

| STRAIGHT BILL OF LADING - SHORT FORM Original - Not Negotiable | | Date Unloaded | | Time Driver Checked In | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|--|---|------------------------|--------------|--|---------|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | | Unloading Priority No. | Cooperage | Cases | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shippers Number: 289261 | Customer Number: 221 | Time Started (Bottles) | | Time Finished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| From (Name): STRATEGIC THEMOPLASTICS COMPANY LLC - NASHVILLE, IL | Time Finished: | Time Started (Cooperage) | | Time Finished | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| At (City, State): NASHVILLE, IL | Ship Date: 01/10/2019 | Freight Code If Code 4: Amount | | <small>The description and weight indicated on the bill of lading are correct, subject to verification by the WESTERN WEIGHING INSPEC. BUREAU MERCHANT'S DISPATCH TRANS. CORP. NORFOLK SOUTHERN RAILROAD BOSTON AND MAIN RAILROAD (B&M 275) CNS TRANSPORTATION BURLINGTON NORTHERNWEIGHT AGREEMENT according to agreement and includes other individual R.R. weight agreements on file in effect at this time not specifically mentioned.</small> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONSIGNEE TO: 113 Anchor Glass, Henryetta MC LAUGHLIN ROAD HENRYETTA OK, 74437 | Seal Numbers: 0118515 | Freight Rate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Route: | Car or Vehicle Initial and Number: 14007 | C | No. | Correct _____ LB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | M | Dated | Weight Anchor-Busch, Inc. (Shipper's Import in line of stamp, not part of bill of lading approved by the Interstate Commerce Commission) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>Received, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original 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 carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.</small> | | <small>Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back hereof, 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.</small> | | <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">"A" end Nose</th> <th colspan="2">"B" end</th> </tr> <tr> <td>R</td> <td>T</td> <td>R</td> <td>T</td> </tr> <tr> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>2</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>3</td> <td>3</td> <td>3</td> <td>3</td> </tr> <tr> <td>4</td> <td>4</td> <td>4</td> <td>4</td> </tr> <tr> <td>5</td> <td>5</td> <td>5</td> <td>5</td> </tr> <tr> <td>6</td> <td>6</td> <td>6</td> <td>6</td> </tr> <tr> <td>7</td> <td>7</td> <td>7</td> <td>7</td> </tr> <tr> <td>8</td> <td>8</td> <td>8</td> <td>8</td> </tr> <tr> <td>9</td> <td>9</td> <td>9</td> <td>9</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table> | | "A" end Nose | | "B" end | | R | T | R | T | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 9 | 9 | 9 | 9 | 0 | 0 | 0 | 0 |
| "A" end Nose | | "B" end | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R | T | R | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 2 | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 3 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 4 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 5 | 5 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 6 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 7 | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 8 | 8 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 9 | 9 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. Packages Returned | Kind of Packages, Description of Articles, Special Marks, and Exceptions | LBS. | Weight (excl. to Car) | Class or Rate | Container Per Count | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 900 | PACKAGE PALLETS NOT UNDERLOAD | 42 | 37800 | | 381100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Weight | | 37800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>This is to certify that the filled containers which are returned empty were received via prior Railroad Freight Service and are returned via same carriers that transported the filled containers.</small> | | Defective Cooperage | Include In Count | Claim Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEATERS→HEATER NUMBERS: | Return of Corrugated or Plywood divider (sheets was received in reverse rail movement) | 1/4 Bbls | 1/4 Bbls | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SHIPPER: | Initial & Car No. from which Removed: | Unloading Verification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PER: | Weight of dunnage of inbound shipment: | Cooperage | | Bottles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse on the consignee, the consignor shall sign the following statement: The carrier shall not make a delivery of this shipment without payment of freight and all other lawful charges.</small> | | Inbound Route Reverse of Above | DRIVER | DRIVER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <small>The fire boxes used for this shipment conform to the specifications set forth in the fire master's certificate thereon, and all other requirements of governing Freight Classification.</small> | | Received \$ as agent or representative of consignee on the property described herein. Agent or Cashier Per: | <small>The signature here acknowledges only the amount prepaid</small> CHECKER Charges Advanced \$ | <small>DRIVER'S SIGNATURE CONSTITUTES ACCEPTANCE OF QUANTITIES SHOWN ON "PER COUNT" COLUMN</small> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remarks: | | | | Warehouse verification of per count column. CHECKER: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * Wholesaler Copy * | | Page 1 out of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

See to Wholesaler 1-10-19

BOE

[Signature]