaukee
Stearns
Stoughton
Sturtevant
Summit (Dane Co.)
Sun Prairie
Sussex
Sylvania
Tiffany
Trevor
Truesdell
Union Grove
Vernon
Walworth
Waterloo
Watertown
Waukesha
Wauwatosa
Waxdale
West Allis
Zenda

PARTICIPATING RAIL CARRIERS

(See Note, Page 17)

The following carriers are parties to this Classification under Powers of Attorney, Concurrences or Certificates issued to National Railroad Freight Committee, Agent.

ABBR	NAME OF CARRIER
AR	Aberdeen and Rockfish Railroad Company, including the following carriers: Dunn-Erwin Railway. (DER) Pee Dee River Railway. (PDRR)
ACWR	Aberdeen Carolina & Western Railway Company.
AGR	§Alabama & Gulf Coast Railway LCC.
ARR	§Alaska Railroad Corporation.
ARC	Alexander Railroad Company.
AC	Algoma Central Railway.
ALAB	Alabama Railroad Co.
ALY	Allegheny & Eastern Railroad Inc.
ANR	§Angelina & Neches River Railroad Company.
AA	Ann Arbor Railroad.
APA	§Apache Railway Company.
AN	Apalachicola Northern Railroad Company.
ARZC	Arizona & California Railroad Co. Ltd.
ALM	Arkansas, Louisiana & Mississippi Railroad Company.
AM	Arkansas and Missouri Railroad Company.
ASRY	Ashland Railway Inc.
ATLT	AT&L Railroad Company, Inc.
ATW	Atlantic and Western Railway Company, L.P.
BOCT	Baltimore and Ohio Chicago Terminal Railroad Company.
BAR	Bangor and Aroostook Railroad Company.
BKRR	Batten Kill Railroad Company, Inc.
BXN	§Bauxite & Northern Railway Company.
BAYL	Bay Line Railroad, L.L.C.
BCOL	BC Rail Ltd.
BMH	Beaufort & Morehead Railway, Inc.
BRC	Belt Railway Company of Chicago.
BLE	Bessemer and Lake Erie Railroad Company.
BHP	BHP Nevada Railroad Company.
BS	Birmingham Southern Railroad Company.
BLOL	Bloomer Shippers Connecting Railroad Company, d/b/a The Bloomer Line.
BOP	Border Pacific Railroad Company.
BVRY	Brandywine Valley Railroad Company.
BRG	Brownsville and Rio Grande International Railroad.
BPRR	Buffalo & Pittsburgh Railroad, Inc.
BNSF	Burlington Northern and Santa Fe Railway Company,The
CNUR	C&NC Railroad Corporation.
CWR	California Western Railroad.
CSP	Camas Prairie Railnet, Inc.
CN	Canadian National, Railways.
CFWR	Caney Fork and Western Railroad, Inc.
CTN	Canton Railroad Company.
CALA	Carolina Southern Railroad, A Division of the Baltimore & Annapolis Railroad Company.
CIC	Cedar Rapids and Iowa City Railway Company.
CCT	Central California Traction Company.
CM	Central Montana Rail, Inc.
CNZR	Central New England Railroad Co., Inc.
LHRR	Central of Tennessee Railway & Navigation Company Incorporated d/b/a The Longhorn Railway Company (formerly Austin & Northwestern Railroad Company).
CIRR	Chattahoochee Industrial Railroad.
CHR	Chestnut Ridge Railway Co.
CCUO	Chicago-Chemung Railroad Corp.
CRL	Chicago Rail Link.
CSS	Chicago SouthShore and South Bend Railroad.(Electric)
CLP	§Clarendon and Pittsford Railroad Company
CW	Colorado & Wyoming Railway Company, Southern Division.
CLC	Columbia & Cowlitz Railway Company.
CBL	§Conemaugh & Black Lick Railroad Company.
CBRY	Copper Basin Railway, Inc.
RJCL	Corman, R. J. Railroad Company/Cleveland Line.
RJCM	Corman, R. J. Railroad Company/Memphis Line.
RJCW	Corman, R. J. Railroad Company/Western Ohio Line.
CPRS	CP Rail System (CPRS), comprised of the following carriers: CP Rail (Canadian Pacific Limited). Delaware and Hudson Railway Company. Soo Line Railroad Company.
CBGR	Council Bluffs Railway Company.
CSXT	CSX Transportation, Inc., comprised of the following carriers: Carrollton Railroad. Gainesville Midland Railroad Company. Handling Line Stations.. Off Line Stations Intermodal Traffic Only. Richmond, Fredericksburg and Potomac Railway Co. Three Rivers Railway Company. Western Railway of Alabama.
DME	Dakota, Minnesota & Eastern Railroad Corporation.
DAKR	Dakota Rail, Inc.
DGNO	Dallas, Garland & Northeastern Railroad, Inc.
DMM	Dansville and Mount Morris Railroad Company.
DR	§Dardanelle & Russellville Railroad Company.
DQE	De Queen and Eastern Railroad Company.
DL	Delaware-Lackawanna Railroad Company, Inc.
DVS	§Delta Valley & Southern Railway Company.
DLWR	Depew, Lancaster & Western Railroad Company, Inc.
DNE	Duluth & Northeastern Railroad.
DMIR	Duluth, Missabe and Iron Range Railway Company.
DER	Dunn-Erwin Railway.
ECBR	East Cooper and Berkeley Railroad Company.
ETRY	East Tennessee Railway, L.P.
EARY	Eastern Alabama Railway.
ESHR	Eastern Shore Railroad, Inc.
EDW	El Dorado and Wesson Railway Company.
EJE	Elgin, Joliet and Eastern Railway Company.
ELS	Escanaba and Lake Superior Railroad Company.
EV	Everett Railroad Company.
FRR	Falls Road Railroad Co., Inc.
FMRC	Farmrail Corporation.
FCEN	Florida Central Railroad Company, Inc.
FEC	Florida East Coast Railway Company.
FMID	Florida Midland Railroad Company, Inc.
FNOR	Florida Northern Railroad Company, Inc.
FVW	Fox Valley & Western Ltd.
FC	Fulton County Railroad, Inc.

§ For explanation, see Section 6, Rule 35.

PARTICIPATING RAIL CARRIERS

(See Note, Page 17)

ABBR	NAME OF CARRIER
GWWE	Gateway Eastern Railway Company.
GWWR	Gateway Western Railway Company.
GNWR	Genesee and Wyoming Railroad Company.
GRR	Georgetown Railroad Company.
GC	Georgia Central Railway,L.P.
GFRR	Georgia & Florida Railnet, Inc.
GWRC	Georgia Woodlands Railroad Company.
GBRY	Gettysburg Railway Company.
GLSR	Gloster Southern Railroad Company.
GITM	Golden Isles Terminal Railroad.
GTRA	Golden Triangle Railroad.
GNBC	Grainbelt Corporation.
GWR	Great Western Railway Company.
GMRC	Green Mountain Railroad Corporation.
HB	Hampton & Branchville Railroad Company.
HRT	Hartwell Railroad Company.
HE	Hollis & Eastern Railroad Company.
HMCR	Huntsville and Madison County Railroad Authority, The
IMRR	Illinois & Midland Railroad, Inc.
IHB	Indiana Harbor Belt Railroad Company.
IHRC	Indiana Hi-Rail Corporation
INRD	Indiana Rail Road Company.
IBT	International Bridge and Terminal Company.
IAIS	Iowa Interstate Railroad, Ltd.
IANR	Iowa Northern Railway.
KCS	Kansas City Southern Railway Company.
KJRY	Keokuk Junction Railway Co.
KRR	Kiamichi Railroad Company, L.L.C.
KYLE	Kyle Railroad Company.
KWT	KWT Railway, Inc.
LSRC	Lake State Railway Company.
LINC	Lewis & Clark Railway Company.
LRWN	Little Rock & Western Railway, L.P.
LAL	Livonia, Avon & Lakeville Railroad Corporation.
LPN	Longview, Portland & Northern Railway Company.
LAJ	§Los Angeles Junction Railway Company.
LDRR	Louisiana & Delta Railroad, Inc.
LNW	Louisiana and North West Railroad Company.
LIRC	Louisville & Indiana Railroad Company.
LBR	Lowville and Beaver River Railroad Company.
MRS	Manufacturers Railway Company.
MDDE	Maryland and Delaware Railroad.
MCER	Massachusetts Central Railroad Corporation.
MAW	Maumee & Western Railroad Corporation.
MCR	McCloud Railway Company.
MKC	§McKeesport Connecting Railroad Company.
MIDH	Middletown & Hummelstown Railroad Company.
MNBR	§M&B Railroad, L.L.C.
MNJ	§Middletown and New Jersey Railway Company, Inc.
MCTA	Minnesota Central Railroad Co.
MDW	Minnesota, Dakota & Western Railway Company.
MSDR	Mississippi Delta Railroad.
MSE	§Mississippi Export Railroad Company.
MSRW	Mississippian Railway Cooperative, Inc.
MET	§Modesto and Empire Traction.
MRL	Montana Rail Link, Inc.
MWRR	Montana Western Railway Company, Inc.
ME	Morristown & Erie Railway Inc.
NCYR	Nash County Railroad.
NAUG	Naugatuck Railroad Company, Inc.
NECR	New England Central Railroad, Inc.
NYA	New York & Atlantic Railway Company.
NYSW	New York, Susquehanna and Western Railway Corp.
NS	Norfolk Southern Railway Company, comprised of the following carriers: Alabama Great Southern Railroad Company §Atlantic and East Carolina Railway Company Camp Lejeune Railroad Company Central of Georgia Railroad Company Chesapeake Western Railway Cincinnati, New Orleans and Texas Pacific Railway Company Georgia Southern and Florida Railway Company Handling Line Stations Norfolk and Western Railway Norfolk Southern Railway Company Norfolk Southern Railway Company Norfolk Southern Railway Company §State University Railroad Company §Tennessee Railway Company
NCRY	Northern Central Railway, Inc.
OAR	Old Augusta Railroad Company.
OMID	Ontario Midland Railroad Corp.
ONT	Ontario Northland Railway (Ontario Northland Transportation Commission).
OUCH	The Ouachita Railroad Company.
PAL	Paducah & Louisville Railway, Inc.
PNR	Panhandle Northern Railroad Company.
PBR	§Patapsco & Black Rivers Railroad Company.
PVS	§Pecos Valley Southern Railway Company, The.
PDRR	Pee Dee River Railway.
PPU	Peoria and Pekin Union Railway Company.
PBNE	§Philadelphia, Bethlehem and New England Railroad Company.
PICK	Pickens Railway Company.
PKHP	Pickens Railway Company - Honea Path Division.
PIR	Pittsburgh Industrial Railroad.
PSR	Pittsburgh & Shawmut Railroad, Inc.
PCN	Point Comfort & Northern Railway Company.
PRYL	Port Royal Railroad.
PTRA	Port Terminal Railroad Association.
PNW	Prescott and Northwestern Railroad Company.
PW	Providence and Worcester Railroad Company.
QBT	Quincy Bay Terminal Co.
QRR	Quincy Railroad Company.
RARW	Rarus Railway Company.
RBMN	Reading Blue Mountain and Northern Railroad.
RSR	Rochester & Southern Railroad Inc.
RSS	Rockdale, Sandow & Southern Railroad Company.
SLR	St. Lawrence & Atlantic Railroad Company.
SM	§St. Marys Railroad Company.
SLGW	Salt Lake, Garfield and Western Railway.
SDIY	San Diego & Imperial Valley Railroad Company.
SJVR	San Joaquin Valley Railroad Co.
SLC	§San Luis Central Railroad Company.
SWKR	San Pedro & Southwestern Railway Co.
SS	Sand Springs Railway Company.

§ For explanation, see Section 6, Rule 35.

PARTICIPATING RAIL CARRIERS
(See Note Below)

ABBR	NAME OF CARRIER	ABBR	NAME OF CARRIER
SAN	Sandersville Railroad Company.	TRC	Trona Railway Company.
SMV	Santa Maria Valley Railroad Company.	TVRR	Tulare Valley Railroad Company.
SSAM	Sault Ste. Marie Bridge Company.	TSU	Tulsa-Sapulpa Union Railway Company, L.L.C.
SMRR	Sisseton Milbank Railroad, Inc.	TCKR	Turtle Creek Industrial Railroad, Inc.
SBVR	South Branch Valley Rail Road.	TCWR	Twin Cities & Western Railroad Company.
SB	§South Buffalo Railway Company.	UP	Union Pacific Railroad Company.
SCRF	South Carolina Central Railroad Company, Inc.	VR	Valdosta Railway, L.P.
SCXF	South Central Florida Express, Inc.	VCRR	§Ventura County Railroad Company.
SCTR	South Central Tennessee Railroad Corporation.	VTR	Vermont Railway, Inc.
SRNJ	Southern Railroad Company of New Jersey.	WBCR	Wabash Central Railroad Corporation.
SRY	Southern Railway of British Columbia Limited.	WSR	§Warren & Saline River Railroad Company.
ST	ST Rail System.	WCRC	Washington Central Railroad, Inc.
SH	§Steelton & Highspire Railroad Company.	WTNN	West Tennessee Railroad Corp.
SUN	§Sunset Railway Company.	WKRL	Western Kentucky Railway, L.L.C.
TE	Tacoma Eastern Railway Co.	WE	Wheeling & Lake Erie Railway.
TMBL	Tacoma Municipal Belt Line Railroad.	WVR	Willamette Valley Railway Company.
TSRR	Tennessee Southern Railroad Co, Inc.	WPRR	Williamette & Pacific Railroad, Inc.
TRRA	Terminal Railroad Associaton of St. Louis.	WW	Winchester and Western Railroad Company, The.
TM	Texas Mexican Railway Company.	WC	Wisconsin Central Ltd.
TSE	§Texas South-Eastern Railroad Company.	WSOR	Wisconsin & Southern Railroad Co.
TBRY	Thermal Belt Railway.	YKC	Yorkrail, Inc.

PARTICIPATING WATER CARRIERS

The following carriers are parties to this Classification under Powers of Attorney, Concurrences or Certificates issued to National Railroad Freight Committee, Agent.

ABBR	NAME OF CARRIER	ABBR	NAME OF CARRIER
CMSN	Crowley Marine Services, Incorporated.	TOTE	Totem Ocean Trailer Express, Inc.
NTCU	Northern Transportation Company, Limited.		

PARTICIPATING MOTOR CARRIERS

The following carriers are parties to this Classification under Powers of Attorney, Concurrences issued to National Railroad Freight Committee, Agent.

ABBR	NAME OF CARRIER	ABBR	NAME OF CARRIER
MCLR	McCloud River Railroad Company.	YWRR	Yreka Western railroad Company.

§ For explanation, see Section 6, Rule 35.

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INDEX TO RULES

RULE	SUBJECT	APPLICATION
1	ARTICLES CLASSIFIED SUBJECT OR NOT SUBJECT TO UNIFORM BILL OF LADING CONDITIONS	(a) Unless otherwise provided in this classification, when property is transported subject to the provisions of this classification, the acceptance and use are required, respectively, of Uniform Domestic Bill of Lading, "Straight" or "Order" (see pages 360 to 371 inclusive). (b) In order that consignor may have option of shipping property, either subject to the terms and conditions of Uniform Domestic Bill of Lading, hereinafter set forth, or under the liability imposed upon common carriers by common law and Federal and State statutes applicable thereto, this classification provides for different rates and for different forms of Bills of Lading to be used, respectively, as consignor may elect to have a limited liability or a common carrier's liability service. (c) Unless otherwise provided in this Classification, property will be carried at the reduced rate specified if shipped subject to all the terms and conditions of Uniform Domestic Bill of Lading (see pages 360 to 371, inclusive), of Classification. If consignor elects not to accept all the terms and conditions of Uniform Domestic Bill of Lading, he should so notify agent of forwarding carrier at time his property is offered for shipment. If he does not give such notice, it will be understood that he desires his property carried subject to the terms and conditions of Uniform Domestic Bill of Lading, in order to secure the reduced rate. The carriers are not required to transport property by any particular train or vessel or in time for any particular market or otherwise than with reasonable dispatch. (See Section 2(a) of bill of lading conditions). Notations on bills of lading requiring delivery within or at a specified time will be without force or effect. (d) Property carried not subject to all the terms and conditions of Uniform Domestic Bill of Lading, will be carried at carrier's liability, limited only as provided by common law and by the laws of the United States and of the several States in so far as they apply, but subject to the terms and conditions of Uniform Domestic Bill of Lading, in so far as they are not inconsistent with such common carrier's liability, and the rate charged therefor will be 10% higher (subject to a minimum increase of one cent per 100 lbs.) than the rate charged for property shipped subject to all the terms and conditions of Uniform Domestic Bill of Lading. (e) When consignor gives notice to agent of forwarding carrier that he elects not to accept all the terms and conditions of Uniform Domestic Bill of Lading, but desires a common carrier's liability service at the higher rate charged for that service, carrier must print, write or stamp upon Uniform Domestic Bill of Lading, a clause signed by the agent reading: "In consideration of the higher rate charged, the property herein described will be carried at the carrier's liability, limited only as provided by law; but subject to the terms and conditions of Uniform Domestic Bill of Lading, in so far as they are not inconsistent with such common carrier's liability." (f) Shippers who print their own bills of lading may, at their option, instead of using the Uniform Straight Bill of Lading, print and use the Straight Bill of Lading-Short Form, set forth on page 96 (See Note) of Classification, which by reference makes all the terms and conditions of the Uniform Straight Bill of Lading a part thereof in case of a rail or rail-water shipment, in which event the transportation of the shipment shall be subject to all the terms and conditions of the Uniform Straight Bill of Lading the same as if it had been executed instead of the Straight Bill of Lading-Short Form. INSURANCE AGAINST MARINE RISKS (g) The cost of insurance against marine risk will not be assumed by carriers unless specifically provided for in tariffs. NOTE. Shipper may furnish a computer generated Straight Bill of Lading-Short Form which need not be in any particular form providing such bill of lading is complete and contains all required shipment information when tendered to the carrier for signature. Each such bill of lading must bear the title "Straight Bill of Lading-Short Form-Not Negotiable" and must also bear statements to the effect that the bill of lading is subject to (1) the contract terms and conditions of the Uniform Straight Bill of Lading; and (2) the applicable tariff and classification provisions in effect on the date of issue of the bill of lading.
2	DESCRIPTIONS SHOULD CONFORM TO CLASSIFICATION DESCRIPTIONS AND OTHER REGULATIONS	SECTION 1. Descriptions of articles in shipping orders and bills of lading should conform to classification or tariff descriptions. When different ratings are provided for an article according to type of packing or package, the shipping conditions should be shown. Articles indicated as explosives or hazardous materials in Hazardous Materials Regulations of the Department of Transportation, Agent C. L. Keller's Tariff No. BOE 6000-series, must be described on bills of lading and shipping orders as shown in that tariff. Abbreviations must not be used. When such descriptions differ from the tariff description in connection with which the applicable rate is published, the tariff description must also be shown on bills of lading and shipping orders immediately following the basic description required by the Hazardous Materials Regulations. Articles containing oil, as described in 49 CFR Part 130.5, must be identified in shipping orders and Bills of lading with a notation reading "contains oil, per 49 CFR, Part 130."

RULE	SUBJECT	APPLICATION
3	PROPERTY OF EXTRAORDINARY VALUE NOT ACCEPTED	Unless otherwise provided in this Classification, the following property will not be accepted for shipment nor as premiums accompanying other articles: Bank bills, coin or currency, deeds, drafts, notes or valuable papers of any kind; jewelry, other than costume or novelty jewelry; postage stamps or letters and packets of letters with or without postage stamps affixed; United States Post Office Department mail of any class; precious metals or articles manufactured therefrom; precious stones; revenue stamps; antiques; or other related or unrelated old, rare, or precious articles of extraordinary value.
4	FREIGHT LIABLE TO DAMAGE OTHER FREIGHT OR EQUIPMENT	Carriers are not obligated to receive freight liable to impregnate or otherwise damage equipment or other freight. Such freight may be accepted and receipted for "Subject to delay for suitable equipment", or may, for lack of suitable equipment, be refused.
5	BASES FOR CHARGES ON SHIPMENTS NOT COMPLYING WITH CLASSIFICATION REQUIREMENTS, AND MISCELLANEOUS REGULATIONS	SECTION 1. (a) Packing requirements in this classification provide the minimum protection that must be afforded. Outer shipping container must be made of materials of such strength as to afford safe handling, reasonable and proper protection of contents and to protect against damage to other freight or equipment. Articles tendered for transportation may be refused for shipment unless in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable. Whether or not interior packing devices are a part of specific requirements, interior packing devices or forms must be provided where they are necessary to afford adequate protection against damage to the contents of a container. Articles, or articles and necessary interior packing devices, must reasonably occupy the full cubic capacity of the outer shipping container. (b) Where packing specifications are not provided, articles will be accepted for transportation in any form of shipment other than in trunks, namely, "loose" or "in bulk" or "in packages" or "on skids". (c) When "in packages" is provided in connection with separate description of articles, such articles will, except as specified in separate descriptions of articles, be accepted for transportation in any container other than trunks (whether or nor constructed in accordance with the requirements of Rules 40, 41, or 51), or in any shipping form other than "in bulk", "loose", "in tank cars" or "on skids other than lift truck skids", providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable. Articles securely fastened to pallets, platforms or skids for lift trucks will be rated the same as "in bundles" or "in packages". Articles in uniformly sized shipping containers authorized in separate descriptions of articles which are in turn unitized by being overwrapped in heat shrunk or stretch plastic film, or articles in shipping containers authorized in separate description of articles mounted on pallets, platforms or skids for lift trucks which are in turn overwrapped in heat shrunk or stretch plastic film or otherwise securely fastened to the pallets, platforms, skids or slip sheets will be rated the same as in containers authorized providing shipper certifies on bills of lading that containers do so comply. (d) The separate descriptions of articles provide for acceptable forms of shipment. Definitions of containers and specifications for construction, packing and sealing thereof are contained in Rules 40, 41 and 51, or in specific items. Containers must be such as afford reasonable and proper protection to contents. When the separate descriptions of articles provide for forms of shipment (other than in containers), or specific regulations for loading, bracing, securing, or tying, such requirements must be fully complied with. (e) Where rules or separate descriptions of articles require certification on bills of lading and shipping orders that containers comply with Classification requirements and through error of shipper certification on bill of lading and shipping order is omitted, carriers upon submittal of substantial proof that containers complied in all respects with required regulations, will refund the increase in freight charges assessed due to such error. (f) Unless otherwise provided in the separate descriptions of articles, package specifications, conditions and all other requirements governing articles in straight shipments will apply also on the same articles when in mixed shipments. SECTION 2. (a) Articles which are easily broken, such as glassware or earthenware or articles in glass or earthenware containers, must be adequately protected within the shipping containers against damage or breakage by liners, partitions, wrappers, excelsior or other packing material. (b) Unless otherwise provided, rates shown for articles in glass inner containers will also apply on the same articles in earthenware or molded plastic inner containers. (c) Articles for which containers are specified must be enclosed by the containers so that no ends or other parts protrude, unless otherwise provided in the separate descriptions of articles. (d) Except as provided in Rule 39, articles that will expand or liquefy under possible changes in temperature during transportation must be in containers that will not leak and have sufficient outage space to permit expansion without forcing any of the contents out of the container. (e) Provision for shipment of articles "loose" does not relieve the shipper of responsibility for properly blocking or stowing such articles as are loaded by him. (f) Provision for the shipment of articles not enclosed in containers does not obligate the carriers to accept an article so offered for transportation, when enclosure in a container is reasonably necessary for the protection and safe transportation of the article. (Rule 5 continued on next page)

RULE	SUBJECT	APPLICATION
5 (Con-tinued)	BASES FOR CHARGES ON SHIPMENTS NOT COMPLYING WITH CLASSIFICATION REQUIREMENTS, AND MISCELLANEOUS, REGULATIONS	SECTION 2. Concluded. (g) Except where specifically indicated to the contrary in individual items, containers or packages provided in this Classification are outside shipping containers and the ratings shown in connection therewith are applicable whether the contents of such shipping containers are in bulk, loose or in inner containers. When ratings are provided for articles "in barrels or boxes", "in glass in barrels or boxes", "in containers in barrels or boxes" or "in inner containers in barrels or boxes", such ratings will not apply on articles in carboys in barrels or boxes. (h) Where in separate descriptions of articles provision is made for shipment in wrapped bundles or rolls, such articles will be accepted for transportation in fibre drums whether or not constructed in accordance with requirements of Rule 51. SECTION 3. (b) Unless otherwise provided in this Classification or in tariffs governed thereby, the rates shown for freight in barrels will also apply on such freight in hogsheads, pipes, puncheons, tierces, casks, drums (see Sections 5, 6, 7, 7 1/4 and 7 1/2 of Rule 40 and Rule 51), half-barrels, quarter-barrels, sixth-barrels, eighth-barrels or kegs. (c) The rates or ratings for freight in boxes will apply also on such freight in fibreboard boxes in bundles secured with metal straps or extruded oriented nylon, polyester or polypropylene straps or in crates, provided the fibreboard boxes meet the requirements of Rule 41. Bundles may also be strapped with not less than two tapes used as complete bands with not less than a 4-inch overlap of the tape on itself. (d) Where, in the separate descriptions of articles in this Classification or in tariffs governed thereby, provision is made for shipment "in boxes" and also "in machine pressed bales" or "in bales not machine pressed" or "in bales" or "in bundles", and the rate either in machine pressed bales, in bales not machine pressed, in bales or in bundles, is not higher than the rate in boxes, such articles when enclosed in fibre containers not conforming to the provisions of Rule 41 of Classification, but securely bound with metal straps or extruded oriented nylon, polyester or polypropylene straps or rope or with wire, will be taken at the rate provided for the articles "in boxes". If the rate either in machine pressed bales, in bales not machine pressed, in bales or in bundles, is higher than the rate in boxes, the freight charges on such articles when enclosed in fibre containers not conforming to the provisions of Rule 41, but securely bound with metal straps or extruded oriented nylon, polyester or polypropylene straps or rope, or with wire, will be increased 20% on any quantity and 10% on CL, with a minimum increase of 35 cents per 100 lbs above the charges applicable on such shipments in boxes that do conform to the provisions of Rule 41 of Classification. (e) Unless otherwise provided, where the use of metal straps, rope or wire is required in separate package descriptions, extruded oriented nylon, polyester or polypropylene straps may be used as a substitute. Unless otherwise provided, where the use of metal straps, rope or wire is required in separate package descriptions, the filament reinforced pressure-sensitive or gummed tape is authorized. This tape must be used as a completed band with a 4-inch overlap of the tape on itself and in the manner prescribed by the package description. It must be in widths not less than 3/4 inch or twice the required width of flat metal strapping, whichever is greater. SECTION 4. When articles are found in transportation, which do not comply with the foregoing requirements, the following method of determining the freight charges will govern, but this section shall not be construed to provide rates and should not be used as a basis for quoting rates in advance of shipment: (a) When the container used is of the kind specified but fails to conform to the regulations as to construction, material, packing, closing, sealing or any other regulations or requirements as provided in the separate descriptions or in Rule 40, or when the article shipped is not required to be in a container but in the separate descriptions of articles, specific regulations are provided for such form of shipment and the article is shipped in the manner specified but without full compliance with the specific regulations provided, the freight charges will be 20% on any quantity and 10% on CL higher (greater) than provided for the same articles shipped in conformity with the specific regulations. (Rule 5 concluded on next page)

RULE	SUBJECT	APPLICATION
5 (Concluded)	BASES FOR CHARGES IN SHIPMENTS NOT COMPLETING WITH CLASSIFICATION REQUIREMENTS AND MISCELLANEOUS REGULATIONS	(b) When articles are in containers of a kind or a shipping form of a kind, which is not specifically provided for in the description for such articles, the freight charges shall be assessed on the following basis:

WHEN SHIPPED	FREIGHT CHARGES WILL BE
ARTICLES, DRY OR SOLID:	
In bags	Same as in bales not machine pressed, or in bundles, or when these descriptions not provided, 20% higher any quantity and 10% higher CL than in barrels or boxes, whichever is higher (greater).
In barrels	Same as in boxes.
In boxes	Same as in barrels.
In crates	20% higher any quantity and 10% higher CL than in barrels or boxes, whichever is higher (greater).
In machine pressed bales	Same as in barrels or boxes.
In bales not machine Pressed	Same as in bags or bundles, or when these descriptions are not provided, 20% higher any quantity and 10% higher CL than when in barrels or boxes, whichever is higher (greater).
In pails, kits or tubs	20% higher any quantity and 10% higher CL than in barrels or boxes, whichever is higher (greater).
In baskets	Same as in bags, bales not machine pressed, or bundles, or when these descriptions are not provided, 20% higher any quantity and 10% higher CL than in barrels or boxes, whichever is higher (greater).
In bundles	Same as in bales not machine pressed, or in bags, or when these descriptions are not provided, 20% higher any quantity and 10% higher CL than in barrels or boxes, whichever is higher (greater).
Articles, loose or in bulk	20% higher any quantity and 10% higher CL than in bundles or "in packages", or when these descriptions are not provided, 50% higher any quantity and 20% higher CL than in bags, barrels, boxes or crates, whichever is higher (greater).
In tank cars	Same as in bulk in barrels, subject to Rule 35.
In metal cans partially Jacketed	20% higher any quantity and 10% higher CL than metal cans completely jacketed. When this description is not provided, 35% higher any quantity and 15% higher CL than in barrels or boxes.
In metal cans completely Jacketed	20% higher any quantity and 10% higher CL than in metal cans in barrels or boxes.
In kits, pails or tubs	20% higher any quantity and 10% higher CL than in barrels.
In metal cans in crates	20% higher any quantity and 10% higher CL than in metal cans in barrels or boxes, whichever is higher (greater).
Articles loose or in bulk	50% higher any quantity and 20% higher CL than in barrels or boxes, whichever is higher (greater).
In tank cars	Same as in bulk in barrels, subject to Rule 35.

(c) The provisions of Sections 4(a) and 4(b) will also apply to articles transported at specific commodity rates published in tariffs governed by this Classification, or under rates established by Exceptions to this Classification.

MISCELLANEOUS REGULATIONS

SECTION 5. In the application of increased charges as provided in Sections 3 and 4 such increased charges shall only apply to that portion of the shipment which does not comply with tariff requirements.

RULE	SUBJECT	APPLICATION
7	ONE CONSIGNOR, CONSIGNEE AND DESTINATION ON BILLS OF LADING	SECTION 1. The name of only one shipper, one consignee and one destination shall appear on a shipping order or bill of lading, except that the shipping order and bill of lading may specify the name of a party at the same destination to be notified of the arrival of shipment. The issuance of a bill of lading for a shipment consigned, straight or "to order" at one point, with the consignee's address or instructions to notify the consignee or other party, at another point, will be permitted only under the following conditions: When the consignee or party to notify or advise is located at a point inaccessible to deliveries of rail carriers; or When the consignee or party to notify or advise is located at a prepay station or on a rural free delivery route or in the interior, in which cases the shipment must be consigned to an adjacent open station designated by the shipper; or When the destination station and consignee's post office address adjacent to such station are differently named. This rule does not prohibit showing the point or points at which shipments are to be stopped in transit for partial loading or unloading when such partial loading or unloading is specifically authorized by the carriers' tariffs applicable to such shipments.
	FREIGHT CONSIGNED "TO ORDER"	SECTION 2. The issuance of a bill of lading for a shipment consigned "to order" is prohibited unless the name of the person, firm or corporation to whose order the shipment is consigned is plainly shown thereon after the words "to order".
	DELIVERY OF SHIPMENTS COVERED BY ORDER BILLS OF LADING	SECTION 3. Surrender of original order bill of lading, properly endorsed, is required before delivery of the property therein described, but such property may be delivered in advance of surrender of the bill of lading to, or as directed by, a party who states (see Note 1) to the carrier in writing (or orally if promptly confirmed in writing) that he is the owner or is lawfully entitled to the possession of the property and that the bill of lading has been lost delayed, destroyed or otherwise is not immediately available at a bank or other source, or states (see Note 1) in writing that if and when a shipment is delivered to him, or as directed by him, he will be at that time either the owner or lawfully entitled to the possession of the property, and who presents to the carrier as a substitute for the bill of lading, security in the form of Substitute 1. Currency, certified check or bank cashier's check in amount equal to 125% of the invoice or value of the property; OR AT CARRIER'S OPTION Substitute 2. A specific bond of indemnity with surety in amount equal to twice such invoice or value; OR AT CARRIER'S OPTION Substitute 3. A blanket bond of indemnity with surety; OR AT CARRIER'S OPTION Substitute 4. An open-end bond of indemnity with corporate surety duly authorized to write surety bonds and regularly engaged in such business. A specific bond of indemnity is one given to protect delivery of a single shipment. A blanket bond of indemnity is one that can repeatedly be made use of until cancelled, as provided therein or at the option of the carrier. A bond executed by a partner as surety for his firm shall not be accepted. An open-end bond is one which may be used repeatedly until cancelled, at the carrier's option or in accordance with its terms, and which applies separately to each shipment in an amount equal to twice the invoice or value thereof, and which shall provide that if the original bill of lading, properly endorsed, is not surrendered within five days, exclusive of Saturdays, Sundays and bank holidays, immediately following the day whereon the shipment was delivered, the liability of the surety with respect to such shipment shall automatically be doubled. All bonds of indemnity must be satisfactory to the accepting carrier as to form, amount and surety. When a specific bond of indemnity has been accepted, the original bill or bills of lading must be surrendered, properly endorsed, as soon as available at a bank, or other source. (Rule 7 continued on next page)

RULE	SUBJECT	APPLICATION
7 (Con-tinued)	DELIVERY OF SHIPMENTS COVERED BY ORDER BILLS OF LADING	SECTION 3. Concluded. When a shipment has been released under a blanket bond of indemnity, the original bill of lading, properly endorsed, must be surrendered as soon as available at a bank or other source. In the event the required bill of lading is not surrendered within five (5) days, exclusive of Saturdays, Sundays and bank holidays, or, at carrier's option, a lesser time, immediately following the day on which the shipment was delivered, further delivery of shipments under the bond shall cease, unless or until the principal shall deposit with the carrier's agent (1) Substitute 1 or (2) a specific bond of indemnity, in amount equal to twice the invoice or value of the property, with a corporate surety duly authorized to write surety bonds and regularly engaged in such business, except that when accompanied by evidence acceptable to the carrier, that settlement for the shipment has been accomplished, a specific bond with surety approved by the carrier may be accepted, or (3) unless or until Substitute 4 (open-end bond) is furnished by the principal or the shipper. Any deposit under Substitute 1 shall be refunded: (1) Upon surrender of the bill of lading properly endorsed; or (2) Upon receipt by the carrier of a specific bond of indemnity, with surety, in amount equal to twice the invoice or value of the property, except that, in the case of a party who operates under a blanket bond, the surety on the specific bond shall be a corporate surety duly authorized to write surety bonds and regularly engaged in such business, or, at carrier's option, an open-end bond of indemnity with corporate surety duly authorized to write surety bonds and regularly engaged in such business. NOTE 1. The writing may be contained in a bond or in a separate instrument, and may relate to a designated shipment or shipments or to all shipments (including future shipments) of a designated class or classes.
	FREIGHT CON-SIGNED TO ONE PARTY, NOTIFY OR ADVISE ANOTHER PARTY	SECTION 3½. The issuance of a Straight Bill of Lading for a shipment consigned to one party, notify or advise another party, is prohibited unless the name of the person, firm or corporation to which shipment is consigned is plainly shown after the words "Consigned to" and the name of the person, firm or corporation to be advised is shown immediately thereunder and preceded by the word "Advise".
	DELIVERY OF SHIPMENTS COVERED BY STRAIGHT BILLS OF LADING	SECTION 4. Shipments on straight bills of lading (including shipments consigned to one party, notify or advise another party) and in respect to which carriers are obligated not to make delivery except on surrender of written order or other required document, may be delivered in advance of surrender of the written order or other required document to, or as directed by, a party who states (see Note 1) to the carrier in writing (or orally if promptly confirmed in writing) that he is the owner or is lawfully entitled to the possession of the property, and that the written order or other required document has been lost, delayed, destroyed, or otherwise is not immediately available at a bank or other source, or states (see Note 1) in writing that if and when a shipment is delivered to him, or as directed by him, he will be at that time either the owner or lawfully entitled to the possession of the property, and who presents to the carrier as a substitute for the written order or other required document, security in the form of: Substitute 1. Currency, certified check or bank cashier's check in amount equal to 125% of the invoice or value of the property; OR AT CARRIER'S OPTION Substitute 2. A specific bond of indemnity with surety in amount equal to twice such invoice or value; OR AT CARRIER'S OPTION Substitute 3. A blanket bond of indemnity with surety; OR AT CARRIER'S OPTION Substitute 4. An open-end bond of indemnity with corporate surety duly authorized to write surety bonds and regularly engaged in such business. A specific bond of indemnity is one given to protect delivery of a single shipment. A blanket bond of indemnity is one that can repeatedly be made use of until cancelled as provided therein or at the option of the carrier. A bond executed by a partner as surety for his firm shall not be accepted. An open-end bond is one which may be used repeatedly until cancelled, at the carrier's option or in accordance with its terms, and which applies separately to each shipment in an amount equal to twice the invoice or value thereof, and which shall provide that if any written order or other required document is not surrendered within five days, exclusive of Saturdays, Sundays and bank holidays, immediately following the day whereon the shipment was delivered, the liability of the surety with respect to such shipment shall automatically be doubled. All bonds of indemnity must be satisfactory to the accepting carrier as to form, amount and surety. When a specific bond of indemnity has been accepted, the written order or other required document must be surrendered as soon as available at a bank, or other source. (Rule 7 concluded on next page)

RULE	SUBJECT	APPLICATION
7 (Con-cluded)	DELIVERY OF SHIPMENTS COVERED BY STRAIGHT BILLS OF LADING	SECTION 4. Concluded. When a shipment has been released under a blanket bond of indemnity, the written order or other required document must be surrendered as soon as available at a bank or other source. In the event the written order or other required document is not surrendered within five (5) days, exclusive of Saturdays, Sundays and bank holidays, or, at carrier's option, a lesser time, immediately following the day on which the shipment was delivered, further delivery of shipments under the bond shall cease, unless or until the principal shall deposit with the carrier's agent (1) Substitute 1 or (2) a specific bond of indemnity, in amount equal to twice the invoice or value of the property, with a corporate surety duly authorized to write surety bonds and regularly engaged in such business, except that when accompanied by evidence acceptable to the carrier, that settlement for the shipment has been accomplished, a specific bond with surety approved by the carrier may be accepted, or (3) unless or until Substitute 4 (open-end-bond) is furnished by the principal or the shipper. Any deposit under Substitute 1 shall be refunded: (1) Upon surrender of the written order or other required document, or (2) Upon receipt by the carrier of a specific bond of indemnity, with surety, in amount equal to twice the invoice or value of the property, except that, in the case of a party who operates under a blanket bond, the surety on the specific bond shall be a corporate surety duly authorized to write surety bonds and regularly engaged in such business, or, at carrier's option, an open-end bond of indemnity with corporate surety duly authorized to write surety bonds and regularly engaged in such business. NOTE 1. The writing may be contained in a bond or in a separate instrument, and may relate to a designated shipment or shipments or to all shipments (including future shipments) of a designated class or classes.
	DELIVERY OF IMPORT SHIPMENTS	SECTION 5. In lieu of the statements and security required under Sections 3 and 4, import shipments from a foreign country, including foreign possessions of the United States, may, at carrier's option, be delivered in advance of surrender of bill of lading, upon receipt and acceptance by the carrier of a letter of indemnity from a banking institution, which contains a statement to the effect that such institution is the owner of the property or has a security or other beneficial interest in the same.
	EXPORT SHIPMENTS TO POINTS IN MEXICO	SECTION 6. (See Note). Shipping orders or bills of lading tendered to the origin carrier covering shipments destined to Mexico must include the following information: (a) The final destination in the United States (Border Crossing Point). (b) The name of the Mexican consignee. (c) Broker or consignee at border crossing. (d) The final destination in Mexico. NOTE. Will not apply from to or via BNSF, IC. Also not applicable in connection with Farm Products (STCC 01 Series) or Food and Kindred Products (STCC 20 Series) on traffic moving from to or via NS, TM or UP.
8	ADVANCING CHARGES NOT PERMITTED	Except as provided in tariffs of carrier at point of origin or destination or transit station (as the case may be), no charges of any description will be advanced to shippers, owners, consignees or agents thereof, nor to their draymen or warehousemen
9	PREPAYMENT OR GUARANTEE OF CHARGES	SECTION 1. All charges must be prepaid or guaranteed on any shipment which in judgement of the agent at point of origin, or diversion point, would not, at forced sale, realize the total amount of freight charges due at destination or stop-off point. SECTION 2. Freight on which prepayment is required, may on approval of the General Freight Department of originating carrier, be forwarded on the guarantee of shipper that all charges will be paid at destination or stop-off point. Full explanation must be made on waybills. SECTION 3. (a) Except as otherwise provided by tariff, when a shipment is tendered to the carrier and the shipment requires ascertainment of weights at destination by reason of destination weight agreement or shipper's requirement to determine the applicable freight charges, such shipment may not be tendered or accepted by the carrier as a prepaid shipment but must be tendered as a collect shipment. (b) If consignor indicates his desire to have freight charges rendered to him by appropriate notation on bill of lading, and does not sign Section 7 of bill of lading, destination carrier will comply, subject to STB credit stipulations.

RULE	SUBJECT	APPLICATION
10	MIXED CARLOADS	Except as otherwise provided in this Classification or in tariffs governed thereby, and subject to the provisions of Note 1, when a number of articles, for which the same or different ratings or rates are provided when in straight carloads are shipped at one time by one consignor to one consignee and destination in a carload (see Rule 14), the following will apply: SECTION 1. The articles will be charged at the actual or authorized estimated weight and at the straight carload class or commodity rate (not mixed carload, all-commodity, or all-freight rate), applicable to each article, except as provided in Rules 12 and 45. The carload minimum weight will be the highest provided for any article in the mixed carload, and any deficit in the minimum weight will be charged for at the highest carload rate applicable to any article in the mixed carload. This section will not apply on shipments covered by Section 2. NOTE 1. In applying this rule, the rate applicable to each article must be a rate that is specifically stated in the tariff in dollars or cents per 100 pounds or per ton and may not be an open-end incentive rate (a lower rate for weight in excess of a stated minimum weight), except as follows: When the entire shipment is loaded in one car, and the total weight of an article or group of articles listed in the same open-end incentive rate item subject to that rate is loaded in that car, the open-end incentive rate may be used to the extent the weight of such article or group of articles exceeds the basis minimum weight necessary to obtain the open-end incentive rate. SECTION 2. On mixed carload shipments as described in this section, the straight carload rate (not mixed carload, all-commodity or all-freight rate) applicable to the highest classed or rated article contained in the carload will be applied to the entire shipment, and the carload minimum weight will be the highest provided for any article in the mixed carload. (a) Mixed carload shipments containing any one or more of the following commodities: Building woodwork, except the provisions of Section 1 will apply on mixed carload shipments of building woodwork, viz.: Blinds; doors, glazed or not glazed; sash, glazed or not glazed; stair work, building woodwork (house trim), noibn, flat or KD flat; frames, door, with or without weather strips attached, KD; frames, window, with or without pulleys and with or without weather strips attached, KD; frames, window, with or without metal weather strips attached, and glazed sash combined, with or without wire screens, loose or in packages, and molding, carpenters', plywood or built-up wood. The provisions of Section 1 will also apply on: Building woodwork when shipped in mixed carloads with paper or paper articles; doors, glazed or not glazed, when shipped in mixed carloads with table tops; doors, glazed or not glazed, or plywood when shipped in mixed carloads with metal channels, metal extrusions, or metal louvres, the weight of the channels, extrusions or louvres not to exceed 10 per cent of the weight on which charges are assessed; furniture parts in mixed carloads with built-up wood, doors, glazed or not glazed, plywood, veneer, or furniture, the weight of the furniture not to exceed 10 per cent of the weight on which charges are assessed. Sugar, beet, or cane. Furniture, and furniture parts. (b) Butter, noibn, margarine, shelled eggs (egg albumen, whites or yolks), eggs, noibn, cheese or dressed poultry, in mixed carloads with fresh meats or packing house products, except the provisions of Section 1, will apply on margarine in mixed carloads with shortening, noibn, vegetable oil shortening, cooking oil or salad oil. (c) Freight interchanged with or delivered to vessels in foreign, intercoastal or coastwise service unless the entire carload comes within one of the following categories: Export Freight — Coastwise Freight Import Freight — Intercoastal Freight or is billed at domestic rates and treated as a domestic shipment. SECTION 3. These rules will not apply upon articles for which carload rates are not provided nor upon shipments of livestock. Rule 24 will not apply to mixed carload shipments under the following conditions: (a) When the applicable minimum weight is subject to Rule 34. (b) When the car carrying the excess contains any article which would be subject to Rule 34 if shipped in straight carloads. SECTION 4. Subject to the conditions of Sections 1 and 2, when the aggregate charge upon the entire shipment is made lower by considering the articles as if they were divided into two or more separate carloads, the shipment will be charged accordingly. When the two or more separate carloads are loaded in one car the minimum weight for each separate carload shall be that applicable for a car of length not in excess of 40 feet 7 inches. SECTION 5. If a lower charge would result under the application of Sections 1, 2, or 4 of this rule than under the provisions for a specific carload mixture, or if a lower charge would result under the provisions for a specific carload mixture than under the application of Sections 1, 2 or 4 of this rule, such lower charge will apply.
11	GROSS OR ESTIMATED WEIGHTS	Unless otherwise provided in this Classification, charges shall be computed on gross weights, except, when estimated weights are authorized, such estimated weights shall be used. When articles are transported loaded on pallets, platforms or skids, such pallets, platforms or skids must be furnished by the shipper at his expense, and the weight thereof will be charged for at rate applicable on the freight loaded thereon. Temporary blocking, standards, strips, or similar bracing, dunnage or supports, when used shall be charged for as provided in Rule 30.

RULE 13 — MINIMUM CHARGES PER SHIPMENT

(Provisions of this Rule will not apply for account BNSF, BOCT, CSXT, FVW, IC, NS, UP, WC)

Unless otherwise provided in this Classification:

(1) The minimum charge per car for CL shipments shall be as provided for in paragraph (6). Does not apply to charges for switching service either in connection with a line haul or for intra or inter-yard switching.

(2) When two or more CL shipments are loaded into one car, the minimum charge for each CL shipment shall be as provided for in paragraph (6).

(3) When more than one car is used to accommodate a shipment, the minimum charge for each car used shall be as provided in paragraph (6).

But one minimum should be applied to an entire shipment of a commodity which is subject to the "part lot" or "overflow" rule of classification or tariff governing movement.

(4) In case of a continuous through movement of a shipment handled on a combination of separate rates, whether such separate rates are governed by the same or different classifications published herein, the per car minimum prescribed in Paragraph (6) does not apply to the separate factors but to the total of the combined charges.

(5) The minimum charge per car, as provided for in Paragraph (6), shall be exclusive of charges for car rental, car service, car carthage, demurrage, diversion, elevation, lighterage, loading, private car mileage, protection from heat or cold, reconsignment, stop-off, storage, switching, transfer, transit privileges, unloading and weighing.

(6) The charges referred to in paragraphs (1) through (5) shall be as follows:

APPLICATION - SEE NOTE 1

	Paragraph (a)	Paragraph (b)	Paragraph (c)	Paragraph (d)	Paragraph (e)	Paragraph (f)	Paragraph (g)
1	$259.00	$303.00	$380.00	$277.00	$274.00	$306.00	$407.00
2	$266.00	$311.00	$391.00	$285.00	$281.00	$315.00	$419.00
3	$266.00	$311.00	$390.00	$285.00	$281.00	$315.00	$418.00
4	$264.00	$309.00	$388.00	$283.00	$279.00	$313.00	$415.00
5	$263.00	$308.00	$387.00	$282.00	$278.00	$312.00	$414.00
7	$267.00	$312.00	$392.00	$286.00	$282.00	$316.00	$420.00
8	$268.00	$313.00	$393.00	$287.00	$283.00	$317.00	$421.00
9	$271.00	$316.00	$397.00	$290.00	$286.00	$320.00	$426.00
10	$245.00	$286.00	$359.00	$261.00	$258.00	$289.00	$385.00
11	$242.00	$283.00	$355.00	$258.00	$255.00	$286.00	$380.00
12	$271.00	$316.00	$399.00	$289.00	$286.00	$319.00	$426.00
13	$248.00	$290.00	$364.00	$264.00	$261.00	$293.00	$390.00
14	$248.00	$290.00	$364.00	$265.00	$262.00	$293.00	$390.00
15	$259.00	$303.00	$380.00	$276.00	$273.00	$306.00	$408.00
16	$256.00	$299.00	$375.00	$273.00	$270.00	$302.00	$402.00
17	$263.00	$306.00	$385.00	$280.00	$277.00	$309.00	$413.00
18	$266.00	$311.00	$391.00	$284.00	$280.00	$314.00	$418.00
19	$265.00	$310.00	$390.00	$283.00	$279.00	$313.00	$417.00
20	$260.00	$302.00	$380.00	$276.00	$274.00	$306.00	$406.00
21	$268.00	$313.00	$393.00	$286.00	$283.00	$316.00	$421.00
22	$266.00	$311.00	$391.00	$284.00	$281.00	$314.00	$419.00
23	$268.00	$313.00	$394.00	$286.00	$283.00	$316.00	$421.00
24	$267.00	$312.00	$393.00	$285.00	$282.00	$315.00	$420.00
25	$266.00	$311.00	$392.00	$284.00	$281.00	$314.00	$418.00
26	$248.00	$289.00	$362.00	$263.00	$260.00	$292.00	$387.00
27	$264.00	$308.00	$388.00	$281.00	$278.00	$311.00	$414.00
28	$268.00	$313.00	$394.00	$286.00	$283.00	$316.00	$421.00
29	$263.00	$309.00	$387.00	$280.00	...	$311.00	$413.00
30	$262.00	$308.00	$385.00	$279.00	...	$310.00	$411.00
31	...	$313.00	$393.00	...	...	...	$420.00
32	$265.00	$312.00	$391.00	...	...	...	...
33	$264.00	$311.00	$390.00	...	...	...	...
34	$262.00	$306.00	$384.00	$280.00	$276.00	$310.00	$412.00

(Rule 13 continued on next page)

RULE	SUBJECT	APPLICATION
13 (Continued)	MINIMUM CHARGES PER SHIPMENT	**APPLICATION - SEE NOTE 1**

(6) The charges referred to in paragraphs (1) through (5) shall be as follows:

	Paragraph (a)	Paragraph (b)	Paragraph (c)	Paragraph (d)	Paragraph (e)	Paragraph (f)	Paragraph (g
35	$251.00	$293.00	$367.00	$265.00	$262.00	$294.00	$392.00
36	$246.00	$287.00	$360.00	$262.00	$259.00	$290.00	$387.00
37	$247.00	$288.00	$362.00	$263.00	$260.00	$291.00	$388.00
38	$246.00	$288.00	$361.00	$263.00	$260.00	$291.00	$387.00
39	$246.00	$289.00	$362.00	$264.00	$261.00	$292.00	$388.00
40	$266.00	$310.00	$390.00	$283.00	$280.00	$314.00	$417.00
41	$265.00	$309.00	$388.00	$282.00	$279.00	$312.00	$415.00
42	$267.00	$312.00	$391.00	$284.00	$281.00	$315.00	$419.00
43	$269.00	$315.00	$395.00	$286.00	$283.00	$318.00	$423.00
44	$268.00	$313.00	$393.00	$285.00	$282.00	$316.00	$420.00
45	$272.00	$317.00	$399.00	$289.00	$286.00	$320.00	$426.00
46	$266.00	$310.00	$390.00	$283.00	$280.00	$313.00	$417.00
47	$268.00	$312.00	$392.00	$285.00	$282.00	$315.00	$420.00
48	$263.00	$307.00	$386.00	$280.00	$277.00	$310.00	$413.00
49	$260.00	$303.00	$381.00	$277.00	$274.00	$306.00	$408.00
50	...	$273.00	$339.00	...	...	...	...
51	$255.00	$298.00	$374.00	$272.00	$269.00	$301.00	$401.00
52	$262.00	$306.00	$384.00	$279.00	$276.00	$309.00	$412.00
53	$261.00	$305.00	$383.00	$278.00	$275.00	$308.00	$410.00
54	$267.00	$311.00	$391.00	$284.00	$281.00	$314.00	$419.00
55	$300.00	...	...	...	...	...	...
56	$269.00	$314.00	$396.00	$287.00	$284.00	$317.00	$423.00
57	$267.00	$312.00	$393.00	$284.00	$281.00	$315.00	$419.00
58	$266.00	$310.00	$391.00	$283.00	$280.00	$313.00	$417.00
59	$249.00	$290.00	$362.00	$264.00	$261.00	$293.00	$388.00

NOTE 1.

(a) Applies only between points as described in Paragraph (a), Item X9.

(b) Applies only between points as described in Paragraph (f), Item X9.

(c) Applies only as follows:

1. Between points as described in Paragraph (d), Item X9.
2. Between points as described in Paragraph (d), Item X9 on the one hand and points as described in Paragraph (g), Item X9 on the other hand.

(d) Applies only between points as described in Paragraph (b), Item X9 on the one hand and points as described in Paragraph (d), Item X9 or points as described in Paragraph (g), Item X9 on the other hand.

(e) Applies only between points as described in Paragraph (c), Item X9 on the one hand and points as described in Paragraph (e), Item X9 on the other hand.

(f) Applies only between points as described in Paragraph (e) on the one hand and points as described in Paragraph (d), Item X9 or points as described in Paragraph (g), Item X9 on the other hand.

(g) Applies only between points as described in Paragraph (g), Item X9.

1 Applies on joint line traffic. Also on single line traffic via: ALM, AN, CLC, CN, CSP, ST (formerly BM).

Applies on single line traffic as follows:

2 ANR, BPRR, CALA (former MRR), EACH, LRWN, PAL, SS, TRC.
3 ST (formerly MEC).
4 CN (formerly DWP).
5 ST (formerly PTM).
7 CCT.
8 NECR (formerly CV).
9 CW.
10 AC, ARR, DLWR, DQE, EARY, GC, GTRA, GWRC, IBT, LBR, SLR, TBRY, WE, WW, YKR.
11 MIDH.
12 MRS.
13 HRT.
14 MDW.
15 MRL.
16 MDDE.
17 GWWR.
18 BAYL, CLP.
19 LPN, MET.
20 KCS (formerly MDR, MSRC, SR).
21 CIRR.
22 ESHR, WSOR.

(Rule 13 continued on next page)

RULE	SUBJECT	APPLICATION
13 (Concluded)	MINIMUM CHARGES PER SHIPMENT	23 AR, ARC, ATW, BLE, BLOL, BS, CBL, CFWR, CRL, CSS, DER, DMIR, EJE, HB, IAIS, IHRC, MNBR, MKC, OAR, PBNE, PBR, PDRR, RJCL, SB, SBVR, SCRF, SH, SM. 24 AA, AM, ATLT, BOP, BRC, CC, CIC, DME, DNE, DR, DVS, ECBR, FMID, GNWR, GWR, HE, IHB, KCS (formerly TNR), KJRY, KRR, KWT, MCER, MCTA (formerly MNVA), MWRR, NYA (formerly LI), PNW, PRYL, PSR (formerly PS), PVS, PW, RSR, SDIY, VCRR, WSOR (formerly WICT), WSR. 25 ELS, NYSW. 26 CN (formerly GTW). 27 ALY, BKRR, GMRC, LAL, PSR (formerly MNJ). 28 CPRS (formerly SOO). 29 CPRS (formerly DH). 30 ST (stations 1796 to 1831). 31 BRG. 32 BXN, PCN. 33 RSS. 34 TM. 35 FNOR. 36 ME. 37 MCR. 38 ONT. 39 GNBC. 40 APA. 41 TSE. 42 BAR. 43 CPRS. 44 EDW, LAJ. 45 CHR. 46 IATR. 47 SLC. 48 CM, ETRY, KYLE, LNW, MSDR, NCYR, 65 QBT, RARW, SAN, SCTR, WTNN. 49 CTN. 50 QRR. 51 GLSR. 52 GRR. 53 MSE, SMV, VR. 54 VTR. 55 FEC. 56 DMM, YRC (formerly MPA). 57 INRD. 58 TRRA. 59 KCS (except former MDR, MSRC, SR, TNR). 65 Applies only to Note 1, Paragraph (c), this rule.

RULE	SUBJECT	APPLICATION
14	APPLICATION OF CARLOAD RATES	SECTION 1.-Carload rates apply only when a carload of freight is shipped from one station, in or on one car, except as otherwise provided in Rules 24, 29 or 34, in one calendar day from midnight to midnight, by one shipper for delivery to one consignee at one destination and is loaded by shipper and unloaded by consignee. Only one bill of lading from one loading point and one freight bill shall be issued for such CL shipment. The minimum CL weight provided is the lowest weight on which the CL rate will apply. SECTION 2.-Carload rates also apply on carload shipments (as described in Section 1), which, under tariffs lawfully on file are accorded additional services or privileges described below: (a) Loading by the carrier, under the provisions of the tariff, applicable at shipping station or stopover station. (b) Unloading by the carrier, under the provisions of the tariff applicable at destination station or stopover station. (c) "Split deliveries" (delivery to more than one party) at destination by the carrier, under provisions of the tariff applicable at destination station. (d) Stopover privileges to complete loading or to partly unload while in route under provisions of tariffs of carriers serving the stopover station. (e) Transit privileges under the provisions of tariff permitting outbound shipments from the transit point to consist of portions of inbound carload shipments from one or more origins. On shipments accorded such transit privileges Section 1 of this rule will be considered as complied with if the carload shipment from the transit point complies with the provisions of Section 1 of this rule. SECTION 3.-When freight is loaded in or on a car by shipper and such car is not fully loaded but is tendered as a CL shipment, the shipment will be charged for as a carload.
19	KNOCKED-DOWN ARTICLES	Rates provided for articles KD will only apply when the article is unassembled or taken apart in such manner as to reduce the bulk of the article at least 33 1/3 percent from its normal shipping cubage when set up. Merely separating an article into parts without reducing its bulk by at least 33 1/3 percent does not constitute knocking down or entitle the article to KD rates. Rates provided for articles KD flat will only apply when the article is unassembled or taken apart in such manner as to reduce the bulk of the article at least 66 2/3 percent from its normal shipping cubage when set up. Merely separating an article into parts without reducing its bulk by at least 66 2/3 percent does not constitute knocking down flat or entitle the article to KD flat rates.
20	PARTS OR PIECES CONSTITUTING COMPLETE ARTICLE	Parts or pieces constituting a complete article, received as one shipment, on one bill of lading, will be charged at rate provided for complete article.
21	NESTED ARTICLES	SECTION 1. Unless otherwise provided in this Classification, the terms "nested" or "nested solid" mean: Nested: Three or more different sizes of the articles must be enclosed each smaller within the next larger or that three or more of the articles must be placed one within the other so that each upper article will not project above the next lower article more than one-third or its height. Nested Solid: Three or more of the articles must be placed one within or upon the other so that the outer side surfaces of the one above will be in contact with the inner side surfaces of the one below and each upper article will not project the next lower article more than 1/4 inch. SECTION 2. The provisions of Section 1 of this rule prohibit application of articles of different name or material, whether grouped in one description or shown separately, are nested or enclosed one within the other.
22	WOODEN ARTICLES IN THE ROUGH, IN THE WHITE, OR FINISHED	SECTION 1.-The term "in the rough" used in specifications for wooden articles applies when such articles are not further manufactured than sawed, hewn, planed or bent. SECTION 2.-The term "in the white" applies to wooden articles when further manufactured than provided for in Section 1, and may include one coat of priming, but does not apply when the articles have been painted or varnished. SECTION 3.-The term "finished" applies to wooden articles after they have passed the stage of manufacture provided for in Section 2.
23	FREIGHT IN BUNKERS OF REFRIGERATOR CARS	Freight must not be loaded in bunkers of refrigerator cars.

RULE	SUBJECT	APPLICATION
24	FREIGHT IN EXCESS OF FULL CARLOAD	(Provisions of this Rule will not apply for account IC or NS) SECTION 1. When CL freight, the authorized minimum weight for which is 30,000 lbs or more, is received in excess of the quantity that can be loaded in or on one car, the following shall apply: The shipment must be made from one station, by one shipper, in one calendar day running from midnight to midnight, on one shipping order or bill of lading, to one consignee and destination. Each car, except car carrying excess, must be loaded as heavily as loading conditions will permit, and each car so loaded charged at actual or authorized estimated weight, subject to established minimum CL weight, and at CL rate applicable. The marked capacities of cars are shown in the Official Railway Equipment Register RER 6413-series, The National Railway Publication Company, Agent. SECTION 2. Except as provided in Rule 60, the excess over quantity that can be loaded in or on one car shall be charged: (a) If loaded in one closed car, except as provided in Paragraph (c), at actual or authorized estimated weight, and at CL rate applicable on entire shipment, subject to a minimum weight of 10,000 lbs. (b) If loaded on one open car, except as provided in Paragraph (c), at actual or authorized estimated weight and at CL rate or rating applicable on entire shipment, subject to a minimum charge of 4,000 lbs at Class 100 rate. (c) If loaded in or on one car specially prepared either by carrier or shipper, including damage free cars, permanent dunnage cars, and cars equipped with bars, racks or other devices (not ordinary dunnage) used to secure the lading, at actual or authorized estimated weight and at CL rate applicable on entire shipment, subject to minimum weight of 15,000 lbs. SECTION 3. Carriers may handle excess through their freight stations and may load other freight in or on car carrying excess, but unless otherwise provided by tariff where two cars are furnished to accommodate load, no different service will be performed in placing two cars for loading and unloading than would be performed were one car furnished and loaded, except that when trackage disabilities existing at place of loading or unloading make it necessary, cars furnished may be placed at different but adjacent locations, or at the same location at different times. SECTION 4. The waybill for each car, whether for excess or full load, must give reference to waybill for each other car used in shipment. SECTION 5. This rule will not apply when specific items in this Classification provided otherwise; nor on bulk freight nor livestock; nor on freight the character of any portion of which at time of transportation requires and is loaded in either heated, refrigerator, insulated, ventilator or tank cars; nor on freight the authorized minimum CL weight for which is less than 30,000 pounds; nor on freight the minimum CL weights for which are subject to Rule 34; nor on freight subject to Rule 29.
25	IRON VERSUS STEEL, AND GAUGE OF METAL	Unless the contrary appears, the word “iron” wherever used includes also steel; and vice versa. Except as otherwise provided, where reference is made to the gauge of metal, it means U.S. Standard Gauge.
27	LOADING AND UNLOADING	SECTION 1.-Owners are required to load into or on cars, freight for forwarding by rail carriers, and to unload from cars freight received by rail carriers, carried at CL rates, except where tariff of carrier at point of origin or destination or stopover station (as the case may be) provides for loading or unloading of CL freight by carrier. SECTION 2.-Owners are required to load into or on cars heavy or bulky freight for forwarding by rail carriers and to unload from cars heavy or bulky freight received by rail carriers, carried at any quantity rates which cannot be handled by regular station employees or at stations where carrier’s loading or unloading facilities are not sufficient for handling. SECTION 3.-Shippers must comply with carriers’ rules regulating safe loading of freight and protection of equipment (See Note 1). Weight of lading must be approximately the same on each side of the car, van, container, trailer or other vehicles. Freight in closed cars, equipped with other than plug type doors must be so loaded as to prevent any contact with car doors during transit. Cars equipped with plug type doors loaded with cylindrical items such as rolls of paper or drums require doorway protection unless specifically exempted by applicable commodity pamphlets. The weight of load on one truck must not exceed approximately one-half of the load limt weight stenciled on car. When shipper is responsible for loading, both initial and intermediate shippers of cars, vans, containers, trailers, or other vehicles, which are to complete loading at more than one point must comply with the regulations referred to above. Intermediate receiver of cars, vans, containers, trailers, or other vehicles must reload in a level manner or brace or rebrace, if necessary to prevent damage, the remaining portion of lading destined to subsequent receiver. NOTE 1.-All non-used securement devices must be returned to and stored in same car from which removed and devices must be secured. SECTION 4.-When articles are loaded on open cars, small detachable parts must be removed and placed in barrels or boxes or secured within the article. Barrels and boxes must be encircled at ends with iron straps and securely attached to the article or to floor of car. Such barrels or boxes must be specified on shipping orders and bills of lading. Fragile parts not detached must be protected. ① SECTION 5.-To complete unloading, consignee must remove all lading (unless otherwise provided by applicable rate tariff) non-railroad owned dunnage, blocking, bracing, strapping, and any other non-railroad owned material that was part of the inbound shipment and secure interior equipment. (See Note 2). (Rule 27 concluded on next page)

RULE	SUBJECT	APPLICATION
27 (Con-cluded)	LOADING AND UNLOADING	NOTE 2.- CLOSED CARS (a)-Consignee is required to return and secure to same car all railroad-owned securement devices removed to complete unloading, securely lock all bulkhead doors, return wooden doors used in transportation of bulk grain or grain products, close all top hatches and bottom outlets and exterior doors. OPEN CARS (b)-Consignee is required to return and secure to same car all railroad-owned securement devices removed to complete unloading, store chains, ratchets, tension devices, and other appurtenances in appropriate facility, and close all bottom outlets. SECTION 6.-In the interest of promoting car efficiencies, certain exceptions may be allowed under Section3, Note 1 and Section 5, Note 2, provided that said exceptions will not disrupt the uniform continuity desired and the affected carrier(s) mutually approve. In those instances, request for exception will be made in letter form to the serving carrier, citing the exception desired and the circumstances for relief. Relief may be approved only by the carrier(s) whose cars are affected, in those instances of exceptions approval, carrier(s) must have on file copy of letter of approval in the following locations: 1. Local Agent's Office. 2. Office of Chief Transportation Officer. 3. Association of American Railroads Transportation Division. ① Does not apply for account of the NYA.
28	APPLICATION OF CERTAIN WORDS OR PHRASES IN COMMODITY DESCRIPTIONS	Aluminum alloy: Unless the contrary appears, the word "aluminum" wherever used includes also aluminum alloy. Magnesium metal alloy: Unless the contrary appears, the term "magnesium metal" wherever used includes also magnesium metal alloy. Metal alloys, noibn: Unless the contrary appears, the term "metals, noibn" appears, the term includes also metal alloys not more specifically provided for. Synthetic plastics: Unless the contrary appears, the words "plastic" or "plastics" refer to synthetic gums, synthetic resins, including coal tar or petroleum resins or cellulose or protein deriviative plastic materials. Articles made therefrom may have fillers. Fillers for plastics refer to organic or inorganic materials in finely divided or fibrous form (ground, copped or pulverized) used to produce desired electrical, physical or reinforcing proterties of plastic materials or articles. Rubber: Unless the contrary appears, the word "rubber" wherever used includes artificial, guayule, natural, neoprene or synthetic rubber and does not include foamed urethane (foamed polyurethane). Zinc alloy: Unless the contrary appears, the word "zinc" includes zinc alloy.
29	SHIPMENTS REQUIRING TWO OR MORE OPEN CARS _____ LONG OR BULKY ARTICLES IN OR ON ONE CAR	(Provisions of this Rule will not apply for account NS) SECTION 1. When a CL shipment requires, on account of length, except as provided in Note 1, two or more open cars, the minimum weight to be charged for the series of cars shall be determined as follows, subject to aggregate actual or authorized estimated weight, if greater: (a) If the article or articles shipped are subject to Rule 34, take the minimum weight prescribed for the longest car used and add for each additional car either 24,000 lbs or the minimum weight prescribed for such additional car, whichever is lower, it being further provided that if articles are of such length as could have been loaded on cars of length ordered, the minimum weight for such cars will apply. (b) If the article or articles shipped are not subject to Rule 34, take the minimum weight prescribed for a single car and add 24,000 lbs for each additional car. A series of cars shall be determined by the number of cars over which the continuous lading extends. No series shall consist of more than four cars. If more than four cars are used the additional car or cars shall be considered as a new series. If any car in a series is used to protect the lading of car or cars for the same consignee and destination but not in the same series, it shall be used in computing the minimum weight only for the series in which it is included. NOTE 1. Provisions of this Rule are also applicable on shipments utilizing idler cars for safe transportation or protection of lading. SECTION 2. Shipper shall be responsible for installation and consignee shall be responsible for removal of all spacing blocks on shipments requiring the use of more than one car on which all draft gear slack must be eliminated by use of spacing blocks in accordance with A.A.R. General Rules Governing the Loading of Commodities On Open Top Cars. Bills of lading must contain the following notation: "Spacing blocks installed between Car No. _____ and _____ Consignee to remove."

RULE	SUBJECT	APPLICATION
30	DUNNAGE, SEE NOTES 1 AND 2	NOTE 1. The term "dunnage" does not include excelsior, hay, sawdust, shavings, shredded paper, straw, packing cushions or pads or similar packing material. SECTION 1. (a) Except as otherwise provided in tariffs of carrier at point of origin or transit station, as the case may be, temporary blocking, flooring or lining, corrugated fibreboard or plywood separators or dividers, standards, strips, stakes, or similar bracing or supports (hereinafter referred to as dunnage) not constituting a part of car, when required to protect and make CL freight secure for shipment must be furnished and installed by shipper and at his expense. (b) Except as otherwise provided in tariffs of carrier at point of origin or transit station, as the case may be, bulkheads, partitions, temporary doors or door protection, when required to protect or make CL freight secure for shipment, must be furnished and installed by shipper and at his expense. (c) No allowance will be made for weight of dunnage except as provided in Sections 2 or 3. Transportation charges for dunnage, when made, shall be at rate applicable on freight which it accompanies. When two or more commodities are included in one shipment and different rates apply, charge for dunnage, if any, shall be at rate applicable on the lowest rated commodity in the shipment. CLOSED CARS SECTION 2. (a) Except as provided in Paragraph (c), an allowance of actual weight, but not in excess of 2,000 lbs., will be made for dunnage used in closed cars when such materials are required for safe transportation in loading CL freight, provided in no case shall less than the established minimum CL weight be charged. (See Note 2.) (b) When two or more carload shipments are loaded in one car, an allowance of actual weight but not in excess of 2,000 lbs. for dunnage used in closed cars will be made on such cars and for the purpose of specifying the weight of dunnage it may be divided equally between the two or more carload shipments. (c) No allowance will be made for dunnage used in connection with bulk freight in closed cars. NOTE 2. When more than one car is furnished under the provisions of Rule 24, an allowance of actual weight but not in excess of 2,000 lbs. will be made for the dunnage used in each car loaded as heavily as loading conditions will permit and when each car so loaded is charged at actual or authorized estimated weight subject to established minimum CL weight except that only an allowance of actual weight but not in excess of 2,000 lbs. will be made for the dunnage used in one of the cars so loaded and the car containing the excess. Such allowance of actual weight but not in excess of 2,000 lbs. may be divided between the car so loaded and the car containing the excess. OPEN CARS SECTION 3. (a) An allowance of actual weight, but not in excess of 2,000 lbs. per car, will be made for dunnage used in or on flat or gondola cars when such materials are required for safe transportation of CL freight, provided that in no case shall less than the established minimum CL weight be charged. (b) When more than one car is furnished under the provisions of Rule 24, an allowance of actual weight but not in excess of 2,000 pounds will be made for the dunnage used on each car including car carrying the excess. Each car except car carrying the excess must be loaded as heavily as loading conditions will permit and each car so loaded must be charged at actual or authorized estimated weight subject to established CL minimum weight. WEIGHT OF DUNNAGE TO BE SPECIFIED SECTION 4. No allowance for dunnage used in or on closed or open cars will be made unless shipper specifies total actual weight of dunnage on shipping order and bill of lading.

RULE	SUBJECT	APPLICATION
34	MINIMUM CAR-LOAD WEIGHTS	Applicable only when articles shown in the Classification, exceptions thereto or in tariffs governed thereby, are subject to this Rule by specific reference to the number thereof, or to the letter "R". SHIPMENTS IN CLOSED CARS SECTION 1. When such articles are loaded in closed cars 40 feet 7 inches or less in length, having capacity not exceeding 4150 cubic feet, they shall be charged at minimum CL weights specified therefor in separate descriptions of articles. When such articles are loaded in closed cars over 40 feet 7 inches in length, or in cars having capacity exceeding 4150 cubic feet, minimum CL weights to be charged shall be as provided in Section 3. See Note 1. Weight in excess of minimum weight provided for in Rule must be charged for. NOTE 1. Closed cars exceeding 40 feet 7 inches but not exceeding 41 feet 6 inches and not exceeding 4150 cubic foot capacity will be subject to the minimum weights prescribed for cars not exceeding 40 feet 7 inches in length. SECTION 2. (a) When a shipper orders a closed car not less than 40 feet in length (see Note 2), and specifies length and cubical capacity and carrier is unable to furnish car ordered and furnishes car subject to a greater minimum CL weight, minimum weight shall be that fixed for car ordered, provided the shipment could have been loaded into car of the capacity of size ordered and shipper so certifies on bill of lading as indicated below. Otherwise, minimum weight shall be that fixed for car furnished. Shipper must certify the following on bill of lading: "Shipment can be loaded in car of capacity or size ordered." Notation must be made by agent on Bill of Lading and Waybill: "Car.....ft. in length and.....cu. ft. capacity ordered by shipper and car.....ft. in length and.....cu. ft. capacity furnished by carrier under Rule 34 of Uniform Freight Classification." NOTE 2. An order for a car 40 feet in length will be construed as an order for a car of any length from 40 feet to 40 feet 7 inches, inclusive. (b) When shipper orders a closed car over 40 feet 7 inches in length specifying a cubical capacity in excess of 4150 cubic feet, and carrier is unable to furnish car of size ordered, or a larger car under (a), two cars will be furnished under the following conditions, see Note 5 of this rule: One of the cars, the car subject to the greater minimum CL weight when loaded singly, shall be charged at actual or estimated weight, subject to minimum weight fixed for such car, and remainder of shipment loaded in the other car shall be charged at actual or estimated weight and CL rate, but in no case shall total weight charged for the two cars be less than minimum weight fixed for car ordered. Notation must be made by agent on Bill of Lading and Waybill: "Car ..... ft. in length and ..... cu. ft. in capacity ordered by shipper and .....cars.....ft. in length and .....cu. ft. capacity and ..... ft. in length and .....cu. ft. capacity furnished by carrier, under Rule 34 of Uniform Classification." SECTION 3. (a) Table showing minimum CL weights applicable on articles made subject to Rule 34, in closed cars exceeding 40 feet 7 inches in length or in cars having capacity exceeding 4150 cubic feet, see Notes 3 and 6.

Length of Closed Car	When Minimum CL Weight provided in Classification, exceptions thereto or applicable tariff for articles shipped is:						
	10,000 lbs. Charge not less than	11,000 lbs. Charge not less than	12,000 lbs. Charge not less than	13,000 lbs. Charge not less than	14,000 lbs. Charge not less than	15,000 lbs. Charge not less than	16,000 lbs. Charge not less than
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Cars 40 ft. 7 in. or less in length (see Note 1, Section 1):							
Capacity exceeding 4150 cubic feet	12,500	13,800	15,000	16,300	17,500	18,800	20,000
Cars over 40 ft. 7 in., (except as provided in Note 1, Section 1), and not over 52 ft. 8 in. long:							
Capacity not exceeding 5300 cubic feet	12,500	13,800	15,000	16,300	17,500	18,800	20,000
Capacity exceeding 5300 cubic feet	15,000	16,500	18,000	19,500	21,000	22,500	24,000
Cars over 52 ft. 8 in. but not exceeding 61 ft. long:							
Capacity not exceeding 6600 cubic feet	20,000	22,000	24,000	26,000	28,000	30,000	32,000
Capacity exceeding 6600 cubic feet	24,000	26,400	28,800	31,200	33,600	36,000	38,400
Cars over 61 ft. long	30,000	33,000	36,000	39,000	42,000	45,000	48,000

(Rule 34 continued on next page)

RULE 34 - Continued

SECTION 3. (a)-Concluded:

Length of Closed Car	When Minimum CL Weight provided in Classification, exceptions thereto or applicable tariff for articles shipped is:								
	18,000 lbs. Charge not less than	20,000 lbs. Charge not less than	22,000 lbs. Charge not less than	24,000 lbs. Charge not less than	26,000 lbs. Charge not less than	28,000 lbs. Charge not less than	30,000 lbs. Charge not less than	36,000 lbs. Charge not less than	40,000 lbs. Charge not less than
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Cars 40 ft. 7 in. or less in length (see Note 1, Section 1):									
Capacity exceeding 4150 cubic feet	22,500	25,000	27,500	30,000	32,500	35,000	37,500	45,000	50,000
Cars over 40 ft. 7 in. (except as provided in Note 1, Section 1), and not over 52 ft. 8 in. long:									
Capacity not exceeding 5300 cubic feet	22,500	25,000	27,500	30,000	32,500	35,000	37,500	45,000	50,000
Capacity exceeding 5300 cubic feet	27,000	30,000	33,000	36,000	39,000	42,000	45,000	54,000	60,000
Cars over 52 ft. 8 in. but not exceeding 61 ft. long:									
Capacity not exceeding 6600 cubic feet	36,000	40,000	44,000	48,000	52,000	56,000	60,000	72,000	80,000
Capacity exceeding 6600 cubic feet	43,200	48,000	52,800	57,600	62,400	67,200	72,000	86,400	96,000
Cars over 61 ft. long.....	54,000	60,000	66,000	72,000	78,000	84,000	90,000	108,000	120,000

RULE	SUBJECT	APPLICATION
34 (Continued)	MINIMUM CAR-LOAD WEIGHTS	(b) Where CL minimum weight provided is not shown as a base weight in Section 3(a) and the articles are subject to Rule 34, the minimum CL weight will be as follows (See Notes 3 and 6):

Length of car	Capacity of car (cubic feet)	Basis for determining minimum weight	Example using 17,000 lbs. as base weight
40 ft. 7 in. or less	Exceeding 4150.....	125% of base weight	21,300 lbs.
Over 40 ft. 7 in. and not over 52 ft. 8 in.....	Not exceeding 5300	125% of base weight	21,300 lbs.
	Exceeding 5300.....	150% of base weight	25,500 lbs.
Over 52 ft. 8 in. but not over 61 ft	Not exceeding 6600	200% of base weight	34,000 lbs.
	Exceeding 6600.....	240% of base weight	40,800 lbs.
Over 61 feet.....	Any capacity.....	300% of base weight	51,000 lbs.

NOTE 3. When shipper orders a car of specified length and cubical capacity, within and including the minimum and maximum lengths and cubical capacities for which the same minimum CL weight is provided in Section 3, the furnishing by carrier of a car of any length and cubical capacity between and including such minimum and maximum lengths and cubical capacities will be a fulfillment of shipper's order.

Closed car longer than 40 ft. 7 in. or larger than 4150 cu. ft. capacity used by shipper without placing order for car of any specified size

SECTION 4. If a closed car over 40 feet 7 inches in length or over 4150 cubic feet capacity is used by shipper for loading articles subject to Rule 34, without previous order having been placed by shipper with carrier for car of any specified size, minimum weight shall be that fixed for car used.

(Rule 34 continued on next page)

RULE | **SUBJECT** | **APPLICATION**

34 (Con-tin-ued) — MINIMUM CAR-LOAD WEIGHTS

SHIPMENTS ON OPEN CARS

SECTION 5. When such articles are loaded in open cars 41 feet 6 inches or less in length, they shall be charged at minimum CL weights specified therefor in separate descriptions of articles. When such articles are loaded in open cars over 41 feet 6 inches in length, minimum CL weights to be charged shall be as provided in Section 8. Weight in excess of minimum weight provided for in this rule must be charged for.

SECTION 6. (a) If carrier is unable to furnish open car of length ordered, and furnishes longer car, minimum weight shall be that fixed for car furnished, except that if articles are of such length as could have been loaded on car of length ordered, minimum weight shall be that fixed for car ordered.

Notation must be made by agent on Bill of Lading and Waybill:

"Car ..... ft. in length ordered by shipper and car .....ft. in length furnished by carrier under Rule 34 of Uniform Classification."

(b) When shipper orders an open car over 36 feet 6 inches in length and carrier is unable to furnish car of desired length, or a longer car under (a), two cars will be furnished under the following conditions, see Note 5 of this rule:

One of the cars, the longer of the two if of different lengths, and subject to different minimum CL weights when loaded singly, shall be charged at actual or estimated weight, subject to minimum weight fixed for such car, and remainder of shipment loaded in or on the other car shall be charged at actual or estimated weight and CL rate but in no case shall total weight charged for the two cars be less than minimum weight fixed for car ordered; except that if articles are of such length as could have been loaded on car of length ordered, charge will not be in excess of minimum CL weight applicable to car of length ordered, unless actual or estimated weight is in excess of such minimum, in which event actual or estimated weight will apply.

In furnishing more than one car in lieu of single car ordered, OR IN FURNISHING MORE THAN TWO CARS IN LIEU OF TWO CARS ORDERED, for open car freight when articles loaded on flat or gondola cars are of such continuous length as to rest upon two or more cars or are loaded on one car and extended over the other car or cars, shipment will be charged for as follows: The weight for one car shall be that provided as minimum CL weight for article or articles constituting the shipment, and for every additional car in the series that weight shall be increased 24,000 lbs., actual or authorized estimated weight to be charged for when it exceeds weight determined as specified, it being further provided that if articles are of such length as could have been loaded on car OR CARS of length ordered, charge will not be in excess of minimum CL weight applicable to size of car OR CARS ordered, unless actual or estimated weight is in excess of such minimum, in which event actual or estimated weight will apply.

When two or more shorter cars are furnished in place of car OR CARS ordered, following notation must be made by Agent on Bill of Lading and Waybill:

"Car (or cars) .....ft. in length ordered by shipper and ..... cars..... ft. and .....ft. in length furnished by carrier, under Rule 34 of Uniform Classification."

Open car longer than 41 ft. 6 in. used by shipper, without placing order for car of any specified length

SECTION 7. If an open car over 41 feet 6 inches in length is used by a shipper for loading articles subject to Rule 34, without previous order having been placed by shipper with carrier for car of any specified length, minimum weight shall be that fixed for car used.

SECTION 8. (a) Table showing minimum CL weights applicable on articles made subject to Rule 34, in open cars, see Notes 4 and 6.

Length of Open Car	When Minimum CL Weight provided in Classification, exceptions thereto or applicable tariff for articles shipped is:						
	10,000 lbs. Charge not less than	11,000 lbs. Charge not less than	12,000 lbs. Charge not less than	13,000 lbs. Charge not less than	14,000 lbs. Charge not less than	15,000 lbs. Charge not less than	16,000 lbs. Charge not less than
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Over 41 ft. 6 in. and not over 42 ft. 6 in	12,200	13,500	14,700	15,900	17,100	18,300	19,600
Over 42 ft. 6 in. and not over 46 ft. 6. In	14,200	15,700	17,100	18,500	19,900	21,300	22,800
Over 46 ft. 6 in. and not over 50 ft. 6 in.	16,200	17,900	19,500	21,100	22,700	24,300	26,000
Over 50 ft. 6 in. and not over 52 ft. 6 in.	17,200	19,000	20,700	22,400	24,100	25,800	27,600
Over 52 ft. 6 inches in length....	20,000	22,000	24,000	26,000	28,000	30,000	32,000

(Rule 34 concluded on next page)

RULE 34 - Concluded

SECTION 8. (a)-Concluded:

Length of Open Car	When Minimum CL Weight provided in Classification, exceptions thereto or applicable tariff for articles shipped is:								
	18,000 lbs. Charge not less than	20,000 lbs. Charge not less than	22,000 lbs. Charge not less than	24,000 lbs. Charge not less than	26,000 lbs. Charge not less than	28,000 lbs. Charge not less than	30,000 lbs. Charge not less than	36,000 lbs. Charge not less than	40,000 lbs. Charge not less than
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Over 41 ft. 6 in. and not over 42 ft. 6 in.	22,000	24,400	26,900	29,300	31,800	34,200	36,600	44,000	48,800
Over 42 ft. 6 in. and not over 46 ft. 6 in.	25,600	28,400	31,300	34,100	37,000	39,800	42,600	51,200	56,800
Over 46 ft. 6 in. and not over 50 ft. 6 in.	29,200	32,400	35,700	38,900	42,200	45,400	48,600	58,400	64,800
Over 50 ft. 6 in. and not over 52 ft. 6 in.	31,000	34,400	37,900	41,300	44,800	48,200	51,600	62,000	68,800
Over 52 ft. 6 in. in length	36,000	40,000	44,000	48,000	52,000	56,000	60,000	72,000	80,000

(b) Where CL minimum weight is not shown as a base weight in Section 8(a) and the articles are subject to Rule 34, the minimum weight for cars over 41 feet 6 inches in length will be as follows (See Notes 4 and 6).

	Example using 44,000 lbs. as a base weight
Cars over 41 ft. 6 in. and not over 42 ft. 6 in., 122% of base weight	53,700
Cars over 42 ft. 6 in. and not over 46 ft. 6 in., 142% of base weight	62,500
Cars over 46 ft. 6 in. and not over 50 ft. 6 in., 162% of base weight	71,300
Cars over 50 ft. 6 in. and not over 52 ft. 6 in., 172% of base weight	75,700
Cars over 52 ft. 6 inches in length, 200% of base weight	88,000

RULE	SUBJECT	APPLICATION
34 (Concluded)	MINIMUM CAR-LOAD WEIGHTS	NOTE 4. When a shipper orders a car of specified length within and including the minimum and maximum lengths for which the same minimum CL weight is provided in Section 8, the furnishing by carrier of a car of any length between and including such minimum and maximum lengths will be a fulfillment of shipper's order. NOTE 5. When two cars are furnished in lieu of longer car ordered, no different service will be performed in placing the two cars for loading or unloading than would be performed in placing the one car ordered, except that when trackage disabilities existing at place of loading or unloading make it necessary, the two cars may be placed at different but adjacent locations, or at same location at different times. NOTE 6. Where it is necessary to calculate the minimum weight on a shipment for which a base weight is not shown in Sections 3(a) or 8(a) the minimum weight thus determined will be rounded off to the next highest multiple of one hundred (100). Example: Minimum weight calculated to be 37,840 lbs would be rounded off to 37,900 lbs. CARLOAD EXCESS RULE NOT APPLICABLE SECTION 9. Rule 24 will not apply to articles subject to Rule 34 unless otherwise provided in descriptions of such articles in Classification or in tariffs of individual carriers. BASIS FOR COMPUTING LENGTH AND CUBICAL CAPACITY OF CARS SECTION 10. The length of cars referred to in this Rule is based on platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor, length shall be computed from inward side of the ice box. The platform measurement of flat cars and inside measurement of other cars must be shown on waybills and transfer slips to connecting lines. Fractions of an inch will not be counted in computing lengths of cars. For lengths and cubical capacities of cars, see the Official Railway Equipment Register, RER 6413-series, The National Railway Publication Company, Agent.

RULE	SUBJECT	APPLICATION
35	TANK CAR FREIGHT	NO OBLIGATION TO FURNISH NOR TO CLEAN TANK CARS SECTION 1.-Rates provided for freight in tank cars do not obligate the carriers to furnish tank cars. If carriers' tank cars are voluntarily furnished, interior cleaning, if necessary, must be performed by and at the expense of the shipper. CARLOAD MINIMUM WEIGHTS SECTION 2.-(a) Except where in specific items in this Classification the words "Rule 35, except as to minimum weight" appear, or where in tariffs governed by this Classification different minimum weights are provided, carload minimum weights on shipments in tank cars will be those determined under the provisions of Section 3, subject to applicable outage allowance of Section 4; or under the provisions of Section 5 for compressed or liquefied compressed gases. Unless otherwise provided, the minimum weight requirements applicable in rate tariffs or in this rule will be applied separately against each tank car in a shipment of more than one car, whether or not permanently coupled together. -(b) Weight Limitation - All Shipments. The total weight of the tank car and its lading must not exceed the total weight on rail limits for the applicable nominal capacity and number of axles as provided in Section 10. If the freight to be loaded in the tank car is of such density that the minimum weight as provided in this section plus the light weight of the tank car will exceed the applicable total weight on rail limits as provided in Section 10, the minimum weight will be 95% of the weight carrying capacity of the tank car as determined by the provisions of Section 6(b) or if tank car is weighed, track scale weight, if greater, will apply. When the provisions of this paragraph are observed, shipper must certify on bill of lading "Car has total allowable weight on rail of ..... pounds and a light weight of ..... pounds." WEIGHTS FOR COMPUTING CHARGES (Not Applicable on Compressed or Liquefied Compressed Gases) SECTION 3.-(a) Where no tail-end minimum weight is applicable, weights for computing charges shall be determined by any of the following alternative methods: (1) Weight Per Gallon: Tariff published estimated weight per gallon, the weight per gallon established under weight agreement, or actual weight per gallon certified by shipper on shipping order or bill of lading, multiplied by the shell gallonage capacity of the tank car (See Section 6(a)), plus any quantity loaded in the dome of the car. (2) Track Scale Weight: When shipper certifies on shipping order or bill of lading that tank car is loaded to full shell gallonage capacity (See Section 6(a)), weight as shown on weighmasters certificate will apply. (b) Where tail-end minimum weight is applicable, weights for computing charges shall be determined by any of the following alternative methods, but not less than the applicable tail-end minimum weight: (1) Weight Per Gallon: Tariff published estimated weight per gallon, weight per gallon established under weight agreement, or actual weight per gallon certified by shipper on shipping order or bill of lading, multiplied by the actual gallons loaded in the tank car. (2) Track Scale Weight: Weight as shown on weighmasters certificate. (c) Compartment Tank Cars: (1) Weights for computing charges for shipments in compartment tank cars will be computed by the application of the provisions of this rule to each compartment and the weight will be the sum of the weights for each compartment. (2) Where commodities loaded in the separate compartments are subject to different rates, charges will be computed on the basis of the straight carload class or commodity rate applicable to each commodity. (3) When any compartment is transported empty, the charges for the empty compartment will be computed on the basis of the highest carload rate applicable to any commodity in the tank car and the highest weight of commodity applicable to such highest carload rate. Where commodities are subject to the same rate, the charges for the empty compartments will be computed at the lowest weight per gallon applicable to any commodity in the car. OUTAGE ALLOWANCE (Not Applicable on Compressed or Liquefied Compressed Gases) SECTION 4.-(a) When liquids, subject to Agent C. L. Keller's Tariff No. BOE 6000-series, are loaded in tank cars without domes or with domes of insufficient capacity to provide the minimum outage therein required or recommended, an allowance will be made from the gallonage capacity of the shell sufficient to cover the minimum outage so required or recommended. In such cases shipper must show on shipping order and bill of lading both the dome (if any) and shell gallonage capacity of the tank car, together with the percentage of outage so required or recommended. (b) When liquids not subject to Agent C. L. Keller's Tariff No. BOE 6000-series are loaded in tank cars without domes or with domes of insufficient capacity to provide the necessary outage, an allowance will be made from the gallonage capacity of the shell sufficient to cover the outage necessary, but not in excess of 2%. In such cases shipper must show on shipping order and bill of lading both the dome (if any) and shell gallonage capacity of the tank car, together with the outage necessary. (Continued on following page)

RULE	SUBJECT	APPLICATION
35 (Con-tinued)	TANK CAR FREIGHT	WEIGHTS FOR COMPUTING CHARGES COMPRESSED AND LIQUEFIED COMPRESSED GASES SECTION 5.-(a) Where no tail-end minimum weight is applicable, weight for computing charges shall be determined by the following methods: (1) For Single Unit Tank Cars (see Note 1): When no weight per gallon is published in the tariff, 98% of the number of pounds computed by multiplying the water carrying capacity of the tank car by the maximum permitted filling density (per cent) published in Agent C. L. Keller's Tariff No. BOE 6000-series as applicable to the particular gas loaded, but not more than the maximum permitted loaded weight under said tariff. When a weight per gallon is published in the tariff, 98% of the number of pounds computed by multiplying the weight per gallon by the gallonage capacity of the tank car. When a weight per gallon IS NOT published in a commodity tariff on Compressed or Liquefied Compressed Gases named in Note 2, the provisions of Note 2 will apply. (2) For Multiple Unit Tank Cars: Two thousand pounds multiplied by the full number of tanks which the car is constructed to carry. (b) Where tail-end minimum weight is applicable, weights for computing charges shall be determined by any of the following alternative methods, but not less than the applicable tail-end minimum weights: (1) Weight Per Gallon: Tariff published estimated weight per gallon, the weight per gallon established under weight agreement, or actual weight per gallon certified by shipper or on shipping order or bill of lading, multiplied by the net gallons loaded in the tank car at 60 ° Fahrenheit. (2) Track Scale Weight: Weight as shown on weighmasters certificate. (3) If Paragraphs 1 or 2 are not observed on Compressed or Liquefied Compressed Gases named in Note 2, the provisions of Note 2 will apply. NOTE 1 - The filling density for liquefied gases is hereby defined as the per cent ratio of the weight of gas in the tank to the weight of water that the tank will hold. For determining the water capacity of the tank in pounds, the weight of a gallon (231 cubic inches) of water at 60 ° F. in air shall be 8.32828 pounds. NOTE 2 - Butadiene, from alcohol: Butadiene, from petroleum: Freight charges will be assessed on basis of weight determined by multiplying the net gallons at 60 degrees Fahrenheit by weight of 5.2 pounds per gallon. Shipper will certify on bill of lading the number of net gallons at 60 degrees Fahrenheit loaded at origin. Ethylene, cryogenic liquefied: Freight charges will be assessed on the basis of track scale weights or on weight agreement, but not less than 127,000 pounds per car. Isoprene: Freight charges will be assessed on basis of weight determined by multiplying the net gallons at 60 degrees Fahrenheit by weight of 5.7 pounds per gallon. Shipper will certify on bill of lading the number of net gallons at 60 degrees Fahrenheit loaded at origin. Liquefied Petroleum Gas: Freight charges will be assessed on basis of weight determined by multiplying the net gallons at 60 degrees Fahrenheit by weight of 4.7 pounds per gallon. Shipper will certify on bill of lading the number of net gallons at 60 degrees Fahrenheit loaded at origin. CAPACITIES OF TANK CARS SECTION 6.-(a) Gallonage: §For gallonage capacities of tank cars see Tariff RER 6413-series. §Not issued for account of carriers indicated by § in list of participating carriers. (b) Weight: The weight carrying capacity of tank cars shall be determined by the total allowable weight on rail as provided in Section 10 less the light weight of the tank car. TANK CARS NOT COMPLETELY UNLOADED SECTION 7.-If a tank car is not completely unloaded at destination and the remainder of the lading is shipped in the same tank car to any point for reloading, cleaning or repairing of tank car, the approximate weight and commodity must be declared by the shipper or receiver and will be charged for at actual or lawfully estimated weight and carload rate applicable for movement in tank cars (see Exception); except that if the substance remaining in the tank car does not exceed 7% of the weight of the last loaded movement, or if no commercial consideration (see Note 2) is given to the substance remaining in the car, no charge shall be made for it. For the account of NS, no tank car mileage allowance will be paid on shipments subject to this Section. EXCEPTION - When returned to original shipping point via the reverse route of the inbound movement, the rate to apply will be that applicable from original shipping point to original destination in effect on the date shipment is tendered for return or the rate normally applicable for such return movement, if lower. NOTE 2. A-No commercial consideration shall be deemed to be given to the remaining substance if the purchaser or consignee in connection with the last loaded movement of the car is not credited with it, or if it is discharged as waste before the car is again loaded, or if such remaining material is accumulated substance which is wasted when car is cleaned. B-In connection with UP, the provisions of sub-paragraph A of Note 2 do not apply if substance remaining in car exceeds 7% of the weight of the last loaded movement. (Concluded on following page)

<table>
<tr><th>RULE</th><th>SUBJECT</th><th>APPLICATION</th></tr>
<tr><td>35
(Con-
cluded)</td><td>TANK CAR FREIGHT</td><td>
FLAMMABLE OR COMBUSTIBLE LIQUIDS

SECTION 8.-Not currently used.
PREPARATION OF TANK CARS
SECTION 9.-Before tank cars are loaded, the shipper must examine the tanks and appurtenances to see that cars do not bear restrictive markings against loading and that the outlet valves are in proper condition. Outlet valves must be closed. Tanks with bottom discharge outlets must have outlet caps off during the entire time tanks are being loaded. When loading has been completed, all closures of openings in tank cars and their protective housings must be properly secured in place.
TOTAL WEIGHT ON RAIL LIMITS
SECTION 10.-Tank cars having the following nominal capacity and number of axles must not be loaded in excess of the corresponding total weight on rail limits as shown below. Shipments in multiple unit or compartmentized tank cars must not contain lading in either end of car, exceeding one-half the applicable "Total Weight on Rail", less the light weight of the car, as shown in table below:
<table>
<tr><th>Nominal Capacity
(Lbs.)(See Note)</th><th>Total Weight
On Rail – 4
Axle Cars</th><th>Total Weight
On Rail – 6
Axle Cars</th><th>Total Weight
On Rail – 8
Axle Cars</th></tr>
<tr><td>60,000 lbs or less .....</td><td>103,000</td><td>154,000</td><td>(NA)</td></tr>
<tr><td>Over 60,000 lbs but not exceeding 88,000 lbs.....</td><td>142,000</td><td>213,000</td><td>(NA)</td></tr>
<tr><td>Over 88,000 lbs but not exceeding 110,000 lbs.....</td><td>177,000</td><td>265,000</td><td>(NA)</td></tr>
<tr><td>Over 110,000 lbs but not exceeding 154,000 lbs.....</td><td>220,000</td><td>330,000</td><td>440,000</td></tr>
<tr><td>Over 154,000 lbs but not exceeding 200,000 lbs.....</td><td>263,000</td><td>394,000</td><td>526,000</td></tr>
<tr><td>Over 200,000 lbs but not exceeding 250,000 lbs.....</td><td>315,000</td><td>472,000</td><td>(NA)</td></tr>
</table>
(NA) – No such cars available.
NOTE.-Nominal capacity is the capacity in multiples of 1,000 lbs, as published in Official Railway Equipment Register RER 6413-Series, The National Railway Publication Company, Agent.
</td></tr>
<tr><td>36</td><td>DISPOSITION OF FRACTIONS IN COMPUTING RATES</td><td>In computing a rate based on a multiple or proportion of another rate, or the specified increases for non-compliance with any of the classification requirements, the following will govern in the disposition of fractions:
Fraction of less than 1/2 or .50 of a cent omit.
Fraction of 1/2 or .50 of a cent or greater increase to next whole figure.</td></tr>
<tr><td>37</td><td>CARLOAD FREIGHT IN BULK IN COVERED HOPPER CARS</td><td>
SEE NOTE.

Rates provided for freight in bulk in covered hopper cars do not obligate the carriers to furnish covered hopper cars.

RULE 37 IS NOT APPLICABLE ON KANSAS INTRASTATE TRAFFIC, NEBRASKA INTRASTATE TRAFFIC NOR ON TEXAS INTRASTATE TRAFFIC.

NOTES.-

(a) Not applicable for account of the BNSF, BNML, IC, NS.

(b) Also not applicable for account of the (1) CSP, DKS, UP, except will apply on the following articles:
Adipic Acid (X) (STCC 28 186); Sodium Silica Aluminate (X) (STCC 28 199); Caprolactam (X) (STCC 28 182); Aluminum Fluoride (X) (STCC 28 196); Electrode Binder (X) (STCC 28 998); Boric Acid (X) (STCC 28 194); Melamine (X) (STCC 28 151); Carbon, Deactivated (X) (STCC 28 996); Plastic Materials (X) (STCC 28 211).

