

**K.C.C. No. 100059**

**Tariff No. 3**

# **Exceptions to KMCA TARIFF 40-N**

**OF**

**Name: Topeka Transfer & Storage, Inc.**

**Address: P.O. Box 5148 Topeka, KS 66605**

**Motor Common Carrier Service**

**Between Points**

**And Places In Kansas**  
**(As Shown Herein)**

**ISSUE DATE: 08/26/1994**

**EFFECTIVE DATE: 10/01/1994**

Clyde L. Hartter, President

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Name and Title

Topeka Transfer & Storage, Inc.

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Name of Carrier

PO Box 5148

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Street and PO Box Address

Topeka, KS 66605

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City, State and Zip

Updated 6/02/06

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	<p><b>GOVERNING PUBLICATIONS APPLICATION</b></p> <p>This tariff is governed by the following described publications, including revisions thereto and reissues thereof:</p> <table border="1"> <thead> <tr> <th data-bbox="310 470 467 495"><u>TARIFF NO.</u></th> <th data-bbox="496 470 610 495"><u>KCC NO.</u></th> <th data-bbox="639 470 873 495"><u>TITLE OF TARIFF</u></th> <th data-bbox="1008 470 1149 495"><u>ISSUED BY</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="310 499 370 525">40-N</td> <td data-bbox="496 499 532 525">93</td> <td data-bbox="639 499 886 525">Motor Freight Tariff</td> <td data-bbox="1008 499 1409 525">Kansas Motor Carriers Association</td> </tr> <tr> <td data-bbox="310 529 375 554">100-J</td> <td data-bbox="496 529 532 554">95</td> <td data-bbox="639 529 948 588">Participating Carrier and Scope of Operations Tariff</td> <td></td> </tr> </tbody> </table> <p>Supplement filed to increase our transportation rates to be equivalent to Kansas Motor Carrier Association Motor Freight Tariff No. 40-N.</p> <p><b>OPERATING AUTHORITY</b> Rates and provisions named in this tariff, or as may be amended, are limited in their application on intrastate commerce to the extent of the operating rights set forth below:</p> <p><b>HOUSEHOLD GOODS</b> Over irregular routes in the state of Kansas.</p> <p><b>GOVERNING PUBLICATIONS</b> This tariff is governed as to mileages by Kansas Motor Carriers Association, Agent, Mileage Guide No. 11-B, K.C.C. No. 66, including amendments thereto and reissues thereof.</p> <p><b>GENERAL RULES AND REGULATIONS</b> Governs all sections of this tariff unless otherwise provided within individual sections. Except as otherwise provided herein, the rates named in this tariff include one pick-up and loading at point of origin and one delivery and unloading at point of destination.</p> <p><b>RULES AND REGULATIONS</b></p> <p><b>RULE 1</b> <b>PROPERTY SUBJECT TO UNIFORM HOUSEHOLD GOODS BILL OF LADING</b></p> <p>(a) Unless otherwise provided, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and the use of the Uniform Household Goods Bill of Lading, as described herein is required.</p> <p>(b) The rates shown herein are conditioned upon the use of the Uniform Household Goods Bill of Lading. Consignor, at his option, may elect not to accept the terms of the Uniform Household goods Bill of Lading, and in lieu thereof to have the carrier transport the property with carrier's liability limited only as to provided by common law, and by the laws of the United States and of the State of Kansas insofar as they apply, but subject to the terms and the conditions of the Uniform Household Goods Bill of Lading insofar as such terms and conditions are not inconsistent with such common carrier's liability; the rate charged therefore will be 100 per cent higher than the transportation rate contained in this tariff as would apply for such shipment if offered for transportation at a released value not exceeding 30 cents per pound, per article. When the consignor elects not to accept any of the terms of such bill of lading he must give notice to the initial carrier of such election. The initial carrier must indicate the receipt of such notice by</p>	<u>TARIFF NO.</u>	<u>KCC NO.</u>	<u>TITLE OF TARIFF</u>	<u>ISSUED BY</u>	40-N	93	Motor Freight Tariff	Kansas Motor Carriers Association	100-J	95	Participating Carrier and Scope of Operations Tariff	
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	<p>writing or stamping thereon a clause signed by the carrier reading:</p> <p><b>“In consideration of the higher rate charged, the property herein described will be carried, and the services to be rendered hereunder will be performed with the carrier’s liability limited only as provided by law; but subject to the terms and conditions of this bill of lading insofar as they are not inconsistent with such common carrier’s liability”.</b></p> <p><b>RULE 2 INSURANCE</b></p> <p><b>The cost of any insurance in the name of the shipper, or for the benefit of the shipper, will not be assumed by the carrier.</b></p> <p><b>RULE 3 DECLARATION OF VALUE</b></p> <p><b>(a) Shippers are required to state specifically, in writing, the agreed or declared value of the property.</b></p> <p><b>(b) Valuations shall be declared and stated in cents or dollars and cents per pound per article.</b></p> <p><b>(c) If shipper declines to declare the value or agree to a released value in writing, the shipment cannot be accepted.</b></p> <p><b>(d) The agreed or declared value shall be deemed to relate to all services undertaken by the carrier or its agents and to each article separately and not to the shipment as a whole, and such agreed and declared value must be entered on Bill of Lading in the following form:</b></p> <p style="padding-left: 40px;"><b>The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per pound per article.</b></p> <p><b>(e) Shipper may declare, on specific articles, valuations in excess of value declared on the shipment and each such article must be described and its value set forth in space provided on Bill of Lading. Such shipment will be subject to an additional charge in the amount of two per cent (2%) of the total excess value declared for such article or articles. Articles on which the shipper declares a value of more than \$10,000 each will not be accepted for transportation.</b></p> <p><b>RULE 4 BASIS OF WEIGHT</b></p> <p><b>(a) The tare weight of each vehicle used in the transportation of household goods shall be determined by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weighmaster or on a certified scale, and when so weighed the gasoline tank on each such vehicle shall be full and the vehicle shall contain all blankets, pads, chains, dollies, hand trucks, and other equipment needed in the transportation of such shipment. Each carrier shall retain the vehicle, subject to inspection, a weighmaster’s certificate or weight ticket as to each such vehicle showing the tare weight, the date weighed, and a list of such equipment.</b></p> <p><b>(b) After the vehicle has been loaded it shall be weighed, without the crew thereon, prior to delivery of the shipment and the net weight shall be determined by deducting the tare weight from the loaded weight, except that in instances where no adequate scale is located at origin or at any</b></p>

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	<p>point within a radius of 10 miles thereof, a constructive weight, based on seven pounds per cubic foot of properly loaded van space, may be used. The gross weight, tare weight, and net weight, or the constructive weight, shall be shown on the Bill of Lading and Freight Bill.</p> <p>(c) In the transportation of part loads this rule shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon, and a part load for any one shipper, not exceeding 1,000 pounds, may be weighed on a certified scale prior to being loaded on a vehicle, such part load to be accompanied by a weight ticket evidencing such weighing.</p> <p>(d) All tare, gross, actual or constructive weights shall be properly certified to by the person or persons who ascertained such weights.</p> <p><b>RULE 5</b>  <b>(A) EXPEDITED SERVICE</b></p> <p>1. Expedited Service as used herein means tendering delivery of a shipment on or before a specified date.</p> <p>2. Subject to the availability of equipment for the particular services desired, shipper may obtain expedited service. Charges shall be computed on the basis of actual weight of shipment and at the rate applicable thereto subject to a minimum charge of 5,000 pounds at the rate applicable thereto. The carrier shall not be required to provide exclusive use of vehicle under this paragraph. For exclusive use of vehicle, refer to Paragraph (c) of this rule.  Bill of Lading and Freight Bill to be marked or stamped:  Expedited service ordered by the shipper.  Shipment moving at weight of _____ pounds.  Actual weight _____ pounds.  Date and hour of loading _____.  Delivery (Tender) on or before _____ date.</p> <p>3. Except in case of fault of the shipper, in the event the shipment is not tendered for delivery on or before the delivery date, this Rule shall not apply. In such cases, the charges for the shipment shall be subject to all other applicable rules and provisions of the tariff.</p> <p><b>(B) COMPLETE OCCUPANCY</b></p> <p>Subject to availability of equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a vehicle, or the peculiar character of which otherwise prevents its transportation with other shipments on the same vehicle, will be accepted at charges computed on the actual weight and subject to a minimum weight based 7 pounds per cubic foot of total vehicle space. See Paragraph (D) of this rule.</p> <p><b>NOTE:</b> The complete occupancy of vehicle provisions will not apply on shipments of personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling.</p> <p>Bill of Lading and Freight Bill to be marked or stamped:  Shipment completely occupied a _____ cubic foot vehicle.</p> <p><b>(C) EXCLUSIVE USE</b></p>

