

Name: \_\_\_\_\_

## Hourly and Distance Rate Tariff

For the Transportation of Household Goods  
In Intrastate Commerce  
To, From and Between All Points and Places  
In the State of Missouri

Rules and regulations governing this tariff are contained herein.

Issued Date:

Effective Date:

Issued By:

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**Section 3– Statement of Operating Authority**

Description of Authority	Item Number
<p>Operations as a common carrier by motor vehicle upon the public highways in Missouri intrastate commerce, transporting household goods to, from and between all points and places in Missouri.</p> <p>The term "Household Goods" is defined as: Personal effects and property used or to be used in a dwelling when part of the equipment or supplies of such dwelling and similar property, if the transportation of such effects or property, is either arranged and paid for by the householder, including transportation property from a factory or store when the property is purchased by the householder with intent to use in his or her dwelling, or arranged and paid for by another party. The term "household goods" shall not include personal property which when tendered to a motor carrier is crated or otherwise packaged to make it suitable for transportation by motor carriers of general commodities, freight or property.</p>	200

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## Section 4– Rules and Regulations

Description of Item	Item Number
<p><b>BASIS OF WEIGHT:</b></p> <p>A. Gross weight, tare weight, net weight and constructive weight.</p> <p>1. 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, with the driver but without the crew thereon, on a certified scale, and when so weighed the fuel tanks on such vehicle shall be full and vehicle shall contain all pads, chains, dollies, hand trucks, and other equipment needed in the transportation of shipments to be loaded thereon, and such weight shall then be entered on the bill of lading. After the vehicle has been loaded, it shall be weighed, with the driver but without the crew thereon, at the certified scale nearest to the point of origin of the shipment, and the net weight of the shipment shall be obtained by deducting the tare weight from the gross weight, and both the gross weight and net weight shall be entered on the bill of lading. Where no certified scale is available at the point of origin, the gross weight shall be obtained at the nearest certified scale either in the direction of the movement of the shipment, or in the direction of the next pick-up or delivery in the case of part loads. In the transportation of part loads, this subsection shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads shall be used as the tare weight of such vehicle as part loads subsequently loaded thereon. Also, the person paying the freight charges, or his representative, upon request of either, shall be permitted without charge to accompany, in his own conveyance, the carrier to the weighing station and to observe the weighing of his shipment after loading. The carrier shall use a certified scale which will permit the shipper to observe the weighing of the shipment without causing delay.</p> <p>2. If no certified scale is available at origin, or at any point within 10 miles thereof, a constructive weight, based upon 7 pounds per cubic foot of properly loaded van space, may be used.</p> <p>B. Obtaining Weight Tickets: The carrier shall obtain a weight ticket signed by the scale representative or its driver for each weighing required under this section, and the driver shall enter thereon the number of the bill of lading accompanying the shipment involved. No other additions or alterations shall be made on any such tickets. As soon as such weight ticket is obtained, true copies thereof shall be attached to the receipt or bill of lading accompanying the shipment, and retained in the carrier's file. A true copy of each weight ticket pertaining to a shipment shall be given to the shipper at the weighing station if the shipper is present or upon delivery of the shipment if the shipper is not present at the weighing.</p> <p>C. Any of the following shipments may be weighed on a certified scale prior to being loaded on the vehicle: (1) a partial load for any one shipper not exceeding 1,000 pounds; (2) an automobile or other article weighing in excess of 500 pounds which is mounted on wheels; and (3) a shipment which the carrier containerizes for further transportation, in which case the net weight of the shipment shall be the gross weight of the container less the tare weight of the container; the gross weight of the container shall be packed and prepared for shipment; the tare weight of the container shall include all of the pads, skids, blocking and bracing used, or to be used, to protect the contents of the container, but not including packing materials used in the preliminary packing of the shipment.</p> <p>D. The provisions of paragraph A and B of this rule shall not apply to shipments tendered to the carrier in containers or to shipments consisting solely of machinery (including auxiliary and components parts thereof) which are being transported by household goods carriers pursuant to the definition of household goods in Item 1 of this tariff; provided, the weight of each shipment is certified by the shipper thereof on the bill of lading covering such shipment.</p> <p>E. No carrier shall add to or take from the tare weight of the vehicle for the purpose of altering the net weight of a shipment.</p>	400