(1) For account of the CSP, the provisions of this Rule will apply on articles named above, but only in connection with movements via UP.
(X) Except as otherwise specifically shown, the STCC number referred to shall also embrace all articles assigned additional digits listed thereunder. For example, STCC Number 22 941 embraces also articles covered by numbers with a greater number of digits beginning with STCC Number 22 941.
</td></tr>
<tr><td>38</td><td>APPLICATION OF COMMODITY RATES VERSUS CLASS RATES</td><td>(b) Unless otherwise provided in applicable tariffs, if there is an effective commodity rate on a given shipment, that rate and not the class rate must be applied, except that rates (either class or commodity) specifically designated as applicable only on import, export, coastwise or intercoastal shipments must be applied on such shipments to the exclusion of all other rates not so designated.
RULE 38 IS NOT APPLICABLE TO FLORIDA INTRASTATE TRAFFIC.</td></tr>
</table>

<table>
<tr><th>RULE</th><th>SUBJECT</th><th>APPLICATION</th></tr>
<tr><td>39</td><td>EXPLOSIVES AND OTHER HAZARDOUS MATERIALS</td><td>
EXPLOSIVES OR OTHER HAZARDOUS MATERIALS WILL ONLY BE HANDLED AND TRANSPORTED BY: (SEE NOTE 2, THIS ITEM)
1. Rail Carriers, parties to this classification in accordance with rules and regulations prescribed by the Department of Transportation as published in Agent C. L. Keller's Tariff No. BOE-6000-series.
2. Motor carriers, parties to this classification in accordance with rules and regulations prescribed by Department of Transportation as published in Agent C. L. Keller's Tariff No. BOE-6000-series for account of motor carriers parties thereto; and for account of other motor carriers as published in Motor Carrier Safety Regulations-Explosives, etc., Volume 6, Page 6211, and Volume 7, Page 2910 of the Federal Register.
3. Water carriers, parties to this classification in accordance with rules and regulations prescribed by the Commandant, United States Coast Guard.
The packaging of explosives, dangerous articles and other hazardous materials must comply with the rules, regulations and packaging specifications set forth in this classification and also with the rules, regulations and packaging specifications prescribed by the Department of Transportation as published in Agent C.L. Keller's Tariff No. BOE-6000-series. (See NOTE 1, this item).
Articles indicated as explosives or hazardous materials in Hazardous Materials Regulations of the Department of Transportation, Agent C. L. Keller's Tariff No. BOE-6000-series, must be described on bills of lading and shipping orders as shown in that tariff. Abbreviations must not be used. When such descriptions differ from the tariff description in connection with which the applicable rate is published, the tariff description must also be shown on bills of lading and shipping orders immediately following the basic description required by the Hazardous Materials Regulations.
When unloading is performed by Consignee or Consignee's Agent, Consignee or Consignee's Agent must report promptly (prior to the release of equipment, including rail cars, trailers and containers) to delivering carrier all instances of broken, leaking, or defective containers of hazardous materials in shipments received by them.
EXPLANATION OF NOTES
NOTE 1.-On traffic from, to or via Canada, the handling and transportation of explosives or other hazardous materials must also comply with the General Orders and Directives (Protective Directions) issued by the Federal Mininster of Transport.
NOTE 2.-Applicable for account of the IC except as otherwise provided in Item 1205 of Tariff IC 9000-series.
</td></tr>
<tr><td>40</td><td>SHIPPING CONTAINERS</td><td>
BOXES
SECTION 1.-(a) Boxes must be made of metal or wood, except as provided in Rule 41, or as provided in Section 1 (b), (c) or (d) with solid or closely fitted sides, ends, tops and bottoms securely fastened, or
(b) Of hydraulically pressed wood or cane fibreboard not less than 1/8 inch thick, all ends, sides, tops and bottoms to be framed with wooden strips, stapled or stitched to each panel. Panels exceeding 24 inches must be reinforced at center by wooden strips or cleats.
(c) Boxes with Wooden Frames. Fibreboard boxes with wooden frames must meet the following requirements:
Fibreboard must meet requirements of Sections 2 and 3 of Rule 41 for fibreboard testing not less than 200 pounds, except board must test not less than 225 pounds. Boxes need not comply with weight and dimension limits specified in Section 3 of Rule 41.

Wooden cleats must be not less than 7/16 inch thick and not less than .68 square inch cross section area.
Each panel must be made of a single sheet of fibreboard, except when panel is longer than 60 inches, two or more sheets may be used, provided they are butted together and securely spliced.
Any face or facings of a box may be made entirely of wood.
Fibreboard must be firmly glued to cleats throughout entire area of contact, or when solid fibreboard or B-flute or C-flute double-faced corrugated fibreboard is used it may be attached to cleats by nails staggered and clinched in two parallel rows, rows not less than 1/2 inch apart or by metal staples made of wire not smaller than .050 inch in diameter placed diagonally to length of cleats. Staples must have crowns not less than 1/2 inch and prongs not less than 7/8 inch when not clinched. Nails or staples must be not less than 3/8 inch from edges of cleats. When cleats are 2 inches or more in width, staples must be driven staggered in two parallel rows. Maximum spacing between nails or staples must not exceed 4 1/2 inches for solid board or 3 inches for B-flute or C-flute double-faced corrugated fibreboard.
(d) Wooden End Boxes. Solid fibreboard used in making boxes with wooden ends must have not less than 4 plies. Outer facings of fibreboard must be waterproofed. Wooden end thickness and fibreboard specifications must be as follows:
<table>
<tr><th>Maximum weight of box and contents (Pounds)</th><th>Minimum thickness of fibreboard (Inches)</th><th>Minimum Cady or Mullen test per sq. inch (Pounds)</th><th>Minimum thickness of ends (Inches)</th></tr>
<tr><td>40</td><td>.090</td><td>300</td><td>1/2</td></tr>
<tr><td>150</td><td>.100</td><td>300</td><td>1/2</td></tr>
<tr><td>250</td><td>.120</td><td>375</td><td>5/8</td></tr>
<tr><td>300</td><td>.140</td><td>500</td><td>3/4</td></tr>
<tr><td>400</td><td>.160</td><td>600</td><td>1</td></tr>
</table>
Nails with large heads 3d or heavier, spaced not more than 3 inches apart, are required for each end. Overlap of body piece must be not less than one-half the width of box.
(Rule 40 continued on next page)
</td></tr>
</table>

RULE 40 (Continued) — SHIPPING CONTAINERS

CRATES

SECTION 2.-Crates must be made of metal or wood and must be so constructed that freight may be taken in or out of car or vehicle within crate. Crates must protect contents on sides, ends, top and bottom, and contents must be secured and protected within crates, and no part of contents shall protrude.

Surfaces liable to be damaged must be fully protected.

Wooden crates, other than wirebound crates, must be constructed as follows:

(1) Lumber must be well seasoned, reasonably sound, and free from bad cross grain and knots which would interfere with nailing or stapling, or knots which are greater than 1/3 of width of the lumber.

(2) Crates must be constructed with outer framework consisting of upright and horizontal members and with additional diagonal upright and horizontal members where necessary to provide proper strength and rigidity.

(3) Crates must be constructed with three-way lock corners or other similar corner construction where members will be joined with nails or staples driven into side grain of joining members.

(4) All joining crate members must be fastened by double nailing or stapling.

PAILS, FIRKINS, KITS OR TUBS

SECTION 3.-Pails, firkins, kits, or tubs must be made of wood, indurated fibre, or of steel (see Section 5), except as provided in Rule 51. When made of wood or indurated fibre, heading or tops must be made of wood or metal, securely held in place by head liners, hoops, cement coated nails, metal bands, straps, wires or fasteners.

Articles liable to loss from sifting or leakage must be in bags, cans or cartons, or the pail, firkin, kit or tub must be lined with tough paper or cloth. Liquids and articles not dry will not be accepted in indurated fibre pails, firkins, kits or tubs.

BARRELS, CASKS, DRUMS, HOGSHEADS, KEGS, TIERCES, ETC.

SECTION 4.-Barrels, casks, drums, hogsheads, kegs, tierces or similar containers must be made of aluminum or steel (see Section 5) or wood (see Section 6), or cord fabric and rubber combined (see Section 7 1/2), or plastic (see Section 7 1/4), or of fibreboard as provided in Rule 51.

Drums, except when made of cord fabric and rubber combined, are defined as cylindrical containers without bilge and with or without bail or handle.

Specifications for shipping containers for explosives and other hazardous materials are prescribed by the Department of Transportation, Agent C.L. Keller's Tariff No. BOE 6000-series.

BARRELS, DRUMS, KITS OR PAILS, ALUMINUM OR STEEL

SECTION 5.-Except as otherwise provided in separate descriptions of articles, following definitions will govern aluminum barrels or drums, and steel barrels, drums, kits or pails, as freight shipping containers, empty or filled:

(a) Barrels or drums: Containers of 5 gallons capacity or over, with or without bails. Drums exceeding 165 gallons capacity will not be accepted as freight shipping containers.

(b) Kits or pails: Containers of less than 5 gallons capacity with bails, except filled containers need not have bails, see Note 2.

(c) Barrels, drums, kits or pails, when authorized in separate descriptions of articles as shipping containers, must comply with the following requirements, except as single trip containers as provided in Paragraph (d). Regulations of the Department of Transportation, Agent C.L. Keller's Tariff No. BOE 6000-series for the transportation of explosives and other hazardous materials and specifications for shipping containers thereof must be observed:

Rated (Marked) Capacity of Steel Barrels, Drums, Kits or Pails, see Paragraph (h)	Minimum Thickness of Steel, U.S. Standard Gauge No.	
	For dry or solid articles other than single trip, see Note 1	For other than dry or solid articles see Note 1
Under 5 gallons capacity (kits or pails only)	28 gauge	26 gauge
5 gallons to and including 7 gallons capacity	26 gauge	26 gauge
Over 7 gallons to and including 10 gallons capacity	26 gauge	22 gauge
Over 10 gallons to and including 20 gallons capacity	24 gauge	20 gauge
Over 20 gallons to and including 35 gallons capacity	23 gauge	20 gauge
Over 35 gallons to and including 57 gallons capacity	22 gauge see Note 5	18 gauge (see Notes 3, 4 and 5)
Over 57 gallons to and including 75 gallons capacity	20 gauge	16 gauge
Over 75 gallons to and including 110 gallons capacity	20 gauge	14 gauge
Over 110 gallons but not exceeding 165 gallons capacity	18 gauge	12 gauge
All steel barrels, drums, kits or pails for other than dry or solid articles must have side seams welded.		

Capacity of Aluminum Barrels or Drums, with or without Steel Jackets	Minimum Thickness of Aluminum, B.&S. Gauge No.	
	Sides	Ends
5 gallons to and including 10 gallons capacity	16 gauge	16 gauge
Over 10 gallons to and including 35 gallons capacity	14 gauge	14 gauge
Over 35 gallons to and including 55 gallons capacity	10 gauge	10 gauge
Over 55 gallons to and including 110 gallons capacity	8 gauge	8 gauge

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Continued)	SHIPPING CONTAINERS	BARRELS, DRUMS, KITS OR PAILS, ALUMINUM OR STEEL (Continued) NOTE 1. The term "dry or solid" is defined as referring only to articles which are dry or solid at a temperature of 100 degrees Fahrenheit. NOTE 2. A bail is a handle extending completely across top of container and attached to sides. NOTE 3. Steel barrels or drums, having from 18 to 20 gauge sides and ends may be used as containers for other than dry or solid articles, see Note 1, provided that containers have two or more expanded rolling hoops in the sidewall and a center bottom clearance of 1/8 inch from the floor when empty. NOTE 4. Closed-head steel drums, of rated (marked) capacities over 35 to and including 57 gallons, may be used as containers for other than dry or solid articles, see Note 1, when made of steel not thinner than 24 gauge, providing that continuous, parallel, geometrically similar, circumferential beads are so expanded in the entire height of the sidewall that the surface length of the steel in the axial direction does not change more than 1 percent. Heads and bottoms must be without corrugation or beading and without convexity. Each chime must be reinforced with an 18 gauge steel band that is an integral part of the double seam, resulting in a chime cross section containing eight layers of steel. The reinforcing band shall follow and support knuckle radius of the head and bottom with the inside edge upturned so that it does not contact the adjacent portions of the head or bottom. Drums may not be loaded more than single tier high. NOTE 5. Top (head or cover) may be constructed of injection molded high density polyethylene, or polypropylene homopolymer or copolymer and have a minimum thickness of .090 inch. Top covers must have at least two concentric rings of not less than 3/8 inch depth, except when cover is of a minimum thickness of .125 inch, cover may have one concentric ring. For liquids or articles in liquids, covers must effect a liquid tight seal. Cover must be securely closed by lever or bolted locking ring, or endless band rolled to bond sidewall and cover at chime, the band and ring must not be thinner than 22 gauge metal. SINGLE TRIP CONTAINERS (d) Single trip aluminum or steel barrels, drums, kits or pails may be used as shipping containers only for dry or solid articles, see Note 1, for single movement and, when so used, minimum and maximum capacities of containers per Paragraphs (a) and (b) must be observed, but no thickness of metal is prescribed, and they must bear the initials "STC" to signify that they are single trip containers and are not to be again used as shipping containers after contents have been removed, following initial shipment. Single trip containers complying with the specifications for such containers in Agent C.L. Keller's Tariff No. BOE 6000-series, may be used for more than a single movement of liquid, dry or solid articles not subject to the Department of Transportation Regulations for transportation of explosives and other hazardous materials provided they comply with the requirements of Section 5 of this rule. FASTENING OF CAPS, COVERS, PLUGS OR TOPS (e) Caps, covers, plugs or tops must be made of metal or synthetic plastic and must be securely fastened, and filled packages must be proof against leakage or sifting. Closure caps no greater than 3 1/2 inches in diameter may be of metal thinner than prescribed for head of container. On drums over 20 gallons to and including 57 gallons, lug cover closures no greater than 11 1/4 diameter may be of metal thinner than prescribed for head of container provided that they are equipped with gasket seal, not less than 16 lugs, and are manufactured of steel not less than 20 gauge thickness. NAME, ETC., OF MANUFACTURER TO BE SHOWN (f) All shipping barrels, drums, kits, or pails, for use as freight containers, must bear the manufacturer's name, or an identifying symbol or trade-mark of manufacturer in lieu of the manufacturer's name and which symbol or trade-mark must be registered with the National Railroad Freight Committee, the gauge of metal in its thinnest part, capacity of container and year of manufacture--these may be abbreviated and then must appear in order specified, for example, 18-55-86, which will signify that the container is made of 18 gauge metal, is 55 gallons capacity and made in the year 1986. When gauge of metal in body differs from that in head, both must be indicated with slanting line between and with gauge of body indicated first, for example 20/18-55-56 for body 20 gauge and head 18 gauge. (Optionally, the thickness of metal used may be expressed in millimeters and marked as closely to the English equivalent as possible, and year of manufacture. These marks may be abbreviated and then must appear in order specified, for example, 1.1 94, which will signify that the container is made of steel with a thickness of 1.1 millimeters, and is made in the year 1994. When the thickness of metal in body differs from that in head and in bottom, all three thicknesses must be indicated with a slash mark between and with the thickness of the head indicated first, for example 1.1/.8/1.0 94 for body of .8 millimeter thickness head of 1.1 millimeter thickness, and bottom of 1.0 millimeter thickness.) The inscription must be plainly and durably marked on container or on a plate securely brazed, welded or soldered thereto in letters that are legible and are not less than one-fourth inch in height. These requirements will not be necessary for steel shipping barrels, drums, kits, or pails when manufactured in foreign countries, but shipping orders and bills of lading must bear the following certificate: "The steel shipping barrels, drums, kits, or pails used for this shipment are of foreign manufacture and conform to construction requirements of Rule 40, Section 5." (g) When a steel drum or barrel has been reconditioned for further use as a shipping container and in the reconditioning process changes are made which alter the original construction, the party making such changes must indicate his name or an identifying symbol or trade-mark on such containers which symbol or trade-mark must be registered with the National Railroad Freight Committee. The marking must be plainly and durably made by painting, stenciling or similar means or must be on a plate securely brazed, welded or soldered thereto, in letters that are legible and are not less than one-fourth inch in height. Identifying names, symbols or trade-marks of manufacturer or previous reconditioner must be removed or obliterated unless such names, symbols or identifying marks are embossed or affixed to a plate in such manner that removal or obliteration is not practicable. (Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Continued)	SHIPPING CONTAINERS	BARRELS, DRUMS, KITS OR PAILS, ALUMINUM OR STEEL (Concluded) RATED (marked) CAPACITY (h) Capacities of steel barrels, drums, kits or pails as provided in Paragraph (c) indicate rated (marked) capacity. All steel barrels, drums, kits or pails for dry or solid articles shall have a minimum actual capacity of not less than rated (marked) capacity plus 2 per cent, and a maximum actual capacity of not greater than rated (marked) capacity plus 3 per cent or rated (marked) capacity plus 2 per cent plus one quart, whichever is the greater. All steel barrels, drums, kits or pails for other than dry or solid articles shall have a minimum actual capacity of not less than rated (marked) capacity plus 4 per cent, and a maximum actual capacity of not greater than rated (marked) capacity plus 5 per cent or rated (marked) capacity plus 4 per cent plus 1 quart, whichever is the greater. STEEL DRUMS, WITH MOLDED ONE PIECE POLYETHYLENE INSERTS SECTION 5 1/2. -Requirements, limitations and specifications set forth in the table in this section for the numbered types shown therein must be observed. The minimum requirements in the table for steel drum overpack body, bottom, and top head or cover are governed by either the weight of contents in the first column or by the capacity in the second column, whichever limitation calls for the higher minimum requirements. Gallonage capacities are net but sufficient outage must be provided, and containers must bear the initials "STC" to signify they are single trip containers and must not be used again for shipments of liquids or articles in liquid after contents have been removed, except when container, closing devices, and required interior protection are in such condition that they will protect contents as efficiently as new containers. Drums filled to net capacity with water must withstand without leakage a tip-over fall on concrete on the cover chime followed by a diagonal drop on the bottom chime sufficient to provide at least 500 foot--pounds impact, except that maximum height of drop shall not exceed two feet and the minimum height of the drop not less than one foot.

TABLE OF AUTHORIZED TYPES OF CONTAINERS

Type	Maximum Limit		Minimum Requirements-U.S. Standard Gauge			
	Weight of Contents (Pounds)	Capacity (Gallons)	Body	Bottom	Top (Head or Cover)	Required Insert and Method of Closure
4A	105	6 1/2	26	26	26	See Notes 1 and 3
	245	15	26	24	24	
	350	30	26	24	24	
	450	30	24	22	22	
	600	55	24	22	22 } See	
	700	55	22	20	20 } Note 4	
	800	55	20	18	18	
4B-L	105	6 1/2	26	26	26	See Notes 2 and 3
	245	15	26	24	24	
	350	30	26	24	24	
	450	30	24	22	24	
	600	55	24	22	24	
	700	55	22	20	22	
	800	55	20	18	18	
4B-H	450	30	24	24	24	See Notes 2 and 3
	700	55	24	22	24	
	800	55	20	18	18	

(Rule 40 continued on next page)

RULE 40 (Con-tinued) — SHIPPING CONTAINERS

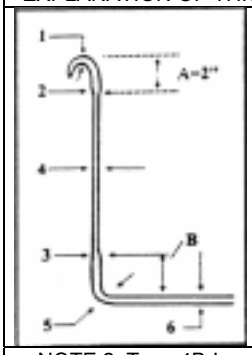
SECTION 5 1/2:-Concluded:

NOTE 1.-Type 4A.-Steel drums must have full removable tops (covers) secured by locking devices, with or without metal or plastic plug or cap closures. Not more than two closures no larger than 2.3 inches are permitted. Covers must be equipped with rubber or resilient plastic gasket to effect a liquid tight seal. Steel drum must be designed with not less than three rolling hoops. Steel drum must be equipped with molded full open head semi-rigid polyethylene insert conforming to drum contour. Minimum thickness of insert shall be 0.015 inch or in conformance with the following requirements:

MINIMUM THICKNESS OF PLASTIC LINER (INCHES)

LOCATIONS IN LINER	PLASTIC LINER MINIMUM THICKNESS		
	See *Sketch	Not Over 30 gallons	Over 30, but not over 55 gallons
Top Chime	1	.012	.015
Top and Bottom Sidewall at A and B	2-3	.015	.015
Sidewall	4	.007	.007
Bottom Corner	5	.030	.040
Bottom	6	.018	.025

*EXPLANATION OF THICKNESS MEASUREMENT LOCATIONS IN LINER



CAPACITY	DIMENSION A Inches from Top	DIMENSION B Inches from Bottom
Not over 15 gallons	2	2 1/2
Over 15, but not over 30 gallons	2	3 1/2
Over 30, but not over 55 gallons	2	4

NOTE 2. Type 4B-L and 4B-H.-Steel drums must be of tight head construction or constructed with full removable heads (covers) secured by locking devices, with or without plastic plug or cap closures, or openings in top-heads (covers) to permit polyethylene insert neck(s) or flange(s) to protrude. Not more than two closures not exceeding 2.3 inches, or more than two openings for necks or flanges are permitted in top heads or covers.

Steel drums must be equipped with molded closed head polyethylene insert having not more than two closure openings in top head, no larger than 2.3 inches. Thickness requirements shall meet the following schedule:

Molded Polyethylene Insert Closed-Head Type	Minimum Thickness - (Inches)	
Maximum Capacity (Gallons)	Type 4B-L (Lightweight)	Type 4B-H (Heavyweight)
6 1/2	.010	…
15	.015	…
30	.015	.030
55	.015	.030

NOTE 3.-Type 4A, 4B-L, and 4B-H MOLDED POLYETHYLENE INSERTS.-Steel drums equipped with semi-rigid polyethylene inserts which shall be molded full-open-head construction conforming to requirements of Type 4A, or molded closed-head construction having not more than two openings in top head no larger than 2.3 inches conforming to requirements of Type 4B-L, or 4B-H, inserts shall be made of polyethylene which shall have the following properties:

Melt Index.....2.6 maximum
Density 0.910-0.925
Tensile Strength .....1500 psi minimum
Percent Elongation.....400 per cent minimum

NOTE 4. Top (head or cover) may be constructed of injection molded high density polyethylene having a minimum thickness of .125 inch and one or more concentric rings of not less than 3/8 inch depth. For liquids or articles in liquid covers must effect a liquid tight seal and must be securely closed by lever or bolted locking ring, or endless band rolled to bond sidewall and cover at chime, the band and ring must not be thinner than 22 gauge metal.

(Rule 40 Continued on following page)

RULE | **SUBJECT** | **APPLICATION**

40 (Con-tinued) SHIPPING CONTAINERS

BARRELS, CASKS, HOGSHEADS, KEGS, TIERCES AND SIMILAR CONTAINERS OTHER THAN DRUMS, WOODEN

SECTION 6.-Ends must be held securely in grooves (crozes) by hoops; or when these containers are used for articles not liable to loss from leakage or sifting and ends are 1/2 inch or more thick, ends may be countersunk or set below grooves (crozes) but must be secured by two or more battens extending completely across ends and the ends of battens nailed to sides of container, or ends held in place by head liners.

SECTION 7.-

DRUMS, WOODEN, INCLUDING FIBREBOARD - COVERED VENEER DRUMS

WOODEN DRUMS FOR OTHER THAN DRY OR SOLID ARTICLES

Drums must be water-tight.

Sides (shells) must be made of 3 or more plies of veneer, having a total thickness of not less than 1/4 inch; each ply must overlap the other so as to distribute the seams, and plies must be firmly glued together cross grain.

Ends must be not less than 1/2 inch thick, made of one piece of wood, or of 3 or more plies of veneer firmly glued together cross grain. Ends must be set tightly, be securely glued to sides, and further secured by metal or wooden hoops encircling drum and fastened by nails not more than 6 inches apart, driven through sides into edges of ends or by wooden inner hoops so fitted and glued to top and bottom as to provide a tight seal. Openings in ends must be closed by tight-fitting bungs securely fastened. Drums must not be used as containers for liquids that are solvents of the material used to make them waterproof. Drums authorized for other than dry or solid articles may be used for dry articles.

WOODEN DRUMS FOR DRY OR SOLID ARTICLES

Drums with hoops must be constructed under one of the following methods:

(a) Drums must have side (shells) not less than 1/4 inch thick, except as provided in Note 1.

Ends must be securely held in place by complete hoops nailed to inside of shell above and below ends; or inside hoops will not be required if flanged wooden or plywood ends are used, fitting snugly into shell with flange resting on edge of shell. These ends must be of not more than 2 pieces closely fitted to prevent sifting and must be tightly bound to shell by flanged metal hoops fitting down over heads and around shell and must be securely fastened to shell.

Top and bottom cover heads may be made of not less than 28 gauge steel grooved so than ends of shell nest into grooves. Bottom must be securely fastened through sidewall of head into shell with staples not less than 18 gauge, not more than 4 inches apart. Top must be securely fastened through sidewall of head and shell by not less than 3 staples not less than 14 gauge, or by not less than 3 metal clips not less than 20 gauge securely fastened to sidewall which project over outer edge of cover and fastened by forming clip over outer edge of groove.

Metal or wooden hoops must completely encircle drum and be firmly attached to sides not more than 6 inches apart; except that when sides are made of two or more plies of veneer securely fastened together cross grain, end hoops only required. Sides must be made of wood, or two or more plies of veneer securely fastened together cross grain; or

If wooden hoops are fastened to drum by staples not more than 4 inches apart, staples running through hoop and all plies of veneer and clinched on inside and each ply of veneer overlapping the other so as to distribute the seams, the veneer need not be cross grain.

NOTE 1.-When drums are made of beech, birch, elm, gum or hard maple, requirements of paragraph (a) may be varied from as follows:

If diameter of drum does not exceed 17 inches, sides must be not less than 1/6 inch thick.

If diameter of drum exceeds 17 inches, sides must be not less than 1/5 inch thick.

When made of beech, birch, elm or hard maple, plies of sides need not be cross grain if joints overlap.

(b) Sides (shells) must be of plywood made of not less than 3 plies of beech, birch, elm, gum or hard maple veneer, total thickness not less than 3/30th inch. Grain of outside plies must be parallel to depth of drum. Drums must comply with provisions of following table:

Weight of Contents not exceeding (Pounds)	Minimum Thickness of Veneer for Shells (Inches)	Minimum Thickness of Veneer for Heads (Inches)	Minimum Thickness of Cleats in Bottoms and Tops (Inches)	Minimum Width of Cleat at Widest Point (Inches)
200	3/30	3/20	3/4	1-7/8
500	3/20	3/16	3/4	1-7/8
650	3/16	3/12	3/4	2-3/8

Ends must be made of veneer of the above named woods not less than 3 ply, of thickness prescribed in table, reinforced by soft wood rims of not less than four segments of dimensions prescribed in table, which rims must be nailed to plywood with nails clinched on outside of segments. Ends must be fastened to sides by nails or staples from outside through a steel or wooden hoop.

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	SECTION 7.-Concluded. Drums without Hoops: Drums without hoops must have sides (shells) made of 3 or more plies of veneer, having a total thickness of not less than 1/4 inch. Each ply must overlap the other so as to distribute the seams, and plies must be firmly glued together cross grain. Ends must not be less than 1/2 inch thick. made of one piece of wood, or of 3 or more plies of veneer firmly glued together cross grain, and must be securely fastened to sides. Openings in ends must be closed by tight-fitting bungs securely glued and further secured by nails, staples or straps.

DRUMS MADE OF FIBREBOARD-COVERED VENEER FOR DRY OR SOLID ARTICLES

Drums for dry or solid articles made of fibreboard-covered veneer must be made of fibreboard covered veneer not less than .082 inch thick and must comply with following requirements:

Material must consist of veneer wood core, lined both sides with 100% sulphate cylinder Kraft fibreboard not less than .016 inch thick, weighing not less than 60 pounds per 1000 square feet, firmly glued to veneer, outer liner waterproofed, and each liner must test not less than 200 pounds:

The grain of the two outer liners must be crossed with the grain of the veneer.

If veneer core consists of more than one piece, joint where the two pieces meet must be taped before fibreboard liners are glued on.

Drums must comply with provisions of following table:

Weight of contents not exceeding	Maximum inside Dimensions		Minimum thickness of veneer	Minimum thickness of combined board	Cady or Mullen Test per Sq. In.	Minimum thickness of cleats in bottoms and tops
	Height	Diameter				
(Pounds)	(Inches)	(Inches)	(Inches)	(Inches)	(Pounds)	(Inches)
150	20	20	.050	.082	650	5/8
250	32	20	.063	.095	700	3/4
375	42	23	.100	.132	1000	3/4

Material forming the shell or body must consist of not more than two pieces and must lap at joints not less than 2 inches and be firmly glued throughout entire area of contact or firmly fastened with staples or stitches staggered at intervals of not more than 2 1/2 inches. If joints are glued, strips of fibreboard covered veneer not less than 2 inches wide must be firmly stapled to one of the edges of the joint forming a socket into which other glued piece is fitted.

Ends may be made of a disc of same material as shells, nailed to rim made of 4 cleats fastened together with corrugated fasteners, with nails long enough to go through both the fibreboard-covered veneer and the cleats and clinch on the outside of the heads, or

The fibreboard-covered veneer discs must be inserted in grooves in the inside edges of the cleats, these grooves being not less than 1/2 inch in depth, or

Ends must be made of solid lumber of same thickness as specified for cleats, provided that if more than one piece is used in the head, all joints between pieces must be matched and glued. No cleats need be used on solid lumber ends.

Ends must fit tightly within shells.

Hoops made of steel or fibreboard-covered veneer must be placed at each end in outside of shell and must be fastened through shell to wooden cleats of ends with staples or nails not more than 2 1/2 inches apart.

Drums must bear certificate of drum maker, showing that they conform to this rule.

Certificate must be of following form, size, type and wording:

CERTIFICATE OF MAKER

THIS IS A DRUM MADE OF FIBREBOARD-COVERED VENEER AND CONFORMS TO ALL CONSTRUCTION REQUIREMENTS OF UNIFORM FREIGHT CLASSIFICTION

BURSTING TEST……..LBS. PER SQ. INCH

WEIGHT OF CONTENTS……LBS.

(Insert maker's name and address.)

……..

When shipments are tendered for transportation in fibreboard-covered veneer drums, conforming to requirements and specifications of this rule, shipper must certify on shipping orders and bills of lading as follows:

"The fibreboard-covered veneer drums used for this shipment conform to the specifications set forth in drum maker's certificate thereon, and all other requirements of Rule 40 of Uniform Freight Classification."

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	DRUMS OR PAILS, MOLDED POLYETHYLENE SECTION 7 1/4 -PART 1-CLOSED HEAD DRUMS (a) Except as otherwise provided in the separate descriptions of articles, or in Agent C.E. Keller's Tariff No. BOE-6000-series referred to in Rule 39, when the following requirements and specifications are complied with, the rates applying on commodities in barrels or drums will apply on the same commodities in polyethylene drums. Characteristics of commodity must be such that commodity and drum are compatible in nature. (b) MATERIAL REQUIREMENTS AND SPECIFICATIONS: Drums must be made of polyethylene having the following properties as determined by the American Society for Testing Materials (ASTM) per methods designated. Tests shall be performed on plastic with additives included:

Property	Specification	ASTM Method
Melt index	1.2 maximum (see Note 1)	D 1238
Density range	0.941-0.965	D 1505
Tensile strength	3000 psi minimum	D 638
Percent elongation	75 percent minimum	D 638

NOTE 1.-Drums manufactured by injection molding, when of two piece welded construction, may have melt index of 10.5 maximum.

(c) CONSTRUCTION: Drums must be of closed head construction complying with the following requirements:

Rated (Marked) Capacity (Gallons)	Minimum Material Thickness (Inches)
6 1/2	.045
15	.075
30	.125 (See Note 2)
55	.125 (See Note 2)

Drums may have not more than two openings in top heads not exceeding 2.7 inches in diameter. Closures must be made of material compatible with commodities and must be adequate to prevent leakage.

NOTE 2.- Material thickness may be .090 inch minimum in local areas, provided drum can withstand drop test specified in Paragraph (f) (1) directly on such areas.

(d) CAPACITY: Drums must have a minimum actual capacity of not less than the rated (marked) capacity plus 4 percent. Maximum actual capacity must be not greater than the rated (marked) capacity plus 15 percent for drums up to 15 gallons and must be not greater than the rated (marked) capacity plus 10 percent for containers 15 gallons and over.

(e) IDENTIFICATION: Drums must bear:

(1) Manufacturer's name or an identifying symbol or trademark in lieu of manufacturer's name and which symbol or trade mark must be registered with the National Railroad Freight Committee;

(2) Capacity in gallons;

(3) Year of manufacture.

These inscriptions must be marked on drum in letters and numerals that are legible and durable and not less than 1/4 inch in height.

(f) PERFORMANCE REQUIREMENTS: A minimum of three sample drums, selected at random, filled as specified and prepared for shipment, must be capable of withstanding the following performance standards without leakage or permanent deformation. No single drum will be required to withstand more than one test.

(1) The drum, filled to 98 percent capacity with water or other solution which remains liquid at 0°F and is compatible with polyethylene, shall be dropped diagonally on top edge from a height of 4 feet onto solid concrete, or dropped from a height of 4 feet onto solid concrete on any part of the drum having a material thickness less than specified in Paragraph (c).

(2) The drum must not show pressure drop or evidence of leakage when subjected to hydrostatic pressure of at least 15 psi at equilibrium for a period of five minutes.

(3) The drum, filled to 98 percent capacity with water, must withstand the static compression tests indicated below for rated (marked) capacities indicated without buckling of side walls sufficient to cause damage, but in no case shall the top to bottom deflection be more than 1 inch. Compression shall be applied to the load bearing areas of top of drum for a period of not less than 48 hours.

Rated (Marked) Capacity (Gallons)	Compression (Lbs.)
6 1/2	600
15	1200
30	1800
55	2400

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Continued)	SHIPPING CONTAINERS	DRUMS OR PAILS, MOLDED POLYETHYLENE SECTION 7 1/4.-PART 1-Concluded-CLOSED HEAD DRUMS (4) The drum, filled to 98 percent capacity with water, must withstand a vibration test for one hour at an amplitude and frequency that causes the drum to be raised from the table of the vibration testing machine sufficient to enable a piece of paper or flat strap or tape to be passed between the drum and table. Drum must be secured on table of vibration testing machine in such manner that all horizontal motion is restricted and only vertical motion is allowed. SECTION 7 1/4.-PART 2-OPEN HEAD PAILS (a) Unless otherwise provided in separate descriptions of articles, in the DOT's hazardous materials regulations, or in Agent C.E. Keller's Tariff No. BOE-6000-series referred to in Rule 39, when the following minimum requirements and specifications are complied with, the rates or ratings that apply to articles and commodities in barrels, drums, kits and pails will also apply to the same articles and commodities in plastic open-head pails. The characteristics of commodity must be such that the shipping container and commodity are compatible in nature. These specifications pertain to plastic injection molded open head pails with a fluid capacity from 1 to 7 gallons that are intended for use in transporting non-hazardous commodities in liquid, solid, paste, granular, or powder form. (b) CONSTRUCTION AND MARKING REQUIREMENTS: Construction – Material and thickness at any given location on the container must be appropriate to its capacity. Covers, closure and vent devices, sealing gaskets, and bails or handles may be manufactured from materials other than plastic. Covers – Containers must be sealed using covers that fit securely and render them leakproof when they are transported. Bails – Bails and carrying handles must be firmly secured to the pail whenever they are provided, and they must be capable of supporting the container when it is filled to its rated maximum gross weight. Outage – Sufficient outage, ullage or headspace must exist within the container once it is filled. Container Markings – Each pail must be durably and legibly marked with the following information: (1) the pail manufacturer's name or an identifying symbol or trademark used in lieu of the manufacturer's actual name; (2) the intended fluid capacity, expressed in gallons or liters; (3) the year of manufacture; and (4) the pail manufacturer may elect to mark each pail with the letters "NRC" to signify that it is a non-reusable container. (c) PERFORMANCE REQUIREMENTS: For the purpose of this standard, commodities fall into two types; liquids and solids (i.e., non-liquids) as determined by applying the criteria in ASTM D 4359. Plastic open head pails are classified as follows: (1) pails that are intended to contain solids. Pails that are tested for liquids under this specific may be used to package liquids; and (2) pails that are intended to contain solids. Pails that are tested for liquids under specification may be used to package solid materials without any further testing provided that the gross weight (expressed in kilograms) does not exceed the rated fluid capacity (expressed in liters) of the container multiplied by the relative density of the liquid for which it was qualified. Containers that are tested for solid materials can not be used to package a liquid unless they are retested for liquids. Additionally, containers which differ only with regard to additives, surface treatments, reductions in rated fluid capacity of less than 30% and/or the type of optional closures or fittings used, do not require further testing provided that they yield same level of performance as the containers that were originally tested. The following test procedures must be used to test and qualify containers to a specific level laboratory performance. 1. Drop Tests – Allow six containers to cool at 73 +/-4 °F (23 + /-2°C) for a minimum of 24 hours after they are molded before filling them to their marked capacity with an antifreeze solution when testing for liquids or to the containers' intended gross weight with a material that is similar to the commodity for solids. Seal the containers and condition the filled containers at 0 + /-2°F (18 + /-1°C) before dropping them from the appropriate drop weight onto flat non-resilient surface. 31.5 inches (0.8 meters) is the drop height for containers which are being tested for liquids with a relative density that does not exceed 1.2; whereas the drop height for containers that are intended for liquids with a relative density that is greater than 1.2 shall be calculated as follows: relative density x 0.667 = drop height expressed in meters (1 meter = 39.4 inches) Drop three containers flat on their sides and the remaining three containers flat onto the bottom of the pails. Containers are not required to withstand more than one drop. Continuous leakage or sifting of the contents is considered a failure; however, a small discharge of the contents upon impact that ceases immediately should not be considered a failure. 2. Stacking Test – Allow three containers to cool at 73 + /-4°F (23 + /-2°C) for a minimum of 24 hours after they are molded, before filling them to their capacity with water when testing for liquids or to the containers' intended gross weight with a material that is similar to the commodity for solids. Seal the containers and position them on a level surface before applying the appropriate static load, which is calculated as follows: loads in pounds = [(118/height of a container in inches)-1] x gross weight of a container in pounds x 1.5 correction factor for dynamic loads This test shall be conducted at a temperature of 73 + /-2°C (23 + /-2°C). The top load shall not exceed 600 pounds and the load must be applied in a manner that simulates the actual stresses encountered during normal tacking conditions. The load must be maintained for 48 hours without evidencing any signs of collapse or instability, and the vertical deflection of the containers, measured while they are under load, shall not exceed 5% of the original height of the container. Additionally, none of the containers may leak when they are placed on their sides at the conclusion of the stacking test. However, the containers should be allowed to remain in their upright position for 30 minutes once the load is removed, before placing them on the sides and inspecting them for leakage. (Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	DRUMS OR PAILS, MOLDED POLYETHYLENE SECTION 7 1/4.-PART 2-OPEN HEAD PAILS-Concluded In the event that a container fails to meet one or more of the preceding performance requirements, three additional containers shall be tested in an identical manner without exhibiting any signs of failure. The failure of any of the three additional containers may indicate that the lot should be rejected and that corrective action should be taken by the rail manufacturer. SECTION 7 1/4.-PART 3-REMOVABLE HEAD DRUMS (a) Except as otherwise provided in the separate descriptions of articles, or in Agent C. E. Keller's Tariff No. BOE-6000-series referred to in Rule 39, when the following requirements and specifications are compiled with the rates applying on commodities in barrels or drums will apply on the same commodities in polyethylene drums. Characteristics of commodity must be such that commodity and drum are compatible in nature. (b) MATERIAL REQUIREMENTS AND SPECIFICATIONS: Drums must be made of polyethylene having the following properties as determined by the American Society for Testing Materials (ASTM) per methods designated. Tests shall be performed on plastic with additives included.

Property	Specification	ASTM Method
Melt index	1.2 maximum (see Notes 1 and 2)...	D 1238
Density range	0.941-0.965.....	D 1505
Tensile strength	3000 psi minimum.....	D 638
Percent elongation.....	75 percent minimum	D 638

NOTE 1.-Drums manufactured by rotational molding may have Melt Index of 6.5 maximum, a Density Range of 0.930 - 0.965 and have a minimum Tensile Strength of 2,500 psi.

NOTE 2.-Drums manufactured by injection molding may have melt index of 10.5 maximum and minimum Tensile Strength of 2,500 psi.

(c) DRUM CONSTRUCTION: Drum body and integral bottom must be of one piece molded construction, or body of extruded tubular construction securely joined to a bottom head by means of a welded polyethylene chime or metal chime band. Full removable top head must be made of molded polyethylene, secured to drum body by means of a metal ring equipped with a locking mechanism.
OR closure may be of any method, material, or design contingent upon a successful diagonal drop series of 3 of 3 drums filed with commodity or sand/sawdust mixture as a substitute onto solid concrete from a height of 30 inches onto the top chime at its weakest part of closure without evidence of leakage or failure.
Capacity and material construction must be as follows:

Rated (Marked) Capacity (Gallons)	Minimum Material Thickness (Inches)
15	.075
20	.090
30	.110 (See Note 3)
55	.110 (See Notes 3 and 4)

NOTE 3.-.090 inch minimum thickness allowed in local areas of other than rotational molded drums provided drum can withstand drop test specified in paragraph (e).

NOTE 4.-.225 inch minimum thickness required in sidewalls of drums manufactured by rotational molding.

(d) IDENTIFICATION: Drums must bear:
(1) Manufacturer's name or an identifying symbol or trademark in lieu of manufacturer's name and which symbol or trade mark must be registered with the National Railroad Freight Committee;
(2) Capacity in gallons;
(3) Year of manufacture.
These inscriptions must be marked on drum in letters and numerals that are legible and durable and not less than 1/4 inch in height.

(e) PERFORMANCE REQUIREMENTS: The following test is required for removable head containers: Drums filled to net capacity with water must withstand without leakage a tip-over fall on concrete on the cover chime followed by a diagonal drop on the bottom chime sufficient to provide at least 500 foot-pounds impact, except that maximum height of drop shall not exceed two feet and the minimum height of drop not less than one foot.

DRUMS OR BULK SHIPPING CONTAINERS, CORD FABRIC AND RUBBER COMBINED

SECTION 7 1/2.-Drums must be made of cord fabric and rubber combined. The fabric must weigh not less than 5.5 ozs. per sq. yd. and have a tensile strength of not less than 275 lbs per inch. Not less than two plies of this cord fabric must be used, each ply embedded in rubber of sufficient thickness to provided a total wall thickness of not less than 9/64 inch.

Drums must not exceed 55 gallons capacity. In carloads, containers meeting these specifications exceeding 55 gallon capacity are authorized for carload shipments of articles provided for in barrels or drums.

MOLDED ONE-PIECE POLYETHYLENE DRUMS IN WIREBOUND WOODEN CONTAINERS

SECTION 7 3/4.-Rates or ratings applying on articles in barrels or drums will apply on the same articles in containers meeting the following specifications:

In molded one-piece polyethylene drums not less than .030 inch thick, enclosed in wirebound wooden containers.

1.-Maximum capacity of polyethylene drums must not exceed 57 gallons and net weight of contents must not exceed 800 pounds. Openings in polyethylene drums larger than 2.3 inches not permitted. Outer container may have two holes in the heading so that polyethylene flanges may protrude.

2.-For net weights not exceeding 70 pounds, and capacity 5 gallons, wirebound containers must be constructed of wood not less than 1.6 inch thick and must have 3 binding wires, each of not less than 14 gauge.

(Rule 40 continued on following page)

RULE	SUBJECT	APPLICATION
40 (Continued)	SHIPPING CONTAINERS	MOLDED ONE-PIECE POLYETHYLENE DRUMS IN WIREBOUND WOODEN CONTAINERS SECTION 7 3/4.-Rates applying on articles in barrels or drums will apply on the same articles in containers meeting the following specifications:-Concluded: 3. -For net weights exceeding 70 pounds, but not exceeding 220 pounds, and capacity exceeding 5 gallons but not exceeding 15 gallons, wirebound containers must be constructed of wood not less than 1/4 inch thick and must have 4 binding wires, each of not less than 12 gauge. 4. -For net weights exceeding 220 pounds but not exceeding 375 pounds and capacity exceeding 15 gallons but not exceeding 30 gallons, wirebound containers must be constructed of wood not less than 1/4 inch thick and must have 6 binding wires, 2 outer wires to be not less than 11 gauge and 4 intermediate wires to be not less than 12 gauge. 5.-For net weights exceeding 375 pounds, but not exceeding 800 pounds, capacity not exceeding 57 gallons, wirebound containers must be constructed of wood not less than 3/8 inch thick and must have not less than 7 binding wires, 2 outer wires to be not less than 11 gauge, 2 intermediate wires to be not less than 11 gauge and 3 intermediate wires to be not less than 12 gauge. 6.-The complete unit, filled to capacity with water, must withstand, without leakage, 2 drops from a height of 4 feet onto a solid concrete floor, the first drop to be made flat on side and the second drop, diagonally on the top chime. JACKETED METAL, CANS SECTION 8.-Metal cans partially jacketed must have fibreboard, steel or wooden jackets covering sides and bottoms. Metal cans completely jacketed must have jackets of steel or wood completely covering can, except the mouth; or may have jackets with fibreboard sides and steel or wood tops and bottoms completely covering can, except the mouth. Jacket of wood must be not less than 1/12 inch thick, or of solid fibreboard not less than .100 inch thick, outer surface waterproofed, testing not less than 275 lbs. Jackets must be reinforced with not less than two metal or wooden hoops. Tops and bottoms must be of wood not less than 1/4 inch thick, or of two plies of veneer not less than 1/12 inch thick, glued together cross grain. If steel, wooden or fibreboard sides are fastened to tops or bottoms with nails or staples, tops and bottoms must not be less than 3/8 inch thick. Seams of cans must be securely soldered or welded. Freight in cans of less than one gallon capacity will not be accepted for transportation unless enclosed in barrels, boxes or crates as provided in the separate descriptions of articles. CARBOYS SECTION 9.-(a) Glass carboys, unless otherwise provided, must be enclosed by a wooden box, or by a wooden drum meeting requirements of Rule 40, Section 7, for wooden drums for dry or solid articles. Carboys in wooden box must be so cushioned with packing material that the glass will not come in contact with box. Carboys in wooden drums must not exceed 6 1/2 gallons capacity. Carboys must be adequately cushioned at bottom by cork pads or blocks not less than 3/4 inch thick. Sidewalls of carboys must be cushioned by a plywood shell not less than 2/12 inch thick full height of body of carboy. Cushioning shell must be separated from sidewall of drum by wood hoops not less than 1/4 inch thick securely stapled to sidewall above and below carboy. A circular 3-ply head not less than 3/12 inch thick with 5 inch opening must be secured around top shoulder of carboy by wood hoops stapled above and below head. Necks of carboys may project through an aperture in box or drum with or without protection. If carboys are completely enclosed, box or drum must be marked on top, "Top-Load This Side Up." POLYETHYLENE CARBOYS IN PLYWOOD DRUMS, STEEL DRUMS OR METAL CRATES (b) Polyethylene carboys must have a minimum weight and wall thickness in accordance with the following table:

Marked capacity (not over)	Minimum wall thickness	Minimum weight of carboys
Gallons	Inch	Pounds
5	1/16	3
6 1/2	1/16	4
13	1/16	8

Closing device shall be of material resistant to the lading and adequate to prevent leakage.

Polyethylene carboys in plywood drums, steel drums or metal crates must also comply with other requirements of Section 78.10, Specification 1F; Section 78.13, Specification 1H; Section 78.21, Specification 2T; or Section 78.131, Specification 37A, of Agent C.L. Keller's Tariff No. BOE-6000-series.

Necks of carboys may project through an aperture in plywood or steel drums with or without protection. If carboys are completely enclosed, drum must be marked on top, "Top-Load This Side UP."

(c) Polyethylene carboys must have a minimum weight and wall thickness in accordance with the following table:

Marked capacity (not over)	Minimum wall thickness	Minimum weight of carboys
Gallons	Inch	Pounds
8	0.125	8
15	0.125	11 1/2

Closing device shall be of material resistant to the lading and adequate to prevent leakage.

Polyethylene carboys must be enclosed in wooden boxes, or glued plywood boxes of not less than three plies, completely enclosing body and neck of carboy or completely enclosing the body of the carboy, shall be constructed in such manner and so formed that inside container cannot permanently change position.

Polyethylene carboys, in boxes, must also comply with other requirements of Section 78.11, Specification IG, of Agent C. L. Keller's Tariff No. BOE-6000-series.

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	BAGS SECTION 10.-Unless otherwise provided in separate description of articles: (a) Where bags are provided in separate description of articles as outer shipping containers and no reference is made to construction, material, closing or sealing, they may be used for dry commodities only, see Note 1, and they must be made of cloth sufficiently strong and so closely woven and stitched as to carry contents safely and prevent sifting; OR shall be double bags consisting of an outer wall of cloth and an inner wall of cloth or paper with both walls securely closed so as to carry contents safely and prevent sifting; OR shall be multiple-wall paper bags conforming to the provisions of paragraph (c). (b) Where in individual items reference is made to this paragraph, bags need not comply with the requirements of paragraph (c). Such bags must not bear bag maker's certificate unless they do comply with paragraph (c). MULTIPLE-WALL PAPER BAGS (c) Multiple-wall paper bags, namely bags having three or more walls, must be made of Shipping Bag Kraft paper meeting the minimum basis weight, tests and requirements contained in Tables A or B, as modified by Note 1, or of Extensible Shipping Bag Kraft paper meeting the minimum basis weights, tests and requirements contained in Tables C or D as modified by Note 1. For contents of 89 lbs. (40 kilograms), or less, bags must have a total basis weight of not less than 120 lbs for all walls. For contents of more than 89 lbs. (40 kilograms) but not more than 111 lbs. (50 kilograms), bags must have a total basis weight of not less than 130 lbs, including an outer wall of basis weight not less than 50 lbs. Where paper bags with a designated number of walls are authorized, multiple-wall paper bags with any greater number of walls may also be used. Bags must be securely closed so as to carry contents safely and prevent sifting. - OR - Shall be of at least two walls of high performance shipping sack kraft paper meeting the paper strength requirements of three walls of 40 pound extensible Kraft (120 pounds Total Basis Weight) in Tables C and D for up to 89 pounds (40 kilograms) of product or 2 walls of 40 pound and 1 wall of 50 pound extensible Kraft (130 pound Total Basis Weight) for up to 111 pounds (50 kilograms) of product. Bags must be so closed as to carry contents safely and prevent sifting.

TABLE A
Shipping Bag Kraft Paper Plain other than Wet-Strength

Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Dry Tensile Strength per Inch Width	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams	Pounds	Pounds
40	88	188	14	41
50	110	235	19	53
60	132	282	23	64
70	154	329	27	74

TABLE B
Shipping Bag Kraft Paper Plain Wet-Strength

Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Dry Tensile Strength per Inch Width		Minimum Average Wet Tensile Strength per Inch Width	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams	Pounds	Pounds	Pounds	Pounds
40	75	160	16	45	3.8	11.1
50	94	200	21	58	5.1	14.6
60	113	240	25	70	6.2	17.8
70	132	280	29	80	7.3	20.5

For multiple-wall paper bags made of papers described in Tables A and B, allowable and compensated variations in strength requirements are as follows:

Tensile Strength: Lower C.D. tensile strength of not more than two units multiplied by the number of walls in the bag will be permitted, provided the lower tensile strength is compensated by an increase in the M.D. tearing strength of five units of tearing strength to one unit of lower tensile strength, and lower total tensile strength (M.D. plus C.D.) of not more than four units multiplied by the number of walls in the bag will be permitted, provided the lower total tensile strength is compensated by an increase in total tearing strength (M.D. plus C.D.) of five units of tearing strength to one unit of lower total tensile strength.

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	SECTION 10 (c) – Continued

TABLE B – (Concluded)

For multiple-wall paper bags made of papers described in Tables A and B, allowable and compensated variations in strength requirements are as follows:

Tearing strength: lower M.D. tearing strength of not more than ten units multiplied by the number of walls in the bag will be permitted, provided the lower tearing strength is compensated by an increase in the C.D. tensile strength of one unit tensile strength to each five units of lower tearing strength; and lower total tearing strength (M.D. plus C.D.) of not more than twenty units multiplied by the number of walls in the bag will be permitted, provided the lower total tearing strength is compensated by an increase in total tensile strength (M.D. plus C.D.) of one unit of tensile strength to each five units of lower total tearing strength.

Variations in wet tensile strength is not permissable.

TABLE C

Shipping Bag Kraft Paper, Extensible Other than Wet-Strength

Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Tensile Energy Absorption Foot-pounds per Square foot of paper	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams		
40.....	88	188	4.5	14.0
50.....	110	235	5.6	17.0
60.....	132	282	7.0	20.0
70.....	154	329	8.0	23.0
80.....	176	376	9.0	26.0
90.....	198	423	10.0	29.0
100.....	220	470	10.8	32.0
110.....	242	517	11.6	35.0
120.....	264	564	12.4	38.0

TABLE D

Shipping Bag Kraft Paper, Extensible Wet-Strength

Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Dry Tensile Energy Absorption Foot-pounds per Square foot of paper		Minimum Average Wet Tensile Energy Absorption Foot-pounds per Square foot of paper	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams	Pounds	Pounds	Pounds	Pounds
50.....	88	180	5.6	17.0	1.8	3.6
60.....	107	220	7.0	20.0	2.1	4.7
70.....	125	260	8.0	23.0	2.4	5.4

For multiple-wall paper bags made of papers described in Tables C and D, allowable and compensated variations in strength requirements are as follows:

Tensile Energy Absorption: Lower C.D. tensile energy absorption of not more than 0.5 units multiplied by the number of walls in the bag will be permitted, provided the lower tensile energy absorption is compensated by an increase in the M.D. tearing strength of twenty units of tearing strength to one unit of lower tensile energy absorption; and lower total tensile energy absorption (C.D. plus M.D.) of not more than one unit multiplied by the number of walls in the bag will be permitted, provided the lower total tensile energy absorption is compensated by an increase in total tearing strength (M.D. plus C.D.) of twenty units of tearing strength to one unit of lower total tensile energy absorption.

Tearing Strength: Lower M.D. tearing strength of not more than ten units multiplied by the number of walls in the bag will be permitted, provided the lower tearing strength is compensated by an increase in the C.D. tensile energy absorption of one unit of tensile energy absorption to each twenty units of lower tearing strength; and lower total tearing strength (M.D. plus C.D.) of not more than twenty units multiplied by the number of walls in the bag will be permitted, provided the lower total tearing strength is compensated by an increase in total tensile energy absorption (C.D. plus M.D.) of one unit of total tensile energy absorption to each twenty units of lower total tearing strength.

Variations in wet tensile energy absorption is not permissible.

PAPER BAGS

Where "paper bags" are provided in separate description of articles as outer shipping containers, they must conform to the minimum basis weight requirements of Table E and shall be made of any number of plies of Kraft paper meeting either the test requirements contained in Tables F or G, as modified by Note 1, or of Kraft paper meeting the requirements for multiple-wall paper bags, Paragraph (c), as modified by Note 1. Bags must be securely closed so as to carry contents safely and prevent sifting.

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION

40 (Continued) — SHIPPING CONTAINERS

SECTION 10 (c) - Continued

TABLE E
Paper Bags; Minimum Bag Basis Weight

Standard Bags	Contents of Bag not to Exceed		Rope stock paper bags. Rope paper must contain not less than 75% Weight content Manilla Rope Fibre.	Kraft paper bags. Kraft paper must consist of all sulphate pulp and no other fibre, or sulphate pulp and Manila rope fibre and no other fibre, the rope fibre constituting a smaller proportion than required for rope stock paper.	
				Plain Kraft Bags See Table F	Extensible Kraft Bags See Table G
	lbs.	kg.	Basis weight of paper per 500 sheets 24x36 inches (See Note 1)		
No. 1	12 1/2	5	70 lbs.	80 lbs.	70 lbs.
No. 2	25	10	80 lbs.	90 lbs.	80 lbs.
No. 3	56	25	90 lbs.	100 lbs.	90 lbs.
No. 4	67	30	95 lbs.	100 lbs.	90 lbs.
No. 5	89	40	95 lbs.	120 lbs.	100 lbs.
No. 6	111	50	100 lbs.	130 lbs.	110 lbs.

TABLE F
Kraft Paper (Plain)

Total Bag Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Dry Tensile Strength per Inch Width	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams	Pounds	Pounds
80.....	148	326	22.8	69.0
90.....	168	368	24.8	79.0
100.....	188	410	26.8	89.0
110.....	208	452	28.8	99.0
120.....	228	494	30.8	107.0
130.....	248	536	32.8	113.0

TABLE G
Kraft Paper (Extensible)

Total Bag Basis Weight 24 x 36-500	Minimum Average Dry Tearing Strength		Minimum Average Dry Tensile Energy Absorption Foot Pounds per square foot of paper	
	M.D.	Total M.D. Plus C.D.	C.D.	Total C.D. Plus M.D.
Pounds	Grams	Grams		
70.....	134	299	6.9	21.0
80.....	156	346	7.7	24.0
90.....	178	393	8.5	27.0
100.....	200	440	9.3	30.0
110.....	222	487	10.1	33.0
120.....	244	534	10.8	36.0

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	SECTION 10-Concluded. NOTE 1.-The following statements, exceptions and definitions are applicable to the requirements of paragraphs (a) and (c). CONFORMANCE: Conformance with the applicable requirements of Tables A, B, C, D, F or G, shall be established by comparing the sum of the basis weights and tests for the walls required in the construction of the bag, with the respective sums of the basis weights and tests for the papers comprising the walls of the bag. Requirements in the tables are for papers conditioned in an atmosphere having a relative humidity of 50% plus or minus 2% at a temperature of 23°C. plus or minus 1°C. (73.4°F. plus or minus 1.8° F.) following preconditioning in an atmosphere having a relative humidity of 10 to 35% at a temperature of 22° to 40°C. (72° to 104°F.). Tests to determine compliance with tearing strength requirements must be made on testing machines not modified so as to reduce friction between test specimens and component parts of the testing machine. Tests to determine compliance with tensile strength requirements must be made on pendulum type tensile testing machines. EXCEPTIONS: Bags constructed wholly or in part of papers of other types or basis weights than those listed in Tables A, B, C, D, F or G, must conform to the requirements of Paragraph (c). ASPHALT LAMINATED: Asphalt Laminated Kraft paper shall consist of two sheets of Kraft paper, with the total basis weight of the two sheets not less than 50 pounds per ream (24 x 36-500), continuously and uniformly laminated together with an average of not less than 25 pounds of asphalt per ream. Tolerance of minus 5 per cent will be allowed on individual components. In determining the test conformance of bags containing an Asphalt Laminated Plain or Extensible Kraft wall, the Asphalt Laminated Plain or Extensible Kraft wall shall be treated as if it were a single Plain or Extensible Kraft wall of combination of walls of 10 pounds lower basis weight than the sum of the nominal paper basis weight in the Asphalt Laminated wall, but in no case shall it be treated as less than the equivalent of a 50 pound basis weight wall. For purposes of computing minimum number of walls required the Asphalt Laminated wall shall be considered as one wall. WET-STRENGTH: Whenever wet-strength paper is used it must be distinctly marked for identification with longitudinal stripes spaced on not less than 2-inch nor more than 10-inch centers across the paper width. No other grade of paper used in the bags shall be striped in this manner. When wet-strength paper is used as the outer wall, the identification must appear on the external surface of the bag. BASIS WEIGHT: The basis weight of paper is the weight in pounds as produced by the paper machine, of an area equivalent to a ream of 500 sheets 24 x 36 inches and does not include the weight of coatings, printing, laminants or impregnants. A tolerance of minus 5 per cent will be permitted in the sum of the basis weights of all walls specified in the sack. Variations in excess of the specified basis weights are allowed. DRY COMMODITIES: For purpose of this rule dry commodities are those which are not liquid or which do not contain any free liquid. Certification (d) Unless otherwise provided, paper bags conforming with the foregoing specification or to specific package numbers must bear certificate of bag maker, see paragraph (e), stating that they do conform. The certificate must be of the following form, size (1 1/4 x 3), type and wording, except that the size may be varied not to exceed 1/4 inch in either or both directions: FREIGHT SHIPPING BAG Meeting requirements of APPLICABLE FREIGHT CLASSIFICATION Guaranteed by …… Paper bags made in foreign countries and used for freight imported into the United States and conforming with all provisions of Rule 40 need not have certificate of bag maker printed thereon, or the bag maker's certificate may be printed in the language of the country in which made, provided shipper certifies on bills of lading that the bags do so conform. (e) The certificate for paper bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name providing such symbol or trade mark is registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer. (Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION

40 (Continued) — SHIPPING CONTAINERS

LOW DENSITY POLYETHYLENE BAGS

SECTION 10 1/4.-(a) Where bags, multiple-wall bags, or paper bags are provided in separate descriptions of articles as outer shipping containers, bags meeting the requirements of this section may be used for dry commodities only. Dry commodities are those which are not liquid or which do not contain any free liquid.

(b) MATERIAL REQUIREMENTS AND SPECIFICATIONS: Bags must be constructed of low density polyethylene film complying with the following minimum requirements:

Nominal Thickness (Mils) (See Note 1)	Maximum Net Weight of Contents		Minimum Requirements and Test Methods			
	lbs.	kg.	Drop Dart Impact Resistance (Grams) (ASTM D-1709)	Tensile Properties (psi) (ASTM D-882-A)	Percent Elongation (%) (ASTM D-882-A)	Puncture Propagation of Tear (Grams) (ASTM D-2582)
5	25	10	210	2100	350	5850
6	56	25	250	2100	350	6200
7	89	40	295	2100	350	6550
8	111	50	340	2100	350	6900

ASTM refers to the American Society for Testing and Materials.

NOTE 1.-The thickness at any point must not be less than 90 percent of the nominal thickness.

(c) PERFORMANCE REQUIREMENTS: Filled bags must be capable of withstanding 6 drops from a height of 48 inches onto a solid surface, one drop on each end, one drop on each face and one drop on each side (edge) without rupture or leakage.

(d) CLOSURE: Bags must be securely closed so as to carry contents safely and prevent sifting and closure must be capable of withstanding static loads of 1 1/4 pounds per mil per inch of seal.

(e) CERTIFICATION: Bags conforming with the foregoing specifications must bear certificate of bag maker stating that they do conform. The certificate may bear an identifying symbol or trademark of bag maker in lieu of bag maker's name, providing such symbol or trade mark is registered with the National Railroad Freight Committee. Only one identifying symbol or trademark may be registered for each bag manufacturer. The certificate must be of the following form, size (1 1/4 x 3 inches), type and wording, except that the size may be varied not to exceed 1/4 inch in either or both directions:

LOW DENSITY POLYETHYLENE

FREIGHT SHIPPING BAG

Meeting requirements of

APPLICABLE FREIGHT CLASSIFICATION

Guaranteed by……..

(Rule 40 continued on next page)

RULE	SUBJECT	APPLICATION
40 (Con-tinued)	SHIPPING CONTAINERS	CROSS LAMINATED HIGH-DENSITY POLYETHYLENE BAGS

SECTION 10 1/2.-(a) Where bags, multiple-wall bags, or paper bags are provided in separate descriptions of articles as outer shipping containers, bags meeting the requirements of this section may be used for dry commodities only. Dry commodities are those which are not liquid or which do not contain any free liquid.

(b) MATERIAL REQUIREMENTS AND SPECIFICATIONS: Bags must be constructed of high-density polyethylene film consisting of two plies of mono-axially oriented film, cross-laminated so that the orientation of each ply is at an angle to the other, the laminated film complying with the following minimum requirements:

Nominal Thickness (Mils) (See Note 1)	Maximum Net Weight Of Contents (Pounds)	Minimum Requirements and Test Methods			
		Drop Dart Impact Resistance (Grams) (ASTM D-1709-B)	Tensile Properties (psi) (ASTM D-882-A)	Per Cent Elongation (%) (ASTM D-882-A)	Puncture Propagation of Tear (Grams) (ASTM D-2582)
2.5	50	700	5000	125	2000
4	100	1085	5000	125	3200

ASTM refers to the American Society for Testing and Materials.

NOTE 1.-The thickness at any point must not be less than 80 per cent of the nominal thickness.

(c) PERFORMANCE REQUIREMENTS: Filled bags must be capable of withstanding 6 drops from a height of 48 inches onto a solid surface, one drop on each end, one drop on each face and one drop on each side (edge) without rupture or leakage.

(d) CLOSURE: Bags must be securely closed so as to carry contents safely and prevent sifting.

(e) CERTIFICATION: Bags conforming with the foregoing specifications must bear certificate of bag maker stating that they do conform. The certificate may bear an identifying symbol or trademark of bag maker in lieu of bag maker's name, providing such symbol or trade mark is registered with the National Railroad Freight Committee. Only one identifying symbol or trademark may be registered for each bag manufacturer. The certificate must be of the following form, size (1 1/4 x 3 inches), type and wording, except that the size may be varied not to exceed 1/4 inch in either or both directions:

CROSS LAMINATED POLYETHYLENE

FREIGHT SHIPPING BAG

Meeting requirements of

APPLICABLE FREIGHT CLASSIFICATION

Guaranteed by ……..

(Rule 40 Concluded on next page)

RULE	SUBJECT	APPLICATION
40 (Con-cluded)	SHIPPING CONTAINERS	SPUNBONDED HIGH-DENSITY POLYETHYLENE BAGS SECTION 10 3/4.-(a) Where bags, multiple-wall bags, or paper bags are provided in separate descriptions of articles as outer shipping containers, bags meeting the requirements of this section may be used for dry commodities only. Dry commodities are those which are not liquid or which do not contain any free liquid. (b) MATERIAL REQUIREMENTS AND SPECIFICATIONS: Bags with contents not to exceed 55 lbs., must be constructed of spunbonded high-density polyethylene complying with the following minimum requirements: Thickness .....4.7 mils Basis weight .....2.07 oz. per sq. yd. Tensile properties (ASTM D-1117) .....25 lbs per in. width Impact resistance (ASTM D-3420, Procedure B) .....19 in.-lbs. per sq. in. ASTM refers to the American Society for Testing and Materials. (c) PERFORMANCE REQUIREMENTS: Filled bags must be capable of withstanding 6 drops from a height of 48 inches onto a solid surface one drop on each end, one drop on each face and one drop on each side (edge) without rupture or leakage. (d) CLOSURE: Bags must be securely closed so as to carry contents safely and prevent sifting. (e) CERTIFICATION: Bags conforming with the foregoing specifications must bear certificate of bag maker stating that they do conform. The certificate may bear an identifying symbol or trademark of bag maker in lieu of bag maker's name, providing such symbol or trademark is registered with the National Railroad Freight Committee. Only one identifying symbol or trademark may be registered for each bag manufacturer. The certificate must be of the following form, size (1 1/4 x 3 inches), type and wording, except that the size may be varied not to exceed 1/4 inch in either or both directions. SPUNBONDED POLYETHYLENE FREIGHT SHIPPING BAG Meeting requirements of APPLICABLE FREIGHT CLASSIFICATION Guaranteed by ……

RULE	SUBJECT	APPLICATION

SECTION 1. - (a) APPLICATION OF RATES. Subject to the provisions of Rule 5, and unless otherwise provided in the separate descriptions of articles, or in Agent C.L. Keller's Tariff No. BOE -6000-series referred to in Rule 39, the rates applying on articles "in boxes" will apply on the same articles in corrugated or solid fibreboard boxes complying with the minimum requirements of this rule.

(b) INCREASED CHARGES - NON-CONFORMING BOXES. Unless otherwise provided in the separate descriptions of articles, when articles are tendered for transportation in fibreboard boxes and the requirements and specifications of this rule are not fully complied with, freight charges will be increased 20% AQ (any quantity) and 10% CL above the charges applicable on such shipments in boxes that do conform to the provisions of this rule.

(c) USE OF OTHER THAN RULE 41 BOXES. Where the separate descriptions of articles provide for the use of fibreboard boxes which are different from those provided for in this rule, such provisions will also apply to those articles in such boxes when commodity tariffs or exceptions to the Classification provide that such articles may be shipped "in boxes" without further qualifications as to the construction of the boxes.

FIBREBOARD

SECTION 2.-(a) CORRUGATED FIBREBOARD. Fibreboard boxes must be made of singlewall, doublewall or triplewall corrugated fibreboard having proper bending qualities, the facings being firmly glued to the corrugated medium at all points of contact and the outer facing having water resistance.

(b) SOLID FIBREBOARD. Fibreboard boxes must be made of 3-ply or more solid fibreboard having proper bending qualities, all plies being firmly glued together and outer ply being water resistant, except when maximum weight of box and contents does not exceed 40 pounds, boxes may be made of two ply solid fibreboard.

BOX SPECIFICATIONS

SECTION 3. - MAXIMUM SIZE AND WEIGHT - MINIMUM REQUIREMENTS. Boxes must comply with the burst, puncture or edge crush test and other requirements shown below. (See Note 4).

41 CORRUGATED OR SOLID FIBREBOARD BOXES

Maximum Weight of Box and Contents (lbs)	Maximum Outside Dimensions (Length, Width and Depth Added) (inches) (See Note 3)	Minimum Combined Weight of Facings, Including Center Facing(s) of Doublewall and Triplewall Board (lbs per 1,000 sq ft) (See Note 2)	Minimum Bursting Test, Singlewall, Doublewall or Solid Fibreboard (psi) (See Note 1, Para. (a))	Minimum Edge Crush Test (ECT) (lbs per inch width) (See Note 1, Para. (c) and Note 2)
		Minimum Combined Weight of Plies, Solid Fibreboard, Excluding Adhesives (lbs per 1,000 sq ft)	Minimum Puncture Test Triplewall Board (inch oz per inch of tear) (See Note 1, Para. (b)).	
SINGLEWALL CORRUGATED FIBREBOARD BOXES				
20	40	52	125	23
35	50	66	150	26
50	60	75	175	29
65	75	84	200	32
80	85	111	250	40
95	95	138	275	44
120	105	180	350	55
DOUBLEWALL CORRUGATED FIBREBOARD BOXES				
80	85	92	200	42
100	95	110	275	48
120	105	126	350	51
140	110	180	400	61
160	115	222	500	71
180	120	270	600	82
TRIPLEWALL CORRUGATED FIBREBOARD BOXES				
240	110	168	700	67
260	115	222	900	80
280	120	264	1100	90
300	125	360	1300	112
SOLID FIBREBOARD BOXES				
20	40	114	125	…
40	60	149	175	…
65	75	190	200	…
90	90	237	275	…
120	100	283	350	…

(Rule 41, Section 3 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Continued)	CORRUGATED OR SOLID FIBREBOARD BOXES	SECTION 3 - CONCLUDED: NOTE 1. TEST PROCEDURES: (a) BURST TEST: (1) Tests to determine compliance with the bursting test requirements must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-810. (2) A minimum of six bursts must be made, three from each side of the board, and only one burst test will be permitted to fall below the specified minimum value. Board failing to pass the foregoing test will be accepted if in a re-test consisting of 24 bursts, 12 from each side of the board, not more than four burst tests fall below the specified minimum value. (b) PUNCTURE TEST: (1) Tests to determine compliance with the puncture test requirements must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-803. (2) A minimum of four puncture tests must be made and only one puncture test will be permitted to fall below the specified minimum value. (c) EDGE CRUSH TEST: (1) Tests to determine compliance with the edge crush must be conducted in accordance with Technical Association of Pulp and Paper Industry (TAPPI), Official Test Method T-811, A or B. (2) A minimum of six tests must be made and only one test is permitted to fall below the specified minimum value, and that one test cannot fall below the specified minimum value by more than 10%. Board failing to pass the foregoing will be accepted if in a re-test consisting of 24 tests, not more than four tests fall below the specified minimum value, and none of those tests fall below the specified minimum value by more than 10%. NOTE 2. The minimum combined weight of facings specified in this table do not apply in connection with board complying with the minimum edge crush test. Any combination of facings is authorized, providing the basis weights of facings in combination with corrugated medium(s) is sufficient to produce corrugated fibreboard that will comply with applicable minimum edge crush requirements. NOTE 3. SIZE EXTENSION FORMULA. If weight of box and contents is less than the maximum weight shown, the maximum outside dimensions for the box may be increased half the percentage that the actual weight is less than the maximum weight specified. See Section 10, Note 3. NOTE 4. ALTERNATE REQUIREMENTS. Where rules, commodity descriptions and numbered packages specify boxes, containers, trays and component parts thereof to be made of corrugated fibreboard having a minimum bursting or puncture test as shown in Column A below, boxes, containers, trays and component parts thereof may be made of corrugated fibreboard having a minimum edge crush test as shown in Column B below. These alternate provisions will exempt basis weight requirements.

Column A Minimum Bursting Test Singlewall and Doublewall Board (psi) Minimum Puncture Test Triplewall Board (inch oz per inch of tear)	**Column B** Minimum Edge Crush Test (lbs per inch width)
Singlewall 125	23
Singlewall 150	26
Singlewall 175	29
Singlewall 200	32
Singlewall 250	40
Singlewall 275	44
Singlewall 350	55
Doublewall 200	42
Doublewall 275	48
Doublewall 350	51
Doublewall 400	61
Doublewall 500	71
Doublewall 600	82
Triplewall 700	67
Triplewall 900	80
Triplewall 1100	90
Triplewall 1300	112

(Rule 41, Section 10 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Con-tinued)	CORRUGATED OR SOLID FIBREBOARD BOXES	**BOX STYLES** SECTION 4. - The following are descriptions of general styles of fibreboard boxes: (a) CONVENTIONAL SLOTTED BOXES, INCLUDING END LOADING BOXES: Box is manufactured from one piece of fibreboard which is scored and slotted to form a body having flaps for closing on each of two opposite faces. Lengthwise flaps either meet or overlap and inner flaps may meet depending on the particular style of box. (RSC, CSSC, OSC, CSO, FOL and SFF). Slotted style boxes are also assembled from more than one piece of fibreboard and have only one closing face. (b) TELESCOPE BOXES: (1) Full telescope box consists of body and cover sections of equal depth, cover extending to bottom. (FTHS and FTD) (2) Partial telescope box consists of a body and cover sections of unequal depth. Cover section must extend over sides of bottom section not less than two-thirds the depth of the bottom section. (PTHS and PTD) (c) BOXES WITH COVERS: (1) Single cover box consists of body and cover sections, the cover section extending over sides of body section less than two-thirds the depth of the body. (HSC and DSC) (2) Double cover box consists of a joined tube (body) and top and bottom covers, the covers extending over sides of body. (DC) (3) Interlocking cover box consists of joined tube (body) with top and bottom 3 inch flanges and top and bottom covers having flanges which interlock with flanges of tube. (IC) (d) SLIDE STYLE BOXES: Box consists of snugly fitting telescope tubes, the outer tube being joined. (1) Double slide or single lined slide box consists of two tubes arranged to provide at least one thickness of fibreboard on all six surfaces. (DS) (2) Triple slide or double lined slide box consists of three tubes arranged to provide at least two thicknesses of fibreboard on all six surfaces. (TS) (e) FOLDERS: Box consists of one or more cut and scored pieces which provide an unbroken outer bottom surface. Lengthwise outer flaps must meet or overlap. (1) One piece folder is constructed from a single piece of fibreboard. (1PF) (2) Two piece folder is constructed from two rectangular pieces of fibreboard which provide a double thickness of fibreboard at the bottom. (2PF) (3) Three piece folder is constructed from three rectangular pieces of fibreboard. (3PF) (f) FIVE PANEL FOLDER: Box is formed from a single cut and scored piece of fibreboard so as to provide an unbroken single thickness of fibreboard on three of the six surfaces and usually a double thickness on the remaining three surfaces of the box. (FPF) (g) RECESSED END BOXES: Box is assembled from a scored body sheet and two flanged end pieces forming recessed ends secured to body with staples spaced not more than 2 inches apart. **MANUFACTURERS' JOINT** (See Note) SECTION 5. - (a) SINGLEWALL OR DOUBLEWALL CORRUGATED FIBREBOARD: Boxes must have manufacturers' joints formed by lapping the sides of the box forming the joint not less than 1 1/4 inches and fastening the joint by one of the following methods: (1) With metal staples or stitches spaced not more than 2 1/2 inches apart, except that staples or stitches must be spaced not more than 1 inch apart when weight of box and contents is 140 pounds or more. (2) By firmly gluing the joint throughout the entire area of contact with a water resistant adhesive. (3) By fitting abutting edges forming joint close together and securing with sealing strips firmly glued to the box and extending the entire length of the joint. Sealing strips must be of sufficient strength that rupture of the joint occurs with fibre failure of one or more of the facings. (i) Sealing strips for boxes not exceeding 65 pounds gross weight or for two complete singlewall corrugated boxes must be not less than 2 inches wide and must be of not less than 60 pounds per 3000 square feet basis weight and having a bursting strength of not less than 60 psi. Sealing strips may be reinforced with glass fibres or other natural or synthetic fibres. (ii) Sealing strips for boxes exceeding 65 pounds gross weight, excepting two complete singlewall corrugated fibre boxes, must be of two or more plies, not less than three inches wide, of not less than 150 pounds per 3000 square feet basis weight and have a bursting strength of not less than 150 psi. Lesser basis weight is permissible if the sealing strips are reinforced with glass fibres or other natural or synthetic fibres. All plies must be firmly glued together. (b) TRIPLEWALL CORRUGATED FIBREBOARD: Boxes must have manufacturers' joints secured by one of the following methods: (1) By lapping the sides of the box forming the joint not less than two inches and fastening the joint with metal staples or stitches spaced not more than one inch apart. Both sides of the joint must be crush-rolled in the area of contact before stapling or stitching. (2) By lapping the sides of the box forming the joint not less than three inches and firmly gluing the joint throughout the entire area of contact with glue or adhesive which cannot be dissolved in water after the film application has been dried under pressure.

(Rule 41 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Con-tinued)	CORRUGATED OR SOLID FIBREBOARD BOXES	SECTION 5 - Concluded: (c) SOLID FIBREBOARD: Boxes must have manufacturers' joints secured by one of the following methods: (1) By lapping the sides of the box forming the joint not less than 1 1/4 inches and fastening the joint with metal staples or stitches spaced not more than 3 inches apart. When length of joint exceeds 18 inches, staples or stitches must be spaced not more than 2 1/2 inches apart. (2) By lapping the sides of the box forming the joint not less than 2 inches with extensions of the lap not less than 3 inches beyond the top and bottom score lines and firmly gluing the joint throughout the entire area of contact with a water resistant adhesive. NOTE - The provisions of Section 5 also apply to joints effected on wrap-around blanks by processors other than blank manufacturers. **GLASSWARE, FRAGILE ARTICLES, OR ARTICLES IN GLASS OR EARTHENWARE** SECTION 6. - (a) GLASSWARE AND FRAGILE ARTICLES. Glassware, other fragile articles, and empty glass or earthenware containers must be packed in compliance with the following: (1) Maximum weight of box and contents must not exceed 65 pounds. (2) Fragile articles and empty glass containers must be packed in the box with liners, partitions, wrappers, excelsior or other protective material that will afford adequate protection against breakage and damage, and so that the contents will completely fill the box. (3) Chinaware, earthenware or glassware, not including glass containers and articles in glass and earthenware containers, packed in fibreboard boxes complying with Rule 41, must be capable of withstanding the drop test procedure of American Society for Testing and Materials (ASTM) Test Standard D-4169, Element A, Assurance Level III without damage to contents. (b) ARTICLES IN GLASS OR EARTHENWARE CONTAINERS. Packaging must comply with the provisions of Sub-paragraphs (1) through (11) of this paragraph and the minimum packaging requirements of Paragraphs (c), (d), (e), (f) and (g). (1) Maximum weight of boxes containing filled glass or earthenware containers must not exceed 65 pounds. (2) Contents must be packed so as to completely fill the box. (3) Liquids, articles in liquid and articles other than liquid in individual glass or earthenware containers exceeding one gallon or 4 liter capacity will not be accepted in fibreboard boxes. (4) Net weights of products specified in Paragraph (c) are avoirdupois ounces. (5) Singlewall corrugated fibreboard boxes, partitions, shells, liners and pads must be of A or C-flute construction, except containers having net weight of products not exceeding 35 ounces may have such components made of B-flute corrugated fibreboard and containers having net weight of products not exceeding 25 ounces may have partitions of E-flute corrugated fibreboard. (6) Doublewall corrugated fibreboard may have any combination of A, B or C-flute. (7) Facings and corrugating medium of liners, pads, partitions and shells must weigh not less than 26 pounds per 1,000 square feet. (8) Partitions in boxes must be not less than full shoulder height of glass or earthenware containers. (9) Shells must be full inside height of box and each glass or earthenware container must be protected by individual shells. (10) Except as otherwise provided, all bottom pads must be full size of bottom dimensions of boxes. (11) Glass or earthenware containers must be in single layer in boxes. (c) MINIMUM REQUIREMENTS. Filled glass or earthenware containers for liquids, articles in liquid and articles other than liquid must comply with the following minimum requirements:

Net Weight of product each container avoirdupois ounces	Alternate Methods	Use Only One Requirement in Each Column: Box see 6(e)	Separators see 6(e)	Bottom Protection see 6(f)	Liners see 6(g)
Not over 7	…	1	11	…	…
Over 7 but not over 25	…	1	12, 14, 15, 21 or 22	…	…
Over 25 but not over 35	…	1	13, 15, 18 or 22	31, 32, 33, 36 or 37	…
Over 35 but not over 45	…	2	16 or 19	31, 32 or 34	…
Over 45 but not over 90	Method 1 Method 2	2 2	17 19	31, 32 or 34 31, 32 or 34	41 …
Over 90 but not over 145	Method 1 Method 2 Method 3	2 3 2	19 17 23	34 31 or 32 …	... … …
Over 145 but not over 192	…	2	20	34	…
Over 192	…	2	20	35	…

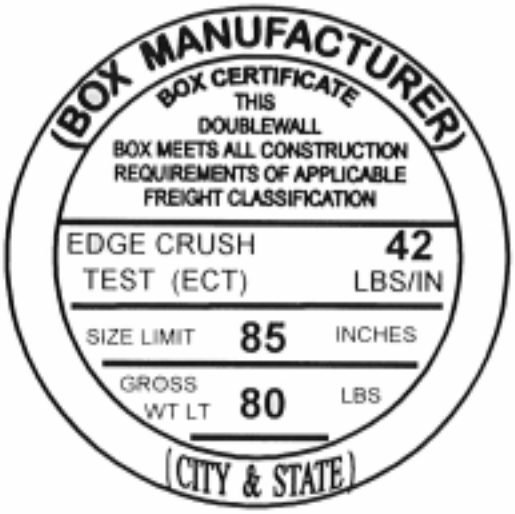
(Rule 41 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Con-tinued)	CORRUGATED OR SOLID FIBREBOARD BOXES	SECTION 6 - Concluded: (d) OUTER BOXES (1) A, B or C-flute singlewall corrugated fibreboard boxes. (2) A or C-flute singlewall corrugated fibreboard boxes. (3) Doublewall corrugated fibreboard boxes. (e) INTERIOR SEPARATORS (11) Adequate protection against breakage and damage by or with liners, partitions or other packing material. (12) Partitions, solid paperboard, 0.040 inch thickness, 120 pounds per 1,000 square feet basis weight. (13) Partitions, solid paperboard, 0.047 inch thickness, 142 pounds per 1,000 square feet basis weight. (14) Partitions, E-flute corrugated fibreboard. (15) Partitions, A, B or C-flute singlewall corrugated fibreboard. (16) Partitions, A or C-flute singlewall corrugated fibreboard. (17) Partitions, doublewall corrugated fibreboard. (18) Shells, A, B or C-flute singlewall corrugated fibreboard. (19) Shells, A or C-flute singlewall corrugated fibreboard. (20) Shells, doublewall corrugated fibreboard. (21) Individual inner paperboard boxes. (22) Individual inner singlewall corrugated fibreboard boxes. (23) Individual inner boxes, A or C-flute singlewall corrugated fibreboard. (f) BOTTOM PROTECTION (31) Bottom inner and outer box flaps must meet. (32) Bottom fill-in (plug) pad, same board as box, to fill space between inner bottom flaps. (33) Bottom pad, A, B or C-flute singlewall corrugated fibreboard. (34) Bottom pad, A or C-flute singlewall corrugated fibreboard. (35) Bottom pad, doublewall corrugated fibreboard. (36) Bottom pad, solid paperboard .047 in thick, 142 pounds per 1,000 square feet. (37) Bottom pad, solid paperboard, 2 thicknesses, each .024 in thick, 100 pounds per 1,000 square feet. (g) BOX LINERS (41) Liner, A or C-flute singlewall corrugated fibreboard. **SIFTING OR LEAKAGE** SECTION 7. - Except as otherwise provided in Section 6, all articles liable to loss from sifting or leakage must be in inner containers completely filling the box. **HAND HOLES, VENTILATION HOLES, OPENING DEVICES AND PERFORATIONS** SECTION 8. - Provided box strength is not impaired, boxes: (a) May have hand holes or ventilation holes. (b) May have not more than one slit, nor more than one slot, in each inner flap. (c) In addition, to facilitate opening, boxes may have one of the following: (1) May be perforated once around with one line of perforations, each face panel perforated in a straight line. (2) May have not more than two lines of perforations, provided the total lineal inches of the lines of perforations do not exceed twice the sum of the combination of any two of the inside dimensions of length, width or depth. (3) One face panel or one set of closing flaps may have lines of perforations, provided the total lineal inches of such lines of perforations do not exceed the total united inches of the box. (4) For any of the alternatives of Sub-paragraphs (1) through (3), the corrugated medium must not be crushed or otherwise damaged. (d) Boxes or numbered packages containing rigid self-supporting articles or inner containers may have scorelines perforated providing the united inches (length, width and depth added) do not exceed 40 inches. **CLOSING BOXES** SECTION 9. - Boxes must be securely closed by a method of adequate strength and quantity so as to maintain boxes properly assembled and closed during transportation. (Rule 41 continued on next page)

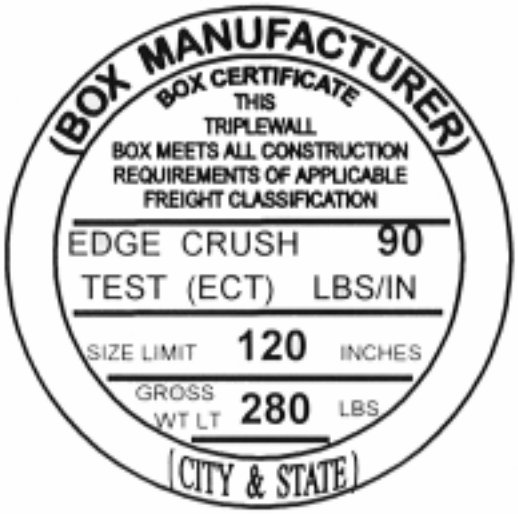
RULE	SUBJECT	APPLICATION
41 (Con-tin-ued)	CORRUGATED OR SOLID FIBREBOARD BOXES	**CERTIFICATE OF BOX MANUFACTURER** SECTION 10.-(a) BOXES. (1) Boxes made to comply with the requirements of this rule must bear a legible certificate of a box manufacturer on an outside surface, guaranteeing that the boxes do so comply. Certificate must be of the form, size (3 inch diameter plus or minus 1/4 inch), type and wording as illustrated in either Sub-paragraphs (2) or (3) (see Notes 1, 2 and 3). City and state may be either that of the manufacturing or corporate location. (2) Example of certificates applicable to boxes made to comply with burst or puncture test.  For Singlewall Boxes  For Doublewall Boxes  For Triplewall Boxes  For Solid Fibre Boxes (Rule 41, Section 10 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Continued)	CORRUGATED OR SOLID FIBREBOARD BOXES	SECTION 10.-Continued: (a) BOXES. - Continued: (3) Examples of certificates applicable to boxes made to comply with the edge crush test.

For Singlewall Boxes



For Doublewall Boxes



For Triplewall Boxes

NOTE 1. REDUCED DIAMETER FOR SMALL BOXES - On boxes having a length of less than 10 inches or a width of less than 9 inches, the above certificates may be reduced in size so that outside diameter is not less than 2 inches.

NOTE 2. BOXES OR NUMBERED PACKAGES MADE IN FOREIGN COUNTRIES. - Fibreboard boxes complying with the provisions of this rule, or numbered packages authorized on page 101 and succeeding pages of this Classification, which are made in foreign countries and used for freight imported into the United States of America, need not bear a certificate, or certificate may be printed in the language of the country in which the box or numbered package is made, provided shipper certifies on bills of lading that the boxes comply with Rule 41 or the appropriate numbered package.

(Rule 41, Section 10 continued on next page)

RULE	SUBJECT	APPLICATION
41 (Con-tinued)	CORRUGATED OR SOLID FIBREBOARD BOXES	SECTION 10. - Concluded: (a) BOXES. - Concluded: NOTE 3. SIZE EXTENSION FORMULA. - For boxes made to comply with Note 3 of Section 3, the "Size Limit" and "Gross Wt. Limit" may be omitted from the certificate and below the certificate must be printed "Size Extension Formula". (b) NUMBERED PACKAGES. (1) Numbered packages authorized on page 101 and succeeding pages of this Classification which contain provisions specifying boxes, containers, trays and component parts thereof to be made of fibreboard complying with the burst test, puncture test or edge crush test and other requirements of Section 3 of this rule, must bear a legible certificate of box manufacturer on an outside surface, in the form, size (2 inches x 3 1/2 inches, plus or minus 1/4 inch), type and wording as illustrated in either Sub-paragraphs (2) or (3). City and state may be either that of the manufacturing or corporate location. Where numbered packages specify different tests of fibreboard for bodies and caps, test of body need only be shown. (See Notes 2 and 4). (2) Example of certificate applicable to numbered packages containing provisions requiring compliance with burst or puncture test. **PACKAGE CERTIFICATE** THIS BOX MEETS ALL CONSTRUCTION REQUIREMENTS OF APPLICABLE FREIGHT CLASSIFICATION FOR PACKAGE NO. 000 BURSTING TEST LBS PER SQ. IN. 000 (BOX MANUFACTURER) (CITY & STATE) (3) Example of certificate applicable to numbered packages containing provisions requiring compliance with the edge crush test. **PACKAGE CERTIFICATE** THIS BOX MEETS ALL CONSTRUCTION REQUIREMENTS OF APPLICABLE FREIGHT CLASSIFICATION FOR PACKAGE NO. 000 EDGE CRUSH LBS/IN 000 (BOX MANUFACTURER) (CITY & STATE) NOTE 4. When numbered package has a length of less than 10 inches or a width less than 9 inches, certificate may be reduced in size, but outside dimensions must be not less than 2 1/4 x 1 1/4 inches. (Rule 41 concluded on next page)

RULE	SUBJECT	APPLICATION
41 (Con-cluded)	CORRUGATED OR SOLID FIBREBOARD BOXES	**DEFINITION OF TERMS** SECTION 11. - The following definitions apply with regard to the construction and use of fibreboard boxes, numbered packages and component parts thereof: Bending - In the term "proper bending qualities" - the containerboard must be capable of bending along creases or score lines in forming the box so that the containerboard is not ruptured to a point where it seriously weakens the box. Box - (see also Fibreboard Box) - A rigid container having closed faces and completely enclosing the contents. When this term is used in the Classification it signifies that if fibreboard boxes are used, such fibreboard boxes must comply with all requirements of Rule 41. Box Manufacturer - A corrugated or solid fibre box manufacturing establishment which at least has equipment to score, slot, print and join corrugated or solid fibre sheets into boxes which equipment is regularly utilized in the production of fibre boxes in commercial quantities. Bursting Strength - Strength of a material expressed in pounds per square inch as measured by the Mullen tester (see Section 3, Note 1(a)). Corrugated Board - A structure formed from one or more paperboard facings and one or more corrugated members used in making corrugated fibreboard boxes and products: Singleface - The structure formed by one corrugated member glued to one flat facing. Singlewall - The structure formed by one corrugated inner member glued between two flat facings. Doublewall - The structure formed by three flat facings and two intermediate corrugated members. Triplewall - The structure formed by four flat facings and three intermediate corrugated members. Corrugating Medium - Paperboard used in forming the fluted portion of the corrugated board. Corrugation - (See Flute). Die-Cut - A cut made with steel rule dies. The act of making a part or container which is cut and scored to shape by such tools. Also used to denote a board which has been die cut. Dimensions: Length - The larger of the two dimensions of the open face. Width - The lesser of the two dimensions of the open face. Depth - The distance between the innermost surfaces of the box measured perpendicular to the length and width. Edge Crush Test - (Also known as Edgewise Compression Test or Short Column Crush Test) – The measure of the edgewise compressive strength of a short column of corrugated fibreboard. This property, in combination with the caliper of the combined board and the perimeter of the container relates to the top-to-bottom compressive strength of corrugated fibreboard boxes (see Section 3, Note 1(c)). Facings - (Sometimes erroneously called liners) - A form of linerboard used as the flat members of corrugated fibreboard. Fibre or Fibreboard Box - A container made of either corrugated or solid fibreboard. For Classification purposes, when term "box" is used, the structure must comply with all requirements of Rule 41. Flaps - The closing members of a fibreboard box. Flute or Corrugation - One of the wave shapes formed in the corrugating medium. Glued (firmly) - Firm gluing is indicated when mutilation of the surface fibres accompanies separation of joined areas. Joint - (Manufacturers' Joint) - The "joint" is that part of the box where the ends of the sheet are joined together by taping, stitching or gluing. Liner - A creased fibreboard sheet inserted in a container and covering all side walls. Package - (When referring to a fibreboard container) - A container not necessarily complying with the requirements of Rule 41 for a "box", (See Section 1(c), Rule 5). Also, one of the special authorized containers described in detail in the Classification in the section titled "Authorized Packages or Shipping Containers". Pad - A corrugated or solid fibreboard sheet or other authorized material used for extra protection or for separating tiers or layers of articles when packed for shipment. Partition - A set of corrugated or solid fibreboard pieces slotted so they interlock when assembled to form a number of cells into which articles may be placed for shipment. Ply - Any of the several layers of solid fibreboard. Puncture Test - The strength of material expressed in inch ounces per inch of tear as measured by the Beach puncture tester (See Section 3, Note 1(b)). Seam - The junction created by any free edge of a container flap or wall where it abuts or rests on another portion of the container and to which it may be fastened by tape, stitches or adhesive in the process of closing the container. Shell - A sheet of corrugated or solid fibreboard scored and folded to form a joined or unjoined tube open at both ends. Shipping container - A container which is sufficiently strong to be used in commerce for packing, storing and shipping commodities. Solid Fibreboard - A solid board made by laminating two or more plies of containerboard. Water Resistant - A board, to be water resistant, shall be sized (treated with water repellent materials) so as to have a degree of resistance to damage or deterioration by water. Weight of Facings - (Minimum combined, of corrugated board.) - This is the summation of weight per thousand square feet of all facings in the board structure excluding the weight of coatings and impregnants and excluding the weight of the corrugating medium and the corrugating adhesive.

RULE	SUBJECT	APPLICATION
42	SHIPPING DOCUMENTS, INVOICES, ETC.	Reshipping documents, invoices, manifests, tally sheets, packing lists, assembly or operating instructions or X-ray photographs may be forwarded in packages containing articles in the shipment at rate applying on such articles. Separate envelopes containing shipping documents relating to articles in a carload shipment may be included without additional charge.
43	CONTRACTS WITH MEN IN CHARGE OF SHIPMENTS	Where, in connection with individual items, provision is made for the transportation of male adult attendants in charge of same (whether with or without charge for their carriage, as provided in such items), such attendants must execute the following contract before the contract for the transportation of the shipment is issued. If attendant refuses to execute such contract he will not be accepted for transportation, and if the individual tariff item requires that the shipment be accompanied by attendant, the shipment will not be accepted for transportation: Separate Contract with Man or Men in Charge of Property …….Station ……20……. ……..(Description of Property) …… (Initials and numbers of Cars, Locomotives, etc.) FROM ……..……(Origin) TO…….……(Destination) In consideration of the carriage of the undersigned upon a freight train or vessel in charge of the property mentioned above, whether with or without charge for such carriage, each one of the undersigned severally hereby voluntarily assumes all risk of accident or damage to this person or property, and hereby releases and discharges each and every carrier from every claim, liability or demand of any kind for or on account of any personal injury or damage of any kind sustained by him, unless caused by the negligence of such carrier or any of its employees; and agrees that whenever he shall leave or return to his station on the train and pass over or along the cars or tracks he shall do so at his own risk of personal injury, except where the negligence of the carrier is the proximate cause thereof; that no carrier shall be required to stop or start its trains at or from stations or platforms, or to furnish light for his accommodation or safety; and that no carrier shall be liable to the undersigned or his personal representative unless the undersigned shall, within thirty days after the injury, or his personal representative in case of death shall, within ninety days after the injury causing the death, give notice of claim in writing to the General Manager or Claim Agent of the carrier on whose line the accident occurred. ……. WITNESS:..... …… ……. (Signature of Man or Men in charge)
44	METHOD OF CANCELLING ITEMS	As this Classification is supplemented, numbered items with letter suffixes cancel correspondingly numbered items in the original Classification or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 4000-A cancels Item 4000, and Item 3600-B cancels Item 3600-A in a prior supplement, which, in turn, cancelled Item 3600.

RULE	SUBJECT	APPLICATION
45	ADVERTISING MATTER OR PREMIUMS	ADVERTISING MATTER, ADVERTISING SIGNS, STORE DISPLAY RACKS OR STANDS (a) Except as provided in Notes 1 and 3, advertising matter described under the general heading of "ADVERTISING MATTER" in this Classification, advertising signs, other than figures or images, or store display racks or stands may be shipped with goods advertised or displayed at rate applying on such goods, when in same package or container with goods, or in same car with goods, provided amount of such advertising matter, advertising signs, store display racks or stands does not exceed 10% of gross weight of goods and packing, except when charges are assessed on CL minimum weight such advertising matter, advertising signs, store display racks or stands may equal 10% of CL minimum weight and quantity thereof may be used to make up the CL minimum weight. When weight of such advertising matter, advertising signs, store display racks or stands exceed 10% of gross weight of goods and packing or 10% of CL minimum weight, as the case may be, such excess will be charged for at rates applying on such advertising matter, advertising signs, store display racks or stands. The description and weight of advertising matter must be shown by shipper on shipping orders and bills of lading (see Note 2). PREMIUMS SHIPPED WITH OTHER ARTICLES (b) Not exceeding one premium may be placed in each bulk package, see Note 3, or in each inner package of commodity, or premium packages may be filled with commodity and enclosed in same shipping container, or not more than one premium for each inner package of commodity may be enclosed in same container, except that in carloads, not exceeding one premium for each inner package or bulk package of commodity or premiums the value of which is not in excess of the total exchange value of coupons included in package with commodity may be shipped in separate shipping containers as authorized for premium. Rates to be charged will be the same as those provided for same articles packed in same manner without premiums. Premiums will also include monetary coins not exceeding 25 cents in each inner container. Shippers must certify on shipping orders and bills of lading wherever premium articles are shipped (See Note 2). NOTE 1.-Paragraph (a) of this rule does not apply on: Figures or images. Gift articles. Signs, electric or neon. Stationery. NOTE 2.-When through error of shipper, certification on shipping order and bill of lading is omitted, carriers, upon submittal of substantial proof that packages contain advertising matter, advertising signs, store display racks or stands or premiums, will refund the increase in freight charges assessed due to such error. If a lower charge results in the application of Rule 10 or Rule 12, Section 3, than under the provisions of this rule, apply Rule 10 or Rule 12, Section 3, as the case may be. NOTE 3.-Chinaware, earthenware, glassware, pottery or other fragile articles must not be enclosed with articles shipped in bags as outer containers.
46	USE OF WORDS "AND", "OR", "RATE", PARENTHESES AND INDENTATIONS	Explanation of words "and" and "or" and use of parentheses: "And" is used to couple the terms between which it appears; "or" provides for alternation or use of either or both of the terms between which it appears; and the name of article or articles appearing within parentheses constitute another description of the identical article or articles immediately preceding the parentheses. Explanation of indentations: Where any part of the description of an articles is found set away from the left margin in a position subordinate to the text preceding it, the description is to be read with its context and particularly with the preceding heading or headings; the effect of its position upon the meaning of a description should be carefully observed. The term "rate" as used in this Classification means the specific figure published in freight tariffs (class or commodity) to be used in computing the charge on property transported.

RULE	SUBJECT	APPLICATION
48	REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, ETC.	(a) Where references are made in this Classification to tariffs, items, notes, rules, etc., such references are continuous and include supplements to and successive issues of such tariffs and reissues of such items, notes, rules, etc. (b) Where reference is made in this Classification to another tariff, such reference applies also to such tariff to the extent it may be applicable on intrastate traffic or traffic to, from or through Canada.
49	EXPERIMENTAL OR TEST SHIPMENTS	For the purpose of determining the merits of shipping containers or loading or bracing methods not specifically provided for in the classification (except as provided in Rule 39 or on shipments of fresh fruits or fresh vegetables), such shipments, for the purpose of experimentation and test, subject to the direction and supervision of the National Railroad Freight Committee, will be accepted for transportation without the assessment of increased charges as provided in Rule 5, Sections 3 and 4, Rule 41, Section 1, or Rule 51, or increased charges as provided in governing rate tariff, under the following conditions. (a) Written request by shipper must be made of the Chairman of National Railroad Freight Committee, giving complete description of shipping container or loading or bracing methods to be tested. When laboratory tests have been conducted, results of such tests should be submitted in support of such request. Application for test shipment permits should be submitted at least two weeks before test shipments are to commence. (b) If, in the opinion of the National Railroad Freight Committee, such container or loading or bracing method has sufficient merit to warrant the test, the Chairman will issue a permit, authorizing receipt and transportation of shipments at the rates provided by this rule. (c) Agent at point of origin, before accepting shipments, must have in his possession copy of permit authorizing test shipments, issued and signed by Chairman of the National Railroad Freight Committee. (d) The shipping containers or loading or bracing methods for the use of which permit is issued do not conform to the requirements of the Classification in effect on date of shipment and are used at the election of the shipper. The shipper agrees that the acceptance in transportation of such shipment shall, in case of loss, damage or injury to the property, be altogether without prejudice to any defense of the carrier as to insufficiency of the package or loading or bracing method, act or default of the shipper, or otherwise. (e) The following notation must be made on shipping order, bill of lading and waybill: "TEST SHIPMENT IN ACCORDANCE WITH UFC RULE 49, PERMIT NO....." Where shipments consist of a mixture of authorized packages and test containers, shipper must indicate on shipping papers the number of test containers included in such shipment. (f) Each package must be prominently marked "TEST CONTAINER" and the permit number must be shown under such marking. Shipper must furnish National Railroad Freight Committee with information regarding shipments made under terms of this rule, including number of shipments, number of test containers, destinations, condition upon arrival and when requested to do so, must furnish copies of bills of lading. (g) When the article is in a shipping container of a kind not provided for in the classification, or when the article is loaded or braced in a manner not provided for in the classification, the applicable rates will be ascertained from Rule 5 without application of increased charges therein provided. When the article is in a shipping container of a kind which is provided for in the classification, but which does not fully comply with the requirements of Rules 40, 41 or 51 as to construction, material, packing, closing or sealing, the increased charges provided in Rule 5, Section 4 (a), Rule 41, Section 1, or Rule 51 or increased charges as provided in governing rate tariff for such non-compliance will not apply. (h) Agent at point of origin must retain the original permits. (i) Estimated weights applicable on test shipments under provisions of this rule will be the same as when packed in containers of same general type and capacity as the standard containers referred to.