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	<p>Subject to the availability of equipment for the particular service required, a shipper may obtain exclusive use of a single vehicle by accepting charges for the full capacity of such vehicle, such charges to be based on actual weight subject to a minimum based on 7 pounds per cubic foot of total vehicle space. See Paragraph (D)</p> <p>Bill of Lading and Freight Bill to be marked or stamped:  Exclusive use of single vehicle ordered by shipper;  Shipment moving at weight of _____ pounds.  Actual weight _____ pounds.</p> <p><b>(D) SPACE RESERVATION FOR A PORTION OF VEHICLE</b></p> <p>Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, and accepting transportation charges based on actual weight of shipment subject to minimum weights as follows:</p> <p>1. When shipment consists entirely of articles as embraced in Item 100 of tariff. (except objects of art, displays, and exhibits):  150 cu. ft. or less -----1,050 Pounds  151 to 200 cu. ft. -----1,400 Pounds  More than 200 cu. ft. -----700 Pounds per 100 cu. ft. unit ordered.</p> <p>2. When shipment consists entirely of articles as embraced in Par. 2 and on objects of art, displays and exhibits as embraced in Par. 3, Item 100 of tariff:  300 cu. ft. or less -----2,100 Pounds  More than 300 cu. ft. -----700 Pounds per 100 cu. ft. unit ordered.</p> <p>Bill of Lading and Freight Bill to be marked or stamped:  SPACE RESERVATION _____ cu. ft. Ordered</p> <p>NOTE: The Space Reservation for a Portion of Vehicle provisions will not apply on residence to residence moves and other shipments transported under Par. 1, and (C) of this Rule.</p> <p><b>RULE 6</b>  <b>DEFINITION OF A SHIPMENT</b></p> <p>The term “shipment” means property tendered by one shipper, and accepted by the carrier, at one place of origin (except as otherwise provided in Rule 7) and at one time, for one consignee, at one destination (except as otherwise provided in Rule 7), and covered by one bill of lading. The name of only one shipper and one consignee shall appear on one bill of lading, but the bill of lading may also specify the name of a party (or more than one party when Rule 7 is applicable) to notify of the arrival of shipment at destination(s).</p> <p><b>RULE 7</b>  <b>EXTRA PICK-UP OR DELIVERY</b></p> <p>Portions of a shipment may be picked up or delivered at one or more places or origin, destination, or en route. Charges will be computed on basis of total weight of entire shipment subject to distance from first point of pick-up to final point of delivery via the intermediate points of pick-up or delivery over actual route of movement, plus such additional charge for the extra pick-ups or deliveries as may be provided herein (see Item 120). The charge for entire shipment, exclusive of extra pick-up and delivery charge, shall not exceed the total charges as would accrue if computed on each portion as a separate shipment.</p>

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	<p><b>RULE 8 LOADING AND UNLOADING</b></p> <p>Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse, the rates for transportation include only the unloading or loading at door, platform, or other point convenient or accessible to the vehicle.</p> <p><b>RULE 9 MILEAGE AND INTERMEDIATE APPLICATION</b></p> <p>(a) Except as otherwise provided herein, where rates are based on mileage the distance, or mileage shall be that shown in Mileage Guide No. 11-B, Kansas Motor Carriers Association, Agent, K.C.C. No. 66, supplements thereto or successive issues thereof.</p> <p>(b) If the shipper requests a longer route than the shortest practical route as shown in the above mentioned Mileage Guide, the mileage over the longer route, as shown therein, shall apply.</p> <p>(c) If mileages are not shown from any point of origin or to any point of destination in the above mentioned Mileage Guide, the mileage from or to the next more distance point or points shall apply.</p> <p>(d) If transportation rates are not shown herein for the actual distance provided in the above mentioned guide, the rates shown for the next greater distance shall apply.</p> <p><b>RULE 10 MARKING AND PACKING</b></p> <p>(a) Articles of fragile or breakable nature must be properly packed.</p> <p>(b) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character of the contents.</p> <p>(c) When articles of furniture, consisting wholly or in part of glass are covered or wrapped by the shipper or his agent, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.</p> <p>(d) Where articles are improperly packed, crated or boxed and by reason thereof the contents are most susceptible to damage, carrier will arrange to have such articles properly packed at charges as shown in this tariff.</p> <p><b>RULE 11 COMPLETE ARTICLE</b></p> <p>Each shipping piece or package and contents thereof shall constitute one article. The total component parts of any article taken apart or knocked down for handling or loading in vehicle shall constitute one article.</p> <p><b>RULE 12 PERISHABLE ARTICLES OR ARTICLES OF EXTRAORDINARY VALUE</b></p> <p>(a) The carrier will not assume any liability whatsoever for: Documents, currency, money, jewelry,</p>

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	<p>watches, precious stones, or articles of extraordinary value including accounts, bills, deeds, evidence of debt, securities, notes, postage stamps, stamp collections, revenue stamps, letters or packets of letters, articles of peculiarly inherent value, precious metals or articles manufactured there from which are not specifically listed on the bill of lading.</p> <p>(b) When perishable articles are included in a shipment with or without knowledge of the carrier, responsibility for condition or flavor will not be assumed by the carrier.</p> <p><b>RULE 13</b> <b>ARTICLES LIABLE TO CAUSE DAMAGE</b></p> <p>(a) Carrier will not accept for shipment property liable to impregnate or otherwise damage equipment or other property.</p> <p>(b) The carrier will not accept for shipment articles which cannot be taken from the premises without damage to the article or the premises.</p> <p><b>RULE 14</b> <b>INSPECTION OF ARTICLES</b></p> <p>When carrier or his agent believes it necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property.</p> <p><b>RULE 15</b> <b>SERVICING SPECIAL ARTICLES</b></p> <p>The transportation rates in this tariff do not include servicing or unservicing articles or appliances such as Refrigerators, Deep Freeze Cabinets, Radios, Record Players, Washing Machines, Television Sets, Air Conditioners, and the like which, if not properly serviced, may be damaged in, or incident to, transit; nor is liability assumed for any such damage unless said articles or appliances are serviced and unserviced as provided in (a) or (b) of this item.</p> <p>(a) Upon request of shipper, owner or consignee of the goods, carrier will, subject to (b) below, service and unservice such articles and appliances at origin and destination for the additional charge provided in Section I, Additional Services. Such servicing and unservicing does not include removal or installation of articles secured to the premises; or plumbing, electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.</p> <p>(b) If carrier does not possess the qualified personnel to properly service and unservice such articles or appliances, carrier will upon request of shipper, owner or consignee, and as agent for them engage third persons to perform the servicing and unservicing. When third persons are engaged by the carrier to perform any service, the carrier will not assume responsibility for their activities or conduct; amount of their charges; nor for the quality or quantity of service furnished.</p> <p>(c) All charges of the third persons must be paid by the shipper and are in addition to all other charges in this tariff. Such charges will be advanced by the carrier, and billed as an Advanced Charge as provided in Rule 31 herein.</p> <p><b>RULE 16</b> <b>IMPRACTICAL PICK-UP OR DELIVERY AND AUXILIARY SERVICES</b></p> <p>(a) It is the responsibility of the shipper to make shipment accessible to carrier or accept delivery</p>