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Description of Item	Item Number
<p><b>BILL OF LADING AND RATES:</b></p> <ul style="list-style-type: none"> <li>A. A bill of lading shall accompany each shipment. The bill of lading will contain information as required by the code of state regulations and shall contain:</li> <li>B. The name, address, phone number and US DOT number of the motor carrier;</li> <li>C. The name, address and telephone number of the shipper and the point of origin if different from the shipper's address;</li> <li>D. The name, address and telephone number of a person who is to be notified of any delay in the delivery of the shipment at destination;</li> <li>E. The actual pick-up date and the agreed delivery date or the agreed period of time within which delivery of the shipment is expected at destination;</li> <li>F. If the shipment is required to be weighed, the bill of lading will include the tare, gross and net weights of the shipment. On the same line on which the tare weight is to be entered there shall be printed the words "shipper the tare weight of the vehicle must be entered on this line prior to loading your shipment on the vehicle".</li> <li>G. The number of the vehicle onto which the shipment is loaded.</li> <li>H. The amount of estimated charges and method of payment of total tariff charges;</li> <li>I. Maximum amount required to be paid in cash, personal check, certified check, bank check, or credit card to relinquish possession of a C.O.D. shipment when actual charges exceed estimated charges;</li> <li>J. Whether shipment requires notification of actual charges and where such communication shall be received.</li> <li>K. All special services being provided by carrier at the request of the shipper, consignor, consignee or owner of the shipment and the charge for that service;</li> <li>L. Signature of the shipper and motor carrier; and</li> <li>M. General description of the property being transported, except that the bill of lading shall include a specific description of the shipper's property, or shall attach a separate inventory: <ul style="list-style-type: none"> <li>1. Whenever the shipper's property will be loaded on the same vehicle with any shipment belonging to another shipper;</li> <li>2. Whenever the shipper will release the shipment to the carrier at a value not exceeding sixty cents (\$0.60) per pound per article in conformity with Item 437 or 438 of this tariff; or</li> <li>3. Whenever the carrier has agreed to accept for shipment, as provided in Item 436 of this tariff, any articles of extraordinary value which shall be specifically described in the special provision prescribed in paragraph P of this item.</li> </ul> </li> <li>N. When hourly for transportation service applies, the carrier's freight bill or invoice shall separately itemize the total time, time spent traveling from the carrier's terminal to the place of origin of the shipment, and the return travel time from the destination of the shipment to the carrier's terminal.</li> <li>O. Valuation information. All rates and charges herein are dependent upon the shipment being released in accordance with the provisions of Item No.437 or 438, VALUATION FOR LOSS AND DAMAGE.</li> <li>P. The carrier may accept for shipment articles of extraordinary which includes a document, currency, money, credit card, jewelry, watch, precious stone, sculpture, rare or unique work of art, or any other article of extraordinary value, if the shipper had provided a list and description of the article(s) on the bill of lading, separate attachment to the bill of lading or inventory with the declared value of each. If the article(s) are listed on an attachment to the bill of lading, the attachment must be signed and dated by the shipper and the carrier. The carrier's liability for any loss of or damage to the described articles) shall be limited to the "declared value" written on the bill of lading, attachment to the bill of lading or inventory.</li> <li>Q. Any alteration, addition or erasure on the bill of lading shall be unenforceable, unless the carrier or its agent has clearly noted the change on the bill of lading.</li> </ul> <p style="text-align: center;">(Continued on following page)</p>	401