RULE	SUBJECT	APPLICATION
50	SHIPPING CONTAINERS FOR RECONDITION-ING CARLOAD SHIPMENTS	Empty shipping containers not exceeding a total weight of 100 pounds may be included in straight or mixed carload shipments of commodities in such shipping containers, but the weight of such empty shipping containers shall not be used to make up the minimum weight. The rate to be applied to the weight of such empty shipping containers is the highest carload rate or rating applicable on any commodity in such shipping containers contained in the car.
51	FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS	BARRELS, DRUMS, PAILS OR GREASEPROOF--WATERPROOF TUBS SECTION 1.-(a) Subject to provisions of Rule 5, and unless otherwise provided in separate descriptions of articles or in Department of Transportation rules and regulations as published in Agent C.L. Keller's Tariff No. BOE 6000-series, referred to in Rule 39, when the following requirements and specifications are complied with, rates applying on articles in barrels, drums, pails or tubs will also apply on the same articles in fibre barrels, drums, pails or tubs of the styles described in this rule, respectively. (b) Unless otherwise provided in separate descriptions of articles, when articles are tendered for transportation in fibre barrels, drums, pails or grease-proof tubs and the requirements and specifications of this rule are not fully complied with, freight charges will be increased 20% AQ (any quantity) and 10% CL with minimum increase of 35 cents per 100 lbs above the charge applicable on such shipments in containers that do conform to the provisions of this rule. (c) Barrels, drums, pails or tubs must not be reused for shipments of authorized commodities, except when containers are adequate for the use intended and will protect contents as effectively as new containers. (d) Sidewalls must be constructed of more than one ply, convolutely wound, with no single ply to be less than .012 inch in thickness and all plies must be firmly glued together. Outer ply of sidewalls, tops and bottoms must be water-resistant. (Rule 51 continued on next page)

RULE	SUBJECT	APPLICATION

51 (Continued) — FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS

FIBRE BARRELS OR DRUMS FOR DRY OR SOLID ARTICLES

SECTION 2.- (a) Fibre barrels or drums for dry or solid articles must conform with the following requirements and specifications:

Maximum Limits (see Note 5)		Minimum Requirements				
Weight of Contents (lbs)	Capacity (Gallons)	Side Wall Test (Psi) (See Note 1)	Tops and Bottoms (each)			
			Fibreboard		Steel (Gauge)	Plastic (tops only)
			Thickness (inches)	Test (Psi) (See Note 1)		
60	30	400	.120 or .090	300 or 600	30	See Notes 9 and 10 Sec. 6
115	45	500	.160 or .120	400 or 800	28	See Notes 9 and 10 Sec. 6
150	55	600	.160 or .120	400 or 800	28	See Note 9 Sec. 6
225	65	700	.180 or .120	500 or 1000	26 (See Note 3)	See Note 9 Sec. 6
300	75	800	.200 or .160	550 or 1100	26 (See Note 3)	See Note 9 Sec. 6
400	75	900	.240 or .200	600 or 1200	24 (See Note 4)	See Note 9 Sec. 6
550	75	1000	.220	1300	24 (See Note 4)	See Note 9 Sec. 6
600	75	1200	.220	1300	24 (See Note 4)	See Note 9 Sec. 6

NOTE 1.-Cady or Mullen Testing Method for Fibre Components: Either of the following tests methods may be used. When more than single ply, test shall be determined from the summation of the tests of individual plies; OR, when test is made on a completed drum, the punctures shall be made from the exterior to the interior surface, in which case the values for sidewall shall be not less than 80% of the value in the above table. There shall be a minimum of six tests and the average shall be not less than the prescribed minimum requirements.

NOTE 3.-Bottom may be constructed of steel not thinner than 30 gauge when combined with paperboard having a minimum thickness of .110 inches and Mullen test of not less than 400 lbs.

NOTE 4.-Bottom may be constructed of steel not thinner than 30 gauge when combined with paperboard having a minimum thickness of .140 inch and Mullen test of not less than 550 lbs.

NOTE 5.-The minimum requirements for sidewall, top and bottom are governed by either the weight of contents in first column or by capacity in second column, whichever limitation calls for the higher minimum requirements.

(b) Tops and bottoms must be so fastened to sidewalls as to provide a tight seal and withstand ordinary handling and shipping without showing signs of sifting or loss of any contents. When tops and bottoms are made of fibreboard having wooden segments reinforcing circumference not less than 1/2 inch thick and not less than 1-1/4 inches wide at joint between segments, fibreboard may be not less than same test as shell.

(Rule 51 continued on next page)

RULE	SUBJECT	APPLICATION
51 (Continued)	FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS	FIBRE PAILS AND TUBS FOR DRY OR SOLID ARTICLES

SECTION 3.-Fibre Pails or Tubs for dry or solid articles must conform with the following requirements and specifications (see Notes 1, 3, 4 and 5 in Section 2) and to Paragraph (b) of Section 2:

Maximum Limits (See Note 5, Section 2)		Side Wall Test (Psi) (See Note 1, Section 2)	Minimum Requirements Tops and Bottoms (each)			
			Fibreboard			Steel (Gauge)
Weight of Contents (Pounds)	Capacity (Gallons)		Thickness (Inches)		Test (Psi) (See Note 1, Section 2)	
50	8	400	.100 or .080 Tops .190	Bottoms	300 or 500 600	30
60	8	400	.120 or .090 Tops .190	Bottoms	300 or 600 600	30

FIBRE PAILS AND TUBS, GREASEPROOF-WATERPROOF FOR SEMI-SOLID ARTICLES

SECTION 4.-Same requirements and specifications as Section 3, except interior of pail or tub must be lined or so treated as to prevent penetration by the material with which the pail or tub is filled for shipping.

FIBRE BARRELS OR DRUMS FOR SEMI-LIQUIDS, ARTICLES IN SEMI-LIQUIDS, OR OTHER ARTICLES NOT DRY

SECTION 5. - (a) The term semi-liquid is defined as referring to articles which have a minimum viscosity of 5,000 centipoises at temperatures up to 100 °F, exclusive of articles shipped under refrigeration, in which case the viscosity shall be measured at shipping temperatures; when the article contains a solid material susceptible to phase separation, or when the contents consist of articles in semi-liquid, the viscosity measurement shall be determined on the liquid component when it is present in an amount greater than 10% by weight. Viscosities shall be determined by a viscometer of the Brookfield type equipped with a No. 4 spindle rotated at 20 r.p.m. or by any other instrument giving an equivalent measurement.

(b) Fibre barrels or drums for semi-liquids or articles in semi-liquids or other articles not dry must be so treated, processed or proofed or equipped with a plastic film bag liner, as to prevent any absorption of contents by sidewalls, tops or bottoms and must conform with all of the specifications and requirements of Sections 1 and 2 of this Rule, with the exception that the minimum test of sidewalls must be not less than:

Maximum Limits (See Note 5, Section 2)		Minimum Side Wall Test (Psi) (See Note 1, Section 2)
Weight of Contents (lbs.)	Capacity (Gallons)	
60	10	500
115	20	600
150	30	700
225	40	800
300	50	900
400	60	1000
550	75	1100
600	75	1200
700 (See Note 5 1/2)	75 (See Note 5 1/2)	1200

(c) Fibre barrels or drums conforming to the requirements of this section may be used for dry or solid articles.

(Rule 51 continued on next page)

RULE	SUBJECT	APPLICATION

FIBRE DRUMS FOR LIQUIDS OR ARTICLES IN LIQUID

SECTION 6.-(a) Fibre drums for liquids or articles in liquid must conform with the following requirements and specifications. Gallonage capacities are net, but sufficient outage must be provided.

(b) Drums filled to net capacity with water, must withstand without leakage a tip over fall on the cover chime on solid concrete followed by a diagonal drop on the bottom chime sufficient to provide at least 500 foot-pounds impact except that maximum height of drop shall not exceed 2 feet and the minimum height of drop not less than 1 foot.

(c) Drums conforming to the requirements of this section may be used for semi-liquids or other articles not dry and for dry or solid articles.

AUTHORIZED TYPES OF CONSTRUCTIONS

51 (Continued) — FIBRE BARRELS, DRUMS, PAILS OR GREASE-PROOF, WATER-PROOF TUBS

Type	Maximum Limits (See Note 5, Section 2)		Minimum Requirements									Required Interior Protection and Method of Closure
			Side-wall Test (Psi) (See Note 1, Section 2)	Bottoms (Material Optional, except where not authorized)					Tops (Covers)			
				Fibreboard		Steel	Fibreboard and Steel Combined		Plastic	Steel	Fibreboard	
	Weight of contents (Lbs.)	Capacity (Gallons)		Thickness (Inches)	Test (Psi) (See Note 1, Section 2)	Gauge	Fibreboard Test (Psi) (See Note 1, Section 2)	Steel Gauge		Gauge	Test (Psi) (See Note 1, Section 2)	
1A	60	5	850	.170	800	24	600	26	See Note 9	24	② .170/800	See Note 6
2A	225	20	1000	.200	1200	(NA)	800	26	See Note 9	24	(NA)	See Note 7
	400	35	1100	.220	1300	(NA)	1000	24	See Note 9	24		
	600	55	1200	.240	1500	(NA)	1000	24	See Note 9	24		
3A	245	15	900	.200	1200	24	② .100/400	① 30	See Note 9	24	(NA)	See Note 8
	350	30	1100	.220	1300	24	② .140/550	① 30	See Note 9	24	(NA)	
	600	55	1200	.240	1500	24	② .160/900	① 30	See Note 9	24	(NA)	
3B-L	105	6 1/2	600	.120	800	28	(NA)	(NA)	See Note 9	28	② .120/800	
	245	15	700	.160	1100	26	② .110/400	① 30	See Note 9	26	② .160/1100	
	350	30	900	.200	1200	24	② .140/550	① 30	See Note 9	24	(NA)	
	450	30	1000	.220	1300	24	② .140/550	① 30	See Note 9	24	(NA)	
	600	55	1200	.240	1500	24	② .160/900	① 30	See Note 9	24	(NA)	
3B-H	350	30	800	.160	1100	24	② .110/400	① 30	See Note 9	24	(NA)	
	450	30	900	.200	1200	24	② .140/550	① 30	See Note 9	24	(NA)	
	700	55	1000	.220	1300	24	② .140/550	① 30	See Note 9	24	(NA)	
4A	(NA)	55 See Note 8 1/2	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)

(NA) Not Authorized.

① For combination fibre and steel bottoms, the steel must be locked into crimp. Flat discs are not acceptable.

② Thickness-inches/Test-Psi.

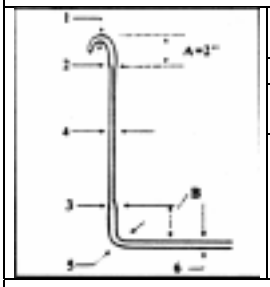
(Rule 51 continued on next page)

RULE	SUBJECT	APPLICATION
51 (Continued)	FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS	SECTION 6-Continued: NOTE 5 1/2. Drums with net weight exceeding 600 pounds but not over 700 pounds and with up to 75 gallons capacity must have sidewall test of at least 1200 psi. Drums must be constructed in one of the following ways: (a) Metal reinforcing chime bands must be crimped to each of the top and bottom ends of the sidewall tube so as to form an outwardly directed step which is integral with and incorporates the fibre sidewall. A plastic or metal heading equipped with resilient plastic or rubber gasket and conforming to the requirements of Section 6, Note 9 and/or Section 2 must be used as the bottom heading and must be attached to the bottom chime band with a seamed-on tight head closure band. For net weights not exceeding 550 pounds in the above drum construction style, with sidewall strength as in the table, the above plastic heading may be secured with either a tight head or a lever actuated locking band. (b) Except for greater allowed net weight and capacity, drums must be constructed in accordance with Rule 51, Section 6, Type 2A for 600 pound weight limit, with fibreboard bottom having minimum thickness of 0.240 inches and minimum burst test of 1500 psi. NOTE 6.-Type 1A-Interior of drum must be lined or so treated as to prevent penetration by the material with which the drum is filled for shipping. NOTE 7.-Type 2A-Tops (covers) may be permanently secured so as to form a liquid tight juncture, or, if removable, must be fastened by the ring locking method. Removable tops (covers) must be equipped with a rubber or resilient plastic gasket to effect a liquid tight seal and may also have metal or plastic bung closures. Sidewall and bottom head must be provided with an interior lining or barrier so as to form an integral part of the drum to prevent liquid penetration and so joined at the bottom chime as to form a liquid tight juncture. NOTE 8.-Type 3A, 3B-L and 3B-H-Fibre drums equipped with semi-rigid polyethylene insert which shall be molded full open head construction conforming to requirements of Type 3A, or molded closed head construction having not more than two openings in top head no larger than 2.3 inches and conforming to requirements of Types 3B-L and 3B-H. Inserts shall be made of polyethylene which shall have the following properties: Melt Index.....2.6 maximum Density .....0.910 - 0.925 Tensile Strength .....1500 psi minimum Percent Elongation.....400 percent minimum Type 3A.-Fibre drum must have full removable tops (covers) secured by locking devices, with or without metal or plastic plug or cap closures. Not more than two closures no larger than 2.3 inches are permitted. Covers must be equipped with rubber or resilient plastic gasket to effect a liquid tight seal. Fibre drum must be equipped with molded full open head semi-rigid polyethylene insert conforming to drum contour. Minimum thickness of insert shall be 0.015 inch or in conformance with the following requirements:

MINIMUM THICKNESS OF POLYETHYLENE INSERT (INCHES)

LOCATIONS IN INSERT	*See Diagram	Not over 30 gallons	Over 30, but not over 55 gallons
Top Chime	1	.012	.015
Top and Bottom Sidewall at A and B..	2 – 3	.015	.015
Sidewall	4	.007	.007
Bottom Corner	5	.030	.040
Bottom	6	.018	.025

*EXPLANATION OF THICKNESS MEASUREMENT LOCATIONS IN DIAGRAM



CAPACITY	DIMENSION A Inches from Top	DIMENSION B Inches from Bottom
Not over 15 gallons	2	2 1/2
Over 15, but not over 30 gallons.....	2	3 1/2
Over 30, but not over 55 gallons.....	2	4

(Rule 51 continued on next page)

RULE	SUBJECT	APPLICATION
51 (Con-tinued)	FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS	SECTION 6-Concluded: NOTE 8.-Concluded: Type 3B-L and 3B-H.-Fibre drums must have permanently secured tops (covers), or full removable tops (covers) secured by locking devices, with or without plastic plug or cap closures, or openings in tops (covers) to permit polyethylene insert neck(s), flange(s) to protude. Not more than two closures not exceeding 2.3 inches, or not more than two openings for necks or flanges are permitted in tops (covers). Fibre drums must be equipped with molded closed head polyethylene insert having not more than two closure openings in top head, no larger than 2.3 inches. Thickness requirements shall meet the following schedule:

Molded Polyethylene Insert - Closed Head Type	Minimum Thickness - (Inches)	
Maximum Capacity (Gallons)	Type 3B-L (Light Weight)	Type 3B-H (Heavy Weight)
6 1/2	.010	...
15	.015	...
30	.015	.030
55	.015	.040

NOTE 8 1/2.-Type 4A drums, integrally lined, of maximum 55 gallon capacity, filled with water to rated capacity, must be capable of withstanding a four foot drop onto a solid surface diagonally on the top and on the bottom without failure. No single drum shall be subjected to more than one test. Having passed this performance level, construction minimums and weight maximum will not be subject to the above table. The `Certificate of Maker', as required of all fibre drums in Section 7 of this rule must be amended to show TYPE OF DRUM-4A in lieu of SIDEWALL TEST _____POUNDS PER SQUARE INCH and NET WEIGHT LIMIT _____ POUNDS.

NOTE 9.-Plastic Tops (Covers) must be constructed of injection molded high density polyethylene or polypropylene homopolymer or copolymer of minimum thickness and construction as follows:

(1) .090 inch molded with two or more concentric reinforcing rings of minimum 1/8 inch depth, OR

(2) .125 inch molded with one or more concentric reinforcing rings of minimum 3/8 inch depth, OR

(3) .060 inch molded with one or more concentric reinforcing rings of minimum 1/8 inch depth for weights not exceeding 225 pounds and capacities not over 20 1/2 gallons. Closure must be effected with a lever locking ring of 24 gauge metal, OR

(4) .090 inch flanged to fit inside top diameter of drum and must be securely metal stitched to drum sidewall for Type 3B-L fibre drums not exceeding 15 gallons capacity.

For liquid or articles in liquid, covers must be equipped with a gasket to effect a liquid-tight seal. Covers must be securely closed by lever or bolted locking ring or endless band rolled to bond sidewall and cover at chime, the band and ring must not be thinner than 22 gauge metal, except as provided in Paragraph (3) above, or by covers having snap-lock fit.

NOTE 10.-Fibre drums meeting this rule, not exceeding 20 1/2 gallons capacity, may have covers and bottoms constructed of polypropylene or polyethylene when of minimum 70 mils thickness. Cover and bottom must be securely fastened.

(Rule 51 concluded on next page)

RULE	SUBJECT	APPLICATION
51 (Concluded)	FIBRE BARRELS, DRUMS, PAILS OR GREASEPROOF-WATERPROOF TUBS	CERTIFICATE OF BARREL, DRUM, PAIL OR TUB MAKER SECTION 7.-(a) Fibre barrels, drums, pails or tubs conforming to requirements and specifications of this rule must bear certificate of maker showing they do so conform. Certificate must be of following form, size and wording, see Note 11. Figures are inserted for illustrative purposes only, and must conform in each case to the requirements in Sections 2 and 3 for dry or solid articles, Section 4 for semi-solid articles, Section 5 for semi-liquids, articles in semi-liquids, or other articles not dry, and Section 6 for liquids or articles in liquid. CERTIFICATE OF MAKER THIS FIBRE DRUM CONFORMS TO ALL REQUIREMENTS OF APPLICABLE FREIGHT CLASSIFICATION FOR DRY OR SOLID ARTICLES SIDEWALL TEST **900** LBS. PER SQ. IN. NET WEIGHT LIMIT **400** POUNDS ..... (Insert maker's name ..... and address) All letters except maker's name and address to be News Gothic, A.T.F., 14 Pt. Caps., Condensed; Maker's name to be 18 Pt. Caps., Condensed; Maker's address to be 12 Pt. Standard. All numerals to be 14 Pt. Franklin Gothic #162 A.T.F. For pails or tubs complying with Section 4, the word "Semi-solid" must be inserted in the certificate to replace the words "Dry or Solid Articles". For drums complying with Section 5, the word "Semi-liquids" must be inserted in the certificate to replace the words "Dry or Solid Articles". For drums complying with Section 6 the word "Liquids" and type number of drum must be inserted in the certificate to replace the words "Dry or Solid Articles". The words "drums" and "barrels" are used interchangeably to mean a straight-sided cylindrical shipping container. If container is a pail or tub, certificate must so show in lieu of "drum". Fibre barrels, drums, pails or tubs, not authorized by this Rule but which are authorized by package number for some particular article must bear beneath the certificate the following certification in letters not less than 3/16 inch high: ALSO COMPLIES WITH PACKAGE NO. NOTE 11.-Fibreboard drums that have been painted or the sides thereof overwrapped with paper by shipper for appearance and that comply with all requirements of this Classification and have drum maker's certificate required by this section but which certificate is not visible because of painting or overwrapping may be used if drum bears following certificate of shipper: **CERTIFICATE OF SHIPPER** This drum bears manufacturer's certificate required by applicable Freight Classification which has been painted over or over-wrapped with paper. ..... (Insert shipper's name ..... and address)

RULE	SUBJECT	APPLICATION
54	SHIPMENTS ON MULTI-LEVEL FLAT CARS	(a) Unless otherwise provided in this classification or in tariffs governed thereby, all published rates and applicable minimum weights will not have application to shipments moving on multi-level flat cars. (b) Charges on shipments found in transportation not complying with the provisions of paragraph (a) of this rule will be determined in the following manner, but this provision shall be construed to provide rates and should not be used as a basis for quoting rates in advance of shipment: (1) First, determine the line-haul charges based on carload rates that would be applicable if shipped in other than multi-level cars, subject to minimum weights for cars of the greatest length for which such rates are provided; (2) Charges to be applied on shipments transported in multi-level cars will be twice the line-haul charges determined under sub-paragraph (1).
55	METHOD OF DENOTING REISSUED MATTER IN SUPPLEMENTS	Applicable only in connection with this Classification and supplements thereto. Matter brought forward without change from one supplement to another will be designated as "reissued" by a reference mark in the form of a square enclosing a number (or letter, or number and letter in the case of intrastate supplements), the number (or letter, or number and letter) being that of the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.
57	HAZARDOUS MATERIAL ORIGINATING FROM POINTS OUTSIDE OF CANADA DESTINED TO POINTS OUTSIDE OF CANADA WHICH ARE TRANSPORTED THROUGH CANADA VIA CN	A. DEFINITIONS In this Tariff Item the following definitions shall be applicable: "Bridge Traffic" means a transportation move where the origin is outside of Canada, the final destination is outside of Canada and the routing includes transportation within Canada. "Dangerous Goods" means any goods or materials which are classified for transportation purposes as "dangerous goods" in Canada and are generally referred to as "hazardous materials" in the United States. B. TRANSPORTATION OF DANGEROUS GOODS IN CANADA The transportation of Dangerous Goods in Canada in subject to the "Transportation Goods Act," Revised Statutes of Canada, 1985, Chapter T-19 ("TDG Act") and the regulations made pursuant to this legislation ("Regulations"). The TDG Act and Regulations are administered by Transport Canada, Compliance and Operations Branch, Transportation and Dangerous Goods Directorate, Transport Canada, 344 Slater Street, Ottawa, Ontario, Canada K1A ON5. C. EMERGENCY RESPONSE ASSISTANCE PLANNING Sections 7.15 to 7.19 of the Regulations require that an Emergency Response Plan ("ERP") Summary be filed with Transport Canada in respect of the transportation in Canada of certain Dangerous Goods in certain specified quantities as more particularly described in Schedule X11 of the Regulations. D. ERP SUMMARY REQUIRED FOR TRANSPORTATION OF DANGEROUS GOODS BRIDGE TRAFFIC The Regulations specify that where an ERP Summary is required to be filed and there is no shipper or consignee in Canada, the carrier transporting the Bridge Traffic in Canada is responsible for ensuring that an ERP Summary has been filed with Transport Canada. E. CN WILL NOT TRANSPORT BRIDGE TRAFFIC WITHOUT ERP PLAN SUMMARY Canadian National Railways ("CN") requires that the shipper file an ERP Summary on behalf of CN when Dangerous Goods are routed over CN's line as Bridge Traffic. Where an ERP Summary is required to be filed, CN will not transport Dangerous Goods as Bridge Traffic unless the documentation relating to the shipment indicates the number of an approved ERP Summary which is applicable to the specific commodity described in the shipping documentation. F. ADDITIONAL INFORMATION If additional information is required with respect to the Regulations and the requirement for filing an ERP Summary, please contact Director, Dangerous Goods Operations, CN Headquarters, 935 de La Gauchetiere Street West, Montreal, Quebec, Canada, H3B 2M9, Telephone (514) 339-5430.

RULE	SUBJECT	APPLICATION
59	CAPACITIES AND DIMENSIONS OF CARS	(Except as otherwise provided in Item 45 of tariffs subject to this Classification). For marked capacities, lengths, dimensions and cubical capacities of cars, see Official Railway Equipment Register, RER 6413-series. (See NOTE). NOTE.-When rates published in individual Carrier or Agency Tariffs are subject to a minimum weight based on the marked capacity of car, and the marked capacity set forth in the Official Railway Equipment Register is as shown in Column A below, the weight shown in Column B, will be used instead of the marked capacity in determining the minimum weight (See Exception). COLUMN A — COLUMN B 80,000 pounds — 88,000 pounds 100,000 pounds — 110,000 pounds 140,000 pounds — 154,000 pounds Cars may not be loaded in excess of the load limit. Where the minimum weight as provided in this rule exceeds 95 percent of the load limit of the car furnished, freight charges will be determined by actual weight of shipment, but not less than 95 percent of the load limit. Bills of lading must be endorsed to show the load limit of the car used. EXCEPTION.-Provisions will not apply in connection with rates and minimum weights on Coal and Coke (the direct product of coal) originating at stations on the NS.
60	SHIPMENTS REQUIRING SPECIAL FLAT CARS	When a CL or AQ shipment requires the use of railroad-owned flat cars of any capacity, designated as "FW", "FD", or "FG" cars in the Official Railway Equipment Register, RER No. 6413-series, or railroad-owned flat cars with nominal capacities of 190,000 pounds or greater, designated as "FM" cars in that publication, each such car will be subject to a minimum charge of 15,000 pounds at the Class 100 rate.
61	METHOD OF DETERMINING "WEIGHT PER CUBIC FOOT"	To ascertain the "weight per cubic foot" multiply together the three extreme dimensions of the article as packed for shipment, and where the result is in cubic inches, divide by 1728 to reduce to cubic feet, then divide the weight by the number of cubic feet thus ascertained.

RULE	SUBJECT	APPLICATION
62	CREDIT AND COLLECTION TERMS-UP	1. Pre-paid shipments. On "Pre-paid" shipments, the originating carrier may require that tender of a shipment be accompanied by full payment of charges unless consignor has established credit to the satisfaction of the originating carrier. For purposes of this item, "pre-paid" shipments shall mean shipments for which the originating carrier bears the billing and collection responsibilities. 2. Collect Shipments. On "collect" shipments, the delivering carrier may require full payment of all charges prior to delivery of shipments unless consignee has established credit to the satisfaction of the delivering carrier. For purposes of this item, "collect" shipments shall mean shipments for which the delivering carrier bears the billing and collection responsibilities. 3. Payment. All credit patrons must pay charges in accordance with the terms established by the billing carrier. Where Union Pacific Railroad Company is the billing carrier, the credit period is fifteen (15) days, including Saturdays, Sundays, and legal holidays, and shall begin on the day following presentation of the freight bill. The term "freight bill" as used in this item includes paper documents, billing by electronic data interchange ("EDI"), and invoiceless procedures. Presentation of the freight bill shall be deemed to have been made: (a) upon mailing when mailed, (b) upon sending by carrier of a transmission when EDI billing is used, and (c) unless otherwise agreed, upon waybill date when invoiceless procedures are utilized. Payment shall be deemed to have been made: (a) upon mailing of an acceptance check, draft, or money order when paying by mail, and (b) upon receipt of funds in the carrier's bank account when paying via electronic transmission. 4. Offset Prohibit. In no event shall any amount(s) claimed against Union Pacific Railroad Company, including without limitation claims for freight loss or damage or overpayment of freight or other charges, be deducted from or offset against freight or other charges due hereunder. Freight charges due must be paid in full, and any claim against Union Pacific Railroad Company must be asserted separately in accordance with the applicable procedure. 5. Revocation of Credit and Other Remedies. If a credit patron fails to pay in accordance with these requirements, Union Pacific Railroad Company, in its sole discretion, may revoke credit privileges and institute any one or more of the following procedures: (a) Require that applicable freight charges be pre-paid by the consignor (who shall not be such patron) on all shipments destined to such patron. Section 7 of the bill of lading, if executed by the billing party, will not apply to such shipments. (b) Require that applicable freight charges be paid on a collect basis by the consignee (who shall not be such patron) on all shipments originating with such patron. (c) Assess demurrage charges on rail cars placed in hold status for cash. When rail cars are held in transit due to cash status, time for demurrage purposes will be computed from the first 12:00 midnight following the sending or giving of notice of arrival. Rail cars will be released at the time lawful charges are received by an agent of Union Pacific Railroad Company or an agent of any railroad which has participated in the transportation transaction; however, if such payment of lawful charges is received by U.S. mail, it will be considered as having been received after 12:00 midnight of the date received. Charges in billing requested by any shipper after a shipment has occurred shall not alter any entity's liability for freight charges in accordance with this paragraph. 6. Other Definitions. As used in this item: (a) the term "shipper" includes without limitation consignors, consignees, freight forwarders, shippers' associations, and shippers' agents and (b) "charges" or "freight charges" include without limitation transportation charges, switch charges, demurrage, detention, and other accessorial charges that may accrue in connection with shipments handled by Union Pacific Railroad Company.

UNIFORM STRAIGHT BILL OF LADING

Original - Not Negotiable

Shipper's No ....

(To be Printed on "White" Paper)

Agent's No……..………………….

Company

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,
at ……………………………………………………………………………………………………....., 20……..…
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 company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, 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 back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee--For purposes of notification only.)

Consigned to ....
Destination.. State of .... County of..
Route ....
Delivering Carrier... Car Initial .... Car No...................................
Trailer Initials/Number .... Length.. Plan ....
.... Length.. Plan ....
Container Initials/Number .... Length.. Plan ....
.... Length.. Plan ....

No. Pack-ages	**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 acknowledges only the amount prepaid.)

Charges advanced:

$...

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

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

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

....Per ....

....Shipper. ....Agent.

Per.. Per...

Permanent post office address of shipper ....

CONTRACT TERMS AND CONDITIONS

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

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

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a 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, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in 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 train 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, within nine months after delivery of the property (or, in 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 to 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 cooperage 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 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 herein, and then if 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 a lien 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 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, may be kept in vessel, car, depot, warehouse or place of delivery 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 place of delivery or other available place, at the cost of the owner, 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.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive 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.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of 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 and maintaining the property, if proper care of the 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, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at 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.

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 classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed 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 average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all 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, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (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, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. On shipments reconsigned or diverted by an agent who has furnished the carrier in the reconsignment or diversion order with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith. If the reconsignor or diverter has given to the carrier erroneous information as to who the beneficial owner is, such reconsignor or diverter shall himself be liable for all such charges.

If a shipper or consignor of a shipment of property (other than a prepaid shipment) is also the consignee named in the bill of lading and, prior to the time of delivery, notifies, in writing, a delivering carrier by railroad (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery is made by the carrier to such party without such payment, such shipper or consignor shall not be liable (as shipper, consignor, consignee, or otherwise) for such transportation charges but the party to whom delivery is so made shall in any event be liable for transportation charges billed against the property at the time of such delivery, and also for any additional charges which may be found to be due after delivery of the property, except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to such delivering carrier the name and address of such beneficial owner, such party shall not be liable for any additional charges which may be found to be due after delivery of the property; but if the party to whom delivery is made has given to the carrier erroneous information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignor has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignor shall himself be liable for such transportation charges, notwithstanding the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of transportation under which the shipment was made. The term "delivering carrier" means the line-haul carrier making ultimate delivery.

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.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

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, and loss, damage or injury to said property occurs while the same is in the custody of a carrier by water the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier thereunder) and by and under the laws and regulations applicable to transportation by water. 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, as well as the following subdivisions of this section; and to the conditions contained in this bill of lading not inconsistent with this section, when this bill of lading becomes the bill of lading of the carrier by water.

(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 owner 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 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 herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or 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 owners 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 appurtenance, 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the 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 rail carriers.

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.

(Note. - This form is authorized for optional alternative use with the form published on Pages 84 to 86 herein.)

UNIFORM STRAIGHT BILL OF LADING - Original - Not Negotiable

(To be Printed on "White" Paper)

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading, 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 company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, 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 back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

NAME OF INITIAL TRANS-PORTATION COMPANY ( ) ( ) 1

STOP this car at FOR	WEIGHT IN TONS Gross	Tare	Net	LENGTH of CAR Ordered	Furnished	MARKED CAPACITY of CAR Ordered	Furnished	Stenciled Weight of Car

CAR INITIALS AND NUMBER	KIND#	SPOT (LCL)	CL. TRANSFERRED TO	FREIGHT BILL DATE	FREIGHT BILL NO	WAYBILL DATE	WAYBILL NO.

TRAILER/CONTAINER INITIALS NUMBER	PLAN	LENGTH	ORIGIN ROAD CODE NO. AND INITIALS
			AT { } NO. { } STATION STATE
			B/A ( )
			FROM (SHIPPER)

BILL OF LADING DATE	BILL OF LADING NO.	INVOICE NO.	CUSTOMER'S NO.

#Kind of Car: AR-Auto Rack. AP-Auto Parts. B-Box. CH-Cov. Hopper. G-Gondola. H-Hopper. F-Flat. R-Refgr. S-Stock. T-Tank. V-Box Vent.

CONSIGNED TO (Mail or street address of consignee-For purposes of notification only.)

DESTINATION STATE OF COUNTY OF

ROUTE (For Shipper's Use Only)

DELIVERING CARRIER

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

PICKUP SERVICE YES NO

Note—Where the rate is dependent upon value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding PER

*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".

DELIVERY SERVICE REQUESTED YES NO

C. AMOUNT $.....
O. FEE $.....
D. TOTAL $.....

Received $.....
To apply in prepayment of the charges on the property described hereon.

..... Agent of Cashier.
Per.....
(The signature here acknowledges only the amount prepaid.)

Charges advanced: $.....

WEIGHED AT

GROSS

TARE

AL'NCE

NET

If charges are to be Prepaid, Write or Stamp Here. "TO BE PREPAID"

SHIPPER'S SPECIAL INSTRUCTIONS

SHIPPER PER AGENT

PERMANENT POST OFFICE ADDRESS OF SHIPPER PER

NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS		*WEIGHT (Subject to Correction)	RATE	FREIGHT	ADVANCES	PREPAID

CONTRACT TERMS AND CONDITIONS

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

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

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a 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, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in 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 train 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, within nine months after delivery of the property (or, in 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 to 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 cooperage 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 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 herein, and then if 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 a lien 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 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, may be kept in vessel, car, depot, warehouse or place of delivery 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 place of delivery or other available place, at the cost of the owner, 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.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive 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.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of 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 and maintaining the property, if proper care of the 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, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at 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.

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 classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed 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 average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all 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, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (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, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. On shipments reconsigned or diverted by an agent who has furnished the carrier in the reconsignment or diversion order with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith. If the reconsignor or diverter has given to the carrier erroneous information as to who the beneficial owner is, such reconsignor or diverter shall himself be liable for all such charges.

If a shipper or consignor of a shipment of property (other than a prepaid shipment) is also the consignee named in the bill of lading and, prior to the time of delivery, notifies, in writing, a delivering carrier by railroad (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery is made by the carrier to such party without such payment, such shipper or consignor shall not be liable (as shipper, consignor, consignee, or otherwise) for such transportation charges but the party to whom delivery is so made shall in any event be liable for transportation charges billed against the property at the time of such delivery, and also for any additional charges which may be found to be due after delivery of the property, except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to such delivering carrier the name and address of such beneficial owner, such party shall not be liable for any additional charges which may be found to be due after delivery of the property; but if the party to whom delivery is made has given to the carrier erroneous information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignor has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignor shall himself be liable for such transportation charges, notwithstanding the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of transportation under which the shipment was made. The term "delivering carrier" means the line-haul carrier making ultimate delivery.

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.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

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, and loss, damage or injury to said property occurs while the same is in the custody of a carrier by water the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier thereunder) and by and under the laws and regulations applicable to transportation by water. 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, as well as the following subdivisions of this section; and to the conditions contained in this bill of lading not inconsistent with this section, when this bill of lading becomes the bill of lading of the carrier by water.

(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 owner 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 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 herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or 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 owners 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 appurtenance, 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the 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 rail carriers.

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.

UNIFORM ORDER BILL OF LADING

ORIGINAL

(To be Printed on "Yellow" Paper)

Shipper's No.....

Agent's No.....

Company

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,
at ....., 20.....
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 company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, 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 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 covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

Consigned to ORDER OF .....
Destination..... State of ..... County of.....
Notify.....
At..... State of ..... County of.....
Route .....
Delivering Carrier..... Car Initial..... Car No .....
Trailer Initials/Number ..... Length..... Plan.....
..... Length..... Plan.....
Container Initials/Number ..... Length..... Plan.....
..... Length..... Plan.....

No. Packages	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 acknow-ledges only the amount prepaid.)

Charges advanced:

$.....

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

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

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

.....Per .....

.....Shipper. .....Agent.

Per..... Per .....

Permanent post office address of shipper .....

CONTRACT TERMS AND CONDITIONS

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

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

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a 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, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in 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 train 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, within nine months after delivery of the property (or, in 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 to 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 cooperage 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 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 herein, and then if 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 a lien 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 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, may be kept in vessel, car, depot, warehouse or place of delivery 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 place of delivery or other available place, at the cost of the owner, 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.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive 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.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of 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 and maintaining the property, if proper care of the 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, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at 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.

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 classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed 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 average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all 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, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (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, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. On shipments reconsigned or diverted by an agent who has furnished the carrier in the reconsignment or diversion order with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith. If the reconsignor or diverter has given to the carrier erroneous information as to who the beneficial owner is, such reconsignor or diverter shall himself be liable for all such charges.

If a shipper or consignor of a shipment of property (other than a prepaid shipment) is also the consignee named in the bill of lading and, prior to the time of delivery, notifies, in writing, a delivering carrier by railroad (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery is made by the carrier to such party without such payment, such shipper or consignor shall not be liable (as shipper, consignor, consignee, or otherwise) for such transportation charges but the party to whom delivery is so made shall in any event be liable for transportation charges billed against the property at the time of such delivery, and also for any additional charges which may be found to be due after delivery of the property, except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to such delivering carrier the name and address of such beneficial owner, such party shall not be liable for any additional charges which may be found to be due after delivery of the property; but if the party to whom delivery is made has given to the carrier erroneous information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignor has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignor shall himself be liable for such transportation charges, notwithstanding the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of transportation under which the shipment was made. The term "delivering carrier" means the line-haul carrier making ultimate delivery.

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.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

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, and loss, damage or injury to said property occurs while the same is in the custody of a carrier by water the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier thereunder) and by and under the laws and regulations applicable to transportation by water. 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, as well as the following subdivisions of this section; and to the conditions contained in this bill of lading not inconsistent with this section, when this bill of lading becomes the bill of lading of the carrier by water.

(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 owner 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 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 herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or 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 owners 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 appurtenance, 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the 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 rail carriers.

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.

(Note.-This form is authorized for optional alternative use with the form published on Pages 90 to 92 herein.)

UNIFORM ORDER BILL OF LADING - ORIGINAL

(To be Printed on "Yellow" Paper)

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading, 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 company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, 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 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 covered by this bill of lading will be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

NAME OF INITIAL TRANS-PORTATION COMPANY ( ) ( ) **1**

STOP this car at FOR	WEIGHT IN TONS			LENGTH of CAR		MARKED CAPACITY of CAR		Stenciled Weight of Car
	Gross	Tare	Net	Ordered	Furnished	Ordered	Furnished	

CAR INITIALS AND NUMBER	KIND#	SPOT (LCL)	CL. TRANSFERRED TO	FREIGHT BILL DATE	FREIGHT BILL NO	WAYBILL DATE	WAYBILL NO.

TRAILER/CONTAINER INITIALS NUMBER	PLAN	LENGTH	ORIGIN ROAD CODE NO. AND INITIALS
			AT { } NO. { } STATION STATE
			B/A ( )
			FROM (SHIPPER)

BILL OF LADING DATE	BILL OF LADING NO.	INVOICE NO.	CUSTOMER'S NO.

#Kind of Car: AR-Auto Rack. AP-Auto Parts. B-Box. CH-Cov. Hopper. G-Gondola. H-Hopper. F-Flat. R-Refgr. S-Stock. T-Tank. V-Box Vent.

CONSIGNED TO
ORDER OF

DESTINATION STATE OF COUNTY OF

NOTIFY

AT STATE OF COUNTY OF

ROUTE (For Shipper's Use Only)

DELIVERING CARRIER

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

PICKUP SERVICE

YES NO

Note—Where the rate is dependent upon value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding PER

DELIVERY SERVICE REQUESTED

*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".

YES NO

Received $.....
To apply in prepayment of the charges on the property described hereon.

..... Agent or Cashier.

Per .....
(The signature here acknowledges only the amount prepaid.)

Charges advanced:
$ .....

WEIGHED AT

GROSS

TARE

AL'NCE

NET

If charges are to be Prepaid, Write or Stamp Here. "TO BE PREPAID"

SHIPPER'S SPECIAL INSTRUCTIONS

SHIPPER PER AGENT

PERMANENT POST OFFICE ADDRESS OF SHIPPER PER

NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS		*WEIGHT (Subject to Correction)	RATE	FREIGHT	ADVANCES	PREPAID

CONTRACT TERMS AND CONDITIONS

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

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

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a 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, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in 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 train 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, within nine months after delivery of the property (or, in 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 to 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 cooperage 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 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 herein, and then if 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 a lien 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 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, may be kept in vessel, car, depot, warehouse or place of delivery 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 place of delivery or other available place, at the cost of the owner, 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.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive 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.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of 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 and maintaining the property, if proper care of the 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, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at 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.

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 classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed 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 average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all 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, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (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, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. On shipments reconsigned or diverted by an agent who has furnished the carrier in the reconsignment or diversion order with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith. If the reconsignor or diverter has given to the carrier erroneous information as to who the beneficial owner is, such reconsignor or diverter shall himself be liable for all such charges.

If a shipper or consignor of a shipment of property (other than a prepaid shipment) is also the consignee named in the bill of lading and, prior to the time of delivery, notifies, in writing, a delivering carrier by railroad (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery is made by the carrier to such party without such payment, such shipper or consignor shall not be liable (as shipper, consignor, consignee, or otherwise) for such transportation charges but the party to whom delivery is so made shall in any event be liable for transportation charges billed against the property at the time of such delivery, and also for any additional charges which may be found to be due after delivery of the property, except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to such delivering carrier the name and address of such beneficial owner, such party shall not be liable for any additional charges which may be found to be due after delivery of the property; but if the party to whom delivery is made has given to the carrier erroneous information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignor has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignor shall himself be liable for such transportation charges, notwithstanding the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of transportation under which the shipment was made. The term "delivering carrier" means the line-haul carrier making ultimate delivery.

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.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

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, and loss, damage or injury to said property occurs while the same is in the custody of a carrier by water the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier thereunder) and by and under the laws and regulations applicable to transportation by water. 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, as well as the following subdivisions of this section; and to the conditions contained in this bill of lading not inconsistent with this section, when this bill of lading becomes the bill of lading of the carrier by water.

(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 owner 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 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 herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or 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 owners 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 appurtenance, 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the 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 rail carriers.

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.

STRAIGHT BILL OF LADING -- SHORT FORM

ORIGINAL – NOT NEGOTIABLE

(To be printed on white paper)

Shipper's No.....

Carrier's No.....

_____

(Name of Carrier)

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

At....., 20 .....

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 Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including these 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.....

(Mail or street address of consignee--For purposes of notification only.)

Destination ..... State of ..... County of ..... 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 .....

Trailer Initials/Number ..... Length..... Plan .....

..... Length..... Plan .....

Container Initials/Number..... Length..... Plan .....

No. Packages	Kind of Packages, Description of Articles, Special Marks, and Exceptions	*Weight (Subject 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 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 acknowledges only the amount prepaid.)

Charges advanced:

$.....

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

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

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

.....Per .....

.....Shipper. .....Agent.

Per..... Per .....

Permanent post office address of shipper .....

UNIFORM LIVE STOCK CONTRACT

This form of contract to be used for shipments of Live Stock and Wild Animals instead of Uniform Bill of Lading

DUPLICATE ORIGINAL - NOT NEGOTIABLE

Company

..... Station, ..., 20 .....

THIS AGREEMENT, made this ..... day of ..... , 20..... , by and between the .....COMPANY party of the first part, hereinafter called the carrier,* and ..... (Shipper's Name) part..... of the second part, hereinafter called the shipper;

WHEREAS, The classifications and tariffs under which this agreement is made require that, for the purpose of applying the lawful rate of freight, the shipper must declare the shipment to be "Ordinary Live Stock", specifying the kind or kinds of animals, or if not "Ordinary Live Stock" he must declare the kind and value of each animal, space for such declaration being provided below:

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That the carrier has received from the shipper, subject to the classifications and tariffs in effect on the date of issue of this agreement, the live stock described below, in apparent good order, except as noted, consigned and destined as indicated below, which the carrier agrees to carry to its usual place of delivery at said destination, if on its road or on its own water line, 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 live stock 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 live stock, that every service to be performed and every liability incurred in connection with said shipment shall be subject to all the conditions, whether printed or written, herein contained, including the conditions on back hereof, and which are agreed to by the shipper and accepted for himself and his assigns.

Consigned to ……

Destination ……., State of ……, County of ……

Route ……..

Car Initials and Numbers ……

ORDINARY LIVE STOCK

Ordinary live stock means all cattle, swine, sheep, goats, horses and mules, except such as are chiefly valuable for breeding, racing, show purposes, or other special uses. On shipments of ordinary live stock no declaration of value shall be made by the shipper, nor shall any values be entered on this bill of lading.

I (We) declare the shipment covered by this bill of lading to be ordinary live stock.

……
Shipper.

OTHER THAN ORDINARY LIVE STOCK

On shipments of live stock chiefly valuable for breeding, racing, show purposes, or other special uses, different rates of freight are in effect dependant on the valuation placed thereon by the shipper; which valuation may be the basic value as stated in the classification, at which the lowest freight rate applies, or it may be any higher valuation up to actual value, in which event the freight rate will be higher by the amount prescribed in the tariffs or classifications. Such delcared or agreed values shall be entered in the column provided therefor in this bill of lading, and in no event shall the carrier be liable for any amount in excess of such valuation.

I (We) declare the shipment covered by this bill of lading to be other than ordinary live stock, and of the value herein declared, or agreed upon, and entered.

……
Shipper.

Note.-The shipper shall execute one of the above declarations. Upon refusal of a shipper of other than ordinary live stock to declare the values of said stock for entry in this bill of lading the shipment will not be accepted for transportation under this contract. In the event the shipment consists of both ordinary live stock and other than ordinary live stock, both of such declarations shall be executed, but values shall be declared and entered on only the other than ordinary live stock.

Number and Description of Animals	Shipper's Declared Value (If on live stock chiefly valuable for breeding, racing, show purposes, or other special uses)	Weight (Subject to correction)	Rate of Freight	
			Per 100 Lbs.	Per Car

Subject to Section 3 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".

……

Acknowledgment to be used if freight is prepaid.

Received $ ……., to apply in prepayment of the charges on the live stock described hereon.

……
Agent or Cashier.

Per ……
(The signature here acknowledges only the amount prepaid.)

Charges advanced, $……

Witness my hand ……., Shipper.

By ……, Shipper's Agent.

……

……., Witness.

The ……....Company.

By ……....Agent.

*The word "carrier" is to be understood throughout this contract as including any person or corporation in possession of the live stock under the contract.

CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) Except in the case of its negligence proximately contributing thereto, no carrier or party in possession of all or any of the live stock herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, the inherent vice, weakness, or natural propensity of the animal, or the act or default of the shipper or owner, or the agent of either, or by riots, strikes, stoppage of labor or threatened violence.

(b) Unless caused by the negligence of the carrier or its employees, no carrier shall be liable for or on account of any injury or death sustained by said live stock occasioned by any of the following causes: Overloading, crowding one upon another, escaping from cars, pens, or vessels, kicking or goring or otherwise injuring themselves or each other, suffocation, fright, or fire caused by the shipper or the shipper's agent, heat or cold, changes in weather or delay caused by stress of weather or damage to or obstruction of track or other causes beyond the carrier's control.

(c) In case of quarantine, the live stock may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch, or at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when the property is so discharged, or the property may be returned by carriers at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to the property shall be borne by the owners of the property or be a lien thereon. In case a shipment is stopped in transit by quarantine, the carrier shall immediately give notice of such fact to the shipper or consignee. Except in the case of its negligance proximately contributing thereto, no carrier shall be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done under quarantine regulations or authorities, nor for detention, loss, or damage or any kind occasioned by quarantine laws or in the enforcement thereof; and the shipper shall hold the carrier harmless for any expense it may incur or damages it may be required to pay by reason thereof.

Sec. 2. (a) No carrier is bound to transport said live stock by any particular train 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 live stock by any carrier or route between the point of shipment and the point of destination.

(b) 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 live stock 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.

(c) 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, within nine months after delivery of the property (or, in 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 to the claimant that the carrier has disallowed the claim or any part or parts therof 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.

Sec. 3. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this live stock contract until all 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 contract 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, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (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, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original contract, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. On shipments reconsigned or diverted by an agent who has furnished the carrier in the reconsignment or diversion order with a notice of agency and the proper name and address of the beneficial owner, and where such shipments are refused or abandoned at ultimate destination, the said beneficial owner shall be liable for all legally applicable charges in connection therewith.
If the reconsignor or diverter has given to the carrier erroneous information as to who the beneficial owner is, such reconsignor or diverter shall himself be liable for all such charges.

If a shipper or consignor of a shipment of property (other than a prepaid shipment) is also the consignee named in the bill of lading and, prior to the time of delivery, notifies, in writing, a delivering carrier by railroad (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery is made by the carrier to such party without such payment, such shipper or consignor shall not be liable (as shipper, consignor, consignee, or otherwise) for such transportation charges but the party to whom delivery is so made shall in any event be liable for transportation charges billed against the property at the time of such delivery, and also for any additional charges which may be found to be due after delivery of the property, except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to such delivering carrier the name and address of such beneficial owner, such party shall not be liable for any additional charges which may be found to be due after delivery of the property; but if the party to whom delivery is made has given to the carrier erroneous information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignor has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignor shall himself be liable for such transportation charges, notwithstanding the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of transportation under which the shipment was made. The term "delivering carrier" means the line-haul carrier making ultimate delivery.

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 live stock contract, the freight charges must be paid upon the articles actually shipped.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

Sec. 4. (a) The shipper at his own risk and expense shall load and unload the live stock into and out of cars, except in those instances where this duty is made obligatory upon the carrier by statue or is assumed by a lawful tariff provision. In case any person shall accompany the live stock in charge of same, he shall take care of, feed and water the live stock while being transported, whether delayed in transit or otherwise, and whenever such person shall open or close any door or opening in the car or cars, or the pens or compartments in the vessel, he shall see that the same are so closed and fastened as to prevent the escape therefrom of any of the live stock.

(b) When bedding or appliances of a character not generally in use in the transportation of live stock are required, they shall be furnished by the shipper at his own expense and he shall separate different kinds of stock when loaded in the same car by adequately strong partitions and such stock shall be at the risk of the shipper as to any damage resulting from the insufficiency or inadequacy of any such bedding, appliance, or partition.

(c) Before the live stock is removed from the possession of the carrier or mingled with other live stock the shipper, owner, consignee or agent thereof shall inform in writing the delivering carrier of any visible or manifest injury to the live stock.

Sec. 5. (a) If all or any part of said live stock is carried by water over any part of said route, and loss, damage or injury to said property occurs while the same is in the custody of a carrier by water the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier thereunder) and by and under the laws and regulations applicable to transportation by water. 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, as well as the following subdivisions of this section; and to the conditions contained in this bill of lading not inconsistent with this section, when this bill of lading becomes the bill of lading of the carrier by water.

(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 owners 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 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 live stock herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, and 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 live stock if it be necessary or is usual to carry the same upon deck.

(d) General Average shall be payable according to 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 law and usages of the Port of New York. If the owners 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 owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expense 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 live stock 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, which shall be regarded as incorporated into the conditions of this uniform live stock contract.

(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 rail carriers.

Sec. 6. Any alteration, addition, or erasure in the contract which shall be made without an endorsement thereof hereon, signed by the agent of the carrier issuing this agreement, shall be without effect, and this agreement shall be enforceable according to its original tenor.

SEPARATE CONTRACT WITH MAN OR MEN IN CHARGE OF LIVE STOCK

……Station,……..20……

In consideration of the carriage of the undersigned upon a freight train or vessel in charge of the live stock mentioned in the within contract, whether with or without charge for such carriage, each one of the undersigned severally hereby voluntarily assumes all risk of accident or damage to his person or property, and hereby releases and discharges each and every carrier from every claim, liability, or demand of any kind for or on account of any personal injury or damage of any kind sustained by him, unless caused by the negligence of such carrier or any of its employees; and agrees that whenever he shall leave and pass over or along the cars or track he will do so at his own risk of personal injury, except where the negligence of the carrier proximately contributes thereto, and that no carrier shall be required to stop or start its train cars at or from the depot or platforms, or to furnish light for his accommodation or safety.

……

……

……

……
(Signature of man or men in charge.)

……
Witness.

AUTHORIZED PACKAGES OR SHIPPING CONTAINERS

On pages 101 through 247 of Classification are packages, shipping containers and other authorized forms of shipment.

Except where specifically provided to the contrary in individual packages on pages 101 through 247 of Classification, bags, barrels, boxes, other than fibreboard, kits, pails or tubs, other than fibreboard, must comply with the terms of Rule 40.

Except where specifically provided to the contrary in individual package descriptions on pages 101 through 247 of Classification, fibreboard boxes must comply with the terms of Rule 41. Fibreboard barrels, drums, pails or tubs must comply with the terms of Rule 51. Where a bursting test is shown for packages designated as "cartons", "containers", "trays", "wrapped" or "wrappers," the fibreboard used must meet the requirements of Sections 2 and 3 of Rule 41.

When the bursting test or edge crush test shown in the individual package description is not listed in Section 3 of Rule 41 under the appropriate column heading "Minimum Bursting Test" or "Minimum Edge Crush Test" the fibreboard used must meet the requirements of Sections 2 and 3 for the next lower test shown in that column and must also meet the minimum bursting test or edge crush test required by the individual package description.

Unless otherwise provided in separate descriptions of articles, if articles are found in transportation not packed or not loaded in the manner specified for such articles, apply the terms of Rule 5.

NOTE 1. Where package numbers are missing on pages 101 through 247 of Classification, no packages have been assigned such missing numbers.

PACKAGE NUMBER	PACKAGE DESCRIPTION
2	In bags conforming to the requirements of Agent, C. L. Keller's Tariff NO. BOE 6000-series.
8	In 3-ply paper bags consisting of two plies of 60-pound basis weight and one ply of 50-pound basis weight. Net weight of contents must not exceed 55 pounds.
15	In 3-ply multiple-wall extensible paper bags, total basis weight for all walls not less than 160 pounds, one-ply to consist of polyethylene-coated paper. Net weight of contents must not exceed 60 pounds
16	In 4-ply, multiple-wall paper bags made of extensible paper meeting the requirements of Rule 40, Section 10(c), total basis weight for all walls not less than 240 pounds. Net weight of contents must not exceed 100 pounds.
17	In 4-ply multiple-wall bags made of extensible Kraft paper, total basis weight not less than 210 pounds. Two of the walls must be coated with not less than 6 pounds of polyethylene per ream. Net weight must not exceed 75 pounds.
19	In 4-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), total basis weight for all walls not less than 180 pounds. Net weight of contents not to exceed 50 pounds.
27	In 5-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), one ply waterproofed.
29	In 3-ply multiple-wall paper bags, total basis weight for all walls not less than 170 pounds. Net weight must not exceed 50 pounds.
37	In paper bags in paper shipping container bags complying with the following: Gross weight of package and contents must not exceed 63 lbs. Paper shipping container bags must be made of not less than three plies of Kraft paper described in Section 10(c), Rule 40, total basis weight not less than 150 pounds for CL. For CL shipments, bags may also be constructed of two walls each not less than 60 pounds basis weight. Bags must have all seams and bottoms closed with an adhesive, or sewn. Packages must be securely closed. Inner containers must be made of not less than 2 plies of Kraft paper described in Section 10(c), Rule 40. For 2 lbs. net, total basis weight not less than 70 lbs. For 5 lbs. net, total basis weight not less than 80 lbs. For 10 lbs. net, total basis weight not less than 90 lbs. Inner containers must be closed either by gluing or sewing so as to prevent sifting.
41	In 5-ply multiple-wall paper bags, total basis weight for all walls not less than 230 lbs., net weight of contents not exceeding 140 lbs.
55	In three ply paper bags, total basis weight for all walls not less than 130 lbs, net weight of contents not exceeding 25 lbs, except that when in inner plastic bags of minimum 2.5 mils thickness and capacity not exceeding 2 lbs, net weight of contents may be increased to not exceed 32 lbs.
57	Packed in inner packages of polyethylene or paper bags. Package net weight of up to 42 pounds. 1. In multi-wall paper bags (3 piles and more, specified in Rule 40); or 2. In 2-ply paper bags with a total basis weight of 120 pounds made of Shipping Bag Kraft Paper or Extensible Shipping Bag Kraft Paper meeting the requirements of Rule 40.
60	In four-ply paper bags, total basis weight for all walls not less than 160 lbs., net weight of contents not exceeding 50 lbs.
61	In 5-ply multiple-wall paper bags, total basis weight of all walls not less than 280 pounds, inner wall consisting of polyethylene coated or vinyl resin coated paper. Where bag is equipped with inner liner made of polyethylene not thinner than 4 mils, inner ply need not be coated.
62	In bulk in polyethylene bags enclosed in 4-ply multiple-wall paper bags complying with Rule 40, Section 10(c), outer ply waterproofed.
64	In bulk in 3-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), Bag No. 2.
65	In bulk in 4-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), Bag No. 4.
66	In bulk in 5-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c).
67	In paper bags in paper shipping container bags complying with the following: Net weight of sugar must not exceed 100 lbs. Paper shipping container bags must be made of not less than 4 or 5 plies of Kraft paper described in Section 10(c), Rule 40, total basis weight not less than 210 lbs. Bags must have all seams and bottoms closed with an adhesive, or sewn. Packages must be securely closed. Inner containers must be made of not less than 2 plies of Kraft paper described in Section 10(c), Rule 40, as follows: For 2 lbs. net, total basis weight not less than 70 lbs. For 5 lbs. net, total basis weight not less than 80 lbs. For 10 lbs. net, total basis weight not less than 90 lbs. Inner containers must be closed either by gluing or sewing so as to prevent sifting.
71	In 4-ply paper bags having total basis weight for all walls of not less than 210 lbs., consisting of three sheets of not less than 50 lbs. basis weight each, and one sheet of not less than 60 lbs. Net weight of contents not to exceed 100 pounds.
73	In 4-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), total basis weight for all walls not less than 200 lbs.
77	In multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), total basis weight for all walls not less than 180 lbs.
84	In 4-ply multiple-wall paper bags total basis weight for all walls not less than 200 pounds, one ply to consist of polyethylene coated Kraft paper, or bag may be constructed with an additional ply of polyethylene film not thinner than 1/2 mil. Net weight must not exceed 100 pounds.
85	In 4-ply paper bags consisting of three plies 40 lbs. basis weight and one ply 50 lbs. basis weight. Net weight of contents must not exceed 60 lbs.
86	In 5-ply multiple-wall paper bags complying with requirements of Rule 40, Section 10(c), except total basis weight for all walls must be not less than 210 pounds and gross weight must not exceed 66 pounds.
91	In fibre boxes meeting requirements of Rule 41, except when one lengthwise flap is firmly glued, the other lengthwise flap may be positioned inside of end flaps and need not be glued.
92	In bulk in plastic bag not less than 4 mils in thickness in double-wall corrugated fibreboard box complying with all requirements of Rule 41 for boxes testing not less than 350 pounds. Net weight of product must not exceed 20 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
93	In containers made of corrugated fibreboard, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, for board testing not less than 275 pounds. Ends of container must be reinforced with 3/8 inch thick plywood sheets equipped with metal brackets extending full width of container upon which the piano actions or keyboards are securely held in place and must also provide clearance between each unit. Top keyboard unit must be secured in place by 2" x 2" wood strip extending full length of container and all interior corrugated fibreboard forms must be same test as container. Gross weight must not exceed 210 lbs.
94	In three-piece container consisting of tube having end flanges not less than 3 inches wide made of single-wall corrugated fibreboard testing not less than 200 pounds, and two full-dimension end panels made of double-wall corrugated fibreboard testing not less than 275 pounds, the fibreboard complying with Rule 41, Sections 2 and 3, except that the corrugated mediums of the end panels must weight not less than 33 pounds per 1,000 square feet. Manufacturer's joint of body tube must consist of two overlapping flanges not less than 3 inches wide securely joined together with staples, spaced not more than 8 inches apart, or with glue applied over the entire area of contrast. End panels of container must be provided with scored and folded flanges positioned to provide not less than three thicknesses of fibreboard between the top and front apron of the bathtub and the inner walls of the container. End panels of container must also be provided with additional scored and folded flanges to provide not less than two support posts at each end of the bathtub, with one post positioned adjacent to the front apron of the bathtub to consist of not less than five thicknesses of fibreboard and the other post to consist of not less than four thicknesses of fibreboard, so as to suspend the bathtub and maintain clearance of not less than 3/4 inch between the bottom of the bathtub and the inner wall of the container. End flanges of body tube must be folded over and securely stapled to end panels of container with a total of not less than 18 staples to each end. Gross weight must not exceed 130 pounds.
95	In three piece container consisting of top and bottom design-style sections made of double-wall corrugated fibreboard testing not less than 500 pounds, and full height liner made of double-wall corrugated fibreboard testing not less than 600 pounds, all fibreboard complying with Rule 41, Sections 2 and 3. Design-style top and bottom sections must be formed with flaps glued over entire area of contact and sections must be of sufficient depth to meet at midpoint of side panels of container. Bottom section must also be glued to liner over entire area of contact. Top section must be secured to bottom section by not less than one strip of tape to each side panel of container, applied at right angles across seam of top and bottom sections. Tape must comply with Rule 41, Section 8 and must be not less than six inches in length. Container must be securely glued to wood pallet. Gross weight must not exceed 1100 pounds.
96	Articles must be loaded on wood pallets not more than fifteen layers high. Ends of articles must be protected with caps made of single-wall corrugated fibreboard testing not less than 275 pounds. Top and bottom of pallet unit must be protected with flanged U-shaped pads made of single-wall corrugated fibreboard testing not less than 275 pounds. Front and back of pallet unit must be protected with full-height flanged U-shaped fibreboard pads made of double-wall corrugated fibreboard testing not less than 350 pounds. Pallet unit must be completely covered with a plastic bag, must be secured to wood pallet with not less than four verticial straps and must be reinforced with not less than four horizontal straps, OR In lieu of plastic bag and strapping, pallet unit must be overwrapped and securely fastened to wood pallet with heat- shrunk polyethylene film not less than 6 mils in thickness prior to shrinking. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 1200 pounds.
97	In double plastic bag, each bag not less than 3 mils in thickness, in corrugated fibreboard boxes constructed as follows: (a) Boxes must be of regular slotted construction equipped with one piece full height H-shaped divider, made of single wall corrugated fibreboard testing not less than 200 lbs. constructed with facings weighing not less than 120 lbs, per 1,000 sq. ft. and corrugated medium weighing not less than 40 lbs. per 1,000 sq. ft. Flanges of H-shaped divider must extend to corners of box and not less than 1-3/4 inches onto end or side walls of box. OR; (b) Boxes must be bliss style with integral center divider made of single wall corrugated fibreboard testing not less than 275 lbs. complying with all requirements of Rule 41, Sections 2 and 3, except that corrugated medium must weigh not less than 36 lbs. per 1,000 sq. ft. Boxes must be of two piece construction, one part forming bottom, ends and top flaps of box which meet or overlap, with all sections of this part having extended flanges not less than 1-1/2 inches wide. Second piece must form sides of box and double thickness laminated center divider. Boxes must be closed by securely gluing flanges to sides of box. Boxes must be unitized into pallet units and must be mounted on and secured to wood pallets or fibreboard slip sheets with heat shrunk or stretch wrapped plastic film. When pallet units are loaded more than one layer high, wood pallets must be constructed with bottom deckboards, or upper units must be separated from lower units by plywood sheets or other suitable material, so as to provide equal distribution of weight on lower units. Gross weight must not exceed 40 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
98	In glass bottles not exceeding 8 fl. oz. capacity enclosed in 6 or 8-pack basket type carriers made of solid paperboard complying with the following requirements:

NOMINAL THICKNESS (INCHES)	NOMINAL BASIS WEIGHT (LBS. PER 1000 SQ. FT.)	MINIMUM AVERAGE DRY TEARING STRENGTH (GRAMS)	MINIMUM AVERAGE WET TEARING STRENGTH (GRAMS)
.018	67	390 M.D 475 C.D	340 M.D 385 C.D

Bottles within carriers must be separated within carriers by same paperboard as carriers.
Not more than three 8-pack carriers or four 6-pack carriers must be packed in fibreboard trays testing not less than 125 lbs. Depth of tray must be not less than full shoulder height of bottles, but not less than 2½ inches.
Not more than 2 trays must be packed in a corrugated fibreboard box testing not less than 175 lbs complying with all requirements of Rule 41, except bottom outer flaps may come within 3 inches of meeting provided such flaps are glued to inner flaps over entire area of contact.

99	In double-wall corrugated fibreboard boxes meeting all requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 350 pounds, except boxes may be increased to not exceed 130 united inches. Article must be secured within box to prevent upward motion by a double-wall corrugated fibreboard tube testing not less than 300 pounds placed within basket and extending upward to top flaps. Front and back wheels must be secured in place by corrugated fibreboard forms. Gross weight must not exceed 85 lbs.
100	In welded racks constructed of tubular steel, each rack having a pallet-type base, four corner stacking posts and upper horizontal frame members. All tubular steel of pallet-type base, corner posts and frame members must be not less than 11 gauge in thickness, except that upper horizontal frame members may be not less than 14 gauge in thickness. Glass must be loaded upright on edge on bottom supporting steel members Glass must be securely blocked and braced within rack by additional side and back steel members or be secured to rack with tensioned strapping. Adequate cushioning material must be provided between glass and steel members and individual pieces of nested glass must be protected with suitable material to prevent glass-to-glass contact. Horizontal frame members on front of rack may be removable type and may be omitted when glass is secured to back of rack with tensioned strapping.
101	In interlocking plastic trays made of high-density molded polyethylene having a minimum thickness of .16 inch. Individual layers of trays must interlock with each other and must be mounted on and interlock with rigid polyethylene bottom tray pallet. Top of unit must be covered with a molded polyethylene cover. All layers must be secured to bottom tray pallet by not less than three metal straps. Gross weight must not exceed 1500 pounds.
102	In containers made of double-wall corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3, for fibreboard testing not less than 350 pounds. Articles must be mounted on and securely fastened to wood base frame constructed with two skid runners measuring not less than 1 5/8 x 3 5/8 inches, two end cross pieces measuring not less than 1/2 x 3 5/8 inches, and two supporting cross pieces measuring not less than 1 5/8 x 3 5/8 inches. Container must be reinforced with not less than four full-height corner posts and four full-height intermediate posts made of lumber measuring not less than 1 5/8 x 1 5/8 inches, with each post toe-nailed to base frame. Container must be further reinforced with wood cross pieces measuring not less than 3/4 x 3 5/8 inches extending across and securely nailed to top of each corresponding set of corner and intermediate posts on each side of the container. Side walls of container must be securely stapled to each corner and intermediate post. Top and bottom flaps of container must be folded over and securely closed. Top of container may be form-fitting to contour of article to facilitate inverting and interlocking two containers. Gross weight must not exceed 700 pounds.
103	Glass loaded upright on edge, with ends fully enclosed and protected by wood caps, with each cap constructed with component parts of the following minimum requirements: (a) Full dimension top and bottom pieces measuring 1 1/2 inches in thickness. (b) One or more full-height end uprights measuring 1 1/2 inches in thickness. (c) Two full-height side uprights, each measuring 3/4 x 5 1/2 inches. Caps must be fully lined with fibreboard wallboard not less than 1/2 inch thick. Each cap must be reinforced with one vertical encircling metal strap and entire package must be encircled with two horizontal metal straps. Straps must be not less than 5/8 x .023 inch. Gross weight must not exceed 4000 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
104	In container consisting of two scored and folded wrap-around sections forming a container with tapered ends and sides having a double thickness at top and bottom, made of corrugated fibreboard testing not less than 275 pounds, the fibreboard complying with Rule 41, Sections 2 and 3. Sections must overlap and be securely glued at right angles to each other on bottom. Section forming inner thickness at bottom and top must have flanges not less than 3 inches wide extending full length along sides of article and must fold up around ends of article, having flaps meeting and interlocking at top of article, with upper scoreline reinforced with an additional facing weighing not less than 69 pounds per 1,000 square feet. Section forming outer thickness of bottom and top must be made of double-wall corrugated fibreboard and must fold up around sides of article, with flaps meeting at top of article and securely glued to inner flaps. Gross weight must not exceed 65 pounds.
105	Electric water heaters in containers made of corrugated fibreboard, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, consisting of a tube having top and bottom flanges not less than 3 1/2 inches wide and full-dimension top and bottom pads. Flanges of tube must fold over and be securely glued or stapled to each other or to top and bottom pads. When gross weight does not exceed 145 pounds, tube must test not less than 275 pounds. When gross weight exceeds 145 pounds, but does not exceed 240 pounds, tube must test not less than 350 pounds. Top pad must be constructed of built-up plies of corrugated fibreboard having a thickness of not less than 5/8 inch, the sum of the Mullen test of the individual plies to be not less than 400 pounds, with a 6 x 6-inch steel plate not thinner than 24 gauge inserted between plies. Bottom pad must be constructed of built-up plies of double-wall corrugated fibreboard testing not less than 275 pounds, having a minimum thickness of not less than 3/4 inch. The sum of the Mullen test of the individual plies must be not less than 825 pounds, with the top two plies having die-cut holes to accommodate legs not greater than 1/2 inch in height. Article must be positioned on bottom pad with legs in die-cut holes and bottom pan of heater resting on and supported by pad so as to maintain clearance of not less than 1 inch between heater and inner walls of container.
106	In two-piece container consisting of body tube having top flanges not less than 4 inches wide, and top cover scored and folded to provide not less than three thicknesses of fibreboard between sides of article and inner walls of body tube, made of double-wall corrugated fibreboard testing not less than 350 pounds, the fibreboard complying with Rule 41, Sections 2 and 3. Article must be mounted on full-dimension wood base frame made of lumber not less than 3/4 inch thick, having a combined cross-sectional area of not less than 23 square inches. Clearance of not less than 3/4 inch must be maintained between front and sides of article and inner walls of container by scored and folded forms not less than 4 inches wide. Not less than 1-inch clearance must be maintained between back of article and inner walls of container by four-sided tubes placed on each side of the motor housing. Clearance forms must be made of double-wall corrugated fibreboard testing not less than 200 pounds. Flanges of body must fold over and be securely stapled to top cover. Tube must be securely fastened to base frame on all four sides with a total of not less than 18 staples. Gross weight must not exceed 500 pounds.
107	1. In corrugated fibreboard boxes constructed as follows: (a) Regular slotted construction, OR; (b) Half-slotted construction having bottom flanges not less than 4 inches wide and full dimension bottom pad. (c) Boxes and component parts must be constructed of corrugated fibreboard testing not less than 275 pounds. 2. Not less than 1-inch clearance must be maintained between articles and inner walls of box by the following interior forms: (a) Forms made of expanded plastic applied at each corner of article. For gross weights not exceeding 145 lbs., forms must have a minimum density of 1-3/4 lbs. per cubic foot. For gross weights exceeding 145 lbs., forms must have a minimum density of 2-1/2 lbs. per cubic foot, OR; (b) Forms meeting requirements of Paragraph 2(a) applied to each corner of bottom of article and forms made of corrugated fibreboard testing not less than 200 lbs. Fibreboard forms must extend across sides of article and from top of expanded plastic corner forms to top of box. Each side of fibreboard forms must be scored and folded to provide four sided diagonally reinforced corner posts. 3. Boxes must be closed as follows: (a) Boxes of regular-slotted construction must have top flaps closed in compliance with Rule 41, Section 9. (b) Boxes of half-slotted construction must have top flaps closed in compliance with Rule 41, Section 9. Bottom flanges must be folded into closed position with front and rear flanges securely glued to bottom pad and side flanges not less than 90% of area of contact. (c) One top inner flap may be scored and partially folded to provide a double-thickness lifting flange secured to outer side wall of box. 4. All fibreboard must comply with Rule 41, sections 2 and 3. 5. Gross weight must not exceed 220 pounds and dimensions must not exceed 120 unit inches.
108	In inner containers in corrugated fibreboard boxes complying with all requirements of Rule 41, the inner containers not exceeding one-gallon capacity, constructed of plastic weighing, exclusive of closures, not less than 35 grams for containers not exceeding one-quart capacity, and not less than 100 grams for containers exceeding one quart but not exceeding one-gallon capacity. Containers must be equipped with double-seamed metal tops, or with metal or plastic snap-on or screw-type caps or nozzles.

PACKAGE NUMBER	PACKAGE DESCRIPTION
109	In woven polypropylene bags, fabric weight not less than 2.6 ounces per square yard, having a fabric count of 12 ribbons warp and 10 ribbons filling, plus or minus one ribbon in filling direction, denier 675 warp and 1000 filling, having an average tensile strength of 105 pounds warp and filling, with no single test below 95 pounds when tested in accordance with ASTM Method D 1682 (Grab Method). All sewn seams shall utilize polypropylene monofilament sewing thread, or equivalent, with not less than 4 1/2 nor more than 5 1/2 stitches per inch. Side seam of bag shall be sewn with an export-type seam in which each panel edge is folded so as to provide a total of four thicknesses of material along entire length of bag. Bottom seam shall be sewn flat if a tucked or natural selvage is used, or a turnover bottom seam if a heat-cut selvage is used. Top opening of bag shall be closed with a flat-type seam. Net weight must not exceed 111 pounds.
110	In octagonally-shaped three-piece corrugated fibreboard containers consisting of stitched body tube with corner panels not less than 10 inches in width, and top and bottom caps with flanges not less than 6 inches in width. Body must be constructed of triple-wall corrugated fibreboard testing not less than 1100 units and top and bottom caps must be constructed of single-wall corrugated fibreboard testing not less than 350 pounds. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. Container must be secured to wood pallet with not less than two metal or plastic straps. Gross weight must not exceed 2550 pounds and containers must be loaded not more than two layers high, provided containers in second layer do not exceed 1750 pounds gross weight and are separated from floor layer containers by full dimension sheets of plywood not less than 1/2 inch thick or full dimension sheets of material of equal strength.
111	In light-proof rolls having a circular tray-type pallet base and top cap made of molded fibreglass-reinforced plastic. Ends of roll must be protected with full-dimension pads made of triple-wall corrugated fibreboard testing not less than 1100 units and roll must be wrapped with not less than three thicknesses of extensible Kraft paper, each having a basis weight of not less than 60 lbs per 5000 sheets 24 x 36 inches. Pallet base and top cap must be securely strapped together vertically with plastic strapping. Gross weight must not exceed 1400 pounds and units must not be loaded more than one layer high.
112	In regular slotted corrugated fibreboard boxes, the fibreboard complying with Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs. Article must be mounded on wood frame full dimensions of box, made of lumber 3/4 inch thick, the combined cross sectional area not less than 9 square inches. Back-splash panel must be removed and be mounted on wood base frame. Not less than 3/4 inch clearance must be maintained between top, front and sides of article and not less than 1/2 inch between back of article and the inner walls of the box by forms made of expanded plastic having a density of not less than 1 1/2 pounds per cubic foot. Such forms must extend from front to back on both sides of top of article. Top flaps of boxes may have gap not exceeding four inches; bottom flaps must be not less than nine inches wide and both top and bottom flaps must be glued over entire area of contact. One top inner flap may be scored and partially folded to provide a double thickness lifting flange secured to outer side wall of box. Gross weight must not exceed 140 pounds.
113	In bulk in polyethylene bag not less than 4 mils in thickness, enclosed in two-piece fibreboard box consisting of half-slotted body and top cap. Body must have top flanges not less than 5 inches in width and must be constructed of double-wall corrugated fibreboard testing not less than 600 pounds. Body must be equipped with full-height liner made of same board as body securely glued to panels of body not less than 80% of the area of contact. Top cap must have flanges not less than 5 inches in width and must be constructed of corrugated fibreboard testing not less than 350 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3, except that corrugated medium of body and liner must weigh not less than 33 pounds per 1,000 square feet. Box must be reinforced with four full-height L-shaped corner posts having 3-inch legs made of paperboard not less than 1/4 inch thick. Box must be securely strapped to wood pallet with not less than four metal or plastic straps. Pallet must be constructed with not less than six top deck boards and five bottom deck boards. Gross weight must not exceed 2150 pounds and container must not be loaded more than two layers high.
114	In inner cartons tightly wrapped in Kraft paper basis weight not less than 126 pounds per 500 sheets, 24 x 36 inches. Ends and center overlapping seam must be firmly glued. Gross weight must not exceed 14 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
115	In a three-piece container, consisting of two inner half-slotted boxes and an outer full-height overwrap tube, constructed of double-wall corrugated fibreboard complying with Rule 41, Sections 2 and 3, for fibreboard testing not less than 500pounds. Outer overwrap must be laminated to sidewalls of the two half-slotted boxes not less than 80% of area of contact. The two half-slotted boxes must fit inside the full-height overwrap and must abut and be securely taped completely around the joint inside the container. The top and bottom inner flaps of the two half-slotted boxes must overlap not lessthan 3" and all joints must be sealed with tape; ends of the inner flaps must be taped to sides of box to provide sift-proof closure. The outer top and bottom flaps of the two half-slotted boxes must be securely closed with not less than six staples. Top inner and outer flaps may be cut in one corner to provide an aperture for filling and emptying of the container, and such flaps must be securely taped to provide sift-proof closure. All closing tapes must be reinforced. Gross weight of container must not exceed 2,500 pounds. Container must be loaded not more than one tier high.
116	In polyethylene bag not less than 4 mils in thickness, bag having heat sealed closures, laminated to or enclosed in a single ply of 3-oz. non-woven spunbonded polypropylene, laminated with amorphous polypropylene or asphalt to an outer ply consisting of crepe paper having a basis weight of not less than 40 lbs before creping. Outer bag must have cemented center seam and bottom which is heat sealed double folded and glued or turned up and sewn. Gross weight must not exceed 56 lbs (25 kg).
117	In bulk in four-or five-piece fibreboard container, having more than four sides, loaded on wood pallet. Container must consist of two tubes, one fitting inside the other and flanged top and bottom caps. Both tubes must be made of double-wall corrugated fibreboard testing not less than 600 pounds, and inner tube must have five-inch flange at bottom which turns in and is securely glued to bottom cap. Outside tube may be in two sections provided bottom sections extend not less than sixty (60) percent of height of package. Top and bottom caps must have flanges not less than 5 inches wide which fold upward at bottom and downward at top between the tubes, and made of single-wall fibreboard testing not less than 350 pounds. Gross weight of container must not exceed 3,000 pounds and dimensions of container must not exceed 57 inches in height and 36 inches in diameter inside measurements. Containers must be loaded three abreast, and not more than one high. Load must be equally divided at mid-point of the load from each end of car with DF equipment or wooden bulkhead with an adequate number of 1-1/4 inch metal bands having the required minimum joint strength and which shall be in addition to the final DF or wooden bulkhead application upon completion of loading.
119	In bulk in polyethylene bag not less than 4 mils in thickness, enclosed in outer fibreboard container constructed as follows: (a) In container consisting of half-slotted inner section, full-height outer tube having 5-inch top flanges, and top cap having flanges not less than 5 inches wide. Outer tube must be laminated to inner half-slotted section over not less than 75% of the area of contact. Half-slotted inner section and outer tube must be constructed of double-wall corrugated fibreboard having a combined weight of facings of not less than 258 pounds per 1000 square feet and corrugated mediums must have a total weight of not less than 85 pounds per 1000 square feet, the fibreboard having a Beach test of not less than 1050 puncture units. Top cap must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds, the fibreboard complying with Rule 41, Sections 2 and 3, OR; (b) In container consisting of half-slotted outer bottom section having 5-inch top flanges, inner full-height liner, and top cap having flanges not less than 5 inches wide. Half-slotted outer section and inner liner must be constructed of double-wall corrugated fibreboard testing not less than 600 pounds, and must be laminated together over not less than 75% of the area of contact. Top cap must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3. (c) In container consisting of half-slotted outer bottom section having 5-inch top flanges, inner full-height liner, and top cap having flanges not less than 5 inches wide. Half-slotted outer section and inner liner must be constructed of double-wall corrugated fibreboard having a minimum combined weight of facings of not less than than 258 pounds per 1000 square feet and corrugated mediums must have a total weight of not less than 84 pounds per 1000 square feet, the fibreboard having a Beach test of not less than 1000 puncture units. Top cap must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds. Container must be mounted on and secured to double-faced wood pallet with not less than two metal or plastic straps. Pallet must be constructed with not less than three bottom deck boards. Gross weight must not exceed 2100 pounds and container must not be loaded more than two layers high.

PACKAGE NUMBER	PACKAGE DESCRIPTION
120	In 4-ply multiple-wall paper bags made of extensible paper meeting the requirements of Rule 40, Section 10(c),total basis weight for all plies not less than 210 pounds. One inner ply must be coated with not less than 10 pounds of polyethylene per ream, OR bag must have additional inner ply of polyethylene film not less than one mil in thickness. Net weight must not exceed 100 pounds.
121	On reels, stacked flat, separated by corrugated fibreboard die-cut spacers, with eight thicknesses of spacers between each reel and four thicknesses of spacers on top and bottom of stacked unit. Bottom of unit must rest on an additional corrugated fibreboard disc testing not less than 275 pounds. Entire unit must be enclosed in heat-shrunk polyethylene film not less than 5 mils in thickness prior to shrinking. Gross weight must not exceed 300 pounds.
122	In half-slotted container made of double-wall corrugated fibreboard testing not less than 275 pounds. Article must rest on a full-dimension wood base frame constructed of hardwood lumber having a minimum thickness of 15/32 inch and a combined cross-sectional area of not less than 9 square inches. Covers and front of article must be protected, and clearance of not less than 7/8 inch must be maintained between article and inner walls of container by forms made of expanded polystyrene having a density of not less than 1-3/4 pounds per cubic foot. Top of article must be protected and clearance of not less than 1 1/2 inches must be maintained between article and inner walls of container by expanded polystyrene pads having a density of not less than 1-3/4 pounds per cubic foot, laminated to double-wall corrugated fibreboard testing not less than 200 pounds. Finished surfaces of article which can come in contact with interior forms must be protected with non-abrasive material. Top flaps of container must be closed in accordance with Rule 41, Section 9. Container must be secured to wood base frame with not less than three plastic straps, having a minimum width of 5/8 inch and a minimum tensile strength of 700 pounds per inch of width. Straps and center and edge seams of top flaps must be covered with 2-inch wide pressure-sensitive tape. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 100 pounds and dimensions must not exceed 100 united inches.
123	In closed-head or open-head drums made of high-density polyethylene, capacity not exceeding 57 gallons. Drums must have a minimum wall thickness of 187 mils, except that covers for open-head drums may have a minimum thickness of 125 mils. Body and cover for open-head drums must be molded with corresponding channels and cover must be securely fastened to body with steel band positioned in channel and secured with locking device. When drums are loaded more than one layer high, layers must be separated by plywood sheets.
124	In steel containers not less than 12 gauge, capacity not exceeding 415 gallons. Containers must be equipped with steel skids and must be floor loaded only.
125	In 4-ply multiple-wall paper bags, having total basis weight for all walls of not less than 220 pounds, with an additional inner 6-mil polyethylene liner, heat-sealed. Net weight of contents must not exceed 100 pounds.
126	In three ply polyethylene film bag having a minimum thickness of 12 mils enclosed in a single trip fibreboard container consisting of body, full dimension inner bottom tray and top cap. Body must be constructed of a convolute winding adhering 9 plies of corrugated fibreboard consisting of 69 lb. liners and 33 lb. mediums. Body must be formed in square configuration with two opposite integral corner support and full dimension inner bottom tray. Top cap must be constructed of 275-lb. double-wall corrugated fibreboard having flanges of minimum 5 inches in depth. Container must be secured to hardwood double faced pallet sized to meet all four sides of container by two plastic or steel straps vertically in each cross direction. Outer facings of body must be prominently marked "LIQUID CONTENTS - Handle With Care". Gross weight must not exceed 3400 lb. Containers can be stacked one high or two high in rail cars if securely dunnaged and braced both laterally and longitudinally so as to prevent shifting in transit.

PACKAGE NUMBER	PACKAGE DESCRIPTION
127	In fibre drums complying with Rule 51, Section 6, for Type 2A Drum, except drum must be equipped with flexible bag-type contoured liner having a circular bottom without gussets or folds, made of high-density polyethylene film not less than four mils in thickness. Liner must be inserted into the drum and folded out over the top metal chime of drum.
128	In corrugated fibreboard boxes meeting all requirements of Rule 41 except that top and bottom flaps may come within 2 inches of meeting, providing: (a) For gross weights not exceeding 12 pounds, boxes must test not less than 125 pounds. (b) For gross weights exceeding 12 pounds but not exceeding 18 pounds, boxes must test not less than 175 pounds. (c) Maximum dimensions do not exceed 55 united inches. (d) Top and bottom flaps are glued entire area of contact.
129	In bulk in polyethylene bag not less than 3 mils in thickness, enclosed in two-piece fibreboard box consisting of half-slotted body and top cap. Body must have top flanges not less than 5 inches in width and must be constructed of double-wall corrugated fibreboard testing not less than 600 pounds. Body must be equipped with full-height liner made of same board as body fully laminated to panels of body. Top cap must have flanges not less than 7 inches in width and must be constructed of corrugated fibreboard testing not less than 350 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3. Box must be securely strapped to wood pallet with not less than four metal or plastic straps. Gross weight must not exceed 1600 pounds and container must not be loaded more than two layers high.
130	In glass bottles not exceeding 7-ounce capacity enclosed in 8-pack basket carriers made of solid Kraft paperboard not less than .020 inch thick. Bottles must be separated one from another as provided in Rule 41, Section 5. Not more than four (4) 8-pack carriers must be placed in corrugated fibreboard box testing not less than 175 pounds complying with all requirements of Rule 41, except top flaps may come within 1 inch of meeting and bottom flaps may come within 2 inches of meeting, provided such flaps are glued to inner flaps over entire area of contact.
131	1. In boxes made of single-wall corrugated fibreboard complying with the following requirements for gross weights stipulated: (a) For gross weights not exceeding 225 pounds, boxes must test not less than 275 pounds. (b) For gross weights exceeding 225 pounds but not exceeding 325 pounds, boxes must test not less than 350 pounds. 2. Boxes must be of the following construction: (a) Regular slotted construction, OR (b) Tube with top flaps not less than 12 inches in width and bottom flaps not less than 4 inches in width. 3. Article must rest on bottom pad so as to maintain clearance of not less than 1/2 inch between article and bottom of box. Pads must be made of double-wall corrugated fibreboard testing not less than 350 pounds and must be constructed as follows: (a) Two support pads consisting of two thicknesses of fibreboard securely laminated and glued to a full-dimension fibreboard sheet, OR (b) Full-dimension pad scored and folded to provide two skid pads consisting of two thicknesses of fibreboard and a full-dimension fibreboard sheet, OR (c) Three wood skids not less than 3/4 inch thick, having a combined cross-sectional area of not less than 11 square inches extending full width and securely fastened to full-dimension fibreboard sheet. 4. Not less than 3/4-inch clearance must be maintained between front and sides of article and not less than 1/2 inch between back of article and inner walls of box by L-shaped corner posts made of scored and folded double-wall corrugated fibreboard testing not less than 200 pounds, extending full height of container, except that: (a) When built-in counter-type articles are constructed with flanges extending beyond sides and rear at top of articles, corner posts must be full height to underside of such flanges and top edge of each side of article must be protected with scored and folded L-shaped pads extending from front to rear of article. (b) When articles extend greater than 53 inches in height, corner posts must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds. 5. Not less than 3/4-inch clearance must be maintained between top of article and inner wall of box by forms made of double-wall corrugated fibreboard testing not less than 200 pounds. 6. Doors of article must be protected by scored and folded clearance form extending around perimeter of doors, made of single-wall corrugated fibreboard testing not less than 275 pounds. 7. Boxes must be closed as follows: (a) Boxes of regular-slotted construction must be closed in compliance with Rule 41, Section 9. (b) Boxes constructed with top and bottom flanges must be provided with top and bottom full-dimension pads, and flanges must be folded over and securely glued to each other. Bottom flanges must also be securely glued to bottom pad. (c) One top inner flap or flange may be so scored and partially folded to provide a double-thickness lifting flange secured to outer side wall of box. 8. All fibreboard must comply with Rule 41, Sections 2 and 3.

PACKAGE NUMBER	PACKAGE DESCRIPTION
133	1. In bags constructed of low-density polyethylene film having a melt index of 0.6 maximum and a minimum thickness of 5 mils plus or minus 10%. 2. Film must meet minimum test requirements specified in Rule 40, Section 10 1/4 for film of 5-mil thickness. 3. Bags must also meet closure and performance tests specified in Rule 40, Section 10 1/4. 4. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size, and wording, see Note: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 133** **APPLICABLE FREIGHT CLASSIFICATION** **Guaranteed by .....** NOTE. The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer. 5. Net weight must not exceed 75 pounds and bags must be shipped in pallet units with bags unitized by gluing.
134	1. Authorized only for shipments in TOFC Service when shipper loads and consignee unloads, and in vehicles specially equipped with permanently-installed sidewall anchoring devices and crossbars. 2. Articles must be bolted or otherwise securely fastened to skid, OR, casters or legs of article must be positioned in accommodating holes in skids. Articles must not overhang skids. 3. Each article must be completely covered with polyethylene film not less than 3 mils in thickness, and in addition must be wrapped in quilted pads or blankets made of cotton cloth, cotton filled, weighing not less than 12 ounces per square foot. 4. Articles must be securely fastened to side walls with tensioned nylon web straps not less than 2 inches in width and having a minimum tensile strength of 6000 psi per strap, or articles must be otherwise securely blocked and braced in vehicle. 5. When loaded more than one layer high, articles in second layer must be supported on crossbars and deckboards.
135	1. In three-piece container consisting of scored and slotted tube made of double-wall corrugated fibreboard having a minimum combined weight of facings of 99 pounds per 1000 square feet and testing not less than 200 pounds, and two full-dimension end panels made of double-wall corrugated fibreboard having a minimum combined weight of facings of 117 pounds per 1000 square feet and testing not less than 275 pounds. 2. Body tube must be provided with end flanges of sufficient width so that outer top and bottom flanges will extend to within 1/4 inch of meeting when flanges are folded over end panels. 3. Manufacturer's joint of body tube must consist of two overlapping flanges not less than 2 1/2 inches wide securely joined together with staples spaced not more than 8 inches apart, or with glue applied over the entire area of contact. 4. End panels of container must be provided with scored and folded flanges positioned to provide not less than four thicknesses of fibreboard between top of bathtub and inner walls of container, and not less than three thicknesses of fibreboard between front apron of bathtub and inner walls of container. 5. End panels of container must also be provided with bottom flange extending not less than 75% of width of bathtub, scored and folded to provide not less than two support posts, so that when folded upward, flange and support posts will suspend bathtub and maintain clearance of not less than 3/4 inch between bottom of bathtub and inner wall of container. 6. End flanges of body tube must be folded over and securely stapled or glued to end panels of container. 7. Gross weight must not exceed 130 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
136	In bottles having a capacity not exceeding 64 U.S. fluid ounces or 1.89 liters in corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds, except that boxes need not have side liners or top pad, providing bottles are separated as follows: (a) Bottles having a capacity not exceeding 33.8 U.S. fluid ounces or 1.0 liters must be separated by full-depth partitions made of single-wall corrugated fibreboard, OR made of solid fibreboard not less than .047 inch thick, weighing not less than 142 pounds per 1,000 square feet. (b) Bottles having a capacity exceeding 33.8 U.S. fluid ounces or 1.0 liters but not exceeding 64 U.S. fluid ounces or 1.89 liters, must be separated by full-depth partitions made of double-wall corrugated fibreboard testing not less than 200 pounds. Box must have full dimension corrugated fibreboard bottom pad or a minimum of two thicknesses of corrugated fibreboard across entire bottom.
137	In bags constructed of 2 plies of natural Kraft paper, each ply having basis weight not less than 60 lbs. Net weight of contents must not exceed 50 pounds.
138	In bags constructed of 2 plies of natural Kraft paper, each ply having basis weight not less than 50 lbs. Net weight of contents must not exceed 50 pounds.
139	1. In glass bottles not exceeding 42-ounce fluid capacity or plastic bottles not exceeding 84-ounce fluid capacity, in single layers in corrugated fibreboard trays testing not less than 200 pounds having flanges not less than 2 inches in height. 2. Glass bottles not exceeding 5-ounce fluid capacity must be separated as per Rule 41, Section 6. Glass bottles exceeding 5-ounce fluid capacity must be enclosed in corrugated fibreboard or paperboard folding cartons. 3. Trays with plastic bottles must be provided with full-height double-thickness load-bearing struts made of corrugated fibreboard testing not less than 200 pounds, extending full length and width of trays. 4. Trays and contents must be enclosed in heat-shrunk polyethylene film not less than 3 mils in thickness prior to shrinking, securely heat-sealed. 5. All fibreboard, except inner cartons must meet the requirements of Rule 41, Sections 2 and 3. 6. Gross weight must not exceed 30 pounds.
140	In fibre drums meeting the construction requirement of Rule 51, Section 6, Type 2-A, except that sidewall must test not less than 800 lbs per square inch. Bottoms must be not less than 24-gauge steel, tops (covers) must be of lug type with not less than twenty(20) lugs, and must be not less than 24-gauge steel equipped with resilient plastic or rubber gasket to effect liquid-tight seal, and may have metal or plastic bung closure. Weight of contents must not exceed 150 lbs and capacity must not exceed 20 gallons.
141	1. Almonds in bulk in polyethylene bag not less than 1 1/2 mils in thickness enclosed in octagonally-shaped two-piece container consisting of tube with bottom overlapping flanges not less than 12 1/2 inches in width formed by diagonal scoring, and top cap not less than 14 inches in depth having top flaps overlapping not less than 3 inches. 2. Container must be constructed of single-wall corrugated fibreboard testing not less than 600 lbs and having a minimum combined weight of facings of 258 lbs per 1,000 square feet. 3. Bottom of container must be reinforced with full-dimension pad made of corrugated fibreboard testing not less than 150 lbs. 4. Flaps of top cap must be securely closed by gluing and top cap must be secured to body by not less than two encircling straps. Container must be further reinforced around body with additional encircling strap. 5. Each container must be mounted on and glued to solid fibreboard slip-sheet. 6. Net weight must not exceed 2,000 lbs, and containers must be loaded not more than two layers high.
142	In bags constructed of four plies of Kraft paper having a total basis weight of not less than 200 lbs. Outer ply must be made of wet-strength Kraft paper. Bag must have an inner polyethylene liner not less than 5 mils in thickness, heat-sealed top and bottom. Bag must also have an additional ply consisting of high density cross-laminated polyethylene not less than 2.5 mils in thickness. Net weight must not exceed 50 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
143	In multiple-wall Kraft paper bags with inner polyethylene liner or with inner paper ply, polyethylene coated, complying with the following minimum requirements: (a) For net weight not exceeding 25 pounds, bags must be of three-ply construction, total basis weight of paper 120 pounds. (b) For net weight not exceeding 50 pounds, bags must be of four-ply construction, total basis weight of paper 170 pounds.
145	1. Glass bottles, carafes or percolator sleeves in single layers in trays having a minimum depth of 3 inches, made of corrugated fibreboard testing not less than 275 pounds. 2. Each tray must be provided with a full-dimension pad having die-cut holes to accommodate and maintain clearance between individual articles. Pads must be made of double-wall corrugated fibreboard testing not less than 200 pounds. 3. Trays must be mounted on wood pallet and top trays must be covered with common top cap having a minimum depth of 3 inches, made of corrugated fibreboard testing not less than 175 pounds. 4. Trays and pallet must be enclosed in heat-shrunk polyethylene film not less than 4 mils in thickness prior to shrinking. 5. All fibreboard must comply with Rule 41, Sections 2 and 3. 6. Gross weight must not exceed 600 pounds.
145	Authorized only for shipments in TOFC Service when shipper loads and consignee unloads. Articles may be shipped set up loose only when loaded and blocked, braced or so loaded within vehicle by shipper at his expense so as to prevent movement and contact of finished surfaces. Finished surfaces liable to damage must be protected.
146	1. In corrugated fibreboard container consisting of two separate tubes, one not enclosed within the other, laminated together with water resistant adhesive a minimum of 80% of the area of contact to form two equal cells, and common top and bottom caps. 2. Tubes must be made of double-wall corrugated fibreboard testing not less than 450 pounds, having a minimum combined weight of facings of 207 pounds per 1,000 square feet. 3. When gross weight exceeds 2600 pounds, inner sides of tubes parallel to laminated panel must be reinforced with full-dimension corrugated fibreboard sheets, same board as tubes. 4. Top cap must be made of corrugated fibreboard testing not less than 200 pounds, having a minimum depth of 7 inches. Bottom cap must be made of corrugated fibreboard testing not less than 275 pounds, having a minimum depth of 10 inches. Fibreboard must comply with Rule 41, Sections 2 and 3. 5. Container must be mounted on and bottom cap must be securely stapled to wood pallet constructed with three skid runners and deck boards having a minimum thickness of one inch. 6. Top and bottom caps must be secured to tubes with wire applied around flanges. 7. Gross weight must not exceed 3100 pounds. 8. Container must not be loaded more than one layer high.
147	In half-slotted containers having bottom flanges not less than 4 inches in width, made of corrugated fibreboard testing not less than 350 pounds, the fibreboard complying with Rule 41, Sections 2 and 3. Not less than 3/4 inch clearance must be maintained between article and inner side walls and bottom of container by full height corner posts and a full dimension bottom pad, made of expanded polystyrene having a density of not less than 1.75 pounds per cubic foot. Not less than 1/2 inch clearance must be maintained between top of article and inner wall of box by full dimension pad made of two thicknesses of double-wall corrugated fibreboard. Top flaps must be closed in compliance with Rule 41, Section 9. Bottom flanges must be folded under container and secured in closed position with two vertical straps completely encircling container. Gross weight must not exceed 90 pounds and dimensions must not exceed 90 unit inches.
148	In plastic bag in octagonally-shaped three-piece corrugated fibreboard container consisting of body tube and top and bottom caps with flanges not less than six inches in width. Body must be constructed of triple-wall corrugated fibreboard testing not less than 1100 units and top and bottom caps must be constructed of corrugated fibreboard testing not less than 275 pounds. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. Bottom cap must be inserted inside body tube. Top cap must be securely sealed to body tube with tape. Container must be mounted on wood pallet or fibreboard slip sheet. Gross weight must not exceed 1800 pounds and container must be loaded not more than two layers high.
149	In cylindrical fibre cans not exceeding 6 inches in height in corrugated fibreboard trays testing not less than 125 pounds, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Flanges of trays must be not less than 2 inches in height. Not more than 12 cans in single layer in trays must be enclosed in heat-shrunk preferentially oriented polyethylene film, tightly shrunk around cans and trays. Film must encircle the package covering all exposed can ends, have a secure seal extending the width of the film, and extend down over the can chimes sufficiently to secure cans in outside row. Film must be not less than 3 mils thick prior to shrinking, with not less than 40 per cent shrinkage in longitudinal direction and 5 percent shrinkage in lateral direction. Film must have a minimum tensile strength of 3000 psi, with a minimum elongation before break of 100 percent. Tear strength of film must be not less than 200 grams per mil. Film must have anti-slip surface. Dimensions of package must not exceed 32 united inches and gross weight must not exceed 6 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
150	In three piece box consisting of tube made of double wall corrugated fibreboard testing not less than 275 lbs, and top and bottom flanged caps having a minimum depth of 4 inches made of corrugated fibreboard testing not less than 200 lbs. Single Layer Pack: (a) Articles must be positioned vertically face down and each article must be in cell made of double-wall corrugated fibreboard testing not less than 200 lbs. Cells must be contained in U-shaped channels positioned in bottom of box made of corrugated fibreboard testing not less than 200 lbs. (b) Top of container must be supported by horizontal tubes having die cut holes to receive necks of articles, made of double-wall corrugated fibreboard testing not less than 200 lbs. Tubes must be reinforced at each end by recessed supports made of double-wall corrugated fibreboard testing not less than 275 lbs. Double Layer Pack: (a) Articles must be positioned vertically with articles in first layer face down and articles in second layer inverted face up, and each article must be in cell made of double-wall corrugated fibreboard testing not less than 200 lbs. (b) Layers of articles must be separated by full dimension pad made of double-wall corrugated fibreboard testing not less than 275 lbs, having die cut holes to receive necks of articles. (c) Necks of articles in both layers must be protected by U-shaped forms made of corrugated fibreboard testing not less than 200 lbs. Forms must have die cut holes to receive necks of articles and must be full height of adjacent cells. (d) Top and bottom caps for double layer pack must be lined with full dimension pad made of double-wall corrugated fibreboard testing not less than 200 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Not more than three boxes must be mounted on and secured to full size pallet with a minimum of two metal or plastic straps with gross weight of pallet unit not to exceed 900 lbs.
151	1. Plasticizers, dry, in bulk in polyethylene bag not less than 3 mils in thickness, enclosed in two-piece fibreboard box consisting of half-slotted body and top cap. 2. Body must have top flanges not less than 5 inches in width and must be constructed of double-wall corrugated fibreboard testing not less than 600 pounds. 3. Body must be equipped with full-height liner fully laminated to panels of body, made of double-wall corrugated fibreboard testing not less than 500 pounds. 4. Top cap must have flanges not less than 5 inches in width and must be made of corrugated fibreboard testing not less than 350 pounds. 5. All fibreboard must comply with Rule 41, Sections 2 and 3, except that corrugated mediums of body and liner must weigh not less than 33 pounds per 1,000 square feet. 6. Box must be mounted on and securely fastened to wood pallet by the following methods: (a) With minimum of two metal or plastic straps, OR; (b) With heat-shrunk polyethylene film, not less than 5 mils in thickness prior to shrinking, tightly shrunk around box and pallet, OR; (c) By gluing or stapling box to pallet. (d) When box is glued or stapled to wood pallet, top cap must be securely stapled to body of box. 7. Gross weight must not exceed 1350 pounds and container must not be loaded more than two layers high.
152	In bulk in single trip bags made of woven polypropylene fabric, equipped with inner polyethylene liner not less than 3.5 mils in thickness. Woven polypropylene fabric must have a fabric weight of not less than 7.5 ounces per square yard, a fabric count of not less than 15 ribbons warp and 12 ribbons filling, denier 2000 warp and filling, and a minimum breaking strength of 330 pounds when tested in accordance with ASTM Method D 1682 (Grab Method). Bags must be constructed with not less than four sling loops made of woven nylon or polypropylene. Sling loops must be a minimum of 2 inches in width and must have a minimum breaking strength of 2000 pounds. Bags must be securely closed. Net weight must not exceed 2300 pounds.
153	In metal cans in corrugated fibreboard boxes complying with all requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 200 pounds. Boxes must be of regular slotted construction, except that top and bottom flaps may come within 1-1/2 inches of meeting, providing flaps are glued entire area of contact. Gross weight must not exceed 28 pounds and dimensions must not exceed 33 united inches.
154	In bulk in a 3-ply polyethylene bag having a total thickness of not less than 6 mils enclosed in a three-piece container consisting of a regular slotted box made of single-wall corrugated fibreboard testing not less than 275 pounds and two full-height inner liners made of double-wall corrugated fibreboard testing not less than 500 pounds. All fibreboard must comply with Sections 2 and 3 of Rule 41. Containers must be securely closed and not more than four containers must be loaded on wood pallet. Gross weight of palletized unit must not exceed 2,500 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
156	In fibre drums meeting the requirements of Rule 51, Section 2, except that sidewalls must test not less than 800 pounds and cover may be of 26 gauge steel. Net weight must not exceed 400 pounds and capacity must not exceed 35 gallons.
157	In bulk in polyethylene bag not less than 2 mils in thickness enclosed in three-piece corrugated fibreboard box consisting of a body tube with top and bottom flanges not less than 7 inches in width and top and bottom caps having interlocking flanges. Body tube must be constructed of double-wall corrugated fibreboard testing not less than 600 pounds, and top and bottom caps must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. Flanges of caps must be folded over and back under flanges of body tube and caps must be securely strapped around flanges with metal or plastic straps. Boxes must rest on wood pallet or fibreboard slip-sheet. Gross weight must not exceed 850 pounds.
158	Glass blender jars, cookware and mixing bowls in container consisting of body tube constructed of two U-shaped sections overlapping not less than 6 inches on opposite faces, and top and bottom caps not less than 3 inches in depth, made of corrugated fibreboard testing not less than 275 pounds, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Articles must be separated by full-height corrugated fibreboard partitions and each layer of articles must be separated by full-dimension corrugated fiberboard pads. Container must be securely strapped to wood pallet with a minimum of four straps. Gross weight must not exceed 800 pounds.
159	Inner paper bags completely enclosed in low density polyethylene film not less than 4 mils in thickness, tightly shrunk around inner bags. Inner bags must be made of Kraft paper described in Rule 40, Section 10(c), meeting the following basis weight requirements for net weights indicated: For 2 lbs or 5 lbs net weight, total basis weight must be not less than 65 pounds. For 10 lbs net weight, total basis weight must be not less than 70 pounds. For 25 lbs net weight, total basis weight must be not less than 90 pounds. Inner bags must be securely closed so as to prevent sifting. Net weight of contents must not exceed 50 pounds.
160	1. In half-slotted containers, with bottom flanges not less than 4 inches wide, made of corrugated fibreboard testing not less than 275 pounds. 2. Article must rest on wood base frame, diagonally braced, made of lumber not less than 5/8 inch thick and having a minimum combined cross-sectional area of 12 square inches. Articles must have bottom edges and legs protected from direct contact with wood base frame by furniture glides or fibreboard forms. 3. All top and top edge surfaces, as well as all other surfaces which are less than 1 1/2 inches away from inner walls of container must be completely covered with blankets or pads. 4. Clearance of not less than 3/4 inch must be maintained between article and inner walls of container by the following interior forms: (a) Top rear corners must be protected by corner forms made of double-wall corrugated fibreboard testing not less than 200 pounds. Forms must measure not less than 10 inches along top back edge, not less than 7 inches along top side edge and not less than 4 inches down sides and back of article (measurements from outside corner of form), AND; (b) Top center of article must be protected by scored and folded pad made of double-wall corrugated fibreboard testing not less than 200 pounds, AND; (c) Front corners of article must be protected by full height corner posts made of double-wall corrugated fibreboard testing not less than 275 pounds extending above top of the article not less than 3/4 inch, and such posts must be coated with non-abrasive material or covered with pads referred to in paragraph (3) above. 5. Top flaps must be closed in compliance with Rule 41, Section 9, and bottom flanges must be folded under and securely stapled to base frame. 6. All fibreboard must coply with Rule 41, Sections 2 and 3. 7. Gross weight must not exceed 150 pounds and dimensions must not exceed 105 united inches.