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	<p>from carrier at a point at which the road haul vehicle may be safely operated.</p> <p>(b) When it is physically impossible for carrier to perform pick-up of shipment at origin address or to complete delivery of shipment at destination address with normally assigned road haul equipment due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pick-up or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.</p> <p>(c) Upon request of the shipper, consignee, or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, of transferring the shipment between the residence and the nearest point of approach by the carrier's road haul equipment. Charges for this auxiliary service to cover labor and additional vehicle (if used) will be as provided in Section 1 and shall be in addition to all other transportation and accessorial charges.</p> <p>(d) If the shipper does not accept the shipment at nearest point of safe approach by carrier's road haul equipment to the destination address, the carrier may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse of the carrier, or at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having been delivered.</p> <p>(e) Transportation charges to cover the movement of shipment or part thereof from point at which it was originally tendered to warehouse location shall be computed on basis of weight of shipment of that part of shipment stored in warehouse subject to applicable rate as provided in tariff from point at which it was originally tendered to warehouse location, which shall be in addition to charges from initial point of origin to point at which shipment or any part thereof shall be due and payable upon delivery of same to the warehouse. Any subsequent movement from warehouse shall constitute a new shipment.</p> <p><b>RULE 17</b> <b>STORAGE IN TRANSIT</b></p> <p>(a) Storage in transit of shipments covered by this tariff is the holding of the shipment in the warehouse of the carrier or its agent, for storage, pending further transportation, and will be effected only at specific request of the shipper. For the purpose of this rule, a carrier may designate any warehouse to serve as its agent.</p> <p>(b) Except as otherwise provided in Paragraph (e), shipment moving under this rule may be placed in storage in transit only once and for a period not to exceed one hundred and eighty (180) days from day of unloading into warehouse. When not removed at the expiration of the time limit specified herein, the warehouseman shall be agent for the shipper and the property shall then be subject to the rules, regulations and charges of the warehouseman.</p> <p>(c) When storage in transit is at origin, charges (subject to Rule 20) must be paid sixty days after storage in transit is effected, as follows:</p> <ol style="list-style-type: none"> <li>1. Transportation charges from origin to warehouse where storage in transit is effected.</li> <li>2. Storage in transit and valuation charges for the first 90-day period of storage in transit.</li> <li>3. Charges for additional services including valuation charges, advances and other lawful</li> </ol>



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	<p>charges.</p> <p>Storage in transit charges for each subsequent 30-day period, or fraction thereof, that shipment remains in storage in transit, must be paid in advance.</p> <p>(d) When storage in transit is at other than origin, charges (subject to Rule 20) must be paid at the time storage in transit is effected, as follows:</p> <ol style="list-style-type: none"> <li>1. Transportation charges from origin to warehouse where storage in transit is effected.</li> <li>2. Storage in transit charges for the first 30-day period storage in transit.</li> <li>3. Charges for additional services including valuation charges, advances and other lawful charges.</li> </ol> <p>Storage in transit charges for each 30-day period, or fraction thereof, that shipment remains in storage in transit, must be paid in advance.</p> <p>(e) When during any one of the 30-day periods within the storage in transit period provided herein, the shipper has given notice for final delivery of the shipment on date fifteen (15) days prior to the expiration of such 30-day period, and the carrier, by no fault of the shipper, fails to provide transportation within such 30-day period, storage in transit or storage charges shall not apply beyond such 30-day period unless shipper cancels or rescinds order for final delivery. All other provisions under the tariff will continue in effect until further transportation is made available by the carrier. Until all lawful charges are paid, property will remain in carrier's or agent's warehouse subject to a lien for all such charges.</p> <p>(f) The transportation charges to apply on shipments stored in transit under this rule and forwarded from warehouse will be (a) the applicable tariff rate from initial point of pick-up to warehouse, and, (b) the applicable tariff rate from warehouse location, which, for rate application purposes, will be considered a new point of origin, to destination point via:</p> <ol style="list-style-type: none"> <li>1. When point of pick-up or delivery and warehouse are both located within the corporate limits of the same municipality, the pick-up or delivery transportation rate will be as shown in Item 260.</li> <li>2. When point of pick-up or delivery and warehouse are not in the corporate limits of the same municipality, the pick-up or delivery transportation rate for distances of fourteen (14) miles or less will be as shown in item 260. For rates to apply when points are not within the same municipality or within a distance of fourteen (14) miles or less, apply rates as shown in Section 2, from point of pick-up or delivery to municipality in which warehouse is located as provided by the effective mileage guide.</li> </ol> <p>(g) Shipper or owner, upon proper notice in writing to the carrier before departure of the shipment, may change destination originally shown on the bill of lading. When the destination of a shipment is changed such change must be recorded on the bill of lading. When the shipment is terminated at the warehouse before expiration of the time limit specified in Paragraph (b), the transportation and other lawful charges shall apply in identical manner as provided in Paragraph (c) or (d) whichever is applicable.</p> <p>(h) When a storage in transit shipment has been placed in a carrier's or agent's warehouse, both the carrier and the warehouse must have in the possession records showing the following: (1) An itemized list of the shipment with the Bill of Lading number noted thereon. (2) Point of origin and destination. (3) Condition of each article when received at and forwarded from the warehouse. (4) The dates when all charges, advances, or payments were made or received. (5) Dates shipment was</p>

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	<p>delivered into and forwarded from the warehouse.</p> <p>(i) During the storage in transit period, shipper may withdraw a portion of the property, provided that all accrued charges on the shipment are paid prior to such withdrawal, except as provided by Rule 20. When the selection of items requires unstacking and/or restacking of the shipment or a portion of the shipment, charges for such handling shall be assessed in accordance with Item 130. Charges for transportation furnished, if any, for portion selected for delivery shall be assessed on same basis as would apply to that portion as an individual shipment. With reference to the portion of the shipment which remains in the warehouse, shipper may elect in writing to terminate the storage in transit service and place the remaining property in storage with the warehouseman in possession, in which event the warehouse will be considered the destination of the shipment. If the shipper elects to have the remaining portion remain in storage in transit, the following shall be applicable:</p> <ol style="list-style-type: none"> <li>1. Storage in transit charges, if any, for the balance of the storage in transit period shall be assessed on the same basis as would apply to the remainder of the shipment as an individual shipment.</li> <li>2. Shipper may prepare in writing and file, with the carrier or warehouseman in possession, a revised declaration of value covering the portion of the property remaining in storage in transit (as provided by an subject to the provisions of Rule 3 for the original shipment) and in such cases the valuation charges for the property remaining in storage in transit after such partial delivery or deliveries have been effected shall be based on such revised declarations of value. In the event that the shipper does not file such revised declarations of value covering the portion remaining on storage in transit will be based on the value declared on the original shipment.</li> </ol> <p>Shipper may not, during the storage in transit period provided herein, file an original declaration of value on the portion of a shipment remaining in storage in transit (after delivery of a portion of the shipment has been effected) in an amount greater than the amount of the declaration of value applicable during transportation to warehouse for storage in transit, nor will carrier or its agent accept such original or revised declaration of value.</p> <ol style="list-style-type: none"> <li>3. Charges for transportation furnished, if any, for the delivery of the remainder of the shipment shall be assessed on the same basis as would apply to that portion as an individual shipment.</li> </ol> <p><b>NOTE: All rates and charges applicable from origin to destination on shipment stored in transit shall be those in effect on the date shipment was loaded at point of origin.</b></p> <p><b>RULE 18 SHIPMENTS ON TOUR</b></p> <p>One or more articles making up a shipment intended for the use or display at various points or places, which shipment requires the exclusive use of a vehicle to transport such property and which requires the carrier to allow for delay necessary for shipper to use or display the property before reloading and moving to next point or place scheduled for such use or display shall constitute a shipment on tour. Transportation charges for shipment on tour shall be the combination of charges between each stopping point at the rates as would ordinarily apply on a completed shipment between such points.</p>