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Description of Item	Item Number
<p><b>BILL OF LADING AND RATES:</b> (Concluded)</p> <p>R. The bill of lading shall not be invalid because of the absence of the shipper's signature, if the shipper fails to sign the bill of lading after:</p> <ol style="list-style-type: none"> <li>1. The carrier has timely requested the shipper to sign;</li> <li>2. The carrier has offered the shipper an opportunity to note any requested corrections or additions on the document; and</li> <li>3. The carrier certifies on the bill of lading that it has made the request and offer prescribed in this item, but the shipper has failed to sign as requested.</li> </ol> <p>S. When distance commodity rates are charged, unless the shipper expressly releases the shipment to a value not exceeding 60 cents per pound per article, the carrier's maximum liability for loss and damage shall be either the lump sum value declared by the shipper or an amount equal to \$1.25 times the actual weight in pounds of the shipment, whichever is greater. For this liability, additional valuation charges as provided in Item 437 of this tariff will apply. If the shipper wishes to avoid these additional charges, he must agree that if any articles are lost or damaged, the carrier's liability will not exceed sixty (60) cents per pound for the actual weight of any lost or damaged article or articles in the shipment.</p>	401 (Concluded)
<p><b>CARRIER MAY DECLINE TO ACCEPT FOR SHIPMENT:</b> The carrier may not bid or accept for shipment:</p> <p>A. Any document, currency, money, credit card, jewelry, watch, precious stone, sculpture, rare or unique work of art, any other articles of extraordinary value, or any article that is perishable or contains anything perishable. Exception—The carrier may accept these articles for shipment, but only in conformity with the rules stated in within the tariff for articles of extraordinary value.</p> <p>B. Any article that is perishable (other than food items) or any living animal or plant. Exception— Perishable plants may be accepted for transportation provided the shipment is transported not more than 150 miles and/or delivery accomplished within 24 hours from time of loading; no storage is required; and no preliminary or en route servicing or watering or other preservative method is required by the carrier.</p>	402
<p><b>CARRIER MUST NOT ACCEPT FOR SHIPPING:</b> The carrier must not accept for shipment:</p> <p>A. Property that may damage its equipment or which cannot be taken from the premises without damage to the article or the premises.</p> <p>B. Any article deemed to be dangerous or hazardous, or that cannot be taken or removed from the premises without damage to the article or premises.</p> <p>C. Any perishable food or other articles that must be kept frozen or require refrigeration. Exception—The carrier may accept frozen foods if the food is contained in a working freezer; the shipment is to be transported not more than 150 miles and/or delivery may be accomplished within 24 hours from time of loading; no storage is required and no preliminary or en route servicing by use of dry ice, electricity, or other preservative methods is required of the carrier. The carrier shall not be responsible for any loss or damage, condition or flavor to any frozen foods accepted for delivery.</p>	403
<p><b>CARRIER LIABILITY:</b> The carrier shall be liable for physical loss of or damage to any articles from external cause while in possession of carrier, EXCEPT where the carrier will not assume liability as listed in Item 405. Unless otherwise provided in this tariff, the carriers maximum liability shall be either:</p> <p>A. The amount of the actual loss or damage not exceeding \$1.25 times the actual weight (in pounds) of the shipment or the lump sum declared value, whichever is greater; or</p> <p>B. The actual loss or damage not exceeding sixty (60) cents per pound or the weight of any lost or damaged article when the shipper has released the shipment to carrier, in writing, with liability limited to sixty (60) cents per pound per article.</p>	404
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## Section 4– Rules and Regulations (Continued)