<table>
<tr><th>PACKAGE NUMBER</th><th>PACKAGE DESCRIPTION</th></tr>
<tr><td>161</td><td>In half slotted container, with two separate half slotted liners having flaps securely closed, made of double-wall corrugated fibreboard complying with Rule 41, Sections 2 and 3, meeting the following tests for maximum weight of contents indicated:
<table>
<tr><td rowspan="2">Maximum Weight Of Box and Contents (lbs)</td><td colspan="2">Minimum Test of Fibreboard Mullen or Cady Test (Psi)</td></tr>
<tr><td>Box</td><td>Liners</td></tr>
<tr><td>250</td><td>275</td><td>275</td></tr>
<tr><td>350</td><td>275</td><td>350</td></tr>
<tr><td>450</td><td>350</td><td>350</td></tr>
<tr><td>550</td><td>350</td><td>500</td></tr>
<tr><td>650</td><td>500</td><td>500</td></tr>
<tr><td>750</td><td>500</td><td>600</td></tr>
<tr><td>850</td><td>600</td><td>600</td></tr>
</table>
Article must be mounted on and securely fastened to supporting wood frame constructed of two uprights and two crosspieces, which in turn is fitted to wood base frame, the base frame constructed with three crosspieces and two lengthwise pieces.
Top flaps of container must be folded over into closed position. Flaps must be secured in closed position and container must be reinforced with not less than three straps completely encircling container and base frame.</td></tr>
<tr><td>162</td><td>Glass in cushioned under frame cars equipped with padded racks, bulkhead or stanchions.
Glass must be loaded on edge and lengthwise of car, and must be secured to racks, bulkheads or stanchions with dunnage, crossbars, woven polyester straps, steel straps or lash bars, either separately or in combination.
When cars are not equipped with permanent covers, glass must be protected with suitable water repellant material.</td></tr>
<tr><td>163</td><td>In solid block form cast in a fibre drum of cylindrical or square shape with a protective cover flexible plastic or other suitable material. Blocks must be equipped with a large steel eye for lifting purposes by mechanical equipment. Gross weight of each block must not exceed 2,500 pounds and blocks must not be loaded more than one tier high.</td></tr>
</table>

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

166 In corrugated fibreboard boxes meeting all requirements of Rule 41, except that outer flaps may come within 4.1 inches of meeting providing flaps are glued entire area of contact.

168 In 4-ply multiple-wall paper bags made of Kraft paper meeting the requirements of Rule 40, Section 10(c), total basis weight of all plies not less than 200 pounds. Bag must have an additional ply of polyethylene film not less than 1-1/2 mils in thickness positioned between the inner and adjacent plies. Net weight of contents must not exceed 50 pounds.

169 In inner cartons enclosed in corrugated fibreboard full height tube with corrugations in vertical direction, the fibreboard complying with all requirements of Rule 41, Sections 2 and 3.
Inner cartons and fibreboard tube must be enclosed in heat-shrunk polyethylene film not less than 3 mils thick prior to shrinking, securely heat sealed. Film must cover sides, top and bottom, and extend over ends of tube.
When gross weight does not exceed 30 pounds, fibreboard must test not less than 175 pounds. When gross weight exceeds 30 pounds but does not exceed 45 pounds, fibreboard must test not less than 275 pounds.

170 In 3-piece double-wall corrugated fibre boxes, the fibreboard conforming to Sections 2 and 3 of Rule 41 for boxes testing not less than 275 lbs. Box must consist of body and two flanged caps with not less than 6-inch flanges fitting over top and bottom of body. Inner packing must consist of four corrugated double-wall corner pieces, one at each bottom corner, scored, slotted, and folded to provide four thicknesses on the ends, sides and bottom; two double-wall corrugated creased sheets running across the width, one at each end; four single-wall corrugated creased sheets, centered, with one running across the width at top, one at bottom, and one on each side running the depth, the four forming a complete band around the center not less than 10 inches wide. Inner packing must maintain not less than 1-1/4 inches clearance on all sides and top and 1 inch on the bottom. All finished surfaced must be adequately protected against abrasion. Box must be closed by not less than five steel straps not less than 1/2 inch x .015 inch. Box must not exceed 150 united inches. Gross weight must not exceed 275 lbs.

171 In containers consisting of outer box, top liner or two piece H-shaped form and bottom weight bearing support, meeting the following constructions and tests for gross weights indicated:

Maximum Weight Of Box and Contents (Pounds)	Minimum Test of Fibreboard Mullen or Cady Test (Psi)		
	Box	Top Liner	Weight Bearing Support
110	275-Doublewall	275-Singlewall	275-Singlewall
145	350-Doublewall	275-Singlewall	275-Singlewall
350	350-Doublewall	350-Doublewall	500-Doublewall
450	350-Doublewall	500-Doublewall	500-Doublewall
550	500-Doublewall (See Note)	500-Doublewall	500-Doublewall

NOTE.-When box consists of half slotted section and interlocking top cap, top cap may be made of double-wall corrugated fibreboard testing not less than 350 lbs.
Article must be attached to and suspended on collar or frame which rests on weight bearing support.
Boxes must be securely closed.
All fibreboard must meet the requirements of Rule 41, Sections 2 and 3.

173 Plastic chair back and side frames mounted on and securely fastened to wood pallets with heat shrunk polyethylene film not less than 6 mils in thickness, in compliance with Rule 5, Section 1(c).

175 In solid fibreboard box complying with all requirements of Rule 41 for boxes testing not less than 275 lbs. except sides of box forming manufacturer's joint must lap not less than 1-1/4 inches and may be firmly glued throughout entire area of contact with glue or adhesive which cannot be dissolved in water after the film application has dried. Gross weight must not exceed 55 lbs.

176 In full telescope boxes made of single-wall corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3 for boxes testing not less than 350 lbs. Clearance of not less than 1 inch must be maintained by built-up corrugated fibreboard posts, five at bottom and two at each side, securely stapled to container. Article must be held in place length-wise and crossweight at top by scored and slotted interlocking U-shaped form made of single-wall corrugated fibreboard testing not less than 350 lbs. Not less than three built-up corrugated fibreboard posts must be applied full width of container resting on crosswise members of interlocking form. All parts of article subject to abrasion from rubbing must be protected by pads, securely taped, made of non-abrasive material. Container must be closed with not less than three metal straps. Dimensions must not exceed 286 united inches and gross weight must not exceed 800 lbs.

177 In bulk in bag constructed of heavy duty polyester fibre coated with polyvinyl chloride.
Minimum thickness of coated fabric must be 32 mils, with weight of polyester fibre not less than 130 grams per square yard and weight of polyvinyl chloride not less than 765 grams per square yard.
Bottom of bag must have a double thickness of material extending upward on sides not less than 5 inches from bottom.
Top and bottom inlet and outlet openings must have covers that are integral parts of bag and such covers must be secured with draw cords to provide sift proof closure.
Sides and bottom of bag must be reinforced with lifting sling consisting of a minimum of six nylon straps not less than 2 inches in width, having a minimum breaking strength of 5500 pounds.
Net weight of contents must not exceed 1900 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
180	1. In fibreboard containers consisting of regular slotted box except that outer top and bottom flaps may come within 4 inches of meeting, inner full-height liner, and inner full-dimension flanged top cap, the flanges fitting between liner and inner walls of box. 2. Fibreboard of box and interior component parts must comply with Rule 41, Sections 2 and 3, and must meet the following minimum tests and construction requirements: (a) When box is constructed of corrugated fibreboard testing 200 pounds, liner must be made of double-wall corrugated fibreboard testing 450 pounds having a minimum combined weight of facings of 207 pounds per 1,000 square feet, OR; (b) When box is constructed of corrugated fibreboard testing 275 pounds, liner must be made of double-wall corrugated fibreboard testing 350 pounds. (c) Top cap must be made of corrugated fibreboard testing 200 pounds. 3. Article must be mounted on and securely fastened to full-dimension wood base frame made of lumber not less than 3/4 inch thick, having a minimum combined cross-sectional area of 12 square inches. 4. Not less than 3/4 inch clearance must be maintained between article and inner walls of box. 5. Boxes must be closed by gluing in compliance with Rule 41, Section 9. 6. Gross weight must not exceed 240 pounds.
181	In glass bottles not exceeding 32 fl. oz. capacity, packed in single layer of not more than 24 bottles in fibreboard boxes meeting all requirements of Rule 41, except that the provisions of Section 6 need not be met.. Glass bottles must be provided with permanent form fitting wrapper made of expanded polystyrene of nominal 7 mil thickness. Wrapper must cover glass bottle from shoulder area to below the heel contour, so as to prevent glass-to-glass contact between adjacent bottles.
182	In three piece box consisting of tube having end flanges not less than 3 inches wide made of corrugated fibreboard testing not less than 275 pounds, and two full dimension end panels made of two thicknesses of double-wall corrugated fibreboard testing not less than 400 pounds with corrugated mediums weighing not less than 33 pounds per 1000 square feet. Manufacturer's joint of body tube must consist of an over-lapping flange not less than 3 inches in width securely joined together with staples spaced not more than 8 inches apart or securely glued over a minimum of 50% of the area of contact. Outer thickness of each end panel must have a scored and folded full height vertical flange positioned between front apron of bathtub and inner wall of box. Each inner thickness of end panels must have two scored and folded vertical support flanges. Ends of bathtub must rest on and be protected by L-shaped form made of double-wall corrugated fibreboard testing not less than 200 pounds, scored and folded to provide not less than five thicknesses of fibreboard between top of bathtub and inner wall of box. End flanges of body tube must be folded over and securely stapled to end panels of box with a minimum of sixteen staples to each end, or securely glued to end panels over a minimum of 50% of the area of contact. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 130 pounds.
184	In cylindrical fibre cans not exceeding 4-3/4 inches in height, having metal tops and bottoms or metal bottoms and heat sealed aluminum foil tops, with plastic overcaps, in trays made of corrugated fibreboard testing not less than 175 pounds, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Trays must have a minimum depth of 2 inches. Can bodies must be constructed of paperboard having a minimum basis weight of 85 lbs. per 1,000 sq. ft. and must be lined with laminated plies of plastic film, aluminum foil and Kraft paper. Can bodies must have a minimum wall thickness of .030 inch and metal tops and bottoms must be joined to can bodies by double seam construction. Not more than 12 cans in single layer in trays must be enclosed in heat-shrunk preferentially oriented polyethylene film, tightly shrunk around cans and trays. Film must encircle the package covering all exposed can ends, having a secure seal extending the width of the film, and extend down over the can chimes sufficiently to secure cans in outside row. Film must not be less than 2 mils thick prior to shrinking, with not less than 40 percent shrinkage in longitudinal direction and 5 percent shrinkage in lateral direction. Film must have a minimum tensile strength of 3000 psi, with a minimum elongation before break of 100 percent. Tear strength of film must be not less than 200 grams per mil. Film must have anti-slip surface. Dimensions of package must not exceed 37 united inches and gross weight must not exceed 12 pounds.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

185

1. Each refrigerator must be mounted on and bolted to 7-piece wood skid, each piece having the following minimum cross-sectional dimensions:
   (a) Three lengthwise members: 1 1/2 x 2 1/2 inches.
   (b) Two end crosspieces: 3/4 x 5 1/2 inches.
   (c) Two intermediate crosspieces: 3/4 x 2 1/2 inches.
2. Shelving must be removed and secured in boxes on bottom of refrigerator. Doors must be secured in place with pressure sensitive tape.
3. Refrigerator must be covered with cushioning material made of plastic film and constructed with closed air cells. Upper part of refrigerator must be protected with pads made of expanded plastic. Refrigerator, cushioning material and expanded plastic pads must be further protected by full height corrugated fibreboard testing not less than 200 pounds, the fibreboard complying with Rule 41, Sections 2 and 3, covering front and sides of article and extending around rear corners.
4. Refrigerators must be loaded lengthwise of car positioned towards side walls of car with any unfilled crosscar space located toward center line of car between two adjacent rows of refrigerators. To prevent lateral movement skids must be blocked at sides with cleats of not less than nominal 2 x 4 inch lumber securely nailed to car floor, and by additional wood bracing at top of refrigerator extending across unfilled crosscar space. Load in each end of car must be secured with bulkheads and bracing.

186

Flat top metal cans not exceeding 12 fl. oz. capacity in end loading style boxes made of solid paperboard complying with the following requirements.

	Nominal Thickness (Inches)	Nominal Basis Weight (Lbs. Per 1000 Sq. Ft.)	Minimum Average Dry Tearing Strength (Grams)	Minimum Average Wet Tearing Strength (Grams)
0-24 Cans	.021	81	570 M.D.	560 M.D.
24-36 Cans	.024	89	650 C.D.	590 C.D.
			640 M.D.	615 M.D.
			740 C.D.	640 C.D.

Manufacturers joint must overlap not less than 1/2 inch and must be firmly glued with a water resistant adhesive.
End flaps must be securely closed with adhesive or when flaps overlap, flaps may be secured with locking tabs.
Boxes must bear certificate as required in Rule 41, Section 10(b), Note 4, except that certificate need not provide Bursting Test, OR, in lieu of Package Certificate shipper must certify on Bills of Lading that the package complies with Package 186, Gross weight must not exceed 35 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
187	In glass bottles having a capacity not exceeding 7 fl. oz. in basket type carriers made of solid paperboard calipering not less than .018 inch thick and weighing not less than 68 lbs per 1,000 sq. ft. Bottles within carrier must be separated by full shoulder height partitions made of same paperboard as carrier. Not more than six 4-pack or three 8-pack carriers consisting of a maximum of 24 bottles must be packed in trays having a depth not less than full shoulder height of bottles but not less than 2 1/2 inches, made of corrugated fibreboard testing not less than 175 lbs, the fibreboard complying with Rule 41, Sections 2 and 3. Not more than two trays must be unitized by overwrapping with heat-shrunk polyethylene film not less than 2 1/2 mils in thickness prior to shrinking, except that film may be not less than 2 mils in thickness prior to shrinking when trays are full height, OR; Not more than twelve 4-pack or six 8-pack carriers consisting of a maximum of 48 bottles must be packed in fibreboard boxes meeting all requirements of Rule 41 for boxes testing not less than 200 lbs.
190	In fibre boxes complying with all the requirements of Rule 41 for boxes testing not less than 200 lbs, except that maximum dimensions may be increased to 85 united inches and gross weight may be increased to not exceed 110 lbs. Not less than 3/4 inch clearance must be maintained between sides of article and container walls by corner posts full depth of box made of wax coated double-wall corrugated fibreboard. Not less than 1/2 inch clearance must be maintained over top of article by wax coated double-wall corrugated fibreboard. Not less than 1 1/8 inch clearance must be maintained between bottom of article and container by full-dimension pad made of double-wall corrugated fibreboard, so scored and folded to provide four thicknesses of fibreboard under the perimeter of the base. All interior forms must be made of double-wall corrugated fibreboard testing not less than 200 lbs.
191	Glass in one-piece folders made of corrugated fibreboard complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except: (a) Gross weight must not exceed 90 lbs. (b) Dimensions must not exceed 80 united inches. (c) Boxes must be securely closed with pressure sensitive polyester film tape having a minimum width of 2 inches and a minimum thickness of 1 1/2 mils. Glass must be protected at each corner by interior pads made of built-up corrugated fibreboard, expanded plastic or other suitable material. Pads must be a minimum 7/8 inch thick, having a width equal to the thickness of the glass, and must extend a minimum of 4 inches in both directions from corners. Boxes may be shipped flat when loaded on and securely strapped to wood pallets or platforms. Boxes must be protected from steel straps at corners by full height fibreboard forms.
193	Not more than five television picture tube neck funnel assemblies in half slotted boxes made of corrugated fibreboard testing not less than 200 lbs. Articles must be securely held in position and must be separated from each other by insert made of high density polyethylene not less than 80 mils in thickness having premolded pockets conforming to the shape of the articles. Half slotted boxes must be reinforced with four full height L-shaped posts made of plywood not less than 1/4 inch thick covered with laminated paper. Half slotted boxes must be arranged in pallet unit consisting of a maximum of four layers of four boxes each, with each layer of four boxes having a common top flanged cap not less than 4 inches in depth made of corrugated fibreboard testing not less than 200 lbs. Pallet unit must be mounted on wood pallet with inverted flanged cap not less than 4 inches in depth, made of corrugated fibreboard testing not less than 200 lbs. Each pallet unit must have top wood frame and not more than two units must be securely strapped to bottom wood pallet with a minimum of two metal straps. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight of double tiered units must not exceed 1500 lbs.
194	In packages in containers of half slotted construction having a one piece full height H-shaped divider, the container and divider made of corrugated fibreboard testing not less than 200 lbs. Not more than 24 containers in three layers must be enclosed in outer half slotted box with top cap having a minimum depth of 5 inches. Half slotted box and cap must be constructed of corrugated fibreboard testing not less than 275 lbs. Layers within outer box must be separated by full dimension pads made of corrugated fibreboard testing not less than 200 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 1050 lbs. Not more than two outer boxes must be mounted on solid fibreboard slip sheet and boxes and slip sheet must be securely strapped together with a minimum of five metal or plastic straps.

PACKAGE NUMBER	PACKAGE DESCRIPTION
197	In plastic pails complying with all requirements of Rule 40, Section 7-1/4, Part 2, Type B, except that rated (marked) capacity must be 3.5 gallons and weight of contents must not exceed 35 lbs.
199	In fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except boxes may be closed with not less than two straps.
204	1. In three-piece box consisting of body tube, and top and bottom caps, made of corrugated fibreboard testing not less than 275 lbs. 2. Body tube must have top and bottom flanges not less than 3-1/2 inches wide, and top and bottom caps must have interlocking flanges not less than 3-3/4 inches wide. 3. Articles must rest on full-dimension bottom pad, glued to bottom cap, made of double-wall corrugated fibreboard testing not less than 350 lbs. Rear of article must be supported by scored and folded pad made of double-wall corrugated fibreboard testing not less than 275 lbs. 4. Not less than 1 inch clearance must be maintained between article and inner walls of box by full-height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 275 lbs., except that corner posts at rear of article may be omitted providing clearances are maintained and rear of article is protected by additional forms made of double-wall corrugated fibreboard testing not less than 200 lbs. 5. Top of article must be protected with scored and folded forms made of double-wall corrugated fibreboard testing not less than 275 lbs. arranged to cover entire article. 6. Detached parts must be secured within outer shipping box by die-cut corrugated fibreboard forms, or must be packed in separate boxes and secured within outer shipping container. 7. Flanges of caps must be folded over and back under flanges of body tube and caps must be securely strapped around flanges with metal or plastic straps. 8. All fibreboard must comply with Rule 41, Sections 2 and 3. 9. Gross weight must not exceed 286 lbs.
206	In box consisting of full height tube or two U-shaped scored and folded sheets forming one compartment and top and bottom flanged caps, or two or thee full height tubes forming two or three compartments and common top and bottom flanged caps. Tubes and U-shaped scored and folded sheets must be made of double-wall corrugated fibreboard testing not less than 275 lbs, except that when gross weight exceeds 365 lbs and box is of one compartment construction, tubes and U-shaped scored and folded sheets must be made of double-wall corrugated fibreboard testing not less than 350 lbs. Top and bottom flanged caps must have a minimum depth of 4 inches and must be made of corrugated fibreboard testing not less than 200 lbs and each cap must be lined with a full dimension pad made of double-wall corrugated fibreboard testing not less than 200 lbs, except that when box is of one compartment construction caps must be made of corrugated fibreboard testing not less than 275 lbs and full dimension pads must be of double thickness. Articles must be packed horizontally in single layer and must be held in position within box by top and bottom scored and folded trays having die cut holes to separate and hold article securely in position to prevent movement and contact with each other. Trays must be made of double-wall corrugated fibreboard testing not less than 275 lbs, except that when gross weight exceeds 270 lbs trays must be made of double-wall corrugated fibreboard testing not less than 350 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 440 lbs. Not more than three containers must be securely strapped to full size pallet with a minimum of two metal or plastic straps.

<table>
<tr><th>PACKAGE NUMBER</th><th>PACKAGE DESCRIPTION</th></tr>
<tr><td>207</td><td>Coils of strapping stacked flat and enclosed in octagonally-shaped three piece box consisting of a joined tube with top and bottom covers made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3.
Individual coils must be secured with strapping or heat shrunk plastic film, and layers of coils must be separated with paperboard separator pads.
Box must be mounted on and secured to wood pallet with a minimum of two straps, except when gross weight exceeds 900 lbs, a minimum of three straps will be required. Top edges of coils must be protected with paperboard angles to prevent damage from securement straps.
Gross weight must not exceed 950 lbs.</td></tr>
<tr><td>208</td><td>In double-wall corrugated fibreboard containers of regular slotted construction or of 3-piece construction consisting of body and flanged top and bottom caps or of half-slotted construction without bottom flaps, container resting on bottom tray with 3 inch flanges, such flanges securely glued to side walls of container. The fibreboard must comply with Sections 2 and 3 of Rule 41.
When containers consist of a body and flanged caps, top cap may be made of single-wall or double-wall corrugated fibreboard, and bottom cap may be made of single-wall, double-wall or solid fibreboard. Flanges of such caps must be not less than 3 inches wide and must fold down over and back under flanges of body so as to provide interlocking flanges on not less than two sides.
For gross weights not exceeding 135 pounds, containers must test not less than 275 pounds and not less than 1 inch clearance must be maintained between heater and container walls.
For gross weights exceeding 135 pounds but not exceeding 350 pounds, containers must test not less than 350 pounds and not less than 1 inch clearance must be maintained between heater and container walls.
For gross weights exceeding 350 pounds but not exceeding 425 pounds, container must test not less than 350 pounds and not less than 2 inch clearance must be maintained between heater and container walls, OR
For gross weights not exceeding 475 pounds container must test not less than 500 pounds, except when containers consist of body and flanged top and bottom caps, caps may be made of single-wall corrugated fibreboard testing not less than 350 pounds constructed so as to provide double thickness, the corrugations of one thickness at right angles to the other and not less than 1-1/2 inch clearance must be maintained between heater and container walls.
Specified clearances must be maintained between all parts of heater and container walls by adequate interior packing material so arranged that there can be no shifting of the heater. Finished surfaces in contact with interior packing must be protected by non-abrasive material unless such interior packing is paraffin-coated.
Heater must be mounted on wood base frame full inside dimensions of container so that there can be no shifting. Wood base frame must be constructed of lumber meeting following requirements:
<table>
<tr><th>Maximum Gross Weight (Pounds)</th><th>Minimum Thickness of Lumber (Inches)</th><th>Minimum Combined Cross Sectional Area (Square Inch)</th></tr>
<tr><td>350</td><td>5/8</td><td>9-1/2</td></tr>
<tr><td>475</td><td>3/4</td><td>18</td></tr>
</table>
OR
When gross weight does not exceed 425 pounds, heater may be securely positioned on bottom pad full inside dimensions of container so that there can be no shifting. Bottom pad must be constructed of single-wall or double-wall corrugated fibreboard fastened together in sufficient number of plies to provide a pad not less than 15/16 inch thick and the sum of the Mullen test of the individual plies must be not less than 1,400 pounds, except when container is of regular slotted construction with inner and outer flaps and gross weight does not exceed 225 pounds the sum of the Mullen tests of the individual plies must be not less than 1,050 pounds. The fibreboard must comply with Sections 2 and 3 of Rule 41, and the sum of the Mullen tests referred to is the sum of the minimum Mullen tests shown in Sections 2 and 3.

When container is of regular slotted construction with inner and outer flaps, and clearance is maintained by full height corner posts, bottom pad may be constructed of not less than two thicknesses of corrugated fibreboard each testing not less than 200 pounds, OR

When gross weight does not exceed 250 pounds, heater may be suspended on fibreboard forms of same test as container.

When container is constructed with body and flanged interlocking caps, caps must be securely strapped around flanges with metal straps or wire. Containers of regular slotted construction must be closed in compliance with Rule 41, Section 9.</td></tr>
</table>

PACKAGE NUMBER	PACKAGE DESCRIPTION
209	Authorized only for shipments in TOFC service when shipper loads and consignee unloads, and in vehicles specially equipped with crossbars and permanently installed side wall anchoring devices. Articles must rest on casters or on wood skids, and must be covered with a minimum of two thicknesses of quilted furniture blankets securely held in place. Articles must be loaded lengthwise of vehicles not more than one layer high and must be separated into load sections with each section containing articles having a total weight not in excess of 10,000 lbs. Articles resting on skids must not be loaded in same section with articles resting on casters. Each load section must be braced at each end with bulk-heads consisting of a sheet of plywood on each side of inflatable rubber dunnage bags, except that bulkhead at front of vehicle may consist of one sheet of plywood against articles and inflatable rubber dunnage bags between plywood and front wall of vehicle. Plywood sheets must measure a minimum of 4 x 8 feet and must be not less than 1/2 inch thick. Each load section must be separated and braced from adjacent load sections with a minimum of two crossbars. Crossbars must be locked into side wall anchoring devices. Inflatable rubber dunnage bags must be inflated to a pressure of 2 to 4 psi, plus or minus 0.5 psi, except that dunnage bags applied to load sections containing articles resting on casters must be inflated to a pressure of 1 to 2 psi, plus or minus 0.5 psi. Articles in authorized packages may be included in load sections of articles resting on skids, or articles in authorized packages may be loaded separately not subject to the loading and bracing requirements set forth herein.
211	Articles must be covered with polyethylene film of minimum 3 mils thickness and with quilted furniture blankets securely held in place. An inflatable rubber dunnage bag must be applied against each end wall. Articles must be loaded lengthwise of car not more than one layer high, except that for the purpose of facilitating tight loading a minimum number of articles may be loaded crosswise of car. Articles must be separated from each other lengthwise and crosswise of car, from side walls of car, and from inflatable rubber dunnage bags, by plywood, pulpboard or fibreboard separators, except that only plywood separators must be used between articles and inflatable rubber dunnage bags. Crosswise separators must be not less than 4 x 8 foot sheets. Lengthwise separators must extend full length of articles and must be 4 feet in height, except that for articles with protruding parts, separators must extend from floor of car to lowest part of protrusion. Plywood separators must be not less than 1/2 inch thick, except that plywood separator used between articles and inflatable rubber dunnage bags must be not less than 3/4 inch thick. Pulpboard separators must be not less than 3/4 inch thick and fibreboard separators must be triple-wall corrugated fibreboard testing not less than 1100 puncture units. Articles must be braced crosswise of car by inflatable rubber dunnage bags applied between separators or between separators and side walls of car. Load in each end of cars equipped with cross bars (DF type) and permanently installed side wall anchoring devices, or cars equipped with load divider doors, must be braced at doorway by an inflatable rubber dunnage bag applied between the load and DF type bulkhead or bulkhead consisting of not less than two thicknesses of 3/4 inch thick plywood. Bulkhead must be secured in placed with not less than three crossbars locked into side wall anchoring devices or by load divider doors locked in place, OR; Load in each end of standard cars must be braced at doorway by an inflatable rubber dunnage bag applied against the load and by wood bulkhead with 3/4 inch thick plywood, applied against the inflatable rubber dunnage bag. Bulkheads must be secured to car side walls by wood cleats and must also be braced by tensioned and sealed steel straps, minimum 1-1/4 inches wide, secured to car side walls with steel strap anchor plates.
212	In inner plastic or plastic and aluminum foil bag enclosed in corrugated fibreboard box complying with Rule 41 and the following minimum requirements: (a) Maximum capacity four liters: Inner bag must be constructed with each wall two plies, having a total thickness of 6 mils. Box must be made of corrugated fibreboard testing 200 lbs., with inner and outer top and bottom flaps meeting. Not more than four boxes containing inner bags must be enclosed in outer box made of corrugated fibreboard testing 275 lbs. Gross weight must not exceed 39 lbs. and dimensions must not exceed 37 united inches. (b) Maximum capacity twelve liters: Inner bag must be constructed with each wall three plies, having a total thickness of 6 mils. Box must be made of corrugated fibreboard testing 350 lbs, or testing 275 lbs and constructed with two laminated corrugated mediums each weighing 26 lbs per 1,000 sq. ft., with inner and outer top and bottom flaps meeting, or; Bliss style box made of corrugated fibreboard testing 350 lbs, constructed with end panels of double thickness fully laminated, with inner and outer top flaps meeting. Gross weight must not exceed 27 lbs. and dimensions must not exceed 29 united inches. (c) Maximum capacity five gallons: Inner bag must be constructed with each wall three plies having a total thickness of 8 mils. Box must be made of double-wall corrugated fibreboard testing not less than 425 lbs., with a minimum combined weight of facings of 207 lbs. per 1,000 sq. ft. and with each corrugated medium weighing not less than 26 lbs. per 1,000 sq. ft., with inner and outer top and bottom flaps meeting. Gross weight must not exceed 45 lbs. and dimensions of box must not exceed 34 united inches. Inner bag, including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Boxes may be provided with die cuts or perforations to provide opening for dispensing spigot. Boxes unitized into pallet units must not be loaded more than one pallet unit high or pallet units or non-unitized boxes must be loaded on top of other freight.

PACKAGE NUMBER	PACKAGE DESCRIPTION
213	In inner solid fibreboard boxes complying with Rule 41 for boxes testing not less than 125 lbs, except that manufacturer's joint may be formed by lapping sides forming the joint not less than one inch and by firmly gluing this joint a minimum of 50% of the area of contact for the entire length of the joint. Not more than four boxes must be packed in full height tube with corrugations in vertical direction made of corrugated fibreboard testing not less than 200 lbs, the fibreboard complying with Rule 41, Sections 2 and 3 and manufacturer's joint complying with Rule 41, Section 5. Inner boxes and tube must be enclosed in heat shrunk polyethylene film not less than 2.5 mils thick prior to shrinking. Gross weight must not exceed 12 lbs.
215	When the density of the load does not exceed 16 lbs. per cubic foot, articles may be in fibre boxes complying with requirements of Rule 41 for boxes testing not less than 175 lbs., except that maximum dimensions must not exceed 90 united inches and gross weight must not exceed 75 lbs. Boxes, when set up and conditioned for not less than 3 hours at 50 to 70 percent relative humidity and tested under standard compression, must have a resistance not less than 10 pounds per perimeter inch of the area under compression.
216	1. In boxes made of corrugated fibreboard testing not less than 250 lbs., constructed as follows: (a) Regular slotted construction, OR; (b) Half slotted construction having bottom flanges not less than 4 inches wide and full dimension bottom pad. 2. Not less than 3/4 inch clearance must be maintained between article and all inner walls of box by full height corner forms made of expanded plastic having a density of not less than 1-3/4 lbs. per cu. ft. molded to extend partially over top and bottom of article. 3. Boxes must be closed as follows: (a) Boxes of regular slotted construction must be closed in compliance with Rule 41, Section 9. (b) Boxes of half slotted construction must have top flaps closed in compliance with Rule 41, Section 9. Bottom flanges must be folded into closed position and glued to bottom pad and each other not less than 95% of area of contact.. (c) One top inner flap may be scored and partially folded to provide a double thickness lifting flange secured to outer side wall of box. 4. All fibreboard must comply with Rule 41, Sections 2 and 3. 5. Gross weight must not exceed 170 lbs.
217	In regular slotted corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 275 lbs, except that gross weight must not exceed 250 lbs. Articles within boxes must be supported and protected by either of the following methods: (a) By top and bottom forms made of expanded plastic having a minimum density of 1 lb. per cubic foot. Forms must be molded with form fitting cavities and must extend to occupy full inside dimensions of box, OR; (b) By top and bottom forms made of expanded plastic having a minimum density of 1 lb. per cubic foot. Forms must be molded with form fitting cavities and must be held in position by top and bottom wood frames extending full inside width and length of box. Boxes must be securely closed with staples and pressure sensitive polyester tape. In addition, boxes must be reinforced with a minimum of four completely encircling polypropylene straps of minimum 1/2 inch width.

PACKAGE NUMBER	PACKAGE DESCRIPTION
218	In glass bottles not exceeding 4 liter capacity, with not more than four such glass bottles enclosed in corrugated fibreboard boxes complying with all requirements of Rule 41, Section 6(c), net weight of product over 90 but not over 145 avoirdupois ounces.
219	In plastic bottles containing a net weight of product not exceeding 3.5 oz., in trays made of corrugated fibreboard meeting the requirements of Rule 41, Sections 2 and 3 for fibreboard testing not less than 175 lbs. Trays must be minimum 2 inches in depth, except either ends or sides of trays may be minimum 7/8 inch in height. Not more than 24 bottles in single layer in tray must be completely enclosed in heat shrunk preferentially oriented polyethylene film not less than 3 mils in thickness prior to shrinking, tightly shrunk around bottles and tray. Gross weight must not exceed 8 lbs and dimensions must not exceed 25 united inches.
220	In full telescope fibre boxes meeting requirements of Rule 41, for boxes testing 275 pounds, except that maximum dimensions may be increased to not exceed 135 united inches and gross weight must not exceed 125 pounds, and except that boxes may be closed by staples spaced not more than 10 inches apart around entire perimeter near outer edge of cover. Each end and center of fixture must be wedged within box by means of tightly folded forms made of single-wall corrugated fibreboard testing not less than 200 pounds and not less than 12 inches long, so arranged as to maintain not less than 1 inch clearance from all sides except the back of the fixture. The combined length of forms must be at least 50 percent of length of container.
222	In two piece fibreboard box constructed as follows: (a) Bottom section consisting of bottom panel and two end panels in Bliss style construction having flanges not less than 1-1/2 inches wide, made of corrugated fibreboard testing not less than 175 lbs. (b) Top section consisting of top panel and two side panels made of corrugated fibreboard testing not less than 125 lbs. Box must be closed with flanges of bottom section folded inward and secured to inside surfaces of cover section. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 45 lbs and dimensions must not exceed 70 united inches.
223	In 6 oz. metal cans in fibreboard trays having a minimum depth of 2 inches. Not more than 12 trays must be mounted on wood pallet, with unit having common top and bottom fibreboard caps of minimum 3 inch depth. Unit must be securely stretch-wrapped with not less than four layers of polyethylene film of minimum 1 mil thickness. Trays must be made of fibreboard testing not less than 125 lbs, and top and bottom caps must be made of fibreboard testing not less than 200 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Corners of trays and caps must be securely fastened. Film must have minimum tensile strength of 3500 psi machine direction and a minimum elongation at break of 460 percent. Tear strength of film must be not less than 280 grams per mil. Gross weight of pallet unit must not exceed 2300 lbs.
225	1. In container made of corrugated fibreboard testing not less than 275 lbs. Container must be of regular slotted or full overlap top construction and must have bottom flanges not less than 4 inches wide. 2. Article must rest on wood base frame, diagonally braced, made of lumber not less than 5/8 inch thick, having a minimum combined cross-sectional area of 9 square inches. Articles must have bottom edges and legs protected from direct contact with wood base frame by furniture glides or fibreboard forms. 3. All finished surfaces which are less than 1 1/2 inches away from inner walls of container must be completely covered with blankets or pads. 4. Clearance of not less than 3/4 inch must be maintained between article and inner walls of container by the following interior forms: (a) All top corners must be protected by forms made of double-wall corrugated fibreboard testing not less than 200 lbs. Each ply of such forms must be not less than 10 inches in length and not less than 4 inches wide (measured from inside corner), AND; (b) All top edges of articles exceeding 9 inches between corner forms must be protected with edge forms extending not less than 75% of area between corner forms. Such edge forms must be made of same material as specified for corner forms in Paragraph 4. (a), and must extend over top and down sides of article not less than 4 inches, AND; (c) All bottom corners must be protected by corner posts made of double-wall corrugated fibreboard testing not less than 200 lbs. Such corner posts must extend not less than 4 inches around each corner. Corner posts must extend the full height from the base of the article to the underside of the top forms, except when gross weight does not exceed 150 lbs, or dimensions do not exceed 105 united inches, corner posts must be not less than 6 inches in height. 5. All doors must be securely held in closed position. 6. Top flaps must be closed in compliance with Rule 41, Section 9, and bottom flanges must be folded under and securely stapled to wood base frame. 7. Gross weight must not exceed 225 lbs and dimensions must not exceed 125 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
226	In fibre boxes meeting requirements of Rule 41 for boxes testing not less than 200 pounds, except gross weight may be increased to not exceed 150 pounds, and dimensions may be increased to not exceed 125 united inches. Articles must be individually packed in inner boxes made of fibreboard complying with Sections 2 and 3 of Rule 41 for boxes testing not less than 125 pounds, unless box is of full telescope construction or constructed with double thickness on ends and is lined on all four sides with single-wall corrugated fibreboard of same test as box, or when box is made of double-wall corrugated fibreboard. Forms made of single-wall corrugated fibreboard must be used at ends of articles to position articles in box.
228	In bulk in bag constructed of woven polypropylene meeting the following minimum specifications: Fabric weight: 5.6 oz. per sq. yd. Fabric count: 16 warp, 14 filling Burst test (Mullen): 493 psi Tear Strenght: 92 lbs warp, 69 lbs filling Bag must have inner surface coated with plastic and must be reinforced with lifting sling consisting of a minimum of four polyester straps not less than 2 inches in width, each strap having a minimum breaking strength of 4500 lbs. Bags must be securely closed. Net weight of contents must not exceed 3000 lbs.
230	In bulk in polyethylene bag of minimum 4 mils thickness, enclosed in two piece fibreboard box consisting of half slotted body and top cap having flanges not less than 4 inches in width. Body and top cap must be made of double-wall corrugated fibreboard testing not less than 500 lbs. Body must be equipped with full height liner securely glued to panels of body, made of double-wall corrugated fibreboard testing not less than 350 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Box must be mounted on and securely fastened to wood pallet with a minimum of two straps. Gross weight must not exceed 700 lbs.
232	In cylindrical fibre cans with metal tops and bottoms not exceeding 6 inches in height, in trays having a minimum depth of 2-1/4 inches. Not more than 12 cans in single layer in trays or two layers of trays of not more than 6 cans each, with top inverted tray of minimum 1-3/4 inch depth, must be completely enclosed in heat shrunk preferentially oriented polyethylene film, tightly shrunk around cans and tray. Film must be not less than 3 mils thick, for cans in single layer and not less than 4 mils in thickness for cans in double layers. Trays must be made of fibreboard testing not less than 200 lbs, the fibreboard complying with Rule 41, Sections 2 and 3. Gross weight must not exceed 42 lbs and dimensions must not exceed 38-1/4 united inches.
233	In recessed end single-wall corrugated fibre boxes, the fibreboard complying with Rule 41, Sections 2 and 3. For boxes testing not less than 200 lbs, weight must not exceed 50 lbs and dimensions must not exceed 80 united inches; for boxes testing 275 lbs, weight must not exceed 90 lbs and dimensions must not exceed 130 united inches; for boxes testing 350 lbs, weight must not exceed 120 lbs and dimensions must not exceed 160 united inches. Boxes must be reinforced by single-wall corrugated forms made of board testing not less than 275 lbs full height of box. When box does not exceed 6 feet in length, not less than four such forms must be used; when box exceeds 6 feet but does not exceed 8 feet in length, six such forms must be used; in all other boxes, not less than eight such forms must be used. Box must be closed with metal staples spaced not more than 2 1/2 inches apart on end and not more than 5 inches apart on seams. Staples must be made of flat wire of hardness of not less than equivalent to Rockwell B90, not less than .024 inch thick and not less than .074 inch wide with not less than 1/2 inch crown.

PACKAGE NUMBER	PACKAGE DESCRIPTION
234	In two piece box consisting of half slotted top section made of double-wall corrugated fibreboard testing not less than 600 lbs, and bottom tray having a minimum depth of 4 inches made of double-wall corrugated fibreboard testing not less than 350 lbs. Bottom of cap must be reinforced with laminated full dimension sheet of solid fibreboard of minimum 1/8 inch thickness. Article must rest on and be positioned within bottom tray by forms made of corrugated fibreboard testing not less than 200 lbs, forms made of built-up corrugated fibreboard, and forms made of expanded plastic having a minimum density of 2 lbs per cubic foot. Forms must have sufficient dimensions to maintain clearance of not less than 1 inch between article and bottom of tray and not less than 1-1/2 inches between article and sides of tray. Not less than 1-1/2 inch clearance must be maintained between article and inner walls of box by full height L-shaped corner posts made of built-up corrugated fibreboard laminated to scored and folded corrugated fibreboard testing not less than 200 lbs. Top of article must be protected by inner top cap made of double-wall corrugated fibreboard testing not less than 200 lbs provided with laminated pads of built-up corrugated fibreboard, and by additional forms made of scored and folded corrugated fibreboard testing not less than 200 lbs. Half slotted top section must have top flaps closed in compliance with Rule 41, Section 9. Bottom tray must closely fit inside half slotted top section and box must be completely encircled with a minimum of four metal or plastic straps. Finished surfaces which can come in contact with interior forms must be protected by non-abrasive material. Built-up corrugated fibreboard must be made with facings and corrugated mediums weighing not less than 26 lbs per 1000 sq. ft., and all other fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 450 lbs and dimensions must not exceed 165 united inches.
236	In fibreboard boxes complying with Rule 41, except that boxes must be securely closed by sealing center seams only withpressure sensitive polyester film tape not less than 2 inches wide, running full length of seams and extending over ends not less than 2 inches. Tape must be not less than 1.9 mils in thickness, having a bursting test of not less than 100 pounds, and minimum tensile strength of not less than 25 pounds per inch of width in the machine direction and not less than 30 pounds per inch of width in the cross direction. Gross weight of containers must not exceed 45 pounds and dimensions must not exceed 41 united inches.
239	In single-wall corrugated fibreboard containers meeting requirements of Rule 41 for boxes testing not less than 350 lbs, except gross weight may be increased to not exceed 170 lbs. Containers must be lined on all sides with single-wall corrugated fibreboard testing not less than 275 lbs. Article must be securely fastened to rectangular base frame made of lumber not less than 5/8 x 3 inches. When container has open bottom, package must be strapped with not less than 2 metal straps.
240	In fibre boxes meeting requirements of Rule 41, except tops need not be fastened.
241	In plastic pails meeting all requirements of Rule 40, Section 7-1/4, Part 2, Type A, except that: (a) Rated (marked) capacity must be 4 gallons. (b) Weight of contents not to exceed 35 lbs. (c) Side wall must be minimum 70 mils in thickness. (d) Bottom must be minimum 90 mils in thickness. (e) Covers must be minimum 65 mils in thickness, molded to penetrate inside pail body not less than 3/8 inch and extend down over outside of pail not less than 5/8 inch, and need not have liquid tight sealing gasket. Pails must not be loaded more than eight (8) layers high.
242	In regular slotted fibreboard boxes complying with Rule 41 for boxes testing not less than 200 lbs, except that box flaps may be securely closed with Kraft paper tape applied in a continuous length so as to completely encircle the box and extend full length of center seams. Paper tape must be minimum 3 inches wide. Basis weight of paper (not gummed) must be not less than 90 lbs per 500 sheets - 24 x 36 inches, with a minimum tearing strength of 203 grams M.D. and 224 grams C.D., and a minimum tensile strength of 68 lbs per inch width M.D. Gross weight must not exceed 26 lbs and dimensions must not exceed 36 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
243	In glass inner containers having a net weight of product not exceeding 22 oz., packed in single layer of not more than 12 containers, in end loading style fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 lbs, except glass containers need not be separated as required by Rule 41, Section 6(c). Glass containers must have vertical side walls and must have fully encircling labels extending from shoulder to heel. Glass must be surface coated so as to be scratch resistant. Boxes must be constructed with inner flaps meeting and must be formed and closed so as to prevent any movement of glass containers when manually agitated. Gross weight must not exceed 36 lbs.
244	In two piece box consisting of bottom tray made of singlewall corrugated fibreboard testing not less than 150 lbs having a minimum combined weight of facings of 66 lbs per 1,000 sq. ft., and full telescoping cover made of solid fibreboard calipering not less than .034 inch and weighing not less than 95 lbs per 1,000 sq. ft. To facilitate opening, ends of box may be provided with one vertical line of perforations and top of box may be provided with two lengthwise lines of perforation. Cover must be securely glued to bottom tray. Boxes must be arranged in pallet units, secured with adhesive, or shrink or stretch wrapped plastic film. Gross weight must not exceed 10 pounds.
245	In bulk in plastic bag of minimum 4 mils thickness enclosed in box consisting of half slotted body with minimum 5 inch top flanges, top cap of minimum 5 inch depth, and full height liner. Half slotted body and top cap must be made of corrugated fibreboard testing not less than 275 lbs complying with Rule 41, Sections 2 and 3. Liner must be made of double-wall corrugated fibreboard testing not less than 400 lbs complying with Rule 41, Sections 2 and 3, consisting of two thickness of such fibreboard laminated over a minimum of 80% of the area of contact. Liner must also be laminated to inner walls of half slotted bottom section full area of contact. Box must be mounted on and securely strapped to wood pallet. Gross weight must not exceed 1700 lbs and boxes must not be loaded more than two layers high.
248	In fibreboard boxes, made of double-wall corrugated fibreboard meeting requirments of Rule 41, Sections 2 and 3, for fibreboard testing not less than 500 pounds. Container must be equipped with full-height liner made of same fibreboard as container, OR, must be equipped with full-height liner made of double-wall corrugated fibreboard testing not less than 400 pounds complying with Rule 41, Sections 2 and 3, and consisting of two "U" shaped scored and folded sheets overlapping on two opposite panels a minimum of 65% of the length of each panel. Liner must be glued to panels of box and on overlapping areas not less than 80% of the area of contact, OR, when container consists of half-slotted body and top cap constructed of single-wall corrugated fibreboard testing not less than 350 pounds, container must be equipped with full-height liner made of triple-wall corrugated fibreboard testing not less than 1100 units and having a minimum combined weight of facings of not less than 291 pounds per 1,000 square feet. Body and liner must be joined together with integral manufacturer's joint and liner must be securely glued to body panels with horizontal glue stripes applied not more than 1-inch from the top and bottom edges of the liner and averaging not less than three stripes per inch of depth. Where top or bottom component consists of a flanged cap or tray, flanges must be not less than 5 inches, or not less than 4 inches if interlocking cap or tray is used, and fibreboard must meet all requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 275 pounds. Container must be secured to wood panel by gluing or by use of not less than 2 metal straps or plastic straps. Pallet must be designed with not less than 3 bottom deck boards. Except where container is secured to pallet by strapping, where top component is a cap, cap must be securely glued, or taped with not less than four strips of reinforced tape, or strapped around flanges with metal strapping or plastic strapping, OR when gross weight does not exceed 1200 pounds, cap may be securely stapled to side walls of container with not less than ten metal staples. Gross weight must not exceed 1,600 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
249	Authorized only for TOFC service when shipper loads and consignee unloads. In two piece box consisting of inverted half slotted section having bottom flanges not less than 4 inches wide and interlocking bottom cap of minimum 4 inch depth. Half slotted section and bottom cap must be made of corrugated fibreboard testing not less than 275 lbs. Article must rest on full dimension bottom pad made of double-wall corrugated fibreboard testing not less than 200 lbs, scored and folded to provide a minimum of three thickness of fibreboard under front and rear of article. Sides and front of article must also be supported by additional forms made of expanded plastic having a minimum density of 2 lbs per cu. ft. glued to bottom pad. Not less than 1/2 inch clearance must be maintained between article and inner walls of box by full height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 200 lbs. Top of article must be protected and clearance of not less than 1 inch must be maintained between article and inner walls of box by full dimension pad made of corrugated fibreboard testing not less than 275 lbs, having additional laminated forms made of expanded plastic of minimum 2 lbs per cu. ft. density. Top flaps must be closed in compliance with Rule 41, Section 9. Flanges of bottom cap must be folded over and back under flanges of half slotted section and cap must be securely strapped around flanges with metal or plastic straps. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 150 lbs and dimensions must not exceed 115 united inches.
250	In inner bag not exceeding five gallons capacity, enclosed in two piece box made of corrugated fibreboard complying with Rule 41, Sections 2 and 3, constructed as follows: (a) Design style bottom section with end panels consisting of three glued thicknesses of fibreboard testing not less than 275 lbs. (b) Bliss style top section consisting of top panel and two side panels having flanges not less than 2 inches wide testing not less than 200 lbs. Inner bag must be constructed of laminated plies of plastic and metallized films having a minimum thickness of 4 mils. Bag, including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Box may be provided with die cuts or perforations to provide opening for dispensing spigot. Box must be closed by securely gluing side panels and flanges of top section to side and end panels of bottom section. Gross weight must not exceed 43 lbs. and dimensions must not exceed 35 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
251	In double-wall corrugated fibreboard boxes meeting requirements of Rule 41 testing not less than 275 pounds, or in single-wall corrugated fibreboard boxes meeting the requirements of Rule 41 testing not less than 350 lbs., or double-wall corrugated fibreboard not less than 200 pounds, for bulbs or tubes having a face diagonal axis of less than 14-1/2 inches, except that maximum weight must not exceed 350 pounds and maximum inside dimension must not exceed 150 united inches, OR, where box consists of half-slotted container testing not less than 275 pounds double-wall or 350 pounds single-wall, with separate flanged cover, flanges not less than four inches wide, the cover may be constructed of single-wall corrugated fibreboard testing not less than 275 pounds, provided top and bottom pad of single-wall corrugated fibreboard testing not less than 200 pounds is used. Boxes must have a bottom pad made of single-wall corrugated fibreboard testing not less than 200 pounds and 200 pound test boxes must have top pad made of single-wall corrugated fibreboard testing not less than 200 pounds. Each article must be separated from the other by a sleeve or by partitions made of the same board as the box. Partitions across the width of the box must be U-shaped and interlock with lengthwise partitions, except that in boxes containing bulbs or tubes having a face diagonal axis of less than 14-1/2 inches, partitions across the width of the box need not be U-shaped but must interlock with lengthwise partitions. Each layer must be separated by a pad of same board as the box, provided with holes or supports so that the neck of each article is held firmly in place, or U-shaped partitions must be provided with die-cut holes through which neck of article projects and is held securely in place. Boxes must be securely strapped to a full-size pallet with not less than two (2) metal straps. Package must be able to withstand the following performance tests without damage to contents: 1. The package shall be vibrated at 1 G + for one hour on a vibration tester. Where necessary, the package shall be oriented in the direction of common carrier travel. 2. The package shall be impacted on an incline tester. Each of the four sides of the package shall be impacted into the first quarter of the fifth zone as indicated on a standard impact tester. 3. Each package shall withstand a continuous compressive dead load of 3,000 pounds for a period of one hour. The maximum deflection shall not be more than 1 inch and no failure of any interior packaging parts shall be acceptable. If the initial test is unfavorable, the shipper shall have the privilege of one retest of the same article packed in the same manner as that originally tested. If this retest is satisfactory, it will be assumed that this specification is complied with.
254	In fibre boxes complying with Rule 41, tops, sides and bottoms lined with single-wall corrugated board and each section frame wrapped in transparent paper and separated by single-wall corrugated fibreboard partitions testing not less than 175 lbs.; partitions must touch all sides, top and bottom of box. When more than one tier of section frames is packed in box, each tier must be separated by corrugated fibreboard.
258	In bulk, in plastic bag of minimum 2 mils thickness enclosed in fibreboard box consisting of half slotted body, top cap of minimum 5 inch depth, or minimum 4 inch depth when cap is of interlocking type (see Rule 41, Section 4(c) 3), and full height liner. Half slotted body must be made of a combination of A and C flute double-wall corrugated fibreboard testing not less than 400 lbs, having a minimum combined weight of facings not less than 174 lbs per 1,000 sq. ft., with each corrugated medium weighing not less than 33 lbs per 1,000 sq. ft. Liner must be made of same fibreboard as half slotted body, except that corrugated medium of liner must have a minimum combined weight of 73 lbs per 1,000 sq. ft. Liner must be laminated to inner walls of half slotted body not less than 80% of area of contact. Top cap must be made of corrugated fibreboard testing not less than 275 lbs, complying with Rule 41, Sections 2 and 3. Except when box is secured to pallet by strapping, cap must be secured to body of box by glue, metal or plastic strapping applied around flanges of cap, or staples. Interlocking top cap must be secured to body of box by metal or plastic strapping applied around flanges of cap. Box must be mounted on and securely fastened to wood pallet by gluing or with a minimum of two metal or plastic straps. Gross weight must not exceed 1600 lbs.
259	In inner plastic and aluminum foil bag not exceeding twelve liters capacity enclosed in fibreboard box with full height liner complying with Rule 41 and the following minimum requirements: (a) Box must be made of corrugated fibreboard testing 275 lbs constructed with corrugated medium weighing 40 lbs per 1,000 sq. ft. with inner and outer top and bottom flaps meeting. (b) Liner must be made of corrugated fibreboard testing 350 lbs constructed with two laminated corrugated mediums, each weighing 26 lbs per 1,000 sq. ft. (c) Inner bag must be constructed with each wall three plies having a total thickness of 6 mils. Bag, including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Box may be provided with die cuts or perforations to provide opening for dispensing spigot. Gross weight must not exceed 29 lbs and dimensions must not exceed 30 united inches.

260 In cylindrical wooden cheese boxes with tops closely fitted to veneer body and fastened by wire, cord, metal straps, metal clamps, wedges or tacks (not less than 10 oz. and four in number).

261 In glass bottles not exceeding four liter capacity, with not more than four such bottles enclosed in fibreboard boxes complying with the following requirements:

Outer Box: Single wall C flute corrugated fibreboard testing not less than 250 lbs. with corrugated medium weighing not less than 33 lbs per 1,000 sq. ft. Inner and outer top and bottom flaps must meet and box must comply with all other applicable construction and closing requirements of Rule 41.

Interior Separation: Full height partitions made of double-wall corrugated fibreboard testing not less than 175 lbs.

Boxes must be arranged into units secured with stretch wrapped plastic film, or boxes within unit must be secured with adhesive with pads between layers in addition to strapping.

262 In glass bottles not exceeding 12 fl. oz. capacity completely enclosed in 12-pack cartons made of solid paperboard complying with the following requirements:

NOMINAL THICKNESS (INCHES)	NOMINAL BASIS WEIGHT (LBS. PER 1000 SQ. FT.)	MINIMUM AVERAGE DRY TEARING STRENGTH (GRAMS)	MINIMUM AVERAGE WET TEARING STRENGTH (GRAMS)
.024	89	655 M.D. 705 C.D.	600 M.D. 630 M.D.

Cartons must have integral center partition separating bottles into two groups of six bottles each, the center partition having embossed ribs located at shoulders and heels of bottles.

Bottles on each side of center partition must be separated as provided in Rule 41, Section 6.

Not more than two 12-pack cartons must be packed in full height tray made of corrugated fibreboard testing not less than 200 lbs, the fibreboard complying with Rule 41, Sections 2 and 3.

263 In fibreboard boxes meeting all requirements of Rule 41 for boxes testing not less than 200 lbs, except that lengthwise top and bottom outer flaps may come within 2 inches of meeting.

Gross weight must not exceed 50 lbs and dimensions must not exceed 50 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
264	Chest type freezers in regular slotted corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 275 lbs except that: (a) Maximum weight must not exceed 140 lbs. (b) Maximum dimensions must not exceed 105 united inches. (c) Outer bottom flaps may come within 4 1/2 inches of meeting providing flaps are glued over entire area of contact. Article must rest on full dimension bottom pads made of double-wall corrugated fibreboard testing not less than 200 lbs. Not less than 1-inch clearance must be maintained between article and inner walls of box by full height "L" shaped or Figure 4 corner posts made of double wall corrugated fibreboard testing not less than 200 lbs.
268	In single-wall corrugated fibre boxes complying with all requirements of Rule 41. Ornaments exceeding 2-1/4 inches in diameter and Christmas tree top ornaments must be in inner paperboard cartons made of material not less than .030 inch thick. Ornaments not exceeding 2-1/4 inches in diameter must be in inner paperboard cartons made of material not less than .026 inch thick. Ornaments exceeding 2 inches in diameter, other than Christmas tree top ornaments, must be in cartons fitted with interlocking partitions not less than .033 inch thick having extended tips providing not less than 1/2 inch clearance on all four sides of carton. Partitions must be constructed to provided four walls for each cell. Cartons for Christmas tree top ornaments must be fitted with die cut suspension forms made of paperboard not less than .033 inch thick arranged to maintain not less than 1/2 inch clearance between ornaments and carton. Inner cartons must be packed on ends or sides within box.
269	In bulk in bag constructed of heavy duty nylon fabric coated wit polyvinyl chloride. Minimum thickness of coated fabric must be 25 mils, with weight of nylon fabric not less than 169 grams per square meter and weight of polyvinyl chloride not less than 610 grams per square meter. Bottom of bag must have a double thickness of material. Top and bottom inlet and outlet openings must have covers that are integral parts of bag and such covers must be secured with draw cords to provide sift proof closure. Sides and bottom of bag must be reinforced with lifting sling consisting of a minimum of four nylon straps not less than 2 inches in width, having a minimum breaking strength of 6200 lbs. Net weight of contents must not exceed 2100 lbs.
271	In single-wall corrugated fibre boxes complying with all requirements of Rule 41 for boxes testing not less than 275 lbs. Ornaments exceeding 2-1/4 inches in diameter must be in inner paperboard cartons made of material not less than .030 inch thick. Ornaments not exceeding 2-1/4 inches in diameter must be in inner paperboard cartons made of material not less than .026 inch thick. Ornaments exceeding 2 inches in diameter but not exceeding 2-5/8 inch in diameter must be in cartons fitted with interlocking partitions not less than .033 inch thick, and flanged top and bottom trays die cut to accommodate each ornament. Trays must be made of same material as inner paperboard cartons. This package must not be used for ornaments exceeding 2-5/8 inches in diameter.

PACKAGE NUMBER	PACKAGE DESCRIPTION
273	In inner bags enclosed in four sided corrugated fibreboard full height tube with corrugations in vertical direction, the fibreboard complying with all requirements of Rule 41, Sections 2 and 3 for fibreboard testing not less than 275 lbs. Bags must be of three ply construction consisting of an inner ply of plastic film and two additional plies of Kraft paper having a minimum total basis weight of 80 lbs. Bags must be compression packed within tube, and bags and tube must be completely enclosed in heat shrunk or stretch wrapped plastic film, minimum 3 mils thickness, securely sealed. Gross weight must not exceed 45 lbs.
274	In inner bags in outer shipping container bag made of two laminated plies of polyethylene film complying with the following minimum requirements: Thickness (Mils): 4 — Drop dart Impact Resistance (Grams): 200 — Tensile Properties (psi): 2300 — Per Cent Elongation (%): 350 Inner paper bags must be made of not less than two plies of Kraft paper described in Rule 40, Section 10(c), basis weight as follows: For 2 lbs. net, total basis weight not less than 70 lbs. For 5 lbs. net, total basis weight not less than 80 lbs. For 10 lbs. net, total basis weight not less than 90 lbs. Inner and outer bags must be securely closed. Gross weight must not exceed 63 lbs. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size, and wording, see Note 1: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 274** **APPLICABLE FREIGHT CLASSIFICATION** **Guaranteed by .....** NOTE 1.-The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer.
275	In metal cans in fibreboard boxes complying with requirements of Rule 41 for boxes testing not less than 275 lbs., gross weight not exceeding 130 lbs.
276	In glass containers, net weight of product not exceeding 16 oz., in trays made of corrugated fibreboard testing not less than 150 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of tray must be 2 inches. Glass containers must have vertical sidewalls and glass must be surface coated so as to be scratch resistant. Not more than 24 glass containers in single layers in tray must be enclosed in heat shrunk polyethylene film of minimum 2 mils thickness prior to shrinking, tightly shrunk around containers and tray. Dimensions of package must not exceed 34 united inches and gross weight must not exceed 26 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
277	High temperature bonding mortar or cement in plastic pails meeting all requirements of Rule 40, Section 7 1/4, Part 2, Type B, except that: (a) Rated (marked) capacity must be 6 gallons. (b) Weight of contents not to exceed 100 lbs. (c) Side wall must be minimum 95 mils in thickness. (d) Bottom must be minimum 100 mils in thickness. (e) Cover must be same material as body and must be minimum 90 mils in thickness. Pails must be mounted on and secured to wood pallets by strapping or with shrink or stretch wrapped plastic film.
280	Commercial ice makers and storage bins, in boxes of half slotted construction having top flaps overlapping not less than 3 inches, made of double-wall corrugated fibreboard testing not less than 500 lbs. Article must rest on full dimension four piece wood base frame made of lumber not less than 1-3/8 inch thick, having a minimum combined cross-sectional area of 14 sq. in. Not less than 3/4 inch clearance must be maintained between article and inner walls of box by full height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 350 lbs. Top of article must be protected and minimum clearance of 7/8 inch must be maintained between article and inner wall of box by L-shaped pads extending from front to rear on each side of article made of double-wall corrugated fireboard testing not less than 275 lbs. and by additional lengthwise pad made of expanded plastic having a minimum density of 1.5 lbs per cu. ft. Front of article must be protected by pads made of expanded plastic having a minimum density of 1.5 lbs. per cu. ft. Top flaps must be closed in compliance with Rule 41, Section 9 and half slotted box must be securely fastened to wood base frame on all four sides with staples spaced not more than 6 inches apart. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 380 lbs.
281	In glass bottles not exceeding 32 fl oz capacity, in full shoulder height trays made of corrugated fibreboard testing not less than 200 lbs, the fibreboard complying with Rule 41, Sections 2 and 3. Glass bottles must be provided with permanent form fitting wrapper made of expanded polystyrene of nominal 7 mil thickness. Wrapper must cover glass bottle from shoulder area to below the heel contour, so as to prevent glass-to-glass contact between adjacent bottles. Not more than 24 glass bottles in a single layer in tray must be enclosed in heat shrunk preferentially oriented polyethylene film of minimum 2 mils thickness. Film must be secured to opposite side walls of tray with a continuous heat seal and must extend down over bottles in outside row at each end of tray. Gross weight must not exceed 38 lbs. and dimensions must not exceed 38 united inches. Trays must be arranged in pallet units securely stretch wrapped with plastic film.
283	In glass bottles not exceeding 1.75 liter capacity enclosed in fibreboard boxes complying with the following requirements: Outer Box: Single wall C flute corrugated fibreboard testing not less than 200 lbs., having a corrugated medium weighing not less than 33 lbs. per 1,000 sq ft. Box must comply with all other applicable construction and closing requirements of Rule 41. Interior Separation: Full height partitions made of single wall C flute corrugated fibreboard testing not less than 200 lbs. having corrugated medium weighing not less than 33 lbs. per 1,000 sq. ft. Box must have full dimension corrugated fibreboard bottom pad or a minimum of two thicknesses of corrugated fibreboard across entire bottom. Boxes must be arranged in pallet units, secured with adhesive and also with plastic straps around top layers or, top three layers must be secured with stretch wrapped plastic film.
284	In cylindrical cans constructed with three ply solid fibreboard side walls, seamed on steel bottoms and friction type steel cover of minimum 1 inch depth. Fibreboard side walls must be of minimum .054 inch thickness and must have a minimum burst test of 400 lbs. Bottom and cover must be minimum 31 gauge sheet steel and cover must be securely closed to effect liquid tight seal. Weight of contents must not exceed 30 lbs.
285	In cylindrical fibre cans with metal tops and bottoms not exceeding 6 1/4 inches in height, in fibreboard trays having a minimum depth of 1 1/2 inches. Cans in trays must be in a single layer and number of cans per tray must not exceed 12. Trays must be mounted on wood pallet, with unit having common top and bottom fibreboard caps of minimum 4 inch depth. Unit must be reinforced by four full height corrugated fibreboard L-shaped corner posts having 4 inch legs. Unit must be secured to wood pallet with a minimum of four plastic straps and must be stretch wrapped with not less than 4 layers of polyethylene film of minimum 1 mil thickness. Trays, top and bottom caps, and corner posts must be made of fibreboard testing not less than 175 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Gross weight of pallet units must not exceed 1,650 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
286	In bulk in octagonally shaped three piece fibreboard container consisting of body tube and top and bottom caps of minimum 6 inch depth. Body must be constructed of triple-wall corrugated fibreboard testing not less than 1100 units and top and bottom caps must be constructed of corrugated fibreboard testing not less than 275 lbs. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. Top cap must be securely stapled to body and bottom cap must be strapped to body with an encircling strap. Container must be reinforced with an additional strap applied horizontally around the perimeter and must be securely mounted on wood pallet. Gross weight must not exceed 4000 lbs. and container must not be loaded more than one layer high.
287	In 4-ply multiple-wall paper bags, complying with the requirements of Rule 40, Section 10(c) total basis weight of all walls not less than 200 lbs., with one additional wall of polyethylene film of minimum 2 mils thickness. Net weight of contents must not exceed 100 lbs.
288	In inner plastic bag not exceeding 5-liter capacity, enclosed in box made of corrugated fibreboard testing not less than 250 lbs., with inner and outer top and bottom flaps meeting. Inner bag must be constructed of laminated plies of plastic and metallized plastic films having a minimum combined wall thickness of 6.5 mils. Inner bag, including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Not more than four boxes containing inner bags must be enclosed in outer box made of corrugated fibreboard testing not less than 200 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 48 lbs. and dimensions must not exceed 38 united inches.
289	Plastic battery boxes mounted on and securely fastened to wood pallet by heat shrunk polyethylene film of minimum 5 mils thickness.
290	In glass bottles having a capacity not exceeding 1.7 fl. oz. or 50 milliliters. Not more than twelve bottles must be packed in paperboard trays of minimum 1-3/8 inch depth, and bottles and trays must be enclosed in heat shrunk polyethylene film tightly shrunk around bottles and trays so as to prevent any movement when manually agitated. Not more than ten shrink wrapped units must be packed in single layer in outer fibreboard box complying with all requirements of Rule 41 for double-wall corrugated fibreboard boxes testing not less than 200 lbs. Units within box must be protected with corrugated fibreboard full height liner and full dimension top and bottom pads. Gross weight must not exceed 38 lbs.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

292

In glass bottles not exceeding one liter capacity enclosed in corrugated fibreboard boxes complying with all requirements of Rule 41, except that bottom protection as required by Section 6(c) may be omitted, provided inner bottom flaps are of such length so as to underlie approximately 50% of bearing area of bottles in center of box.

Box must meet the following tests for gross weight and size:

(a) Not exceeding 38 lbs and 37 united inches, boxes must test 175 lbs, or

(b) Not exceeding 48 lbs and 45 united inches, boxes must test 200 lbs.

293

In inner bags in outer shipping container bag made of linear low density polyethylene film complying with the following minimum requirements:

Nominal Thickness (Mils)	Drop Dart Impact Resistance (Grams)	Tensile Properties (psi)	Per Cent Elongation (%)
3	225	4500	700

Inner paper bags must be made of inner ply of 32 lb. unbleached grease-proof paper and not less than two plies of Kraft paper described in Rule 40, Section 10(c), basis weight as follows:

For 4 and 5 lbs. net, total basis weight not less than 81 lbs.

For 8 and 10 lbs. net, total basis weight not less than 91 lbs.

Inner and outer bags must be securely closed.

Gross weight must not exceed 53 lbs.

Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size and wording, see Note 1:

FREIGHT SHIPPING BAG

Meeting requirements of Package 293

APPLICABLE FREIGHT CLASSIFICATION

Guaranteed by.....

NOTE 1. The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade maker must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer.

294

In paper bags meeting the requirements of Rule 40, Section 10(c), except that bags must be made of free dried shipping sack Kraft paper complying with the following:

Basis Weight Per 500 Sheets 24 x 36 Inches (Pounds)	Minimum Average Dry Tearing Strength (Grams) (See Note 1)		Minimum Average Tensile Energy Absorption (Foot-Pounds Per Sq. Ft. of Paper (See Note 1)	
	M.D.	(Total) M.D. Plus C.D.	C.D.	(Total) C.D. Plus M.D.
50	120	250	11.5	19.0

Bags must be constructed in compliance with the following minimum requirements:

Maximum Net Weight of Contents (Pounds)	Number of Piles	Total Basis Weight All Piles (Pounds)
100	3	150

NOTE 1. Subject to the allowable and compensated variations in the tensile energy absorption and tearing strength the same as permitted for Extensible Shipping Bag Kraft Paper under the provisions of Rule 40, Section 10(c), except that a variation in the C.D. tensile energy absorption of not more than 1.0 unit will be permitted for free dried Kraft paper.

295

In metal cans not exceeding 5 inches in height in trays made of corrugated fibreboard testing not less than 175 lbs, the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of tray must be 2 inches.

Cans in trays must be in single layer and number of cans must not exceed 24 per tray.

Trays must be mounted on wooden pallet or solid fibreboard slip sheet with unit having common top fibreboard cap or pad. Unit must be securely stretch wrapped with not less than four layers of Plastic film of minimum 0.8 mil thickness.

Gross weight of pallet unit must not exceed 2600 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
296	In corrugated fibreboard boxes meeting all requirements of Rule 41 except that top and bottom outer flaps may come within one inch of meeting. Gross weight must not exceed 28 lbs and dimensions must not exceed 42 inches.
297	1. Horizontal chest type freezers in boxes of half slotted construction having bottom flanges not less than 8 inches wide made of corrugated fibreboard complying with the following requirements: (a) Gross weight not exceeding 225 lbs and dimensions not exceeding 135 united inches: Box must be made of corrugated fibreboard testing not less than 250 lbs having a minimum combined weight of facings of 111 lbs per 1,000 sq. ft. (b) Gross weight not exceeding 250 lbs. and dimensions not exceeding 143 united inches: Box must be made of corrugated fibreboard testing not less than 275 lbs. 2. Not less than 3/4 inch clearance must be maintained between article and inner side walls of box, except that clearance between top of article and inner walls of box must be minimum 1 inch. Clearance must be maintained by full height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 350 lbs. Bottom front and rear of article (other than feet or legs) must rest on full length forms made of expanded plastic having a density of not less than 1.5 lbs. per cu. ft.. 3. Top, front and back and compressor end of article must also be protected by expanded plastic forms, minimum density of 1.5 lbs per cu. ft., or corrugated fibreboad forms testing not less than 200 lbs. Thickness of the expanded plastic or corrugated fibreboard forms must be sufficient to maintain specified clearances. 4. Top flaps and bottom flanges must be securely closed with adhesive. One top inner flap may be scored and folded to provide a double thickness lifting flange secured to outer end of box. Lifting flange must be reinforced with U-shaped form made of corrugated fibreboard testing not less than 350 lbs. 5. All fibreboard must comply with Rule 41, Sections 2 and 3.
298	In No. 10 metal cans in fibreboard boxes complying with Rule 41 for boxes testing not less than 175 lbs, except that gross weight must not exceed 50 lbs.
299	In metal cans in corrugated fibreboard boxes meeting all requirements of Rule 41, except that top and bottom outer flaps may come within 1 inch of meeting provided flaps are glued entire area of contact.
300	In bulk in bag constructed of woven polypropylene meeting the following minimum specifications: Fabric Weight: 6.2 oz. per sq. yd. Fabric Count: 21 warp, 11 filling Burst test (Mullen): 575 psi Tear strength: 310 lbs. Warp, 275 lbs. filling Bag must have inner surface coated with plastic and must be reinforced with lifting sling consisting of a minimum of four polyester straps not less than 2 inches in width, each strap having a minimum breaking strength of 6000 lbs. Bags must be securely closed. Net weight of contents must not exceed 4000 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
301	In interlocking double cover box complying with all requirements of Rule 41, except that fibreboard of component parts of box must meet the following minimum bursting tests and construction requirements: (a) For gross weight not exceeding 225 lbs., tube must be made of corrugated fibreboard testing not less than 200 lbs. (b) For gross weight exceeding 225 lbs., but not exceeding 300 lbs., tube must be made of corrugated fibreboard testing not less than 250 lbs., or double-wall corrugated fibreboard testing not less than 200 lbs., may be used. (c) For gross weight exceeding 300 lbs., but not exceeding 370 lbs., tube must be made of corrugated fibreboard testing not less than 275 lbs., or double-wall corrugated fibreboard testing not less than 250 lbs., may be used. For gross weight exceeding 370 lbs., but not exceeding 485 lbs., tube must be made of corrugated fibreboard testing not less than 350 lbs. (d) When gross weight exceeds 225 lbs., but does not exceed 370 lbs., single-wall corrugated fibreboard of tubes must be constructed with two laminated corrugated mediums, each weighing not less than 26 lbs. per 1,000 sq. ft. (e) When gross weight does not exceed 350 lbs., top and bottom must be covered by flanged caps made of single-wall corrugated fibreboard testing not less than 200 lbs. When gross weight exceeds 350 lbs., top and bottom caps must be made of double-wall corrugated fibreboard testing not less than 250 lbs. Flanges of caps must be not less than three inches wide and fold down over and back under flanges of tube. Caps must be securely strapped around flanges with metal straps or wire. Article must be mounted on skids or full dimension base frame constructed as follows: (a) Wood skids each made of lumber measuring a minimum of 7/8 x 3 5/8 inches in cross-sectional area. OR; (b) Wood frame made of lumber not less than 7/8 inch thick having a minimum combined cross-sectional area of 9 sq. inches, OR; (c) Skids made of expanded plastic pads and top and bottom wood members securely fastened together, each skid not less than 4 1/4 inches in width, with top wood member not less than 9/16 inch thick and bottom wood member not less than 3/8 inch thick. Expanded plastic pads must have a minimum density of 2 lbs. per cu. ft. Each skid must be provided with a minimum of two expanded plastic pads, one at each end of skid, and each pad must be a minimum of 1 inch in thickness and 10 inches in length, OR; (d) Skids made of built-up corrugated fibreboard, corrugations vertical and top and bottom wood members securely fastened together, each skid measuring not less than 1 3/4 x 3 7/8 inches in cross-sectional area with top wood member not less than 7/32 inch thick and bottom wood member not less than 3/32 inch thick. (e) Skids made of expanded plastic with a minimum density of 2.0 lbs/cu.ft. and measuring a minimum of 3 3/4 inch wide by 2 5/8 inch thick at the ends. A minimum of 1 inch must be maintained between bottom of article and bottom of carton or cap. (f) Skids made of expanded plastic having runners extending full dimension from front to rear, with a minimum density of 1.75 pounds per cubic foot and measuring a minimum of 3 7/16 inches wide by 2 3/8 inch thick (foam beneath bearing surface and runner thickness combined). A minimum of one inch must be maintained between bottom of article (bearing surface) and bottom of carton or cap. Clearance must be maintained between article and inner walls of box as follows: (a) Not less than 1 inch clearance at back, front and top of article by forms made of expanded plastic having a minimum density of 1 3/4 lbs. per cu. ft. (b) Not less than 3/4 inch clearance at sides of article by forms made of expanded plastic having a minimum density of 1 lb. per cu. ft. Forms must be minimum 6 inches wide and must extend vertically to within 10 1/2 inches of top of article. (c) A minimum of 1/2 inch clearance must be maintained between the face of the article and inside surface of container when handles are removed and packaged inside of article and a sheet of non-test double-wall corrugated fibreboard is secured over the door fronts. When front clearance cannot be maintained due to mounted handle(s), handle must be protected by an expanded foam pad secured in position. 1/2 inch clearance may also be maintained at the back of the article when the cabinet has a flat back and no external condenser. When rear condenser is mounted as an integral part of the article, rear clearances must be not less than 3/8 inch. Articles must be loaded upright in car, except that refrigerators in upper tier may be loaded on their backs or sides.
302	Upright freezers in interlocking double cover box complying with Rule 41 for boxes testing not less than 275 pounds, except that gross weight must not exceed 300 pounds and dimensions must not exceed 140 united inches. Article must be mounted on wood skids or full dimension base frame made of lumber not less than 1 inch thick having a minimum combined cross-sectional area of 9 sq. in. Not less than 3/4 inch clearance must be maintained between article and inner walls of box by full height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 275 pounds, the fibreboard complying with Rule 41, Sections 2 and 3. Not less than 1 inch clearance must be maintained between top of article and inner wall of box.
304	In inner cartons not exceeding 1/4 liter capacity made of laminated plies of paperboard, aluminum foil and plastic film, in full telescope corrugated fibreboard boxes complying with all provisions of Rule 41, except: (a) Top (cover) section must test not less than 250 lbs. (b) Bottom (body) section must test not less than 150 lbs. and may have end panels tapered to a minimum depth of 1 1/4 inches. (c) Box must be closed with pressure sensitive tape, except that strips may be of maximum 4 inches length and be applied only to sides of box. (d) Gross weight must not exceed 16 lbs and dimensions must not exceed 30 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
307	In double cover box (see Rule 41, Section 4(c) 2) made of corrugated fibreboard meeting the following tests and construction requirements for gross weights indicated: (a) For gross weight not exceeding 260 lbs., tube must be made of triple-wall corrugated fibreboard having a minimum puncture test of 700 units with a minimum combined weight of facings of 168 lbs., per 1,000 sq. ft. (b) For gross weight exceeding 260 lbs., but not exceeding 325 lbs., tube must be made of triple-wall corrugated fibreboard having a minimum puncture test of 900 units with a minimum combined weight of facings of 216 lbs. Per 1,000 sq. ft. (c) Top and bottom covers must be made of corrugated fibreboard testing not less than 275 lbs., complying with Rule 41, Sections 2 and 3. Minimum depth of covers must be 3 inches, except that one flange of top cover may be extended to provide double thickness lifting flange. Article must be mounted on wood skids each measuring not less than 3/4 x 3-1/2 inches in cross-sectional area, or may rest on full dimension pad made of double-wall corrugated fibreboard testing not less than 200 lbs. complying with Rule 41, Sections 2 and 3. Not less than 3/4 inch clearance must be maintained between top of article and inner wall of box, and between parts or projections of article and inner walls of box, by interior forms made of corrugated fibreboard testing not less than 200 lbs complying with Rule 41, Sections 2 and 3, or made of built-up corrugated fibeboard having facings and medium weighing not less than 26 lbs. per 1,000 sq. ft. All surfaces of box and interior forms which come in contact with finished surfaces of article must be coated with non-abrasive material. Manufacturer's joint must comply with Rule 41, Section 5(b), or may be a glued joint provided the overlapped joint is not less than 3 inches in width. Box must be closed by securely gluing top and bottom caps to the outside of the tube on all four sides and securing lifting flange to side wall of box.
311	Vacuum packed in bags made of laminated plies of aluminum foil and plastic film, net weight of contents not exceeding 16 oz., and enclosed within top and bottom trays made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of trays must be 1-3/4 inches. Not more than twelve bags in single layer in bottom tray, with inverted top tray, must be enclosed in heat shrunk preferentially oriented polyethylene film of minimum 1.75 mils nominal thickness, tightly shrunk around bags and trays. Gross weight must not exceed 13 lbs. and dimensions must not exceed 31 united inches.
313	In fibreboard boxes complying with Rule 41, except that boxes must be securely closed by sealing center seams only with pressure sensitive polypropylene film tape not less than 2 inches wide, running full length of seams and extending over ends not less than 2 inches. Tape must be not less than 2.6 mils in thickness, having a minimum burst test of 82 psi and a minimum tensile strength of 28 pounds per inch of width in the machine direction and 25 pounds per inch of width in the cross direction. Gross weight of box must not exceed 25 pounds and dimensions must not exceed 69 united inches.
314	In glass bottles not exceeding four liters capacity, in fibreboard boxes complying with all requirements of Rule 41, except that bottles may be separated by full height partitions consisting of slotted pieces made of double-wall corrugated fibreboard testing not less than 200 lbs. interlocking with slotted pieces made of two thicknesses of C flute single-wall corrugated fibreboard testing not less than 125 lbs. having extended bottom flanges to provide a single thickness full dimension bottom pad.
316	Confectionery paste in glass jars, net weight of product not exceeding 7 oz., in corrugated fibreboard boxes complying with the requirements of Rule 41 for boxes testing not less than 175 lbs., except outer top flaps may come within 1-1/2 inches of meeting. Gross weight must not exceed 15 lbs., and dimensions must not exceed 31 united inches.
317	In regular slotted corrugated fibreboard boxes complying with the requirements of Rule 41, except as otherwise provided: (a) For boxes testing not less than 250 pounds or have a minimum combined weight of facings of 84 lbs. and a minimum edge crush test (ECT) strength of not less than 40 lbs. per inch. Gross weight must not exceed 95 lbs. And dimensions must not exceed 95 united inches. (b) For boxes testing not less than 275 pounds or have a minimum combined weight facings of 111 lbs. and a minimum edge crush test (ECT) strength of not less than 44 lbs. per inch. Gross weight must not exceed 140 lbs. and dimensions must not exceed 120 united inches. (c) For boxes testing not less than 350 pounds or have a minimum combined weight facings of 138 lbs. and a minimum edge crush test (ECT) strength of not less than 55 lbs. per inch. Gross weight must not exceed 225 lbs. and dimensions must not exceed 140 united inches. Article must be mounted on base constructed as follows: (a) Bottom inner flaps of box must be scored and folded to provide pads consisting of not less than three thicknesses of fibreboard and article must rest on such pads. OR (b) Full dimensional base pad made of same board as box and so scored and folded to provide front and back rails, and having die-cut openings to accept feet of article. If full dimensional base pad is used, bottom flanges may be less than 4 inches. OR (c) Bottom front and rear of article must rest on full length formed rails made of expanded plastic having a density of not less than 1.5 lbs. per cu. ft. If full dimensional base pad is used, bottom flanges may not be less than 4 inches. Not less than 3/4 inch clearance must be maintained between article and inner walls of box by full height "L" shaped or "Figure 4" corner posts made of double wall corrugated fibreboard having facings and corrugating mediums weighing not less than 26 lbs. per 1,000 square ft. Not less than 3/4 inch clearance must be maintained between top of article and inner wall of box by expanded plastic pad having a density of not less than 1.5 lbs. per cu. ft. or 3/4 inch thick built-up pad. When top clearance cannot be maintained due to mounted handles, handle must be protected by either an expanded plastic foam pad of a corrugated fibreboard pad secured in position. Top and bottom flaps must be securely closed. Rear and both adjacent side top flaps may be scored and partially folded so as to provide a double thickness lifting flange secured to outer side wall of box.

PACKAGE NUMBER	PACKAGE DESCRIPTION
318	In fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except that score lines and one face panel of box may have perforations to facilitate opening. Total lineal inches of perforations must not exceed 70 inches.
319	Horizontal chest type freezers in regular slotted corrugated fibreboard boxes complying with Rule 41 for boxes testing not less than 275 lbs., except that gross weight must not exceed 150 lbs. and dimensions must not exceed 120 united inches. Not less than 1-inch clearance must be maintained between article and inner walls of box by bottom support forms and top pad made of expanded plastic having a minimum density of 1.5 lbs. per cu. ft., and by full height forms made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Fibreboard forms must extend across sides of article and each side of form must be scored and folded to provide four sided diagonally reinforced corner posts. Boxes must be closed in compliance with Rule 41, Section 9. One top inner flap may be scored and folded to provide a double thickness lifting flange secured to outer side wall of box.
320	Upright freezers in interlocking double cover box complying with Rule 41 for boxes testing not less than 275 lbs., except that gross weight must not exceed 290 lbs. and dimensions must not exceed 143 united inches. Article must be mounted on wood skids or wood pallets of sound construction and of greater dimensions than the article. Clearance must be maintained between article and inner wall of box by forms made of expanded plastic having a density of not less than 1-3/4 lbs. per cubic foot. Forms must extend from front to back on both sides of top of article, except that forms may be separated at midpoint when required because of depth of article. Back, front and side of article must have a minimum clearance of 3/4 inch when handles are removed. Front of article must have a minimum clearance of 1 inch when article is equipped with handles. Top of article must have a minimum clearance of 1 inch; or Vertical side clearance must be maintained by full-height fiberboard corner posts. Not less than 3/4 inch clearance must be maintained between the article and the inner wall of the box on the front, sides and back except the back position of the freezer with a wire cover may have clearance of not less than 1/4 inch.
321	In cylindrical fibre cans not exceeding 6 inches in height having metal bottoms and metal and plastic tops, in trays made of corrugated fibreboard testing not less than 150 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of trays must be 2 inches. Not more than 24 cans in single layer in tray must be enclosed in heat shrunk preferentially oriented low density polyethylene film of minimum 2 mils thickness. Film must cover all exposed can ends and must extend down over can chimes sufficiently to secure cans in outside row at each end of tray, and must be secured to sides and ends of tray with a continuous heat seal. Dimensions of package must not exceed 36 united inches and gross weight must not exceed 15 lbs.
322	Marshmallows in packages in single wall C flute corrugated fibreboard boxes testing not less than 200 lbs, having corrugated medium weighing not less than 33 lbs. per 1,000 sq. ft. Two face panels and one outer top flap may be perforated to facilitate opening. Total linear inches of such perforations must not exceed 105 inches. When length of box exceeds 12 in., box must be equipped with an inner full height partition constructed of two thicknesses of corrugated fibreboard having same test as box. Box must comply with all other applicable construction and closing requirements of Rule 41. Gross weight must not exceed 32 lbs. and dimensions must not exceed 43 united inches.
323	In paperboard cartons not exceeding 7 1/2 inches in height in full height corrugated fibreboard trays testing not less than 175 lbs. Not more than 48 cartons in single layer in tray must be securely enclosed by polyethylene film of minimum 1 1/2 mils thickness prior to application. Film must be stretch wrapped around sides, top and bottom of tray and contents and heat shrunk to ends of tray. To facilitate opening, tray may be perforated once around with one line of perforations. Dimensions of package must not exceed 43 united inches and gross weight must not exceed 28 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
325	Not more than 12 molded plastic inner containers not exceeding 1 quart capacity enclosed in fibreboard boxes complying with Rule 41 for boxes testing not less than 200 lbs., except that corrugated medium must weight 40 lbs. per 1,000 square feet. Gross weight must not exceed 26 lbs. and dimensions must not exceed 43 united inches.
326	In metal cans in trays made of corrugated fibreboard testing not less than 125 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of trays must be 1-3/8 inches, except that ends of trays may be tapered to a depth of 1 inch. Maximum height of cans must be 1-13/16 inches and bottoms of cans must be formed so as to interlock with tops of cans in adjacent layers. Trays must be packed with a maximum of 24 cans in not more than two layers and not more than two layers of trays must be enclosed by heat shrunk preferentially oriented polyethylene film of minimum 2 mils thickness tightly shrunk around cans and trays. Film must encircle package and extend down over ends of package to secure cans in outside rows. Dimensions must not exceed 31 united inches and gross weight must not exceed 25 lbs.
327	In glass containers, net weight of product not exceeding 32 ounces, in fibreboard boxes complying with Rule 41 for boxes testing not less than 200 lbs., except bottom pad may be omitted and interior separators may be solid paperboard minimum .040 inch thick, weighing not less than 114 lbs per 1000 sq. ft.
328	In bulk in plastic bag of minimum 2 mils thickness enclosed in fibreboard box consisting of half slotted body having top flanges not less than 4 inches wide, full height liner and top cap of minimum 5 inch depth. Half slotted body and liner must be made of a combination of A and C flute double-wall corrugated fibreboard testing not less than 500 lbs. Bottom inner and outer flaps of body must meet or overlap and liner must be laminated to inner walls of body not less than 80% of area of contact. Top cap must be made of corrugated fibreboard testing not less than 275 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3, except that corrugated mediums of body and liner must weigh not less than 40 lbs. per 1,000 sq. ft. Container must be securely strapped to wood pallet. Gross weight must not exceed 3,200 lbs. and box must not be loaded more than one layer high.
329	In glass bottles not exceeding 12 fl. oz. capacity in inner bottle carriers made of solid paperboard complying with the following requirements: Nominal Thickness (Inches): .022 Nominal Basis Weight (Lbs. Per 1000 sq. ft.): 83 Minimum Average Drying and Wet Tearing Strength (Grams): 570 M.D. 610 C.D. Bottle carriers must be constructed with full height end panels and must have die-cut holes or arcs through which necks are firmly positioned. Not more than four 6-pack carriers must be packed in full height tray made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3.
331	In two ply plastic film bags, each ply made of a blend of linear low density polyethylene and low density polyethylene, the film complying with the following minimum requirements: Nominal Thickness (Mils): 4 Drop Dart Impact Resistance (Grams): 275 Tensile Properties (psi): 2500 M.D. 3000 C.D. Per Cent Elongation (%): 800 M.D. 1200 C.D. Bags must comply with closure and performance tests specified in Rule 40, Section 10 1/4. Net weight of contents must not exceed 50 lbs. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size and wording, see Note 1: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 331** **APPLICABLE FREIGHT CLASSIFICATION** **Guaranteed by .....** NOTE 1. The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

332

In glass containers, capacity not exceeding 64 fl. oz., in single-wall C flute corrugated fibreboard boxes complying with the requirements of Rule 41 for boxes testing not less than 200 lbs., except that glass containers may be separated as follows:

(a) Capacity not exceeding 32 fl. oz.: Full height partitions made of solid paperboard, minimum thickness .040 inch, basis weight not less than 130 lbs. per 1,000 sq. ft.

(b) Capacity exceeding 32 fl. oz., but not exceeding 64 fl. oz.: Full height partitions made of single wall C flute corrugated fibreboard testing not less than 200 lbs., with one piece consisting of a U-shaped partition fitting between the inner bottom flaps of box.

Gross weight must not exceed 39 lbs.

333

In metal cans, not exceeding 32 fl. oz. capacity, in end loading style corrugated fibreboard boxes complying with the requirements of Rule 41 for boxes testing not less than 200 lbs., except that outer flaps may come within 3 inches of meeting providing flaps are securely closed with hot melt adhesive; or, in full height trays made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. Gross weight must not exceed 30 lbs.

335

In plastic containers not exceeding 4 inches in height in corrugated fibreboard trays testing not less than 175 lbs., the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Flanges of tray must be not less than 2 inches in height.

Not more than twelve containers in single layer in tray must be enclosed in heat in shrunk polyethylene film of minimum 2 mils thickness tightly shrunk around containers and tray.

Trays must be mounted on wood pallet or solid fibreboard slip sheets and unit must be securely stretch wrapped with plastic film.

Gross weight must not exceed 14 lbs. and dimensions must not exceed 30 united inches.

336

In inner bags completely enclosed in polyethylene film tightly shrunk around inner bags, complying with the following minimum requirements:

Thickness (Mils)	Drop Dart Impact Resistance (Grams)	Tensile Properties (psi)	Per Cent Elongation (%)
4	250	2400	670

Inner paper bags must be made of not less than two plies of Kraft paper described in Rule 40, Section 10(c), basis weight as follows:

For 2 lbs. net, total basis weight not less than 70 lbs.
For 5 lbs. net, total basis weight not less than 80 lbs.
For 10 lbs. net, total basis weight not less than 90 lbs.

Inner bags and outer heat shrunk film must be securely closed.

Gross weight must not exceed 63 lbs.

337

In glass containers, capacity not exceeding 40 fl. oz., in fibreboard boxes complying with Rule 41 for boxes testing not less than 200 lbs., except top outer flaps may come within one and one half inches of meeting, and boxes may be of B flute corrugated fibreboard and interior separators may be solid paperboard minimum .040 inch thick, weighing not less than 126 lbs. per 1,000 sq. ft.

338

In glass bottles, capacity not exceeding 12 fl. oz., in bottle carriers made of corrugated fibreboard complying with the requirements of Rule 41 for boxes not less than 175 lbs. or solid paperboard complying with the following requirements:

Nominal Thickness (Inches)	Nominal Basis Weight (Lbs. Per 10,000 Sq. ft.)	Minimum Average Dry Tearing Strength (Grams)	Minimum Average Wet Tearing Strength (Grams)
.026	97	700 M.D. 800 C.D.	675 M.D. 690 C.D.

Bottle carriers must be constructed to fully enclose a maximum of 12 bottles in tight wrap with end panels securely glued.

Not more than two bottle carriers must be packed in a tray having a minimum height 2 1/2", made of corrugated fibreboard not less than 175 lbs., with fibreboard complying with Rule 41.

PACKAGE NUMBER	PACKAGE DESCRIPTION
339	In 3-ply multiple-wall paper bags, total basis weight for all walls not less than 150 lbs. Net weight of contents must not exceed 50 lbs.
340	In fibreboard boxes meeting all requirements of Rule 41, except that lengthwise top and bottom flaps may come within 2 inches of meeting, provided all flaps are glued entire area of contact. Gross weight must not exceed 15 lbs. and dimensions must not exceed 50 united inches.
341	In metal cans not exceeding 4 1/4 inches in height, in corrugated fibreboard trays testing not less than 150 lbs., the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Minimum depth of tray must be 1 7/8 inches. Not more than eighteen cans in single layer in tray must be enclosed in linear low density polyethylene film of minimum 1.5 mils thickness tightly shrunk around cans and tray. Gross weight must not exceed 19 lbs. and dimensions must not exceed 32 united inches.
342	Catsup in glass containers, net weight of product not exceeding 14 oz., in bliss style boxes made of C flute corrugated fibreboard complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except glass containers need not be separated as required by Rule 41, Section 6(c). Glass containers must be surface coated so as to be scratch resistant. Boxes must be constructed with inside dimensions that are undersize of the configuration of the glass containers and must be formed and closed so as to prevent any movement of glass containers when manually agitated. Gross weight must not exceed 36 lbs.
343	In regular slotted corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 275 lbs., except that bottom flaps may be 6 inches wide and gross weight must not exceed 105 lbs. Article must be mounted on wood skids measuring 3/4 x 3 1/2 inches in cross-sectional area. Not less than 3/4 inch clearance must be maintained between article and inner walls of box by full dimension top form made of scored and folded double-wall corrugated fibreboard testing not less than 200 lbs. Not more than two top flaps may be scored and partially folded to provided double thickness lifting flanges secured to outer side walls of box.
344	In inner plastic containers not exceeding one gallon capacity, enclosed in fibreboard box complying with Rule 41 for boxes testing not less than 250 lbs, except that top and bottom outer flaps may come within 2 inches of meeting, and corrugated medium must weigh not less than 40 lbs, per 1,000 sq. ft. Box must be equipped with full height H-shaped divider made of single-wall corrugated fibreboard testing 275 lbs, with corrugated medium weighing 40 lbs per 1,000 sq. ft. Flanges of divider must be scored and folded so as to extend to corners of box.
345	In glass containers, net weight of product not exceeding 40 oz., in trays made of corrugated fibreboard testing not less than 200 lbs., the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Minimum depth of tray must be 2 1/2 inches. Not more than twelve glass containers in single layer in tray must be enclosed in heat shrunk polyethylene film of minimum 3 mils thickness prior to shrinking, tightly shrunk around containers and tray. Gross weight must not exceed 31 lbs. and dimensions must not exceed 33 united inches. Trays must be mounted on solid fibreboard slip sheet and unit must be securely stretch wrapped with plastic film.
346	In glass containers, net weight of product not exceeding 46 oz., in fibreboard boxes, complying with all provisions of Rule 41 for boxes testing not less than 200 lbs., except that: (a) Box liner may be omitted. (b) Bottles may be separated by full depth partitions made of single-wall corrugated fibreboard or partitions made of solid fibreboard .047 inch thickness and weighing not less than 147 lbs per 1,000 sq. ft. (c) Outer box must have corrugated medium weighing not less than 33 lbs. per 1,000 sq. ft.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

347

Built-in freezers or refrigerators in interlocking double cover box (see Rule 41, Section 4(c)(3)) complying with Rule 41 for boxes testing not less than 350 pounds, except that gross weight must not exceed 600 lbs and dimensions must not exceed 175 united inches.
Article must be mounted on full dimension five piece base frame made of lumber not less than 3/4 inch thick.
Not less than 1 inch clearance must be maintained between article and inner walls of box by full height corner posts and top of article must be protected by scored and folded corrugated fibreboard forms. Corner posts and top forms must be made of double-wall corrugated fibreboard testing not less than 350 lbs, the fibreboard complying with Rule 41, Sections 2 and 3.
Article must be loaded upright and not more than one layer high.