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	<p><b>RULE 19 CLAIMS</b></p> <p>(a) Any claim for loss, damage or over charges shall be in writing. As a condition precedent to any claim adjustment or payment, said claim shall be accompanied by the original paid bill for transportation and original bill of lading, if not previously surrendered to the carrier. Carrier may require certified or sworn statement of claim.</p> <p>(b) Carrier shall be immediately notified of all claims for concealed and/or external damage and shall be given reasonable opportunity to inspect alleged external damage or concealed damage in original package.</p> <p>(c) The Carrier's liability shall not exceed the cost of repairing or replacing the property lost or damaged with materials of like kind and quality not exceeding the actual cash value of the property at time and place of loss, with due allowance for depreciation or deterioration however caused, but in no event to exceed the released value as determined under Rule 3.</p> <p>(d) The carrier shall not be liable for loss or damage occurring after the property has been delivered to or receipted for by the consignee or shipper, or the authorized agent of either. When the carrier is directed to unload or to delivery property (or render any services) at a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.</p> <p>(e) Where the carrier is directed to load property from(or render any services at) at place or places at which the consignor or its agent is not present, the property shall be at the risk of the owner before loading.</p> <p>(f) The carrier's liability with regard to sets or matched pieces shall be limited to repair or replacement of the lost or damaged piece or pieces only and shall not extend to repair, replacement or recovering of the entire set, but in no event of exceed the released value as determined under Rule 3.</p> <p><b>RULE 20 PAYMENTS</b></p> <p>(a) The carrier will not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid in cash, money order, or certified check, except where other satisfactory arrangements have been made between the carrier and the consignor or consignee, in accordance with rules and regulations of the Kansas Corporation Commission.</p> <p>(b) Nothing herein shall limit the right of the carrier to require, at time of or before shipment, the pre-payment in part or in full or guarantee of the charges.</p> <p>(c) Subject to the foregoing paragraphs, provision for payment of charges on storage in transit shipments is contained in Rule 17.</p> <p><b>RULE 21 DISPOSITION OF FRACTIONS</b></p> <p>Unless otherwise provided, to dispose of fractions in computing a charge omit fractions of less than one-half of one cent, and increase to the next whole figure fractions of one-half of one cent or greater.</p>

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	<p><b>RULE 22</b> <b>HOURLY RATES</b></p> <p>Charges based on time shall be computed by multiplying the hourly rate by the time involved. Fractions of an hour will be disposed of as follows: Where the time involved is less than 15 minutes, the charge shall be for one quarter of an hour. When in excess of 15 minutes but not more than 30 minutes, charge for one-half hour. When in excess of 30 minutes but not more than 45 minutes, charge for three quarters of an hour. When in excess of 45 minutes, charges for one hour.</p> <p><b>RULE 23</b> <b>COMPUTING CHARGES</b></p> <p>Unless otherwise provided herein where rates are stated in amounts per hundred pounds, charges shall be computed by multiplying the total weight involved by the rate shown for a hundred pounds.</p> <p><b>RULE 24</b> <b>ALTERNATE CHARGES</b></p> <p>The total transportation charge on any shipment shall not exceed the charge as would apply on the same shipment under the next greater unit of weight at rate applicable to such next greater unit of weight.</p> <p><b>RULE 25</b> <b>MINIMUM WEIGHT CHARGE</b></p> <p>Except as may be otherwise specifically provided for in this tariff, or as amended, a shipment weighing less than 500 pounds shall be accepted only at a weight of 500 pounds and applicable rates and charges based on weight shall be subject to 500 pound minimum.</p> <p><b>NOTE:</b> All shipments are subject to weighing provisions as provided as provided in Rule 4.</p> <p><b>RULE 26</b> <b>REISSUED ITEMS OR PAGES</b></p> <p>Reference made herein to items or pages in this tariff include reference to reissue of such items or pages.</p> <p><b>RULE 27</b> <b>SUBSTITUTED SERVICE</b></p> <p>Unless otherwise directed by the shipper, shipments of household good originating on the lines of Topeka Transfer &amp; Storage, Inc. and consigned to a point served by it, at the option of the originating carrier, will be transported by other motor common carriers authorized to perform the service; and the rates, charges, rules and regulations to be applied in connection with shipments so transported are those applicable over the line of the originating carrier.</p> <p><b>RULE 28</b> <b>HANDLING SPECIAL ARTICLES</b></p> <p>The services covered by this tariff do not include the handling, loading or unloading of any single article which, because of the size or nature of the article, requires rigging service. The extra handling, loading or unloading of any single article which, because of the size or nature of the article, requires rigging service. The extra handling, loading or unloading in every instance must</p>

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	<p>be provided by the shipper or if the carrier has additional personnel and equipment available, such extra services upon request of the shipper may be provided by the carrier at charges as shown in this tariff. When necessary such articles must be securely braced and blocked, and when such bracing or blocking require material not forming part of the regular equipment of the vehicle, or extra labor, such material and labor must be furnished by the shipper. Where service is performed by carrier, charges in Item 220 will apply.</p> <p><b>RULE 29</b> <b>REGULAR HOURS OF SERVICE</b></p> <p>Except as otherwise provided, regular hours for service shall be between 8 a.m. and 5 p.m. on each day of the week except Saturdays, Sundays, and legal holidays, national, state or municipal.</p> <p><b>RULE 30</b> <b>HOISTING OR LOWERING</b></p> <p>Hoisting or lowering service will be performed only at points where carrier possesses necessary equipment and experienced personnel to perform such service, weather conditions permitting. Otherwise, upon request of shipper, consignee or owner of the goods, the carrier as agent of and for and in behalf of the shipper, consignee or owner will endeavor to arrange for qualified service, if available, at the expense of shipper, consignee or owner of the goods. In such instances, the carrier will not be responsible for damage to shipment or property. Where services are performed by carrier, charges in Item 220 will apply.</p> <p><b>RULE 31</b> <b>ADVANCED CHARGES</b></p> <p>Charges advanced by carrier for services of others engaged at the request of the shipper will be supported by carrier with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or tariff if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges.</p> <p>When carrier engages the services of third persons at the request of and as agent for the shipper, carrier will not assume responsibility for their activities or conduct, amount of their charges nor for the quality or quantity of service furnished.</p> <p><b>RULE 32</b> <b>DISASSEMBLING AND REASSEMBLING</b></p> <p>The line haul transportation rates DO NOT include removing any outdoor article embedded in the ground or secured to a building, nor the assembling, disassembling of any outdoor articles such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, or other outdoor articles of similar nature, nor the assembling or disassembling of unusual articles found inside buildings such as steel shelving, pool tables, elongated work tables, counters, etc. Upon request of shipper, owner or consignee, the carrier will disassemble or reassemble such articles, subject to charges provided in Item 130 of Section 1 herein. The shipper, in such case, will be required to furnish, at the time of reassembling, any new hardware, nuts, bolts, et c., necessary to perform the service.</p> <p><b>CONTRACT TERMS AND CONDITIONS</b></p>