Description of Item	Item Number
<p><b>CARRIER WILL NOT ASSUME LIABILITY:</b> The carrier will not assume any liability for:</p> <ul style="list-style-type: none"> <li>A. Documents, currency, money, credit cards, jewelry, 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 manufacture therefrom without the knowledge of the carrier and are not specifically listed on the bill of lading.</li> <li>B. Condition or favor of perishable articles included in a shipment with or without knowledge or the carrier.</li> <li>C. From an act, omission or order of the shipper or shipper's agent.</li> <li>D. Damage to any article that has been packed by the shipper, unless the carton or other shipping container sustained visible damage while in the carrier's possession.</li> <li>E. Damage to any assembled furniture or article made from pressboard or particleboard. The shipper may tender such articles to the carrier without prior disassembly, but solely at the shipper's own risk, and the shipper thereby waives and releases all claims for damage to that article against the carrier, its agents, employees, officers, successors and assigns.</li> <li>F. The carrier shall not be liable for delay caused by highway obstruction, or faulty or impassable highways or lack of capacity of any highway, bridge or ferry, or caused by breakdown or mechanical defect of vehicles or equipment, or from any cause other than negligence of the carrier, nor shall the carrier be bound to transport by any particular schedule, means, vehicle 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 point of destination.</li> <li>G. Loss, damage or delay caused by or resulting from defect or inherent vice of the article, including susceptibility to damage because of atmospheric conditions such as temperature and humidity changes; from hostile or warlike action in time of peace or war; or from any Acts of God.</li> </ul>	405
<p><b>CLAIMS:</b></p> <ul style="list-style-type: none"> <li>A. <u>Filing of Claim.</u> The consignee or owner of property must promptly notify the carrier after discovery of any loss, damage, injury or delay to property transported by the carrier. Claims must be filed in writing or electronically with the carrier within ten (10) days after the delivery of the shipment and shall contain the following facts and documentation: <ul style="list-style-type: none"> <li>1. A detailed description to identify the shipment (or shipments) of property involved including the date of delivery and the name, address and phone number of the claimant and a detailed description of the damage, loss, injury or delay;</li> <li>2. An appraisal reports or repair estimate or a specified dollar amount of the damage, loss, injury or delay; and</li> <li>3. The date the article was purchased, original cost, estimated value of the article at the time of loss or damage.</li> <li>4. Carrier must be promptly notified after discovery of concealed damage or shortage and given reasonable opportunity to inspect the shipment and packing.</li> </ul> </li> <li>B. <u>Claims filed for uncertain amounts.</u> Whenever a claim is presented for an uncertain amount, such as "\$100 more or less" the carrier will determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. It will not, however, voluntarily pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money will have been filed.</li> <li>C. <u>Other claims.</u> If investigation of a claim develops that one or more other carriers has been presented with a similar claim in the same shipment, the carrier investigating such claim will communicate with each such other carrier and, prior to any agreement entered into between or among them as to the proper disposition of such claim or claims, will notify all claimants of the receipt of conflicting or overlapping claims and will require further substantiation, on the part of each claimant of his title to the property involved or his right with respect to such claim.</li> </ul> <p style="text-align: center;">(Continued on following page)</p>	406
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## Section 4– Rules and Regulations (Continued)