348

In bulk in plastic bag enclosed in corrugated fibreboard box consisting of half slotted body, liner forming one or more inner cells, and top cap of minimum 5 inch depth.
Top cap must be made of double-wall corrugated fibreboard testing not less than 500 lbs. Corrugated fibreboard of body and liner must comply with the following constructions and tests for gross weights indicated:

Maximum Weight Of Box and Contents (Lbs.)	Minimum Test of Fibreboard		
	Bursting Test (Psi.)		Puncture Test (Inch Oz. per Inch of Tear)
	Body	Liner	Liner
800	500 Double-Wall	600 Double-Wall	.....
2000	500 Double-Wall	.....	1350 Triple-Wall
4000	600 Double-Wall	.....	1350 Triple-Wall

All fibreboard must comply with Rule 41, Sections 2 and 3, except that triple-wall corrugated fibreboard must have a minimum puncture test of 1350 units and a minimum combined weight of facings of 318 lbs per 1,000 sq. ft. Corrugating mediums of body, liner and cap must each weigh not less than 33 lbs. per 1,000 sq. ft., except that when box contains a liquid commodity and weight of box and contents exceeds 2,000 lbs, corrugating mediums of liner must weigh not less than 40 lbs. per 1,000 sq. ft. All facings must be glued to corrugated mediums with water resistant adhesive.
Height of liner must exceed inside depth of body. When weight of box and contents exceeds 2,000 lbs, liner must be constructed with a minimum of two laminated thicknesses of triple-wall corrugated fibreboard. Inner bottom flaps of body must meet to provide even bearing surface.
Inner plastic bag must be of two ply construction having a minimum combined thickness of 8 mils. Bag may be equipped with an opening device consisting of a threaded plastic fitting and plug secured to die cut opening in box. Bag, including fitting and plug, must be formed and securely closed to effect liquid tight seal.
Bottom flaps of body must be securely closed with a water resistant adhesive. Top cap must be secured to body with tamper evident plastic fasteners or with strapping.
Bottom of box must be provided with a plastic coated fibreboard slip sheet, minimum thickness .090 inch, firmly glued to bottom of box with water resistant adhesive.
When gross weight exceeds 2,000 lbs., box must not be loaded more than one layer high.

349

In plastic bottles not exceeding 48 fl. oz. capacity in display trays made of corrugated fibreboard testing not less than 200 lbs. Trays must be constructed so that ends will be full height of bottles and be so scored and folded as to form corner posts. Sides of trays must be not less than 2 inches in height.
Trays must be equipped with one piece full height H-shaped divider made of corrugated fibreboard testing not less than 275 lbs. Flanges of H-shaped divider must extend to corner posts of tray.
Trays must be arranged into pallet unit as follows:
(a) Not more than 10 trays per layer with a maximum of four layers.
(b) Top of unit must be protected by a cap having flanges not less than 4 inches in depth made of corrugated fibreboard testing not less than 200 lbs.
(c) Unit must be securely stretch wrapped with not less than 2 layers of plastic film.
All fibreboard must comply with Rule 41, Sections 2 and 3.
Gross weight not to exceed 1000 lbs.

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In glass bottles not exceeding 12 fl. oz. capacity, packed in corrugated fibreboard boxes meeting the requirements of Rule 41 for boxes testing not less than 150 lbs., except:
(a) Maximum weight of box and contents must not exceed 35 lbs.
(b) In lieu of bursting test requirement the corrugated fibreboard must have a minimum edge crush test of 26 lbs. Per inch and package certificate must be printed with this requirement in lieu of bursting test.
Bottles within box may be packed in basket type carriers.

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In glass containers, net weight of product not exceeding 36 oz., in trays made of corrugated fibreboard testing not less than 200 lbs., the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Minimum depth of tray must be 2 1/2 inches.
Glass containers must be in single layer, not exceeding fifteen per tray.
Containers in tray must be enclosed in heat shrunk polyethylene film of minimum 2 mils thickness prior to shrinking, tightly shrunk around containers and tray.
Gross weight must not exceed 43 lbs. and dimensions must not exceed 37 united inches.
Trays must be mounted on slip sheet and unit must be securely stretch wrapped with plastic film.

PACKAGE NUMBER	PACKAGE DESCRIPTION
364	Authorized only for shipment in containers in COFC or TOFC Service. In glass bottles, net weight of product not exceeding 40 oz. in corrugated fibreboard boxes complying with all provisions of Rule 41 for boxes testing not less than 150 lbs., except that: (a) Box in lieu of top flaps must be equipped with minimum two inch flanges, folded down and securely glued in area of contact. (b) Bottom pad may be omitted. (c) Interior separators may be constructed of solid paperboard having a minimum thickness of .040 inch and weighing not less than 130 lbs. per 1000 sq. ft. (d) Box and contents must not exceed 45 lbs. (e) Boxes on pallets must be unitized and securely shrink or stretch wrapped with plastic film, OR, individually loaded and securely blocked and braced in container.
365	Interlocking double cover box complying with Rule 41 for boxes testing not less than 275 lbs., except that gross weight must not exceed 145 lbs. Article must be mounted on full dimension bottom pad made of expanded polystyrene having a density of not less than 1.6 lbs. per cu. ft. Clearance of not less than 1 inch on sides, 11/16 inch at front and 3/8 inch at back of article must be maintained by forms made of expanded polystyrene having a density of not less than 1.1 lbs per cu. ft. Forms must extend from front to back on both sides at top of article. Handle must be protected by U-shaped pad of same construction as top clearance forms.
366	Syrup in glass containers, net weight of product not exceeding 16 oz., packed in single layer of not more than 24 containers, in end loading style fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 lbs, with corrugated medium weighing 33 lbs per 1,000 sq. ft., except that glass containers need not be separated as required by Rule 41, Section 6(c). Boxes must be formed and closed so as to prevent any movement of glass containers when manually agitated. Boxes must be arranged into units and secured with stretch wrapped plastic film. Gross weight must not exceed 52 lbs. and dimensions must not exceed 37 united inches.
367	In inner plastic bag not exceeding five gallons capacity, enclosed in three piece box constructed as follows: (a) Bliss style body section having flanges not less than 2 inches wide, made of single-wall C flute corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3. (b) Two U-shaped sections forming end and inner side panels made of single-wall C flute corrugated fibreboard testing not less than 300 lbs., having a minimum combined weight of facings of 146 lbs. per 1000 sq. ft., with corrugated medium weighing not less than 33 lbs. per 1000 sq. ft. (c) U-shaped sections must be securely laminated to side panels and flanges of body section. Inner bag must be constructed of laminated plies of plastic and metallic films having a minimum thickness of 4 mils. Bag, including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Box may be provided with die cuts or perforations to provide opening for dispensing spigot. Boxes must be closed by securely gluing flanges of top panel to side and end panels and boxes must be individually enclosed in shrink wrapped plastic film. Gross weight must not exceed 43 lbs. and dimensions must not exceed 35 united inches.
368	In inner plastic bag not exceeding 4 liter capacity enclosed in box made of corrugated fibreboard testing not less than 275 pounds. Inner bag must be constructed of laminated plies of plastic films having a minimum combined wall thickness of 4.5 mils. Inner bag including dispensing spigot, must be formed and securely closed to effect liquid tight seal. Not more than four boxes containing inner bags must be enclosed in outer box made of corrugated fibreboard testing not less than 200 pounds. Each outer box must be enclosed in heat shrunk low density polyethylene film of minimum 1.5 mils thickness. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 39 pounds and dimensions must not exceed 37 united inches.
369	In plastic bottles not exceeding 48 fl. oz. capacity in trays made of corrugated fibreboard testing not less than 200 lbs. Minimum depth of tray must be 2 inches. Not more than 24 bottles in single layer in tray must be enclosed in heat shrunk polyethylene film of minimum 2 mils thickness tightly shrunk around bottles and tray. Tray must be arranged into pallet unit as follows: (a) Not more than 24 trays per layer with a maximum of four layers. (b) Each layer and top of unit must be protected by a sheet made of corrugated fibreboard testing not less than 200 lbs. (c) Unit must be securely stretch wrapped with not less than 2 layers of plastic film. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight not to exceed 1400 lbs.
370	In glass bottles, not exceeding 12 fl. oz. capacity, in 6-pack basket carriers made of solid paperboard complying with the following requirements: Nominal Thickness (Inches) / Nominal Basis Weight (Lbs. Per 1000 Sq. Ft.) / Minimum Average Dry Tearing Strength (Grams) / Minimum Average Wet Tearing Strength (Grams) .018 / 70 / 440 M.D. 480 C.D / 405 M.D. 440 C.D. Bottles within carriers must be separated by shoulder height partitions made of same paperboard as carrier. Basket carriers may have full height end panels and top flaps with die-cut holes through which caps of bottles are firmly positioned. Not more than four bottle carriers must be packed in full height tray made of corrugated fibreboard testing not less than 200 lbs., the fibreboard complying with Rule 41, Sections 2 and 3.

PACKAGE NUMBER	PACKAGE DESCRIPTION
371	Mineral Oil in bulk in two ply linear low density polyethylene film bags, each ply of minimum 4 mils thickness, OR, one ply polyvinyl chloride film bag of minimum 20 mils thickness enclosed in octagonally shaped fibreboard container consisting of body, inner liner and top and bottom caps. Body must be constructed of single ply on four panels and two plies on four panels with all plies being laminated. Outer facing of body must be prominently marked "LIQUID - DO NOT PUNCTURE". Inner liner must be constructed of two laminated plies on four panels and three laminated plies on four panels. Top and bottom caps of single ply, must be octagonally shaped and equipped with flanges that must securely fit between body and inner liner. Body, inner liner, top and bottom caps must be made of 400 lb double-wall corrugated fibreboard with 36 lb mediums for each ply required. Container must be equipped with single-ply octagonally shaped top pad made of 350 lb double-wall corrugated fibreboard and reinforced horizontally in three lower center locations with steel strapping. Container must be secured to hardwood double face pallet sized to meet four of the eight sides of container by steel strapping vertically in two opposite directions. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 4000 lbs.
372	Household refrigerators in two or three piece corrugated fibreboard containers consisting of full dimension top, sidewall panels die-cut to form window openings with integral corner posts and with minimum 4 inch bottom flaps. For gross weight not exceeding 250 lbs., the fibreboard must test 275 lbs. and for gross weight exceeding 250 lbs., but not exceeding 350 lbs., fibreboard must test 350 lbs. Article must rest on full dimension base constructed as follows: (a) One piece expanded polystyrene form fitting pad having a density of not less than 1.50 lbs. per cu. ft., OR, (b) Corrugated fibreboard testing not less than 275 lbs., folded to form a pad for articles not exceeding 250 lbs. Gross weight. Exterior door supports made of expanded polystyrene, having a density of not less than 1.50 lbs. per cu.ft., must be glued to base. Article exposed in die-cut panels must be protected, at least 25 percent of visible area, by a layer of corrugated fibreboard testing not less than 275 lbs., OR, by 3/8 inch thick layer of expanded polystyrene having a density of 1 lb. per cu. ft. To facilitate handling, top of container may be equipped with built-in lifting flange secured to container by banding and two sides of container must have corrugated fibreboard side pads testing not less than 275 lbs. All fibreboard must comply with Rule 41, Sections 2 and 3. Containers must be closed as follows: (a) Top flaps must be securely glued with not less than 50 percent coverage. (b) Bottom flaps must be securely glued to base form with not less than 90 percent coverage. (c) Container must be enclosed on all sides with heat shrunk or stretch wrap plastic film, not less than 4 mils thick prior to shrinking or stretching.
373	In inner plastic film bags not exceeding 5 gallons capacity enclosed in corrugated fibreboard box complying with all requirements of Rule 41. Bag must be of minimum 5 mil thickness and be formed and securely closed to effect a liquid tight seal. Box must be equipped with full-height partitions, collar or H type divider made of corrugated fibreboard. Box and interior forms must be made of corrugated fibreboard testing not less than 275 lbs. Gross weight must not exceed 45 lbs. and dimensions must not exceed 37 united inches.
374	In three ply polyethylene film bag having a minimum thickness of 12 mils enclosed in a single trip fibreboard container consisting of body, full dimension inner bottom tray and top cap. Body must be constructed of a convolute winding adhering 8 plies of corrugated fibreboard consisting of 69 lb. liners with 33 lb. mediums. Body must be formed in rectangle or square configuration with two opposite integral corner supports and full dimension inner bottom tray. Top cap must be constructed of 275 lb. corrugated fibreboard having flanges of minimum 5 inches in depth. Container must be secured to hardwood double face pallet sized to meet all four sides of container by two plastic or steel straps vertically in each cross direction. Outer facings of body must be prominently marked "LIQUID CONTENTS - Handle With Care." Gross weight must not exceed 3400 lbs. and containers must not be loaded more than one layer high.
375	In glass containers, net weight of product not exceeding 48 oz., in trays made of corrugated fibreboard testing not less than 200 lbs., the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Minimum depth of tray must be 3 1/2 inches. Glass containers must be in single layer, not exceeding six per tray. Containers in tray must be enclosed in heat shrunk polyethylene film of minimum 3 mils thickness prior to shrinking, tightly shrunk around containers and tray. Gross weight must not exceed 43 lbs and dimensions must not exceed 37 united inches. Trays must be mounted on slip sheet and unit must be securely stretch wrapped with plastic film.
413	In bundles, completely wrapped in three or more thicknesses of sulphate or sulphite Kraft paper weighing not less than 60 lbs. per ream (480 sheets, 24 x 36 inches), securely tied and knotted at each crossing with strong rope or twine, or In cylindrical bundles each containing only one rug, may be wrapped in accordance with the following specifications: The wrapping material must consist of a combination of paperboard and sulphate or sulphite Kraft paper weighing not less than 300 lbs. per ream, or of sulphate Kraft paper weighing not less than 200 lbs. per ream and overlapping not less than one-quarter of the circumference of the bundle, or of two or more thicknesses of sulphate or sulphite Kraft paper weighing not less than 60 lbs. per ream, or one or more thicknesses of waterproofed paper consisting of two sheets of sulphate or sulphite Kraft paper weighing each not less than 30 lbs. per ream, firmly held together by a waterproofing compound and entirely reinforced between the sheets with strands of fibre not more than 1/2 inch apart. A ream is a quantity of paper equaling 480 sheets of dimensions 24 x 36 inches. Seams, other than spiral seams, must be either glued or completely covered with sealing tape. Spirally wound bundles must be reinforced with at least one strip of sealing tape extending from end to end of the bundle. Ends of bundles must be either protected with sealing tape or closed by means of metal staples or sewn. All sealing tape must be not less than 2 inches wide, made of cloth or of sulphate or sulphite Kraft paper weighing not less than 60 lbs per ream.

PACKAGE NUMBER	PACKAGE DESCRIPTION
450	In corrugated steel cans not less than 2-1/2 gallons capacity. Gross weight not less than 25 lbs.
495	Each in individual fibre box not complying with requirements of Rule 41.
500	1. In metal cans in corrugated fibreboard trays testing not less than 125 lbs, the fibreboard meeting requirements of Rule 41, Sections 2 and 3. Minimum depth of tray flanges must be one inch, except that for cans exceeding 6 inches in height, tray flanges must be not less than 25% of the height of cans. 2. Dimensions of package must not exceed 44 united inches and gross weight must not exceed 45 pounds. 3. Cans in single or multiple trays must be enclosed in heat-shrunk plastic film, complying with specifications of Paragraphs 4, 5 or 6 below, tightly shrunk around cans and trays. Film must encircle the package covering all exposed can ends, have a secure seal extending the width of the film and extend down over the can chimes sufficiently to secure cans in the outside row. 4. Preferentially-oriented polyethylene film must be not less than 3 mils thick prior to shrinking, with not less than 40 percent shrinkage in longitudinal direction and 5 percent in lateral direction. Film must have a minimum tensile strength of 3,000 psi, with a minimum elongation before break of 100 percent. Tear strength of film must be not less than 200 grams per mil and film must have anti-slip surface, OR; 5. When gross weight does not exceed 32 pounds, preferentially-oriented polyethylene film may be not less than 2 mils thick prior to shrinking, with not less than 40 percent shrinkage in longitudinal direction and 15 percent in lateral direction. Film must have a minimum tensile strength of 3,000 psi, with a minimum elongation before break of 76 percent. Tear strength of film must be not less than 312 grams per mil and film must have anti-slip surface, OR; 6. Polyvinyl chloride film must be not less than 1 1/2 mils thick prior to shrinking with not less than 40 percent shrinkage in both longitudinal and lateral directions. Film must have a minimum tensile strength of 8,000 psi, with a minimum elongation before break of 100 percent. Tear strength of film must be not less than 20 grams per mil and film must have anti-slip surface.
501	In fibre boxes made of corrugated board testing not less than 275 pounds, or of solid board not less than .080 inch thick, testing not less than 250 pounds, and otherwise not complying with requirements of Rule 41, except when gross weight does not exceed 63 pounds, box may be made of corrugated fibreboard testing not less than 200 pounds. Bicycles must be held securely in boxes by wooden blocks or folded single-wall corrugated fibreboard testing not less than 175 pounds.
512	In standard egg cases conforming to following specifications: Standard Wooden Egg Case Construction: (a) Ends, sides, top and bottom must be of not more than 2 pieces each. Top and bottom must cover entire areas of top and bottom. Ends must have cleats at top and bottom not less than 1-1/4 x 7/16 inches. Ends made of 2 pieces must have not less than 2 nails in each end of each piece, nails clinched. Sides, top and bottom must be not less than 3/16 inch thick. Ends must be not less than 7/16 inch thick. Panel ends may be used if made of 5/16 inch material completely surrounded by cleats not less than 1-1/4 x 1/2 inches, securely nailed with not less than six nails in each cleat, nails clinched. Center partition must be not more than 2 pieces, not less than 7/16 inch thick, and so placed when nailed that it will be squarely across the case, plumb and level with the top and bottom. Any inside dimension of each compartment must be not less than 11-3/4 inches. Three penny fine, cement coated, large headed nails must be used, 18 on each side, 21 on bottom and not less than 8 on top (4 in each end, except where drop-cleat cover is used 3 nails in each end will suffice). Staples may be used in lieu of nails if clinched on inside, except that coated staples when made of not less than 16 gauge steel, having prongs not less than 3/4 inch in length need not be clinched when used to fasten covers. Tops may be fastened by wire spring secured to cover at each end and locked beneath upper end cleats, or (aa) Sides, top and bottom must be of not more than two pieces each. Ends must be of not more than four pieces each, tongued, grooved and firmly glued. Top and bottom must cover entire areas of top and bottom. Ends must have cleats at top and bottom not less than 3/8 x 1-3/8 x 11-3/4 inches. Sides, top and bottom must be not less than 3/16 inch thick. Ends must be not less than 1/2 inch thick. Center partitions must be of not more than four pieces, tongued, grooved and firmly glued, not less than 7/16 inch thick, and so placed when nailed that it will be squarely across the case, plumb and level with the top and bottom. Any inside dimension of each compartment must be not less than 11-3/4 inches. Three penny fine, cement coated, large headed nails must be used, 18 on each side, 21 on bottom and not less than eight on top (four in each end, except where drop-cleat cover is used three nails in each end will suffice). Staples may be used in lieu of nails if clinched on inside, except that coated staples when made of not less than 16 gauge steel having prongs not less than 3/4 inch in length need not be clinched when used to fasten covers. Tops may be fastened by wire spring secured to cover at each end and locked beneath upper end cleats. Standard Wire-bound Wooden Egg Case Construction; (b) Sides, top and bottom must be a unit, made of slats not less than 1/10 inch thick, with end cleats not less than 9/16 inch wide and 13/16 inch thick, which completely surround ends. Slats must be fastened together with 5 wires; the 2 end wires must be not smaller than 15 gauge, and must be stapled to slats and end cleats; the 3 intermediate wires must be not smaller than 16 gauge, and must be stapled to slats, staples clinched on inside. Ends and center partition must be made of upright slats not less than 1/10 inch thick with cleats of same material not less than 1-1/4 inches wide at top and bottom stapled to slats. In addition to cleats, slats must be fastened together with 2 wires not smaller than 16 gauge. (512 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
512	- Concluded: Standard Fibreboard Egg Case Construction - Concluded: (c) Cases made of either solid or single-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3 for the 65 lb. box except that the minimum test per sq. inch of combined board must be 220 lbs. The fibreboard of which the box is made must be scored and folded so as to provide double thickness over entire area of ends and sides. Bottoms and center partition must consist of at least 2 thicknesses of such fibreboard and center partitions must be held firmly in position in center of case, OR (d) Cases made of single-wall corrugated fibreboard testing not less than 200 lbs. having a flat crush test of not less than 400 lbs. per 9 sq. inches. Facings must each be not less than .018 inch thick weighing each not less than 68 lbs. per 1,000 sq. ft., combined with an asphalted corrugating sheet not less than .013 inch thick. The fibreboard of which the box is made must be scored and folded so as to provide double thickness over entire area of bottom and ends and center partition must consist of at least 2 thicknesses of such fibreboard and must be held firmly in position in center of case, OR (e) Cases meeting requirements of Rule 41, Sections 2 and 3 for the 90 lb. box made of single-wall corrugated fibreboard or made of not less than 4-ply solid fibreboard. The fiberboard of which the box is made must be scored and folded so as to provide double thickness over entire area of at least 2 of the 4 following parts, namely, bottoms, ends, sides and center partitions, and center partition must be held firmly in position in center of case, OR (f) Cases made of single-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for the 65 lb. box except that the minimum test per sq. inch of combined board must be 220 lbs. Corrugated fibreboard forming center partition must test not less than 220 lbs. and must be double thickness with one flange on each side not less than 7/8 inch wide which must be fastened to sidewalls with not less than 5 staples equally spaced between top and bottom edges of case. The 2 thicknesses forming center portion must be stapled together at top by not less than 2 staples. Fibreboard forming center partition must extend over entire area of bottom providing double thickness. Ends of case must be made of double-wall corrugated fibreboard testing not less than 350 lbs. with flanges not less than 7/8 inch forming recessed ends. Ends must be stapled to sidewalls and bottom with not less than 6 staples equally spaced with first staple placed not more than 3/4 inch from corner. Lengthwise seam of cover must be completely covered with sealing tape or cover must be taped at center and at both ends and tape must extend down side and over cover not less than 3 inches. Sealing strips must be made of sulphate paper basis weight, when ungummed, not less than 60 lbs. per 500 sheets, 24 x 36 inches, testing not less than 60 lbs., not less than 3 inches wide, and must be firmly adhered to case. (ff) Cases for gross weight not exceeding 65 pounds of conventional slotted construction made of water resistant solid fibreboard complying with Rule 41, Sections 2 and 3 for boxes testing not less than 275 pounds. The box must be divided into two equal interior compartments by use of full-height liners formed by either one or two scored sheets arranged to provide one thickness on sides and ends with a double thickness at center of case. Liners must be made of single-wall corrugated moisture resistant fibreboard testing not less than 220 pounds, combined weight of facings not less than 84 pounds per 1,000 square feet, corrugating medium weighing not less than 31 pounds per 1,000 square feet. Case must be closed at bottom with metal staples or stitches, at top by gluing, and in addition by not less than three metal straps or wires. (g) In any of the above cases, each compartment must be 11-3/4 inches wide by 11-3/4 inches long. A tolerance of 1/16 inch will be allowed in any of the compartment dimensions. (h) Hand holes may be cut in end and ventilation holes in sides, and case body may be perforated transversely so that it may be split into 2 equal sections. (i) Fibreboard cases specified in Paragraphs (c), (d) and (e) must be securely closed as specified below so they will not open during transportation. When outside top flaps meet in center lengthwise of case, seam must be completely covered with sealing strip which must extend over ends not less than 3 inches. When outside top flaps meet in center crosswise of case, seams at both sides of case must be completely covered with sealing strips. When case has detachable cover, cover must have sides seams taped on both sides entire length of case with sealing strips. When cover consists of one piece full width of case, lengthwise seam must be completely covered with sealing strip. For any of the methods above described, except where outside top flaps meet in center lengthwise of case, sealing strip placed across cover at center of each compartment, extending down sides not less than 3 inches, may be substituted. Sealing strips must be made of sulphate paper basis weight, when ungummed, not less than 60 lbs. per 500 sheets, 24 x 36 inches, testing not less than 60 lbs., not less than 3 inches wide, and must be firmly adhered to case. Shippers must certify on shipping order and bill of lading as follows: "These eggs are packed in accordance with requirements of Uniform Freight Classification." Boxes must bear box maker's certificate in accordance with Section 10(b) Rule 41. Cases provided for under Package No. 512 containing 30 dozen eggs or less will be charged for at 53 lbs. per case.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

535 In crates having tight or solid tops and bottoms (edges) and ends made of lumber not less than 1-1/2 inch thick. Ends of each door must be protected by caps made of single-wall corrugated fibreboard testing not less than 200 lbs. and faces of doors must be wrapped with single-wall corrugated fibreboard testing not less than 350 lbs. Vertical reinforcement strips must be placed at ends and center of crates on each side, and crates must be metal strapped or wired.

536 Bulk cheese in cylindrical wooden crates, with closely fitted tops and bottoms, wire bound.

538 In wire bound crates constructed as follows:

(1) All lumber or veneer must be well seasoned, reasonably sound and free from bad cross grain or knots which would interfere with nailing or stapling and knots which are greater than one-third the width of slat, diagonal slat or batten material, or knots which are greater than one-fourth the width of cleat material.

(2) Each section of the crate mat must have edge slats at both edges. All slat material for vertical or horizontal slats must be not less than 2-3/4 inches wide, and diagonal slats must not be less than 2-3/8 inches wide.

(3) The distance between wires must not exceed 10 inches.

(4) The distance between edge cleats and intermediate cleats or between intermediate cleats must not exceed 24 inches.

(5) The dimensions of cleats must not be less than 13/16 x 7/8 inch in cross sectional area, except cleats or other thicknesses may be used provided the cross sectional area of other cleats equals or exceeds that of 13/16 x 7/8 inch.

(6) Tops must be solid or closely fitted and must be constructed with one batten not less than 3/4 x 7/8 inch adjacent to the edge of at least two cleats of the mat. The distance between battens must not exceed 16 inches. Intermediate battens must be not less than 3/4 by 1-3/8 inch. Lumber of a thickness not less than requirements for the slats in the wire bound mat shall be used in tops. Batten spacing on bases must not exceed 24 inches.

(7) Crate rigidity must be provided by the use of diagonals on each vertical face of the crate. Diagonals may be omitted when slope of 14 degrees cannot be provided, but rigidity must be provided by use of extra wide slats or additional intermediate cleats, or both.

(8) All surfaces of the crate, except the base, shall have sufficient slats and cleats or battens to cover not less than 50% of the total area of the crate face.

(9) Bases and slats must meet following requirements:

Wt. of Contents	Minimum Thickness (Inches)		Binding Wire Minimum Gauge	Min. Cross Sectional area of Base, (inches), (See Note)
	Edge Slats	Intermediate Slats		
Not exceeding 325 lbs.	7/32	1/6	14	11
Exceeding 325 lbs. but not over 500 lbs.	1/4	7/32	13	19
Over 500 lbs.	3/8	1/4	13	28

NOTE. Lumber must be not less than 9/16 inch thick.

(538 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
538	-Concluded: (10) Crates with continuous wires must be closed by securely twisting each pair of wires with not less than three complete turns. Crates with loop ties must be closed by passing one loop through the other of each pair of wires and bending it back sharply upon itself. (11) All articles must be securely anchored, blocked or suspended within crates. (12) Clearance of not less than 1 inch must be maintained between inside surfaces of container and any finished surface. All finished surfaces, except legs or stretchers, must be covered. (13) Articles may be packed without clearance specified in the preceeding paragraph, but all finished surfaces which have less than specified clearance must be protected by pads or padding not less than 1/4 inch thick.
539	In wire bound crates constructed as follows: Contents: Up to 50 lights of flat, rolled glass, each light not to exceed 50 united inches. (1) All lumber or veneer must be well seasoned, reasonably sound and free from bad cross grain or knots which would interfere with nailing or stapling and knots which are greater than one-third the width of slat or batten material, or knots which are greater than one-fourth the width of cleat material. (2) Each section of the crate mat must have edge slats at both edges. All slat material must be not less than one-fourth (1/4) inch thick and not less than three (3) inches wide. (3) Binding wire must be stapled over each cleat row and one each centered between outside and intermediate cleats rows. (4) The two intermediate (bearing) cleats must be one-fourth (1/4) the length of the glass each way, from the center of the length of the crate. Cleats must circumvent each end of the mat. (5) The dimensions of the cleats must be not less than 7/8 x 7/8 inch in cross sectional area. (6) All crates ends must be constructed of one piece, not less than one-fourth (1/4) inch thick, equal to the inside sectional dimensions of the crate, with battens securely fastened, on the outside, at top and bottom to fit snugly against top and bottom cleats and between side cleats. One cleat must be securely attached on the inside of the end section, midway between top and bottom, extending the full width of the end section. All battens must be 13/16 x 1-3/8 inches in cross sectional area. (7) All faces of the crate must have sufficient slats to cover not less than 50% to the total area of the crate face. (8) The crate must have not less than six (6) continuous wires of not less than 13 gauge, four of which must be directly over the cleat rows. The wires must be closed by securely twisting each pair of wire ends with not less than three complete turns. Wires with loop ends must be closed by passing one loop through the other of each pair of wire ends and bending it back sharply upon itself. End panels must fit snugly behind the end cleat row. (9) The glass contents must be securely clamped in place by tightening the two intermediate (bearing) cleat rows. These two cleat rows and the inside end battens must be faced with a resilient cushioning material to prevent crushing or scratching the glass. (10) Clearance of not less than one (1) inch must be maintained between the inside surfaces of the crate and the face of the glass content. (11) The total weight of the package and contents must not exceed 300 pounds.
543	1. In wood wire bound crates with openings between slats not to exceed three inches. (a) The wire bound blank must be constructed of two 13/16 x 7/8 inch outside rows of cleats spaced not more than 43 inches apart, and one intermediate row of cleats 13/16 x 7/8 inch located at the center of the blank. 15 gauge binding wires must be used over each row of cleats. Intermediate binding wires must be of 16 gauge. Binding wires must be spaced not more than 10 inches apart. The side blank sections must be constructed of not less than 3-1/2 x 1/6 inch veneer slats. The top and bottom sections must be constructed of not less than 1/6 inch veneer providing full coverage. (b) The ends must be constructed of not less than 7/32 inch veneer, providing full coverage, and secured with two 13/16 x 7/8 inch inside battens which hold and cushion the wood frame to which the sign is attached. 2. Signs must be securely fastened to a wooden frame consisting of a minimum of two vertical and two horizontal slats. The length of the vertical slats must be equal to the inside depth of the container the length of the horizontal slats must be equal to the inside length of the container. The vertical slats must be not less than 3-1/2 inches wide and 3/8 inch thick. One horizontal slat must be not less than 2-1/4 inches wide and 1/2 inch thick and the other must be not less than 1-5/8 inches wide and 3/8 inch thick. A blocking piece not less than 1-5/8 inches wide and of appropriate thickness must be attached to the latter horizontal slat for the purpose of holding the sign securely in place. 3. Skeleton glass tubing must be mounted to metal frame with spring type tube supports. 4. Clearance between veneer slats and glass tubing must be not less than 3 inches and not less than 1 inch between slats and all other parts of sign. 5. Gross weight must not exceed 55 lbs.

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In crates having tight or solid tops and bottom (edges), and ends made of lumber not less than 1-1/2 inches thick. Faces of crates must be made of fibreboard testing not less than 600 lbs. Wooden reinforcement strips must be placed on crates at both top and bottom on each side extending lengthwise, with one or more additional battens for cases over 36 inches high.

Not less than 1-1/2 inch clearance must be maintained between article and inside faces of crate by interior packing of honeycomb type constructed of single-wall corrugated fibreboard testing not less than 200 lbs., or by circles made of corrugated fibreboard glued to walls of crates spaced to not more than 10 inch centers. Tops, bottoms and ends must be lined with single-wall corrugated fibreboard. Ends of crates must be reinforced by metal straps or wires securely fastened to and completely encircling crates.

563

In crates having tight or solid tops and bottoms (edges), and ends and slatted sides reinforced by not less than two strips extending lengthwise on each side of crates when not over 28 inches high, three strips on crates 30 inches to 36 inches high and four strips on crates 38 inches to 68 inches high; or when reinforcement are used at both top and bottom on each side extending lengthwise, additional reinforcement may be made by strips extending diagonally from the center of the top strip to the ends of the bottom strip. Apertures must not exceed 4 inches in width. Crates must be completely lined with single-wall corrugated fibreboard testing not less than 135 lbs.

565

In nailed wooden crates constructed of sound lumber, well seasoned and free from bad cross grain, knots which interfere with nailing, or knots which are greater than 1/3 the width of the lumber.

Crates must be constructed with wood frame forming ends, top and bottom made of solid or tightly fitting lumber. Construction may be with two separate frames securely fastened together with a minimum of four cleats. Frames and cleats must comply with the following requirements:

Maximum Weight of Crate and Contents (Pounds)	Minimum Thickness of Ends, Top and Bottom (inches)	Minimum Dimensions Of Cleats (inches)
1200.	3/4	3/4 x 3 1/2
Over 1200	1-3/8	1-3/8 x 5 1/2

Crates must also be constructed with vertical side slats complying with the following requirements:

Maximum Weight of Crate and Contents (Pounds)	Minimum Dimensions of Side Slats (Inches)
1200	3/8 x 3 1/2
Over 1200	3/8 x 5 1/2
Maximum Length of Crate (Inches)	**Minimum Number of Side Slats Per Side**
24	2
42	3
78	4
114	5
150	6
186	7
222	8
258	9
294	10

In addition, crates must be constructed with horizontal side battens complying with the following requirements:

MAXIMUM WEIGHT OF CRATE AND CONTENTS - (POUNDS)	MINIMUM DIMENSIONS OF SIDE BATTENS (INCHES)
1200	3/8 X 5 1/2
2500	3/4 X 5 1/2
Over 2500	1 3/8 X 5 1/2
MAXIMUM HEIGHT OF CRATE	**MINIMUM NUMBER OF SIDE BATTEN PER SIDE**
39	2
89	3
129	4
140	5

Crate members must be assembled with nails driven into side grain of joining members and when gross weight exceeds 1200 lb., crate must be reinforced with a minimum of two 5/8 X .023 inch high tensile strength steel straps applied vertically around width and height of crate, except that when length of crate exceeds 85 inches minimum number of straps must be three.

Glass must be packed on edge and must be blocked and braced within crate with fibreboard, hay, straw, excelsior or other suitable packing material.

Gross weight must not exceed 5200 lbs.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

568

In crates not exceeding 72 united inches inside measurement, length and width added, having tight or solid wooden tops and bottom (edges) and ends, with wooden reinforcement strips at both top and bottom on each side extending lengthwise, completely lined with single-wall corrugated fibreboard testing not less than 200 lbs.

In crates exceeding 72 but not exceeding 120 united inches inside measurement, wooden reinforcement strips must be used on each side with apertures not over 14 inches between strips when lined with fibreboard testing not less than 200 lbs.

When wooden reinforcement strips are used on each side with apertures not over 4 inches between strips, crates must be lined with single-wall corrugated fibreboard testing not less than 135 lbs.

570

In crates having tight or solid tops and bottom (edges) and ends and vertical wooden side slats, further reinforced by not less than two strips extending lengthwise on each side of crate. Apertures between side slats must not exceed 4 inches in width, except, on carload shipments containing glass only, the apertures must not exceed 12 inches in width.

571

In wooden crates constructed as follows:

(1) Crate must fully enclose article, must be constructed with three way lock corners of lumber well seasoned, reasonably sound, free from bad cross grain or knots or knot holes which interfere with the nailing or that occupy more than one-third of the width of the lumber.

(2) The following sizes of lumber must be used:

When Weight of Crate and Contents is:	The Minimum Dimensions of Lumber Used for Struts, Frame Members, and Single Diagonal Braces must be:
Up to 100 lbs.	3/4 x 2-1/4 inches
101 to 250 lbs.	3/4 x 2-5/8 inches
251 to 400 lbs.	3/4 x 3-5/8 inches
401 to 600 lbs.	3/4 x 4-5/8 inches or 1 x 3-7/8 inches
601 to 800 lbs.	3/4 x 5-5/8 inches or 1-3/16 x 3-7/8 inches
801 to 1200 lbs.	3/4 x 5-5/8 inches and Skid Members 1-5/8 x 3-5/8 inches
1201 to 2000 lbs.	3/4 x 5-5/8 inches and Skid Members 1-5/8 x 3-5/8 inches

(3) All vertical faces of crate must be diagonally braced. Braces must be as near a 45 degree angle to the horizontal as possible. A double diagonal on the same face may be one-half the thickness of a single diagonal.

(4) Lumber sheathing or slats must be used on the face or faces of crates where glass tubing or enameled surfaces are exposed. Openings between sheathing must not exceed 3 inches over glass and 6 inches over enameled surfaces.

(5) Coated nails must be used in construction of crate except where the nails are clinched. The number of nails required is as follows:

When Width of Lumber is:	The Minimum Number of Nails in Each End of Piece is:
Up to 3 inches	2
3 to 5 inches	3
Over 5 inches	4

(6) The following size nails (in pennies) must be used:

When Thickness of Boards Nailed Through is:	When Thickness of Board Nailed into is: (Soft Woods)				
	1/2 in.	5/8 in.	3/4 in.	7/8 in.	1 in.
1/4 in.	4	4	4	4	4
3/8 in.	5	5	5	5	5
1/2 in.	6	6	6	6	6
5/8 in.	...	7	7	7	7
3/4 in.	...	...	8	8	8
7/8 in.	...	...	...	9	9
1 in.	...	...	...	...	10

When a medium hardwood is used, nails one penny smaller than those specified above may be used. When a very hard wood is used, nails two pennies smaller than those specified above may be used.

(7) Contents must be securely blocked, braced or fastened within crate so that not less than 3 inch clearance or distance be maintained between glass tubing and any inside surface of crate and not less than 1 inch between any other finished surface and container, except at points where sign is blocked, braced or fastened in crate.

(8) Contents must be cushioned within container from shock. The cushioning may consist of rubber or other suitable material and must be so arranged that under compression of the full weight of the contents in any direction not less than 1/4 inch of the cushioning material separates the contents from contact with any part of the container or bracing.

(9) Primary wire leads shall be accessible to rail carrier for connecting to electric service to determine if any sign tubing will light.

(571 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
571	-Concluded: When weight of container and contents does not exceed 40 lbs., packing may be: (1) In wood crate with no opening between slats to exceed 3 inches. (2) Skeleton glass signs without exterior frame or skeleton glass signs not mounted on metal base must be completely suspended and cushioned within container by rubber banding or coiled wire springs securely fastened to sign and to each of the corners of the container in such manner that not less than 3 inch clearance or distance is maintained between sign and all interior surfaces of container. (3) All other signs must be securely fastened in container and cushioned with suitable cushioning material arranged to maintain not less than 1/2 inch clearance under compression by weight of contents, between all parts of sign except glass tubing and the container. Not less than 3 inch clearance must be maintained between glass tubing and container OR (4) In single-wall corrugated fibreboard containers with full overlap construction complying with all requirements of Rule 41 for boxes testing not less than 200 pounds. (5) Sign must be enclosed in inner box testing not less than 200 pounds or be securely attached to inner folder or wrapper testing not less than 200 lbs. (6) Not less than 1-1/2 inches clearance must be maintained between inner container and outer container on all sides, top and bottom by single-wall corrugated forms testing not less than 200 pounds.
577	In steel drums meeting requirements of Rule 40, Section 5, except that drums over 10 gallons but not over 16 gallons capacity may be made of steel not thinner than 22 gauge. Drums must bear the initials "STC" to signify that the drums are not again to be used as shipping containers after contents have been removed following initial shipment.
579	In fibre drums not exceeding 35 gallons capacity meeting requirements of Rule 51, Section 5, except viscosity test need not be complied with.
580	In 52-S aluminum alloy drums not less than .125 inch thick, capacity not exceeding 55 gallons. Such drums must be able to withstand, without leakage, test by dropping filled with water to 98 percent capacity from height of 4 feet on solid concrete so as to strike diagonally on chime. Drums must be constructed with expanded rolling hoops and without chime seams. Such drums may be not less than .102 inch thick when reinforced with separate end chimes not less than .188 inch thick welded to shell.
582	In steel drums meeting the requirements of Rule 40, Section 5, except that drums over 10 gallons capacity but not over 20 gallons capacity may be made of steel not thinner than 24 gauge.
584	In steel pails or drums meeting the requirements of Rule 40, Section 5, except that pails or drums not exceeding 5 gallons capacity may have bottoms made of steel not thinner than Gauge No. 26, and body and top of steel not thinner than Gauge No. 28, and must also bear the initials "STC" to signify that the pails or drums are not to be used again as shipping containers after contents have been removed, following initial shipments. Wooden drums must meet requirements provided in Rule 40, Section 7, Paragraph (a), but in addition shall be water-proofed by the following means: Sides shall be butt-jointed and securely fastened by strip steel or the equivalent. The inside of this joint shall be covered with one piece of No. 1 Kraft tape, not less than 3 inches in width and not less than 60 pounds in weight per ream. In addition, the entire inside of drum shall be protected by a coating which shall be waterproofed at all temperatures up to 125 degrees F. Ends or heads shall be sealed by a gasket of rubber, cork or the equivalent, or by a circular disk of No. 1 Kraft paper of not less than 60 lbs. weight per ream and of a diameter in excess of the diameter of the head, positioned inside of the heads with the overlap tightly held between the body of the drum and the edges of the heads.
589	In steel drums meeting requirements of Rule 40, Section 5, except that drums over 10 gallons but not over 16 gallons capacity may be made of steel not thinner than 24 gauge. Drums must bear the initials "STC" to signify that the drums are not again to be used as shipping containers after contents have been removed following initial shipment.
591	In fibre drums meeting requirements of Rule 51, Section 2(c), except that sidewall must have combined test of not less than 720 lbs. Net weight must not exceed 500 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
592	In fibre drums meeting requirements of Rule 51, Section 5, for drums testing not less than 1,000 pounds, except that the net weight must not exceed 550 pounds and product must have a viscosity of not less than 5,000 centipoises at shipping temperatures. Drums must be equipped with flexible plastic bag-type liner constructed of one or more plies, total thickness not less than 6 mils.
593	In steel drums, not exceeding 5 gallons capacity, meeting requirements of Rule 40, Section 5, except that drums may be made of steel not thinner than 29 gauge. Such drums must bear the initials "STC" to signify that the drums are not again to be used as shipping containers after contents have been removed following initial shipment.
596	In steel drums not exceeding 10 gallons capacity meeting requirements of Rule 40, Sections 4 and 5. When capacity exceeds 10 gallons but does not exceed 55 gallons, drums must be made of steel not less than 16 gauge and when capacity exceeds 55 gallons but does not exceed 110 gallons, drums must be made of steel not less than 14 gauge. Single trip drums exceeding 10 gallons but not exceeding 55 gallons capacity must be made of steel not less than 18 gauge, except methyl salicylate may be in drums having 20 gauge bodies. Single trip drums must be able to withstand, without leakage, test by dropping filled with water to 98 percent capacity from height of 4 feet on solid concrete so as to strike diagonally on chime. All drums must be of welded chime or double-seamed construction. Double-seamed constructed drums of 25 gallons capacity or over, except single trip drums, must have chime reinforcement adequate for its protection. Drums 30 gallons capacity or over must be constructed with corrugated or I-bar rolling hoops. Drums must otherwise comply with all requirements of Rule 40, Sections 4 and 5.
597	In fibre drums provided with a plastic interior lining so as to form an integral part of the drum meeting the requirements of Rule 51, Section 5, except sidewall must test not less than 600 pounds. Net capacity must not exceed 20 gallons, and net weight must not exceed 130 pounds.
599	In fibre drums having convolutely wound sidewall testing not less than 1,000 pounds and fibre bottom not less than .240 inch in thickness testing not less than 1,500 pounds, or bottom constructed of not less than 24 U. S. gauge steel combined with fibreboard testing not less than 1,000 pounds. Drums must be equipped with a flexible plastic bag-type liner not less than .004 inch thick, having a circular bottom without gussets or folds. The plastic liner must be protected at the bottom chime by one of the following methods: 1. By interposing a flexible creped Kraft paper liner having a basis weight of not less than 80 pounds between it and the drum bottom and extending not less than 4 inches up the sidewall. 2. By interposing a flexible 5-ply corrugated paper disk between it and the drum bottom. 3. By a plastic cuff not less than .004 inch thick permanently attached to the liner which must extend up the drum sidewall not less than 4 inches and extend under bottom of liner not less than 2 inches from the chime. Covers must be made of steel not less than 24 gauge and must be equipped with a rubber or resilient plastic gasket to effect a liquid tight seal. Capacity of drum must not exceed 55 gallons and weight of contents must not exceed 500 pounds. Drum must withstand drop test prescribed in Rule 51, Section 6.
600	In steel drums not exceeding five gallons capacity or in steel kits or pails under five gallons capacity meeting requirements of Rule 40, Section 5, except that body and bottom may be made of steel not thinner than 28 gauge. Cover must have not less than 16 lugs spaced not more than 1/4 inch apart. Bottom must have three inwardly-embossed circumferential beads and cover must have two inwardly-embossed circumferential beads. Such containers must bear the initials "NRC" meaning nonreusable container, or "STC" meaning single trip container, to signify that they are not again to be used as shipping containers, after contents have been removed.
602	In steel drums meeting requirements of Rule 40, Section 5, except that drums over 10 gallons but not over 12 gallons capacity may be made of steel not thinner than 22 gauge. Drums must not again be used as shipping containers after contents have been removed.
604	In closed head drums not exceeding 5 gallons capacity, made of steel not thinner than 28 gauge. Drums must bear initials "STC" to signify that the drums are not again to be used as shipping containers after contents have been removed following initial shipment.
606	In fibre drums meeting the construction requirements of Rule 51, Section 2, for 550 pounds net weight, except when gallonage capacity does not exceed 55 gallons, net weight may be increased to not exceeding 600 pounds. Interior sidewall and bottom of drum must be laminated with not less than .001-inch thick aluminum foil, or drum must be of moisture resistant construction and be suitably grounded from interior liner disc to top and bottom metal chimes.

PACKAGE NUMBER	PACKAGE DESCRIPTION
645	Loose, wrapped as follows: Outside of canoe or boat body wrapped in cloth or in paper consisting of two sheets of Kraft paper, each weighing not less than 30 lbs. per ream (480 sheets, 24 x 36 inches), held firmly together by two layers of asphalt and reinforced between sheets throughout with fibres forming a diamond or square pattern not more than 1/2 inch apart. Inside the cloth or paper there must be a pad or mat of excelsior, hay, straw or similar material extending up the gunwale, evenly distributed and weighing not less than: 25 lbs. for 10 to 14-foot canoes or boats. 35 lbs. for 15 to 16-foot canoes or boats. 45 lbs. for 17-foot canoes or boats. 50 lbs. for 18-foot canoes or boats. 55 lbs. for 18-1/2 to 20-foot canoes or boats. OR Outside of canoe and gunwale or boat body covered with material consisting of not less than 1/2 inch of wood fibre padding adhered to a sheet of Kraft paper weighing not less than 90 pounds per ream (480 sheets, 24 x 36 inches), or adhered to cotton netting having not less than 6 mesh to the linear inch and weighing not less than 1 pound per 3.11 yards. Opening of canoe or boat body must be covered with a sheet of 200 pounds test corrugated fibreboard, cut to conform to shape of opening and fastened by adhesive to material protecting gunwale. OR Outside of boat body must be completely wrapped in wood excelsior blankets covered on both sides with Kraft paper basis weight not less than 40 pounds closed on all edges. The excelsior must weigh not less than 1.5 pounds per 1,000 square inches. Blanket as above described must be faced on one side with creped Kraft paper, basis weight not less than 92 pounds after creping and having a stretch of 15%, securely glued to blanket. Blanket must overlap top edges of boat not less than 2 inches and must be securely fixed in place so there are no apertures. OR Outside of boat body must be completely wrapped in macerated paper blankets. Blankets must overlap top edges of boat not less than 2 inches and be securely fixed in placed so that there are no exposed surfaces. Blankets must be constructed with a macerated paper filler of uniform thickness weighing not less than 1.5 lbs. per thousand square inches covered on both sides with Kraft paper. Inside sheet must be of basis weight not less than 50 pounds and outside sheet must be a reinforced laminated sheet made of two sheets each of basis weight not less than 40 pounds firmly held together with an adhesive material and reinforced between sheets throughout with fibres forming diamond or square pattern with fibres not more than 5/8 inch apart. OR (645 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
645	-Concluded: Outside of boat body must be wrapped in burlap weighing not less than 8 ozs. Entire body of boat inside burlap wrapper must be covered with macerated paper blankets. The burlap and blankets must overlap top edges of boat not less than 2 inches, and must be securely fixed in place so there are no exposed surfaces. Blankets must be constructed with a macerated filler of uniform thickness weighing not less than 1.5 lbs. per thousand square inches, covered on both sides with Kraft paper basis weight not less than 50 lbs. OR Outside of canoe or boat body wrapped in burlap weighing not less than 8 ounces, entire body of canoe or boat inside burlap wrapper covered with molded pulpboard weighing not less than 50 pounds per 1,000 square feet having not less than 31 flutes nor more than 33 flutes to the foot. The weight of the pulpboard in the flutes must be not less than 2-1/2 times the weight of the pulpboard in the adjoining area. Rails must be covered with not less than two thickness of such molded pulpboard and the bow and stern with not less than three thicknesses.
646	Loose, packed as follows: (a) Bottles, demijohns, or jars, 1/2 gallon or less in capacity, must contain minimum weight of glass as follows: Capacity not Exceeding — Minimum Weight of Glass 1/2 pint ..... 6 ounces 1 pint ..... 12 ounces 1-1/2 pint ..... 14 ounces 1 quart ..... 16 ounces 1-1/2 quarts ..... 22 ounces 2 quarts ..... 28 ounces (b) Glass containers must be loaded on sides lengthwise of car in stacks running across the car and alternate layers in each stack must be staggered. Cushions running the full width of car consisting of not less than 1 thickness of indented pulpboard not less than .045 inch thick or its equivalent in cushioning properties, must be placed between stacks, between stacks and bulkheads, and between stacks and ends of car. Glass containers exceeding 1/2 gallon capacity must, in addition to the cushion between stacks required above, be protected by adequate packing material from contact with all adjacent containers. Intermediate bulkheads must be placed in each end of car approximately half the distance between ends of car and door posts, except that in loading Milk Bottles, these intermediate bulkheads will not be required provided loading conforms in all other respects to provisions of this specification. These intermediate bulkheads must be made of at least 3/4 inch boards horizontally with no apertures between adjacent boards exceeding diameter of bottles, backed up with not less than two vertical boards not less than 1 x 6 inches. Packing material sufficient to prevent shifting of load should be used between the two vertical boards on back of bulkhead. Intermediate bulkheads must be securely fastened with wooden cleats to sides of car so as to prevent shifting, or Intermediate bulkheads must be fastened to sides of car with not less than one flat steel strap with tensile strength of at least 4,000 lbs., or two steel wires with tensile strength of at least 2,000 lbs. each, for each 16,000 lbs. of glass containers or fraction thereof loaded in car. Straps or wires must be securely anchored to car wall uprights back of bulkheads and drawn around bulkhead, tensioned and sealed. Doorway bulkheads must be placed against load in each end of car just back of door posts and with flush face against load. They must be made of at least 3/4 inch boards, with no apertures between adjacent boards exceeding diameter of bottles, backed with not less than 4 members not less than 2 x 4 inches. Doorway bulkheads must be supported at car walls by vertical wooden cleats not less than 2 x 4 inches securely nailed to car walls, and must be adequately reinforced through the doorway area by a sufficient number of diagonal braces running to the car floor, or by a sufficient number of horizontal braces running between the two doorway bulkheads, securely blocked in position, or Doorway bulkheads must be fastened to sides of car with not less than one steel strap with tensile strength of at least 4,000 lbs, or two steel wires with tensile strength of at least 2,000 lbs. each, for each 8,000 lbs. of glass containers or fraction thereof loaded in car. Straps or wires must be securely anchored to car wall uprights back of bulkhead and drawn around bulkhead, tensioned and sealed. Doorway bulkheads fastened in this manner must have on back a vertical, central member, projecting several inches further into the doorway than the other boards on back. All bulkheads must extend above level of load, and no glass containers in bulk must be loaded in doorway area. (c) Bottles, carboys, demijohns or jars may be shipped in carloads in cartons made of single-wall corrugated fibreboard. Outer flaps must meet and weight of box and contents must not exceed 75 lbs. Contents of cartons must be packed within the container by or with liners, partitions, wrappers, excelsior, straw or other packing material that will afford adequate protection against breakage or damage, and so that contents will completely fill the box.

PACKAGE NUMBER	PACKAGE DESCRIPTION
650	Loose, packed in packing material and braced in car as follows: (a) When ends of car have uneven loading surfaces, such surfaces must be slatted with strips of wood or boards not less than 1 inch thick, extending from floor of car to or above center of top layer of Crucibles, securely nailed to car. Such strips or boards must be sufficient in number and width to protect each Crucible from contact with projections in end of car. (b) Crucibles of all sizes must be entirely surrounded with excelsior, hay, straw or similar material. (c) When loaded on ends each tier of Crucibles, or when loaded on sides each group of 4 tiers of Crucibles, must be separated from others by a gate made of boards not less than 1 x 8 inches, secured by upright braces at each side of car and so constructed that both sides have even surfaces. (d) When loading space between doorways is not utilized, wooden bulkheads must be placed crosswise of car against the Crucibles on opposite sides of the unoccupied space; bulkheads must consist of crosswise boards not less than 1 x 8 inches of sufficient number and width to protect each Crucible and of 3 or more upright boards not less than 1 x 4 inches evenly distributed and securely nailed to crosswise boards. These bulkheads must be securely held in place by 9 or more wooden braces not less than 3 x 4 inches extending horizontally between the bulkheads evenly distributed; ends of braces must be placed at intersection of upright and horizontal boards of bulkheads and be nailed thereto. (e) When loading space between doorways is utilized, gates as described in Paragraph (c) may be used providing they are secured at each side of doorway by firmly fastened upright braces not less than 2 x 4 inches, and further strengthened in the center by 3 horizontal braces, constructed and secured as described in Paragraph (d). Boards not less than 1 x 8 inches must be fastened across doorway and extend above top layer or tier of Crucibles. (f) All wood used in securing loads must be sound. The dimensions prescribed are commercial or mill dimensions. (g) The term "tier" means two or more rows of Crucibles placed one above the other. (h) The term "layer" means two or more rows of Crucibles placed one beside the other. (i) The following clause must be written, stamped or printed on Shipping Order and Bill of Lading and signed by shipper: "The shipment herein described has been loaded and braced in car in conformity with the requirements of Package 650 in Uniform Freight Classification in effect on date of shipment. ---------- Signature of Shipper"
652	Loose in closed cars, braced as follows: Method No. 1: (a) When ends of car have uneven loading surfaces, such surfaces must be slatted with strips of wood or boards not less than 1 inch thick, extending from floor of car to or above center of top layer of tile, nailed to car; such strips or boards must be sufficient in number and width to protect each piece of tile from contact with projections in end of car. (b) When tile is loaded on end, on the floor, the following requirements must be observed: Each tile on the floor shall be securely held in place by contact with other tile so that there is no open space which will permit shifting of any individual tile. The floor layer of tile at doorway of car must be held in place by a 1 x 6 inch board, applied across doorway, supporting center of tile and nailed to inside of door posts. (c) When one or more layers of tile are loaded on the side or end on top of floor layer, supporting strips as per Specification I must be placed on top of floor layer. When there is an open space at doorway between the ends of layers of tile that are loaded on top of floor layer, tile must be secured as follows: Bulkheads as per Specification II must be placed against tile at each end of open space and bulkheads braced as per Specification III; or, each layer of tile may be secured by braces as per Specification IV. If tiers of tile project into doorway more than 1/2 the length of tile they must be protected per Specification VI. (d) When tile is loaded on the side on floor of car or on top of floor layer loaded on end, following packing requirements must be observed: Each tier of 2 or more rows of clay or earthen tile must be separated from adjoining tiers by wooden gates or partitions as per Specification V. (652 continued on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
652	- Continued: Method No. 1 - Continued: (e) When tile is loaded on the side on floor of car with open space at doorway, tiers of tile at each end of open space must have placed against them a wooden bulkhead as per Specification II, and bulkheads must be braced as per Specification III; or, each layer of tile may be secured by braces as per Specification IV. If tiers of tile project into doorway more than 1/2 the length of tile they must be protected as per Specification VI. Drain tile fittings or shapes other than straight lengths of tile may be loaded on top of tile between gates or partitions; but when fittings or shapes are loaded in 2 or more layers, tiers must be protected as required for clay or earthen tile; in addition thereto each row must be separated from the other by strips of wood or boards not less than 1 inch thick, and the pieces in each row must be separated by such other packing material as may be necessary. (f) The term "tier" means 2 or more rows of tile placed one above the other. (g) The term "layer" means 2 or more rows of tile placed one beside the other. (h) The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shipper: "The shipment herein described has been loaded and braced in car in conformity with the requirements of Package 652, Method No. 1, in Uniform Freight Classification in effect on date of shipment ---------- Signature of Shipper" Specification I. Supporting strips shall consist of 2 boards or strips of wood placed crosswise of car under each tier of tile of sufficient width to protect each piece of tile. Such strips must be secured in place by other strips running lengthwise of car or be nailed to sides of car to prevent shifting, all strips to be not less than 3/4 x 2 inches. Specification II. Construction of Bulkheads. Bulkheads shall be made of boards not less than 1 inch thick, placed crosswise of car against tile, of sufficient number and width to protect each piece of tile; to such crosswise boards there must be nailed 3 or more upright boards not less than 1 x 4 inches, extending from top of floor layer of tile loaded on end, or from floor of car when tile is loaded on side and floor layer does not fill doorway, to or above center of top layer of tile. Specification III. Bracing of Bulkheads. When distance between bulkheads is four feet six inches or less, bulkhead shall be braced at top, center and bottom of each upright board with 2 x 4 inch braces, placed lengthwise of car, wedged and nailed to upright boards of bulkheads on opposite sides of the open space. 2 x 4 inch braces must be placed where they will be supported by the crosswise boards, except where tile are 2 high across car next to open space, in which case 2 cross braces will be sufficient. When distance between bulkheads exceeds four feet six inches, the same method of bracing shall be used, except that braces must be 4 x 4 inches or equivalent section but not less than 2 inches thick. In lieu of the above, when open space between tiers in doorway permits, braces may be in the form of diagonal struts or shoring pieces, in which case they shall consist of 2 x 4 inch struts placed at top, center and bottom of each upright board, the upper end of each brace nailed to upright board and the lower end to floor of car. Such struts shall be applied at an angle of approximately 30 degrees with floor of car. Specification IV. Bracing of Tile in lieu of Bulkheads. Braces for each layer shall be constructed as follows: Three or more boards not less than 1 x 6 inches laid flat and extending lengthwise of car into tile on each side of open space at doorway. Crosswise boards, not less than 1 inch thick and of sufficient width to protect each piece of tile, must be placed against ends of tile and be nailed to flat side of lengthwise boards. One brace, 2 x 4 inch, to be used with each lengthwise board, the brace to be wedged against crosswise boards and nailed to lengthwise and toe-nailed to crosswise boards, or braces for each layer shall be constructed as follows: Three or more 2 x 4's laid on edge and extending lengthwise of car into tile on each side of open space at doorway. Crosswise boards not less than 1 x 6, so constructed as to protect every piece of tile, must be placed against ends of tile, and be nailed to top and bottom edges of the lengthwise 2 x 4's. One brace, not less than 1 inch thick, to be used with each lengthwise 2 x 4, the brace to be wedged against crosswise boards, and nailed to lengthwise 2 x 4's, and toe-nailed to crosswise boards. When braces are so placed that 1 crosswise board provides a bearing surface on ends of 2 layers of tile, a single brace may be used for 2 layers, instead of 1 brace for each layer. The bottom layer on each side of doorway must be protected by a brace not less than 2 x 4 inches crosswise of car, nailed to floor. Specification V. Gates or Partitions must extend from floor of car, or from top of tile loaded on end, to or above center of top layer of tile, and from side to side of car. For tile, inside diameter 10 inches to and including 14 inches, gate or partition material must be of hardwood or yellow pine not less than 3/8 x 1-1/2 inches or of soft wood not less than 1/2 x 2 inches. For tile, inside diameter over 14 inches, gate or partition material must not be less than 1 x 4 inches, except that for tile, inside diameter less than 24 inches, 10 upright strips 1 x 2 inches or double lath gates may be used. The upright strips or boards of gate or partition must be sufficient in number and width to prevent any of the tile in one tier from coming in contact with any of the tile in adjoining tiers and be fastened together at top, center and bottom by wire; or by 2 strips of wood at top, clinch nailed. (652 continued on next page)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

652

-Continued:

Method No. 1-Concluded:

Specification VI. Doorway Protection. If tiers of tile loaded on side project into doorway more than 1/2 the length of tile, there must be placed at each side of tier a strip or strips of wood not less than 2 x 4 inches, with 4-inch side against tile, extending from floor of car to top of door frame, or diagonally from end of bottom row of tile to door jamb above top row of tile, provided top row does not project beyond bracing more than 1/2 the length of tile, nailed and protected by cleats; or 1 x 6 inch material may be used in lieu of 2 x 4 inch if a 1 x 6 inch board is placed across doorway at center of load and nailed to outside of upright strips and to inside of door posts of car. If more than 3/4 of the length of tile extends beyond door posts, each side of tier must be protected by at least 2 vertical strips of wood, not less than 2 x 4 inches or 1 x 6 inches; or by 1 vertical strip not less than 2 x 4 inches if a 1 x 6 inch board is placed across doorway at center of load and nailed to outside of upright strips and to inside of door posts of car.

Specification VII. All wood used in securing loads must be sound and free from defects that materially lessen its strength. The dimensions prescribed are commercial or mill dimensions.

Method No. 2:

1. Drain tile, sizes 18 inches inside diameter and larger and 24 inches and over in length, may be loaded on end in one or more layers in each end of car. The bottom layers must be so loaded that the ends will be at least 2 feet away from ends of car, and a space of at least 3 feet must be left between the ends of layers at doorway. Succeeding layers must be loaded similar to the bottom layer, except that the end crosswise rows must be set back from the ends of the layer below by at least 1/2 the diameter of the tile. Each crosswise row of tile must be loaded tightly in the valleys of the crosswise row previously loaded and the outside tile in each alternate crosswise row must be loaded tightly against side walls of car.
2. The layers must be separated by suitable dunnage boards of at least 1 x 4 inch mill dimension, placed lengthwise of car and nailed at ends to cross strips. These boards must be so spaced that each tile will rest evenly on at least 2 boards.
3. The tiles in each layer from doorway to end of car must be securely tied into units with 2 continuous high tensile strength bands or wires, each tie to have an ultimate tensile strength of at least 2,000 lbs., and must be wrapped horizontally around each unit, one placed near the upper ends of the tiles and the other near the lower ends of the tiles, tensioned and sealed, the seal to be equal to at least 80% of tensile strength of the band or wire. Metal or wooden spacers must be used to keep the bands or wires in place.
4. Wyes or tees may be loaded in the end crosswise rows only, with the exception of the end crosswise rows in the bottom layers next to ends of the car. When wyes or tees are so loaded, the branches must be turned so that they are away from sides of car and away from other tile in the layer.
5. Suitable cushion strips must be nailed to ends of car to serve as buffers for bottom layers.
6. The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shipper:
   "The shipment herein described has been loaded and braced in car in conformity with the requirements of Package 652, Method No. 2, in Uniform Freight Classification in effect on date of shipment.

   Signature of Shipper"

Method No. 3: DOUBLE-UNIT METHOD

1. Drain tile 24 inches and over in length may be loaded horizontally and lengthwise of the car in two units. Each unit must be at least one foot from end of car and units must be separated by at least two feet at the doorway.
2. Four or more runners not less than 1 x 2 inches in section and of length equal to that of the unit, must be laid on the car floor and properly spaced. Runners need not be in a single piece, but when made up of sections, the sections must be butted end-to-end.
3. The bottom layer of tile in each stack must be placed on two strips of wood of sufficient strength to support the weight of tile, each strip either to be nailed to the runners with nails which will nearly penetrate the runners and will not enter car floor, or, to be nailed to the runners with longer nails and the nails clinched with a clinching plate placed under the runner as the nails are driven.
4. When tile is loaded in offset layers, the "angle" tile in the bottom layer must be properly blocked to the cross strips.
5. Each stack of tile must be properly separated with a gate, which must extend up to or above the center of the tile in top layer. The uprights in the gates must be clinch-nailed to cross strips placed near the top and bottom of the gate. The number and size of uprights in these gates for use with the different sizes of tile are as follows:

Size of Tile (Inside Diameter)	Minimum Size of Material	
	Standard Gates Size and Number of Uprights Across Car	Optional Gates Size and Number of Uprights Across Car
10 to 15 inch, incl	16 laths	...
16 to 21 inch, incl	8 pieces 1/2 x 4 inches	22 laths
22 inch and larger	8 pieces 1/2 x 4 inches	8 pieces 1 x 2 inches

(652 concluded on next page)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

652

-Concluded:

Method No. 3-Concluded:

6. Tile fittings and shapes other than straight lengths of tile may be loaded on top of the stacks and between the gates, but when fittings and such shapes are loaded in two or more layers, each layer must be separated from the other by strips of wood not less than one inch in thickness, and the pieces in each layer nested tightly and separated by such packing material as may be necessary.
7. Those stacks which are closer to the doorway than approximately two feet, must be properly blocked away from the sides and doorway of the car.
8. Gates must be placed at each end of the units and must be constructed with two horizontal pieces of not less than 1 x 4 inch material, to the ends of which must be securely clinch-nailed two uprights of not less than 1 x 4 inch material, forming a rectangular frame. At the middle of all gates must be nailed an additional 2 x 2 inch horizontal piece on the same side of the uprights as are the top and bottom horizontal pieces. A sufficient number of uprights must be evenly spaced between the two outside uprights to properly brace the tile in the stack against which the gate will bear. These uprights must be clinch-nailed to the top and bottom horizontal pieces and nailed to the middle horizontal piece. The proper size and number of intermediate uprights is as follows:

Size of Tile (Inside Diameter)	Width of Gate	Minimum Size and Number of Intermediate Uprights
10 inch.....	8 feet	6 pieces 1 x 2 inches
12 to 14 inch, incl	7 feet	5 pieces 1 x 2 inches
15 to 18 inch, incl	7 feet	4 pieces 1 x 2 inches
20 inch and larger	7 feet	2 pieces 1 x 4 inches

The gate must come up to or above the center but not above the top of tile in the top layer. End gates must rest on car floor and butt against ends of runners.

9. Three metal ties must encircle each unit lengthwise of car, and each metal tie must have an ultimate tensile strength of not less than 2,000 lbs., and a seal or twist of at least 80% of the strength of the metal tie.
10. All wood must be sound and free from defects that materially lessen its strength. The dimensions prescribed are commercial or mill dimensions.
11. The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shipper: "Shipment herein described has been loaded and braced in conformity with requirements of Package 652, Method No. 3, in Uniform Freight Classification in effect on date of shipment.

Signature of Shipper"

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Sewer Pipe, loose in closed cars, braced as follows:

WOOD BRACE METHOD (See Note 1)

NOTE 1. Wood Bracing Method No. 1 or Double-Unit Method No. 3 is not authorized on Extra Strength Sewer Pipe 18 inches or over in diameter except when shipped in mixed cars with other clay, Concrete or Earthen Sewer Pipe. For loading rules for Extra Strength Sewer Pipe 18 inches or over in diameter, See Method No. 2.

Method No. 1 - Clay, Concrete or Earthen Sewer Pipe, or Sewer Pipe Fittings, loose in CL, when loaded and braced as follows:

(a) When cars having uneven end walls are accepted by the shipper for loading, end gates must be installed to provide a smooth straight surface, against which the Pipe is to be loaded.
(b) Pipe must be loaded on sides, lengthwise of car, so that socket ends are opposite socket ends and spigot ends are opposite spigot ends.
(c) Strips of wood of sufficient thickness to keep Pipe in line must be securely attached to sides of car.
(d) Pipe Fittings and Branches may be loaded on top of the stacks of straight pipe, between intermediate gates. They must be stowed compactly and separated by such cushioning material as may be necessary. Pipe Fittings and Branch Pipe (Wyes and Tees) may be loaded in stacks provided the layers are separated by wood strips of sufficient thickness to afford proper protection, but should not be loaded against ends of car. Spacers should be used to secure cross stripping in position between the layers of branches.

Pipe Inside Diameter 36 Inches or Less

(e) Each bottom layer of Clay or Earthen Pipe must be placed on two strips of wood of sufficient thickness to raise socket of pipe from car floor. Each bottom layer of Concrete Pipe must be placed on strips of wood under spigot end, of sufficient thickness to make the Pipe level. All strips must be nailed to the car floor with at least two nails. For pipe 30 to 36 inches in diameter, cushion strips of 1 x 4 inch material adequately secured must be used to separate each piece of pipe in a stack.
(f) Each stack of Pipe must be separated by intermediate gates as per Specification I.
(g) The stacks of Pipe at doorway of car must have placed against them a center gate as per Specification II. Center gates must be braced as per Specification III. If stacks of Pipe project into doorway more than one-half the length of the Pipe, they must be protected as per Specification IV.

(654 continued on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
654	WOOD BRACE METHOD (See Note 1, Page 158) - Concluded -Continued: Method No. 1 - Concluded: Pipe Inside Diameter over 36 Inches (h) Each bottom layer must rest on two strips of wood of sufficient thickness to raise socket of pipe from car floor. These strips must be nailed to the car floor. Each piece of pipe must be blocked on both sides by material not less than 4 x 4 inches, securely nailed to the floor strips. Cushion strips of 1 x 4 inch material adequately secured must be used to separate each piece of pipe in the stack. All intermediate gates shall be in accordance with Specification I, but material not less than 2 x 4 inches must be used. (i) The term "stack" means two or more layers of pipe placed one above the other. (j) The term "layer" means a stratum of the load parallel to the floor of the car and one Pipe in height. (k) The following clause must be written, stamped or printed on shipping order and bill of lading and signed by the shipper: "The shipment herein described has been loaded and braced in car in conformity with the requirements of Package 654, Method No. 1, Uniform Freight Classification in effect on date of shipment. ---------- Signature of Shipper" Specification I. Intermediate Gates. Intermediate gates must extend from floor of car to or above the top of the load and from side to side of car. The vertical members must be sufficient in number and width to prevent any of the pipe in one stack from coming in contact with those in adjacent stacks, and be fastened together at top and bottom by wire, or by two or more strips of wood clinch nailed. Lath or other lumber, not less than 3/8 x 1-1/2 inches, must be used for Pipe 3 to 10 inches in diameter. For pipe 12 inches in diameter material not less than 1/2 x 2 inches must be used. For pipe over 12 inches in diameter 1 x 4 inch, or greater material must be used. The minimum number of and size of vertical members in intermediate gates that must be used with the different sizes of Pipe are as follows:

Sizes of Pipe	Minimum Number of and Size of Vertical Members Across Car, see Note	
3 to 10 inch, incl.	22	3/8 x 1-1/2 inches
12 inch	20	1/2 x 2 inches
15 to 22 inch, incl.	8	1 x 4 inches
24 inch	6	1 x 4 inches
27 to 36 inch, incl.	4	1 x 6 inches
Over 36 inch	3	2 x 4 inches

NOTE. Material of other dimensions of equal or greater cross sectional area may be used to provide equivalent protection.

Specification II. Center Gates. Center gates must be made of wood members not less than one inch thick, placed crosswise of the car, of sufficient number and width to protect each piece of Pipe; to such crosswise members there must be nailed three or more vertical members, not less than 1 x 4 inches, extending from floor of car to or above the top of the load.

Specification III. Center Gate Bracing. When distance between center gate is 4 feet or less and the stack of Pipe at the door is 3 feet or less in height, center gates shall be braced at top and bottom of the three vertical members with 2 x 4 inch spreaders, placed lengthwise of car, securely wedged and nailed to the vertical members of the center gates on opposite sides of doorway area.

When distance between center gates exceeds 4 feet, and the stack of Pipe at the door is 3 feet or less in height, the number of spreaders shall be the same except the material must be 4 x 4 inch, or 2 x 4 inch, if reinforced at center by 1 x 4 inch verticals.

When height of the stack of Pipe at the car door exceeds 3 feet and does not exceed 5 feet, three 2 x 4 inch spreaders must be used for each vertical member of center gate, applied at top, center and bottom, except when distance between center gates extends 4 feet, 4 x 4 inch spreaders must be used, or 2 x 4 inch spreaders may be used if reinforced at center by 1 x 4 inch verticals.

When the height of the stack at the door exceeds 5 feet, four 2 x 4 inch spreaders must be used for each vertical member of center gate applied equi-distant from top to bottom, except when distance between center gates exceeds four feet, 4 x 4 inch spreaders must be used, or 2 x 4 inch spreaders may be used if reinforced at center by 1 x 4 inch verticals.

Specification IV. Doorway Protection. Doorway protection must meet requirements of Rule 27, Section 3, Uniform Freight Classification.

When stack of Pipe extends into doorway more than one-half the length of the Pipe, there must be placed at each side of the stack a 2 x 4 inch vertical from the car floor to above the top of the load and secured at the top by nailing to a horizontal 1 x 6 inch board spanning the door opening and nailed to the door posts. The verticals to be secured at the base by cleating. If more than three-fourths of the length of the Pipe extends beyond the door posts and additional vertical 2 x 4 inch board must be applied to each side of the stack and secured in the same manner except that the horizontal must be of 2 x 4 inch material

Specification V. Wood Used. All wood used for bracing center gates and doorway protection, must be sound and free from defects that materially lessen its strength. The dimensions prescribed are commercial or mill dimensions.

(654 continued on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
654	-Continued: ON END METHOD Method No. 2: 1. Extra strength or extra strength full diameter Sewer Pipe 18 inches inside diameter and larger must be loaded on end, also all pipe 15 inches inside diameter or larger may be loaded in this manner, in one or more layers in each end of the car. The bottom layer must be stowed so that the ends of the units will be at least 18 inches from the end walls of the car, and a space of at least 2 feet between the units in the doorway. Lengthwise wood runner strips of not less than 1 x 2 inch material, at least two strips under each pipe, or straw, must be used to protect pipe from contacting uneven car floor. However, this requirement will not be necessary in cars having a smooth sound floor. The pipe must be loaded with sockets up and spigots up in alternate crosswise stacks and placed in the valleys formed by adjacent pipe. Each pipe must be separated by wood frame gates of 1 x 2 inch material. These gates are constructed so that there are two vertical members and two horizontal members. The horizontal members are to be clinch nailed with at least two nails in each vertical member and applied at each end on opposite sides of the vertical so that horizontal members are in contact with the socket and spigot ends of adjacent pipe. The sizes of the frame gates to be used are as follows: For pipe 15 to 21 inches inside diameter, width of gate 16 inches, and height one inch less than length of pipe; for pipe 22 to 36 inches inside diameter, width of gate 18 inches, and height one inch less than length of pipe. 2. The layers must be separated by suitable dunnage boards of at least 1 x 4 inch material, placed lengthwise of car and nailed at the ends to cross strips. These boards must be so spaced that each pipe will rest on at least two boards. Succeeding layers must be loaded similar to the bottom layer, except that the end crosswise stacks must be set back from the ends of the layer below by at least one-half the diameter of the pipe. 3. The pipe in each layer from doorway to end of car must be securely tied into units with two continuous high load strength metal bands or wires; each tie must have an ultimate tensile strength of at least 2,000 pounds, and must be wrapped horizontally around each unit, one placed 7 inches from the top and the other 7 inches from the bottom, tensioned and sealed, seal to be at least equal to 80% of the strength of the ties. Metal or wood spacers must be used to keep bands or wires in place. 4. Pipe Fittings and Branch Pipe (wyes or tees) may be loaded in the end stacks, except in the bottom layer, next to end wall of car. Such pipe must be loaded so that the branches are away from the side walls of car and not in contact with adjacent pipe. 5. Wood cushioning strips of sufficient thickness to prevent bells contacting end walls of car must be nailed to each end wall to serve as buffers for the bottom layer. 6. The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shippers: "Shipment herein described has been loaded and braced in car in conformity with requirements of Package 654, Method No. 2, in Uniform Freight Classification in effect on date of shipment. ..... Signature of Shipper" DOUBLE-UNIT METHOD (See Note 1, Page 158) Method No. 3: 1. Sewer Pipe may be loaded horizontally lengthwise of car in two separate units. Each unit must be at least 18 inches from end of car and units must be separated by at least 2 feet at the doorway. 2. Four or more runner strips of woods not less than 3/8 x 1-1/2 inches, and of length equal to that of each stack, must be laid on car floor properly spaced. 3. The bottom layer of pipe in each stack must be placed on two crosswise strips of wood or sufficient strength to support weight of pipe and thick enough to raise sockets of pipe from the car floor. These strips must be located 2 inches from ends of runner strips and nailed to the runner strips. 4. When pipe is loaded in off-set layers, the "angle" pipe in bottom layer must be blocked on both sides and nailed to the cross strips to preserve proper spacing in the upper layers. 5. Strips of wood of sufficient thickness to keep pipe in line must be securely attached to sides of car and positioned approximately 8 inches from spigot ends. 6. Pipe must be loaded so that socket ends are opposite socket ends and spigot ends are opposite spigot ends. (654 continued on next page)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

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-Continued:

DOUBLE-UNIT METHOD (See Note 1, Page 158) - Continued

Method No. 3 - Continued:

7. Intermediate gates must separate each stack and extend from floor of car to or above the top of the load and from side to side of car. The vertical members must be sufficient in number and width to prevent any of the pipe in one stack from coming in contact with those in adjacent stacks, and be fastened together at top and bottom by wire, or two or more strips of wood clinch nailed. Lath or other lumber not less than 3/8 x 1-1/2 inches must be used for pipe 3 to 10 inches. For pipe 12 inches in diameter material not less than 1/2 x 2 inches must be used. For pipe over 12 inches in diameter 1 x 4 inch or greater material must be used. The minimum number of and size of vertical members of intermediate gates for use with the different sizes of pipe are as follows:

Sizes of Pipe	Minimum Number of and Size of Vertical Members Across Car, see Note
3 to 10 inch, incl.	22 3/8 x 1-1/2 inches
12 inch	20 1/2 x 2 inches
15 to 22 inch, incl.	8 1 x 4 inches
24 inch	6 1 x 4 inches
27 to 36 inch, incl.	4 1 x 6 inches
Over 36 inches	3 2 x 4 inches

NOTE - Material of other dimensions of equal or greater cross sectional area may be used to provide equivalent protection.

8. Pipe fittings and branches may be loaded on top of the stacks of straight pipe, between intermediate gates. They must be stored compactly and separated by such cushioning material as may be necessary. Pipe Fittings and branch Pipe (wyes and tees) may be loaded in stacks provided the layers are separated by wood strips of sufficient thickness to afford proper protection, but should not be loaded in end stacks. Spacers should be used to secure cross stripping in position between the layers of branches.
9. Proper doorway protection must be used to prevent the pipe in the stacks nearest the doorway area from bearing against the car post or car doors and being damaged should there be any movement of the units.
10. End Gates must extend to center of pipe in top layer but not above top of load and must be placed at each end of the units and constructed of two horizontal members of not less than 1 x 6 inch material, clinch nailed to the ends of two 1 x 4 inch vertical members, forming a rectangular frame. One 2 x 2 inch horizontal member must be nailed to the vertical members at the center of the gate and, on the same side of the vertical members as the top and bottom horizontal members, except for Pipe with inside diameter 24 to 36 inches, in pyramided loads. A sufficient number of intermediate vertical members must be evenly spaced between the two outside vertical members and nailed at top and bottom to the horizontal members, to protect each piece of pipe in the end stacks. The size and number of intermediate verticals required are as follows:

Size of Pipe	Width of Gate	Minimum Number of and Size of Intermediate Verticals
3 inch	8 feet	16 pieces 1 x 2 inches
4 inch	8 feet	13 pieces 1 x 2 inches
5 inch	8 feet	11 pieces 1 x 2 inches
6 inch	8 feet	9 pieces 1 x 2 inches
8 inch	8 feet	7 pieces 1 x 2 inches
10 inch	8 feet	6 pieces 1 x 2 inches
12 to 18 inch	7 feet	4 pieces 1 x 2 inches
20 to 36 inch	7 feet	2 pieces 1 x 4 inches
Over 36 inch.....	7 feet	2 pieces 2 x 4 inches And 2 x 4 inch material to be used for frame instead of 1 inch material.

11. Three metal ties must encircle each unit, over and under, lengthwise of car, each metal tie must have an ultimate load strength of not less than 2,000 pounds, and a seal of at least 80% of the strength of the metal tie.
12. All wood used in the construction of end gates, floor runners and doorway protection must be of sound material, free of defects which impair its strength or interfere with proper nailing. The dimensions prescribed are commercial or mill dimension.
13. The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shipper: "Shipment herein described has been loaded and braced in conformity with requirements of Package 654, Method No. 3, in Uniform Freight Classification in effect on date of shipment.

.....
Signature of Shipper"

(654 continued on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
654	-Continued: DOUBLE-UNIT METHOD (See Note 1, Page 158)-Concluded Method No. 3-Concluded: 14. "Skip Pipe", a type of Sewer Pipe semi-circular in shape, with one flat surface and having a socket on one end. This pipe is to be loaded in the same manner as conventional pipe, except that the floor layer stacks shall be loaded with the flat sides down, and providing two separating strips between the flat surfaces in the alternate layers. Lath strips may be used for sizes up to and including 6 inches in diameter. For sizes 8 inches in diameter, or larger, 1 x 2 inch material must be used. Intermediate gates for this type of pipe must be of the same specifications for the different sizes as for conventional pipe, except that strips separating the stacks must be horizontal instead of vertical. OFF-SOCKET METHOD, INCLUDING MASTIC TREATED PIPE Method No. 4: 1. Sewer Pipe to be loaded horizontally and crosswise of the car in one unit. A space of 18 inches must be left between unit and the end of the car and unit to be composed of two or more rows. 2. Two floor runners, not less than 2 x 2 inches in section and extending a length equal to that of unit must be laid on the car floor and properly spaced for each row. Runners may be built up of random length 1 x 2 inch material, provided the joints are overlapped at least 12 inches and securely held together by nails not penetrating into car floor. If runners are formed of single thickness, 2 x 2 inch ends must be notched and overlapped. Sections must be held together by four or more nails passing through runners and clinched. 3. Floor layer pipe in all rows must be placed with sockets in same direction and blocked apart lengthwise of the car by 1 x 2 inch blocks, for pipe up to 8 inches in diameter, and 2 x 2 inch blocks for pipe 10 inches in diameter and larger. The blocks must be held in place on runners by two or more nails penetrating at least two-thirds the depth but not through runners. Blocks must be of such length as to provide clearance of bells in all directions. 4. Pipe in the second layer must be loaded with the sockets in a direction opposite to that of the floor layer and barrels must contact, for the full length. The pattern outlined for first and second layers is to be continued in subsequent layers. 5. End gates must be attached to floor runners at each end of unit. Gates to be composed of two vertical members per row and at least three horizontals. Bottom horizontal member to be placed flat on top of floor runners and securely nailed to each one, this member to be not less than 2 x 4 inches; other horizontals to be placed at center and top of load and clinch nailed to vertical members. Verticals must be nailed to edge of lower horizontal. All gate members, other than bottom horizontal, may be of either 1 x 6 inch or 2 x 4 inch material, vertical members to extend up to or above top layer of pipe. 6. Gates must be anchored in place and held in vertical alignment by metal bands or wire. Metal bands or wire encircling middle and top horizontal after being anchored to 1 x 4 inch cross members at floor must be tensioned and sealed. Strap placed at 45 degrees. Anchor floor cross members must extend under all runners through notches therein and be clinch nailed to same. 7. Anchor straps must be placed between rows of two-foot pipe and between rows and at the outside of rows of three-foot pipe. 8. Flush doorway protection must be used. 9. For mastic treated pipe, two strands of 3/4 inch rope (manila or jute) or any other equally effective material, must be laid on top of all layers of sewer pipe, except the top layer, to separate the pipe from contact with each other; the two strands must extend the full length of the load unit and be positioned about 2 inches in from the bell and from the spigot end of the pipe. 10. Pipe fittings and branches other than straight lengths of pipe may be loaded on top of the rows, but where openings between the rows are such that fittings may fall between rows, the opening must be covered with half-lath gates, and the pieces must be separated by such packing materials as may be necessary. 11. The following clause must be written, stamped or printed on shipping order and bill of lading and signed by shipper: "Shipment herein described has been loaded and braced in conformity with requirements of Package 654, Method No. 4, in Uniform Freight Classification in effect on date of shipment. ..... Signature of Shipper" (654 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
654	-Concluded: WOOD-CELL METHOD, ON END LOADING SEWER PIPE 15 INCHES TO 24 INCHES IN DIAMETER Method No. 5: (a) Pipe must be loaded on end, one high, with spacing between joints crosswise of car as near uniform as possible. 15 inch pipe must be loaded with socket end up and spigot end up in alternate lengthwise rows. 18 inch, 21 inch and 24 inch pipe must be loaded with socket end up. All pipe must be braced with hardwood lumber in manner specified below. (b) Two stringers or strips of wood must be nailed on each side wall and each end wall of car. Stringers on side walls must be spaced 12 inches below top of pipe and 12 inches from floor of car, those on end walls must be spaced 1 inch above (higher) than those on side walls. Stringers at top must be not less than 3 inches thick (may be of 2 x 2's on 1 x 4's) to prevent pipe from contacting walls of car. Those at bottom must be of material not less than 2 x 2 inches. Two stringers must be nailed across each doorway in line with stringers on side walls, for doorways 6 feet or less in width they must be of material not less than 2 x 4 inches. For doorways exceeding 6 feet in width, they must be of material not less than 2 x 6 inches. (c) When cars having uneven end walls are accepted by shipper for loading, blocking must be provided behind stringers so that they will maintain a straight face. (d) When cars have broken floors, or metal covered floors, pipe must rest on two wood runners, of material not less than 1 x 4 inches, crosswise of car nailed to car floor. (e) Bracing between stacks and between rows must be placed with narrow edge against pipe, that crosswise of car resting on stringers on side walls and nailed thereto; that between rows resting on bracing crosswise of car and nailed thereto. (f) 15 inch pipe: Each stack with two members, of material not less than 1 x 4 inches, and each row with two members, of material not less than 1 x 4 inches, placed diagonally between rows; those at top running in opposite direction from those at bottom. (g) 18 inch pipe: In same manner as 15 inch pipe, except that members at top between stacks must be of material not less than 1 x 6 inches. (h) 21 inch pipe: Each stack with two members, those at top of material not less than 1 x 6 inches; those at bottom of material not less than 1 x 4 inches; and each row with two members, of material not less than 1 x 4 inches; those at top, lap joined, extending full length of car placed against sides of pipe; those at bottom placed diagonally between rows. (i) 24 inch pipe: In same manner as 21 inch pipe, except that stacks must be braced top and bottom with material not less than 1 x 6 inches. (j) Stacks faces of load each end of car must be braced with not less than two members, of material not less than 2 x 6 inches, with narrow edge against pipe, nailed on stringers across doorways and reinforced with spreaders, of material not less than 2 x 2 inches, extending between bracing faces of load; three at each top and bottom, spaced on stringers across doorways and midway width of car ("L" or "T" type).
689	In steel kits or pails less than five gallons capacity complying with the requirements of Rule 40, Section 5, except that they may be made of steel not less than 28 gauge. Containers must bear the initials "STC" to signify they are not to be again used as shipping containers after contents have been removed, following initial shipment.
706	In rolls completely wrapped with three thicknesses of heavy Kraft paper, the ends of the roll to be protected by fibreboard not less than .100 of an inch in thickness.
753	Wrapped with one or more thicknesses of 30 lbs. basis weight, 480 sheets, 24 x 36 inches, sulphate Kraft paper, and one or more thicknesses of Kraft corrugated wrapping paper constructed as follows: One sheet of at least 78 lbs. basis weight, 480 sheets, 24 x 36 inches, sulphate Kraft paper firmly adhered by a non--crystallizing adhesive to a sheet of Kraft sulphate paper of at least 50 lbs. basis weight, 480 sheets, 24 x 36 inches, the combined sheet having a Mullen or Cady test not less than 60 lbs. The front and rear aprons must be protected underneath the wrapping with excelsior pads or other cushioning material. Fenders must be tied across and longitudinally with strong cord or twine.
754	In wrapper consisting of Kraft paper basis weight not less than 69 pounds after creping and having a stretch of 15%, glued to wood excelsior pad, the excelsior weighing not less than 1 pound per 1,000 square inches, enclosed in sleeve made of Kraft paper basis weight not less than 40 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
770	Aluminum sash, noibn, not glazed or aluminum sash and window frames combined, not glazed, without sash balances, wrapped individually or in bundles with single-faced corrugated wrapping paper, total basis weight not less than 144 lbs. per ream (500 sheets 24 x 36 inches) testing not less than 82 lbs. Hinges may protrude. Each window frame or sash must be further protected by corner caps or sleeves made of corrugated fibreboard testing not less than 200 pounds, firmly positioned around corners and protruding hinges by sealing tape. When in bundles, alternate sash or window frames need not be wrapped when clearance is provided by wrapping of adjacent articles, or by inserts of the same material between adjacent sash of frames. Outer wrapping must be secured by not less than two metal straps.
772	Individually packed in wrapper made of single-wall corrugated fibreboard complying with Rule 41, Sections 2 and 3. For weights not exceeding 65 lbs., fibreboard must test not less than 200 lbs. For weights exceeding 65 lbs., fibreboard must test not less than 275 lbs. Top and bottom edges of article must be protected by U-shaped forms full width of article made of fibreboard same test as wrapper. These forms must be scored and folded to provide not less than three thicknesses of board at front and back and must maintain not less than 1 inch clearance over front and back faces of article. Forms must be securely stapled to wrapper with staples spaced not more than 6 inches apart so as to comprise ends of wrapper. Similar forms not less than 12 inches in length, stapled to wrapper, must be placed on each side (edge) of article in center of wrapper.
773	In inner cartons tightly wrapped in Kraft paper basis weight not less than 141 pounds per 500 sheets, 24 x 36 inches. Ends and center overlapping seam must be firmly glued. Gross weight must not exceed 18 pounds.
776	In one-piece wrapper made of single-wall corrugated fibreboard, the fibreboard complying with Sections 2 and 3 of Rule 41. Lengthwise seam or joint must be formed by 3 inch minimum overlap of corrugated fibreboard wrapper, glued full area of contact. Lengthwise end flaps must meet or overlap and be sealed in compliance with Rule 41, Section 9. When gross weight does not exceed 90 pounds the fibreboard must test not less than 200 pounds. When gross weight exceeds 90 pounds but does not exceed 140 pounds, the fibreboard must test not less than 275 pounds.
783	Wave guides each enclosed in 8-panel folder made of single-wall corrugated fiberboard testing not less than 350 lbs., ends protected by wood. Clearance of not less than 1 inch must be maintained between article and inner walls of container by corrugated fibreboard forms. Container must be securely closed by reinforced pressure sensitive or gummed tape.
785	In wood frames not less than 3/4 inch thick lined with fibreboard on all edges. Frames must be covered except on ends with solid fibreboard not less than .080 inch thick testing not less than 275 lbs. Fibreboard must be attached to frame around edges on both sides with large headed cement coated nails. One wood cleat not less than 1/2 x 3 inches must extend lengthwise of package on each side. Gross weight must not exceed 125 lbs.
789	Alphabet letter signs having open-faced channel with recessed neon tubing enclosed in inner regular slotted fibreboard box, the fiberboard complying with all requirements of Rule 41 for boxes testing not less than 200 pounds and in turn enclosed in full overlap single-wall corrugated fibreboard box complying with all requirements of Rule 41 for boxes testing not less than 275 pounds. Gross weight must not exceed 100 pounds and dimensions must not exceed 96 united inches. When gross weight exceeds 100 pounds but does not exceed 150 pounds and dimensions exceed 96 united inches but do not exceed 118 united inches, outer box must test not less than 350 pounds. Not less than 11/2 inch clearance must be maintained between inner and outer box by L-shaped corner posts in each of the four corners extending full height of the box and by scored and folded forms on top and bottom full dimensions of outer box. Corner posts and forms must be made of single-wall corrugated fibreboard testing not less than 200 pounds. Fibreboard pads or forms must be used in inner box to make a tight package. Gross weight must not exceed 150 pounds and dimensions must not exceed 118 united inches.
792	In triple-wall corrugated fibreboard boxes complying with provisions of Rule 41, except gross weight may be increased to not exceeding 420 pounds. Box must be lined with polyethylene bag not less than 6 mils thick. Not more than 6 containers may be strapped to wood pallet with metal straps or unwoven rayon cord straps, such rayon cord straps not less than 1/2 inch in width having a tensile strength of not less than 467 pounds with not less than 12% of stretch at break.
794	In fibreboard boxes with full overlapping top and bottom flaps, made of double-wall corrugated fibreboard complying with Sections 2 and 3 of Rule 41. For gross weights not exceeding 180 pounds and dimensions not exceeding 92 united inches, box must test not less than 350 pounds. For gross weights exceeding 180 pounds but not exceeding 300 pounds and dimensions not exceeding 114 united inches, box must test not less than 600 pounds. Base of each article must be individually covered with a polyethylene bag and wrapped in a wood excelsior packing pad. Bottom, top, and all sides of box must be lined with shredded paper cushioning material so as to maintain a clearance of not less than 1 inch between articles and interior surfaces of box. When container is packed with lamp standards, each layer must be separated by single-wall corrugated fibreboard pad testing not less than 275 pounds. Box must be securely closed with not less than two metal straps.
796	In steel containers not less than 14 gauge, capacity not exceeding 350 gallons. Containers must be permanently mounted on steel skids and must be floor loaded only.

PACKAGE NUMBER	PACKAGE DESCRIPTION
798	Bottles not exceeding 2 oz. capacity, in three-piece containers made of single-wall corrugated fibreboard, consisting of a tube and top and bottom flanged caps. Articles must be enclosed in heat-shrunk plastic film not less than 1 mil in thickness prior to shrinking. Shrink-wrapped units must be arranged in layers: (a) Separated by extruded closed-cell polypropylene sheets having a minimum thickness of 1/16 inch, and having a density of not less than 0.5 and not greater than 1.5 pounds per cubic foot; OR, (b) In single-wall corrugated fibreboard boxes or full-height trays. All fibreboard must comply with the requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 200 pounds. Container must be securely strapped to wood pallet with not less than four metal or plastic straps. Gross weight must not exceed 1,800 pounds.
800	Boxed glass carboys conforming to requirements of shipping specification 1-D, or glass or polyethylene carboys in plywood drums completely enclosing body and neck of carboy and otherwise conforming to requirements of shipping specifications 1-E, 1-EX or 1-F or polyethylene carboys in metal crates conforming to requirements of shipping specification 1-H of Agent C. L. Keller's Tariff No. BOE 6000-series. OR When net weight does not exceed 100 lbs. in carboys enclosed within a single trip (STC) expanded polystyrene drum. Drum shall be made of expanded beads or granules of polystyrene compressed or formed into a solid material having a minimum density of two pounds per cubic foot. Drum to be molded to provide a form fitting cavity for the carboy with not less than one inch (1") wall thickness throughout between glass carboy and outside of drum. Cover of drum to be attached with not less than a two inch (2") width pressure sensitive laminated paper tape with tensile strength not less than 50 pounds per inch of width.
803	In 2-piece corrugated fibreboard container consisting of half-slotted single-wall body testing not less than 275 pounds, and single-wall fibreboard cover with flanges not less than 4 inches wide testing not less than 200 pounds. Body must be reinforced by full-height liner made of triple-wall corrugated fibreboard testing not less than 1,100 units, OR of two thicknesses of double-wall corrugated fibreboard each testing not less than 600 lbs. Package must be strapped to lift truck pallet by not less than two metal straps. Gross weight must not exceed 1,500 pounds. Containers must be loaded not more than two high.
809	In trays or containers made of linear polyethylene having a thickness of not less than .125 inch, or expanded polystyrene having a density of not less than 1 pound per cubic foot enclosed in skidded welded steel wire crate constructed of wire not less than 2 gauge, completely enclosing trays or containers on sides, ends, and bottom. Trays or containers must be molded so as to provide cavities for the articles contained therein. Each layer of articles must be adequately separated by same material as trays or containers and top layer must be protected by a fibreboard cover. Articles must be securely strapped within crate to prevent movement. Gross weight must not exceed 1,800 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
812	In heat-sealed 2-mil polyethylene bag enclosed in a 3-piece container made of corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3, consisting of a double-wall corrugated fibreboard body testing not less than 500 pounds, having flanges at top and bottom not less than 7 inches wide and top and bottom flanged caps made of single-wall corrugated fibreboard testing not less than 275 pounds. Flanges of caps must fold down over and back under flanges of body. Caps must be securely strapped around flanges with metal straps. Gross weight of container must not exceed 500 pounds and must be shipped on wood pallet or fibreboard slip sheet.
813	Butter in bulk in fibre boxes complying with Rule 41, or in fibre boxes, the fibreboard complying with Sections 2 and 3 of Rule 41 for boxes testing not less than 200 lbs., except gross weight must not exceed 70 lbs. Boxes may be sealed with 2 1/2 inch paper tape of 90 lb. basis weight or 3 inch paper tape of 60 lbs. basis weight, applied over top and bottom lengthwise seam extending not less than 2 1/2 inches over each end. Butter must be wrapped in grease-resistant paper and boxes must be coated or lined on inside with a water-proof material, except that coating or lining of container will not be required when butter is wrapped in polyethylene film not less than 1.25 mils in thickness.
814	In fibre boxes complying with requirements of Rule 41 for boxes testing not less than 175 lbs., except that maximum weight of box and contents must not exceed 80 lbs.
815	Articles must be protected by corrugated fibreboard interior packaging and must be enclosed in skidded welded steel wire bin with cover, constructed of wire not less than 2-gauge, equipped with corner stacking posts. Fibreboard interior packaging must consist of not less than the following minimum requirements: (a) Container consisting of half-slotted box or full height tray and full dimension top pad. Articles in each layer within box or tray must be separated by slotted partitions and each such layer must be separated by full dimension pad, OR, (b) Articles not packed in containers must be in layers separated by slotted partitions with each layer separated by, and top and bottom protected by, full dimension pads. (c) Sound warning horns or signals may be in full height liner with top and bottom full dimension pads. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3 for fibreboard testing not less than 200 pounds, except that for automobile radio receiving sets, slotted partitions must be constructed of doublewall corrugated fiberboard testing not less than 275 pounds. Gross weight must not exceed 2400 pounds and container must be securely closed.
817	(1) Floor lamps, floor lamp standards or tree lamps in fibre boxes meeting requirements of Rule 41, except that dimensions of boxes testing not less than 200 pounds may be increased to not exceeding 100 united inches (See Note). Not more than two floor lamps, floor lamp standards or tree lamps may be in box and each lamp must be protected as provided for in Paragraphs (2) and (3). (2) (a) Base of article must be wrapped in pads securely fastened in place. Pads or padding must maintain not less than 1/2 inch clearance at bottom and not less than 1/4 inch on all sides of base, OR, (b) Base of article must rest in single-wall corrugated fibreboard form testing not less than 200 pounds arranged to hold lamp immovable and to maintain clearance of not less than 1/2 inch between sides of lamp base and nearest wall of container. Not less than 1/2 inch clearance must be maintained between bottom of lamp and bottom of container by such form or by a combination of the form and padding material. When a combination of the form and crumpled newspaper or other loose cushioning material is used, clearance of not less than 1 inch must be maintained. (817 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
817	-Concluded: (3) Top of article must be fully protected by padding to the extent necessary for protection and must be enclosed in a form of single-wall corrugated fibreboard testing not less than 200 pounds, except padding may be omitted on tree lamps if without top fixture. The form must center the stem of the lamp standard not less than 4 inches from the nearest wall of container and must be of the same length as the distance between two opposite walls of the container. (4) When two articles are packed inverted, each article must be packed as required by paragraphs (2) and (3) and, in addition, must be securely fixed in such position so as to provide not less than 1 inch clearance from any part of the other article. (5) When shade or reflector is packed in same container with lamp, it must be placed where it will not bring pressure against candle brackets or arm of lamp and must rest in single-wall corrugated fibreboard form testing not less than 200 pounds or must rest in pads or padding described in Paragraph (2) (a) so arranged that not less than 3/4 inch clearance will be maintained between shade and lamp and the container walls. Tree lamp shades or reflectors must have finished surfaces protected and clearance of not less than 3/4 inch must be maintained from interior surfaces of box. (6) Pole lamps must in in fibre boxes meeting requirements of Rule 41, except the dimensions of boxes testing not less than 200 pounds may be increased to not exceeding 100 united inches (See Note). Lamps must be centered and held immovable in box by fibreboard forms testing not less than 200 pounds to maintain clearance of not less than 3/4 inch between article and interior surfaces of box. Shades or reflectors detached and packed in same container with lamp must rest in single-wall corrugated fibreboard form testing not less than 200 pounds or must rest in pads or padding described in paragraph (2) (a) so arranged that not less than 3/4 inch clearance will be maintained between shade and lamp and the interior surfaces of box. Shades or reflectors, when not detached, must be wrapped to protect finished surfaces and clearance of not less than 3/4 inch must be maintained from interior surfaces of box. (7) Lamps, other than floor lamps, other than floor lamp standards, other than pole lamps or other than three lamps, must be in fibre boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds (See Note). Such boxes must bear rectangular certificate as provided in Rule 41, Section 10(b).The lamps must be protected as follows: (a) Each lamp, except harp and socket, must be completely wrapped in pads. In addition, bottom, top and all sides of box must be lined with pads or forms to maintain not less than 3/4 inch clearance between wrapped lamps and interior surfaces of box or with crumpled newspaper or other loose cushioning material to maintain clearance of not less than 1 inch between wrapped lamps and interior surfaces of the box, OR (b) When each lamp, except harp and socket, is completely wrapped in pads other than described in Paragraph (7) (a), padding must be not less than 1/4 inch thick. In addition, bottom, top and all sides of box must be lined with forms to maintain not less than 3/4 inch clearance between wrapped lamps and interior surfaces of box, OR bottom, top and all sides of box must be lined with cushioning material to maintain not less than 1 inch clearance between wrapped lamps and interior surfaces of box, OR (c) Packed individually in shells, tubes, container or interlocking partitions, all made of single-wall corrugated fibreboard testing not less than 175 pounds. Bottom, top and all sides of box must be lined with single-wall corrugated fibreboard testing not less than 200 pounds or lamps must be protected with pads to maintain not less than 1/2 inch clearance between lamps and interior surfaces of box or with crumpled newspaper or other loose cushioning material to maintain clearance of not less than 1 inch between lamps and interior surfaces of box, OR (d) Base of lamp must rest in double-faced corrugated fibreboard form testing not less than 200 pounds arranged to hold a lamp or lamps immovable and to maintain clearance of not less than one-half inch between sides of base and nearest wall of container. When crumpled newspaper or other loose cushioning material is used, clearance of not less than one inch must be maintained. Top of article must be enclosed in a form of double-faced corrugated fibreboard testing not less than 200 pounds. The form must center the stem or mounting of the lamp not less than two inches from the nearest wall of the container and must be full inside dimensions of container. NOTE - Boxes made to comply with Note 2, Section 3 of Rule 41, which permits increase in size when gross weight is reduced, must have printed below certificate "Conforms to Rule 41, Section 3, Note 2."
820	In 3-ply multiple-wall paper bags made of extensible Kraft paper, the paper complying with Rule 40, Section 10(c), having a total basis weight of all plies not less than 160 pounds. Outer ply must be coated with not less than 7-1/2 pounds of polyethylene per ream. Net weight must not exceed 50 pounds.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

829

In fibre boxes complying with Rule 41, except that for the gross weights and united inches stipulated, boxes must test as indicated below:

Maximum Weight of Box andContents (Pounds)	Maximum Inside Dimensions - length, width and depth added (Inches)	Minimum Test of Fibreboard	
		Mullen or Cady Test (Pounds per square inch)	Beach Puncture Test (Inch oz. per inch of tear)
110	90	200-Doublewall see Note 1	.....
140	100	275-Doublewall see Note 1	
175	115	350-Doublewall see Note 1	
230	135	500-Doublewall see Note 1	
270	135	600-Doublewall	
325	135	350-Singlewall, see Note 2	700-Triplewall see Note 3
Over 270 to 350	145	...	900-Triplewall, see Note 4; OR 1050-Doublewall see Note 5.
Over 345 to 425	145	...	1100-Triplewall

NOTE 1. Box may be of two piece construction consisting of half slotted top section made of fibreboard complying with the requirements stipulated in the table above and separate base section made of scored and folded double-wall corrugated fibreboard testing not less than 200 lbs. Base section must have laminated side, front and rear pads made of built-up corrugated fibreboard to provide protection and effect compliance with specified clearances.