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	<p>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.</p> <p>(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 acts of public authority, quarantine, riots, strikes, perils of navigation, the act or default of the shipper or owner, the nature of the property or defect or inherent vice therein. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for the loss or damage thereto or responsible for its condition, operation or functioning, whether or not such property or any part of it is packed, unpacked, or packed and unpacked by the shipper or its agent or the carrier or its agent. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for damage to or loss of contents of pieces of furniture, crates, bundles, cartons, boxes, barrels or other containers unless such contents are open for the carrier's inspection and then only for such articles as are specifically listed by the shipper and received for by the carrier or its agent.</p> <p>(c) Except in case of negligence of the carrier or party in possession, the carrier or party in possession of any of the property herein described shall not be liable for delay caused by highway obstruction, or faulty or impassable highway, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment.</p> <p>(d) Except in case of negligence of 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 or stored in transit upon request of the shipper, owner, or party entitled to make such request, whether such request was made before or after the carrier comes into possession of the property.</p> <p>(e) In case of quarantine the property may be discharged at the risk and expense of the owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, and in such case, carrier's responsibility shall cease when the property is so discharged, or property may be returned by carrier at owner's expense to shipping point earning charges 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 done or required 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.</p> <p>Sec. 2. (a) No carrier is bound to transport said property by any particular schedule, vehicle, train or vessel 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 shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.</p> <p>(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or</p>

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	<p>delivering carrier, or carrier issuing this bill of lading, or carrier in possession of the property when 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.</p> <p>(c) Any carrier or party liable on account of loss 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.</p> <p>Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary coeprage, packing and repacking at owner's cost.</p> <p>Sec. 4. (a) Property not received by the party entitled to receive it within the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or at the time tender of delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a warehouse at the point of delivery or at other available points, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all transportation and other lawful charges, including a reasonable charge for storage. In the event the consignee can not be found at the address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.</p> <p>(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive it fails to receive it or claim within 15 days after notice of arrival of the property at destination 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, 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.</p> <p>(c) Where perishable property which has been transported hereunder to destination is refused by 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 there be time for service of notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the</p>

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	<p>property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.</p> <p>(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.</p> <p>(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of advances, tariff charges, packing, 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.</p> <p>(f) Where the carrier is directed to load property from (or render any services at) a place or places at which the consignor or his agent is not present, the property shall be at the risk of the owner before loading.</p> <p>Where the carrier is directed to unload or deliver property (or render any services) at the place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.</p> <p>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 endorsed hereon.</p> <p>Sec. 6. Explosives or dangerous goods will not be accepted for shipment. Every party whether principal or agent shipping such goods shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier will not be liable for safe delivery of the shipment.</p> <p>Sec. 7. The owner or consignee shall pay the advances, tariff charges, packing and storage, 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 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 advances, tariff charges, packing, storage 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. Nothing herein shall</p>



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	<p>limit the right of the carrier to require at time of shipment, the prepayment of the charges. Nothing herein shall limit the right of the carrier to require at time of shipment, the prepayment of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the advances or tariff charges must be paid upon the articles actually shipped.</p> <p>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 for 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.</p> <p>Sec. 9. 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.</p> <p><b>ITEM 100</b>  <b>COMMODITY DESCRIPTION AND CLASSIFICATION OF PROPERTY</b></p> <p>The classification of property to which the rates, rules and regulations apply are those classes of property designated as commodities under the following commodity descriptions:</p> <p>(A) Household Goods – the term “household goods” means,</p> <ol style="list-style-type: none"> <li>1. Personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling;</li> <li>2. Furniture, fixtures, equipment and the property of stores, offices, museums, institutions, hospitals, or other establishments when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals, or other establishments;</li> <li>3. Article including objects of art, displays, and exhibits, which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods.</li> </ol> <p>(B) Interpretation of the definition in paragraph (A) of this item</p> <ol style="list-style-type: none"> <li>1. Shall not be construed to include property moving from a factory or store, except such property as the householder has purchased with intent to use in his dwelling and which is transported at the request of, and the transportation charges paid to the carrier by, the householder.</li> <li>2. Shall not be construed to include the stock-in-trade of any establishment, whether consignor or consignee other than used furniture and used fixtures, except when transported as an incident to the removal of the establishment, or a portion thereof, from one location to another.</li> <li>3. Shall not be construed to include any article, whether crated or uncrated, which does not, because of its unusual nature or value, require the specialized handling and equipment usually employed in moving household goods.</li> </ol> <p>(C) Organs – the term “organs” means organs, electric or manual; new or used; crated, boxed or loose.</p> <p>All property transported under the commodity descriptions as set forth above shall be subject to the minimum weights and rates as set forth in the tariff as amended.</p> <p><b>SECTION 1</b>  <b>ADDITIONAL SERVICES</b></p>

