



This is to certify that the below named articles are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, shipping according to the applicable regulations of the Department of Transportation.

UNIFORM STRAIGHT BILL OF LADING
NOT NEGOTIABLE – DOMESTIC

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing by Carrier and Shipper, if applicable, otherwise to the rates, classifications, and rules that have been established by the Carrier and are available to the Shipper, on request.

DATE _____ 20____

NOTICE TO SHIPPER – LIMITATION OF CARRIER'S LIABILITY SEE REVERSE SIDE.

CARRIER -C.J. SHAUGHNESSY CRANE SERVICE, INC., 520 Bodwell Street Ext, Avon, MA 02322 Phone: 508-857-2769

AGENT'S No.: _____

SHIPPER'S No.: _____

SHIPPER (from) _____ CONSIGNEE (to) _____

ADDRESS _____ ADDRESS _____

CITY _____ STATE _____ CITY _____ STATE _____

ORIGIN _____ DESTINATION _____

ROUTE _____ LOADED ON _____

DELIVERING CARRIER _____ VEHICLE NO. _____

The property described below, in apparent good order, except as noted (contents and conditions 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 if 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, contained herein, including the terms and conditions on back hereof, which are hereby agreed to by the Shipper acknowledged and accepted for Shipper and his assigns.

NO. PIECES	DESCRIPTION OF ARTICLE, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT* (Sub. To Correction)	CLASS OR RATE	TOTAL CHARGES	
					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 _____
					Declaring a value does not, by itself, increase carrier liability above the default limitation listed on the reverse side hereof.
SHIPPERS WEIGHT, LOAD, AND COUNT					
TRACTOR NO.	TRAILER NO.	LOADED BY:			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”
TRACTOR NO.	TRAILER NO.	LOADED BY:			

LOAD NO. 1 DATE		LOAD NO 2 DATE		LOAD NO. 3 DATE		RECEIVED BY:
Dispatched		Dispatched		Dispatched		
Arrived		Arrived		Arrived		
Start Load		Start Load		Start Load		
Loaded		Loaded		Loaded		
Arr. Job		Arr. Job		Arr. Job		
Unloaded		Unloaded		Unloaded		

Arr. Yard		Arr. Yard		Arr. Yard		
POLICE ESCORT				S.R.D. PERMIT		BILL OF LADING NUMBER
SHIPPER _____			CARRIER: C.J. SHAUGHNESSY CRANE SERVICE, INC			
Authorized Representative _____			PER _____			

BILL OF LADING TERMS AND CONDITIONS

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

(b) No carrier shall be liable for any loss or damage to a shipment or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of Shipper. Except in the case of negligence, the carrier or party in possession shall not be liable for loss, damage or delay which results: when the property is stopped and held in transit upon request of the Shipper, owner, or party entitled to make such request; or from faulty or impassable highway, or by the lack of capacity of a highway bridge or ferry; or from a defect or vice in the property; or from riots or strikes. The burden to prove freedom from negligence is on the carrier or the party in possession.

(c) Under no circumstances shall carrier be liable for consequential, punitive, or special damages.

Sec 2. Unless arranged or agreed upon, in writing, prior to shipment, carrier is not bound to transport a shipment by a particular schedule or in time for a particular market, but is responsible to transport with reasonable dispatch. In case of physical necessity, carrier may forward a shipment via another carrier.

Sec. 3. (a) As a condition precedent to recovery, claims must be filed in writing with: any particular carrier having sufficient information to identify the shipment.

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

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

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

Sec. 4. (a)If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment because of fault or mistake of the consignor or consignee, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading. If so indicated, to the Shipper or agent, if any, designated to receive notice on this bill of lading. Storage charges, based on carrier's cost and tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the Shipper/consignee/consignor/owner's expense and without liability to the carrier.

(b) If the carrier does not receive disposition instructions within 48 hours of the time of carrier's attempted first notification, carrier will attempt to issue a second and final confirmed notification. Such notice shall advise that if carrier does not receive disposition instructions within 10 days of that notification, carrier may offer the shipment for sale at a public auction and the carrier has

the right to offer the shipment for sale. The amount of sale will be applied to the carrier's invoice for transportation, storage, and other lawful charges. The Shipper/consignee/consignor/owner will be responsible for the balance of charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

(c) Where carrier has attempted to follow the procedure set forth in subsections 4(a) and (b) above and the procedure provided in this subsection 4

(d) where a carrier is directed by consignee or consignor to unload or deliver property at a particular location where consignor, consignee, or the agent or either is not regularly located, the risk after unloading or delivery shall not be that of the carrier.

Sec.5 (a) Unless a higher value is declared at time of shipment and excess value charges paid as provided in carrier's tariff, Shipper agrees and declares that carrier's liability for loss or damage to any shipment or any portion thereof is limited to the lesser of i)\$ _____ U.S. per pound per article lost or damaged, ii) the actual invoiced value of the article or articles lost or damaged; iii)the limited liability provision of this Bill of Lading, or; iv) the applicable limited liability provisions of the current National Motor Freight Classification STB NMF 100 series or carrier's governing tariffs which are available upon request.

(b) Unless a greater value is declared by the Shipper and agreed to in writing by an authorized representative of the Carrier, and stated on this bill of lading, the Carrier's liability for loss or damage to any shipment shall not exceed ONE HUNDRED THOUSAND (\$100,000.00) DOLLARS.

(c)Carrier liability for loss or damage to any shipment or portion thereof of used household goods or used, reconditioned or refurbished machinery is further limited to the lesser of i) the actual invoice value of the article or articles lost or damaged or ii) 10¢ U.S. per pound per article lost or damaged, unless in the case of household good only, the Shipper has declared a value of the Bill of Lading at time of shipment pursuant to the applicable limited liability provisions of STB NMF 100 and excess value charges are paid as provided in carrier's tariffs.

(d) Notwithstanding the forgoing, carrier will not be liable for payment of claims for loss or damage to a shipment where the amount of damages is less than \$50.00 per shipment.

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

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

Sec. 7. (a) The consignor or consignee shall be liable for the freight and other lawful charges accruing on the shipment, as billed or corrected, except that collect shipments may move without recourse to the consignor when the consignor so stipulates by signature or endorsement in the space proceeded on the face of the bill of lading. Nevertheless, the consignor shall remain liable for transportation charges where there has been an erroneous determination of the freight charges assessed based on incomplete or incorrect information provided by the consignor.

(b) Notwithstanding the provisions of subsection (a) above, the consignee's liability for payments of additional charges that may be found to be due after

delivery shall be as specified by 49 U.S.C. §13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.

(c) Nothing in this bill of lading shall limit the right of the carrier to require the prepayment or guarantee of the charges at the time of shipment or prior to delivery. If the description of articles or other information on this bill of lading is found to be incorrect or incomplete, the freight charges must be paid based upon the article actually shipped.

(d) Carrier's authorized credit period is 30 calendar days from date of presentation of freight bill and all transportation charges must be paid within that period. In the event that payment is not made within said 30 day period, carrier shall assess a collection expense charge of 2% per month (or fraction thereof) on the unpaid balance as authorized by 48 C.F.R. Part 377.

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

Sec. 9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods by Sea Act" and any other pertinent laws applicable to water carriers.

Sec. 10 Except in the case of Carrier's sole negligence Shipper, consignee, consignor or owner shall make any claim for loss or damage to their insurance or for their own account.