NOTE 2. Box must consist of two singlewall corrugated fibreboard boxes, each testing not less than 350 pounds, one fitting closely inside the other.

NOTE 3. Minimum combined weight of facings must be not less than 168 pounds per 1000 square feet.

NOTE 4. Minimum combined weight of facings must be not less than 216 pounds per 1000 square feet.

NOTE 5. Minimum combined weight of facings must be not less than 258 pounds per 1000 square feet and corrugated mediums must have a total weight of not less than 85 pounds per 1000 square feet.

Boxes must be closed by one of the following methods:

(a) As provided in Rule 41, Section 9, or

(b) Securely bound with not less than 2 metal or plastic straps, or;

(c) When box consists of a half slotted top section and separate flanged bottom or scored and folded base section, box must be strapped as provided in Paragraph (b), or half slotted section must be stapled to flanged bottom on all four sides with staples spaced not more than 5 inches apart.

Articles must be supported or suspended in boxes and must be so protected that there will be no shifting and so that the following minimum clearance requirements be observed for the gross weights indicated:

Maximum Weight of Box and Contents (Pounds)	Minimum Inside Clearances Between Articles And Inside Surfaces of Box (Inches)	
	Sides and bottom	Top
Not over 20	3/8	3/8
Over 20 to 90	3/4	1/2
Over 90	1	1/2

PACKAGE NUMBER	PACKAGE DESCRIPTION
831	In bulk in three-piece fibreboard container having more than four sides, consisting of body and top and bottom caps having flanges not less than six inches wide. Body must consist of a stitched tube and full-height liner, each made of double--wall corrugated fibreboard testing not less than 600 lbs. Top and bottom caps must be made of single-wall corrugated fibreboard testing not less than 350 lbs and must be so scored and folded to hold in position on bottom and top of double-wall corrugated fibreboard pad testing not less than 600 lbs. Top and Bottom caps must be glued and also securely strapped to body with metal straps, except when body has bottom flanges, bottom cap need not be glued to body. All fibreboard meeting requirements of Rule 41, Sections 2 and 3, for bursting test specified. Container must be securely attached to a wooden pallet by not less than two metal straps with additional strap applied horizontally around perimeter of container. Gross weight must not exceed 5200 lbs and packages must not be loaded more than one layer high.
832	In containers consisting of half-slotted body having top flanges of not less than 5 inches made of double-wall corrugated fibreboard meeting all requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 600 pounds. Top must consist of cap made of single-wall corrugated fibreboard testing not less than 350 pounds and having flanges not less than 4 inches. Body of container must be reinforced by full-height liner constructed of double-wall corrugated fibreboard testing not less than 600 pounds and container must be equipped with flexible plastic bag-type liner, securely closed. Top cap must be securely fastened to flanges of container by not less than 10 staples. Container must rest on and be securely glued to wooden pallet. Gross weight must not exceed 1200 pounds.
833	In bulk in two-ply paper bags, total basis weight not less than 130 pounds, plus one sheet of polyethylene film not less than 1 1/2 mils thick. Net weight must not exceed 25 pounds.
834	In container consisting of double-wall corrugated fibreboard wrapper testing not less than 275 lbs, meeting requirements of Rule 41, Sections 2 and 3. Each end of package must be reinforced with wooden frames, each frame consisting of not less than seven members made of lumber having a combined cross-sectional area of not less than 8 square inches. Tub must be suspended in the frames so that no other portion of tub will be in contact with the interior of the fibreboard wrapper. Top and bottom flaps of wrapper must be not less than 3 1/8 inches wide and must be securely stapled to wood frames. Wrapper must be securely stapled along vertical joint by metal staples or stitches as provided in Rule 41, Section 5. Gross weight must not exceed 115 pounds.
838	In bulk in two-ply polyethylene bag having total mil thickness not less than 6 mils enclosed in double-wall corrugated fibreboard box, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 350 pounds, except minimum combined weight of facings must weigh not less than 207 pounds per 1,000 square feet. Box must be lined with full-height liner made of wood veneer not less than .180 inch thick faced with paper weighing not less than 42 pounds per 1,000 square feet. Each box must be strapped around girth by not less than two metal straps and four containers of equal size must be loaded on wooden pallets and must be bound together by not less than two metal straps placed horizontally around four containers. Boxes must be closed as required by Rule 41, Section 9. Gross weight must not exceed 1,950 pounds per palletized unit.
846	In 275 lb. test solid fibre boxes or 200 lb. test corrugated fibre boxes meeting requirements of Rule 41, except that boxes must not exceed 93 united inches, and further except that when inside containers consist of 175 lb. test corrugated fibre boxes meeting requirements of Rule 41, outside box must not exceed 110 united inches.
850	In cans in end loading fibreboard boxes meeting all requirements of Rule 41 for boxes testing not less than 200 pounds except score line of manufacturer's joint may be slit not more than one inch at each end. When inner flaps meet, outer flaps may come within 1 1/2 inches of meeting and flaps must be securely glued.
855	In open-head containers not exceeding 6 gallons capacity made of self-supporting, rigid high-density molded polyethylene. Body and cover must be not less than 90 mils in thickness. Cover must be equipped with two integrally molded clips which securely fasten cover to body. Gross weight must not exceed 50 pounds.
856	In regular slotted corrugated fibreboard container having inner full-height liner. Container and liner must be made of double-wall corrugated fibreboard having a minimum combined weight of facings not less than 252 pounds per 1,000 square feet and corrugated mediums having total weight not less than 84 pounds per 1,000 square feet. The fibreboard must have a Beach puncture test of not less than 850 puncture units. Container must be lined with polyethylene bag not less than 1.5 mils in thickness. Top and bottom flaps must be securely closed with hot-melt adhesive. Container may be secured to wooden pallet. Gross weight must not exceed 1,820 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
863	In one-piece double-wall corrugated fibreboard wrapper testing not less than 275 pounds having end flaps scored and folded to provide not less than three thicknesses of fibreboard at top and bottom flap area and double thicknesses at side flap area. All flaps must be not less than 3 1/2 inches wide. Longitudinal and end flaps must be securely closed by staples. Bathtub apron must be protected by full dimension double-wall corrugated fibreboard pad. Top and ends must be protected by double-wall corrugated fibreboard forms scored and folded to maintain not less than 1/4 inch clearance above tub nailing flange and not less than 3/8 inch clearance at ends. Articles with supporting brackets attached must rest on wood slats not less than 3/8 inch in thickness, or on 200 pound test corrugated fibreboard forms not less than 3/8 inch in thickness. Articles without supporting brackets or with brackets detached must rest on built-up corrugated fibreboard forms secured to wrapper or to article. Gross weight must not exceed 110 pounds.
868	In double-wall corrugated fibre boxes, meeting requirements of Rule 41, for boxes testing not less than 275 lbs., except that gross weight must not exceed 85 lbs.
871	In corrugated fibreboard containers enclosed in skidded welded steel wire bin constructed of wire not less than 2-gauge and equipped with corner stacking posts. Fibreboard containers must consist of a series of trays forming tiers, the fibreboard testing not less than 125 pounds. Solid fibreboard partitions not less than .030 inch in thickness must be used to separate each individual article. Containers must have full-dimensional corrugated fibreboard common cover testing not less than 200 pounds, securely fastened with tape not less than 2 inches wide. All corrugated fibreboard must comply with construction requirements of Rule 41, Sections 2 and 3. Gross weight must not exceed 2,500 pounds.
873	In bulk in 6 mil polyethylene bag enclosed in single-wall corrugated fibreboard box meeting the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 pounds. Box must be lined with full-height liner made of wood veneer not less than .10 inch thick faced with paper weighing not less than 20 pounds per 1,000 square feet. Each box must be strapped around girth by a pressure-sensitive tape 3/8 inch wide and 15 mils thick, having a tensile strength of 240 pounds per square inch. Not more than 36 such containers of equal size must be loaded on and securely strapped to wood pallet with not less than 4 metal straps. Gross weight must not exceed 2,600 pounds and packages must not be loaded more than one layer high.
885	In bulk in three-piece fibreboard box consisting of tube made of double-wall corrugated fibreboard testing not less than 600 pounds having bottom flanges not less than 5 inches wide, and top and bottom caps having flanges not less than 5 inches wide and made of single-wall fibreboard testing not less than 350 pounds. Walls of box must be lined with full height taped tube made of double-wall corrugated fibreboard testing not less than 600 pounds, having top flanges not less than 5 inches wide and bottom flanges not less than 10 inches wide folded upward between body and liner. All fibreboard must comply with Rule 41, Sections 2 and 3 and body and liner must be made with corrugated mediums weighing not less than 33 pounds per 1,000 square feet. Flanges of bottom cap must be inserted between box and liner. Top cap must be securely stapled to top flanges of liner on top horizontal surface with not less than two staples at each corner. Box must rest on and be securely glued to wood pallet. Gross weight must not exceed 1,100 pounds.
893	Applies only on eggs in standard cases of 15-dozen lots: (a) In fibre boxes conforming to requirements of Rule 41 of Classification for boxes testing not less than 200 lbs., except boxes must test not less than 250 lbs. All flaps must meet, and boxes need not be lined, or tops may be made of corrugated fibreboard same as body of box is made of, or of solid fibreboard not less than .080 inch thick, testing not less than 250 lbs., with 4 triangular flaps not less than 5 inches long, which are inserted between body and a liner made of single-wall corrugated fibreboard, facings and corrugated sheet of which must not be less than .009 inch thick, and combined board testing not less than 125 lbs., which lines all 4 walls of box. Boxes must be closed as required by Rule 41, Section 9, of Classification, except boxes with removable tops having triangular flaps as prescribed above must have all outer seams of tops completely covered with sealing tape not less than 2 inches wide made of sulphate paper of basis weight not less than 60 lbs. per 480 sheets, 24 x 36 inches, testing not less than 60 lbs., or such tops may be closed with sealing tape as described not less than 3 inches wide across top at right angles extending over 4 sides not less than 3 inches. All sealing tape must be firmly adhered to surfaces of box. For shipments, boxes for which have not been in cold storage, boxes may be made of either solid or single-wall corrugated fibreboard as specified in Rule 41 of Classification. For shipments, boxes for which have been in cold storage, boxes must be made of solid fibreboard not less than .080 inch thick, both liners of which must be waterproofed throughout entire thickness. OR (893 concluded on following page.)

PACKAGE NUMBER	PACKAGE DESCRIPTION
893 (Con-cluded)	(b) In single-wall corrugated fibreboard boxes conforming to requirements of Rule 41 of Classification for boxes testing not less than 200 lbs. Body shall be of 1 piece of single-wall corrugated fibreboard so cut that when folded the entire area of the sides of box will be single thickness and ends will be double thickness. In addition a 2 1/2 inch rim folding outward along sides and ends at the top of box. Covers made of 200 lb. test single-wall corrugated fibreboard must be detachable and have flanges on all sides not less than 2 1/2 inches deep. End flanges of cover to be single thickness and side flanges to be of double thickness. Covers must extend over rims of boxes 2 1/2 inches at sides and ends and must be fastened at centers of each end of box by means of wire clamps not less than 2 inches wide. (c) Eggs packed in boxes authorized by this package will be charged for at 26 1/2 lbs. per case. Shippers must certify on shipping order and bill of lading as follows: "These eggs are packed in accordance with requirements of Uniform Freight Classification." Boxes must bear boxmaker's certificate in accordance with Section 10(b), Rule 41. (d) When boxes meeting all requirements of Paragraph (b) test not less than 250 lbs., they may be used for shipments of eggs in 24-dozen lots. Ventilation holes may be cut in sides of box. Boxes must bear boxmaker's certificate as prescribed in Paragraph (c) and certification required therein must be made on shipping order and bill of lading. Eggs packed in such boxes will be charged for at 42 lbs. per case. OR Boxes may be made of single-wall corrugated fibreboard prescribed for fibre boxes in Section 2, Rule 41, testing not less than 200 lbs., made with corrugated sheet of asphalted board not less than .012 inch thick. Boxes must have 4 flaps on each top and bottom. All flaps must meet. Boxes must be closed as required by Rule 41, Section 9. Or such boxes may have detachable cover made of same material as body of box, body must have 4 flaps on bottom, top must have side and end flanges 2 inches wide, side flanges to fold in, end flanges to fold out and down parallel to end of box. Detachable cover must have flanges extending 2 inches over sides and ends of box. Flange on cover must be securely fastened to each end of box body with two .020 gauge flexible wires, each 6 inches in length, when closing the box, or flanges at ends must be turned inside the cover not less than 1 inch and stapled. Flanges on ends of box folded out, and portion of end flanges on cover, which are turned inside the cover, must equal the width of flange on cover, thus interlocking to hold cover in position. Eggs packed in these boxes will be charged for at 26 1/2 lbs. per case. Shippers must certify on shipping order and bill of lading as follows: "These eggs are packed in accordance with requirements of Uniform Freight Classification." Boxes must bear boxmaker's certificate in accordance with Section 10(b), Rule 41.
899	In straight carloads only, not more than nine boats inverted and stacked semi-nested on hardwood base frame constructed of not less than two 2 x 6 inch skid runners and four 2 x 6 inch cross pieces, equipped with or without casters. Top of wood base frame must have expanded plastic pads to cushion bottom boat and in addition each boat must be separated by not less than two molded expanded plastic pads. Front of boats must be kept in alignment by full-height notched and padded vertical wood member measuring not less than 2 x 6 inch x 8 feet attached to boats by not less than three U-bolts. Top of unitized boats must be secured with not less than two hold-down braces consisting of 2 x 6 inch lumber faced with molded expanded plastic pads and unitized load must be secured to wood base frame with not less than two metal straps 1 1/2 x .035 inch positioned to extend across top of hold-down braces. Each unitized load must be positioned lengthwise of car two units wide, and must be provided with a full-height 2 x 6 inch padded vertical wooden stern support positioned at the center of the sterns of the boats. Each unit load must be securely held in place with not less than three D.F. cross bars bearing against the stern support. Adjacent unit loads must be braced apart at the top and bottom by crosspieces extending across and securely nailed to the top hold-down braces and also the skid runners of the unit loads.

PACKAGE NUMBER	PACKAGE DESCRIPTION
908	In paper bags complying with Rule 40, Section 10(c), loaded on wood pallet enclosed by a corrugated fibreboard stitched tube having 4 inch flanges at bottom, and cap having flanges not less than 12 inches in depth. Flanged tube and cap must be made of triple-wall corrugated fibreboard complying with Rule 41, Sections 2 and 3, OR must be made of double-wall corrugated fibreboard having a combined weight of facings not less than 237 pounds per 1000 sq. ft. and corrugating mediums having a total weight of not less than 85 pounds per 1000 sq. ft. and the combined board having a Beach test of not less than 950 puncture units. Bottom flanges of tube must be turned in and securely stapled to wood pallet. Container must be equipped with full-dimension bottom pad made of single-wall corrugated fibreboard testing not less than 200 pounds. Inner bags must be loaded within tube so as to extend not less than 5 inches and not more then 7 inches above top edges of tube forming a level load-bearing surface under flanged cap. Package must be securely strapped to pallet with not less than four metal or extruded nylon or polypropylene straps, as specified in Rule 41, Section 8(a), (6). Gross weight must not exceed 2,600 pounds and containers must be securely blocked and braced within car, and must be loaded not more than two tiers high.
909	In convolutely-wound 4-ply five-gallon fibre drums, net weight of contents not exceeding 54 pounds or convolutely-wound 5-ply nine-gallon fibre drums, net weight of contents not exceeding 100 pounds. Drums must be equipped with a 2-mil plastic liner and must otherwise conform to the requirements of Specification 21-C of Agent C.L. Keller's Tariff No. BOE 6000-series.
911	In fibre boxes complying with all the requirements of Rule 41 for boxes testing not less than 125 pounds, except that where gross weight does not exceed 18 pounds dimensions may be increased to not exceeding 80 united inches.
912	In three-piece container consisting of two half-slotted boxes, one not enclosed within the other, having a full height half--slotted telescoping common cover completely covering inner containers. Half-slotted boxes and cover must be made of double-wall corrugated fibreboard having a minimum combined weight of facings not less than 258 pounds per 1,000 square feet and the corrugated medium of total weight not less than 85 pounds per 1,000 square feet. Fibreboard must have a Beach test of not less than 1,050 puncture units. Container must be secured to a wooden pallet. Gross weight must not exceed 1,600 pounds.
915	In glass containers, not exceeding half gallon capacity, in corrugated fibreboard boxes meeting requirements of Rule 41 for boxes testing not less than 200 lbs., except inner containers may be individually separated by full-depth double-wall corrugated fibreboard partitions complying with Paragraph (7), Section 6(b), Rule 41. Bottom inner and outer flaps on box must meet or box must have full-dimension bottom pad made of single-wall corrugated fibreboard testing not less than 200 lbs., or bottom pad will not be required when inner containers are individually separated by two piece full height slotted partitions, one piece consisting of a U-shaped form fitting between the inner bottom flaps of container. Gross weight must not exceed 40 lbs.
919	In fibre boxes meeting requirements of Rule 41, except that dimensions of boxes testing 200 lbs may be increased to not exceed 100 united inches, gross weight not exceeding 70 lbs, and dimensions of boxes testing 275 lbs may be increased to not exceed 125 united inches.
921	In glass containers with surface coatings which have lubricating and scratch resisting qualities having vertical sidewalls and a net capacity not exceeding 8 ounces, packaged in a single layer in fibreboard boxes complying with all the requirements of Rule 41, except glass containers need not be separated as required by Sec. 5, Paragraph (c). Fibreboard must test not less than 150 pounds with combined weight of facings not less than 66 pounds per 1,000 square feet. Boxes must be so designed that when closed the glass containers do not move when manually agitated. Gross weight not to exceed 26 pounds.
922	In four-ply multiple-wall paper bags complying with Rule 40, Section 10, total basis weight of paper not less than 200 lbs., one ply polyethylene-coated and one ply to consist of wet-strength paper basis weight not less than 60 lbs. Net weight of contents must not exceed 80 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
927	In 3-piece box consisting of body and top and bottom flanged caps made of corrugated fibreboard complying with Rule 41, Sections 2 and 3. Body of box must be made of double-wall corrugated fibreboard testing not less than 400 lbs. Caps must be made of single-wall corrugated fibreboard testing not less than 275 lbs, the top cap constructed of laminated double thickness, the corrugations of one thickness at right angles to the other. Body must cover all sides and have flanges at top and bottom not less than 3 3/4 inches wide. Flanges of caps must fold down, over and back under flanges of body. Caps must be securely strapped around flanges with metal straps or wire. Article must rest on wood frame, full dimensions of box, made of not less than six pieces of lumber having combined cross-sectional area not less than 17.5 square inches, with each piece not less than 3/4 inch thick. Not less than 1 inch clearance on front of article and 1 1/2 inches on top, ends, and back must be maintained by pre-molded expandable polystyrene end pads having a density of not less than 2 pounds per cubic foot. End pads must be reinforced by a built-up corrugated fibreboard pad extending full length over top of article. Front and back must be further reinforced by full height center pads made of double-wall corrugated fibreboard testing not less than 275 lbs, complying with Sections 2 and 3 of Rule 41, so scored and folded as to provided not less than four thicknesses on front and back of article. Finished surfaces which come in contact or can come in contact with interior corrugated forms must be protected by non-abrasive material Gross weight must not exceed 500 lbs.
932	In fibre boxes meeting the requirements of Rule 41 for boxes testing 200 lbs., except that inside dimensions must not exceed 110 united inches and gross weight must not exceed 50 lbs.
934	In 5-ply multiple-wall paper bags, total basis weight of all walls not less than 230 lbs., net weight of contents not exceeding 100 lbs. Bottom of bags must be sewn or all plies pasted, and tops of bags must be so secured as to prevent sifting.
969	Sugar in tablet form in inner cartons testing not less than 40 lbs. enclosed in fibreboard boxes meeting requirements of Rule 41, except minimum combined weight of facings must be 116 lbs. and minimum test of combined board must be 300 lbs. Gross weight must not exceed 75 lbs.
972	Completely covered by half-slotted carton or in regular slotted box made of single-wall corrugated fiberboard. Articles must be mounted on base frame full inside dimensions of bottom made of lumber not less than 3/4 inch thick or when in regular slotted boxes articles may be mounted on two built-up non-test corrugated fibreboard runners, corrugations vertical, not less than 1 inch wide and 1/2 inch thick and further supported with a pad full inside dimensions of container made of double-wall corrugated fibreboard testing not less than 350 pounds with two pieces of wood not less than 3/32 inch thick and 3 inches wide securely glued to two outside edges of the double-wall pad. Half-slotted carton must be securely fastened to base frame. Half-slotted carton, regular slotted boxes and base frames, where required, must meet the following requirements:

For gross weight	Minimum number of pieces in base frame	Minimum combined cross sectional area of lumber (sq. inches)	Minimum test of fibreboard (Lbs.) see Note 1
Not over 120 lbs.....	5	6.25	200
Over 120 lbs. but not over 160 lbs. ...	6	9.0	200
Over 160 lbs. but not over 200 lbs. ...	6	12.0	275
Over 200 lbs. but not over 290 lbs. ...	6	12.0	350

NOTE 1. Fibreboard in outer carton, regular slotted box and interior parts must comply with requirements of Rule 41, Sections 2 and 3, for tests specified.

(972 concluded on following page.)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

972 (Concluded)

Articles must be held inside of carton or box by either of the following methods:

By four full height corner posts so constructed to provide not less than 3/4 inch clearance between front, sides and top of article and not less than 1/2 inch between back of article and the inner walls of containers. When in half-slotted carton, top of article must also be covered by fibreboard extending over sides of article between corner posts and so folded as to assist in clearance.

OR

Containers must be lined on four sides by a tube taped at open corner. Tube must be covered on top by a flanged cap fitting tightly over sides of tube. Clearance as specified above must be maintained.

Half-slotted carton must fit tightly over wooden base frame to which it must be nailed by not less than 4d coated nails driven through wooden cleats not less than .375 square inch cross-sectional area, or through metal cleats stitched securely to outer edges of carton. Nails must be not over 6 inches apart. Top and bottom flaps of regular slotted boxes and top flaps of half-slotted cartons must be closed in accordance with Section 9 of Rule 41. Top and bottom flaps of regular slotted boxes and top flaps of half-slotted cartons may have gap not exceeding 4 inches when flaps are glued; or when boxes are constructed with flanges at bottom, flanges must be not less than six inches wide and must be glued over entire area of contact. One top inner flap may be scored and partially folded to provide a double thickness lifting flange secured to outer side wall of box.

979

In two piece fibreboard box consisting of half-slotted body and bottom cap having flanges not less than 3 3/4 inches, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, except that for gross weights and united inches stipulated, boxes must test as indicated below:

Maximum Weight of Box and Contents (Pounds)	Maximum Inside Dimensions-length, width and depth added (Inches)	Minimum Test of Fibreboard		
		Mullen or Cady Test (Pounds per square inch)		Beach Puncture Test (inch oz. per inch of tear)
		Bottom Cap	Half-slotted Body	Half-slotted Body
110	90	200-Singlewall	200-Doublewall	.....
140	100	200-Singlewall	275-Doublewall	.....
175	115	275-Singlewall	350-Doublewall	.....
230	135	275-Singlewall	500-Doublewall	.....
270	135	350-Singlewall	600-Doublewall	.....
325	135	400-Singlewall see Note 1	350-Singlewall see Note 2	700-Triplewall see Note 3
Over 270 to 350	145	400-Singlewall see Note 1	.....	900-Triplewall see Note 4; OR 1050-Doublewall, see Note 5
Over 345 to 475	145	400-Singlewall see Note 1	.....	1100-Triplewall

NOTE 1. Minimum combined weight of facings must be not less than 180 pounds per 1000 square feet and corrugated medium must weigh not less than 36 pounds per 1000 square feet.

NOTE 2. Body must consist of two singlewall corrugated fibreboard half-slotted sections, each testing not less than 350 pounds, one fitting closely inside the other.

NOTE 3. Minimum combined weight of facings must be not less than 168 pounds per 1000 square feet.

NOTE 4. Minimum combined weight of facings must be not less than 216 pounds per 1000 square feet.

NOTE 5. Minimum combined weight of facings must be not less than 258 pounds per 1000 square feet and corrugated mediums must have a total weight of not less than 85 pounds per 1000 square feet.

(979 concluded on following page.)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

979 (Concluded)

Articles must be supported or suspended in boxes and must be so protected that there will be no shifting, by inner top and bottom trays made of scored and folded corrugated fibreboard testing not less than 200 pounds having sufficient thicknesses to maintain the minimum clearance requirements indicated in the table below. Finished surfaces of articles in contact with interior forms must be protected with non-abrasive material.

Maximum Weight of Box and contents (Pounds)	Minimum Inside Clearances Between Article and Inside Surfaces of Box (Inches)	
	Sides and Bottom	Top
Not over 20	3/8	3/8
Over 20 to 90	3/4	1/2
Over 90 to 425	1	1/2
Over 425	1 1/2	1

Container must be closed with end flanges of bottom cap on inside of body and with lengthwise side flanges of bottom cap on outside of and securely glued to body with hot-melt adhesive.

983

All protruding nails or other objects must be removed from car walls, sides and floors. Two strips consisting of not less than 1 x 4 inch lumber must be securely fastened to inside walls of car and must extend horizontally around the sides and ends of car. One of such strips must be placed not more than 18 inches and other not less than 60 inches from car floor. Both strips must be covered with single-wall corrugated fibreboard nailed to strips with cement-coated nails.

Loading must be from each end toward center of car. Doors must be loaded on end parallel to sides of car and must rest on non-marring material to prevent ends of doors coming in contact with car floor.

Doors must be tightly loaded to prevent shifting, rubbing or chafing. When entire loading space between doorways is not utilized, lading in each end of car must be held securely in place by bulkheads constructed as follows:

Three cross braces, each consisting of two pieces of 2 x 4 inch lumber nailed together (or one piece of 4 x 4 inch lumber), must extend horizontally across lading and must fit tightly against side walls of car. Such braces must be so spaced across end of lading as to divide lading into approximately four equal parts. Cross braces must be held securely in place by steel straps not less than 1 1/4 inches in width. Steel straps must be fastened to side walls of car and must extend across full length of brace.

Two vertical braces of 2 x 4 inch lumber must be nailed to cross braces with 20-penny nails. These vertical braces must be spaced approximately one-third width of car from car wall. Four braces, each consisting of two pieces of 2 x 4 inch lumber nailed together (or one piece of 4 x 4 inch lumber), running horizontally lengthwise of car and extending from bulkhead to bulkhead, must be securely nailed to vertical braces at points where top and bottom cross braces intersect vertical braces.

Before bulkheads are applied ends of lading must be covered with single-wall corrugated fibreboard or other padding material to protect door edges from contact with bulkheads. Top of lading must be completely covered with Kraft paper, basis weight not less than 90 lbs. Paper must be fastened to ends and sides of car and extend over ends of lading and fastened to bulkheads.

988

In wrapped rolls in 3-piece single-wall corrugated fibreboard box metal strapped to wood or fibreboard pallet with not less than three metal straps. Box must test not less than 400 lbs. and top and bottom must be lined with fibreboard testing not less than 275 lbs. Maximum gross weight 2,500 lbs.

994

In three-piece corrugated fibreboard container consisting of tube, having top and bottom flanges not less than 3 inches wide, and top and bottom flanged caps. Flanges of caps must fold over and back under flanges of body tube and caps must be securely strapped around flanges with metal straps or wires.

Articles must be mounted on wood base frame made of lumber not less than 3/4 inch thick having a combined cross-sectional area of not less than 14 square inches.

Not less than 1-inch clearance must be maintained between article and inner walls of container by full-height scored and folded corrugated fibreboard corner posts and top pads.

All fibreboard must comply with Rule 41, Sections 2 and 3, for fibreboard testing not less than 350 pounds.

1004

In nailed wooden crates constructed of sound lumber, well seasoned and free from bad cross grain and knots which interfere with nailing, or knots which are greater and 1/3 the width of the lumber. Crates must have pallet base of block type or skid runner type construction having deckboards not less than 1-3/8 inches thick, except that hardwood deckboards may be not less than 1-1/4 inches thick, and in sufficient number to properly support the contents. Crates must be constructed with at least one upright member at each corner made of lumber measuring not less than 1-3/8 x 3-5/8 inches or the equivalent in cross-sectional area, and with the other outer framework upright and horizontal members made of lumber measuring not less than 3/4 x 3-5/8 inches or the equivalent in cross-sectional area. For glass exceeding 20 inches in height and 40 inches in length, crate must also be constructed with additional upright, horizontal or diagonal members to provide proper strength and rigidity. Crate members must be assembled with nails, or staples having a crown of not less than 1/2 inch and legs of not less than 1-1/8 inches, driven into side grain of joining members. Glass must be packed on edge and must be securely blocked and braced within crates. For gross weight exceeding 2,000 pounds, crate framework must be reinforced with metal strap or wire.

<table>
<tr><th>PACKAGE NUMBER</th><th>PACKAGE DESCRIPTION</th></tr>
<tr><td>1010</td><td>In nailed wooden crates constructed of sound lumber, well seasoned and free from bad cross grain, knots which interfere with nailing, or knots which are greater than 1/3 the width of the lumber.
Crates must be constructed with wood frame forming ends, tops and bottoms made of solid or tightly fitting lumber not less than 1-3/8 inches in thickness. Crates must also be constructed with horizontal side slats complying with the following requirements:

<table>
<tr><th>Maximum Height of Crate (Inches)</th><th>Minimum Number of Side Slats Each Side of Crate</th></tr>
<tr><td>39
89
129
140</td><td>2
3
4
5</td></tr>
<tr><th>Maximum Weight of Crate And Contents (Pounds)</th><th>Minimum Dimensions of Side Slats (Inches)</th></tr>
<tr><td>1200
2500
4000</td><td>3/8 x 5-1/2
3/4 x 5-1/2
1-3/8 x 5-1/2</td></tr>
</table>

Crate members must be assembled with nails driven into the side grain of joining members and crate must be reinforced with not less than two 1-1/4 x .035 inch metal straps applied vertically around the width and height of the crate.
Glass must be packed on edge and must be securely blocked and braced within crates and protected with corrugated fibreboard, hay, straw, excelsior or other suitable packing material. Glass must be completely covered with asphalt laminated waterproof Kraft paper.</td></tr>
<tr><td>1012</td><td>1. Household refrigerators or freezers in three piece fibreboard box consisting of tube with top and bottom flanges not less than 3 inches wide, and top and bottom caps having interlocking flanges.
2. Fibreboard of box must meet the following bursting tests:
(a) Tube must be made of corrugated fibreboard testing not less than 275 lbs. (See Note)
(b) For gross weights not exceeding 235 lbs., top and bottom caps must be made of corrugated fibreboard testing not less than 275 lbs.
(c) For gross weights exceeding 235 lbs., but not exceeding 480 lbs., top and bottom caps must be made of corrugated fibreboard testing not less than 350 lbs.
Note. Corrugated fibreboard having a minimum combined weight of facings of 112 lbs per 1,000 sq ft and a minimum edgewise compression strength (ETC) of 51 lbs per inch may be used as an alternative. ECT must be conducted in accordance with TAPPI T-811 or T-823 procedures. (Pro. 1044)
3. Article must be mounted on and bolted to wood skids, each measuring a minimum of 3/4 x 3-3/4 inches in cross--sectional area.
4. Not less than 1 inch clearance must be maintained between article and inner walls of box (except that when gross weight does not exceed 235 lbs., clearance between sides and back of article may be maintained at not less than 3/4 inch) by full height corner posts constructed as follows:
(a) L-shaped corner posts made of scored and folded double-wall corrugated fibreboard testing not less than 275 lbs.; OR,
(b) Figure 4 corner posts made of double-wall corrugated fibreboard testing not less than 200 lbs., scored and folded to provide not less than three thicknesses of fibreboard along sides of article. Figure 4 corner posts may have die-cut slots to accommodate door handles of article, provided such corner posts are constructed of double-wall corrugated fibreboard testing not less than 350 lbs., and an additional clearance form is positioned between doors on front of article. Slots must not exceed 36 inches in length and must not extend closer than 4 inches to ends of corner posts.
5. Not less than 1 inch clearance must be maintained between top of article and inner wall of box by:
(a) Top pad, full dimensions of article, made of scored and folded double-wall corrugated fibreboard testing not less than 200 pounds; OR,
(b) Top pads consisting of two scored and folded L-shaped pads taped in position made of double-wall corrugated fibreboard testing not less than 200 pounds, having a minimum of three thicknesses on top surface of article, with one thickness extending down sides of article. Pads must extend from front to rear on each side of article, except that when corner post has die-cut slot at door handle of article, top pad adjacent to die-cut corner posts; must extend from front to rear of container and must be notched to accept corner post OR:,
(c) Top forms consisting of two L-shaped hinged assemblies made of expanded plastic having a minimum density of 1 lb. per cu. ft., except that top section of assembly must be made of expanded plastic having a minimum density of 1.5 lbs. per cu. ft. Forms must be taped in position and must extend from front to rear on each side of the article, except that when corner post has die-cut slot at door handle of article, form adjacent to corner post must extend from front to rear of the container and must be notched to accept corner post.
6. Surface of interior corrugated fibreboard forms which come in contact with surfaces of articles subject to abrasion must be coated with non-abrasive material.
7. Boxes must be closed with flanges of caps folded over and back under flanges of body tube and caps must be securely strapped around flanges with metal or plastic straps.
8. All fibreboard must comply with Rule 41, Sections 2 and 3.
9. Gross weight must not exceed 480 lbs.</td></tr>
</table>

PACKAGE NUMBER	PACKAGE DESCRIPTION
1015	In containers made of single-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3 for boxes testing not less than 200 lbs., mounted on wood elevating truck pallet OR, high-impact molded polyethylene plastic elevating truck tray type pallet having sides not less than 1-1/2 inches high. Each container must have cover, or all containers in tier may have common cover. Covers must be made of same material as container and must have flanges not less than 2 inches deep. When wood pallet is used, bottom tier must be firmly glued thereto. Each upper tier must be firmly glued to each lower tier or containers must be strapped to pallet with not less than two metal straps.
1016	In containers consisting of tube with top and bottom flanges not less than 4 inches wide, and full dimension top and bottom pads. Flanged tube must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds, and top and bottom pads must be constructed of double-wall corrugated fibreboard testing not less than 350 pounds, all fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Flanges of tube must fold over and be securely glued full area of contact to top and bottom pads. Top pad must be scored, folded and die-cut to provide two thicknesses of fibreboard on top of the article and extending not less than one inch which down from the top of the article and surrounding two-thirds of the circumference of the article. Top pad must provide not less than one inch clearance between article and inner walls of container and pad must have die-cut holes to hold article in position. Legs of article must have flat-bearing surfaces not less than 4.5 square inches, and each leg must be welded to jacket base at not less than four points. Bottom pad must be scored and folded to provide two thicknesses of fibreboard on the entire bottom of the pad and to provide a double-thickness center partition with corrugations vertical. Top surface of pad must be die-cut to fit and receive legs of article with flanges of die-cuts folded down and locked in slots in bottom of pad and pad must be of sufficient height so that article will rest on top surface of pad and legs of article will rest on double thickness bottom of pad. Finished surfaces in contact with interior packing must be protected by non-abrasive coating or material. Gross weight must not exceed 150 pounds.
1018	Automobile radio receiving sets in fibreboard container metal strapped to wood pallet with not less than four metal straps. Container must consist of a series of trays forming tiers, trays so constructed to provide double thickness at sides and ends. A fibreboard tube providing clearance over sets approximately same width and length as trays must be inserted in each tray to form sides and ends of each tier. Slotted partitions must be placed in each tier. Radios not separated by slotted partitions must be separated one from the other. Container thus formed must be covered by a flanged fibreboard cap. All fibreboard must comply with requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 350 lbs. Tubes forming sides and ends must be of double-wall board. Maximum gross weight 2,400 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1019	1. In corrugated fibreboard containers constructed as follows: (a) Half-slotted box, OR; (b) Tube with top flanges not less than 6 inches wide. 2. Fibreboard of the containers must meet the following tests for gross weights indicated: (a) For gross weights not exceeding 290 pounds, fibreboard must test not less than 275 pounds, see Note, OR; (b) For gross weights exceeding 290 pounds, but not exceeding 440 pounds, fibreboard must test not less than 350 pounds. NOTE. - Corrugated fibreboard testing not less than 250 pounds, having a minimum combined weight of facings of 111 pounds per 1000 sq. ft. and a minimum edgewise compression test (ECT) strength of not less than 45 pounds per inch may be used as an alternative when corrugated fibreboard of 275 pound test is required. ECT must be conducted in accordance with ASTM D 2808 procedures. 3. Article must rest on full-dimension wood base frame, constructed as follows: (a) Not less than 4 boards, each not less than 7/8 inch thick and having a minimum combined cross-sectional area of 9 square inches, or; (b) Not less than 6 boards, each not less than 3/4 inch thick and having a minimum combined cross-sectional area of 12 square inches. 4. Not less than 3/4 inch clearance must be maintained between article and inner walls of container by full-height L-shaped corner posts made of built-up or double-wall corrugated fibreboard, the facings and corrugated mediums weighing not less than 26 pounds per 1,000 square feet, except when corner posts are reinforced with a laminated ply of wood veneer, facings and corrugated mediums may weigh not less than 17 pounds per 1,000 square feet. 5. Top of article must be protected and clearance of not less than 3/4 inch must be maintained between article and inner walls of container by one of the following alternatives: (a) Corrugated fibreboard tray, OR; (b) Built-up or double-wall corrugated fibreboard pads, OR; (c) When container consists of tube with top flanges, top pad must be full-dimension, and must be constructed of double-wall corrugated fibreboard testing not less than 200 pounds, or must be constructed of corrugated fibreboard having same test as outer container. 6. Containers must be closed as follows: (a) Containers of half-slotted construction with outer flaps meeting must have top flaps closed in compliance with Rule 41, Section 9. (b) Tubes must have top flanges folded over into closed position. Flanges must be securely stapled to top pad at each corner and container must be reinforced with not less than two vertical straps completely encircling container, OR inner flanges must be glued to top clearance pad and outer flanges must be glued to top clearance pad and inner flanges over a minimum of 50% of the area of contact. 7. Container must be securely stapled to base frame on all four sides, except when container is reinforced with straps in accordance with Paragraph 6(b), staples may be applied only on sides adjacent to straps. Staples must be spaced not more than 6 inches apart. 8. All fibreboard must comply with Rule 41, Sections 2 and 3. 9. Interior forms which come in contact with or can come in contact with painted surfaces of articles must be coated with non-abrasive coating.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1022	1. In corrugated fibreboard boxes of regular-slotted construction. 2. Fibreboard of boxes must meet the following tests for gross weights indicated: (a) For gross weights not exceeding 280 pounds, fibreboard must test not less than 275 pounds, OR; (b) For gross weights exceeding 280 pounds, but not exceeding 325 pounds, fibreboard must test not less than 350 pounds. 3. When gross weight exceeds 180 pounds, boxes must have bottom pad made of corrugated fibreboard testing not less than 200 pounds, or box must have inner and outer bottom flaps reinforced from score line with a 12 inch wide facing weighing not less than 69 pounds per 1,000 square feet. 4. Not less than 3/4-inch clearance must be maintained between article and inner walls of box by full-height L-shaped corner posts constructed as follows: (a) Double-wall corrugated fibreboard testing not less than 200 pounds, OR; (b) Wood veneer not less than 1/8 inch thick laminated between built-up or double-wall corrugated fibreboard made with facings weighing not less than 17 lbs, per 1,000 sq. ft., except facings in contact with article must weigh not less than 26 lbs. per 1,000 sq. ft., OR; (c) When gross weight does not exceed 180 lbs., expanded polystyrene having a density of not less than 1-3/4 lbs. per cu. ft. 5. Top of article must be protected by one of the following alternatives: (a) Not less than two thicknesses of single-wall corrugated fibreboard testing not less than 250 pounds, except that when top inner flaps have an aperture of not more than 4 inches, such pad may be of single thickness, OR; (b) Scored and folded, interlocking forms made of corrugated fibreboard testing not less than 200 pounds. 6. Boxes must be closed in compliance with Rule 41, Section 9, except that outer top and bottom flaps may come with 4 inches of meeting. One top inner flap may be scored and partially folded so as to provide a double thickness lifting flange secured to outer side wall of box. 7. All fibreboard must comply with Rule 41, Sections 2 and 3.
1024	1. Horizontal or upright freezer in one-piece box made of corrugated fibreboard testing not less than 275 pounds. Top outer flaps of box must overlap not less than three inches and bottom of box must have flanges not less than four inches in width, except that when gross weight does not exceed 170 pounds, and dimensions do not exceed 120 united inches, bottom flanges may be not less than three inches in width. 2. Article must be mounted on base frame constructed as follows: (a) Full-dimension five-piece wood frame made of lumber not less than 15/16 inch thick, having a combined cross-sectional area of not less than 14 square inches; OR (b) Full-dimension five-piece wood frame made of lumber not less than 3/4 inch thick, having a combined cross-sectional area of not less than 11 square inches and having four additional 3/4 inch thick wood blocks to support perimeter of article; or (c) When gross weight does not exceed 170 pounds and dimensions do not exceed 120 united inches, full-dimension four-piece wood frame made of lumber not less than 15/16 inch thick, having a combined cross-sectional area of not less than 4.5 square inches, laminated to full-dimension bottom pad made of corrugated fibreboard testing not less than 275 pounds. Upper surface of three base frame members must also have laminated thereto pads of double-wall corrugated fibreboard testing not less than 200 pounds and remaining frame member must be provided with wood support cleat; OR (d) Must rest on full dimension pad made of double-wall corrugated fibreboard testing not less than 350 lbs, scored, folded and laminated to provide a minimum of three thicknesses of double-wall fibreboard under front and rear of article. (1024 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
1024 (Con-cluded)	3. Clearance of not less than 7/8 inch must be maintained between article and inner side and top surfaces of box by: (a) Full-height L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 350 pounds; OR (b) Full-height L-shaped corner posts made of triple-wall corrugated fibreboard; OR (c) Full-height L-shaped corner posts made of wood veneer not less than 1/8 inch thick laminated between built-up or double-wall 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 (d) When gross weight does not exceed 170 pounds, and dimensions do not exceed 120 united inches, by L-shaped corner posts made of corrugated fibreboard testing not less than 200 pounds and top corner forms made of expanded plastic having a density of not less than 1.3 pounds per cubic foot. (e) In addition, any unprotected span at top or sides of article exceeding 30 inches must be further protected by forms made of: (1) Corrugated fibreboard testing not less than 200 pounds or made of wood veneer not less than 1/8 inch thick laminated between double-wall 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 sq. ft.; OR (2) Expanded plastic having a minimum density of 1.5 lbs per cu. ft. 4. Top flaps of box must be securely glued together and bottom flanges must be firmly glued to base frame or pad with a water-resistant adhesive. 5. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. 6. Gross weight must not exceed 340 pounds and dimensions must not exceed 145 united inches.
1034	In paper bags in outer shipper container bags constructed of high density polyethylene plastic film, not less than 4 mils in thickness, film to be manufactured from resin having a melt index of 0.6 maximum. Inner containers must be made of Kraft paper described in Rule 40, Section 10(c), having basis weight as follows: For 2 lbs. net, total basis weight not less than 60 lbs. For 5 lbs. net, total basis weight not less than 65 lbs. For 10 lbs. net, total basis weight not less than 70 lbs. For 25 lbs. net, total basis weight not less than 90 lbs. Inner containers must be closed either by gluing or sewing to prevent sifting. Film from which bags are made must withstand impact failure weight of 370 grams as measured by the dart drop method. Under this method a polished steel dart having a diameter of 2 inches in the hemispherical head is suspended by an electromagnet at a height sufficient to provide a drop of 60 inches to the surface of the test specimen. The test specimen must be placed over the bottom part of a two-piece angular clamp having an inside diameter of five inches, so as to be uniformly flat and free of folds. Test specimen must cover the clamp at all points. Not less than 10 specimens, not more than one drop per specimen, must be tested. If one-half or more of the specimens tested resist failure the film shall be deemed to meet the requirements. Failure is defined as any break through the film. Filled bags must be capable of withstanding 6 drops from a height of 4 feet onto a solid surface, one drop on each end, one drop on each face, and one drop on each side (edge), without rupture or leakage. Bag closures must be capable of withstanding static loads of 5 pounds per inch of seal. Gross weight of contents must not exceed 51 pounds. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size, and wording, see Note: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 1034** **APPLICABLE FREIGHT CLASSIFICATION** **Guaranteed by.....** NOTE. The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1045	In shipping container constructed of molded preformed reinforced laminated synthetic plastic mounted on structural steel frame with protective steel plate. Article must be protected against shock within container by rubber or plastic bumper pads.
1056	In 3-piece single-wall corrugated fibreboard containers, the fibreboard meeting requirements of Sections 2 and 3 of Rule 41, for boxes testing not less than 275 pounds, except that the fibreboard must test not less than 300 pounds. Body of box must cover all sides and must have flanges not less than 3 inches wide at top and bottom. Top must be covered by flanged fibreboard cap constructed so as to provide double thickness, the corrugations of one thickness at right angles to the other, or when fibreboard tests not less than 350 pounds, cap may be of single thickness. Bottom cap must also be flanged. Flanges of caps must fold down over and back under the flanges of the body. Both caps must be securely strapped around flange with metal straps or wire. Article must be secured to skids made of lumber not less than 3/4 x 4 inches or of plywood not less than 5/8 x 4 inches, so positioned as to maintain clearance at bottom of not less than 3/4 inch from all sides of box. All vertical edges of box must be reinforced by built-up corrugated fibreboard posts, with the corrugations parallel to the length of the posts glued to inside of box body at each side of vertical edges to form L-shaped corner posts, resting on wooden base runners and extending to top. Corrugating medium and liners of posts must be not less than .009 inch thick and weigh not less than 26 pounds per 1,000 sq. ft. and must be not less than 15/16 inch thick and combined cross sectional area must be not less than 30 square inches. Refrigerators must have one or more hinged fibreboard bands, each not less than 2 inches wide, made of same material as posts, with the corrugations at right angles to the length of the band. Bands must be applied around article with metal straps not less than 1/2 inch wide to provide, in combination with corner posts, a clearance of not less than 1 inch from container. Each fibreboard band must have a recessed section running lengthwise to provide space to countersink and to position the metal strap. To prevent abrasion where padding comes in contact with article, padding must be faced with laminated creped, cellulose wadding, glued to Kraft paper weighing not less than 20 pounds per 1,000 square feet and in turn glued to the fibre pads. Wadding must be not less than .06 inch thick, weighing not less than 20 pounds per 1,000 square feet. On the outside bottom of the box must be fastened not less than two runners of lumber not less than 3/4 x 3 inches or plywood not less than 5/8 x 3 inches, at right angles to inner runners and secured to inner runners with not less than two wood screws or three clinched nails at each corner.
1059	In 5-ply multiple-wall paper bags, total basis weight of all walls not less than 230 pounds, complying with requirements of Rule 40, Section 10(c).
1063	In three-piece corrugated fibreboard box consisting of flanged body, testing not less than 275 pounds and top and bottom flanged caps testing not less than 200 pounds, the fibreboard complying with Rule 41, Sections 2 and 3. Flanges must be not less than 3 inches wide and cap flanges must fold down over and back under flanges of body. Caps must be securely strapped around flanges with metal straps, wire or polypropylene strapping. Clearance of not less than 1 1/2 inches must be provided between articles and side walls of box by full height expanded polystyrene corner forms at each corner, having a density of not less than 1.6 pounds per cubic foot. Gross weight must not exceed 200 pounds.
1064	In 3-ply multiple wall paper bags, the paper complying with Rule 40, Section 10(c), total basis weight for all walls not less than 160 pounds. Bag must have inner liner of polyethylene film not thinner than 1 1/2 mils. Net weight of contents must not exceed 50 pounds.
1074	In fibreboard boxes meeting all requirements of Rule 41 for boxes testing not less than 275 pounds except gross weight may exceed 65 pounds but must not exceed 90 pounds. Glass within box must be wrapped in single-wall corrugated fibreboard testing not less than 125 pounds and all edges must be protected with frame made of lumber not less than 3/8 inch thick. When wood frame is faced with single-wall corrugated fibreboard testing not less than 125 pounds, securely fastened thereto, glass within box need not be wrapped.
1081	In end loading fibreboard boxes meeting all requirements of Rule 41, except each inner flap may have not more than two perforated slits and manufacturer's joint may be secured with hot-melt adhesive applied over not less than 50% of area of contact. Gross weight must not exceed 65 pounds.

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

1082

1. In fibreboard boxes, the fibreboard complying with Rule 41, Sections 2 and 3, except that for gross weights stipulated, boxes must be constructed and must test as indicated below:

Maximum Weight of Box and Contents (Pounds)	Minimum Test of Fibreboard Mullen or Cady Test (Pounds per square inch)			
	Type of Box Construction	Body Section	Top Cap	Bottom Cap
180 See Note 2	Regular slotted with integral handling flaps.....	275 Single-wall	…	…
290 See Note 1	Regular slotted.....	275 Single-wall	…	…
	Half slotted with cap.....	275 Single-wall	275 Single-wall	…
	Tube with caps.....	275 Single-wall	275 Single-wall	275 Single-wall .....
440	Regular slotted.....	350 Single-wall	…	…
	Half slotted with cap.....	350 Single-wall	350 Single-wall	…
	Tube with caps.....	350 Single-wall	275 Single-wall	275 Single-wall .....

NOTE 1. Maximum weight of box and contents for cooling boxes (freezers), or refrigerators and cooling or freezing apparatus combined, household type, may be increased to not exceeding 300 pounds.

NOTE 2. Corrugated fibreboard having a minimum basis weight of 117 pounds and a minimum edgewise compression test (ECT) of 35 pounds per square inch may be used when:

(a) A fiber glass reinforced paper tape spanning the area on each side of the top flap score and is laminated between the medium and liner.

(b) A single-wall corrugated insert having a minimum ECT of 17 pounds per square inch. The insert is to be placed inside the primary lifting flange and extending between the inside of the carton and the internal support packaging.

2. Articles must be mounted on base constructed as follows:

(a) Wood skids, or wood frame full dimensions of box, made of lumber not less than 3/4 inch thick having a combined cross-sectional area of not less than 9 square inches, OR;

(b) Full dimension platform made of solid wood particle board not less than 1/2 inch thick having density not less than 40 pounds per cubic foot, OR;

(c) Must rest on pad full dimensions of article made of same board as box and so scored and folded so as to maintain not less than 1/2 inch clearance between article and bottom of box, OR;

(d) When in boxes of regular slotted construction made of double-wall corrugated fibreboard testing not less than 275 pounds and gross weight not exceeding 290 pounds, wood frame made of lumber not less than 5/8 inch thick having combined cross-sectional area of not less than 9-1/2 square inches, OR;

(e) When maximum weight of box and contents does not exceed 290 pounds, article must rest on full-dimension, one-piece, molded tray-type base made of expanded polystyrene or polyurethane having a density of not less than 2 pounds per cubic foot with sides and bottom having a thickness of not less than 5/8 inch, so as to maintain not less than 1/2 inch clearance between article and bottom of container.

3. Not less than 3/4 inch clearance must be maintained between front and sides of article and not less than 1/2 inch between back of article and inner walls of box (except that for household refrigerators or freezers, all clearances must be maintained at not less than 1-inch) by full height corner posts of the specifications and construction indicated below:

(a) L-shaped corner posts made of built-up corrugated fibreboard, the facings and corrugated mediums weighing not less than 26 pounds per 1,000 square feet, OR;

(b) L-shaped corner posts made of wood veneer not less than 1/8 inch thick laminated between built-up or double-wall corrugated fibreboard with facings weighing not less than 17 lbs per 1,000 square feet except facings in contact with article must weigh not less than 26 pounds per 1,000 square feet, OR;

(c) L-shaped corner posts made of scored and folded corrugated fibreboard testing not less than 200 pounds, OR;

(d) Triangular shaped corner posts made of same board as box, scored, folded and securely fastened together to provide a double thickness of board in contact with article and double thickness reinforcement extending from the corner of the box and the apex of the triangular shaped corner post to the double thickness in contact with the article, OR;

(e) Triangular shaped corner posts made of same board as box, scored, folded and securely fastened together to provide double thickness on all faces of the corner post, OR;

(f) Figure 4 corner posts made of double-wall corrugated fibreboard testing not less than 200 pounds, providing not less than two thicknesses of board along sides of article and securely fastened the entire length of the corner posts, OR;

(g) Two side walls of box must be reinforced by single-wall corrugated fibreboard testing not less than 200 pounds, full height of container and scored and folded to provide flanges at right angles extending along front and back of article to maintain the prescribed clearances, OR;

(h) When household refrigerators or freezers are mounted on wood base frame or wood skids, in lieu of corner forms specified in paragraphs 3(a) through 3(g), each side wall of box must be reinforced and clearance of not less than 1 inch must be maintained between sides of article and inner walls of box and clearance of not less than 1-inch must be maintained between front and back of article and inner walls of box, by full height form made of single-wall corrugated fibreboard testing not less than 200 pounds, the corrugated mediums weighing not less than 30 pounds per 1,000 square feet, so scored and folded as to provide triangular corner posts at each end of each form providing a double thickness of board in contact with the article, the corner posts extending not less than 3-1/2 inches along front wall of box and not less than 3 inches along back wall of box, OR;

(1082 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
1082 (Concluded)	3. Concluded: (i) When ranges with hinged control panel have panel folded to back of article, corner posts may be omitted provided clearance of not less than one inch at front and back and 3/4 inch at sides and top is maintained by forms made of built-up corrugated fibreboard and scored and folded single-wall corrugated fibreboard pad testing not less than 200 pounds. The facings and corrugated medium of the built-up corrugated fibreboard must weigh not less than 26 pounds per 1,000 square feet and must be applied at top so that corrugations are vertical. Control panel must be protected by fibreboard form testing not less than 200 pounds, OR; (j) Corner posts made from spirally-wound paperboard tubes, the tubes having a minimum wall thickness of .125 inch and a minimum inside diameter of 2 1.2 inches, slit, scored, folded, and securely taped in position. 4. If length of box exceeds 34 inches and clearance at front of article is less than 3 inches, front of article must be further protected by fibreboard forms, the fibreboard meeting the requirements of Paragraph 3(a) through (h). 5. Not less than 3/4 inch clearance must be maintained between top of article and inner walls of box (except that for household refrigerators or freezers, clearance of not less than 1-inch must be maintained) and in addition top of article must be further protected with fibreboard tray or cap, except: (a) Such tray or cap will not be required in box constructed with flanged caps, OR; (b) When article is attached to wood base frame and protected by full height corner posts, top tray or cap may be omitted provided top flaps are glued not less than 75% of area of contact. 6. Boxes must be closed by one of the following methods: (a) Boxes constructed with body and flanged cap or tube and top and bottom caps must have flanges not less than 3 inches wide and must be closed as follows: 1. Interlocking flanges of body and cap or tube and top and bottom caps must be securely strapped with metal or plastic straps or wire, OR; 2. When flanges of body and cap or tube and top and bottom caps do not interlock, flanges of cap or caps must be securely glued to body or tube over entire area of contact. (b) Boxes with flaps: 1. As provided in Rule 41, Section 9, OR; 2. Boxes with flaps may have gap in top and bottom lengthwise or outer flap not exceeding 4 inches, providing flaps are securely closed with hot-melt adhesive, OR; 3. Boxes with interlocking top cap may have bottom flanges not less than 6 inches wide firmly glued over entire area of contact with waterproof glue or adhesive. 4. Not more than two top flaps may be scored and partially folded to provide double thickness lifting flanges secured to outer side walls of box.
1084	In two-piece containers consisting of covers and trays made of high density molded polyethylene having form-fitting cavities securely holding articles in place. Individual layers of trays and covers must be mounted on rigid polyethylene shipping tray with top layer covered with an additional polyethylene plastic cover. All layers must be secured to bottom shipping tray by not less than three metal straps. Gross weight must not exceed 1,300 pounds.
1102	In metal cans in corrugated fibreboard trays testing not less than 175 pounds, having flanges not less than 1 3/4 inches in height. Cans in trays in single or double layers must be completely encircled by heat-shrunk polyethylene film, heat-sealed. For gross weights not exceeding 30 pounds, with cans in single layer tray, film must be not less than 2 mils thick prior to shrinking, and for gross weights exceeding 30 pounds but not exceeding 45 pounds, with cans in double layer trays, film must be not less than 3 mils thick prior to shrinking. Film must have not less than 60% shrinkage in longitudinal direction and not less than 15% shrinkage in lateral direction, having a minimum tensile strength not less than 2600 psi and a minimum elongation before break of not less than 650%. Tear strength of film must be not less than 350 grams/mil and film must have anti-slip surface.
1130	In containers made of single-wall corrugated fibreboard, the fibreboard complying with Rule 41 for board testing not less than 200 pounds. Container must have wooden ends made of lumber not less than 3/4 inch thick to which fibreboard must be securely nailed. Bottom of container must be reinforced with wood not less than 3/8 inch thick. Unless top is reinforced with wood not less than 3/8 inch thick, top must have full overlapping flaps. Ends and bottom must be lined with single-wall corrugated fibreboard testing not less than 125 pounds. Dimensions must not exceed 90 united inches and gross weight must not exceed 90 pounds. Containers may be shipped flat when loaded on and securely strapped to wooden pallets or platforms. Package must be protected from steel straps at corners by full height fibreboard forms and wood slats across top of package.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1135	In 3-piece box made of corrugated fibreboard, the fibreboard complying with Sections 2 and 3 of Rule 41. Body of box must be made of double-wall corrugated fibreboard testing not less than 500 pounds, and caps must be made of single-wall corrugated fibreboard testing not less than 350 pounds, OR, when gross weight of organ does not exceed 300 pounds, a 400 pound test double-wall flanged tube and 275 pound test single-wall flanged caps may be used. Body of box must cover all sides and have flanges not less than 3 inches wide at top and bottom. Top and bottom must be covered by flanged fibreboard caps, and flanges of caps must fold down over and back under flanges of body. Caps must be securely strapped around flange with metal straps or wire. Article must rest on wood frame, full dimensions of box, made of not less than 5 pieces of lumber having combined cross-sectional area not less than 16 square inches, with each piece not less than 3/4 inch thick, OR, when gross weight does not exceed 200 lbs. article may rest on pad full dimensions of article made of single-wall corrugated fibreboard testing not less than 275 lbs., scored and folded on ends to provide fully enclosed box-type platform not less than 3 inches wide and not less than 1 inch deep. Platform must be reinforced by having inserted therein and glued thereto form made of built-up corrugated fibreboard on edge, having facings not less than 26 lbs, and corrugated medium not less than 32 lbs. End walls of container must be reinforced full height by single-wall corrugated fibreboard testing not less than 200 lbs., scored and folded at each end to provide flanges extending around front and back. Pads of built-up corrugated fibreboard must be glued to reinforcement at each end and at center to provide not less than 1 inch clearance between article and walls of container. Top of article must be covered by single-wall corrugated fibreboard testing not less than 200 lbs., scored and folded at one end to extend down over front of box full length. Built-up pads similar to those glued to reinforcement of end walls must be used over top of article to provide not less than 1 inch clearance. OR Top of article must be protected by built-up corrugated fibreboard pads attached to the full-height 200 pound test fibreboard forms that reinforce the end walls of container, thereby maintaining a clearance of not less than two inches between article and inner surface of top cap. In addition, both the front and back of the article must be protected by a scored and folded form made of single-wall corrugated fibreboard testing not less than 275 pounds of sufficient height to support two 1 inch thick wood slats that extend full width of container and provide a clearance of not less than one inch between article and wood slats. Top cap must be stapled to wood slats. Finished surfaces which come in contact or can come in contact with interior forms must be protected by non-abrasive material. Gross weight must not exceed 550 pounds.
1145	In metal cans in single-wall corrugated fibreboard boxes testing not less than 125 lbs., meeting all requirements of Rule 41, except: (1) Top and bottom outer flaps may come within 2 inches of meeting. (2) Top outer flaps may come within 3 inches of meeting provided bottom outer flaps meet. (3) When gross weight of box and contents does not exceed 15 lbs., the Box Maker's Certificate required in Section 10 (b) may be reduced in size to not less than 1 1/4 x 2 1/4 inches. (4) In lieu of Box Maker's Certificate shipper must certify on Bills of Lading that the box complies with Package 1145. (5) Gross weight must not exceed 32 lbs.
1147	In wirebound containers fitted with or attached to wood pallet bases, and with each end, side and top constructed with wood slats and cleats, and binding wires, according to the following minimum number and dimensions: (a) For gross weight not exceeding 1,650 pounds and united inches not exceeding 120 inches: 1. Ends: Three vertical slats 3/16 inch thick having a total width of 25 inches. 2. Sides: Two vertical edge slats and one vertical intermediate slat measuring 5/16 x 4 5/8 inches, and when length of side exceeds 27 inches, two additional intermediate slats measuring 3/16 x 4 3/4 inches. 3. End and Side Cleats: Four horizontal cleats on each end and side measuring 7/8 x 7/8 inches. 4. Binding Wires: Four 13 gauge wires on each end and each side. 5. Top: Three slats measuring 5/16 x 4 5/8 inches and three stringers measuring 1 1/8 x 1 1/8 inches, securely fastened to ends and sides. (b) For gross weight not exceeding 2,480 pounds and united inches not exceeding 130 inches: 1. Ends and Sides: Two vertical edge slats and one vertical intermediate slat on each end and side measuring 3/8 x 4 5/8 inches. 2. Diagonal-Ends: Four slats measuring 1/4 x 3 5/8 inches. 3. Diagonal-Sides: Two slats when length of side is 43 inches or less, and four slats when length of side is over 43 inches, the diagonal slats measuring 1/4 x 3 5/8 inches. 4. End and Side Cleats: One bottom and one intermediate horizontal cleat measuring 7/8 x 7/8 inches and one top horizontal cleat measuring 7/8 x 1 3/8 inches, on each end and side. 5. Binding Wires: Three 13 gauge wires on each end and side. 6. Container must be reinforced with two 1/2 x .020 inch metal straps extending across top of container at right angles to each other and encircling top cleats of ends and sides. (1147 concluded on following page.)

PACKAGE NUMBER	PACKAGE DESCRIPTION
1147 (Concluded	(c) For gross weight not exceeding 3,300 pounds and united inches not exceeding 163 inches: 1. Ends: Two vertical edge slats measuring 3/8 x 4 5/8 inches with a sheet of veneer 7/32 inch thick extending between the edge slats. 2. Sides: Two vertical edge slats and two vertical intermediate slats measuring 3/8 x 4 5/8 inches. 3. End and Side Cleats: One top cleat measuring 7/8 x 1 3/4 inches and one bottom cleat measuring 7/8 x 7/8 inches, on each end and side. 4. Binding Wires: Three 13 gauge wires on each end and side. 5. Top: Four slats measuring 5/8 x 3 5/8 inches and two stringers measuring 7/8 x 1 3/8 inches, securely fastened to ends and sides. 6. Container must be additionally strapped secured to pallet base with two 1/2 x .020 inch metal straps. (d) Glass must be securely blocked and braced within container and must be so protected as to prevent glass-to-glass contact. Not less than 1 inch clearance must be maintained between glass and all interior surfaces of container, except on shipments of tempered glass, clearance of not less than 1/2 inch must be maintained.
1148	Loaded on metal or wood pallet having standing sides and ends made of double-wall corrugated fibreboard testing not less than 350 lbs. Top must be protected by double-wall corrugated fibreboard full dimensions of package testing not less than 350 lbs. and floor of pallet must be covered by same material. Pallet must be equipped with not less than 6 uprights made of pipe to reinforce sides and ends. Wire extending between and fastened to uprights must hold load in place on pallet.
1152	Plastic bottles, in bags constructed of polyethylene plastic not less than .002 inch thick, closed by heat sealing, OR, in bags consisting of polyethylene plastic not less than .001 inch thick, not sealed, and completely overwrapped with a sheet of not less than 60-pound Kraft paper securely sealed at ends and top with 2 1/2 inch paper tape of 60 pounds basis weight. Plastic bag must be reinforced at top, bottom, and center by full-dimension paperboard sheets. Gross weight must not exceed 15 pounds.
1155	In flat top metal cans not exceeding 16 oz. capacity in units complying with the following requirements: (a) Not more than twelve cans not exceeding 16 oz. capacity or fifteen cans not exceeding 12 oz. capacity in cartons made of solid paperboard complying with the following requirements: Nominal Thickness (Inches): .018 Nominal Basis Weight (Lbs Per 1000 Sq. Ft.): 64 Minimum Average Dry Tearing Strength (Grams): 375 M.D. 450 C.D. Minimum Average Wet Tearing Strength (Grams): 325 M.D. 375 C.D. Cartons must be closed by gluing or by interlocking tabs, with or without ends closed, OR; (b) In four, six, eight or twelve pack band-type holders made of high tensile plastic of minimum .0135 inch thickness, forming a band around top of each can not less than .165 inch wide, OR; (c) Cans must be overwrapped in heat shrunk plastic film not less than 1 1/4 mils thick prior to shrinking. (d) In four, six, eight or twelve-pack holders made of polyester plastic of minimum 5 mil thickness which completely cover and securely hold the top of each can. Cans in cartons, plastic holders or plastic wrappers must be packed in tray made of corrugated fibreboard testing not less than 150 lbs, complying with Rule 41, Sections 2 and 3. Trays must have a minimum depth of 2 1/4 inches for cans not exceeding 12 oz. capacity, and a minimum depth of 2 3/4 inches, for cans over 12 oz. capacity but not exceeding 16 oz. capacity. Number of cans per tray must not exceed 24, except that cans of 12 oz. capacity may be packed 30 cans per tray and cans of 7 oz. capacity may be packed 32 cans per tray.
1156	In 4-ply multiple-wall paper bags, total basis weight of all walls not less than 170 lbs., top and bottom reinforced by end strips not less than 5 inches wide made of paper basis weight not less than 60 lbs., inserted between any two plies and adhered to one of the plies. Net weight of contents must not exceed 100 lbs.
1157	In 5-ply multiple-wall Kraft paper bags, basis weight of outer and inner plies not less than 50 pounds, total basis weight of paper in all walls not less than 220 pounds. Inner ply must be polyethylene coated.
1159	In three-piece boxes made of single-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3 for boxes testing not less than 275 pounds. Top and bottom caps must have flanges not less than four inches deep. Articles must be separated one from the other by regular slotted partitions and each layer of articles must be separated one from the other by double thickness pads. Partitions and pads must be made of single-wall corrugated fibreboard testing not less than 200 pounds. Container must be securely metal strapped to a wooden pallet. Gross weight must not exceed 1,400 pounds.
1161	Tubular lamps longer than 36 inches in single-wall corrugated fibreboard five panel folders not exceeding 115 united inches, meeting requirements of Rule 41 for boxes testing not less than 200 pounds, except lengthwise joint or seam may be fastened with metal staples not more than 10 inches apart. Staples must be made of flat wire not less than .037 inch thick and not less than .074 inch wide with not less than 1 1/4 inch crown. Lamps must be separated one from the other by adequate cushioning material. Gross weight must not exceed 45 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1168	In 3-piece box made of single-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 pounds. Body of box must cover all sides and must have flanges not less than 3 inches wide at top and bottom. Flanges of caps must fold down over and back under flanges of body. Caps must be securely strapped around flanges with metal straps or wire. For gross weights not exceeding 300 lbs. article must rest on wood frame specified for weights in excess of 300 lbs., or must rest on a pad full dimensions of article made of single-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 200 lbs. scored and folded on ends to provide not less than 3/4 inch clearance between article and bottom of container. For gross weights exceeding 300 lbs. but not exceeding 700 lbs. box must be lined with a taped tube made of double-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 600 pounds. Article must rest on wood frame made of lumber not less than 3/4 inch thick. Box must have wood skids made of lumber not less than 1 3/8 x 7 1/4 inches. Wood frame must be bolted through bottom cap of box to wood skid. Clearance of not less than 1 inch must be maintained between body of article and inner walls and top of box in all boxes. Gross weight must not exceed 700 pounds.
1171	In 3-piece box made of corrugated fibreboard. Corrugating medium must weigh not less than 36 pounds per 1,000 square feet. Body of box must be double-wall construction testing not less than 500 pounds, and must have flanges at top and bottom not less than 4 inches wide. Top and bottom must be covered by flanged caps made of virgin Kraft fibreboard testing not less than 350 pounds, constructed so as to provide double thickness, the corrugations of one thickness at right angles to the other. Flanges of caps must fold down over and back under flanges of body. Both caps must be securely strapped around flange with metal straps. Box must have inner cylinder with diameter equal to the width of box and length equal to height of box, made of single-wall corrugated fibreboard testing not less than 300 pounds. Box must be skidded by not less than 3 skids securely attached thereto. Plastics or Sizing must be in inner polyethylene bag. When packages are double tiered, upper tier must not rest on lower tier. Net weight must not exceed 2,000 pounds.
1188	In metal cans in inner containers with or without ends enclosed in fiber boxes complying with the provisions of Rule 41, except that top outer flaps may come within two (2) inches of meeting, provided top flaps are glued entire area of contact.
1192	In bags constructed of polyethylene plastic film of 3 mils thickness, plus or minus 10 per cent, film to be manufactured from resin having a melt index of 0.6 maximum. Film from which bags are made must withstand impact failure weight of 150 grams as measured by the dart drop method. Under this method a polished steel dart having a diameter of 2 inches in the hemispherical head is suspended by an electromagnet at a height sufficient to provide a drop of 60 inches to the surface of the test specimen. The test specimen must be placed over the bottom part of a two-piece angular clamp having an inside diameter of five inches, so as to be uniformly flat and free of folds. Test specimen must cover the clamp at all points. Not less than 10 specimens, not more than one drop per specimen, must be tested. If one-half or more of the specimens tested resist failure the film shall be deemed to meet the requirements. Failure is defined as any break through the film. Filled bags must be capable of withstanding 6 drops from a height of 4 feet onto a solid surface, one drop on each end, one drop on each face, and one drop on each side (edge), without rupture or leakage. Bag closures must be capable of withstanding static loads of 3 3/4 pounds per inch of seal. Net weight of contents must not exceed 15 pounds. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size, and wording, see Note: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 1192** **APPLICABLE FREIGHT CLASSIFICATION** Guaranteed by…… NOTE. The certificate for plastic bags may bear an identifying symbol or trade mark of the bag maker in lieu of the bag maker's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each bag manufacturer.
1193	In 4-ply multiple-wall paper bags consisting of 2 walls each not less than 50 lbs. basis weight and 2 walls each not less than 60 lbs. basis weight, edges reinforced by strips of paper not less than 50 lbs. basis weight not less than 6 1/2 inches wide extending full length of bag inserted between any two walls. Net weight of contents must not exceed 100 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1195	In 3-piece triple-wall corrugated fibreboard boxes having a Beach puncture test of not less than 1100 units, loaded on pallet. Box must consist of body and top and bottom caps with flanges not less than 5 inches wide. Body may have opening at end to facilitate packing, such opening to be covered by pad full dimensions of end of box made of same material as box. Box must be fastened to pallet by not less than 2 metal straps. Gross weight must not exceed 725 pounds.
1200	Plastic pallets or platforms weighing not less than 12 lbs. per cubic foot as prepared for shipment, or nested plastic garbage or waste cans, may be shipped loose or in packages.
1204	Salad dressing, other than liquid, sandwich spreads or prepared mustard, in glass containers, net weight of product not exceeding 35 ounces, in fibreboard boxes complying with requirements of Rule 41, except bottom pad may be omitted and interior separators may be solid paper board minimum .035 inch thick, weighing not less than 105 lbs. per 1000 sq. ft.
1214	When the density of the load does not exceed 16 pounds per cubic foot, paper towels may be in fibre boxes complying with requirements of Rule 41 for boxes testing not less than 175 pounds, except that maximum dimensions must not exceed 65 united inches and gross weight must not exceed 60 pounds. Center seam of boxes may be sealed with 90 pound Kraft paper sealing tape three inches wide reinforced longitudinally at the center with cotton yarn not less than 1/8 inch wide having a minimum tensile strength of 16 pounds. Such tape must extend over the ends not less than 2 1/2 inches. Boxes, when set up and conditioned for not less than three hours at 50 to 70 per cent relative humidity and tested under standard compression, must have a resistance not less than 10 pounds per perimeter inch of the area under compression.
1215	In 3-piece containers made of double-faced corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 pounds except fibreboard must test not less than 300 pounds. Body of container must cover all sides and must have flanges not less than 3 inches wide at top and bottom. Top and bottom must be covered by flanged fibre board caps made of same board as body constructed so as to provide double thickness, the corrugations of one thickness at right angles to the other, or by flanged caps made of one thickness of double-wall corrugated fibreboard testing not less than 275 pounds. Flanges of caps must fold down over and back under flanges of body. Caps must be securely strapped around flanges with metal straps or wire. Articles must be mounted on and bolted to skids made of lumber not less than 7/8 x 3 7/8 inches or made of lumber and expanded synthetic plastic pads securely fastened together, the width of each skid not less than 3 3/4 inches, the top board not less than 5/8 inch thick, and the bottom board not less than 7/16 inch thick. The expanded synthetic plastic pads between the boards must have a density not less than 2 pounds per cubic foot and each pad must be not less than 1 inch in thickness nor less than 11 1/2 inches in length. Each skid must be provided with not less than 2 pads, one at each end of skid. Not less than 3/4 inch clearance must be maintained between article and inner walls of box. Top of article must have L-shaped forms made of double-faced corrugated fibreboard testing not less than 200 pounds extending from front to back on both sides of article to which must be glued reinforcing pads with corrugations vertical made of double-faced corrugated fibreboard testing not less than 200 pounds to provide stacking strength and to maintain not less than 1 inch top clearance. Such forms and pads must meet requirements of Rule 41, Sections 2 and 3, for test specified. Corners of container must be reinforced by full height corner forms made of double faced corrugated fibreboard scored and folded to provide not less than three thicknesses, extending not less than three inches around sides of articles, except when body of container is made of double-wall corrugated fibreboard testing not less than 400 pounds and one-inch clearance is maintained between article and inner walls of box by built-up corrugated forms, corner forms may be omitted.
1219	In paper bags in paper shipping container bags complying with the following: Net weight of contents must not exceed 60 lbs. Paper shipping container bags must consist of two plies of extensible paper complying with Rule 40, Section 10(c), total basis weight of paper not less than 100 lbs., combined with polyethylene. Bags must have all seams and bottoms closed with an adhesive, or sewn. Packages must be securely closed. Inner containers must be made of not less than 2 plies of Kraft paper described in Rule 40, Section 10(c). For 2 lbs. net, total basis weight not less than 70 lbs. For 5 lbs. net, total basis weight not less than 80 lbs. For 10 lbs. net, total basis weight not less than 90 lbs. Inner containers must be closed either by gluing or sewing so as to prevent sifting.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1225	In half-slotted container made of double-wall corrugated fiberboard, the fibreboard meeting requirements of Sections 2 and 3 of Rule 41 for boxes testing not less than 350 pounds. Bottom must consist of tray made of single-wall corrugated fibreboard testing not less than 350 pounds having flanges of not less than 4 inches and must also have glued thereto three lengthwise outer skids not less than 1 5/8 inches thick made of built-up 200 pound test double-wall corrugated fibreboard having vertical corrugations. Organ must rest on two L-shaped forms made of built-up double-wall corrugated fibreboard testing not less than 200 pounds. Forms must be placed one at each end of tray so as to maintain not less than 3/4 inch clearance at bottom and sides. Clearance of not less than 1 inch must be maintained at rear by built-up 200 pound test double-wall corrugated fibreboard form extending full width of inside of tray. Organ must be supported at sides between body and legs by two built-up double-wall corrugated fibreboard forms testing not less than 200 pounds extending from bottom of tray to top or article. Two built-up 200 pound test double-wall corrugated fibreboard forms must be glued to bottom tray at front of organ to prevent shifting. All finished surfaces must be completely covered by non-abrasive material. Clearance of not less than 1 inch must be maintained at top and all four sides by double-wall corrugated fibreboard forms testing not less than 200 pounds glued to a scored and folded single-wall corrugated fibreboard inner cap testing not less than 125 pounds. Flanges of cap must extend down not less than 10 inches. When bench is included it must be enclosed in fibreboard box meeting requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 125 pounds except board must test not less than 150 pounds, securely glued to bottom tray. All interior fibreboard forms must meet requirements of Rule 41, Sections 2 and 3, for tests specified. Container must be stapled to bottom tray with not less than 14 staples and top flaps must be closed as provided in Rule 41, Section 9. Box must be strapped lengthwise with not less than 2 metal straps. Finished surfaces which come in contact or can come in contact with interior forms must be protected by non-abrasive material. Gross weight must not exceed 340 pounds.
1235	In 6-ply multiple-wall paper bags complying with Rule 40, Section 10(c) inner ply polyethylene coated.
1245	In multiple-wall paper bags made of extensible Kraft paper meeting requirements of Rule 40, Section 10(c), total basis weight of paper not less than 150 pounds. Net weight of contents must not exceed 100 pounds.
1249	In No. 10, No. 12 or gallon size metal cans packed in flanged fibreboard trays, in tiers, not to exceed 48 cans per tray nor 384 cans per palletized unit. Trays must rest on a wooden pallet and must have a one-piece fibreboard cap over top tier. Trays must be securely strapped to pallet with not less than four steel straps 3/4 inch by .015 inch. All fibreboard must be single-wall corrugated complying with Rule 41, Sections 2 and 3, for boxes testing not less than 200 pounds. The palletized units must be securely braced in cars. OR In five gallon metal cans in flanged trays made of solid paperboard calipering not less than .040 inch or on flanged trays constructed of "A" flute corrugated board testing not less than 175 pounds, stacked in not exceeding three tiers, not to exceed 25 cans per tray, and securely fastened to a wooden pallet with not less than six steel straps, except when the number of cans per tier does not exceed 15, not less than five steel straps must be used. Three straps must encircle the unit so as to pass vertically across the widest vertical surfaces. The steel straps must be of a size of not less than 3/4 inch by .015 inch. Steel angles must be used to prevent straps from cutting the cans. The palletized units must be securely braced in cars.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1251	In fibreboard boxes with extended scored inner and outer tuck-in flaps on top and bottom forming inner partitions. Boxes must comply with requirements of Rule 41 except center seams only need be sealed. Sealing tape must be not less than 3 inches wide, and must extend not less than 2 1/2 inches over ends.
1254	1. In corrugated fibreboard boxes constructed as follows: (a) Regular-slotted construction; OR (b) Half-slotted construction having bottom flanges not less than 6 inches wide; OR (c) Three-piece construction consisting of body tube with top and bottom flanges not less than 3 1/2 inches wide, and top and bottom flanged caps; OR (d) Two-piece construction consisting of body tube having top flanges not less than 3 1/2 inches wide and bottom flanges not less than 6 inches wide, and top flanged cap. 2. Boxes must meet the following tests for gross weights indicated: (a) For gross weights not exceeding 160 lbs, boxes must test not less than 200 lbs, OR (b) For gross weights exceeding 160 lbs but not exceeding 180 lbs, boxes must test not less than 250 lbs, OR (c) For gross weights exceeding 180 lbs, but not exceeding 265 lbs, boxes must test not less than 275 lbs. 3. Article must be mounted on skids, full-dimension base frame, or pad, constructed as follows: (a) Wood skids 3/4 inch thick having a minimum combined cross-sectional area of 7 sq. in.; OR (b) Wood frame made of lumber not less than 3/4 inch thick having a minimum combined cross-sectional area of 7 sq. in.; OR (c) Wood frame made of lumber not less than 3/4 inch thick, except that top boards may be not less than 1/2 inch thick, having a minimum combined cross-sectional area of 9 sq. in.; OR (d) Fibreboard skids not less than 3/4 inch thick having a minimum combined cross-sectional area of 9 square inches made of fibreboard testing not less than 350 pounds, constructed of not less than two thicknesses of double-wall or four thicknesses of single-wall corrugated fibreboard, completely overwrapped, except for ends, with solid fibreboard securely glued over entire area of contact to inner corrugated fibreboard; OR (e) One-piece frame made of high density polyethylene or polypropylene copolymer, molded with U-shaped channeled frame members reinforced with full-height ribbing, the frame members having a minimum wall thickness of 80 mils and the ribbing having a minimum wall thickness of 50 mils. Frame must be not less than 3/4 inch thick with two sides not less than 4 1/4 inches in width and two sides not less than 3 inches in width; OR (f) When box is of regular-slotted construction and gross weight does not exceed 160 lbs full dimension pad made of same fibreboard as box, scored and folded to maintain clearance of not less than 1/2 inch between article and bottom of box; OR (g) Frame constructed with two members made of hardboard having a minimum density of 40 lbs per cu. ft., and two U-shaped channels made of minimum 18 gauge steel. Hardboard members must measure a minimum of .740 x 3 7/8 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; OR (h) Two EPS foam pads a minimum of 6 inches wide and 1-1/2 inches thick having a minimum density of 1.5 pounds per cubic foot. Pads to be constructed as to provide required clearances on all faces of article in conjunction with full height corner posts. 4. Not less than 3/4-inch clearance must be maintained between article and inner walls of box as follows: (a) By full-height L-shaped corner posts constructed of: (1) Built-up corrugated fibreboard, the facings or corrugated medium weighing not less than 26 pounds per 1,000 square feet; OR (2) Scored and folded corrugated fibreboard testing not less than 200 pounds; OR (3) Wood veneer not less than 1/8 inch thick laminated between built-up or double-wall corrugated fibreboard made with facings weighing not less than 17 pounds per 1,000 square feet, except that facings in contact with article must weigh not less than 26 pounds per 1,000 square feet; OR (4) When gross weight does not exceed 180 lbs, expanded polystyrene having a density of not less than 1 3/4 lbs per cubic foot. (5) Clearance at door handle may be reduced to 1/2 inch when the handle is made of plastic or similar material not subject to bending or cracking and incorporated as an integral part of the door. (b) By form fitting expanded polystyrene top pads having a density of not less than 1 3/4 lbs per cu. ft. 5. Not less than 3/4 inch clearance must be maintained between top of article and inner surfaces of box. 6. Boxes must be closed as follows: (a) Boxes of regular-slotted construction must be closed in compliance with Rule 41, Section 7, except that outer top and bottom flaps may come within 4 inches of meeting provided top of article is protected by pad or support. (b) Boxes of half-slotted construction must have top flaps closed in compliance with Rule 41, Section 7, except that outer top flaps may come within 4 inches of meeting, provided top of article is protected by pad or support. Bottom flanges must be glued over entire area of contact. (c) Three-piece boxes must have flanges of caps folded over and back under flanges of body tube and caps must be securely strapped around flanges with metal or plastic straps. (d) Two-piece boxes must have flanges of cap folded over and back under flanges of body tube and cap must be securely strapped around flanges with metal or plastic straps. Bottom flanges must be glued over entire area of contact. (e) One top inner flap may be scored and partially folded to provide a double thickness lifting flange secured to outer side wall of box. 7. All fibreboard must comply with Rule 41, Sections 2 and 3.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1258	In multiple-wall paper bags made of extensible paper complying with Rule 40, Section 10(c), total basis weight not less than 170 pounds. Net weight must not exceed 100 pounds.
1259	In 3-ply multiple-wall paper bags made of extensible paper complying with Rule 40, Section 10(c), total basis weight not less than 160 pounds. One ply must be coated with not less than 8 pounds of polyethylene per ream, or bag may be constructed with an additional ply of high density polyethylene film not less than .5 mil in thickness. Net weight must not exceed 100 pounds.
1260	In one-quart capacity glass containers in fiberboard boxes complying in all respects with Rule 41, except box may be of B-flute corrugated fibreboard and top flaps may be sealed with sealing strips covering the center seam and extending not less than 2 1/2 inches down each end. Partitions must be made of A-flute or C-flute corrugated fibreboard testing not less than 200 pounds.
1262	In four-ply multiple-wall paper bags, or in three-ply multiple-wall paper bags with additional ply consisting of plastic film not less than one mil in thickness. All paper must be extensible Kraft paper complying with Rule 40, Section 10(c), and must have total basis weight for all walls not less than 190 lbs. Net weight must not exceed 100 lbs.
1263	In multiple-wall paper bags made of extensible Kraft paper complying with Rule 40, Section 10(c), total basis weight of all walls not less than 180 pounds. Net weight must not exceed 100 pounds.
1264	In No. 10 cans in fibreboard boxes meeting requirements of Rule 41 having opening flaps on ends, such flaps firmly glued throughout entire area of contact. Except for boxes testing less than 175 lbs., such boxes may have two lines of perforations around the entire girth of box, each located not less than three inches from the parallel end scores and a line of perforation centered across the top panel extending the full distance between the girthwise lines of perforation. Perforations for a punch-out finger hole may be placed on lengthwise perforation not less than 3 5/8 inches from girthwise perforation lines.
1267	In paper bags in paper shipping container bags complying with the following: Net weight of contents must not exceed 60 pounds. Paper shipping container bags must be made of 2 sheets of Kraft paper, each of basis weight not less than 60 pounds laminated together with 6 pounds of polyethylene per ream. Bags must have all seams and bottoms closed with an adhesive, or sewn. Packages must be securely closed. Inner containers must be made of not less than 2 plies of Kraft paper described in Rule 40, Section 10(c), as follows: For 2 pounds net, total basis weight not less than 70 pounds. For 5 pounds net, total basis weight not less than 80 pounds. For 10 pounds net, total basis weight not less than 90 pounds. Inner containers must be closed either by gluing or sewing so as to prevent sifting.
1269	In 4-ply multiple-wall paper bags, total basis weight not less than 180 pounds, one ply coated with not less than 20 pounds of polyethylene per ream. Net weight must not exceed 100 pounds.
1271	In metal cans in fibreboard boxes meeting requirements of Rule 41, except top outer flaps may come within 2 inches of meeting provided top flaps are glued entire area of contact. Cans adjacent to top flaps must be enclosed in inner containers with or without ends, or when all cans are in inner containers or when cans are packed in four or eight 6-pack band-type holders constructed of plastic not less than .021 inch thick forming a band around top of each can not less than 1/2 inch wide, both the top and bottom outer flaps may come within 2 inches of meeting.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1277	1. In corrugated fibreboard containers constructed as follows: (a) Tube with top and bottom flanges not less than 3 1/2 inches wide, OR; (b) Tube with top flanges not less than 3 1/2 inches wide and bottom cap not less than 3 inches in depth. (c) Containers must also have top and bottom full dimension pads or wood frames. 2. Fibreboard of tubes must meet the following tests for gross weights indicated: (a) For gross weight not exceeding 145 pounds, fibreboard must test not less than 275 pounds, OR; (b) For gross weight exceeding 145 pounds, but not exceeding 260 pounds, fibreboard must test not less than 350 pounds, OR; (c) For gross weight exceeding 260 pounds, but not exceeding 350 pounds, fibreboard must be of double-wall construction and must test not less than 400 pounds. 3. Bottom frames or pads must be constructed as follows: (a) Six piece wood frame with three pieces having a minimum thickness of 3/4 inch and with the six pieces having a minimum combined cross-sectional area of 18 square inches, except that when frame is constructed of hardwood lumber minimum combined cross-sectional area must be 6 1/2 square inches for gross weight not exceeding 260 pounds, and 11 1/2 square inches for gross weight exceeding 260 pounds, OR; (b) Pad made of single-wall or double-wall corrugated fibreboard fastened together in sufficient number of plies to provide pad not less than 15/16 inch thick. The sum of the Mullen tests of the individual plies must be a minimum of 1400 pounds, OR; (c) Pad made of composition board consisting of shredded fibreboard with binder pressed to a density of not less than 35 pounds per cubic foot and having a minimum thickness of 15/16 inch. 4. Top frames or pads must be constructed as follows: (a) Four piece wood frame made of lumber not less than 3/4 inch thick and having a minimum combined cross-sectional area of 13 square inches except that when frame is constructed of hardwood lumber minimum combined cross-sectional area must be 8 square inches, OR; (b) When gross weight does not exceed 225 pounds, pad must be made of single-wall or double-wall corrugated fibreboard in a sufficient number of plies to provide pad not less than 5/8 inch thick. The sum of the Mullen tests of the individual plies must be a minimum of 700 pounds, except when pad is constructed with a 6 x 6 inch steel plate not thinner than 24 gauge inserted between plies, the sum of the Mullen tests of the individual plies must be a minimum of 400 pounds, OR; (c) When gross weight exceeds 225 pounds, pad must be made of single-wall or double-wall corrugated fibreboard in a sufficient number of plies to provide pad not less than 15/16 inch thick and the sum of the Mullen tests of the individual plies must be a minimum of 1050 pounds, OR; (d) When gross weight does not exceed 225 pounds, pad made of composition board consisting of shredded fibreboard with binder pressed to a density of not less than 35 pounds per cubic foot and having a minimum thickness of 5/8 inch, OR; (e) When gross weight does not exceed 150 pounds, pad made of wood cellulose solid fibreboard weighing not less than 1140 pounds per 1,000 square feet and having a minimum thickness of 1/2 inch. 5. Heater must rest on bottom frame or pad and must be positioned within container by top and bottom frames or pads so as to maintain clearance of not less than 1 inch between heater and inner walls of container and so that there will be no shifting. Finished surfaces in contact with interior packing must be protected by non-abrasive material unless interior packing is paraffin coated. 6. Containers must be closed as follows: (a) Tubes with top and bottom flanges must have flanges folded over into closed position and flanges must be securely glued or stapled to each other or to top and bottom pads. (b) Tube with top flanges and bottom cap must have flanges folded over into closed position and securely glued or stapled to each other or top pad, and bottom cap must be securely glued to side walls of container. 7. All fibreboard must comply with Rule 41, Sections 2 and 3.
1278	In bulk in pallets with standing sides consisting of a cylindrical wire-bound wooden mat, securely fastened to a skidded wooden base. Gross weight must not exceed 3,000 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1286	In fibre boxes meeting requirements of Rule 41 for boxes testing not less than 350 pounds, except gross weight may be increased to 350 pounds and dimensions may be increased to 175 united inches. Forms made of single-wall corrugated fibreboard must be used at ends of articles to position articles in box. Unless box is of full telescope or double-wall construction, box must be lined on all four sides with single-wall corrugated fibreboard meeting requirements of Sections 2 and 3 of Rule 41 for fibreboard testing not less than 200 pounds.
1289	In single-wall corrugated fibreboard boxes complying with requirements of Rule 41, or in 6-sided container consisting of stitched tube with top and bottom flanged inserts recessed into body not less than one inch and securely stapled with not less than three staples in each body panel. Boxes must test not less than 200 pounds. Size of box may not be increased as provided for in Section 3, Note 2, Rule 41. When either length, width or depth of 200 pound test boxes exceeds 40 inches, box must be reinforced at center with fibreboard form full dimensions of box, made of same board as box. Articles must be protected within box by: (a) Single-wall corrugated fibreboard forms of adequate design, size, strength and quantity, arranged so as to maintain not less than 3/4 inch clearance between shades and all interior surfaces of box, OR (b) Pads or crumpled newspaper or other loose cushioning material so arranged as to hold articles stationary and maintain clearance of not less than one inch between shades and all interior surfaces of box, OR (c) Shades must be placed on wooden dowels extending full depth of box and be anchored in wooden blocks securely attached to forms made of single-wall corrugated fibreboard, full dimensions of top and bottom of box. Wooden blocks must be of sufficient thickness to hold dowels in place. Each shade must be separated by a fibreboard form or tube on the dowel to maintain not less than 3/4 inch clearance between tops of all shades and between shades and bottom and top of box. Clearance of not less than 3/4 inch must be maintained between shades and sides of box, and between stacks of shades when more than one stack is placed in box.
1294	Television implosion plates in half-slotted containers made of double-wall corrugated fibreboard, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 200 pounds. Containers must be placed in a flanged tray made of single-wall corrugated fibreboard testing not less than 275 pounds and all containers covered by a common cover made of same material as bottom tray. Flanges of tray and cover must be not less than 4 inches wide. Package must be mounted on and securely fastened to wooden pallet by not less than two metal straps or wires. Each article in individual containers must be in a flanged tray full inside dimensions of containers, made of single-wall corrugated fibreboard testing not less than 200 pounds. Not less than 4 corner posts must be used to reinforce containers at each end of pallet load. Corner posts must be full height and must be made of double-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 200 pounds. Gross weight must not exceed 800 pounds and dimensions must not exceed 130 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1300	In inner paper bags in paper shipping container bags or wrappers complying with the following requirements: Inner containers must be made of not less than 2 plies of Kraft paper described in Section 10(c), Rule 40. For 2 lbs net, total basis weight not less than 70 lbs. For 5 lbs net, total basis weight not less than 80 lbs. For 10 lbs net, total basis weight not less than 90 lbs. Paper shipping container bags or wrappers must consist of one sheet of extensible paper having minimum dry tearing strength of 245 grams machine-direction and 525 grams total machine-direction plus cross-direction and minimum tensile energy absorption foot-pounds per square foot of paper of 10.2 cross-direction and 40.2 total cross-direction plus machine-direction, basis weight of paper not less than 110 pounds (24 x 36-500). Bags or wrappers must have all seams and bottoms closed with an adhesive or sewn. OR Paper shipping container bags or wrappers must consist of one sheet Kraft paper (plain) having minimum dry tearing strength of 248 grams machine-direction and 536 grams total machine-direction plus cross-direction and minimum average dry tensile strength per inch wide of 32.8 cross-direction and 113.0 total cross-direction plus machine-direction, basis weight of paper not less than 130 pounds (24 x 36-500) or two sheets of Kraft paper (plain), total basis weight not less than 100 pounds, laminated with not less than 30 pounds of asphalt or 7 pounds of polyethylene per ream. Bags or wrappers must have all seams and bottoms closed with an adhesive or sewn. Net weight of contents must not exceed 60 pounds.
1306	Roasted coffee in metal cans in single-wall corrugated fibreboard boxes, testing not less than 150 pounds. Combined weight of facings must be not less than 66 pounds per 1,000 square feet, and the corrugating medium must weigh not less than 26 pounds per 1,000 square feet. Boxes must not exceed 40 united inches and gross weight must not exceed 35 pounds. Boxes must be closed in accordance with Rule 41, Section 7, except top and bottom outer flaps may come within 1 1/2 inches of meeting provided all flaps are glued to entire area of contact.
1310	In four-ply multiple-wall paper bags made of extensible paper complying with Rule 40, Section 10(c), total basis weight not less than 210 pounds. Net weight of contents must not exceed 50 pounds.
1317	In full telescope boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds, except gross weight must not exceed 200 pounds and dimensions must not exceed 160 united inches, OR in full telescope boxes complying with all requirements of Rule 41 for boxes testing not less than 275 pounds, except gross weight must not exceed 300 pounds and dimensions may be increased to not exceeding 170 united inches. Article must be protected around entire perimeter, except pockets, with full height U-shaped forms made of triple-wall corrugated fibreboard, the corrugating medium weighing not less than 26 lbs. per 1,000 square feet, and such forms must maintain a clearance of not less than 7/8 inch between interior surfaces of container and all finished surfaces of article. Finished surfaces which come in contact with interior forms must be protected by non-abrasive material. Box must be strapped with not less than four metal straps.
1318	In bulk in 4-ply multiple-wall paper bags made of extensible Kraft paper complying with Rule 40, Section 10(c), total basis weight for all walls not less than 200 lbs. Bag must have inner liner of polyethylene not thinner than .003 inch. Net weight must not exceed 50 lbs.
1323	In inner containers, capacity not exceeding 2 1/2 pounds, made of polyethylene not less than 3 mils thick. Inner containers must be securely closed to prevent sifting, and must be enclosed in outer paper bag made of not less than two plies of paper as described in Section 10(c), Rule 40, total basis weight of paper not less than 140 pounds. Net weight must not exceed 30 pounds.
1324	In plastic bag in three-piece corrugated fibreboard box consisting of body and top and bottom covers. Body must be made of double-wall fibreboard testing not less than 600 pounds. Walls of box must be lined with full-height taped tube testing not less than 600 pounds. Covers may be made of single-wall fibreboard testing not less than 350 pounds. All fibreboard must comply with Sections 2 and 3 of Rule 41 for tests specified. Top and bottom covers must have flanges not less than 5 1/2 inches wide. Flanges of bottom cover must be inserted between body of box and liner. Box must be strapped to wooden pallet with not less than two metal straps. When packages are double-tiered, upper tier must be separated from lower tier by plywood sheets so as to afford equal distribution of weight across top of lower tier. Gross weight must not exceed 1078 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1329	1. In three piece corrugated fibreboard box consisting of tube with top and bottom flanges not less than 3 inches wide, and top and bottom caps having interlocking flanges. 2. Fibreboard of boxes must comply with Rule 41, Sections 2 and 3 and must meet the following construction and bursting tests: (a) For gross weight not exceeding 200 lbs, tube must be made of singlewall corrugated fibreboard testing not less than 275 lbs, OR, tube and top and bottom caps may be made of singlewall corrugated fibreboard testing not less than 250 lbs having a minimum combined weight of facings of 100 lbs per 100 sq ft and a minimum edge crush test (ECT) of 45 lbs per inch. (b) For gross weight exceeding 200 lbs, but not exceeding 290 lbs, tube must be made of doublewall corrugated fibreboard testing not less than 275 lbs. (c) For gross weight exceeding 290 lbs, but not exceeding 350 lbs, tube must be made of doublewall corrugated fibreboard testing not less than 350 lbs. (d) For gross weight exceeding 350 lbs, but not exceeding 485 lbs, tube must be made of doublewall corrugated fibreboard testing not less than 400 lbs, having a minimum combined weight of facings of 180 lbs per 1000 square feet. (e) Except as otherwise provided in Para (a), top and bottom caps must be made of corrugated fibreboard testing not less than 275 lbs. 3. Article must be mounted on and bolted to skids or full dimension base frame constructed as follows: (a) Wood skids, each measuring a minimum of 7/8 x 3 5/8 inches in cross-sectional area, OR; (b) Wood frame made of lumber not less than 3/4 inch thick, having a minimum combined cross-sectional area of 9 square inches, OR; (c) Skids made of expanded plastic pads and top and bottom wood members securely fastened together, the width of each skid to be not less than 3 3/4 inches, with top wood member not less than 5/8 inch thick and bottom wood member not less than 7/16 inch thick. Expanded plastic pads must have a density of not less than 2 lbs per cubic foot. Each skid must be provided with a minimum of two pads, one at each end of skid, and each pad must be a minimum of 1 inch in thickness and not less than 11 1/2 inches in length, except that when top and bottom wood members are not less than 4 3/8 inches in width expanded plastic pads may be not less than 10 inches in length, OR; (d) Skids made of expanded plastic pads and solid fibreboard measuring a minimum of 2 x 4 inches in cross-sectional area. Expanded plastic pads must have a density of not less than 2 lbs per cubic foot. Each skid must be provided with a minimum of two pads, one at each end of skid, and each pad must be a minimum of 7 inches in length. Expanded plastic pads must be overwrapped in solid fibreboard callipering a minimum of .045 inches securely laminated together. Mounting bolt access holes must be reinforced with an additional pad having a minimum thickness of .120 inches, securely laminated to the solid fibreboard, and with a spirally wound paperboard tube having a minimum thickness of .125 inches extending full height of expanded plastic pad, OR; (e) Skids made of built-up corrugated fibreboard, corrugations vertical, and top and bottom wood members, securely fastened together, each skid measuring not less than 1 3/4 inches in thickness and 4 1/4 inches in width, with top wood member minimum 7/32 inch thick and bottom wood member minimum 3/32 inch thick. 4. (a) Not less than 1 inch clearance must be maintained between article and inner wall of box, including top, by forms made of expanded plastic having a density of not less than 1 3/4 lbs per cubic foot. Such forms must extend from front to back on both sides of top of article. (b) A minimum one half inch clearance must be maintained between the face of the article and inside surface of container when handles are removed and packaged inside of article and a sheet of non-test double-wall corrugated fibreboard is secured over the door fronts, or, in lieu of a double-wall corrugated pad the front of the article may be protected by a corrugated fibreboard pad installed between the doors to provide a minimum of 1/2 inch clearance between the article and the interior of the container. The face of the article shall be protected from abrasion by coating the inside surface of the container on the door side with a nonabrasive coating which extends within 10 inches of the top and bottom of the container. One half inch clearance may also be maintained at the back of the article when the cabinet has a flat back and no external condenser. 5. Boxes must be closed with flanges of caps folded over and back under flanges of body tube and caps must be securely strapped around flanges with metal or plastic straps. 6. Refrigerators must be loaded upright in car, except that refrigerators in upper tier may be loaded on their backs or sides when blocking, bracing or padding is provided between rows in upper tier to prevent impact between refrigerator tops and bottoms. Such extra blocking, bracing or padding need not be provided when wood skids or base frame are laminated to built-up corrugated fibreboard not less than 7/8 inch thick with corrugations vertical and backed with wood veneer not less than 1/8 inch thick, or when skids are made with expanded plastic pads combined with wood or solid fibreboard.
1333	In metal or plastic inner containers in fibre boxes meeting requirements of Rule 41, except top outer flaps may come within 1 inch of meeting when box has full dimension top pad and outer flaps are glued to inner flaps entire area of contact.
1334	In 4-ply multiple wall paper bags, total basis weight not less than 190 pounds. One ply must consist of polyethylene coated Kraft paper. Net weight of contents must not exceed 50 pounds.
1335	Singly packaged in container made of single-wall corrugated fibreboard complying with all requirements of Rule 41, for boxes testing not less than 175 pounds except containers may be equipped with interlocking bottom flaps and top may be closed by interlocking tab. Also articles may be suspended within containers by molded expanded plastic forms. Boxes must be securely closed in accordance with Rule 41, Section 9, OR not to exceed three such containers may be overwrapped with heat shrunk plastic film, not less than 3 mil in thickness prior to shrinking.
1337	In glass bottles, capacity not exceeding 12 fluid ounces, in bottle carriers made of corrugated fibreboard, complying with the requirements of Rule 41, for boxes not less than 175 lbs. Bottle carriers must be constructed to fully enclose a maximum of 24 bottles in a tight wrap, with end panels securely glued.
1339	In 4-ply multiple-wall paper bags, total basis weight of paper not less than 200 pounds, one ply polyethylene or wax coated. Net weight of contents must not exceed 50 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1342	Bottles not exceeding 6.4 oz. capacity in fibre boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds, except that box may have full-depth slots at midpoint of two opposite sides provided that interior of box is divided into two equal sections by two full-height flanged partitions, flanges securely stapled or glued to sides of box adjacent to slots. Such partitions must be made of same board as box.
1343	In glass bottles having a capacity not exceeding 1.7 U.S. fluid ounces or 50 milliliters, tightly wrapped in paperboard wrapper not less than .022 inch thick, not to exceed 12 bottles per wrapper. Bottles so packaged must be packed in an outer fibreboard box complying with Rule 41. Heels of bottles must be separated crosswise and lengthwise by tabs die cut from wrapper bottom. At top, bottle caps must be recessed into die cut slots. Bottles must be tightly wrapped so as to prevent any movement of bottles one against another, however manually agitated. Ends of each wrapper unit must have flanges at bottom not less than 3/4 inch high.
1346	Television tube and funnel assemblies in containers consisting of half slotted cartons made of double-wall corrugated fibreboard, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs, mounted on wood elevating truck platform. Package must consist of layers (tiers) of cartons, one funnel per carton, and one additional funnel may be placed inverted in center of each tier of each group of four cartons when protected by folded in or cut out corners of such cartons. Each layer (tier) of funnels must have one common cover made of single-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs and must have flanges not less than 3-1/2 inches deep. Necks may protrude through cover but must be protected by corrugated fibreboard sleeves, forms or solid fibreboard tubes. Protective top wood frame must be strapped to package with not less than two metal, cloth or plastic straps, or package, including pallet and top frame must be unitized with not less than two layers of stretch wrapped plastic film of minimum 1 mil thickness. Gross weight must not exceed 800 lbs. OR Television tube face panels in single-wall corrugated fibreboard boxes, the fibreboard complying with Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs, container consisting of not less than four taped tubes or half slotted containers placed in flanged tray and covered with flanged common cover. Flanges of tray and cover must be not less than 4 inches wide. Package must be mounted on and securely fastened to wooden pallet by not less than two metal, cloth or plastic straps, or package and pallet must be unitized with not less than two layers of stretch wrapped plastic film of minimum 1 mil thickness. Each article in taped tubes or half slotted containers must be separated by individual sheets or corrugated fibreboard testing not less than 275 lbs. Not less than eight full height posts must be used to reinforced package, one at each corner and two at center of package, made of corrugated fibreboard testing not less than 275 lbs. Gross weight must not exceed 500 lbs, except gross weight may be increased to 900 lbs when not less than nine full height triangular reinforcing posts made of not less than 1-3/4 inch lumber are placed one at each corner, one at center of each side wall of container and one in the center of the container.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1348	In bags constructed of polyethylene film of nominal thickness of not less than 5 mils with no point thinner than 4.4 mils, film to be manufactured from resin having a melt index of 0.6 maximum. Net weight of contents must not exceed 50 pounds. Film from which bags are made must withstand impact failure weight of 210 grams as measured by the drop dart method. Under this method a polished steel dart having a diameter of 2 inches in the hemispherical head is suspended by an electromagnet at a height sufficient to provide a drop of 60 inches to the surface of the test specimen. The test specimen must be placed over the bottom part of a two-piece angular clamp having an inside diameter of five inches, so as to be uniformly flat and free of folds. Test specimen must cover the clamp at all points. Not less than 10 specimens, not more than one drop per specimen, must be tested. If one-half or more of the specimens tested resist failure the film shall be deemed to meet the requirements. Failure is defined as any break through the film. Filled bags must be capable of withstanding 6 drops from a height of 4 feet onto a solid surface, one drop on each end, one drop on each face, and one drop on each side (edge), without rupture or leakage. Bag closures must be capable of withstanding static loads of 1 1/4 pounds per mil per inch of seal, as measured in the following manner: Three one-inch wide samples must be cut from the top seal and three one-inch wide samples must be cut from the bottom seal of each bag to be tested. Samples must be cut perpendicular to the seal, one from the center of the seal and one each approximately 4 inches in each direction from the center of the seal. (The preferred method of cutting the samples is to place a one-inch wide die on the flat bag so that both film layers and the seal area can be cut simultaneously.) Samples must be cut of sufficient length to permit wrapping each film end around a 1/4 inch diameter metal rod and to permit clamping each end one inch from heat seal. Clamp used (such as a laboratory tubing clamp) must be one that will exert even pressure across a one-inch wide strip. Clamps must be carefully positioned on strips parallel to the heat seals. One clamp must be mounted to a support, permitting the sample strip to hang vertically, and a weight must be attached to the other clamp hanging free at the lower end of the assembly. The total weight exerted on the seal must be 1 1/4 pounds for each mil of gauge of the film. The test must be conducted at room temperature (approximately 73° F). All samples tested must resist failure. Failure is defined as total seal separation occurring within 10 minutes after the test has begun. Bags made to conform to the foregoing specifications must bear certificate of bag maker in the following form, size, type and wording, see Note: **FREIGHT SHIPPING BAG** **Meeting requirements of Package 1348** **APPLICABLE FREIGHT CLASSIFICATION** Guaranteed by…….. NOTE. The certificate for plastic bags may bear an identifying symbol or trademark of the bag maker in lieu of the bag maker's name and such symbol or trademark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trademark may be registered for each bag manufacturer.
1358	In aluminum alloy cylindrical containers not exceeding 85 cubic feet capacity, with moisture-tight closures positively attached. Body and top must be not less than .090 inch thick and bottom must be not less than .250 inch thick. Containers must be secured in or on cars. Gross weight must not exceed 6,500 pounds.