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	<p><b>ITEM 110-C Cancels 110-B PACKING AND UNPACKING</b></p> <p>Rates in this item include packing, the use of packing containers, and materials from origin to destination, and unpacking. Rates do not include unpacking WHEN:</p> <ol style="list-style-type: none"> <li>1. Shipper elects not to have unpacking performed and elects to retain the containers and specifically directs carrier or its agent not to perform unpacking.</li> <li>2. Shipper elects not to have unpacking performed at time of delivery and specifically so directs carrier or its agent.</li> <li>3. Shipment is delivered to a warehouse (EXCEPT where delivery to warehouse is for storage in transit and delivery from warehouse is made within the storage in transit period provided in applicable rules).</li> </ol> <p>NOTE 1 – When cartons of more than 3 cu. ft. capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower size carton shown.</p> <p>NOTE 2 – Length, width and depth by inches and cubical content must be shown on all cartons.</p> <p>NOTE 3 – In applying charge for mattress cartons, if the size furnished exceeds the dimensions for which charges are shown, the charge for the next greater size shall apply.</p> <p>NOTE 4 – Regular mirror cartons, in lieu of wooden crates, will be utilized except for oversize mirrors or mirrors with fragile molding.</p> <table border="0" data-bbox="310 1140 1430 1860"> <thead> <tr> <th data-bbox="310 1140 852 1167"><u>TYPE OF CONTAINER</u></th> <th data-bbox="852 1140 1430 1167"><u>RATE PER CONTAINER-EXCEPT AS SHOWN</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="310 1167 852 1350">Drum, Dish-Pack (Drum, DishPack, Barrel or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac, table lamps, or similar fragile articles.....</td> <td data-bbox="852 1167 1430 1350">\$23.00</td> </tr> <tr> <td data-bbox="310 1381 852 1409">Cartons: Less than 3 cu. ft. capacity.....</td> <td data-bbox="852 1381 1430 1409">\$5.60</td> </tr> <tr> <td data-bbox="310 1409 852 1436">3 cu. ft. (Not less than 200 lbs. test).....</td> <td data-bbox="852 1409 1430 1436">\$8.90</td> </tr> <tr> <td data-bbox="310 1436 852 1463">4-1/2 cu. ft. (Not less than 200 lb. test).....</td> <td data-bbox="852 1436 1430 1463">\$11.00</td> </tr> <tr> <td data-bbox="310 1463 852 1491">6 cu. ft. (Not less than 200 lb. test).....</td> <td data-bbox="852 1463 1430 1491">\$12.50</td> </tr> <tr> <td data-bbox="310 1491 852 1518">6-1/2 cu. ft. (Not less than 275 lb. test).....</td> <td data-bbox="852 1491 1430 1518">\$13.70</td> </tr> <tr> <td data-bbox="310 1570 852 1598">Wardrobe Carton, not less than 10 cu. ft.....</td> <td data-bbox="852 1570 1430 1598">\$13.90</td> </tr> <tr> <td data-bbox="310 1598 852 1625">Crib Mattress Carton.....</td> <td data-bbox="852 1598 1430 1625">\$6.70</td> </tr> <tr> <td data-bbox="310 1625 852 1652">Mattress Carton: Not exceeding 39" X 75".....</td> <td data-bbox="852 1625 1430 1652">\$10.80</td> </tr> <tr> <td data-bbox="310 1652 852 1680">Not exceeding 54" X 75".....</td> <td data-bbox="852 1652 1430 1680">\$12.30</td> </tr> <tr> <td data-bbox="310 1680 852 1707">Exceeding 54" X 75".....</td> <td data-bbox="852 1680 1430 1707">\$19.00</td> </tr> <tr> <td data-bbox="310 1707 852 1734">39" X 80".....</td> <td data-bbox="852 1707 1430 1734">\$11.80</td> </tr> <tr> <td data-bbox="310 1787 852 1814">Mattress Cover, Paper or Plastic.....</td> <td data-bbox="852 1787 1430 1814">\$6.50</td> </tr> <tr> <td data-bbox="310 1814 852 1860">Crates and Containers specially designed for mirrors, paintings, glass</td> <td></td> </tr> </tbody> </table>	<u>TYPE OF CONTAINER</u>	<u>RATE PER CONTAINER-EXCEPT AS SHOWN</u>	Drum, Dish-Pack (Drum, DishPack, Barrel or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac, table lamps, or similar fragile articles.....	\$23.00	Cartons: Less than 3 cu. ft. capacity.....	\$5.60	3 cu. ft. (Not less than 200 lbs. test).....	\$8.90	4-1/2 cu. ft. (Not less than 200 lb. test).....	\$11.00	6 cu. ft. (Not less than 200 lb. test).....	\$12.50	6-1/2 cu. ft. (Not less than 275 lb. test).....	\$13.70	Wardrobe Carton, not less than 10 cu. ft.....	\$13.90	Crib Mattress Carton.....	\$6.70	Mattress Carton: Not exceeding 39" X 75".....	\$10.80	Not exceeding 54" X 75".....	\$12.30	Exceeding 54" X 75".....	\$19.00	39" X 80".....	\$11.80	Mattress Cover, Paper or Plastic.....	\$6.50	Crates and Containers specially designed for mirrors, paintings, glass	
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	<p>or marble tops and similar fragile articles (See Note 4). Rate is in cu. ft. or fraction thereof, subject to a minimum charge of \$18.90 per container.....\$4.20</p> <p><b>ITEM 120-C Cancels 120-B EXTRA PICK-UP OR DELIVERY (See Rule 7)</b> Each stop or call at one or more places necessary for making additional pick-ups after first pick-up or additional deliveries after first delivery shall be subject to an additional charge of \$43.00.</p> <p><b>ITEM 130-B Cancels 130-A LABOR CHARGES</b> Labor charges of \$24.30 for regular time and \$36.40 for overtime shall be charged per hour per person for all services for which no charges are otherwise provided in tariff when such services are requested by shipper. Regular time charge applies when service is performed in accordance with Rule 29. Overtime charge applies when service is performed on weekdays between 5:00 p.m. and 8:00 a.m., during any hour on Saturday or Sunday, and any hour on all officially declared national or state holiday.</p> <p><b>ITEM 140-C Cancels 140-B OVERTIME LOADING AND UNLOADING</b> An additional charge of (190) cents per 100 pounds for loading or unloading, or of (380) cents per 100 pounds for both loading and unloading, at residence, warehouse or other establishment after regular hours or days (See Note 2), will be assessed when this service is made necessary by landlord requirements, or is required by prevailing laws or ordinances, or is rendered at the specific request of the shipper. This service will be performed at a warehouse after regular hours or days (See Note 2), only at the option of the carrier and only when agreed to by the warehouseman. NOTE 1 – This item is subject to a 500 pound minimum NOTE 2 – Other than regular hours or days are as follows: Between 5 p.m. and 8 a.m. except Saturday, Sunday and Holidays. During any hour on Saturday. During any hour on Sunday. During any hour on all officially declared National or State holidays. NOTE 3 – Bill of Lading and Freight Bill to be marked or stamped as follows: (a) Loading requested or required after regular delivery hours or days. (b) Unloading requested or required after regular delivery hours or days.</p> <p><b>ITEM 150-C Cancels 150-B PACKING CONTAINER CHARGE</b> Rates in this item apply when carrier provides containers to the shipper and packing or unpacking service is not provided by the carrier. NOTE 1 – When cartons of more than 3 cu. ft. capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower size carton shown. NOTE 2 – In applying charge for mattress cartons, if the size furnished exceeds the dimensions for which charges are shown, the charge for the next greater size shall apply.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;"><u><b>TYPE OF CONTAINER</b></u></td> <td style="width: 40%; text-align: right;"><u><b>RATE PER CONTAINER</b></u></td> </tr> <tr> <td>Drum, Dish-Pack (Drum, Dish-Pack, Barrel or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac,</td> <td></td> </tr> </table>	<u><b>TYPE OF CONTAINER</b></u>	<u><b>RATE PER CONTAINER</b></u>	Drum, Dish-Pack (Drum, Dish-Pack, Barrel or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac,	
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The flight carry charge inside a building, will not apply when the elevator or stair carry charge under ITEM 170 is applicable.</p> <p><b>NOTE 1 – Inside a building, the steps from one floor or story to the next floor or story will be considered one flight. If an elevator is employed, it will be considered one flight.</b></p> <p><b>NOTE 2 – Outside a building, the first flight shall consist of 8 but not more than 20 steps. Steps less than 8 will not be considered a flight.</b></p> <p><b>NOTE 3 – Flight carry charges apply each time service is rendered.</b></p> <p style="text-align: right;"><u><b>Charge per Unit Except as Shown</b></u></p> <table> <tr> <td><b>Handling Charge for pipe organs and pianos, except spinets, charge is in addition to the flight carry charges.....</b></td> <td><b>\$58.00</b></td> </tr> <tr> <td><b>Handling Charge for organs, except pipe organs and spinet pianos. 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	<p><b>ITEM 170-C Cancels 170-B</b>  <b>ELEVATOR, STAIR AND EXCESSIVE DISTANCE CARRY CHARGES</b> involved in pick-up or delivery. Charges apply when service is performed at any point.</p>																						
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	<p><b>NOTE 1</b> – Elevator and Stair carry charges will not apply when pick-up or delivery is within a single family dwelling.</p> <p><b>NOTE 2</b> – Charges will be based on actual weight of the shipment, except as follows:  (a) When under the provisions of Rule 7 portions of the shipment are picked up or delivered at more than one place, the charges will apply only to the actual weight of that portion of the shipment picked up or delivered at other than ground floor or carried an excessive distance.  (b) When an automobile is included in a shipment with other personal affects, the weight of the automobile will be deducted when determining applicable charges under this item.</p> <p><b>NOTE 3</b> – When two or more elevators providing parallel service are utilized, charges will apply per shipment, not per elevator.</p> <p><b>NOTE 4</b> – Where an elevator is used and shipment must then be transferred to a second elevator or carried one or more flights, charges will be made once for the first elevator and again for each additional elevator or stair carry service.</p> <p><b>NOTE 5</b> – When stairs and elevator are both available, charge will be based on the method that results in the lower cost to the shipper.</p> <p><b>NOTE 6</b> – Inside a building, the first flight shall consist of at least 8 steps. Additional flights shall</p>																						

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	<p>be defined as the number of complete floors above or below the first flight.  <b>NOTE 7 – Outside a building, the first flight shall consist of 8 but not more than 20 steps. Steps less than 8 will not be considered a flight.</b>  <b>NOTE 8 – When a piano or organ is included in the shipment, the minimum stair carry charges on the entire shipment, inside or outside a building shall be \$25.00 for the first flight and \$13.00 for each additional flight. The minimum elevator charge shall be \$25.00. The minimum charge will apply each time the service is performed at origin and/or destination.</b>  <b>NOTE 9 – An extra carry means each carriage of 50 feet or fraction thereof after the first 75 feet (not including elevator or stair distance for which charges herein apply) between the vehicle and:</b>  <b>(a) The entrance door of a detached or single family dwelling, or</b>  <b>(b) The applicable individual apartment or office entrance door within a multiple occupancy building.</b>  <b>NOTE 10 – When a piano, organ and/or frozen food locker is included in a shipment, the handling charge for pianos, organs, and frozen food lockers provided in Item 160 will be in addition to the applicable charges in this item.</b></p> <p><b>ITEM 180-B Cancels 180-A</b>  <b>BULKY ARTICLES, LOADING AND UNLOADING CHARGES:</b>  <b>When a shipment includes articles as named below, the following additional charge will apply to each article and includes BOTH loading and unloading service, and applies each time loading and unloading service is required (except when loading and unloading service is for carrier’s convenience). Loading and unloading service includes the handling and blocking of such article.</b></p> <table border="0"> <thead> <tr> <th data-bbox="310 957 435 982"><u>ARTICLE</u></th> <th data-bbox="940 957 1057 982"><u>CHARGE</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="310 989 941 1014">Airplanes or Gliders.....</td> <td data-bbox="954 989 1042 1014">\$143.00</td> </tr> <tr> <td data-bbox="310 1020 941 1045">Automobiles, Trucks or Vans.....</td> <td data-bbox="954 1020 1036 1045">\$115.00</td> </tr> <tr> <td data-bbox="310 1052 941 1077">Boats, over-all length less than 14 feet.....</td> <td data-bbox="940 1052 1057 1077">No Charge</td> </tr> <tr> <td data-bbox="310 1083 941 1108">Boats, over-all length, 14 ft. to 20 ft. inclusive.....</td> <td data-bbox="954 1083 1042 1108">\$124.00</td> </tr> <tr> <td data-bbox="310 1115 941 1140">Boats, over-all length, in excess of 20 ft.....</td> <td data-bbox="954 1115 1042 1140">\$173.00</td> </tr> <tr> <td data-bbox="310 1146 941 1171">Farm Tractors.....</td> <td data-bbox="954 1146 1036 1171">\$99.00</td> </tr> <tr> <td data-bbox="310 1178 941 1203">Snowmobiles or Riding Golf Carts.....</td> <td data-bbox="954 1178 1036 1203">\$66.05</td> </tr> <tr> <td data-bbox="310 1209 941 1234">Trailers.....</td> <td data-bbox="954 1209 1036 1234">\$74.00</td> </tr> <tr> <td data-bbox="310 1241 941 1291">Campers – Pickup Truck Type (Camper designed for carriage on pickup trucks) (See Note 4).....</td> <td data-bbox="954 1266 1042 1291">\$190.00</td> </tr> <tr> <td data-bbox="310 1297 941 1348">Playhouses, Tool Sheds, Utility Sheds (transported set-up, not dismantled) in excess of 100 cu. ft.....</td> <td data-bbox="954 1323 1042 1348">\$124.00</td> </tr> </tbody> </table> <p><b>NOTE 1 – When a boat is mounted on a trailer, such will be considered as two separate articles and separate charges will apply.</b>  <b>NOTE 2 – The charges provided for in this item will not apply when shipper orders Exclusive Use of Vehicle under Rule 5, Paragraph (C), or to Shipments on Tour under Rule 18.</b>  <b>NOTE 3 – The charges provided for in this item will not apply on canoes, dinghies, kayaks, sculls or skiffs.</b>  <b>NOTE 4 – When a camper is mounted on a pickup truck, the charge for trucks will apply.</b></p> <p><b>ITEM 190-B Cancels 190-A</b>  <b>WAITING TIME, when not the fault of the carrier shall be \$23.00 per hour per vehicle.</b></p> <p><b>When shipment is traveling more than 100 miles but less than 200 miles, 1 hour free waiting time will be allowed, except on shipments delivered to storage in transit at destination.</b>  <b>When shipment is traveling 200 miles or more, 2 hours free waiting time will be allowed, except on shipments delivered to storage in transit at destination.</b>  <b>At expiration of the free waiting time, additional waiting time service will be subject to carrier’s convenience.</b></p>	<u>ARTICLE</u>	<u>CHARGE</u>	Airplanes or Gliders.....	\$143.00	Automobiles, Trucks or Vans.....	\$115.00	Boats, over-all length less than 14 feet.....	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	<p>NOTE 1 - Unless otherwise provided by agreement, loading and unloading will be performed between the hours of 8:00 a.m. and 5:00 p.m., and waiting time will be applicable only between these hours, subject to the above allowable free waiting time:</p> <p>NOTE 2 - When storage in transit shipments are delivered from warehouse 1 hour free waiting time will be allowed.</p> <p>NOTE 3 – This item not applicable on Sundays or on all officially declared national and state holidays.</p> <p>NOTE 4 – Waiting time charge for carrier’s vehicle personnel (other than vehicle driver) will be subject to hourly charge in Item 130.</p> <p><b>ITEM 200-B Cancels 210-A</b>  <b>HOUSEHOLD APPLIANCES OR OTHER ARTICLES REQUIRING SPECIAL SERVICING FOR SAFE TRANSPORTATION (Subject to request of the shipper, owner or consignee, and provisions of Rule 15):</b>  <b>Carrier Servicing of appliances or articles at origin:</b>  First Article: \$15.00  Each Additional Article: \$10.00  <b>Carrier Unservicing of appliances or articles at destination:</b>  First Article: \$10.00  Each Additional Article: \$7.00</p> <p><b>ITEM 220-C Cancels 220-B</b>  <b>AUXILIARY SERVICE, necessary for pick-up or delivery EXCEPT as provided in Item 190. Applies only in connection with Rule 16 for all auxiliary pick-up or delivery services requested by the shipper</b>  <b>PER ADDITIONAL VEHICLE (if used) Per Hour - \$20.00</b>  <b>LABOR CHARGES: For rates to apply see Item 130</b></p> <p><b>ITEM 230-B Cancels 230-A</b>  <b>REWEIGHING CHARGE</b>  The carrier, upon request of shipper, owner or consignee, made prior to delivery of shipment, and when practicable to do so will reweigh the shipment. The lower of the two net scale weights shall be used for determining the applicable charges. If the reweigh develops a net scale weight in excess of the initial net scale weight or if the difference between the initial net scale weight and the reweigh net scale weight is less than 100 pounds on a shipment weighing 5,000 pounds or less or two per cent or less of the lower net scale weight on shipments in excess of 5,000 pounds, the reweigh charge shall be \$39.00.</p> <p><b>ITEM 240-B Cancels 240-A</b>  <b>DIVERSION CHARGE</b>  The charge for each diversion in connection with a shipment will be \$10.00</p> <p><b>ITEM 250-C Cancels 250-B</b>  <b>STORAGE IN TRANSIT AND WAREHOUSE HANDLING CHARGES</b>  Upon request of shipper, carrier will provide storage in transit at a charge of 250 cents per 100 pounds for each 30 days or fraction thereof, plus a warehouse handling charge of 300 cents per 100 pounds. Such charges will apply to actual weight, subject to a 1,000 pound minimum. Storage charges apply each time storage in transit service is rendered. Warehouse handling charge applies once each time shipment is placed in storage in transit.</p> <p><b>ITEM 260-C Cancels 260-B</b>  <b>PICK-UP OR DELIVERY TRANSPORTATION RULES TO APPLY ON STORAGE IN</b></p>