1360

In glass bottles not exceeding 12 fl. oz. capacity enclosed in 6-pack bottle carriers made of solid paperboard complying with the following requirements:

NOMINAL THICKNESS (INCHES)	NOMINAL BASIS WEIGHT (LBS. PER 1000 SQ. FT.)	MINIMUM AVERAGE DRY TEARING STRENGTH (GRAMS)	MINIMUM AVERAGE WET TEARING STRENGTH (GRAMS)
.022	79	510 M.D. 595 C.D.	435 M.D. 470 C.D.

Bottle carriers must be of one piece construction with solid end panels and bottles must be firmly positioned within carriers by top die cut arcs and bottom hinged tabs so as to prevent bottle to bottle contact.

Not more than four 6-pack cartons must be packed in containers made of corrugated fibreboard testing not less than 175 lbs, the fibreboard complying with Rule 41, Sections 2 and 3, except such containers must be constructed as follows:

(a) Full height trays, OR;

(b) Regular slotted boxes, except that top outer flaps may come within 2 inches of meeting provided that:

(1) Top flaps are glued entire area of contact, OR;

(2) Top flaps must be securely closed with hot-melt adhesive.

1361

In fibre drums meeting the requirements of Rule 51, Section 5, for drums with sidewalls testing not less than 1100 psi, except that tops (covers) may have a thickness (inches) of .160 and test 1100 psi, also net weight may exceed 550 lbs., but must not exceed 625 lbs.

1363

Window glass not exceeding 80 united inches may be packed in single-wall corrugated fibreboard boxes made with a wooden frame of nominal 3/4 inch lumber protecting all edges of the glass, the corrugated board testing not less than 275 pounds and securely wrapped around or fastened to the frame. Wooden frame may be omitted when edges of glass are protected around entire perimeter by fibreboard wallboard not less than 3/4 inch in thickness. Corners of glass must also be protected by triangular corrugated fibreboard corner caps extending over edges of each corner not less than 5 inches in each direction. Gross weight must not exceed 100 pounds. Containers may be shipped flat when loaded on and securely strapped to wood pallet with not less than 4 steel straps and package must not be loaded more than one high. Package must be protected from steel straps by fibreboard, plastic or metal edge protectors. When glass exceeds 80 united inches but does not exceed 100 united inches box must be reinforced with not less than three wooden strips, 1/2 inch thick x 4 inches wide on each side, placed on outside of corrugated board and securely nailed to end frame. Gross weight must not exceed 225 pounds.

1364

In four-ply multiple-wall paper bags made of extensible Kraft paper complying with Section 10(c) of Rule 40, total basis weight for all walls not less than 170 pounds. Bag must have inner liner of polyethylene not thinner than 2 mils. Net weight of contents must not exceed 50 pounds.

1372

In four-ply multiple-wall paper bags, consisting of three sheets of not less than 50 pounds basis weight each and outer sheet of not less than 60 pounds, total basis weight not less than 210 pounds. Net weight must not exceed 50 pounds.

1376

1. In glass bottles in fibreboard boxes complying with all requirements of Rule 41, except top flaps may come within one and one half inch of meeting and interior separators for bottle capacities of 22 oz. or less must be solid paperboard, 0.035 inch thickness, 110 pounds per 1,000 square feet basis weight, OR;

2. In glass bottles in inner basket carriers made of solid paperboard complying with the following requirements:

Bottle Capacity	Nominal Thickness (Inches)	Nominal Basis Weight (Lbs. Per 100 Sq. t.)	Minimum Average Dry Tearing Strength (Grams)	Minimum Average Wet Tearing Strength (Grams)
8 oz. Or less	0.016	60	325 M.D. 355 C.D.	300 M.D. 320 C.D.
More than 8 ozs.	0.018	64	375 M.D. 450 C.D.	325 M.D. 375 C.D.

Carriers must have shoulder height partitions, made of same paperboard as carrier, constructed to provide effective separation between bottles.

Carriers must be enclosed in fibreboard boxes complying with all requirements of Rule 41, except top outer flaps may come within one and one half inch of meeting and bottom outer flaps may come within three inches of meeting. Boxes must be securely closed.

3. Not more than 24 bottles, capacity not exceeding 16 fluid ounces, or one-half liter, or 36 bottles, capacity not exceeding 8 fluid ounces may be packed in each outer box.

1377

In glass bottles, capacity not exceeding 12 fluid ounces, in bottle carriers made of corrugated fibreboard, complying with the requirements of Rule 41, for boxes not less than 175 lbs. Bottle carriers must be constructed to fully enclose a maximum of 24 bottles in a tight wrap, with end panels securely glued.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1380	In 4-ply multiple-wall paper bags, total basis weight of paper not less than 170 lbs. Net weight of contents must not exceed 50 lbs.
1381	In 5-ply multiple-wall paper bags complying with Rule 40 Section 10, total basis weight of paper not less than 250 lbs., one-ply polyethylene coated and one-ply to consist of wet strength paper basis weight not less than 60 lbs. Net weight of contents must not exceed 100 lbs.
1383	In fibreboard boxes with full overlap outer flaps, complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except that boxes must not exceed 100 united inches and gross weight must not exceed 55 pounds. Where gross weight is in excess of 55 pounds but does not exceed 75 pounds, box must test not less than 275 pounds and must not exceed 110 united inches. Not less than 1 inch clearance must be maintained between article and inner walls of box by full height forms made of built-up corrugated fibreboard glued to single-wall corrugated fibreboard testing not less than 200 pounds placed in each end of box extending around front and back of article not less than 4 inches. Such forms must be slotted to suspend bottom of sump not less than 1/4 inch from bottom of container.
1388	In 4-ply multiple-wall paper bags made of extensible paper complying with Rule 40, Section 10(c), total basis weight not less than 230 pounds. Net weight of contents must not exceed 100 pounds.
1396	In 3-ply multiple-wall paper bags made of extensible Kraft paper meeting requirements of Rule 40, Section 10(c), total basis weight of paper not less than 150 pounds. Net weight of contents must not exceed 50 pounds.
1398	In one gallon metal cans in fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 175 pounds, except gross weight must not exceed 65 pounds, and fibreboard must have a flat crush test of not less than 47 pounds per square inch.
1406	In 3-piece fibreboard box consisting of body and two flanged caps, the fibreboard complying with Rule 41, Sections 2 and 3, for boxes testing not less than 350 pounds. Body must cover all sides and must have flanges not less than 3 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 flanges of body. Caps must be securely strapped around flanges with metal straps or wire. Clearance of not less than 1 1/2 inches must be maintained between article and sidewalls of box by full height scored and folded fibreboard forms consisting of corner posts at each corner and additional forms occupying not less than 50% of space between the corner posts, the fibreboard testing not less than 275 pounds. Plastic diffuser and ring must be in a separate inner telescope box not less than 1 1/2 inches deep full size of top area made of fibreboard testing not less than 200 pounds. Greatest dimension must not exceed 67 inches and gross weight must not exceed 215 pounds.
1408	In 4-ply multiple-wall paper bags, total basis weight for all walls not less than 200 pounds, net weight of contents not exceeding 50 pounds. Bottom of bags must be sewn or all plies pasted, and tops of bags must be so secured as to prevent sifting.
1411	In 4-ply multiple-wall paper bags made of extensible Kraft paper complying with Section 10(c) of Rule 40, total basis weight of all walls not less than 210 pounds. Net weight must not exceed 100 pounds.
1412	In 3-ply multiple-wall paper bags made of extensible Kraft paper having a total basis weight of all plies not less than 160 pounds. Net weight must not exceed 50 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1424	In corrugated fibreboard containers consisting of six-sided tube with flanged top and bottom inserts. Container dimensions must not exceed 100 united inches and gross weight must not exceed 35 pounds. Tube must have manufacturer's joint formed with hot-melt adhesive. Top and bottom inserts must be recessed in body not less than one inch and be securely stapled in place with not less than three staples in each body panel. Lamp must be enclosed in polyethylene bag of not less than 2-mil thickness, and must be mounted in foamed plastic not less than one inch thick, so molded as to form to contour of lamp base. Plastic form must be secured to fibreboard tray extending full-dimensions of bottom of container. Top of article must be held in position by fibreboard tray securely stapled to container walls. Clearance of not less than one inch must be maintained between article and inner surfaces of container. All corrugated fibreboard must meet requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 200 pounds. OR Lamp base may be wrapped in pads and placed in fibreboard form full dimension of bottom of container. Clearance of not less than 1 1/2 inches at top and bottom and 2 inches at sides must be maintained between article and inner surfaces of container. When lamp shade is included in same container with lamp, shade must be wrapped in plastic film and must be suspended form top tray in such a manner as to maintain not less than one inch clearance between lamp and shade and between shade and inner surfaces of container.
1425	In 3-piece fibreboard box having more than four sides, consisting of body and top and bottom caps having flanges not less than 6 inches wide. Body must be constructed of triple-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3, for fibreboard having puncture test not less than 1,100 units OR body may consist of a taped tube and full height liner made of double-wall corrugated fibreboard testing not less than 350 pounds. Top and bottom caps must be made of single-wall corrugated fibreboard testing not less than 350 pounds and must be so scored and folded to hold in position on bottom and top, a double-wall corrugated fibreboard pad testing not less than 500 pounds. Bottom cap must be glued and also securely strapped to body with metal straps. Top cap must be secured to body by pressure-sensitive tape. Box must be securely attached to four built-up corrugated fibreboard runners. Gross weight must not exceed 2,050 pounds, and packages must not be loaded more than one layer high.
1426	1. In corrugated fibreboard containers constructed as follows: (a) half-slotted box, OR; (b) Tube with top flanges not less than 6 inches wide. 2. Fibreboard of containers must meet the following tests for gross weights indicated: (a) For gross weights not exceeding 310 pounds, fibreboard must test not less than 275 pounds, OR; (b) For gross weights exceeding 310 pounds, but not exceeding 470 pounds, fibreboard must test not less than 350 pounds. 3. Article must rest on full-dimension 5-piece wood base frame made of lumber not less than 7/8 inch thick and having a minimum combined cross-sectional area of 13 square inches. 4. Not less than 1-inch clearance must be maintained between all parts or projections of article and inner walls of container by full-height corner posts constructed as follows: (a) L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 200 pounds, OR; (b) Figure 4 corner posts made of double-wall corrugated fibreboard testing not less than 200 pounds, scored and folded to provide not less than three thicknesses of fibreboard along sides of article. (1426 concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
1426	-Concluded. 5. Top of article must be protected and clearance of not less than 1 1/4 inches must be maintained between article and inner walls of container by one of the following alternatives: (a) Pad made of scored and folded double-wall corrugated fibreboard testing not less than 275 pounds, OR; (b) Double-faced honeycomb cellulor fibreboard pad, OR; (c) When container consists of tube with top flanges, top pad must be full-dimension, and must be constructed of scored and folded corrugated fibreboard having same test as container, or top pad must be constructed of double-faced honeycomb cellulor fibreboard faced with an additional thickness of corrugated fibeboard having same test as container. 6. Containers must be closed as follows: (a) Containers of half-slotted construction with outer flaps meeting must have top flaps closed in compliance with Rule 41, Section 9. (b) Tubes must have top flanges folded over into closed position. Inner flanges must be glued to top clearance pad and outer flanges must be glued to top clearance pad and inner flanges not less than 50% of area of contact. 7. Container must be securely stapled to base frame on all four sides with staples spaced not more than 6 inches apart. 8. All fibreboard must comply with Rule 41, Sections 2 and 3. 9. Interior forms which come in contact with, or can come in contact with, finished surfaces of article must be coated with non-abrasive material.
1428	In fibreboard boxes complying with requirements of Rule 41 for boxes testing not less than 175 lbs., except that inner trays or cartons may contain glass containers not exceeding 8 fl. oz. capacity and not more than two metal cans not exceeding 32 fl. oz. capacity. Glass containers must be of heavy wall construction, weighing not less than 3.3 oz. for containers not over 4 fl. oz. capacity and not less than 5.4 oz. for containers over 4 fl. oz. capacity but not over 8 fl. oz. capacity. Glass containers must be mounted in molded forms made of expanded polystyrene having a density of not less than 1 lb. per cubic foot, or glass containers and metal cans must be separated by corrugated fibreboard or paperboard calipering not less than .016 inch. Trays or cartons may also contain one package of vitamins not exceeding 1 oz., one feeding nipple, one tube of ointment not exceeding .5 oz., one plastic cup, or packets of artificial flavoring not exceeding a combined weight of .5 oz. Gross weight must not exceed 28 lbs.
1429	In metal cans in one-inch flanged single-wall fibreboard trays, in tiers, not to exceed twelve layers per unit, the fibreboard complying with Rule 41, Sections 2 and 3, for boxes testing not less than 125 pounds. Trays must rest on wooden pallet and be enclosed by a fibreboard sleeve and covered by a top cap with flanges not less than 3 inches wide, the fibreboard testing not less than 200 pounds. Unit must be securely strapped to pallet with not less than four steel straps 1/2 inch by .015 inch or four non-metallic straps. Steel angles must be used to prevent straps from cutting fibreboard. Gross weight not to exceed 3,000 pounds.
1432	Glass loaded upright on edge on two end frames lined with corrugated fibreboard. End frames must be made of sound lumber of following dimensions and construction. Base of each frame must consist of not less than three wooden blocks 3-5/8 x 3-5/8 inches, securely nailed to horizontal support made of lumber not less than 1-5/8 x 3-5/8 inches. Each frame must have not less than three vertical end supports extending to bottom of each block made of lumber not less than 1-3/8 x 3-5/8 inches, with two horizontal and one diagonal brace made of lumber not less than 5/8 x 3-5/8 inches, securely nailed in place. Sides and top of frame must be reinforced with lumber not less than 5/8 x 5-5/8 inches, with side members extending to bottom of blocks. Package must be strapped lengthwise with not less than two metal straps not less than 5/8 x .023 inch. Gross weight must not exceed 5,000 pounds.
1439	Melamine chemicals in 3-piece 12-sided container, consisting of body and top and bottom flanged caps, with flanges not less than 5 inches wide. Body and bottom cap must be made of double-wall corrugated fibreboard with combined weight of facings not less than 207 pounds per 1,000 square feet and must test not less than 450 pounds. Panels forming, manufacturer's joint must completely overlap and must be fully glued and stapled with staples not more than 4 inches apart. Top cap must be made of double-wall corrugated fibreboard complying with the provisions of Sections 2 and 3 of Rule 41 for fibreboard testing not less than 350 pounds. Top and bottom caps must be securely strapped to container body with metal straps not less than 3/4 x .020 inch. Turned-in flanges of bottom cap must also engage with turned-out glued body flanges. Bottom of container must be equipped with not less than four wooden skids securely glued thereto. Gross weight must not exceed 2,800 pounds.
1440	In two-piece corrugated fibreboard container consisting of half-slotted triple-wall fibreboard body testing not less than 1,100 puncture units and half-slotted double-wall fiberboard partial telescope cover with flanges not less than 9 inches wide testing not less than 400 pounds. Clearance of not less than 3 inches must be maintained between ends of tubing and inner walls of container by built-up corrugated fibreboard pads. Container must be securely strapped to lift truck pallet by not less than two metal straps. Gross weight must not exceed 2,000 pounds. Containers must be loaded not more than two high.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1444	Wringer-type washing machines in double-wall corrugated fibreboard boxes meeting the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 pounds. Gross weight must not exceed 200 pounds. Castors and wringer must be removed and machine must be positioned in box by full-dimension base pad and top pad, and box containing wringer. Base pad and top pad must be constructed of not less than two thicknesses of double-wall corrugated fibreboard testing not less than 200 pounds, glued to one thickness of single-wall corrugated fibreboard testing not less than 275 pounds. Machine must fit tightly into die-cut hole in double-wall portion of top and bottom pad OR top pad may be constructed of double-wall corrugated fibreboard testing not less than 275 pounds for the top pad and testing not less than 125 pounds for the base pad, so scored and folded as to provide required clearance. All interior pads must maintain clearance of not less than 3/4 inch between sides of machine and inner walls of container. Clearance of not less than 3/4 inch must be maintained between top of machine and inner walls of container by corrugated fibreboard box containing wringer, made of single-wall corrugated fibreboard testing not less than 125 pounds. Box must be located over structural part of machine and be glued to top pad for positioning. Top and bottom flaps must be securely glued not less than 60% of area of contact. Other top and bottom flaps need not meet, provided opening where inner flaps do not underlie outer flaps does not exceed 72 square inches.
1450	In single-wall corrugated fibreboard boxes, the fibreboard meeting all requirements of Rule 41 for boxes testing not less than 200 pounds. Edges of glass must be protected on each end by not less than three thicknesses of corrugated fibreboard extending over top and bottom edges not less than one-half the length of the container. Container must be securely sealed with pressure sensitive fibreglass reinforced tape not less than 1 1/2 inches in width. Dimensions of container must not exceed 99 united inches and gross weight must not exceed 100 pounds.
1451	In L-shaped form-fitting container made of double-wall corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for fibreboard testing not less than 350 pounds. Article must be held in position by corrugated fibreboard forms so as to maintain not less than 1 inch clearance between article and inner side and top surfaces of container. Container shall be securely closed with staples or sealing tape. Gross weight must not exceed 585 pounds.
1456	Molded plastic bottles, food trays, or garbage or waste can hood tops, in fibre boxes meeting all requirements of Rule 41 for boxes testing not less than 125 pounds, except dimensions may be increased to not exceeding 85 united inches, and gross weight must not exceed 46 pounds.
1457	In three-piece fibreboard box having more than four sides, consisting of body and top and bottom caps having flanges not less than six inches wide. Body must consist of a taped or stitched tube and full-height liner made of double-wall corrugated fibreboard testing not less than 350 pounds. Top and bottom caps must be made of single-wall corrugated fibreboard testing not less than 350 pounds and must be so scored and folded to hold in position on bottom and top a double-wall corrugated fibreboard pad testing not less than 500 pounds. Bottom cap must be glued and also securely strapped to body with metal straps. Top cap must be secured to body by wire, metal straps, or pressure-sensitive tape. Box must be securely attached to four built-up corrugated fibreboard runners. Gross weight must exceed 850 pounds.
1459	Metal projectile or rocket tubes may be packed in fiber boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds, except gross weight may be increased to not exceeding 125 pounds. Tubes must be separated by full-height corrugated fibreboard partitions testing not less than 125 pounds. Not more than four boxes must be strapped around entire perimeter at top, forming one unit loaded on wood pallet, except that not more than two such units may be double-tiered on single pallet, provided both tiers are securely strapped to pallet. All boxes in lower tier must be securely glued to wood pallet.
1462	Built-in wall ovens in three-piece containers consisting of tube with flanges and top and bottom interlocking caps, constructed of single-wall corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3, for fibreboard testing not less than 275 pounds. Article must rest on and be held in position, and clearance of not less than 1 7/8 inches must be maintained between article and bottom of container by full dimension pad made of single-wall corrugated fibreboard testing not less than 275 pounds, with sides of pad scored, folded and stapled together to form tubes. Each tube must be provided with two supporting inserts made of two thicknesses of triple-wall corrugated fibreboard testing not less than 700 Beach puncture test units, having a minimum combined weight of facings of not less than 168 pounds per 1000 square feet, inserted in die-cut slots in the tubes. Clearance of not less than 1 1/4 inches must be maintained between front of article and inner wall of container by scored and folded tray made of double-wall corrugated fibreboard testing not less than 275 pounds. Clearance of not less than 1-7/16 inches must be maintained between top of article and inner wall of container by full dimension pad made of single-wall corrugated fibreboard testing not less than 275 pounds, with sides of pad scored, folded and stapled together to form tubes. Pad must be supported at front and back of article by additional pads made of two thicknesses of triple-wall corrugated fibreboard testing not less than 700 Beach puncture test units, having a minimum combined weight of facings of not less than 168 pounds per 1000 square feet. Flanges of top and bottom caps must interlock with flanges of body tube and must be securely closed with metal straps or wire. Gross weight must not exceed 140 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1463	In two-piece container consisting of half-slotted body and top cap having flanges not less than 5 inches. Body must be constructed of double-wall corrugated fibreboard testing not less than 350 pounds with side walls of body consisting of not less than three thicknesses of such fibreboard securely glued together over the entire area of contact. Top cap must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3. Flanges of top cap must be securely stapled to side walls of container with not less than 10 staples. Container must be secured to wood pallet by gluing or by use of not less than 2 metal straps or plastic straps. When container is secured to wood pallet by not less than 2 metal straps flanges of top cap need not be stapled to side walls of container. Pallet must be designed with not less than 3 bottom deck boards. Gross weight must not exceed 1200 pounds.
1465	In containers consisting of tube having top and bottom flanges not less than 3-1/2 inches wide made of double-wall corrugated fibreboard meeting the requirements of Rule 41, Sections 2 and 3. When gross weight does not exceed 145 pounds, tube must test not less than 275 pounds. When gross weight exceeds 145 pounds, but does not exceed 260 pounds, tube must test not less than 350 pounds. Heaters must be positioned within container and clearance of not less than 1 inch must be maintained between heaters and sidewalls of container in accordance with the following provisions: (a) Heaters without legs: By top and bottom full dimension form fitting pads made of expanded polystyrene having a density of not less than 2 pounds per cubic foot. Pads must have an overall thickness of not less than 2-1/2 inches and must be molded with pre-formed cavity fitting the perimeter of and extending over the heater body not less than 1-1/8 inches. Pads must be faced with corrugated fibreboard. (b) Heaters with legs: By top pad complying with Paragraph (a) above and by bottom pad made of not less than four thicknesses of single-wall A-flute corrugated fibreboard testing not less than 350 pounds with two thicknesses die-cut to accommodate the legs of the heaters. Flanges of tube must fold over and be securely glued to each other and to top and bottom pads.
1467	Lamps, without globes or shades but including KD or taken apart floor, pole or tree lamps, with or without globes or shades, in corrugated fibreboard boxes meeting requirements of Rule 41 for boxes testing not less than 200 pounds except gross weight must not exceed 60 pounds. Lamps must be securely heat shrunk on corrugated fibreboard sheets testing not less than 200 pounds, with polyethylene plastic film not less than 12 mils in thickness prior to shrinking, except when individual lamps weigh in excess of 10 pounds film must be not less than 20 mils in thickness prior to shrinking. Clearance of not less than 2 inches must be maintained between lamps and interior surfaces of container.
1468	In bulk in skidded welded steel wire bin constructed of wire not less than 2-gauge and equipped with corner stacking posts. Openings between wires must be not more than 2 inches. Bin must be equipped with a corrugated fibreboard bottom tray having 6-inch wide flanges testing not less than 200 pounds, and a full-height corrugated fibreboard liner and top cover testing not less than 125 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 4,000 pounds and bins must not be loaded more than one layer high.
1470	In bulk in polyethylene bag, not less than 2 mils in thickness, enclosed in two-piece fibreboard container consisting of half-slotted body and top cap. Body must have top flanges not less than 4 inches and must be constructed of doublewall corrugated fibreboard testing not less than 600 pounds. Top cap must have flanges not less than 5 inches and must be constructed of corrugated fibreboard testing not less than 275 pounds. All fibreboard must comply with Rule 41, Sections 2 and 3, except that corrugated medium of body must weigh not less than 33 pounds per 1,000 square feet. Bottom inner and outer flaps of body must meet or overlap and body must be equipped with full height liner made of same board as body securely glued to panels of body not less than 80% of the area of contact. Container must be securely strapped to wood pallet. Gross weight must not exceed 3,200 pounds and container must not be loaded more than one layer high.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1473	In inner trays or fibreboard containers enclosed in skidded welded steel wire bin, constructed of wire not less than 2-gauge, equipped with corner stacking posts. Inner trays or containers must be constructed in accordance with the following minimum requirements: (a) Full height plastic trays, with or without form-fitting cavities, molded of high density polyethylene not less than .160 inches thick, OR; (b) Full height corrugated fibreboard trays or half-slotted containers, with articles separated within trays or containers by slotted partitions. Bins must be securely closed with covers of welded wire mesh, high density polyethylene not less than .090 inches thick, or corrugated fibreboard. All fibreboard must meet the requirements of Rule 41, Sections 2 and 3 for fibreboard testing not less than 200 pounds. Gross weight must not exceed 1600 pounds.
1500	In metal cans not exceeding 5 inches in height, in fibreboard trays testing not less than 150 lbs, the fibreboard complying with Rule 41, Sections 2 and 3. Minimum depth of trays must be 2 inches. Cans in trays must be enclosed in heat shrunk preferentially oriented polyethylene film of minimum 2 mils thickness. Film must cover top of cans, must extend sufficiently over ends of package to secure cans in outside rows at each end of tray, and must be secured to opposite side walls of tray with a continuous heat seal. Cans in trays must be packed as follows: Single Layer Pack: Not more than 24 cans in single layer in tray. Dimensions of package must not exceed 36 united inches and gross weight must not exceed 26 lbs. Double Layer Pack: When cans do not exceed 4 inches in height, not more than two layers of trays, each tray containing a maximum of 24 cans in single layer. Heat shrunk film must be heat sealed to bottom tray, dimensions of package must not exceed 35 united inches and gross weight must not exceed 45 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
1-F	F-PACKAGES

(1) In containers made of corrugated fibreboard, constructed with regular slotted or overlap flaps, or telescope boxes, subject to the following requirements:

Bursting Strength (Lbs. Per sq. in.)	Maximum Size (United Inches)	Maximum Gross Weight (Pounds)
200	85	50
275	100	70
350	105	75

(a) Containers not exceeding 105 united inches or 75 pounds may test not less than 200 pounds when reinforced with interior wood frame, consisting of a four-piece frame at top and bottom connected by four uprights, all members not less than 3/4 x 2-1/2 inches.

(b) When one dimension of the container is less than 9 inches, container must be of full-overlap or full-telescope construction.

(2) (a) All articles must be protected with interior forms of adequate design, size, strength, and quantity, arranged to maintain not less than 3/4 inch clearance between finished and upholstered surfaces of articles and interior surfaces of container, except as otherwise provided in Paragraphs (7) and (8). In addition, finished surfaces of articles, except legs, must be protected from contact with interior forms by non-abrasive material. When clearance is maintained by pads or blankets, OR by a combination of such pads or blankets and interior forms, non-abrasive material will not be required.

(b) When two or more pieces are in same container, finished or upholstered surfaces which can come in contact must be protected by pads or blankets, or by single-wall fibreboard testing not less than 175 pounds.

(c) All top edges exceeding 12 inches between clearance forms must maintain specified clearance with additional forms extending not less than 60% of each edge. When container is constructed with full overlap top flaps, the forms need not cover 60% of the edge, but must be not less than 5 inches in length, positioned along edge at intervals not exceeding 12 inches.

(d) Articles with round, oval or free-form tops must maintain specified clearance with top edge forms covering entire area of contact with container and extending not less than 2 inches beyond points of contact. Such articles must be securely positioned to restrict rotation OR clearance forms must be securely attached to the inside of container and surface of article in area of form not covered with blanket as specified in Paragraph (2)(a) must have pads or blankets, secured to article and extending not less than 6 inches beyond contact with form.

(1-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
1-F	-Concluded: (3) (a) Articles with pedestal legs must be suspended on forms made of wood or corrugated fibreboard to maintain not less than 1 inch clearance between legs and bottom of container. Fibreboard forms must test not less than 200 pounds, except when gross weight exceeds 50 pounds forms must test not less than 275 pounds. Suspension forms must bear against the structural frame of article, not against legs, and must be arranged to restrict lateral movement of the pedestal. (b) Articles with legs, other than pedestal, exceeding 8 inches in length must either be suspended as specified in Paragraph (3)(a), OR must rest on four-piece frame full inside dimensions of container constructed of not less than 3/8 x 2-3/4 inch lumber, OR not less than 5/16 x 2-3/4 inch plywood, two parallel members of which must overlap opposite parallel members and be securely nailed thereto, OR on platform full inside dimensions of container made of double-wall corrugated fibreboard testing not less than 275 pounds, the platform scored and folded so that not less than three thicknesses of board parallel the long dimensions of container full length, and legs must rest on such three thicknesses. (c) Articles without legs or with legs not exceeding 8 inches in length, except mirrors and articles with pedestal legs, need not be suspended, but must rest on a four-piece frame made of lumber of sufficient width to prevent furniture from contacting container bottom, two parallel members of which must overlap opposite parallel members and be securely nailed thereto, OR on one or more thicknesses of single-wall corrugated fibreboard testing not less than 200 lbs. Wood frame or fibreboard pad must be full dimensions of container. (4) Articles in the white, without legs, must have top corners protected with forms made of not less than two plies of corrugated fibreboard testing not less than 125 pounds, and measuring not less than 4 inches from inside corner. Bottom corners must be protected in same manner, OR article may rest on four-piece wood frame as specified in Paragraph (3)(c), OR corrugated fibreboard platform, testing not less than 200 lbs., full dimensions of container. (5) Articles with other than pedestal legs or bases may be suspended in containers constructed as specified in Paragraph (1), made of corrugated fibreboard testing not less than 350 pounds, OR testing not less than 200 pounds, when fitted with liners of the same material as container, securely glued to all four sides. Suspension is to be provided with not less than two steel straps, not less than 3/4 x .015 inch perforating at least two walls of container, fastened over a four-piece wood frame on top of container, maintaining clearance of not less than 1-1/2 inches. (6) Articles with galleries or other fragile protruding parts must have galleries protected from contact with any inner surface of container by at least 3/4 inch clearance, the clearance to be maintained by built-up corrugated board, corrugated forms, or pads or padding of sufficient thickness and quality to maintain specified clearance. Materials used for protection of fragile parts must not contact these parts. (7) Articles with glass trays or other removable glass must have all such glass removed and wrapped as follows: (a) In a single-wall corrugated fibreboard folder testing not less than 200 pounds and when the wrapped glass will fit on flap top of article, glass must be so placed and secured in position. When glass will not fit on flat top of article, glass must be securely positioned in container. (b) Wrapped in one or more thicknesses of Kraft paper basis weight not less than 30 pounds and held firmly on flat top of article. Not less than 1-1/2 inch clearance must be maintained between glass and top of container. (8) (SEE NOTE 1) (a) Articles with glass not removable and resting over its entire area on article must have face of glass covered with one or more thicknesses of corrugated fibreboard testing not less than 200 pounds, and be further protected by clearance of not less than 1-1/2 inches between the face of glass and container. (b) All other glass not removable, including glass mirrors forming whole or part of top of article, must be covered with one or more thicknesses of corrugated fibreboard testing not less than 200 pounds, over which a wood form (preferably H-shaped) must be used, end members of which must be supported by structural part of article and cross-member of which must span the glass. NOTE 1. The provisions of Paragraph (8) do not apply where the contents of Package 1-F consist exclusively of furniture mirrors. (9) Medicine cabinets must be protected as specified in Paragraph (8)(a) above, OR must be suspended by continuous slotted fibreboard form consisting of regularly spaced peaks, bridges, and valleys, the tips of the peaks spaced not more than 3-1/8 inches part. Slotted forms must consist of three thicknesses of solid fibreboard and one thickness of corrugating medium glued together in the valleys. The top or peak thickness must caliper not less than .027 inch and have basis weight not less than 96 pounds per 1,000 square feet, the middle or bridge thickness must caliper not less than .030 inch and must have basis weight not less than 107 pounds per 1,000 square feet, the bottom thickness be either Kraft calipering not less than .014 inch or jute calipering not less than .023 inch, the corrugating medium must caliper not less than .009 inch. Forms must maintain not less than 1-1/2 inches between face of glass and container. (10) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is authorized, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
2-F	(1) Articles must be without legs or with legs not exceeding 8 inches in length, except when cross-sectional area of leg at smallest dimension is not less than 2.25 square inches, legs may be 9 inches in length, or when legs are of one piece solid extruded metal extending full height of article, legs may extend not more than 10-1/2 inches below bottom of article. Finish of furniture must be entirely dry, and fragile projecting hardware, knobs, or poles must be removed or adequately protected. Fragile galleries must be removed or protected by pads of sufficient thickness to provide level top. Fitted drawers and doors must be securely held in place and other than fitted drawers and doors must be restricted from excessive movement. (2) All finished surfaces must be completely covered with pads or blankets, securely held in place. (3) In addition to the pads or blankets as specified in Paragraph (2), each top corner of the article must be protected with forms securely held in place, constructed as follows: (a) Forms made of not less than three plies of single-wall corrugated fibreboard or not less than two plies of double-wall corrugated fibreboard, each ply measuring not less than 4 inches long in all directions from inside corner, OR, (b) Forms measuring not less than 4 inches square on top surface and extending over sides not less than 2 inches, made of not less than four plies of single-wall corrugated fibreboard, OR, (c) Forms of not less than three plies of molded corrugated fibreboard, each ply backed with paper weighing not less than 26 pounds per 1,000 square feet. The molded corrugated fibreboard must weigh not less than 50 pounds per 1,000 square feet, and have between 22 and 24 flutes per foot. Each ply must measure not less than 4 inches in all directions from its inside corner, OR, (d) Three-ply forms preformed to a right angle, each ply not less than 9 inches in length, and not less than 2-1/2 inches wide from inside angle, V-notched in center to permit folding around corner made of molded corrugated fibreboard weighing not less than 50 pounds per 1,000 square feet, having 22 to 24 flutes per foot, backed with Kraft paper of not less than 50 pounds basis weight, OR, (e) Three-ply forms performed and glued to a right angle, each ply not less than 9 inches in length, and not less than 2-1/2 inches wide from inside angle, V-notched in center to permit folding around corner, made of A-flute single-faced corrugated board, both medium and facing weighing not less than 26 pounds per 1,000 square feet, except the outermost ply of the form shall be constructed with two plies of corrugating medium or single corrugating medium weighing not less than 52 lbs. per 1,000 square feet, OR, (f) Three sided, one piece, pyramid shaped form, not less than 4 inches long in all directions from inside corner, made of molded pulp not less than 1/4 inch thick. Pads must be molded with ribs or flanges on all edges, so as to maintain clearance of not less than 5/8 inch between article and inner walls of container, OR, (g) Forms made of not less than three plies of single-wall corrugated fibreboard or two plies of double-wall corrugated fibreboard each ply measuring not less than 6 inches in length and 2-1/2 inches in width from its own inside corner. (4) In addition to the pads or blankets and corner forms as required by Paragraphs (2) and (3), top edges of articles must be protected as follows: (a) All articles having tops of plastic material flush with edges, or tops having edges of plastic material must also be protected with edge or corner forms extending not less than 75% of length of each edge. Such forms must be not less than 5 inches in length and extend not less than 2 inches over tops and edges positioned along edge at intervals not exceeding 9 inches. Edge forms must be made of the same material and number of plies as specified for each corner form in Paragraph (3) and securely held in place. (b) All articles other than those provided for in Paragraph (4)(a) must also be protected as follows: 1. Top end edges of articles exceeding 9 inches between corner forms must be protected with edge forms extending not less than 75% of area between corner forms of each edge. Such forms must be not less than 5 inches in length and extend not less than 2 inches over tops and edges positioned along edges at intervals not exceeding 9 inches. Edge forms must be made of the same material and number of plies as specified for each corner form in Paragraph (3) and securely held in place, OR 2. Pads or blankets as specified in Paragraph (2) must be applied to provide double thickness along front top edge and end top edges of article. 3. When length of article exceeds 60 inches, the center front and back edge of article tops must also be protected with forms of the same material and number of plies specified for each corner form in Paragraph (3). Such forms must not be less than 12 inches in length and extend not less than 2 inches over tops and edges and securely held in place. (2-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
2-F	F-PACKAGES-Continued -Concluded: METHOD NO. 1 (5) (a) In wrapper made of corrugated fibreboard testing not less than 200 lbs., wrapper must cover front and sides of furniture, overlapping back not less than 4 inches. A corrugated fibreboard cap testing not less than 275 lbs. (see Note) must cover top of furniture and overlap sides, front and back not less than 4 inches, OR, (b) In containers made of corrugated fibreboard testing not less than 200 lbs. covering top and all four sides of furniture, container must have regular slotted top or overlap top construction. NOTE. Cap may test not less than 200 lbs. when wood, fibre or metal is used under straps to prevent cutting of cap. (6) Articles in wrappers or containers must fit into tray constructed of not less than 5/8 x 2-1/2 inch lumber consisting of two pieces forming runners and four pieces on edge forming sides and ends, except that articles without legs or with strong sturdy legs not exceeding 5 inches in length may be securely fastened to four-piece frame made of not less than 5/8 x 2-1/2 inch lumber, diagonally braced, double-nailed or double-stapled. Base or legs must not project beyond frame. Articles with legs detached must have bottom edges protected from direct contact with wood base frame or tray by pads, padding or furniture glides. When frame is made of lumber not less than 3/4 inch thick constructed with half-lap end joints, clinch-nailed with not less than three nails in each corner, diagonal brace may be omitted. Wrapper must be securely fastened to back of furniture and package must be strapped with not less than two metal straps not less than 3/8 x .015 inch. METHOD NO. 2 (7) In container made of corrugated fibreboard testing not less than 200 lbs. Container must be of regular slotted or overlap top construction and must have bottom flanges or flaps not less than 3 inches wide. (8)(a) Article must rest on a four-piece frame made of not less than 5/8 x 2-1/2 inch lumber, diagonally braced, double--nailed or double-stapled. Articles with legs detached must have bottom edges protected from direct contact with wood base frame by pads, padding or furniture glides. When frame is made of lumber not less than 3/4 inch thick, constructed with half-lap end joints, clinch-nailed with not less than three nails in each corner, OR when frame is made of lumber not less than 3/4 x 3-1/4 inches clinch-nailed with not less than four nails in each corner, diagonal brace may be omitted. Frame must fit into base of container and bottom flanges or flaps of container must fold over frame and be securely nailed or stapled at each corner with two nails or staples and an additional nail every 15 inches or fraction thereof, or an additional staple every 8 inches or fraction thereof, of perimeter of base frame. Nails must be coated and have heads not less than 7/8 inch diameter or nails with washers of not less than 7/8 inch diameter. Staples must be made of 1/16 inch steel wire with crown not less than 15/32 inch, and with 3/4 inch legs diverging into the wood, or with crown not less than 1 inch and with 21/32 inch legs diverging into the wood. In lieu of nailing or stapling, container flanges or flaps may be secured by two wood runners nailed or stapled lengthwise of package. Staples must be made of 16-gauge galvanized flattened steel wire, gum-coated, with crown not less than 7/16 inch and with legs 1-5/8 inches diverging into the wood, OR, (b) Articles must rest on platform full inside dimensions of container constructed as follows: 1. Platform must be made of double-wall corrugated fibreboard testing not less than 275 lbs. constructed of not less than two thicknesses of such board, corrugations of one thickness at right angles to other thickness. Board must be scored and folded so that not less than four thicknesses of board parallel the long dimension of the container full length, and legs or bottom of article must rest on such four thicknesses, OR; 2. Platform must be made of not less than 8 plies of built-up corrugated fibreboard, the facings and corrugated mediums weighing not less than 26 lbs. per 1,000 sq. ft., except that outermost ply adjacent to bottom of container must be made with 2 plies of corrugated medium or a single corrugated medium weighing not less than 52 lbs. per 1,000 sq. ft. Bottom 3 plies must be full inside dimensions of container and legs or bottom of article must rest on upper 5 plies parallel to and extending full inside length of container. Upper 5 plies must be not less than 4 inches in width and total thickness of pad must be a minimum of 1-1/4 inches. When container has bottom flanges, such flanges must be glued over entire area to corrugated platform. When container has bottom inner and outer flaps, such flaps must be closed as specified in paragraph (9), but need not be secured to corrugated platform. (9) Container must be closed in compliance within Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
3-F	In fibreboard containers with interior wood reinforcing frame constructed in accordance with the following specifications: (1) Articles with legs exceeding 8 inches in length without stretchers or with legs extending 8 inches or more below stretchers must be suspended to maintain not less than 3/4 inch clearance from bottom of container. Furniture must be so braced, blocked, suspended or otherwise secured in place as to prevent finished or upholstered surfaces coming in contact with container or reinforcing frame. (2) Reinforcing frame must provide not less than 3/4 inch clearance over all finished or upholstered surfaces and must be made of not less than 5/8 x 2-1/2 inch lumber, constructed with frame at back and frame at front, each frame to consist of not less than two up-rights joined by connecting cross member at top. Front and rear frames must be joined by not less than two cross members at top. Any top area over a finished or upholstered surface exceeding 8 sq. ft. or any other area exceeding 12 sq. ft. between any two clearance forms must be reinforced through center with an additional cross member or upright. Reinforcing frame must be securely nailed at bottom to skid or tray constructed in accordance with Paragraph (3). (3) Furniture must rest on a four-piece wood skid diagonally braced or in a wood tray consisting of two pieces forming runners and not less than three pieces on edge forming two ends and a front for the tray. All pieces on edge must be nailed to runners. Tray must be diagonally braced. All wood except diagonals must be not less than 5/8 x 2-1/2 inch lumber. (4) Single-wall corrugated fibreboard wrapper testing not less than 200 lbs. and having full overlap top or other construction to provide a double thickness of same material at top must cover all finished or upholstered surfaces. Wrapper need not cover entire unfinished back of furniture but must overlap at back not less than 3 inches and be securely fastened to reinforcing frame with nails or wood or metal stripping. Wrappers with flanges or flaps at bottom not less than 3 inches wide must have flaps folded over four-piece wood skid and nailed to skid with coated nails, not less than two nails at each corner and one nail each 15 inches or fraction thereof of perimeter of base skid or flanges may be secured by two wood runners nailed lengthwise of package. Wrappers without flanges at bottom must be nailed at bottom through corrugated fibreboard into lumber on edge forming tray with nails spaced not more than 15 inches apart. (5) All nails used for fastening fibreboard to frame or skid must be coated and have heads not less than 7/8 inch diameter or with washers of not less than 7/8 inch diameter.
5-F	In wooden crates constructed as follows: (1) Lumber must be well seasoned, reasonably sound, and free from bad cross grain and knots which would interfere with nailing, or knots which are greater than 1/3 the width of the lumber. (2) When weight of crate and contents does not exceed 250 lbs., the minimum dimensions of lumber used for structural frame members or suspension strips must not be less than 3/4 x 2 inch or 5/8 x 3 inch; when weight of crate and contents exceed 250 lbs., the minimum dimensions of lumber used for structural frame members or suspension strips must be not less than 7/8 x 3 inch or 3/4 x 3-5/8 inches. (3) Crates must be constructed with double-nailed three-way lock corners. All unclinched nails must be coated. (4) All faces of crate covering a finished or upholstered surface must have sufficient slats so that the average of the apertures between the slats shall not exceed 8 inches. Crates must be constructed with diagonal bracing double-nailed at each end on at least front and back faces. Diagonals must run in opposite directions. (5) All articles must be securely anchored, suspended, or blocked within crate. Articles with legs exceeding 8 inches in length without stretchers, or extending 8 inches or more below stretchers, must be suspended not less than 3/4 inch from bottom of crate except suspension will not be required for chairs or sofas which have each pair of legs made of one piece of bent plywood or bent metal tubing when such legs rest on crate members, the dimensions of which must not be less than the dimensions of the structural frame members of the crate. (6) Clearance of not less than 1 inch must be maintained between inside surfaces of container and any finished or upholstered surface. All finished or upholstered surfaces except legs and stretchers must be covered to protect from soiling. (7) Articles may be packed without clearance or with clearance less than specified in the preceding paragraph but all finished surfaces having a clearance of less than 1 inch upholstered surfaces must be completely covered with blankets.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
6-F	(1) In single-wall corrugated fibreboard container testing not less than 200 lbs. with full overlap flaps on top and bottom. When single mirror is packed, container must be reinforced with wood frame made of not less than four members of dimensions not less than 5/8 x 2 inch. When container is used for two or more mirrors, each mirror must be suspended on not less than two additional wood members of dimensions not less than 5/8 x 2 inch. Each mirror must be securely attached to not less than two members of the wood frame. 1-1/2 inch clearance must be maintained between face of glass and container and between mirrors. Clips, rosettes or similar fastenings must be removed, OR (2) In single-wall corrugated fibreboard containers testing not less than 200 lbs., complying with all provisions of Rule 41 except dimensions must not exceed 100 united inches and gross weight must not exceed 100 lbs. Mirrors must have clips, rosettes or similar fastenings removed. Glass must be secured to backing by not less than three strips of fibreboard at least 3 inches in width testing not less than 200 lbs., secured to mirror backing. When two mirrors are packed in container, glass must be placed face to face and separated by blanket of dimensions not less than size of glass. Whether packed singly or in a pair, mirrors must be completely covered by inner wrapper of double-faced corrugated fibreboard testing not less than 200 lbs., securely sealed. Clearance of not less than 3 inches must be maintained between inner wrapper and container by single-wall corrugated fibreboard forms testing not less than 200 lbs., extending completely around the four narrow sides, OR (3) In container constructed with wood frame forming top, bottom and two sides (edges) and solid fibreboard or double--faced corrugated fibreboard forming front and back. Lumber must be not less than 3/4 inch thick; solid fibreboard must be not less than .140 inch thick testing not less than 350 lbs.; single-wall corrugated fibreboard must comply with requirements of Rule 41 for fibreboard testing not less than 350 lbs. and must be constructed with corrugating medium consisting of two sheets laminated together, each sheet complying with requirements of Section 2 of Rule 41. Clearance not less than 1/2 inch must be fully maintained between mirror and all inside surfaces of container by tightly packed hay, straw or wood excelsior, or by blankets or pads, OR (4) Packed singly in single-wall corrugated fibreboard container testing not less than 275 pounds with full overlap outer flaps. Container must be reinforced with full dimension wood frame made of not less than four pieces of lumber to which must be nailed four battens, one on each side of frame at top and bottom. Mirror must be protected around entire circumference with blankets or pads, and be securely held in place by not less than two cleats nailed to wood frame. Clearance of not less than 3/4 inch in back or 1-1/2 inches at front must be maintained between the mirror and fibreboard container. Wood members must be not less than 3/4 inch x 3-1/2 inches.
7-F	(1) In corrugated fibreboard containers meeting the following requirements: (a) Individually packaged in form-fitting corrugated fibreboard containers, fully enclosing the article except as provided in Paragraph (c), meeting the following requirements: 1. Gross weight not exceeding 70 pounds, fibreboard must test not less than 200 pounds. 2. When gross weight exceeds 70 pounds, but does not exceed 100 pounds, fibreboard must test not less than 275 pounds. 3. When gross weight exceeds 100 pounds, fibreboard must test not less than 350 pounds. 4. Boxes must be so constructed that all vertical faces have corrugations running in the vertical direction. Where vertical faces consist of two or more plies, only one ply need have the corrugations running in a vertical direction. All joints or seams, except the manufacturer's joint, must have flanges of not less than 2 inches in width. OR (b) In corrugated fibreboard containers, other than form-fitting, fully enclosing the article except as provided in Paragraph (c), meeting the following requirements: 1. When gross weight does not exceed 70 pounds and dimensions do not exceed 85 united inches, fibreboard must test not less than 200 pounds. 2. When gross weight does not exceed 60 pounds and dimensions do not exceed 90 united inches, Or when gross weight exceeds 70 pounds and dimensions do not exceed 85 united inches, fibreboard must test not less than 275 pounds. 3. When dimensions exceed 85 united inches, fibreboard must test not less than 350 pounds, except as specified in Paragraph 2 of (1)(b). 4. When gross weight exceeds 70 pounds or when dimensions exceed 85 united inches, box may test not less than 200 pounds if reinforced with not less than eight wooden cleats, not less than 3/4 x 2-1/2 inches, arranged to prevent crushing. 5. When gross weight exceeds 70 pounds, chairs must be individually packed unless container tests not less than 350 pounds or unless container is reinforced with wooden cleats as specified in Paragraph 4 of (1) (b). (c) When container does not fully enclose the article, all finished surfaces, including dust cloths and upholstered parts, must be covered by Kraft paper weighing not less than 30 pounds per ream or with a polyethylene cover not less than 1-1/2 mils in thickness shaped to furniture. (7-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
7-F	-Concluded (2) (a) All cushions must be held in place. (b) Set-up articles must be covered with pads or padding, of sufficient size to cover upper surface of backrest and armrests and other points of contact and extend over outer edges at least 2 inches below and beyond points of contact. Pads must be securely held in place on the article. Arms on which pads are wrapped and securely tied need not have pads extending 2 inches as required above. (c) Knocked-down articles must have all upholstered or finished surfaces fully protected by pads or padding, arranged to prevent contact with container walls or with other upholstered or finished surfaces. (d) When article is so braced, blocked, suspended or otherwise secured in place, so as to maintain a clearance of not less than one inch between finished or upholstered surfaces and inside surface of container, pads or padding may be omitted. (3) (a) Chairs must be suspended on wood forms or fibreboard forms maintaining not less than 1-1/2 inch clearance between bottom of container and chair legs. OR Chairs must have legs protected by a four-piece wooden frame made of not less than 5/8 x 2-1/2 inch lumber, diagonally braced. OR Chairs must rest on platform full inside dimensions of container made of double-wall corrugated fibreboard, the fibreboard complying with Sections 2 and 3 of Rule 41 for fibreboard testing not less than 275 pounds constructed of not less than two thicknesses of such board, corrugations of one thickness at right angles to that of other thickness. Board must be scored and folded so that not less than four thicknesses of board parallel the long dimension of container full length and feet or bottom of article must rest on such four thicknesses. When container has bottom flanges, such flanges must be securely glued over their entire area to corrugated platform. When container has inner and outer flaps, such flaps must be closed in compliance with Rule 41 but need not be glued to the corrugated platform. (b) Chairs with legs or casters detached need not rest on wood frame or fibreboard platform but must have upholstered or finished edges of underside of seat frame covered with pads or padding not less than 1/4 inch thick secured to article and container must fully enclose the article.
8-F	(1) Benches, chairs or stools other than painted or enameled having actual invoice value at time and place of shipment not exceeding $45.00 per dozen will be accepted in bundles not wrapped. Shippers must certify on shipping order and bill of lading the actual value of the property as follows: "Actual value of the benches, chairs or stools is hereby stated by the shipper to be not in excess of $45.00 per dozen." (2) Benches, chairs or stools having actual invoice value at time and place of shipment exceeding $45.00 per dozen; or, benches, chairs or stools painted or enameled regardless of value; or, articles other than benches, chairs or stools must be protected as follows: (a) All finished or upholstered surfaces, except center stretcher, and any surface to be finished must be wrapped with pads, bags or envelopes, which must be securely tied to furniture. Unless tied with twine having an average straight break of 122 pounds and a 52-pound cut break, twine must be securely knotted at intervals not exceeding 16 linear inches so as not to slip or become detached during transportation. (b) Benches, chairs or stools having legs exceeding 8 inches in length without stretchers, having actual invoice value at time and place of shipment exceeding $45.00 per dozen, must have legs skidded with not less than a four-piece wood frame diagonally braced, OR chair legs must be protected by rectangular frame of rigid construction positioned between legs not more than 8 inches from bottom and securely held in place. Frame must be constructed of lumber not less than 5/8 x 2 1/2 inches, the ends of the frame extending to form right angles in which leg of chair will fit snugly when the frame is placed in position. Chair legs must be padded to prevent rubbing by frame. Frames will not be required in straight CL or in mixed CL of furniture only, nor on molded plywood, bentwood, revolving or knocked down chairs. (c) When benches, chairs, or stools are shipped seat to seat in bundles, pads as specified in Paragraph (2)(a) must be applied between finished seats. Seats other than finished and inside of backs, must be covered with Kraft paper weighing not less than 30 lbs., or with paper other than Kraft weighing not less than 70 lbs., securely held in place, OR (8-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
8-F	-Concluded: (2)-Concluded: (d) In containers made of fibreboard testing not less than 200 lbs., constructed with regular or overlap flaps. When gross weight exceeds 50 lbs., container must test not less than 275 pounds. (1) All finished and upholstered surfaces subject to abrasion must be fully protected with pads or blankets, securely held in place on the article. (2) Arms of wood chairs, other than bentwood chairs, if less than 1 inch from inside of container, must be protected from contact with container with wood or corrugated fibreboard forms, the forms not bearing against the sides of the arms. Fibreboard forms must be not less than same test as container. (3) Legs must contact inner flaps of container, OR be protected from contact with outer flaps by not less than one thickness of corrugated fibreboard or wood forms, OR articles may be suspended with corrugated fibreboard or wood forms to maintain not less than 3/4 inch clearance for legs. Fibreboard must be not less than same test as container. (4) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 lbs. (e) Not more than two chairs may be shipped in containers made of fibreboard testing not less than 200 lbs., constructed with regular or overlap flaps. When gross weight exceeds 50 lbs., container must test not less than 275 lbs. (1) Legs of each chair must rest on pad, full dimensions of container, made of double-wall corrugated fibreboard testing not less than 400 lbs. and each chair must be enclosed in heat shrunk polyethylene bag, not less than 3 mils in thickness prior to shrinking, tightly shrunk around chair and pad. (2) To secure shrink wrapped units in position within containers, inner flaps of container must be scored and folded into rectangular support rails securely fastened to opposite inner side walls of container, OR support rails must consist of wood members, not less than 3/4 inch thick, securely fastened to opposite inner side walls of container. (3) Shrink wrapped units must be positioned within containers with ends of pads secured between fibreboard support rails and outer flaps of container, OR between wood support rails and inner flaps of container. When two shrink wrapped units are packed in one container, units must be oriented seat to seat. (4) Position of chairs in shrink wrapped units and shrink wrapped units within container must be such that clearance of not less than 1 inch is maintained between chairs and between chairs and inner walls of container. (5) Containers must be closed as specified in Paragraph (4) of (2)(d). (3) When two articles are packed in containers or bundles, seat to seat, arm to seat or arm to arm they must be securely held together. The legs of one article must extend beyond back of other article not less than 1 inch. (4) CL shipments must be tightly stowed and braced in car.
9-F	(1) Completely wrapped as follows: (a) In not less than two thicknesses of 70 pound Kraft paper. Mattress bags may have a window not exceeding 32 square inches in area made of plastic film overlapping on paper not less than one inch, OR (b) In single-faced corrugated paper, basis weight of facing not less than 110 pounds, or in single-wall corrugated fibreboard testing not less than 125 pounds. (c) In waterproofed laminated paper having total basis weight of paper not less than 120 pounds. (2) When wrapped as provided in (a), (b) or (c) above, wrapper must be securely tied or banded in place with at least two ties in one direction and one tie in the other direction. (3) When articles are not packed singly, there must be pads or padding used between the articles to prevent damage from frictional rubbing. NOTE.-Articles authorized for shipment in package 9-F will be accepted in any "F" package authorized for furniture, or in crates.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
10-F	In fibre boxes complying with all requirements of Rule 41 for boxes testing not less than 200 pounds, except gross weight must not exceed 100 pounds, dimension limit not exceeding 140 united inches and boxes may have stitching flaps extending not more than 2 inches over end of container and be fastened with metal stitches not more than 2-1/2 inches apart; or in fibre boxes complying with all requirements of Rule 41, for boxes testing not less than 275 pounds, except gross weight limit must not exceed 190 pounds, dimension limit not exceeding 170 united inches; or in fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 350 pounds, except gross weight limit must not exceed 255 pounds, dimension limit not exceeding 160 united inches; or in fibre boxes constructed with full overlap flaps, the fibreboard testing not less than 350 pounds, except dimension limit must not exceed 185 united inches and gross weight must not exceed 160 pounds. When gross weight does not exceed 190 lbs., container may be closed by laminated reinforced tape complying with Rule 41, Section 8(a), placed at right angles to and over seams and must extend not less than 5 inches beyond score lines. Containers constructed with full overlap flaps must have not less than four strips of tape; containers of other than full overlap construction must have not less than six strips of tape.
11-F	Folded or rolled, wrapped with two or more thicknesses of Kraft paper weighing not less than 70 lbs. per ream, each sheet testing not less than 70 lbs., or with two thicknesses of Kraft paper fastened together with waterproof composition and testing not less than 80 lbs. Ends must be covered with paper disc glued over flaps or flaps must be of sufficient length to overlap and be firmly glued or taped in place. Side seam must overlap not less than 3 inches and be securely glued or taped.
12-F	(1) In paper bags made of not less than three plies of Kraft paper meeting all requirements of Rule 40, Section 10(c), combined sheets having a total basis weight of not less than 200 pounds with no sheet weighing less than 60 pounds. Lateral seams of each wall must be separately lap glued not less than 1 inch. The wall must be firmly glued together at both ends. Bottom closure must be overlapped and glued not less than 2 inches. Top closure must be overlapped and glued not less than 3 inches with self-seal adhesive. To insure a tight fit the dimensions of the bag must not exceed the dimensions of the mattress or box spring. All bags must bear the bag maker's certificate prescribed in Rule 40 for paper bags. In addition, box springs must be protected by pads not less than 5 inches wide and must be securely stapled to bottom of box spring frame the entire length of sides, around corners and extending not less than 12 inches along ends. Pads must extend not less than 3 inches over sides. (2) When bag does not exceed 100 united inches, it may be constructed of not less than two plies of Kraft paper having total basis weight of not less than 150 pounds and otherwise complying with Paragraph (1). (3) Bags may have a window not exceeding 32 square inches in area made of plastic film overlapping on paper not less than one inch.
13-F	In bundles with finished surfaces face to face. A clearance of not less than 1/4 inch must be maintained between finished surfaces unless the finished surface are covered by not less than two thicknesses of 25 lb. Kraft paper. A clearance will be considered to be maintained only when metal or other fasteners are applied to underside of rail to at least two points between the ends of the rails or when rails are separated in at least two places between the ends of the rails by two thicknesses of single-wall corrugated board strips not less than 4 inches wide securely stapled or fastened in place. Hooks on each end of bundle of rails must be protected by wood block or metal guard securely fixed in place of sufficient size to extend 1/4 inch beyond the ends of the hooks. If clearance pack is used, the wood block or metal guard must be of sufficient width to maintain 1/4 inch clearance.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
14-F	Upholstered sofas, loveseats, sectionals and chairs, loaded in cars specially equipped with cross bars (DF type). Each article must be enclosed in form fitting polyethylene bags, not less than 1-1/2 mils in thickness securely fastened to the base frame. All cushions must be securely held in place. Ball type castors mounted on spikes must not be removed. Each article must be covered with quilted cotton filled and cotton covered blankets weighing not less than 3-1/2 ounces per square foot, applied in a manner to prevent articles from being in direct contact with adjacent articles or any part of car or bracing. Furniture must be loaded, braced and protected as follows and this package may not be used for shipments billed for stop-off to complete loading or for transloading: (a) End and side walls of car must be lined to the height of the load with one thickness, and floor of car must be covered with not less than two thicknesses of quilted cotton blankets as described above. (b) On-end loading: Articles must be loaded on-end three or four rows wide with base frames of first stack facing end walls and second stack must be interlaced with first stack with base frames toward doorway. Upper end of each article must be covered with quilted cotton blankets. Upper and lower ends of articles must have blankets securely tucked in and around articles to assure that no contact will be made between articles. Ends of side wall blankets must be released and wrapped over base frames of articles in second stack, and exposed areas of articles in second stack must be covered with additional blankets. Each second stack must be secured in place with not less than two padded or blanketed crossbars. Sectional sofas and/or loveseats with flat ends may be loaded on-end, two layers high, with each layer braced with one padded or blanketed crossbar. Where space permits, articles completely covered with blankets may be loaded in second layer on top of articles loaded on-end with first stack loaded on backs with base frames toward end wall and second stack reversed with base frames toward doorway. One padded or blanketed crossbar must be used to brace second layer. (c) Lengthwise loading: Articles of such length so as to prevent loading on-end must be loaded lengthwise, with base frames of first layer supported on padded crossbars, the padding securely fastened in place, and legs suspended not less than one inch above the floor. Second layer must have articles reversed with base frames up and backs facing opposite direction of articles in first layer. Articles in third and other odd numbered layers must be loaded and supported in same manner as first layer and articles in fourth and other even numbered layers must be loaded in same manner as second layer. Articles must be completely blanketed and each stack of articles loaded lengthwise in this manner must be braced with padded plywood panels and not less than two crossbars. (d) Crosswise loading: Articles with wing type arms or other types of construction not suitable for on-end loading may be loaded crosswise of car with articles in the first layer on their backs, base frame towards end wall, articles in the second layer in reversed position, base frames towards doorway. Articles in the third and other odd numbered layers must be loaded in the same manner as the first layer and articles in the fourth and other even numbered layers must be loaded in the same manner as the second layer. Articles must be completely blanketed and each stack of articles must be securely braced with padded plywood panels and not less than two crossbars.
15-F	(1) In fibre boxes made of solid fibreboard not less than .120 inch thick or in single-wall or double-wall corrugated fibreboard boxes. Boxes must test not less than 325 pounds. Top flaps must be firmly glued throughout entire area of contact or securely fastened with metal rivets, staples or stitches not more than 2 inches apart (see Note) but allowing sufficient space to remove stitching device and such rivets, staples or stitches must be placed not more than 2 inches apart on each side of center seam but need only be used where outer flaps overlap inner flaps. Bottom flaps must be held by two strips of wood not less than 1 x 4 inches, running lengthwise of box to serve as skids, and fastened to bottom with screws or metal strapping. Boxes need not otherwise comply with requirements of Rule 41. (2) Boxes must be lined on top and bottom with single-wall corrugated fibreboard testing not less than 275 pounds, folded to provide air space between cabinet and box. Drawer handles must be protected with single-wall corrugated fibreboard testing not less than 200 pounds, OR when box tests not less than 400 lbs., clearance forms made of double-wall fibreboard testing not less than 275 pounds may be used at all corners, maintaining clearance of 5/8 inch at sides, back and top, one inch clearance at bottom, and 1-1/2 inch clearance at the front. When gross weight of package does not exceed 260 pounds, skids will not be required if top and bottom flaps of box are firmly glued throughout entire area of contact; or securely fastened with metal rivets, staples or stitches not more than 2 inches apart (see Note), but allowing sufficient space to remove stitching device and such rivets, staples or stitches must be placed not more than 2 inches apart on each side of center seam but need only be used where outer flaps overlay inner flaps. NOTE. Staples made of flat wire of hardness not less than equivalent of Rockwell B90, and not less than .037 inch thick and not less than .074 inch wide, with not less than 1-1/4 inch crown, may be spaced not more than 4 inches apart. Such staples may be used across center seam where outside flaps meet in lieu of on both sides of center seam but need only be used where outside flaps overlay inner flaps.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
16-F	In fibre boxes complying with requirements of Rule 41 for boxes testing not less than 200 lbs., except boxes must not exceed 120 united inches. Iron or steel cabinets or lockers, thinner than 24 gauge or exceeding 40 inches in height whether or not enclosed in skeleton crates, must be held 1-1/4 inches away from inside surfaces of box by adequate interior packing All other cabinets or lockers, whether or not enclosed in skeleton crates must be held not less than 3/4 inch away from inside surfaces of boxes by adequate interior packing.
18-F	Wrapped in pads securely tied with strong twine. Unless twine having an average straight break of 122 lbs. and cut break of 52 lbs. is used, twine must be securely knotted at intervals not exceeding 16 linear inches so as not to slip or become detached during transportation. When package is used for beds, panels or beds not completely covered with excelsior pads must be completely covered with single-wall corrugated fibreboard testing not less than 200 lbs. securely fastened so as not to slip or become detached during transportation.
19-F	(1) All tables must be packed in corrugated fibreboard containers, except when any one dimension of container is less than 9 inches container must be of full overlap OR full telescope construction, or a 5-panel folder constructed to provide at least three panels with full overlap flaps. All containers must test not less than 200 pounds, except when gross weight of the package exceeds 150 lbs. container must test not less than 275 lbs. Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is authorized, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 pounds. (2) (a) All finished or upholstered surfaces subject to contact with container or interior forms must be completely covered with non-abrasive material OR by pads or blankets. When two or more pieces are in the same container, finished surfaces which come in contact must be protected by pads or blankets, OR by non-abrasive corrugated fibreboard. When such finished surfaces are flat, surfaces may be separated by non-abrasive material. (b) When gross weight exceeds 50 pounds tables must have tops and edges completely covered by the pads or blankets specified in paragraph (2) (a), except: (1) Tops and edges of dinette tables may be protected with corrugated fibreboard, the corrugated medium meeting the requirements of Rule 41, Section 2. (2) Tops and edges of commercial and institutional-type tables may be protected as required in (2) (a). (3) Corners of all tables, except card tables, which can come in contact with the inside of the container must be protected by: (a) Forms made of not less than three plies of single-wall or two plies of double-wall corrugated fireboard, each ply measuring not less than 4 inches long in all directions from inside corner, except when one dimension of table is less than 4 inches, the corresponding dimension of the form may be less than 4 inches but not less than 2 inches, made of not less than three plies of single-wall corrugated fibreboard or two plies of double-wall corrugated fibreboard, OR, (b) Forms made of not less than three plies of single-wall corrugated fibreboard or two plies of double-wall corrugated fibreboard each ply measuring not less than 6 inches in length and 2-1/2 inches in width from its own inside corner, OR, (c) Forms made of not less than two plies of molded corrugated fibreboard, each ply backed with paper weighing not less than 26 pounds per 1,000 sq. ft. The molded corrugated fibreboard must weigh not less than 50 pounds per 1,000 sq. ft., and have between 22 and 24 flutes per foot, each ply must measure not less than 4 inches in all directions from its inside corner, except when one dimension of article is less than 4 inches the corresponding dimension of the form may be less than 4 inches but not less than 2 inches from the inside corner, OR, (d) A three-ply corner pad preformed to a right angle, each ply 9 inches long, and not less than 2-1/2 inches wide in all directions from its inside corner, V-notched in center to permit folding around corner, made of molded corrugated fibreboard weighing not less than 50 pounds per 1,000 sq. ft. having 22 to 24 flutes per foot, backed with Kraft paper of not less than 50 pounds basis weight, OR, (e) May be protected by three-ply forms preformed and glued to a right angle, each ply not less than 9 inches in length and not less than 2-1/2 inches wide from inside angle, V-notched in center to permit folding around corner, made of A-flute single-faced corrugated board, both medium and facing weighing not less than 26 pounds per 1,000 square feet, except the outermost ply of the form shall be constructed with two plies of corrugated medium or single corrugating medium weighing not less than 52 lbs. per 1,000 square feet, OR, (f) Three sided, one piece, pyramid shaped form, not less than 4 inches long in all directions from inside corner made of molded pulp not less than 1/4 inch thick and ribbed to provide not less than 5/8 inch clearance between article and inner wall of container. (19-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
19-F	-Concluded: (4) (a) In addition, top edges of tables exceeding 12 inches between corner forms must be protected with edge forms extending not less than 75% of area between corner forms of each edge, OR by forms not less than 5 inches in length positioned along edge at intervals not exceeding 12 inches. Edge forms must be made of the same material and thickness as specified for corner forms in Paragraph (3), and securely held in place. (b) Tables with round, oval, or free-form tops must have edges protected with forms made of the same material and thickness as specified for corner forms arranged to cover entire area of contact with interior surfaces of container. Article must be securely positioned to prevent rotational movement or clearance forms must be securely attached to the inside of container, and surface of article in area of forms must have pads or blankets, secured to article and extending not less than 6 inches beyond contact with form. (c) Table tops with corners of other than 90-degree angle must have corners and 75% of edges which would otherwise come in contact with container protected with forms made of same material and thickness as specified for corner forms. One thickness of pads or blankets may be substituted for one thickness of single-wall corrugated fibreboard forms as edge protection. (5) Tables having glass shelves or tops must have glass packed in accordance with Paragraph (7) (a) of Package 1-F. (6) (a) All other articles must have finished surfaces or surfaces to be finished wrapped in single-wall corrugated fibreboard testing not less than 200 pounds, metal strapped or strapped with rayon strapping having a tensile strength of not less than 700 pounds. (b) When fibreboard container testing not less than 200 pounds is used in lieu of wrapper, strapping of container will not be required, however container must be closed as specified in Paragraph (1). When fibreboard container is not strapped, all KD articles, except buffets , buffet servers, steel television stands, tables, and school chairs with table arm attachments, must be metal strapped in container or must be securely tied together with twine having an average straight break of 100 pounds and an average cut break of 45 pounds. Cribs need not be strapped or tied in container when crib ends are securely held together by tubes made of solid fibreboard not less than one inch long with walls not less than .100 inch thick inserted over steel supports for spring. (c) All finished or upholstered surfaces must be protected as provided in Paragraph (2)(a): (1) Wardrobe cabinets, SU, must have all corners protected by corner forms specified in Paragraph (3). In addition all finished surfaces must be covered with pads or blankets securely held in place. (2) (a) Kitchen cabinets, SU, must have all corners protected by corner forms specified in Paragraph (3) above. (b) Kitchen cabinets, SU, carloads must have all corners protected by corner forms, and such forms need not comply with Paragraph (3). Front corners only need be protected when corner forms extend full height of article. (3) Bed ends, upholstered in plastic material not susceptible to abrasion, need not have such surfaces covered as provided in Paragraph (2)(a). Bed ends having top corners in contact with interior corners of container must have top corners protected with forms of not less than two plies of corrugated fibreboard.
20-F	(1) Wrapped in single wall corrugated fibreboard testing not less than 275 pounds, covering front, top, and ends. (2) Not less than 1 1/2 inch clearance must be maintained between all finished surfaces and inside surfaces of wrapper by wood frame on back and bottom and with not less than two built-up corrugated reinforcing forms between top of chest and wrapper. (3) Each frame must be made of not less than four slats not less than 3/4 inch x 4 inches, and not less than two end and two side cleats, not less than 7/8 inch x 3/4 inches. Each slat must be stapled to the two side cleats with staples of 7/32 inch I.D. head and 1 1/8 inches in length. In addition, each end slat must be nailed to each end cleat with not less than four No. 3 cement-coated nails, 1 1/8 inches in length. All slats and cleats must be made of high grade lumber with moisture content not more than 15%. (4) When frame exceeds 47 inches in length or exceeds 85 inches combined height and length, five slats must be used for each frame. (5) Back frame must be assembled to bottom frame with No. 3 cement-coated nails. (6) Frames must be attached to article. Back frame must be secured at top with 1 1/2 inch No. 8 wood screws and washers. Bottom frame and lower portion of back frame must be secured with 1 inch No. 10 wood screws. (7) Wrapper must be attached to frames with not less than twenty-five (25) 7/8 inch x No. 11 cement-coated roofing nails with 7/16 inch heads, OR wrapper may be attached to frames with cement-coated galvanized staples not less than 16 gauge in thickness with crown not less than 15/16 inch and with 7/8 inch legs, diverging into the wood frames. Two staples must be applied at each corner and one additional staple every 8 inches or fraction thereof along perimeter of fibreboard wrapper at points of contact with wood frames.
21-F	(1) Finish of furniture must be entirely dry, and fragile projecting hardware, knobs or pulls must be removed or adequately protected. Fragile galleries must be removed or protected by pads of sufficient thickness to provide level top. Fitted drawers and doors must be securely held in place and other than fitted drawers and doors must be restricted from excessive movement. (2) All finished surfaces, except finished surfaces which are not within 1 1/2 inches of inside of container, must be completely covered with pads or blankets securely held in place. (3) In container made of corrugated fibreboard testing not less than 275 lbs. Container must be of regular-slotted or overlap top construction and must have bottom flanges or flaps not less than 3 inches wide. (21-F continued on next page.)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
21-F	-Continued. (4) In addition to the pads or blankets as specified in Paragraph (2), each top corner of the article must be protected with forms securely held in place, constructed as follows: (a) Forms made of not less than three plies of single-wall or two plies of double-wall corrugated fibreboard, each ply measuring not less than 4 inches long in all directions from inside corner, OR (b) Forms measuring not less than 4 inches square on top surface and extending over sides not less than 2 inches, made of not less than four plies of single-wall corrugated fibreboard, OR (c) Forms of not less than three plies of molded corrugated fibreboard, each ply backed with paper weighing not less than 26 pounds per 1,000 sq. ft. The molded corrugated fibreboard must weigh not less than 50 pounds per 1,000 sq. ft., and have between 22 and 24 flutes per foot. Each ply must measure not less than 4 inches in all directions from its inside corner, except when one dimension of article is less than 4 inches the corresponding dimension of the form may be less than 4 inches but not less than 2 inches from the inside corner, OR (d) Three-ply forms preformed to a right angle, each ply not less than 9 inches in length and not less than 2-1/2 inches wide from inside angle, V-notched in center to permit folding around corner made of molded corrugated fibreboard weighing not less than 50 pounds per 1,000 sq. ft. having 22 to 24 flutes per foot, backed with Kraft paper of not less than 50 pounds basis weight, OR (e) Three-ply forms preformed and glued to a right angle, each ply not less than 9 inches in length and not less than 2-1/2 inches wide from inside angle, V-notched in center to permit folding around corner, made of A-flute single-faced corrugated board, both medium and facing weighing not less than 26 pounds per 1,000 sq. ft., except the outermost ply of the form shall be constructed with two plies of corrugating medium or single corrugating medium weighing not less than 52 lbs. per 1,000 sq. ft., OR (f) Forms made of not less than three plies of single-wall corrugated fibreboard or two plies of double-wall corrugated fibreboard each ply measuring not less than 6 inches in length and 2-1/2 inches in width from its own inside corner, OR (g) Three sided, one piece, pyramid shaped form, not less than 4 inches long in all directions from inside corner, made of molded pulp not less than 1/4 inch thick. Pads must be molded with ribs or flanges on all edges, so as to maintain clearance of not less than 5/8 inch between article and inner walls of container. (5) In addition to the pads or blankets and corner forms as required by Paragraphs (2) and (4), top edges of articles must be protected as follows: (a) All articles having tops of plastic material flush with edges, or tops having edges of plastic material must also be protected with edge or corner forms extending not less than 75% of length of each edge. Such forms must be not less than 5 inches in length and extending not less than 2 inches over tops and edges positioned along edge at intervals not exceeding 9 inches. Edge forms must be made of the same material and number of plies as specified for each corner form in Paragraph (4) and securely held in place. (b) All articles other than those provided for in Paragraph (5)(a) must also be protected as follows: 1. Top end edges of articles exceeding 9 inches between corner forms must be protected with edge forms extending not less than 75% of area between corner forms of each edge. Such forms must be not less than 5 inches in length and extend not less than 2 inches over tops and edges positioned along edges at intervals not exceeding 9 inches. Edge forms must be made of the same material and number of plies as specified for each corner form in Paragraph (4) and securely held in place, OR 2. Pads or blankets as specified in Paragraph (2) must be applied to provide double thickness along front top edge and end top edges of article. 3. When length of article exceeds 60 inches, the center front and back edge of article tops must also be protected with forms of the same material and number of plies specified for each corner form in Paragraph (4). Such forms must be not less than 12 inches in length and extend not less than 2 inches over tops and edges and securely held in place. (6) (a) Article must rest on a four-piece frame made of not less than 5/8 x 2-1/2 inch lumber, diagonally braced, double--nailed or double-stapled. When frame is made of lumber not less than 3/4 inch thick, constructed with half-lap end joints, clinch-nailed with not less than three nails in each corner, OR when frame is made of lumber not less than 3/4 x 3-1/4 inches clinch-nailed with not less than four nails in each corner, diagonal brace may be omitted. In addition to frame, articles with pedestal legs must be suspended and other articles may be suspended on double--wall corrugated fibreboard forms testing not less than 275 lbs., or wood forms not less than 3/4 x 3-1/2 inches. Articles with legs detached must have bottom edges protected from direct contact with wood base frame by pads, padding or furniture glides. Frame must fit into base of container and bottom flanges or flaps of container must fold over frame and be securely nailed or stapled at each corner with two nails or staples and an additional nail every 15 inches or fraction thereof, or an additional staple every 8 inches or fraction thereof, of perimeter of base frame. Nails must be coated and have heads not less than 7/8 inch diameter or nails with washers of not less than 7/8 inch diameter. Staples must be made of 1/16 inch steel wire with crown not less than 15/32 inch, and with 3/4 inch legs diverging into the wood, or with crown not less than 1 inch and with 21/32 inch legs diverging into the wood. In lieu of nailing or stapling, container flanges or flaps may be secured by two wood runners nailed or stapled lengthwise of package. Staples must be made from 16 gauge galvanized flattened steel wire, gum coated, with crown not less than 7/16 inch and with legs 1-5/8 inch diverging into the wood, OR (21-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
21-F	-Concluded. (6)-Concluded. (b) Articles must rest on platform full inside dimensions of container constructed as follows: 1. Platform must be made of double-wall corrugated fibreboard testing not less than 275 lbs. constructed of not less than two thicknesses of such board, corrugations of one thickness at right angles to other thickness. Board must be scored and folded so that not less than four thicknesses of board parallel the long dimension of container full length and legs or bottom of article must rest on such four thicknesses, OR; 2. Platform must be made of not less than 8 plies of built-up corrugated fibreboard, the facings and corrugated mediums weighing not less than 26 lbs. per 1,000 sq. ft., except that outermost ply adjacent to bottom of container must be made of 2 plies of corrugated medium or a single corrugated medium weighing not less than 52 lbs. per 1,000 sq. ft. Bottom 3 plies must be full inside dimensions of container and legs or bottom of article must rest on upper 5 plies parallel to and extending full inside length of container. Upper 5 plies must be not less than 4 inches in width and total thickness of pad must be a minimum of 1 1/4 inches. In addition to fibreboard platform, articles with pedestal legs must be suspended and other articles may be suspended on double-wall fibreboard forms testing not less than 275 lbs., or wood forms not less than 3/4 x3 1/2 inches. When container has bottom flanges, such flanges must be securely glued over their entire area to corrugated platform. When container has bottom inner and outer flaps, such flaps must be closed as specified in Paragraph (7), but need not be secured to corrugated platform. (7) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 pounds.
22-F	(1) Finish of furniture must be entirely dry, and fragile projecting hardware, knobs, or pulls must be removed or adequately protected. Fragile galleries must be removed or protected with pads of sufficient thickness to provide level top. Fitted drawers and doors must be securely held in place and other than fitted drawers and doors must be restricted from excessive movement. (2) All finished surfaces must be protected by covering of non-abrasive material, except legs or pedestals which are 1 1/2 inches or more away from container walls. (3) In container made of corrugated fibreboard testing not less than 275 pounds. Container must be of regular slotted or overlap top construction, and must have bottom flaps or flanges not less than 3 inches wide, except as provided in Paragraph (8). (4) (a) Clearance of not less than 3/4 inch must be maintained for all finished surfaces by adequate forms of corrugated fibreboard OR molded corrugated fibreboard weighing not less than 50 pounds per 1,000 square feet, having 22 to 24 flutes per foot, backed with Kraft paper of not less than 50 pounds basis weight. (b) All articles having tops of plastic material flush with edges, or tops having edges of plastic material must be protected with edge or corner forms extending not less than 75% of length of each edge. Such forms must be not less than 5 inches in length and extend not less than 2 inches over tops and edges, positioned along edge at intervals not exceeding 9 inches, securely held in place. (c) "L"-shaped clearance forms, extending from bottom of container to at least top of article must be placed in each corner of container, EXCEPT when no finished part other than top is within 1 1/2 inches of container the "L"-shaped forms need not be used, but clearance forms must extend completely around perimeter of top. (d) Any top area exceeding 6 square feet or any other area exceeding 12 square feet between clearance forms must be reinforced through center of such area by additional clearance form. (e) No detachable mirrors may be included unless mirror is packed in accordance with Paragraph (5) (d). (22-F continued on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
22-F	F-PACKAGES-Continued -Continued. (5) (a) Container may be constructed with back flaps or flanges not less than 3 inches wide when used with a three-piece wood frame consisting of two uprights, extending from top to bottom of container, surmounted by horizontal piece, all pieces not less than 5/8 x 2-1/2 inches, securely attached to back of article. (b) Frame must extend not less than 3/4 inch above top and sides of article with flaps or flanges of container back attached to frame with coated nails, spaced not more than 15 inches apart or by wood or metal strips. (c) Clearances on the front must be maintained by the forms and in the manner specified in Paragraph (4). (d) When detachable mirror is included in package, clips, rosettes or similar fastenings must be removed and mirror must be suspended on wood frame constructed of not less than four members made of not less than 5/8 x 2-1/2 inch lumber, except dressing or toilet tables with mirror secured to inside of top or lid need not have mirror detached. There must be not less than 1 inch clearance for mirror glass. When the frame containing the mirror is of sufficient size to extend not less than 3/4 inch above top and beyond the sides of furniture, this frame may be substituted for the three-piece frame described in Paragraph (5) (a). All other clearances must be maintained as described in Paragraph (4). (6) (a) Article must rest on a four-piece frame made of not less than 5/8 x 2-1/2 inch lumber, diagonally braced, double-nailed or double-stapled. (b) In addition to frame, articles with pedestal legs must be suspended and other articles may be suspended on double-wall fibreboard forms testing not less than 275 pounds, or wood forms not less than 3/4 x 3-1/2 inches. Articles with legs detached must have bottom edges protected from direct contact with wood base frame by pads, padding or furniture glides. (c) Frame must fit into base of container and when container has bottom flanges such flanges must fold over frame and be securely nailed or stapled at each corner with two nails or staples and an additional nail every 15 inches or fraction thereof, or an additional staple every 8 inches or fraction thereof, of perimeter of base frame. Nails must be coated and have heads not less than 7/8 inch diameter or nails with washers of not less than 7/8 inch diameter. Staples must be made of 1/16 inch steel wire with crown not less than 15/32 inch, and with 3/4 inch legs diverging into the wood, OR with crown not less than 1 inch and with 21/32 inch legs diverging into the wood. In lieu of nailing or stapling, container flanges or flaps may be secured by two wood runners nailed or stapled lengthwise of package. Staples must be made from 16-gauge galvanized flattened steel wire, gum-coated, with crown not less than 7/16 inch and with legs 1-5/8 inch diverging into the wood, OR (7) (a) Articles in containers as specified in Paragraph (3) must rest on platform full inside dimensions of container constructed as follows: 1. Platform must be made of double-wall corrugated fibreboard testing not less than 275 lbs., constructed of not less than two thicknesses of such board, corrugations of one thickness at right angles to other thickness. Board must be scored and folded so that not less than four thicknesses of board parallel to the long dimension of container full length, and legs or bottom of article must rest on such four thicknesses, OR; 2. Platform must be made of not less than 8 plies of built-up corrugated fibreboard, the facings and corrugated mediums weighing not less than 26 lbs. per 1,000 sq. ft., except that outermost ply adjacent to bottom of container must be made of 2 plies corrugated medium or a single corrugated medium weighing not less than 52 lbs. per 1,000 sq. ft. Bottom 3 plies must be full inside dimensions of container and legs or bottom of article must rest on upper 5 plies parallel to and extending full inside length of container. Upper 5 plies must be not less than 4 inches in width and total thickness of pad must be a minimum of 11/4 inches. (b) In addition to fibreboard platform, articles with pedestal legs must be suspended and other articles may be suspended on double-wall fibreboard forms testing not less than 275 pounds, or wood forms not less than 3/4 x 3-1/2 inches. (c) When container has bottom flanges, such flanges must be glued over their entire area to corrugated platform. When container has inner and outer flaps, such flaps must be closed as specified in Paragraph (9) but need not be secured to corrugated platform, OR (22-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
22-F	-Concluded. (8) When container has no flanges or flaps at bottom, articles must fit into tray constructed of not less than 5/8 x 2 1/2 inch lumber consisting of two pieces forming runners and four pieces on edge forming sides and ends. Container must be nailed or stapled through container walls into wood tray with nails spaced every 15 inches or fraction thereof or with staples every 8 inches or fraction thereof of perimeter of tray. In addition to tray, articles with pedestal legs must be suspended and other articles may be suspended on double-wall fibreboard forms testing not less than 275 pounds, or wood forms not less than 3/4 x 3 1/2 inches. Articles with legs detached must have bottom edges protected from direct contact with wood base frame by pads, padding or furniture glides. All nails used to fasten container to tray must be coated and have heads not less than 7/8 inch diameter or with washers of not less than 7/8 inch diameter; staples must be made of 1/16 inch steel wire flattened to .070 x .050 inch, with crown not less than one inch and with 21/32 inch legs diverging into the wood. (9) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 pounds.
23-F	(1) Individually packed in containers constructed of corrugated fibreboard testing not less than 275 pounds. Container may test not less than 200 pounds if article is without arms and gross weight does not exceed 65 pounds. (2) When container is other than form fitting, it must be reinforced with not less than eight wooden cleats of not less than 3/4 x 3 1/2 inch lumber, arranged to prevent crushing. (3) Form-fitting containers must be so constructed that all vertical faces have corrugations running in the vertical direction. Where vertical faces consist of two or more plies, only one ply need have corrugations running in the vertical direction. Also, all joints or seams, except the manufacturer's joint, must have flanges of not less than 2 inches in width, except such flanges will not be required when vertical face of step portion of container consists of two or more plies and abutting edges of vertical seams are drawn close together and firmly secured with reinforced tape. Tape must be applied full height of vertical seams, or strips of tape, not less than 5 inches in length, must be applied horizontally across seams extending equidistant on each panel, spaced not more than 5 inches apart. (4) (a) All cushions must be held in place and all finished or upholstered surfaces must be covered with Kraft paper of not less than 30 lbs. basis weight OR with a polyethylene cover not less than 1 1/2 mils in thickness. When container fully encloses the article, paper or polyethylene cover may be omitted. (b) Articles must be covered with pads or padding of sufficient size to cover upper surface of back rest and arm rests and other points of contact. Pads must extend over outer edges of back and arm rests at least 2 inches below and beyond points of contact and must be securely held in place. (5) (a) Pads or padding may be omitted if article is suspended in an other than form-fitting container fully reinforced with wood framing. (b) The wood reinforcing frame must extend full length, width, and depth of the container, and must be made of not less than 3/4 x 3 1/2 inch lumber. No area between members of frame over top and bottom must exceed 8 square feet, and no other area must exceed 12 square feet. (c) Article must be suspended within reinforcing frame with not less than two suspension strips of not less than 3/4 x 3 1/2 inch lumber. The suspension strips must be attached to underside of seat frame with two screws, coated nails, or coated steel staples having legs not less than 1 3/4 inch in length and not less than 16 gauge, at each point of attachment. One inch clearance between article and interior of frame must be maintained. (d) Container must be securely attached to reinforcing frame. (6) (a) Articles with legs exceeding 8 inches in length without stretchers or extending more than 8 inches below stretchers, must be on rectangular wood frame constructed of not less than 3/4 inch lumber of sufficient width to suspend legs not less than 3/4 inch. Frame members parallel to suspension strips must be nailed inside of members which are at right angles to suspension strips. Bottom corners of frame must be diagonally cleated, except diagonal cleating will not be required when frame consists of six or more pieces, exclusive of the suspension strips. Frame must extend to provide not less than 2 inch clearance beyond base of furniture on four sides. Suspension cleats must be attached to the underside of the seat frame by not less than two screws or coated nails at each point of attachment. Container must be securely fastened to underside of furniture or to the suspension frame. OR (23-F continued on next page.)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
23-F	-Continued: (6) Continued: (b) When gross weight does not exceed 120 pounds, furniture need not be suspended as specified in Paragraph (6) (a) above, but must be suspended on corrugated fibreboard forms of not less than same test as container. Forms must be scored and folded to provide not less than 1-inch clearance between legs and bottom of container. Bottom of container must be further reinforced by fibreboard pad of not less than same test as container. Article must be securely held in place at top by corrugated fibreboard forms testing not less than 200 lbs. OR (c) Articles, without legs, or with legs not exceeding 8 inches in length or extending not more than 8 inches below stretchers, must rest on wood frame specified in Paragraph (6) (a) or must have legs or base protected by four-piece frame constructed of not less than 5/8 x 2-1/2 inch lumber, diagonally braced. When legs or base are protected by four-piece wood frame, diagonally braced, frame must fit into base of container and flanges or flaps not less than 3 inches wide must fold over frame. Flanges must be securely nailed at each corner with two nails or staples and an additional nail every 15 inches or fraction thereof, or an additional staple every 8 inches or fraction thereof, of perimeter of base frame; nails must be coated and have heads not less than 7/8 inch diameter or with washers of not less than 7/8 inch diameter. Staples must be made of 1/16 inch steel wire with crown not less than 15/32 inch and with 3/4 inch legs diverging into the wood, or with crown not less than 1 inch and with 21/32 inch legs diverging into the wood, or flanges may be secured by two wood or metal runners nailed lengthwise of container. When container completely encloses bottom, container need not be fastened to frame. OR (d) Articles having each pair of legs made of one piece of bent plywood may rest on two wooden strips not less than 5/8 x 3-3/4 inches fastened to inside bottom of container with nails having heads not less than 7/8 inch in diameter, or having washers not less than 7/8 inch in diameter, or may rest on a sheet of fibreboard meeting requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs., full dimensions of bottom of container, securely glued to container. Container must be securely fastened to the underside of furniture or to the suspension frame. OR (e) Articles without legs, or with legs detached, gross weight not to exceed 200 pounds, must be attached to wood skids. Box must fully enclose article. When gross weight does not exceed 110 pounds, skids must be of not less than 5/8 x 2-1/2 inch lumber. When gross weight exceeds 110 pounds, but does not exceed 200 pounds, lumber for skids must be not less than 2 x 4 inch nominal size. OR (f) Articles without legs or with legs not exceeding 2-3/8 inches in length and not less than 1-3/8 inches in width must have legs or entire base sufficiently padded to prevent protruding through container and finished or upholstered surfaces, including dust covers, must be protected from abrasion. Container must fully enclose the article and be form-fitting, and must test not less than 275 lbs. Container must be strapped with two metal straps not less than 3/8 x .015 inch. Straps must be protected from cutting container. OR (23-F Concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
23-F	-Concluded: (6)-Concluded: (g) Articles without legs or with legs detached, gross weight not exceeding 175 pounds, must be in form-fitting containers and must be suspended on forms made of corrugated fibreboard testing not less than 275 pounds. The suspension forms must be made of one piece of fibreboard scored and folded so as to provide a truss-type reinforced four-sided form not less than 2 x 4 inches. Not less than three such forms shall be used, one at each end and one in center. If forms are not less than 4 x 4 inches with not less than two such forms at each end, center form may be omitted, provided bottom of article at center is protected against abrasion. All forms must extend from front to rear of container full dimensions, and be securely attached to base of furniture at all points of contact. OR (h) Articles having gross weight not exceeding 300 pounds, with legs not exceeding 8 inches in length, must be suspended on double-wall corrugated fibreboard "U"-shaped interlocking forms, corrugations vertical, testing not less than 275 pounds, extending full length and width of the interior of the container, the fibreboard complying with Sections 2 and 3 of Rule 41. Suspension forms must consist of not less than two longitudinal members, with not less than three cross members for containers not over 87 inches in length, and not less than four cross members for containers over 87 inches in length. Not less than 1 inch clearance must be maintained between legs of article and bottom of container, and legs must be protected by pads or padding. Container must be form fitting and flaps must overlap not less than 1-1/2 inches and be stapled. Bottom of container must be reinforced by fibreboard sheet testing not less than same test as container, or when gross weight does not exceed 160 pounds and flaps of container bottom are both glued and stapled, the reinforcing sheet need not be used. OR (i) Articles without legs, or with legs detached, gross weight not exceeding 220 pounds, must be in form-fitting containers and must be suspended on pads made of corrugated fibreboard testing not less than 275 pounds, consisting of not less than three scored and folded fibreboard forms with corrugations in vertical direction, inserted between top and bottom full-dimension fibreboard sheets. Dimensions of scored and folded forms must be sufficient to occupy full length and width of suspension pad. OR (j) Articles with legs attached, gross weight not exceeding 220 pounds, must be in form-fitting containers and must be suspended on pads made of corrugated fibreboard testing not less than 275 pounds, consisting of not less than three scored and folded fibreboard forms with corrugations in vertical direction, a bottom full-dimension sheet, and a top U-shaped full-dimension form, fitting between legs of article. Scored and folded forms must be inserted in channel formed by U-shaped form and sides of U-shaped pad must be firmly glued to bottom pad. Dimensions of scored and folded forms must be sufficient to occupy full length and width of U-shaped channel.
24-F	(1) In containers constructed of corrugated fibreboard having full overlap construction, subject to the following requirements: Bursting Strength (lbs. per square inch) / Maximum size (United Inches) / Maximum Gross weight (Pounds) 200 / 100 / 85 275 / 130 / 100 350 / 150 / 140 (a) Containers, exceeding 100 united inches or gross weight exceeding 85 lbs., may test not less than 200 lbs., when bed is attached to wood uprights, not less 5/8 x 2-1/2 inches, held in position at each end of the container. (2) (a) All finished surfaces and surfaces to be finished in contact with interior of container must be completely covered with pads or blankets secured in place. (b) In addition, all finished or upholstered surfaces which can contact wood uprights must be protected with pads or padding. (c) When wood uprights are arranged to maintain not less than 3/4 inch clearance, pads or blankets as specified in Paragraph (2) (a) may be omitted. (3) Wood bookcase headboards must have top corners protected with forms made of not less than two plies of corrugated fibreboard. (4) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 pounds.
25-F	In fibreboard box complying with all requirements of Rule 41.
26-F	In single-wall corrugated containers complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., maximum inside dimensions 70 united inches, maximum gross weight 35 lbs. Except for legs, all finished or upholstered surfaces which come in contact with or can come in contact with container must be covered with one thickness of non-marring paper not less than 30 lbs. basis weight.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
27-F	All finished surfaces and upholstered parts wrapped as follows: (1) One-piece blanket of sufficient width must cover entire seat and backs, except when seat and back are divided, one blanket must cover seat and one must cover back. When back has no upholstered surfaces blanket need cover seat only. Blanket must rest against upholstery and be securely tied with strong twine arranged in grid pattern. No grid on the seat or on the inside of backrest or on the outside of backrest can be greater than 8 inches square. Twine must be knotted at sufficient intervals to prevent blanket from slipping. (2) In carload shipments of chairs only, twine need not be arranged in grid pattern provided such twine has an average straight break of 190 lbs. and an average cut break of 90 lbs. Such twine must be tied around base of chair and extend over chair in necessary directions to secure blanket in place. (3) All upholstered or finished surfaces, not covered by blanket must be completely covered with pads securely tied in place. Center stretcher need not be covered.
28-F	(1) (a) In full framed fibreboard boxes each panel reinforced along its entire perimeter by an exterior frame composed of four wooden cleats, not less than 5/8 x 1-3/8 inch. Fibreboard must test not less than 275 lbs. (b) Fibreboard must be firmly glued to cleats over entire area of contact or when solid fibreboard or "B-flute" or "C-flute" single-wall corrugated fibreboard is used may be attached to cleats by clinched nails having heads not less than 1/4 inch diameter, or by metal staples made of wire not less than .050 inch diameter placed diagonally to lengths of cleats. Staples must have crowns not less than 1/2 inch and prongs not less than 7/8 inch when not clinched. Nails or staples must be not less than 3/8 inch from edges of cleats. When cleats are 2 inches or more in width, staples must be driven staggered in two parallel rows. Maximum spacing between nails or staples must not exceed 4-1/2 inches for solid and 3 inches for single-wall corrugated fibreboard. Any span over finished surface exceeding 8 sq. ft. must be reinforced through center with an additional cleat. (c) Article must be protected with interior forms of adequate design, size, strength, and quantity that will maintain a clearance of not less than 3/4 inch between all interior surfaces of container and all finished surfaces of article and in addition must be protected by sufficient non-abrasive materials to prevent pressure marks from such interior forms. (d) Articles with legs exceeding 8 inches in length without stretchers or extending 8 inches or more below stretchers must be suspended not less than 3/4 inch from bottom of container. OR (2) (a) In fibreboard containers with double nailed three-way lock-cornered exterior wood frame. Fibreboard must test not less than 275 lbs. Wooden frame must be made of lumber not less than 3/4 x 1-1/2 inch. Nails used in frame must be coated. Each panel must be made of a single piece of fibreboard and must have not less than two parallel cleats. Top of container must consist of one panel which must fully cover top area. Front, back or ends of container may be made of more than one panel but no aperture between panels over a finished or upholstered surface may exceed 1 inch. Not less than 1 inch clearance must be maintained between all finished surfaces and inside walls of container. Any top area over a finished or upholstered surface exceeding 8 sq. ft. or any other area over a finished or upholstered surface exceeding 12 sq. ft. must be reinforced through center with an additional cleat. Top of container for articles other than chairs or tables must have not less than two cleats running lengthwise of container nailed over and at right angles to the top cleats forming part of container frame. (b) Fibreboard must be firmly glued to cleats over entire surface of contact or when solid fibreboard or "B-flute" or "C flute" single-wall corrugated fibreboard is used, may be attached to cleats by nails, staggered and clinched in two parallel rows, rows not less than 1/2 inch apart, or by metal staples made of wire not smaller than .050 inch in diameter placed diagonally to length of cleats, staples must have crowns not less than 1/2 inch and prongs not less than 7/8 inch when not clinched. Nails or staples must be not less than 3/8 inch from edges of cleats. When cleats are 2 inches or more in width, staples must be driven staggered in two parallel rows. Maximum spacing between nails or staples must not exceed 4-1/2 inches for solid and 3 inches for single-wall corrugated fibreboard. (c) Articles must rest on panel forming bottom or base or on diagonally braced skid made of lumber of not less than 3/4 x 4 inch, except articles with legs exceeding 8 inches in length without stretchers or extending 8 inches or more below stretchers must be suspended not less than 3/4 inch from bottom of container. (d) Open back must be reinforced by not less than two horizontal members made of lumber not less than 3/4 x 4 inch, one at top and one at base. Back of furniture must be firmly fastened to these horizontal strips. (3) Mirror may be included in either container described above provided clips, rosettes or other fastenings are removed. Mirror glass must be secured to prevent damage or shifting and 1-1/2 inch clearance must be maintained between mirror and furniture or projecting hardware.