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	<p><b>TRASIT SHIPMENTS: (Subject to Rule 17)</b>  Rates are in dollars and cents per hundred pounds based on actual weight subject to a 500 pound minimum and apply on shipments when released to a value not exceeding 30 cents per pound per article.</p> <p>Rates apply on pick-up or delivery of storage in transit shipments when both point of pick-up or delivery and warehouse are located within the same municipality, or within a distance of 14 miles or less. For rates to apply for distances over 14 miles, apply rates in Section 2.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Weight of Shipment</u></th> <th style="text-align: right;"><u>Rate</u></th> </tr> </thead> <tbody> <tr> <td>500 lbs. to 999 lbs. incl. (Breakpoint Weight 595 lbs.).....</td> <td style="text-align: right;">\$15.40</td> </tr> <tr> <td>1,000 lbs. to 1,999 lbs. incl. 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Arrange for the repair of all damaged articles when appropriate, and make such settlement with the shipper as is deemed equitable for all lost articles and for all damaged articles, repair of which is not deemed appropriate with carrier assuming only that portion of the amount required to settle the claim for which it is liable, and any additional amount to be borne by the person or firm assuming the excess liability; and</li> <li>3. Render to the person or firm assuming the excess liability an invoice payable in seven (7) days for the amount required to settle the claim which exceeds the carrier's liability plus the charge provided for in this item.</li> </ol> <p>The charge for any or all services described shall be \$55.00 per shipment.</p> <p><b>NOTE:</b> Any charges or portions thereof for services of others engaged at the request of the person or firm assuming the excess liability, which are over and above the amount for which carrier is liable under its bill of lading, will be at the expense of such person or firm and will be in addition to all other rates and charges.</p> <p><b>ITEM 505-C Cancels 505-B</b>  For Application of rates, see Item 500</p> <p><b>RATES</b></p> <table style="width: 100%; border-collapse: collapse; margin-top: 20px;"> <thead> <tr> <th colspan="7" style="text-align: center;">Weight of Shipment in Pounds</th> </tr> <tr> <th style="text-align: left;"><u>Distance in Miles</u></th> <th style="text-align: center;">1,000 to 1,999</th> <th style="text-align: center;">Break Point</th> <th style="text-align: center;">2,000 to 3,999</th> <th style="text-align: center;">Break Point</th> <th style="text-align: center;">4,000 to 7,999</th> <th style="text-align: center;">Break Point</th> </tr> </thead> <tbody> <tr> <td>15</td> <td style="text-align: center;">\$22.40</td> <td style="text-align: center;">1581</td> <td style="text-align: center;">\$17.70</td> <td style="text-align: center;">3571</td> <td style="text-align: center;">\$15.80</td> <td style="text-align: center;">5368</td> </tr> <tr> <td>20</td> <td style="text-align: center;">23.40</td> <td style="text-align: center;">1590</td> <td style="text-align: center;">18.60</td> <td style="text-align: center;">3570</td> <td style="text-align: center;">16.60</td> <td style="text-align: center;">5350</td> </tr> <tr> <td>30</td> <td style="text-align: center;">24.40</td> <td style="text-align: center;">1574</td> <td style="text-align: center;">19.20</td> <td style="text-align: center;">3542</td> <td style="text-align: center;">17.00</td> <td style="text-align: center;">5506</td> </tr> <tr> <td>40</td> <td style="text-align: center;">25.70</td> <td style="text-align: center;">1572</td> <td style="text-align: center;">20.20</td> <td style="text-align: center;">3387</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">5568</td> </tr> <tr> <td>50</td> <td style="text-align: center;">26.60</td> <td style="text-align: center;">1579</td> <td style="text-align: center;">21.00</td> <td style="text-align: center;">3372</td> <td style="text-align: center;">17.70</td> <td style="text-align: center;">5469</td> </tr> </tbody> </table>	<u>Weight of Shipment</u>	<u>Rate</u>	500 lbs. to 999 lbs. incl. 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60	27.80	1576	21.90	3343	18.30	5684	
70	28.60	1567	22.40	3375	18.90	5715	
80	29.90	1586	23.30	3297	19.20	5834	
90	30.80	1552	23.90	3281	19.60	5878	
100	32.10	1521	24.40	3312	20.20	6060	
110	33.10	1529	25.30	3242	20.50	6099	
120	34.20	1515	25.90	3244	21.00	6058	
130	35.40	1515	26.80	3165	21.20	6189	
140	36.10	1541	27.80	3152	21.90	6101	
150	37.30	1502	28.00	3158	22.10	6154	
160	38.20	1503	28.70	3178	22.80	6038	
170	39.10	1520	29.70	3138	23.30	6078	
180	40.00	1495	29.90	3198	23.90	6126	
190	41.10	1480	30.40	3198	24.30	6223	
200	41.70	1478	30.80	3182	24.50	6205	
<b>Weight of Shipment in Pounds</b>							
<u>Distance in Miles</u>	1,000 to 1,999	<u>Break Point</u>	2,000 to 3,999	<u>Break Point</u>	4,000 to 7,999	<u>Break Point</u>	
220	\$43.00	1493	\$32.10	3153	\$25.30	6230	
240	43.80	1489	32.60	3178	25.90	6209	
260	45.00	1507	33.90	3127	26.50	6250	
280	45.80	1511	34.60	3145	27.20	6265	
300	47.00	1507	35.40	3142	27.80	6245	
320	48.30	1495	36.10	3103	28.00	6486	
340	49.50	1508	37.30	3143	29.30	6335	
360	51.00	1495	38.10	3161	30.10	6326	
380	52.00	1500	39.00	3129	30.50	6400	
400	53.20	1482	39.40	3209	31.60	6355	
420	54.30	1477	40.10	3222	32.30	6391	
440	55.10	1481	40.80	3197	32.60	6504	
460	55.90	1475	41.20	3243	33.40	6539	
480	56.60	1474	41.70	3271	34.10	6522	
500	57.90	1482	42.90	3236	34.70	6617	
520	58.70	1483	43.50	3283	35.70	6499	
540	59.60	1494	44.50	3281	36.50	6422	
<i>Where exact distance is not shown, use next greater distance which is shown.</i>							
<b>Weight of Shipment in Pounds</b>							
<u>Distance in Miles</u>	8,000 to 11,999	<u>Break Point</u>	12,000 to 15,999	<u>Break Point</u>	16,000 and over		
15	\$10.60	11,887	\$10.50	15,848	\$10.40		
20	11.10	11,784	10.90	15,707	10.70		
30	11.70	11,898	11.60	15,587	11.30		
40	11.90	11,799	11.70	15,727	11.50		
50	12.10	11,901	12.00	15,734	11.80		
60	13.00	11,816	12.80	15,625	12.50		
70	13.50	11,823	13.30	15,760	13.10		
80	14.00	11,743	13.70	15,767	13.50		

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90	14.40	11,834	14.20	15,775	14.00	
100	15.30	11,765	15.00	15,680	14.70	
110	15.40	11,845	15.20	15,579	14.80	
120	15.90	11,774	15.60	15,795	15.40	
130	16.40	11,708	16.00	15,800	15.80	
140	16.70	11,857	16.50	15,710	16.20	
150	17.00	11,789	16.70	15,809	16.50	
160	17.20	11,861	17.00	15,718	16.70	
170	17.70	11,729	17.30	15,815	17.10	
180	18.30	11,738	17.90	15,822	17.70	
190	18.90	11,746	18.50	15,741	18.20	
200	19.00	11,748	18.60	15,742	18.30	
220	19.70	11,818	19.40	15,753	19.10	
240	20.10	11,762	19.70	15,757	19.40	
260	20.70	11,827	20.40	15,765	20.10	
<b>Weight of Shipment in Pounds</b>						
	8,000 to <u>11,999</u>	<b>Break Point</b>	12,000 to <u>15,999</u>	<b>Break Point</b>	16,000 and <u>over</u>	
280	\$21.30	11,718	\$20.80	15,770	\$20.50	
300	21.70	11,779	21.30	15,700	20.90	
320	22.70	11,842	22.40	15,715	22.00	
340	23.20	11,794	22.80	15,790	22.50	
360	23.80	11,799	23.40	15,727	23.00	
380	24.40	11,804	24.00	15,800	23.70	
400	25.10	11,809	24.70	15,741	24.30	
420	25.80	11,814	25.40	15,748	25.00	
440	26.50	11,819	26.10	15,694	25.60	
460	27.30	11,737	26.70	15,761	26.30	
480	27.80	11,785	27.30	15,707	26.80	
500	28.70	11,791	28.20	15,773	27.80	
520	29.00	11,835	28.60	15,721	28.10	
540	29.30	11,796	28.80	15,723	28.30	
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