PACKAGE NUMBER	PACKAGE DESCRIPTION
29-F	F-PACKAGES-Continued PART 1- PACKAGING (1) All finished or upholstered surfaces must be fully protected by blanket, except that blanket must be double sleeved and must be sewn and gussetted. Blanket must extend under base frame of article not less than 6 inches, and must be securely stapled to base frame. (2) Arm and back rests must be further protected with pad, except that pad must be made of not less than five indented paper sheets and must be not less than 1/4 inch in thickness. Pad must be a minimum of 18 inches in width and must be of sufficient length so as to extend not less than 6 inches beyond front and sides of arm rests, and ends, front, and back of back rest. (3) (a) Articles with legs must have legs completely covered with pads. Pads must be not less than 8 inches in width, must extend up full height of all corners of article and not less than 4 inches around each corner. Pads must be securely stapled or tied in place. (b) Articles without legs or with legs removed must have underside of article protected with pad. Pad must be not less than 8 inches in width, must extend up full height of all corners of article, not less than 6 inches under base, and not less than 4 inches around each corner. Pads must be securely stapled to underside of article. (4) Perimeter of base frame must be fully protected with pad securely stapled to base of article. Pad must be not less than 12 inches in width and must extend a minimum of 6 inches under base and up sides of article. (5) Base of article must be further protected by full length wood furring strips measuring a minimum of 3/8 x 3/4 inches in cross-sectional area, applied over blanket or pad protection on at least two opposite edges (front and back, or each side, depending on loading method) to bear against bracing. (6) Revolving or platform rocker chairs must have swivel bases or platform rocker bases immobilized to prevent contact with adjacent chairs. PART 2- LOADING AND BRACING (1) All surfaces of car, wood stringers, and wood blocking and bracing which can come in contact with articles must be covered with pads of minimum 1/2 inch thickness. (2) Articles having arms or backrests which prohibits full contact with floor must be supported at floor by suspension form made of double wall corrugated fibreboard testing not less than 350 lbs, consisting of top full dimension (full face) U-shaped form interlocking with three bottom U-shaped legs. CHAIRS (3) (a) Chairs must be loaded across car in full layers of nested chairs. First chairs in floor layer must be loaded with backs toward floor, legs or base toward car end wall, and where necessary, must be supported at floor by fibreboard suspension form (see Part 2, Paragraph (2)). Top nested chairs in floor layer must be reversed with legs toward doorway of car and backs toward ceiling of car. Nested chairs in subsequent layers must be loaded in the same manner as first layer. Clearance of not less than 6 inches must be maintained between top of load and ceiling of car. (b) Each layer of nested chairs must be separated by sheets of double wall corrugated fibreboard testing not less than 200 lbs. All lateral void space must be filled with padded wooden bracing applied at sidewall of car, or forms constructed of double wall corrugated fibreboard testing not less than 275 lbs, scored and folded to form a diagonally reinforced rectangular tube of minimum 4 x 6 inch cross-sectional area. (c) Filler blocks must be used between adjacent stacks of chairs. Blocks must be made of double-wall corrugated fibreboard testing not less than 275 lbs., scored and folded to form a diagonally reinforced rectangular tube of sufficient dimensions to maintain clearance of not less than 2 inches between legs of chairs in adjacent stacks. (d) Each second stack of chairs must be braced by wood bulkheads covered with fibreboard or blankets, minimum 1/2 inch thickness, or by barriers consisting of laminated Kraft paper reinforced with woven rayon straps of minimum 1-1/4 inch width, with each barrier section having not less than four straps. LOVESEATS OR SOFAS LOADED CROSSWISE (4) (a) Loveseats or sofas must be loaded crosswise of car with each layer consisting of two nested loveseats or sofas. Layers of nested loveseats or sofas must not exceed four. First loveseat or sofa in floor layer must be loaded with back toward car floor, legs toward car end wall, and where necessary, must be supported at floor by fibreboard suspension form (see part 2, Paragraph (2)). Top loveseat or sofa in floor layer must be reversed with legs toward doorway of car and back toward ceiling of car. Nested loveseats or sofas in subsequent layers must be loaded in the same manner as first layer. (b) Each layer of nested loveseats or sofas must be separated by sheets of double-wall corrugated fibreboard testing not less than 200 lbs. (c) Filler blocks as specified in Part 2, Paragraph (3)(c), must be used between adjacent stacks of loveseats or sofas. (d) Chairs may be combined with loveseats loaded crosswise to fill lateral void space in car. (e) Sofas combined with loveseats loaded crosswise to fill lateral void space in car must be loaded on end in nested pairs with feet of one article toward the end wall and feet of other article toward the doorway. (29-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
29-F	-Concluded

PART 2 – Concluded

LOVESEATS OR SOFAS LOADED ON-END

(5) (a) Loveseats or sofas must be loaded on-end four rows wide with two loveseats or sofas on each side of center of car. Loveseats or sofas against car side walls must be loaded with legs toward center of car and inner loveseats or sofas must be loaded legs toward car side wall. Where necessary, each loveseat or sofa must be supported at floor by fibreboard suspension form (see Part 2, Paragraph (2)).

(b) Pairs of loveseats or sofas on each side of car must be secured to side walls of car with a minimum of two woven nylon straps not less than 5/8 inch in width, having a minimum breaking strength of 1100 lbs. Straps must be applied not more than 10 inches from ends of loveseats or sofas.

(c) When void space at center of car does not exceed 15 inches between base frames of loveseats or sofas on each side of car, such void space must be filled with inflatable dunnage bags. When void space at center of car exceeds 15 inches, such void space must be braced with forms made of interlocking double-wall corrugated fibreboard testing not less than 275 lbs., or wood bracing covered with pads, minimum 1/2 inch in thickness and inflated dunnage bags. Dunnage bags must be inflated to a pressure not exceeding 1-1/2 psi.

SEPARATION AND DOORWAY BRACING

(6) (a) Different articles loaded by different methods must be separated by wood bulkheads covered by fibreboard or minimum 1/2 inch thickness of blankets, or by laminated Kraft barriers (see Part 2, Paragraph (3)(d)).

(b) Load in each end of car must be braced at doorway by six piece wood bulkhead constructed of nominal 1 x 6 inch lumber. Face of bulkhead adjacent to articles of furniture must be double padded, and bulkhead must be secured by a minimum of three steel straps measuring 1-1/4 x .035 inches, OR;

(c) Load in each end of car must be braced at doorway by laminated Kraft paper barriers (see Part 2, Paragraph (3)(d)).

PART 3 - STOP-OFF RESTRICTIONS AND REQUIREMENTS

(1) This package is not authorized for shipments billed for stop-off to complete loading or for transloading.

(2) (a) Shipments billed for stop-off to partly unload must have separate consignments braced by wood bulkheads or laminated Kraft paper barriers (see Part 2, Paragraph (3)(d)), applied against even face of load and adequately secured so that consignee at first and subsequent stop-off points can unload his portion of lading and balance will be properly secured for movement to next stop-off point or final destination.
(b) Each consignment in car must bear marking or placard to clearly indicate consignee and destination.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
30-F	In veneer crates constructed as follows: WIREBOUND CRATE (1) All lumber, veneer or paper covered veneer must be well seasoned, reasonably sound and free from bad cross grain or knots which would interfere with nailing or stapling and knots which are greater than one-third the width of slat, diagonal slat or batten material, or knots which are greater than one-fourth the width of cleat material. Paper covered veneer must be covered on both faces with Kraft paper not less than .016 inch thick. (2) Each section of the crate mat must have edge slats at both edges. All slat material for vertical or horizontal slats must be not less than 2-3/4 inches wide, and diagonal slats must not be less than 2-3/8 inches wide. (3) The distance between wires must not exceed 10 inches. (4) The distance between edge cleats and intermediate cleats or between intermediate cleats must not exceed 24 inches. (5) The dimensions of cleats must not be less than 13/16 x 13/16 inch in cross sectional area, except cleats of thinner thickness may be used, provided the cross sectional area of the thinner cleats equals or exceeds that of 13/16 x 13/16 inch. (6) All crate ends must be constructed with one batten not less than 3/4 x 1-3/8 inch adjacent to the edge of at least two cleats of the mat. The distance between battens must not exceed 16 inches. Solid plywood, paper covered veneer, cleated or linered ends securely fastened to outer face of crate may be substituted for battened ends, provided they are of equal strength. (7) Crate rigidity must be provided by the use of diagonals on each vertical face of the crate. Diagonals may be omitted when slope of 14 degrees cannot be provided, but rigidity must be provided by the use of extra wide slats or additional intermediate cleats, or both. (8) All faces of crate covering a finished or upholstered surface must have sufficient slats and cleats to cover not less than 50% of the total area of the crate face. (9) For weights of contents up to and including 150 lbs., the minimum thickness of single ply veneer and resawed lumber must be not less than 1/6 inch and for paper covered veneer must be not less than 1/10 inch. The binding wires must be not less than 15 gauge. For weight of contents from 151 lbs. to 250 lbs. inclusive, the minimum thickness of single ply veneer or resawed lumber must be not less than 3/16 inch and for paper covered veneer must be not less than 1/8 inch. The binding wires must be not less than 14 gauge. For weights of contents from 251 lbs. to 400 lbs. inclusive, the minimum thickness of single ply veneer or resawed lumber must be not less than 7/32 inch and for paper covered veneer must be not less than 1/7 inch. The binding wires must be not less than 13 gauge. (10) Crates with continuous wires must be closed by securely twisting each pair of wires with not less than three complete turns. Crates with loop ties must be closed by passing one loop through the other of each pair of wires and bending it back sharply upon itself. End panels must be securely nailed to mat. (11) All articles must be securely anchored, blocked or suspended within crate. Articles with legs exceeding 8 inches in length without stretchers, or extending 8 inches or more below stretchers must be suspended not less than 3/4 inch from bottom of crate. (12) Clearance of not less than 1 inch must be maintained between inside surfaces of container and any finished or upholstered surfaces. All finished and upholstered surfaces, except legs or stretchers, must be covered to protect from soiling. (13) Articles may be packed without clearance or with clearance less than specified in the preceding paragraph, but all finished surfaces having a clearance of less than 1 inch and all upholstered surfaces must be completely covered with blankets.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
31-F	(1) Chairs or stools having no finished surfaces will be accepted for shipment in bundles not wrapped. (2) Chairs or stools painted for industrial use with single coat to preserve from rust will be accepted for shipment in bundles not wrapped. (3) Chairs or stools having actual value at time and place of shipment not exceeding $30.00 per dozen, not painted or enameled for decorative purposes, will be accepted for shipment in bundles not wrapped. Shipper must certify on shipping order and bill of lading the actual value of the property as follows: "Actual value of the chairs or stools is hereby stated by the shipper to be not in excess of $30.00 per dozen." (4) Chairs or stools painted or enameled for decorative purposes, regardless of value, and chairs or stools having actual invoice value at time and place of shipment exceeding $30.00 per dozen, except as provided in Paragraphs (1) and (2), or articles other than chairs or stools must have finished or upholstered surfaces thoroughly protected as follows: (a) With pads, OR (b) In containers made of fibreboard testing not less than 200 pounds. All finished parts subject to abrasion or rubbing must be covered by non-abrasive material and all upholstered parts subject to abrasion or rubbing must be covered by pads or padding. In addition, painted or enameled parts subject to abrasion or rubbing which can come in contact must be protected with pads or padding. Non-abrasive material will not be required when finished or upholstered surfaces are covered by pads or padding. Pads or padding must be securely held in place on the article. Containers must be securely closed. (5) When chairs are shipped seat to seat in bundles, pads will not be required between seats nor on inside of backs, but such parts must be covered with Kraft paper weighing not less than 30 lbs. per ream, or with paper other than Kraft weighing not less than 70 lbs. per ream, securely held in place. (6) Pads, bags or envelopes must be securely tied to furniture. Unless twine having an average straight break of 122 pounds and cut break of 52 pounds is used, twine must be securely knotted at intervals not exceeding 16 linear inches so as not to slip or become detached during transportation. When in bundles, chairs must be placed so that the legs of one chair extend beyond back of other chair to prevent damage to top back of chairs from rubbing or dragging on floor, and so tied or fastened together at not less than four different points to maintain this position during transportation. (7) CL shipments must be tightly stowed and braced in car.
32-F	(1) Furniture, wooden, SU, in straight carloads or in mixed carloads of furniture only, may be shipped as specified in Paragraphs (2) to (7), except that Package 32-F may not be used in connection with articles having legs over 8 inches in length. (2) Finish must be thoroughly dry and all finished and upholstered surfaces, or surfaces to be finished, must be fully protected by blankets. Blankets must be securely attached to furniture. (3) must be mounted on wood frames made of not less than 4 pieces of lumber not less than 5/8 x 2-1/2 inch, diagonally braced OR, when frame is made of lumber not less than 3/4 inch thick, constructed with half-lap end joints, clinch-nailed with not less than three nails in each corner, diagonal brace may be omitted. (4) Projecting hardware glass knobs and wooden pulls, must be removed or adequately protected. (5) Mirrors, or glass or porcelain tops must be separately packed in Packages 1F, 3F, 5F, 6F, 28F, 30F or 37F or each separately wrapped in blankets, and two tied face to face, and must be loaded on edge, long way of car and well braced. (6) Beds must have all posts and contacting parts wrapped in blankets and panels covered with Kraft paper weighing not less than 30 pounds. (7) All articles must be tightly stowed and braced as follows: (a) "T" or "L" type cross braces made of two pieces of lumber not less than 1 x 4 inches, one vertical and the other flat nailed to each other at right angles must be placed across top of load and securely nailed to car walls to prevent any upward movement of furniture. (b) Gates or bulkheads made of lumber not less than 1 x 4 inches extending full height and width of load must be used across car both sides of doors. Gates or bulkheads must be made of three vertical members, one inch center and one at each side, and horizontal members, opposite each other on both sides of verticals nailed with nails extending through the three members and clinched. When load consists of one layer, two horizontal members on each side must be used. When load consists of more than one layer, gates or bulkheads must have sufficient additional horizontal members as specified to adequately brace each layer. When cars are loaded solid with compact uniform loading, no bulkheads will be required across car. When bulkheads are not used, doorways must be protected with 1 x 4 inch wood cross members or steel banding. When bulkheads are used, doorways must be protected in same manner when required for protection of load between doors. (32-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
32-F	-Concluded: (7)-Concluded: (c) Gates or bulkheads must be firmly held in position by steel bands 1-1/4 x .035 inches with minimum tensile strength of 4,000 lbs. Bands must be properly attached to an anchor plate, in car wall studding not less than 3 feet back from face of gate. When metal doorway posts of car are slotted for steel strapping, bands may be placed through such slots in posts instead of being attached to anchor plate in wall of car. Bands to be tensioned and sealed over each outside horizontal member of gate and securely attached to such horizontal members, OR (d) Gates or bulkheads must be firmly held in position by crosscar braces of 2 x 4 inch material, with 2 inch surface towards the load. The crosscar braces will replace the outside horizontal members of the gate or bulkhead described in Paragraph (b) and will be located at the same points. The crosscar braces must be secured to car walls with pocket cleats of not less than 2 x 4 inch material with the center cleat not less than 18 inches long. Gates in doorway of car (center gate) must be secured by spreaders located between the vertical members of one side of center gate and vertical members of the opposite side. Spreaders to be of not less than 2 x 4 inch material 1/2 inch longer than space between verticals of center gates and driven in place directly above the gate horizontals and each end nailed in position. (e) Doorway tiers and all faces of lading that will remain after stop-off for partial unloading must be braced at origin with not less than 2 x 4 inch lumber the narrow edge adequately padded next to furniture. (8) This package may not be used for shipments billed for transloading.
33-F	1. Rocking chairs, individually packed in form fitting container made of corrugated fibreboard testing not less than 200-lbs. Container must have overlapping side flaps designed to completely enclose article, and must have manufacturer's joint not less than 2 inches in width securely glued over entire area of contact. 2. Article must be protected with pads of sufficient size to cover upper surface or back rest, arm rests and other points of contact with inside walls of containers. Such pads must be held in place on the article. 3. Article must rest on U-shaped pad made of corrugated fibreboard testing not less than 200 lbs. Pad must be full dimensions of container bottom and must extend up front and back panels of container sufficiently to protect ends of rocking chair runners. 4. All cushions must be held in place. 5. Side flaps of container must be securely closed with adhesive. 6. All fibreboard must comply with Rule 41, Sections 2 and 3. 7. Gross weight must not exceed 40 lbs.
34-F	(1) In containers of single-wall corrugated fibreboard testing not less than 275 lbs., the container to cover top and all four sides of furniture. Top construction of container must be such as to provide double thickness of same material over top. (2) Finished surfaces of furniture must have not less than 1 inch clearance maintained by wood or single-wall corrugated forms testing not less than 200 lbs; or, in lieu of such clearance, all finished surfaces which come within 1-1/2 inch of interior surfaces of container must be fully protected by blankets. (3) Articles with pedestal legs or with legs exceeding 8 inches in length without stretchers, or with legs extending more than 8 inches below stretchers, must be suspended to provide not less than 1 inch clearance between bottom of legs and bottom of container. All articles not suspended must rest on four-piece wood frame constructed of not less than 5/8 x 2-1/2 inch lumber, diagonally braced. (4) Container must be framed by exterior wood skeleton made of lumber not less than 3/4 x 3 inch. Skeleton frame must be made with three-way lock corners.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
35-F	(1) Individually packed in three-piece recessed end boxes constructed of corrugated fibreboard testing not less than 275 lbs. (2) (a) Articles with skirts must have skirts turned upward and secured in place. (b) All loose cushions must be securely held in place. (c) All finished and upholstered surfaces which can come into contact with inner walls of container must be covered with blankets. In addition, such blankets must be applied completely around perimeter of base of article and must extend under base not less than 2 inches. All blankets must be securely held in place on the article. (3) Article must rest on full dimension pad constructed of corrugated fibreboard testing not less than 275 lbs. The corrugations of the pad must run at right angles to the corrugations of the body of the box. (4) (a) Body of box must have overlapping seam not less than 3 inches in width secured by staples spaced not more than 2-1/2 inches apart, OR by pressure sensitive plastic film tape not less than 2 inches wide, running full length of seams and extending over ends not less than 2 inches. (b) Recessed ends must be constructed with corrugations in vertical direction and with full perimeter flanges not less than 1-1/2 inches in depth fastened to body of box with metal staples or stitches spaced not more than 2-1/2 inches apart. (5) All fibreboard must meet the requirements of Rule 41, Sections 2 and 3. (6) Gross weight must not exceed 195 lbs.
36-F	Mattresses must be individually wrapped in Kraft paper, basis weight not less than 60 lbs. Container must be single-wall corrugated box complying with all requirements of Rule 41 for boxes testing not less than 200 lbs, except gross weight must not exceed 125 lbs, dimension limit must not exceed 120 united inches and container must be closed by strapping with not less than three metal straps not less than 3/8 x .015 inch. Protection must be afforded under straps to prevent them from cutting container; OR, container may be closed by not less than three straps of reinforced paper tape consisting of two layers of sulphate Kraft paper laminated and reinforced with fibre glass netting, the tape having tensile strength not less than 50 pounds per inch of width in cross direction and not less than 70 pounds per inch of width in machine direction. Tape must be not less than 1-1/2 inches in width, must completely encircle container, and overlap upon itself not less than 4 inches; OR, slotted boxes may be closed with a pressure sensitive or gummed filament tape. Tape must be not less than 3/4 inch in width. Not less than two strips of tape must be used on each end on top and bottom, and not less than two strips across both top and bottom sections of boxes with strips extending not less than 5 inches over score line.
37-F	IN WOODEN CRATES, FIBREBOARD LINED, CONSTRUCTED AS FOLLOWS: (1) All lumber must be well seasoned, reasonably sound, and free from bad crossgrain and knots which would interfere with nailing, or knots which are greater than one-third the width of the lumber. (2) Fibreboard must be firmly glued to cleats over entire surface of contact or when solid fibreboard or "B-flute" single-wall corrugated fibreboard is used, may be attached to cleats by nails, staggered and clinched in two parallel rows, rows not less than 1/2 inch apart, or by metal staples made of wire not smaller than .050 inch in diameter placed diagonally to length of cleats, staples must have crowns not less than 1/2 inch and prongs not less than 7/8 inch when not clinched. Nails or staples must be not less than 3/8 inch from edges of cleats. Maximum spacing between nails or staples must not exceed 4-1/2 inches for solid and 3 inches for single-wall corrugated fibreboard. (3) Direction of grain in solid fibre liners must be at right angle to cleats of sides and ends of the crate. (4) The manufacturer's joints must be made with flat metal stitching wire, and the staples must be not more than 3 inches apart with tie stitches at the edges, OR Sides of crate forming joint must lap not less than 2 inches and must be firmly glued and stapled throughout entire area of contact on the inside. Staples must be not more than 6 inches apart. When crate is constructed with 3-way lock corners, manufacturer's joint need not be glued or stapled. (37-F continued on next page)

PACKAGE NUMBER | **PACKAGE DESCRIPTION**

37-F

F-PACKAGES-Continued

-Continued:

(5) In constructing ends, sides and tops of crates, the following minimum specifications must be complied with:

Weight of Contents (Pounds)	Minimum Thickness (Inches)	Cleats		Fibreboard (See Note 1)	Assembly Nails (See Note 3)
		Minimum Width			
		Edge Cleats (Inches) (See Note 2)	Middle Cleats (Inches)	Mullen Test Combined Board (Pounds)	Penny Size Coated
0-100	7/16	1-5/16	1-5/16	200	5
101-150	9/16	1-5/16	1-5/16	200	6
151-200	9/16	1-5/16	1-5/16	200	6
201-250	5/8	1-5/8	1-5/16	200	6
251-300	11/16	1-5/8	1-5/16	200	7
301-350	3/4	1-5/8	1-5/16	200	7
351-400	13/16	1-5/8	1-5/8	200	8
401-450	13/16	1-5/8	1-5/8	275	8
451-500	13/16	2-1/4	2-1/4	275	8

NOTE 1.-All fibreboard must comply with Rule 41, Sections 2 and 3.
NOTE 2.-Edge cleats of top must be not less than 1-5/8 inch wide for weight of contents over 150 lbs.
Each corner joint of top and bottom of all crates must have two clinched nails.
All sides and end cleats 1-5/8 inch wide and wider must have two nails.
NOTE 3. For very hard woods use One-Penny size smaller nail.

(6) The distance between cleats of sides and ends must not exceed the distance shown below:

Distance Between Cleats		Distance Between Cleats	
With Corrugated Fibreboard	Space Between Cleats	With Solid Fibreboard	Space Between Cleats
A Flute 200-lb. test.....	16 in.	200-lb. test	14 in.
C Flute 200-lb. test.....	16 in.		
B Flute 200-lb. test.....	14 in.	275 lb. test	20 in.
A Flute 275-lb. test.....	20 in.		
C Flute 275-lb. test.....	20 in.		
B Flute 275 -lb. test.....	18 in.		

(7) The length of unsupported span of top cleats must be not more than shown below:

Thickness of Cleat	Unsupported Span
1/2 in.	20 in.
9/16 in.	24 in.
5/8 in.	28 in.
11/16 in.	32 in.
3/4 in.	36 in.
13/16 in.	40 in.
7/8 in.	44 in.

(8) The dimensions of cleats forming the bottom of crate must be not less than shown below in Column A or Column B:

Weight of Contents	A. Cleats		B. Alternate Cleats	
	Minimum Thickness	Minimum Total Width of All Cleats	Minimum Thickness	Minimum Total Width of All Cleats
(Lbs.)	(Inches)	(Inches)	(Inches)	(Inches)
0-100	5/8	4-1/4	11/16	3-1/8
101-150	11/16	4-1/2	3/4	3-3/4
151-200	3/4	5-1/4	13/16	4-1/4
201-250a	3/4 or 13/16	6-1/2 or 5-1/4	7/8	4-3/4
251-300b	13/16	6-3/4	7/8	6-1/2
301-350b	13/16	7-3/4	7/8	7
351-400c	7/8	7-1/2	1-1/8	5
401-450c	7/8	8-1/4	1-1/8	5-1/4
451-500c	7/8	9-1/4	1-1/8	5-3/4

Total width may be divided into two or more cleats.
a Edge Cleats must be not less than 1-5/8 inches wide.
b Edge Cleats must be not less than 1-7/8 inches wide.
c Edge Cleats must be not less than 2-1/2 inches wide.

(37-F concluded on next page)

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
37-F	-Concluded: (9) All articles must be securely anchored, suspended or blocked within crate. Articles with legs exceeding 8 inches in length without stretchers or extending 8 inches or more below stretchers must be suspended not less than 3/4 inches from bottom of crate, with suspension strips as follows: Total Width of Suspension Strips (Usually 2 Strips are used) Weight of Contents Pounds — Dimensions of Strip Inches 0-100 — 3/4 x 3-1/8 (2 strips 1-5/8) 101-150 — 3/4 x 3-3/4 (2 strips 1-7/8) 151-500 — Same as specified for bottom cleats (10) Clearance of not less than 1 inch must be maintained between inside surface of container and any finished or upholstered surface. When top of crate is not covered with fibreboard, then finished or upholstered top surfaces must be converted to protect from soiling.
38-F	(1) In wood frame fibreboard container constructed in accordance with the following specifications. (2) All finished surfaces must be covered with one or more thicknesses of non-marring material. (3) Frame must be constructed with not less than four pieces of lumber, dimensions not less than 5/8 inch on edge and of sufficient width to provide clearance of not less than 1 inch between finished surfaces of furniture and the container. Single-wall corrugated fibreboard testing not less than 275 lbs. must cover top and be securely fastened to reinforcing frame with nails having heads not less than 7/8 inch diameter or with wooden or metal stripping securely nailed. Any area over finished surfaces exceeding 6 sq. ft. must be reinforced through center with one piece of 5/8 x 2-1/2 inch lumber. (4) Table tops must be securely attached to reinforcing frames with 5/8 x 2-1/2 inch lumber and must be so braced, blocked, or suspended in container to maintain a clearance of not less than 1 inch over finished surfaces. (5) When two or more pieces are in same container, finished or upholstered surfaces which can come in contact must be protected by pads or padding. Pedestal bases must be: (1) In corrugated fibreboard containers testing not less than 200 lbs. Gross weight must not exceed 75 lbs., dimension limit not exceeding 85 united inches, OR In single-wall corrugated fibreboard containers testing not less than 275 lbs. Gross weight must not exceed 100 lbs., dimension limit not exceeding 120 united inches. (2) When two or more pieces are in same container, finished surfaces which can come in contact must be protected by pads or padding. Container must be securely sealed. (3) Furniture must be so protected with interior forms of adequate design, size, strength and quantity, arranged so that no part of finished surfaces will come within less than 3/4 inch of interior surfaces of container. Finished surfaces, except legs, must be protected by non-abrasive material to prevent pressure marks from interior packing material. (4) Pedestal legs must be suspended on forms made of wood or single-wall corrugated fibreboard testing not less than 200 pounds arranged to maintain at least 1 inch clearance on bottom. Corrugated or wood forms must bear against structural frame of furniture, not the legs or pedestal feet. If gross weight of container exceeds 50 pounds, the corrugated suspension forms must be constructed of single-wall corrugated fibreboard testing not less than 275 pounds. (5) When container is constructed with flanged bottom, legs must rest on four-piece wooden frame diagonally braced and flanges at bottom must be not less than 3 inches wide which must fold over the frame and be nailed with coated nails, not less than two nails at each corner and one nail each 15 inches or fraction thereof of perimeter of base frame, or flanges may be secured by wooden runners, OR legs must rest on platform full inside dimensions of container made of double-wall corrugated fibreboard, the fibreboard complying with Sections 2 and 3 of Rule 41 testing not less than 275 pounds, constructed of not less than 2 thickness of such board, corrugations of one thickness at right angles to that of the other thickness. Board must be scored and folded so that not less than 4 thicknesses of board parallel the long dimension of container full length, and feet or bottom of article must rest on such four thicknesses, and flanges must be securely glued over entire area to corrugated platform. (6) All nails used for fastening fibreboard to frame or skid must be coated and have heads not less than 7/8 inch diameter or with washers of not less than 7/8 inch diameter.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
39-F	1. Articles must be without legs or with legs not exceeding 4 inches in length and must be individually packed in corrugated fibreboard boxes of regular slotted construction or constructed with more than four sides with all sides having top and bottom overlapping flaps. Fibreboard of boxes must meet the following bursting strengths for gross weights and united inches indicated:

BURSTING STRENGTH (Psi)	MAXIMUM GROSS WEIGHT (Lbs.)	MAXIMUM SIZE (United Inches)
200	60	75
275	120	105

2. All top and top edge surfaces must be completely covered with non-abrasive material and all doors and drawers must be securely held in place.

3. All top corners and not less than 60% of all top edges must be protected with interior corner and edge forms, pads or blankets, or a combination of such pads or blankets and corner and edge forms, of adequate design, size, strength and thickness, arranged to maintain not less than 3/4 inch clearance between surfaces of article and inside surfaces of box. Corner and edge forms must be not less than 2 1/2 inches in width from inside corner.

4. Base or legs of article must be protected as follows:

(a) Articles with flush bases, without legs, must have all corners of base protected with forms or blankets or pads, as described in Paragraph (3), OR;

(b) Articles with flush bases, without legs, must be suspended on four sided tubes extending full width of box, made of double-wall corrugated fibreboard testing not less than 200 lbs. (see Note), OR;

(c) Articles with flush bases, with feet not more than 1 1/4 inches in length must rest on pads made of corrugated fibreboard testing not less than 200 lbs. Forms must extend full width of box, must be scored and folded to provide a minimum of three thicknesses of fibreboard under base of article, and must have die cut holes or slots to receive feet of article (see Note), OR;

(d) Articles with legs extending not more than 4 inches below bottom stretchers, shelves, or bases must rest on forms constructed of double-wall corrugated fibreboard testing not less than 200 lbs. Forms must extend full width of box and must be scored and folded to provide not less than three thicknesses of fibreboard under article and extend up sides and ends of box not less than 2 1/4 inches (see Note).

Note. Applies only in connection with articles packed in boxes of regular slotted construction.

5. Surfaces of interior forms which can come in contact with surfaces of article must be coated with non-abrasive material.

6. Boxes must be closed as follows:

(a) Boxes of regular slotted construction must be closed in compliance with Rule 41, Section 9.

(b) Boxes with more than four sides must have overlapping flaps securely closed with adhesive.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
40-F	(1) In corrugated fibreboard containers complying with all requirements of Rule 41 for boxes testing not less than 275 lbs. (2) All furniture must be protected with interior forms of adequate design, size, strength and quantity, arranged so that no part of finished or upholstered surfaces will come within 3/4 inch of interior surfaces of container, and in addition, finished surfaces of furniture, except legs, must be protected by non-abrasive material to prevent pressure marking from interior packing materials. Non-abrasive material will not be required when the clearances specified above are maintained by forms. (3) When two or more pieces are in same container, finished or upholstered surfaces which can come in contact must be protected by pads or padding. (4) Articles with pedestal legs, or legs extending 8 inches in length, must be suspended on forms made of wood or single-wall corrugated fibreboard testing not less than 200 lbs., or solid fibreboard testing no less than 350 lbs., arranged to maintain not less than one inch clearance on bottom. Corrugated or wood forms must bear against structural frame of furniture, not the legs or pedestal feet. (5) Articles without legs or with legs not exceeding 8 inches in length need not be suspended, but must rest on a four-piece wood frame made of lumber of sufficient width to prevent furniture from contacting container bottom, or on one or more thicknesses of single-wall corrugated fibreboard testing not less than 200 pounds. (6) Furniture with galleries or other fragile protruding parts must have galleries protected from contact with any inner surface of container by at least 3/4 inch clearance, the clearance to be maintained by built up corrugated board, corrugated forms, or pads or padding of sufficient thickness and quantity to maintain specified clearance. Materials used for protection of fragile parts must not contact these parts.
41-F	(1) In full telescope box, made of single-wall corrugated fibreboard testing not less than 350 lbs. (2) All cushions must be held in place. Furniture must be covered with pads or padding of sufficient size to cover upper surface of back rest and arm rests and other points of contact with container and extend over outer edges at least 2 inches below and beyond points of contact. Pads must be securely held in place on the article. (3) Furniture with strong sturdy legs not exceeding 4 inches in length must be securely attached to not less than two parallel wooden skids made of lumber not less than 3/4 x 2-1/2 inches. Furniture with legs not exceeding 8 inches in length, or extending not more than 8 inches below stretchers must have legs protected by 4-piece frame constructed of not less than 5/8 x 2-1/2 inch lumber diagonally braced. Furniture with legs exceeding 8 inches in length without stretchers or extending more than 8 inches below stretchers must be suspended on rectangular wood frame of not less than 3/4 inch lumber of sufficient width to suspend legs not less than 3/4 inch from bottom of container. (4) Container must be reinforced by not less than two single-wall corrugated fibreboard half slotted or regular slotted boxes of sufficient height to extend from seat platform to top of container. One must be placed near each end of container and stapled or secured in place to container wall. Furniture must be covered with non-abrasive material to the extent necessary to prevent abrasion or rubbing from such boxes. (5) Container must be securely strapped with not less than 3 metal straps not less than 3/8 x .015 inch.

PACKAGE NUMBER	PACKAGE DESCRIPTION
42-F	F-PACKAGES - Continued PART 1 - PACKAGING (1) Each article must be enclosed in form fitting polyethylene bag, not less than four mils in thickness, securely fastened to the base frame. (2) All cushions must be securely held in place. (3) Each article must be covered with quilted cotton filled and cotton covered blankets weighing not less than 6.7 oz. per sq. ft., applied in a manner to prevent articles from being in direct contact with adjacent articles or any part of car or bracing. PART 2 - LOADING AND BRACING (1) End and side walls of car must be lined to not less than height of the load with one thickness, and floor of car must be covered with not less than two thicknesses of blankets as described in Part 1, Paragraph (3). (2) Articles having arms or backrests which prohibits full contact with floor must be supported at floor by: (a) Suspension form made of double-wall corrugated fibreboard testing not less than 350 lbs, consisting of top full dimension (full face) U-shaped form interlocking with three bottom U-shaped legs, or; (b) By a sufficient quantity of blankets as described in PART 1, Paragraph (3). (3) Clearance of not less than 6 inches must be maintained between top of load and ceiling of car. ON-END LOADING (4) (a) Articles must be loaded on-end in units of two interlaced articles. First article must be loaded with base frames towards end walls, second article with base frame towards doorway. When space is restricted, articles may be loaded in a second nested layer on top of articles loaded on-end, with first articles loaded on backs with base frames towards end wall, second articles reversed with base frames towards doorway. (b) Filler blocks must be used between adjacent stacks of interlaced articles. Blocks must be made of corrugated fibreboard testing not less than 275 lbs, scored and folded to form a diagonally reinforced rectangular tube of minimum 6 x 8 inch cross-sectional area. LENGTHWISE LOADING (5) Articles of such length as to prevent loading on-end must be loaded lengthwise in units of two nested articles, with two rows of nested articles on each side of center line of car. First article in floor layer units must be loaded on its back with base frame towards car side wall, second article reversed with base frame towards center of car. Nested units of articles in subsequent layers must be loaded in same manner as first layer. Void space at center of car must be filled with corrugated fibreboard filler blocks (see Paragraph 4(b)). CROSSWISE LOADING (6) Articles with wing type arms or other types of construction not suitable for on-end loading may be loaded crosswise of car in units of two nested articles. First article in floor layer units must be loaded on its back with base frame towards end wall, second article reversed with base frame towards doorway. Articles in subsequent layers must be loaded in the same manner as the first layer. Filler blocks must be used between adjacent stacks of nested articles (see Paragraph 4(b)). BRACING (7) Load in each end of car must be braced at doorway by barriers consisting of laminated Kraft paper reinforced with woven rayon straps, with each barrier section having a minimum of four straps. PART 3 - STOP-OFF RESTRICTIONS AND REQUIREMENTS (1) This package is not authorized for shipments billed for stop-off to complete loading or for transloading. (2) (a) Shipments billed for stop-off to partly unload must have separate consignments braced by wood bulkheads or laminated Kraft paper barriers (see Part 2, Paragraph (6)), applied against even face of load and adequately secured so that consignee at first and subsequent stop-off points can unload his portion of lading and balance will be properly secured for movement to next stop-off point or final destination. (2) (b) Each consignment in car must bear marking or placard to clearly indicate consignee and destination.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES - Continued
43-F	(1) Wooden office desks with not less than six legs in container made of single-wall corrugated fibreboard testing not less than 200 lbs. Container must have regular slotted or overlap top or other construction to provide not less than two thicknesses of the same material at top, and container must cover all finished surfaces except legs. (2) All finished surfaces except legs and the panels inside the pedestals must be completely covered with blankets securely fastened to furniture. (3) Each leg must be enclosed in a corrugated form made of single-wall corrugated fibreboard testing not less than 200 pounds and finish of the leg must be protected with non-abrasive material. (4) Desk must rest on a four-piece frame made of not less than 3/4 x 2 3/4 inch lumber, diagonally braced. Frame must be securely nailed or fastened to bottom of each of the legs, OR When in carloads only, desks may rest on skids not less than 5/8 x 2 inches nailed to ends of legs lengthwise of desks, and an additional piece of lumber not less than 5/8 x 3 inches must be attached to underside of pedestals lengthwise of the desks in the second and third layers. The skids on the ends of legs of desks in the second and third layers must rest against the strip attached to the pedestals. Desks must be adequately braced and blocked so as to prevent lengthwise or crosswise shift in the car. (5) Article must be strapped with not less than two metal straps not less than 3/8 x .015 inch, such straps to completely encircle body of desk.
44-F	PART 1 - PACKAGING: (1) Arm rests, foot rests and seat fronts must be protected by blankets or pads of sufficient size to extend beyond outer edges not less than 6 inches, securely held in place. In addition, chair backs must also be protected by pads or blankets as provided for above, OR by a plastic bag of minimum 4 mils thickness extending down to level of arm rests on all four sides. (2) Where filled back cushions of chairs exceeds the height of the back rest frame, forms made of expanded plastic having a density of not less than 1 lb per cubic foot, or made of built-up corrugated fibreboard, must be secured in place over the top of the back rest frame member. Forms must be full width of article and of sufficient thickness to extend to height of filled cushion. (3) Seat backs must be further protected by form made of corrugated fiberboard testing not less than 200 lbs, scored and folded to cover chair back top, front and back surfaces, and tops of arm rests for a distance of not less than 8 inches from chair back. Forms must be securely held in place. (4) (a) Chairs without legs, or with legs not more than two inches in length, and platform rockers, must have perimeter of base frame protected by not less than two thicknesses of blankets or pads. Blankets or pads must be securely stapled to bottom of base frame and must extend up all sides of article a minimum of 3 inches. In addition, platform rockers must have platform bases fully protected with pads, OR; (b) Chairs with legs exceeding two inches must be suspended on form consisting of a minimum of four U-shaped interlocking forms made of double-wall corrugated fibreboard testing not less than 350 lbs, with corrugations in the vertical direction. Article suspended on interlocking form must be positioned in a tray made of corrugated fibreboard testing not less than 275 lbs. Tray must have a minimum depth of six inches and suspension form must extend full inside dimensions of tray, OR; (c) Upholstered chairs with tracked reclining mechanism must be suspended on slotted skids made of expanded plastic having a minimum density of 1.5 lbs per cu. ft. Skids must be not less than 24 inches in length and must have a minimum cross-sectional area of 3 x 3 inches. Article suspended on skids must be positioned in tray as described in paragraph 4(b). (5) All finished or upholstered surfaces must be enclosed in a bag made of low density polyethylene film of nominal 4 mils thickness, having anti-skid surfaces and ethyl-vinyl-acetate additive. Bag must be securely stapled to underside of chair base frame. (6) Packaged article must be securely tied in grid pattern with twine having an average straight break strength of 190 lbs, and an average cut break strength of 90 lbs. PART II - LOADING REQUIREMENTS: (1) Chairs in first layer must be loaded with feet or bases toward floor. Chairs in second layer must be loaded with feet or bases toward ceiling. Third layer must be loaded in same manner as first layer and fourth layer must be loaded in same manner as second layer. (2) Corrugated fibreboard sheets must be placed between second and third layer of chairs which are not suspended in fibreboard trays. (3) Chairs may be loaded on backs where necessary to fill voids in center of top layer and doorway areas only. (4) Load in each end of car must be securely blocked and braced. (5) This package may not be used for shipments billed for stop-off to complete loading nor on shipments billed for transloading.
45-F	Individually packed in fibre boxes testing not less than 125 lbs., except gross weight must not exceed 25 lbs. and dimensions may be increased to not exceed 75 united inches.
46-F	In single-wall corrugated fibreboard container or wrapper testing not less than 200 pounds covering all finished or upholstered surfaces. When container consists of regular slotted box with full overlap flaps, it must be securely closed by gluing, tape or stapling. When container consists of a wrapper, wrapper must have flanges or flaps at bottom not less than 3 inches wide and must be attached to bottom of bedding compartment with coated nails having heads not less than 7/8 inch in diameter or nails with washers not less than 7/8 inch in diameter or flaps may be secured by two wooden runners nailed lengthwise of the package or when nailing is not feasible because of metal construction of article, container must be strapped with not less than 2 metal straps, not less than 1/2 x .015 inch.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
47-F	In bag or fully enclosing wrapper made of low density polyethylene film complying with the following minimum requirements:

Thickness (Mils)	Drop Dart Impact Resistance (Grams)	Tensile Properties (psi)	Per Cent Elongation (%)	Puncture Propagation of Tear (Grams)
4	350	2700	300	5500

Box springs must be protected by pads made of one ply of indented paper, minimum basis weight 28 lbs per 1,000 sq. ft., laminated to one ply of cross laminated high density mono-axially oriented polyethylene film of minimum 2.5 mils nominal thickness, or pads. Pads must be secured to bottom of box spring, extend full length of sides, around corners and not less than 10 inches along ends. Pads must extend not less than 2 inches over top and bottom edges of box spring.
Bag or wrapper must be securely closed and packages may be heat shrunk.
Gross weight must not exceed 115 lbs, and dimensions must not exceed 150 united inches.
Packages made to conform to the foregoing specifications must bear certificate of manufacturer in the following form, size, and wording, see Note 1:

FREIGHT SHIPPING PACKAGE

Meeting requirements of Package 47-F

APPLICABLE FREIGHT CLASSIFICATION

Guaranteed by ----------

NOTE 1. The certificate may bear an identifying symbol or trade mark of the manufacturer in lieu of the manufacturer's name and such symbol or trade mark must be registered with the National Railroad Freight Committee. Only one identifying symbol or trade mark may be registered for each manufacturer.

48-F

1. In end loading full overlap boxes made of corrugated fibreboard testing not less than 275 lbs.
2. All finished surfaces must be covered with pads or blankets. Leaves and legs must be securely attached to underside of table.
3. Entire perimeter of table top must be protected by edge forms consisting of regularly spaced peaks, bridges and valleys, the tips of the peaks spaced not more than 3 1/8 inches apart. These forms must consist of four thicknesses of solid fibreboard, the top one forming the slotted peaks, the second forming the bridges inside slotted peaks, the third holding the peak downward 1/2 inch and in an opposite direction from the top peaks, the peak, bridge and corrugated form members to have a basis weight of not less than 123 lbs per 1000 sq. ft. and caliper not less than .035 inch. The remaining liner to have a basis weight of not less than 70 lbs per 1000 sq. ft. and caliper not less than .020 inch. The top liner to be slotted in such a manner as to provide 3/4 inch (or more) clearance of all finished surfaces and edges, and when necessary to prevent abrasion, a non-abrasive material of adequate strength to be laminated over the peak to protect the finished surfaces. Ends of edge forms must be secured together on round or oval tables.
4. Box must be closed in compliance with Section 9 of Rule 41.
5. Gross weight must not exceed 175 lbs.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
50-F	(1) In containers complying with all requirements of Rule 41 for boxes testing not less than 200 lbs., except dimensions may be increased to 100 united inches and gross weight may be increased to 110 lbs. When container tests not less than 275 lbs., dimensions may be increased to 130 united inches and gross weight may be increased to 150 lbs. When dimensions exceed 120 united inches or gross weight exceeds 110 lbs., container must be reinforced through center by fibreboard forms extending full width of container. (2) Article must be protected with single-wall corrugated fiberboard forms of same test as container, designed so that not less than 3/4 inch clearance will be maintained between any part of article and interior surfaces of container. Such forms must be paraffin coated or finished surfaces of articles must be protected by non-abrasive material. (3) Glass must be removed from article and wrapped in folder made of same test single-wall corrugated fibreboard as container and must be secured in container or glass doors may be positioned together and protected by two scored and folded fibreboard forms same test as container applied vertically adjacent to both sides of glass in such manner as to maintain clearance of not less than 1 1/2 inches between glass and walls of container.
51-F	1. Articles without legs in three-piece fibreboard box consisting of body tube and top and bottom caps, constructed as follows: (a) Body tube must have top and bottom flanges not less than 3 inches wide and must be constructed of corrugated fibreboard testing not less than 200 pounds. (b) Top and bottom caps must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds, so scored and folded so as to have a minimum depth of 4 inches and not less than two thicknesses of fiberboard on all five panels of tray. (c) All fibreboard must comply with Rule 41, Sections 2 and 3. 2. All finished surfaces must be completely covered with blankets or pads. 3. Top flanges of body tube must be folded over top tray. Bottom flanges of body tube must be folded under bottom tray. Flanges must be securely fastened to trays with staples spaced not more than 5 inches apart. 4. Gross weight must not exceed 160 pounds.
52-F	1. In full overlap or full telescope corrugated fibreboard boxes, the fibreboard meeting the following bursting strengths for gross weights and united inches indicated: Bursting Strength (Psi) — Maximum Gross Weight (lbs) — Maximum Size (United Inches) 200 — 60 — 100 275 — 75 — 115 2. (a) Mirrors must be packed in one piece full dimension inner trays made of non-abrasive double-wall corrugated fibreboard having a minimum combined weight of facings of 108 lbs per 1,000 sq. ft., except that when gross weight exceeds 60 lbs, or when dimensions exceed 100 united inches, trays must be made of non-abrasive double-wall corrugated fibreboard having a minimum combined weight of facing of 126 lbs per 1,000 sq. ft. (b) Mirror must be securely held in place within tray by metal or plastic straps applied in both the longitudinal and lateral directions, the straps fully encircling mirror and tray. (c) Trays must have die cut tabs which are folded over mirror under points of contact with straps. (d) Except for die cut slots, trays must be constructed with a minimum of two thicknesses of double-wall fibreboard on two opposite sides of article and must maintain a clearance of not less than 3/4 inch between finished surfaces of mirror and inside surfaces of box. 3. Boxes must be closed in compliance with Rule 41, Section 9.
53-F	Cabinets, not thinner than 18 gauge, painted for industrial use with single coat of paint to protect from rust, in 3-piece fibre boxes complying with Rule 41 for boxes testing not less than 350 lbs., except gross weight may be increased to not exceed 160 lbs. and dimensions may be increased to not exceed 115 united inches. Front of article must be protected by single-wall corrugated fibreboard testing not less than 350 lbs. extending full height of container, folded at ends to provide flanges not less than 6 inches wide extending around each side of article. Rear corners must be protected with corner pieces made of same test board.
60-F	In fibre boxes complying with all provisions of Rule 41 for boxes testing not less than 275 lbs. except gross weight may be increased to not exceed 220 lbs. and dimensions may be increased to not exceed 130 united inches. Not less than 1 1/2 inch clearance must be maintained on top and bottom by pads full dimensions of top and bottom of container and not less than 1/2 inch clearance must be maintained between all other parts of article and container by L-shaped forms full height of article in all four corners. Pads and forms must be made of single-wall corrugated fibreboard testing not less than 125 lbs. All finished surfaces must be protected with non-abrasive material.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
61-F	In single-wall corrugated fibreboard box, with full overlap construction at top and bottom, or in full telescope boxes complying with all requirements of Rule 41 for boxes testing not less than 350 pounds. Gross weight must not exceed 100 pounds and maximum dimensions must not exceed 120 united inches. When article is first enclosed within a corrugated fibreboard container, the fibreboard complying with Sections 2 and 3 of Rule 41 for fibreboard testing not less than 125 pounds, gross weight may be increased to 130 pounds and maximum dimensions to 130 united inches. Clearance not less than 1 inch over edges and 1 1/2 inches over front face and back face must be maintained between mirror and interior surfaces of container by fibreboard forms completely around perimeter of mirror. Clearance forms must be made of single-wall corrugated fibreboard testing not less than 200 lbs. or a combination of such board in conjunction with one piece slotted fibreboard form consisting of regularly spaced peaks, bridges, and valleys, the tip of the peaks spaced not more than 3 1/8 inches apart. Slotted forms must consist of three thicknesses of solid fibreboard and one thickness of corrugating medium glued together in the valleys, the top or peak thickness calipering not less than .030 inch and having basis weight not less than 103 lbs. per 1,000 sq. ft., the middle or bridge thickness calipering not less than .035 inch and having basis weight not less than 130 lbs. per 1,000 sq. ft. The bottom thickness must be either Kraft paper calipering not less than .014 inch or jute calipering not less than .023 inch, and the corrugating medium must caliper not less than .009 inch.
64-F	(1) In containers constructed of corrugated fibreboard testing not less than 200 lbs. having regular slotted or overlap construction. When gross weight exceeds 70 lbs., container must test not less than 275 lbs. (2) (a) Finished or upholstered surfaces in contact with each other or with container or with abrasive interior forms must be protected from contact with pads or blankets held in place on the article. (b) Arms of wood chairs, other than bentwood chairs, if less than 1 inch from inside of container, must be protected from contact with container with wood or corrugated fiberboard forms, the forms not bearing against the sides of the arms. Fibreboard forms must be not less than same test as container. (c) When two chairs are packed seat to seat, arm to seat, or arm to arm, they must be securely held together, and the legs of one chair must be positioned to extend beyond back of other chair not less than 1 inch. (3) (a) In addition, legs must rest on a four-piece wood frame, OR (b) Legs must rest on corrugated fibreboard platform, full dimensions of container, testing not less than 200 lbs., scored and folded to provide not less than three thicknesses parallel to the long dimensions of container, OR (c) Articles must be blocked, braced, suspended or otherwise secured in place by wood forms so as to maintain not less than 1 inch clearance between article and container, OR (d) Articles must be suspended on a U-shaped interlocking corrugated fibreboard form testing not less than 200 lbs. to maintain not less than 1 1/2 inch clearance for legs. When suspension form tests not less than 275 lbs., not less than 3/4 inch clearance must be maintained, OR (e) Legs must be held in position through die-cut holes in fibreboard tubes, the tubes testing not less than 275 pounds, with the tubes positioned on and securely stapled to U-shaped fibreboard forms (rails) testing not less than 250 pounds. U-shaped forms (rails) must be full length of container and must be securely fastened to inner top and bottom flaps to provide not less than two thicknesses of fibreboard between ends of chair legs and inner flaps. Surfaces of fibreboard tubes that come in contact with legs of chairs must be coated with non-abrasive material. (4) Containers must be closed in compliance with Rule 41, Section 9. When non-reinforced paper sealing tape is used, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 lbs.
67-F	In boxes made of single-wall corrugated fibreboard, the fibreboard complying with requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 125 pounds, for not exceeding one article. Gross weight must not exceed 60 pounds, OR in boxes made of single-wall corrugated fibreboard, the fibreboard complying with the requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 200 pounds, for not exceeding 6 articles. Gross weight must not exceed 120 pounds. Boxes must have flaps securely glued and center seam taped.
69-F	In containers made of single-wall corrugated fibreboard the fibreboard complying with requirements of Rule 41, Sections 2 and 3 for boxes testing not less than 200 pounds. Top and bottom corners of article must be protected with corrugated forms made of not less than two-ply corrugated fibreboard. Such forms must be paraffin coated or finished surfaces of articles underlying corner pads must be protected by non-abrasive material. When articles are not packed singly, there must be pads or padding used between the articles to prevent damage from frictional rubbing.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
71-F	In wrapper made of single-wall corrugated fibreboard testing not less than 200 pounds. Wrapper must cover top, front and sides of furniture overlapping back not less than 4 inches and must have bottom flanges or flaps not less than 3 inches wide. Wrapper must have regular slotted top or other construction to provide a double thickness of same material at top, or when top consists of a separate cap, testing not less than 200 pounds, cap must overlap sides, front and back not less than 4 inches. Cap must be securely taped to body of wrapper. Furniture must be without legs or with strong sturdy legs not exceeding 5 inches long, and must rest on a four-piece frame made of not less than 5/8 x 2 1/2 inch lumber, diagonally braced, of such size that no part of legs or base projects beyond frame. When frame is made of lumber not less than 3/4 inch thick and has end lap joints at all corners, each member being recessed with adjoining members so that the joints form a flush surface, joints clinch-nailed with not less than three nails in each corner, diagonal brace may be omitted. Frame must fit into base of container and bottom flanges or flaps of container must fold over frame. Flanges of wrapper at back and bottom must be fastened as prescribed in Package 2-F and Paragraphs 1 and 2 of Package 2-F must be complied with.
72-F	In single-wall corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 275 pounds, except that dimensions may be increased to not exceeding 125 united inches and gross weight may be increased to not exceeding 200 pounds; when box tests not less than 350 pounds dimensions may be increased to not exceeding 140 united inches and gross weight may be increased to not exceeding 260 pounds. Not less than 5/8 inch clearance must be maintained between all parts of article and inner walls of box by L-shaped corner posts full height of container, made of either single-wall or double-wall corrugated fibreboard testing not less than 200 pounds, scored and folded, or by built-up corrugated fibreboard, the facings and corrugating medium weighing not less than 26 pounds per 1,000 square feet. Article must rest on pad full dimensions of article, made of either single-wall corrugated fibreboard testing not less than 200 pounds, scored and folded at ends to provide not less than two thicknesses of board, OR made of double-wall corrugated fibreboard testing not less than 200 pounds, scored and folded as to provide not less than three thicknesses of board on ends of container, OR made of double-wall corrugated fibreboard, the facings and corrugating medium weighing not less than 26 pounds per 1,000 square feet, having not less than two thicknesses of board around the entire perimeter of pad. When sink top is included, clearance of not less than 3/4 inch must be maintained between top of article and container by scored and slotted corrugated forms testing not less than 200 pounds; when sink top is not included, the top of article must be covered by double-wall corrugated pad made of double-wall corrugated fibreboard, the facings and corrugating medium weighing not less than 26 pounds per 1,000 square feet, having not less than two thicknesses of board around the entire perimeter of pad. Forms in contact with painted or enameled surfaces, other than porcelain enamel, must be paraffin coated or such surfaces must be protected by non-abrasive material. If length of box exceeds 30 inches the center of box must be reinforced to maintain clearance of not less than 3/4 inch over such area unless center doors are recessed not less than 1 1/2 inches.
75-F	Two desks or two desks with seats attached in boxes made of single-wall corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3. Boxes must also comply with following requirements:

For Gross Weight	Maximum Inside Dimensions	Minimum Test of Fibreboard
Not over 60 lbs.....	85 united inches.....	200 lbs.
Over 60 lbs. but not over 75 lbs.	100 united inches.....	275 lbs.
Over 75 lbs. but not over 120 lbs.	110 united inches.....	350 lbs.

Articles must be packed so that bottom of legs of one desk rests on underside of opposite desk top. When design of article does not so permit, legs must rest on and be supported by forms made of single-wall corrugated fibreboard. For gross weights not exceeding 75 lbs., the fibreboard of which such forms are made must test not less than 200 lbs. For gross weight exceeding 75 lbs. but not exceeding 120 lbs., the fibreboard of which such forms are made must test not less than 275 lbs. Tops and edges of desks must be covered by a cap made of same board as box, or desk top surfaces must be protected from contact with container by same forms used for leg support. Finished surfaces subject to abrasion or rubbing must be protected by non-abrasive material. Legs must be securely taped to prevent movement.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
76-F	Article must rest in wood tray, perimeter made of lumber not less than 7/8 inch thick, cross pieces supporting hood of lumber not less than 1/2 inch thick and not less than 5 1/2 inches wide. Article must be securely steel strapped to tray, and corrugated board pads must be used at corners to prevent metal strapping from contacting hood.
77-F	In boxes made of single-wall corrugated fibreboard, the fibreboard complying with Rule 41, Sections 2 and 3, for fibreboard testing not less than 200 pounds. Boxes must have regular slotted construction top with full overlap construction bottom and be sealed in compliance with Rule 41, Section 9. Furniture must be without galleries or with galleries removed and without legs or with legs not exceeding 4 inches in length and with cross-sectional area at bottom of leg not less than 4 square inches. Finish of furniture must be entirely dry, and fragile projecting hardware, knobs or pulls must be removed or adequately protected by sufficient clearance to prevent contact with wall of box. All finished surfaces must be completely covered with blankets securely fastened to furniture. Article at each end must rest in tray made of one piece of double-wall corrugated fibreboard testing not less than 200 pounds scored and folded to provide not less than double thickness of board beneath the article and at front and rear of article and not less than single thickness of board on the ends of article. Tray must have one end and two sides not less than four inches in height, and bottom not less than four inches wide. Each top corner of article must be further protected by corrugated form not less than 4 inches long in all directions from its inside corner, made of not less than two plies of single-wall corrugated fibreboard or one ply of double-wall corrugated fibreboard, or made of not less than two plies of molded corrugated fibreboard, each ply backed with paper weighing not less than 26 pounds per 1,000 sq. ft. The molded corrugated fibreboard must weigh not less than 50 pounds per 1,000 sq. ft. and have between 22 and 24 flutes per foot, OR a three-ply corner pad preformed to a right angle, 9 inches long, and not less than 2 1/2 inches wide in all directions from its inside corner, V-notched in center to permit folding around corner, made of molded corrugated fibreboard weighing not less than 50 pounds per 1,000 square feet having 22 to 24 flutes per foot, backed with Kraft paper of not less than 50 pounds basis weight.
78-F	In specially equipped box cars, which carriers are not obligated to furnish, equipped with bracing fitted with pins which fit into slots in car walls. Articles must be covered with and separated from each other by quilted furniture blankets made of cotton cloth, cotton filled, blanket weighing not less than 4 oz. per square foot. When layers of articles are not loaded top-to-top, wood platform must separate layers and cross braces must be placed across top of load to prevent upward movement of furniture. Gates or bulkheads must be used across car on both sides of doors, held in place by bracing described above.
79-F	In wooden crates, fibreboard lined. All lumber must be well seasoned, reasonably sound, and free from bad cross grain and knots which would interfere with nailing. Structural frame members must be made of lumber not less than 3/4 x 2 inches. Side and end cleats must be made of lumber not less than 3/8 x 2 3/8 inches and cleats must be spaced not more than 10 inches apart. Fibreboard meeting requirements of Rule 41, Sections 2 and 3 testing not less than 200 lbs, must be glued and stapled on inside to structural frame and cleats. Each mirror must be separated one from the other by wood excelsior corner pads at each corner of individual mirror. Clearance of not less than 3/4 inch at top and bottom and not less than 1 1/2 inches at all other points between mirrors and all inner surfaces of container must be maintained by wood excelsior pads. Gross weight must not exceed 175 lbs.
80-F	Steel bookcases in fibreboard boxes complying with the provisions of Rule 41 for boxes testing not less than 275 pounds, except gross weight may be increased not to exceed 200 pounds and dimensions may be increased to not exceed 115 united inches. Not less than 1 1/2 inch clearance must be maintained on top and bottom by pads full dimensions of top and bottom of container, and not less than 15/16 inch clearance must be maintained between all other parts of article and container by L-shaped forms full height of article, in all four corners. Pads and forms must be made of double-wall corrugated fibreboard testing not less than 175 pounds, and must be paraffin coated or faced with non-abrasive material.
83-F	In fibre boxes complying with provisions of Rule 41 for boxes testing not less than 350 pounds, except gross weight may be increased to not exceed 325 pounds and dimensions may be increased to not exceed 110 united inches. Not less than 1 1/2 inch clearance must be maintained on top and bottom by 275 pound test double-wall board, full dimensions of top and bottom of container. Bottom pad must be reinforced by two 5/8 x 3 inches wood runners, one runner secured to each side of the bottom pad. Not less than 5/8 inch clearance must be maintained between all other parts of article and container by L-shaped forms, full height of article, in all four corners. Drawers having two handles side by side must be reinforced by additional full-height form, constructed to maintain same clearance as front corner posts. Unless otherwise indicated, forms must be made of single-wall corrugated fibreboard testing not less than 125 pounds. Finished surfaces of article in contact with interior packing forms must be protected by non-abrasive material.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
85-F	In regular slotted containers not exceeding 130 united inches, gross weight not exceeding 125 lbs, made of single-wall corrugated fibreboard testing not less than 275 lbs. Tables with legs other than pedestal, with level surface over entire area of top, must be suspended on form made of single-wall corrugated fibreboard testing not less than 275 lbs so as to maintain not less than 1 inch clearance between legs and bottom and sides of container. Suspension form must be made of not less than four "U" sections interlocked, full dimensions of container and bearing against structural frame or top of table. Top of furniture must be completely covered with blanket, and further protected with single-wall corrugated fiberboard tray testing not less than 200 lbs, full size of container, scored and folded to provide not less than two thicknesses on all four sides. Containers must have all top flaps meeting or overlapping, otherwise a full double thickness must be provided with fibreboard of the same test as container. Container must have stapled manufacturer's joint and be closed in compliance with Rule 41, Section 9. All fibreboard must meet requirements of Sections 2 and 3, Rule 41, for the tests specified.
86-F	Display cases, without glass or with glass inserts only, in containers consisting of body made of single-wall corrugated fibreboard testing not less than 350 pounds and top cap made of single-wall corrugated fibreboard testing not less than 275 pounds, all fibreboard complying with Rule 41, Sections 2 and 3. Body of container must cover all sides and must have flanges not less than 3 inches wide at top and bottom. Flanges of body must be securely stitched to flanges of top cap, with flat wire staples prescribed in Rule 41, Section 7(b), OR top cap may be metal strapped. Articles must rest on four piece frame made of lumber not less than 3/4 x 2 1/2 inches diagonally braced. Bottom flanges of body must fold over and be securely stapled to bottom frame and and in addition must be secured by not less than 4 wood blocks nailed lengthwise of package one at each corner. Not less than 1 inch clearance must be maintained between the article and inside walls of container by full height double-wall corrugated fibreboard paraffined corner forms in each of the four corners. Top rear edge of article or other top edges which can come in contact with container must be protected by full length L-shaped fibreboard form paraffine coated. If length of container exceeds 48 inches, front of article must be further protected by fibreboard form full height of article. Gross weight must not exceed 340 pounds and dimensions must not exceed 155 inches, length, width and depth added.
87-F	Upholstered chairs or settees in boxes made of double-wall corrugated fibreboard testing not less than 275 pounds with corrugations running in the vertical direction. Each back rest must be removed and enclosed in plastic bag not less than 1 1/4 mils thick securely closed. Body of article must also be enclosed in plastic bag not less than 1 1/4 mils thick, covering all upholstered surfaces so as to prevent contact with interior forms. Each back rest must be placed on top of article and back rest and article must be separated by pad made of corrugated fibreboard testing not less than 200 lbs. Article must rest on, and be held in position to prevent shifting by full dimension, one-piece, die-cut, scored and folded, interlocking saddle made of corrugated fibreboard testing not less than 275 lbs. Front of article must be suspended on saddle not less than 1/2 inch from bottom of box and rear of article may rest on bottom of fibreboard saddle, providing body and rocker base are joined together by rocker coil springs. Boxes with settees must be reinforced with full height scored and folded L-shaped corner posts made of double-wall corrugated fibreboard testing not less than 200 pounds. Box must be closed in compliance with Rule 41, Section 9. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 210 pounds and dimensions must not exceed 130 united inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
89-F	Upholstered chairs in boxes constructed of double-wall corrugated fibreboard, the fibreboard complying with Sections 2 and 3 of Rule 41 for boxes testing not less than 350 pounds, with corrugations running in the vertical direction. Each back rest must be removed and enclosed in plastic bag not less than 2 mils thick securely closed. Body of article must also be enclosed in plastic bag not less than 2 mils thick, covering all upholstered surfaces so as to prevent contact with interior forms. Chair back rest must be placed on top of article and must be separated by a double-wall corrugated fibreboard pad when article or back rest has finished wood surfaces. Articles must rest on and be held in position to prevent shifting by full dimension, one-piece, die-cut, scored and folded, interlocking fibreboard saddle, made of double-wall corrugated fibreboard testing not less than 350 pounds, so as to maintain clearance of not less than 1 inch between article and inner walls of box, and clearance of not less than 1 1/2 inches between article and bottom of box. Saddle must be spot glued in bottom of box. Box must be closed in compliance with Rule 41, Section 9. Gross weight must not exceed 100 pounds and boxes must not exceed 100 united inches.
90-F	In paper bags made of not less than two plies of Kraft paper as described in Section 10(c) of Rule 40, combined sheets having basis weight of not less than 140 pounds. Lateral seams of each wall must be separately lap glued not less than 1 inch and walls must be firmly glued together at both ends. Bottom closure must be overlapped and glued not less than 2 inches and top closure must be overlapped and glued not less than 3 inches with self-seal adhesive, or , in lieu of gluing, bags may be closed by sewing using heavy weight thread. To insure a tight fit, the dimensions of bag must not exceed dimensions of the mattress or box spring. All bags must bear the bag maker's certificate prescribed in Rule 40 for paper bags. Pads not less than five (5) inches wide made of corrugated fibreboard testing not less than 125 pounds must be securely stapled to bottom of box spring frame or must be inserted between the plies of the paper bag and securely glued thereto so that the pads extend the entire length of sides, around corners and extending not less than 12 inches along ends. Pads must extend not less than 3 inches over sides of box springs. Bags may have a window not exceeding 32 square inches in area made of plastic film overlapping on paper not less than one inch.
91-F	In fibreboard boxes with full overlap construction on top and bottom meeting requirements of Rule 41 for boxes testing not less than 200 lbs, except gross weight must not exceed 75 lbs. When gross weight exceeds 75 pounds, but does not exceed 110 pounds, boxes must test not less than 275 pounds. When gross weight exceeds 110 pounds but does not exceed 140 pounds, boxes must test not less than 350 pounds. All finished or upholstered surfaces must be fully protected by pads or padding.
92-F	In container made of single-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3, for boxes testing not less than 275 lbs. When container is half-slotted style or consists of a body and flanged caps, it must have flanges at bottom not less than 3 inches wide, firmly glued to bottom pad. Flanges of cap must be not less than 3 inches wide. Gross weight must not exceed 250 lbs and dimensions must not exceed 125 united inches. Not less than 2 inch clearance must be maintained on all sides of article by a cap constructed of die-cut pad made of single-wall corrugated fibreboard testing not less than 275 lbs and a collar not less than 3 inches in depth made of single-wall corrugated fibreboard testing not less than 200 lbs. Pad must provide at least one thickness over top of article and not less than two thicknesses at edges around outside of collar and must have flanges at sides and ends which overlap collar and are firmly glued thereto. Article must rest on a box-type form made of double-wall corrugated fibreboard testing not less than 350 lbs of sufficient height to suspend article not less than 1 1/2 inches. Box-type forms must have flanges of sufficient width to provide clearance of not less than 2 inches from walls of box and must be reinforced through center with wood strip not less than 1/4 x 2 1/2 inches. Such flanges must be firmly glued to bottom pad made of same material. Drawer handles must be protected by single-wall corrugated fibreboard trays not less than 2 inches in depth, testing not less than 200 lbs. Finished surfaces in contact with container or interior forms must be protected by non-abrasive material. All interior forms must comply with Rule 41, Sections 2 and 3, for tests specified. Containers must be securely closed.
93-F	(1) Mirrors must be individually packed in containers not exceeding 85 united inches, gross weight not exceeding 50 pounds, made of single-wall corrugated fibreboard testing not less than 200 pounds, or in containers not exceeding 100 united inches, gross weight not exceeding 70 pounds made of single-wall corrugated fibreboard testing not less than 275 pounds, or in containers not exceeding 100 united inches, gross weight not exceeding 75 pounds made of single-wall corrugated fibreboard testing not less than 350 pounds. Containers must have full overlap construction top and bottom. (2) Mirrors must be protected with blankets or pads, folded and arranged to maintain not less 3/4 inch clearance between all finished surfaces of article and inside walls of container. Folded blankets must encase the ends of the mirror from top to bottom and not less than one folded blanket or pad must span the face of the mirror in the center from top to bottom and in no case shall folded blankets or pads be more than 12 inches apart. Blankets or pads must be securely held in place. (3) Containers must be closed in compliance with Rule 41, Section 9.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
94-F	In single-wall corrugated fibreboard boxes, with full overlap flaps at top and bottom, meeting requirements of Rule 41 for boxes testing not less than 200 pounds, except dimensions must not exceed 125 united inches and gross weight must not exceed 200 pounds. Each article within outer box must be individually packed on edge in inner box of same construction and test as outer box and clearances of not less than one inch around edges and 1 1/2 inches over front and back must be maintained between article and inside surfaces of inner box by forms made of single-wall corrugated fibreboard testing not less than 275 pounds completely around perimeter of article. When shipped singly, inner box must be protected on front and back faces by an empty box of same size testing not less than 200 pounds.
95-F	In fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 200 lbs. Not less than 1/4 inch clearance must be maintained between all surfaces of article and interior surfaces of container by use of interior forms of adequate design, size, strength and quantity. Finished surfaces subject to abrasion or rubbing must be protected by non-abrasive material.
96-F	In container made of single-wall corrugated fibreboard testing not less than 200 pounds, gross weight not exceeding 90 pounds, dimensions not exceeding 85 united inches. Container must have regular slotted top; must have bottom flanges or flaps not less than 3 inches wide and must cover top and all four sides of article. Not less than 2 inch clearance must be maintained on all sides of article by pyramid shaped top and bottom caps constructed of scored and folded single-wall corrugated fibreboard testing not less than 200 pounds. These pyramid shaped forms must have a depth of at least 2 1/2 inches and base of pyramid must measure not less than 2 inches larger than top. Clearance of not less than 1/2 inch must be maintained on top and bottom by built-up corrugated fibreboard strips, the corrugating medium complying with Rule 41, Section 2, not less than 2 inches wide securely fastened to inside of caps. Drawer handles must be protected by single-wall corrugated fibreboard trays not less than 2 inches in depth testing not less than 200 pounds. Finished surfaces in contact with interior forms must be protected with non-abrasive material. Fibreboard of container and pyramid caps must comply with Rule 41, Sections 2 and 3. Top flaps must be glued in accordance with Rule 41, Section 9, and bottom flanges of container must be securely glued to bottom cap throughout entire area of contact.
97-F	In single-wall corrugated fibreboard boxes complying with provisions of Rule 41 for boxes testing not less than 200 pounds, except gross weight may be increased to not exceed 120 pounds and dimensions may be increased to not exceed 110 united inches. When boxes test not less than 275 pounds, gross weight may be increased to not exceed 150 pounds and dimensions may be increased to not exceed 165 united inches. When cabinets have surfaces further finished than primed, surfaces must be protected by non-abrasive material.
98-F	In single-wall corrugated fibreboard boxes complying with all requirements of Rule 41 for boxes testing not less than 275 pounds, except that dimensions may be increased to not exceed 120 united inches and gross weight may be increased to not exceed 150 pounds; when box tests not less than 350 pounds, dimensions may be increased to not exceed 140 united inches and gross weight may be increased to not exceed 230 pounds. Clearance of not less than 5/8 inch must be maintained between all parts of article and inner walls of box by L-shaped corner posts full height of container made of double-wall corrugated fibreboard testing not less than 200 pounds. Not less than 1/4 inch clearance must be maintained between container and sink top by interlocking U-shaped forms made of single-wall corrugated fibreboard testing not less than 200 pounds with inner flaps at top closed by folding the side flaps over and down into slots provided for that purpose in the U-shaped forms and adequate padding must separate sink top from sink cabinet. Article must rest on pad full dimensions of article made of double-wall corrugated fibreboard testing not less than 200 pounds scored and folded at ends to provide not less than two thicknesses of board under rim of cabinet around entire perimeter of cabinet. When bottom of article has recess of 3 inches or more container may have flanges on bottom not less than 6 inches wide securely glued to bottom pad throughout entire area of contact. Forms in contact with painted or enameled surfaces, other than porcelain enamel, must be paraffin coated, or such surfaces must be protected by non-abrasive material. If length of box exceeds 30 inches the center of box must be reinforced to maintain clearance of not less than 3/4 inch over such area unless center doors are recessed not less than 1 1/2 inches.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
101-F	In form-fitting containers made of corrugated fibreboard meeting requirements of Rule 41, Sections 2 and 3, for board testing not less than 275 pounds. All cushions must be covered with non-abrasive material and securely held in place. All finished surfaces which can come in contact with container or interior corrugated fibreboard forms must be completely covered with pads or padding. Backs must also be entirely encased with Kraft paper of not less than 50 lb. basis weight, sealed with self-sealing adhesive. Legs must rest on fibreboard pads full dimensions of bottom of box made of single-wall corrugated fibreboard, or legs must rest on forms made of corrugated fibreboard testing not less than 350 pounds glued in place on interior bottom of container. The container must be securely closed.
102-F	In three-piece double-wall corrugated fibreboard boxes consisting of body and two flanged caps, the fibreboard meeting the requirements of Rule 41, Sections 2 and 3. Body of box must test not less than 350 pounds and have flanges not less than 3 inches wide at top and bottom. Flanged top and bottom caps must test not less than 275 pounds. Flanges of caps must fold down, over and back under flanges of body and must be securely strapped with metal straps. Article must rest in inner tray, and top must be protected by inner tray, both trays made of double-wall corrugated fibreboard testing not less than 275 pounds so scored and folded as to provide double thicknesses of fibreboard. Clearance of not less than 1/2 inch must be maintained between article and inner walls of box by corner forms spanning area between top and bottom trays so scored and folded as to provide double thickness of double-wall corrugated fibreboard testing not less than 350 pounds. Gross weight must not exceed 310 pounds.
103-F	In wrapper made of single-wall corrugated fibreboard testing not less than 200 pounds. Wrapper must completely cover article except at bottom and must have flanges not less than four inches wide which must be stapled to unfinished bottom of article. End flaps must be constructed so as to provide at least two thicknesses of fibreboard at each end. Clearance of not less than 3/4 inch must be maintained between inner surfaces of wrapper and top and ends of article by forms, securely held in place, made of corrugated fibreboard testing not less than 200 pounds. Gross weight must not exceed 90 pounds.
104-F	In single-wall corrugated fibreboard boxes testing not less than 200 pounds. Upper surfaces of back rest must be protected with pads or padding and all other finished surfaces subject to abrasion from contact must be fully protected by pads or padding securely held in place. Top corners of back rest must be further protected with double-wall corrugated fibreboard forms. Interior of box must be reinforced by a tray constructed of single-wall corrugated fibreboard testing not less than 200 pounds placed on arms of settee, and such tray must extend to inner front and end walls of container. Legs must rest on single-wall corrugated fibreboard pad full dimension of bottom of box testing not less than 200 pounds, scored and folded so that not less than three thicknesses of board parallel the long dimension of box. Legs must rest on such three thicknesses. Pad must also have flaps measuring not less than three inches wide running parallel to long dimension of box and extending out toward wall of container offering additional leg protection. Gross weight must not exceed 35 pounds. Boxes must be securely closed.
105-F	Furniture must be entirely wrapped in synthetic plastic or Kraft paper bag. To underside of each piece of furniture must be attached two runners made of steel not less than 12 gauge. Runners or frame must be securely attached to base of furniture with not less than four No. 8 screws, except when loaded lengthwise and length of article exceeds 70 inches, four additional screws per article must be used. Runners or frame must be of sufficient length to rest on cross bar equipment fitted into car wall. Ends of runners must be nailed to cross bar with not less than two double-head nails or each frame must be securely strapped to cross bar with not less than two steel straps at each end. As loaded, there must be at least 1 inch clearance between furniture and cross bars and not less than 2 inches clearance between each article of furniture.
106-F	In half-slotted container made of double-wall corrugated fibreboard, the fibreboard meeting requirements of Rule 41, Sections 2 and 3. When weight of article does not exceed 300 pounds, fibreboard must test not less than 275 pounds and article must be secured to wood platform made of not less than six pieces of lumber, having combined cross-sectional area not less than 18 square inches. When weight of article exceeds 300 lbs. but does not exceed 480 pounds, fibreboard must test not less than 500 lbs. and article must be secured to wood platform made of not less than eight pieces of lumber, having combined cross-sectional area not less than 24 square inches. All lumber must be not less than 3/4 inch in thickness. Clearance of not less than 1 1/2 inches between sides of article and walls of container and not less than 3/4 inch clearance between top of article and inner surface of container must be maintained by scored and built-up pads made of corrugated fibreboard testing not less than 200 lbs. Container must be secured to wood platform at bottom by wide-crown staples, each staple spaced not more than 8 inches apart around entire perimeter and container must be strapped with not less than two vertical metal straps. All finished surfaces subject to abrasion must be protected with non-abrasive material.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
107-F	Authorized only for shipments in TOFC Service when shipper loads and consignee unloads. (1) Upholstered chairs, sofas or love seats must have finished surfaces and upholstered parts wrapped as follows: (a) Arm rests and top edge of backrest must be covered by pad or padding not less than 18 inches in width, secured in place, and each article must then be wrapped with blanket or blankets, and must be secured in place to prevent slipping. (2) Shipper must line walls and floor of trailer with blankets securely stapled in place with 5/16" staples. (3) Furniture must be loaded crosswise of trailer in layers and stacks in the following manner. (a) First layer in nose of trailer must be loaded face down with legs extending toward rear of trailer with front rail of furniture resting on wood riser, not less than 2" x 3" x 92" extending from side-wall to side-wall and nailed to floor of trailer under blanket covering floor of trailer. Top of layer must be covered with additional blankets as described in paragraph (2). Second and third layers must be loaded face down on top of each other with additional blankets as described in Paragraph (2) placed between layers. (b) Each layer of furniture must be secured in place by heavy rope or strapping, extending from side-wall to side-wall of trailer. Fibreboard pads or padding must be placed between furniture frame and rope or strapping to prevent damage from abrasion. (c) Bulkhead constructed of two 4' x 8' sheets of 1/4" plywood securely fastened together at over lapping center and extending from side-wall to side-wall must be placed against legs of furniture in first stack so as to hold furniture securely in place. (4) (a) First layer of furniture in second stack must be loaded in face-up position with legs extending toward front of trailer and against plywood bulkhead between first and second stacks, with bottom back rail of furniture resting on wood riser, not less than 2" x 3" x 92" extending from side-wall to side-wall and nailed to floor of trailer under blanket covering floor of trailer. Second layer of furniture must rest on furniture in first layer and must be loaded in face-down position with legs extending toward rear of trailer. Top of second layer must be covered with additional blankets as described in Paragraph (2). (b) Third and each subsequent odd-numbered layers in each stack must be loaded in the same manner as described for the first layer in Paragraph (4)(a), and the second and each subsequent even-numbered layers in each stack must be loaded in the same manner as described for the second layer in this Paragraph. Each layer of furniture must be secured in position with rope or strapping as described in Paragraph (3)(b). (c) Each subsequent stack of furniture must be loaded in the same manner as described for the first stack, Paragraphs (4) (a), (b) and (c), and plywood bulkheads must be placed between each stack as described in Paragraph (3)(c). (5) This package may not be used for shipments billed for stop-off to complete loading or unloading.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
108-F	Floor standing clocks, 54 inches or more in height, in full-overlap fibreboard boxes, made of double-wall corrugated fibreboard, complying with Rule 41, Sections 2 and 3. For gross weights not exceeding 100 pounds, boxes must test not less than 275 pounds; for gross weights exceeding 100 pounds but not exceeding 145 pounds, boxes must test not less than 350 pounds and boxes must be reinforced on outside at back of clock with five piece frame made of lumber not less than 3/4 x 3 5/8 inches securely strapped to box with not less than two metal straps or wires. Articles must be protected by plastic bag and all surfaces must be completely covered with pads or blankets securely held in place. Article must be supported in boxes and not less than 1-inch clearance must be maintained between articles and sidewalls of boxes by top, center and bottom slotted, scored and folded fibreboard forms, made of same board as box, the top and bottom forms so slotted, scored and folded so as to provide not less than four thicknesses on sides and front of article. Boxes must be closed in accordance with Rule 41, Section 9.
109-F	(1) Dinette tables in full telescope corrugated fibreboard boxes, the fibreboard complying with Sections 2 and 3 of Rule 41 for boxes testing not less than 200 pounds. Gross weight must not exceed 120 pounds. (2) Tops of tables must be completely covered with non-abrasive glazed Kraft paper, basis weight not less than 40 pounds per 1,000 square feet. (3) Tops and edges of tables must be protected with edge forms extending completely around perimeter of box, constructed of not less than two thicknesses of double-wall corrugated fibreboard, the facings and corrugated mediums each weighing not less than 26 pounds per 1,000 square feet. Such edge forms must be scored and folded at right angle to provide an "L"-shaped form and must extend not less than 2 1/2 inches over top of table and not less than 2 1/2 inches over edges of table, except if overall thickness of table edges is less than 2 1/2 inches, edge form may extend less than 2 1/2 inches but not less than 1 1/2 inches over table edges. Inner face of such forms must be coated with non-abrasive material, except for tables with high pressure laminated melamine plastic tops, inner facing may be of highly calendar finished mottled white liner. (4) Leaves, except when inserted in table top, legs and any other detached parts must be secured to underside of table top, positioned in such a manner to prevent damage. (5) Container must be closed in compliance with Rule 41, Section 9.
112-F	1. (a) Not more than two table tops with rubber molding covering the entire perimeter in 5-panel folder fibreboard boxes meeting all requirements of Rule 41, constructed of corrugated fibreboard testing not less than 200 pounds, except that for gross weight exceeding 150 pounds, but not exceeding 185 pounds, boxes must test not less than 275 pounds. 2. (a) Corners of square or rectangular table tops must be protected by U-shaped forms made of not less than three plies of single-wall or two plies of double-wall corrugated fibreboard extending not less than 7 1/2 inches along table top edges from corners. (b) Circular or oval-shaped table tops must be protected by not less than four equally shaped U-shaped forms constructed in compliance with Paragraph 2(a) and having a minimum length of 7 1/2 inches. (c) Forms must be glued to inside surfaces of box. 3. When two table tops are in the same container, finished surfaces which can come in contact must be protected with non-abrasive material.
116-F	In boxes constructed of double-wall corrugated fibreboard testing not less than 275 pounds. Interior packing and construction of boxes must comply with the following minimum requirements: 1. Finished surfaces subject to contact with box or interior forms must be protected with non-abrasive waxed Kraft paper. 2. Glass shelves must be removed, wrapped in single-wall corrugated fibreboard, and be securely taped to article. 3. Square or Rectangular-shaped articles: (a) Box must be of full-telescope construction in accordance with Rule 41, Section 4(b)(1). (b) Top and bottom of article must be protected with full-dimension pads made of double-wall corrugated fibreboard testing not less than 200 pounds, so scored and folded as to provide not less than three thicknesses between front and back of article and inner walls of box. (c) Articles with cabinets must have such cabinets protected with additional pads complying with Paragraph 3(b) above. (d) Box must be closed in compliance with Rule 41, Section 9. 4. Round or Oval-shaped articles: (a) Box must be of regular-slotted construction having three-inch overlap outer flaps. (b) Top and bottom of article must each be protected with two full-dimension tray-type pads made of double-wall corrugated fibreboard testing not less than 200 pounds, slotted to accommodate legs or uprights of article and securely taped in position. (c) Box must be closed in compliance with Rule 41, Section 9. 5. All fibreboard must comply with Rule 41, Sections 2 and 3. 6. Gross weight must not exceed 104 pounds.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Continued
120-F	1. Individually packed in fibreboard container constructed as follows: (a) Sofas or love seats, gross weight not exceeding 250 pounds: Half-slotted body and bottom tray having a minimum depth of 7 1/2 inches. Body must be constructed of corrugated fibreboard testing not less than 275 pounds. Bottom tray must be constructed of double-wall corrugated fibreboard testing not less than 350 pounds, OR; (b) Sofas or love seats, gross weight not exceeding 250 pounds: Design style body or body consisting of tube with three top flanges and one overlap top flap, and bottom tray having a minimum depth of 3 inches. Body must be constructed of corrugated fibreboard testing not less than 275 pounds. Bottom tray must be constructed of double-wall corrugated fibreboard testing not less than 350 pounds, OR; (c) Upholstered chairs or revolving chairs ,gross weight not exceeding 150 pounds: Form fitting body with or without bottom flanges not less than 6 inches wide, top cover and bottom tray having a minimum depth of 3 inches. Body and cover must be constructed of corrugated fibreboard testing not less than 275 pounds. Bottom tray must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds, OR; (d) Upholstered chairs or revolving chairs, gross weight not exceeding 150 pounds: Half-slotted body with or without bottom flanges not less than 6 inches wide and bottom tray having a minimum depth of 3 inches. Body must be constructed of single-wall corrugated fibreboard testing not less than 350 pounds or double-wall corrugated fibreboard testing not less than 275 pounds. Bottom tray must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds, OR; (e) Foot stools or leg rests gross weight not exceeding 50 pounds: Half-slotted body and bottom tray having a minimum depth of 3 inches. Body must be constructed of corrugated fibreboard testing not less than 200 pounds. Bottom tray must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds. (f) Containers must be constructed with vertical panels having corrugations running in vertical direction. 2. (a) Each leg of sofa, love seat of upholstered chair must rest on honeycomb cellular pad with vertical fluting, measuring a minimum of 1 inch in thickness and 10 inches in length and width, securely glued to bottom tray. Vertical fluting of pads must be Kraft paper having a minimum basis weight of 42 pounds with cells not greater than 3/4 inch, or fluting may be of two plies of Kraft paper having a minimum total basis weight of 40 pounds, with cells not greater than 3/8 inch. Top and bottom of fluting must be faced with Kraft paper having a minimum basis weight of 69 pounds. Pads must be faced with single-wall corrugated fibreboard testing not less than 275 pounds, glued to top surface. Basis weights of facings and fluting are pounds per 1,000 square feet, OR; (b) Sofas or love seats must be suspended on form consisting of not less than five scored and folded interlocking U-shaped forms extending full inside length and width of bottom tray, constructed of double-wall corrugated fibreboard testing not less than 350 pounds. Suspension form must raise article so as to maintain clearance of not less than 1 inch between bottom of legs and inside of tray, OR; (c) Sofas or love seats with stretchers must rest on full-dimension pad made of double-wall corrugated fibreboard testing not less than 350 pounds, positioned in bottom tray, OR; (d) Revolving or upholstered chairs must be suspended as follows: 1. On scored, folded and interlocking form, OR; 2. On not less than two support forms made of scored and folded fibreboard forming four sided tubes having a double thickness of fibreboard on all sides with inner thickness scored and slit to provide internal X-shaped diagonal reinforcement. Forms must have corrugations running in vertical direction, must be stapled to maintain shape and must be securely held in place. 3. Forms must be made of corrugated fibreboard testing not less than 275 lbs., except that when gross weight exceeds 125 lbs. forms must be made of double-wall corrugated fibreboard testing not less than 350 lbs., OR; (e) Chairs without legs or with legs or casters detached must rest on full-dimension pad made of a minimum of two thicknesses of corrugated fibreboard testing not less than 275 pounds, positioned in bottom tray, OR; (f) Revolving chairs, chairs with stretchers or foot stools or leg rests must rest on full-dimension pad made of one or more thicknesses of corrugated fibreboard testing not less than 275 pounds, positioned in bottom tray. 3. Articles must be securely held in position on pads or suspension forms and to bottom tray by heat shrunk low density polyethylene film not less than 3 mils in thickness prior to shrinking or heat shrunk linear low density polyethylene film not less than 2.5 mils in thickness prior to shrinking. Film must completely cover article and extend down over and under bottom of tray not less than 6 inches so as to maintain clearance of not less than one inch between article and sides and top of container. 4. Top of container must be closed as follows: (a) Half-slotted body or tube with top flanges and overlap flap must have top flaps closed in compliance with Rule 41, Section 9. (b) Top edges of form-fitting body must have flanges not less than 3 inches in width and cover must be secured to body flanges with staples spaced not more than 2 1/2 inches apart. 5. (a) Body of container must be securely attached to bottom tray with staples, OR; (b) Where body of container has bottom flanges not less than 6 inches wide, such flanges must be folded under and securely attached to bottom tray with hot-melt adhesive. Hot-melt adhesive must be applied in three continuous stripes on two sides of bottom tray with stripes extending onto two bottom flanges of container body. Stripes must be spaced not more than 1 inch apart and must have a minimum width of 3/16 inch after compression. 6. All fibreboard must comply with Rule 41, Sections 2 and 3.

PACKAGE NUMBER	PACKAGE DESCRIPTION
	F-PACKAGES-Concluded
121-F	1. In fibreboard boxes constructed as follows: (a) Not more than two chairs in three-piece box consisting of tube, and top and bottom trays not less than 3 inches in depth, OR; (b) Not more than one chair in two-piece half-slotted box and bottom tray not less than 3 inches in depth. 2. Fibreboard of boxes and component parts must comply with Rule 41, Sections 2 and 3, and must meet the following tests for gross weights indicated: (a) Gross weight not exceeding 60 pounds: Half-slotted boxes or tubes must be constructed of corrugated fibreboard testing not less than 200 pounds, OR; (b) Gross weight exceeding 60 pounds, but not exceeding 100 pounds: Half-slotted boxes or tubes must be constructed of corrugated fibreboard testing not less than 275 pounds. (c) Trays must be constructed of double-wall corrugated fibreboard testing not less than 275 pounds. 3. Legs of each chair must rest in tray and each chair must be enclosed in heat-shrunk polyethylene film not less than 3 mils in thickness prior to shrinking, tightly shrunk around chair and tray. 4. When two shrink-wrapped units are packed in one box, units must be oriented seat to seat. Position of chairs in shrink-wrapped units within box must be such that clearance of not less than 1 inch is maintained between chairs and between chairs and inner walls of box. 5. Closure of boxes and securement of shrink-wrapped units: (a) Tubes with top and bottom trays and shrink-wrapped chairs must have trays securely stapled to tube. (b) Boxes of half-slotted construction with bottom tray and shrink-wrapped chair must have flaps closed in compliance with Rule 41, Section 9, and tray must be securely stapled to half-slotted box.
123-F	Individually packed in fibreboard box constructed of half slotted body and base section consisting of full overlap box of minimum 3 inch depth. Body and base sections must be made of corrugated fibreboard testing not less than 275 lbs. Glass tops or other glass parts must be detached and fully enclosed in folder made of corrugated fibreboard testing not less than 275 lbs. Folder must be securely stapled to top of base section. Article must be securely held in position on base section by heat shrunk polyethylene film of minimum 3 mils thickness completely covering article and extending down under base section so as to maintain clearance of not less than one inch between article and sides and top of box. Flaps of body and base section must be securely closed. Body must be securely stapled to base. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 75 lbs.
131-F	In container of half-slotted construction having bottom flanges not less than 2 inches wide made of corrugated fibreboard testing not less than 275 lbs. Articles must rest on wood base frame made of lumber measuring 7/8 x 1 1/2 inches in cross-sectional area assembled with tongue and grooved corner joints securely fastened together and either four additional cross-pieces or two additional cross-pieces and one diagonal brace, the cross-pieces and diagonal brace made of lumber measuring 3/8 x 4 inches in cross-sectional area. Articles with wood tops must have each end of top adequately covered with blankets or pads. In addition, wood tops must be completely covered with non-abrasive material. Articles with cushioned tops need not have blankets or pads, but must have cushioned top completely covered with non-abrasive material. Clearance of not less than 1 inch must be maintained between all finished surfaces and inside surfaces of container by adequate forms made of corrugated fibreboard or forms made of molded pulp not less than 1/4 inch thick with ribs or flanges on all edges. Top flaps must be closed in compliance with Rule 41, Section 9, and bottom flanges must be folded under and securely stapled to base frame. When non-reinforced paper sealing tape is used to secure top flaps, such tape must be not less than 3 inches wide. Non-reinforced paper tape must not be used as the primary closure method when gross weight exceeds 70 lbs. Gross weight must not exceed 120 lbs. and dimensions must not exceed 102 united inches.
132-F	Upholstered chairs with reclining mechanism or revolving chairs, individually packed in fibreboard container consisting of form fitting body section and bottom tray of minimum 4 inch depth. Form fitting body section must be made of double wall corrugated fibreboard testing not less than 275 lbs. with corrugations running in vertical direction. Tray must be made of corrugated fibreboard testing not less than 275 lbs with corrugations running in vertical direction. All fibreboard must comply with Rule 41, Sections 2 and 3. Gross weight must not exceed 150 lbs. Chair must be enclosed in bag made of high density polyethylene film of minimum 1 mil thickness and must be suspended in tray on full dimension form made of expanded plastic having a minimum density of 0.32 lbs. per cubic foot covered with plastic film. Form must be molded to contour fit bottom of chair so as to maintain clearance of not less than 1 inch between chair and inner walls of container. Void space between chair arms must be filled with expanded plastic enclosed in plastic film bag to hold down and secure chair in suspension form. Flaps of body section must be closed in compliance with Rule 41, Section 9, and body section must be securely attached to bottom tray with hot melt adhesive applied in three continuous horizontal stripes.

EXPLANATION OF ABBREVIATIONS

(For explanation of Carrier abbreviations, see List of Participating Carriers)

A.A.R. ..... means Association of American Railroads.
Abbr ..... means abbreviations.
AQ ..... means any quantity.
ASTM ..... means American Society for Testing and Materials
avdp ..... means avoirdupois.
B. & S.G. ..... means Brown & Sharpe Gauge.
BOE ..... means Bureau of Explosives.
C.D. ..... means cross direction
CFAE ..... means Canadian Freight Association (Eastern Lines), J.R. MacMaster, Alternate Agent.
CFAW ..... means Canadian Freight Association (Western Lines), K.W. Juvonen, Agent.
CL ..... means carload.
CO ..... means collect on delivery.
Cnstg ..... means consisting.
cu. ft ..... means cubic foot (feet).
cu. in ..... means cubic inch.
D.O.T. ..... means Department of Transportation.
DD ..... means double deck.
DBA ..... means doing business as.
F ..... means Fahrenheit.
FF ..... means folded flat.
fl. oz ..... means fluid ounces.
ft. ..... means foot or feet.
IorS ..... means iron or steel or steel or iron.
in ..... means inch.
JCT ..... means Junction.
KD ..... means knocked down (see Rule 19).
KDF ..... means knocked down flat.
kg(s) ..... means kilogram or kilograms.
lb(s) ..... means pound or pounds.
M.D ..... means machine direction.
m.p.h ..... means miles per hour.
Min. wt ..... means minimum weight.
MXDCL ..... means mixed carload.
NSTD ..... means nested.
NNSTD ..... means not nested.
noibn ..... means not otherwise indexed by name, except as to articles listed in the Index to Articles prefixed with reference mark (*), and not rated more specifically in this Classification.
OPSL ..... means Official Railroad Station List.
OT ..... means other than.
oz ..... means ounce.
% ..... means percent.
psi ..... means pounds per square inch.
r.p.m ..... means revolutions per minute.
RPS ..... means Railroad Publications Services, Agent.
Rwy ..... means railway or railroad.
RS or L ..... means and other articles classified or rated the same or lower.
SD ..... means single deck.
S.T.B. ..... means Surface Transportation Board.
SU ..... means set up.
STCC ..... means Standard Transportation Commodity Code
sq. ft. ..... means square foot (feet).
sq. in ..... means square inch.
sq. yd ..... means square yard.
SWFB ..... means Southwestern Freight Bureau, Agent.
TAPPI ..... means Technical Association of Pulp and Paper Industry.
TV ..... means television.
TCFB ..... means Trans-Continental Freight Bureau, Agent.
U.S ..... means United States.
U.S.S.G ..... means United States Standard Gauge.
viz ..... means namely.
WTL ..... means Western Trunk Line Committee, Agent.
yd. ..... means yard.

EXPLANATION OF REFERENCE MARKS

R Against carload minimum denotes subject to Rule 34.

* Articles listed in the Index of Articles prefixed by asterisk (*) are not specifically named in the Rating Section on pages 378 to 690 inclusive, of Classification, but are rated under a more general description. The item number shown opposite the name of any article in this index denotes the item that is applicable on such article even though the specific name of the article may not appear in the item.

† Mixed carloads only. The STCC number shown does not apply in connection with mixed carload items.

o Foreign Wood Group - Foreign wood, other than Canadian wood or foreign birch, pine, spruce, or lauan.
Native Wood Group Number 1 - Native wood, Canadian wood or foreign birch, pine, spruce, or lauan.
Native Wood Group Number 2 - Native wood, Canadian wood, Brazilian pine, European pine, Honduras pine, Mexican pine, Nicaraguan pine, spruce, or birch.

+ Applicable on Intrastate traffic only.