Description of Item	Item Number
<p><b>CLAIMS: (Continued)</b></p> <p>D. Claims File. Upon receipt of a claim, the carrier shall establish a claim file. The carrier or its agent shall acknowledge receipt of each claim in writing or electronically to the claimant within 30 calendar days of receipt; except that the carrier may orally acknowledge receipt of a claim to the claimant, either in person or by telephone, if the carrier makes a timely record thereof in the carrier's claims register within 24 hours after the oral acknowledgement.</p> <p>E. The carrier shall pay, decline or make a firm offer in writing or electronically to the claimant within 120 days after receipt of the claim. If the carrier cannot process and dispose of the claim within 120 days after receiving it, then before the 120th day and at the expiration of each succeeding 60-day period while the claim remains pending, the carrier shall notify the claimant in writing or electronically of the status of the claim and the reason for the delay in making final disposition thereof. The carrier shall retain a copy of these notices to the claimant in its claim file.</p> <p>F. The carrier shall not be required to pay any claim to the shipper, or to repair or replace any article lost or damaged by the carrier, until the shipper has fully paid to the carrier all the applicable charges for transportation and related services as provided in this tariff.</p> <p>G. If the carrier intends to pay to the claimant all or any part of an unpaid claim for loss of or damage to household goods that were transported by the carrier, when the claimant owes any unpaid debt to the carrier, then the carrier may claim as a set-off and deduct from its payment to the claimant, an amount which shall not exceed that portion of the claimant's unpaid debt to the carrier, which is:</p> <ol style="list-style-type: none"> <li>1. Currently due and payable to the carrier,</li> <li>2. Owed on account of the carrier's transportation of household goods (including the shipment involving the subject of the claimant's unpaid loss or damage claim, or any other shipment);</li> <li>3. Undisputed by both the carrier and the claimant;</li> <li>4. Liquidated in amount; and</li> <li>5. Less than or equal to the amount of the claimant's unpaid claim against the carrier.</li> </ol> <p>H. The carrier may satisfy the claim by repairing or replacing the property loss or damage with materials of like kind, quantity and condition at the time of acceptance by the carrier. If an article has been replaced or totally paid for by the carrier, the damaged article shall become the property of the carrier or his agent to dispose of at the discretion of the carrier.</p> <p>I. When an asserted claim for loss of an entire package or an entire shipment cannot be otherwise authenticated, the carrier shall obtain from the consignee or owner a certified statement in writing or electronically that the property for which the claim is filed has not been received from any other source.</p> <p>J. In the case of damaged property, which has been replaced or totally paid for by the carrier, such damaged property shall then become the property of the carrier or his agent to dispose of at the discretion of the carrier.</p> <p>K. <u>Constructive weight of packed interior shipping containers.</u> When liability of the carrier is to be measured by weight of the article lost or damaged, and such article is packed in an interior shipping container, in the absence of specific evidence to the contrary, such interior shipping container will be deemed to have the following weight:</p> <p style="text-align: center;">(Continued on following page)</p>	406 (Continued)
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number																								
<p><b>CLAIMS: (Concluded)</b></p> <table border="1" data-bbox="367 296 1240 783"> <thead> <tr> <th data-bbox="367 296 1037 380">Container</th> <th data-bbox="1037 296 1240 380">Weight Per Container (In pounds)</th> </tr> </thead> <tbody> <tr> <td data-bbox="367 380 1037 411">Drum, Dish-Pack</td> <td data-bbox="1037 380 1240 411">60</td> </tr> <tr> <td data-bbox="367 411 1037 443">Cartons, Less than 3.0 cu. ft.</td> <td data-bbox="1037 411 1240 443">25</td> </tr> <tr> <td data-bbox="367 443 1037 474">Cartons, 3.0 cu. ft. or more, but less than 4.5 cu. ft.</td> <td data-bbox="1037 443 1240 474">30</td> </tr> <tr> <td data-bbox="367 474 1037 506">Cartons, 4.5 cu. ft. or more, but less than 6.0 cu. ft.</td> <td data-bbox="1037 474 1240 506">35</td> </tr> <tr> <td data-bbox="367 506 1037 537">Cartons, 6.0 cu. ft. or more, but less than 6.5 cu. ft.</td> <td data-bbox="1037 506 1240 537">45</td> </tr> <tr> <td data-bbox="367 537 1037 569">Cartons, 6.5 cu. ft. and over</td> <td data-bbox="1037 537 1240 569">50</td> </tr> <tr> <td data-bbox="367 569 1037 600">Wardrobe Carton</td> <td data-bbox="1037 569 1240 600">50</td> </tr> <tr> <td data-bbox="367 600 1037 632">Crib Mattress</td> <td data-bbox="1037 600 1240 632">22</td> </tr> <tr> <td data-bbox="367 632 1037 663">Mattress or Box Spring Carton (Not exceeding 39" X 75")</td> <td data-bbox="1037 632 1240 663">55</td> </tr> <tr> <td data-bbox="367 663 1037 695">Mattress or Box Spring Carton (Not exceeding 54" X 75")</td> <td data-bbox="1037 663 1240 695">60</td> </tr> <tr> <td data-bbox="367 695 1037 726">Mattress or Box Spring Carton (Exceeding 54" X 75")</td> <td data-bbox="1037 695 1240 726">80</td> </tr> </tbody> </table> <p data-bbox="402 726 1219 783"> <i>Note 1: Cartons containing books or records will be deemed to weigh 50 lbs.            Note 2: Cartons containing lamp shades will be deemed to weigh 10 lbs.</i> </p> <p data-bbox="272 814 1365 982">L. Carrier will make an itemized record sufficient to identify the property involved so as to be able to correlate it to the shipment or transportation involved and claim, if any, filed thereon. Upon receipt of a claim on a shipment on which salvage has been processed, the carrier shall record in its Claims file thereon the lot number assigned, the amount of money recovered, if any from the disposition of such property, and the date of transmittal of such money to the person or persons lawfully entitled to receive the same.</p>	Container	Weight Per Container (In pounds)	Drum, Dish-Pack	60	Cartons, Less than 3.0 cu. ft.	25	Cartons, 3.0 cu. ft. or more, but less than 4.5 cu. ft.	30	Cartons, 4.5 cu. ft. or more, but less than 6.0 cu. ft.	35	Cartons, 6.0 cu. ft. or more, but less than 6.5 cu. ft.	45	Cartons, 6.5 cu. ft. and over	50	Wardrobe Carton	50	Crib Mattress	22	Mattress or Box Spring Carton (Not exceeding 39" X 75")	55	Mattress or Box Spring Carton (Not exceeding 54" X 75")	60	Mattress or Box Spring Carton (Exceeding 54" X 75")	80	406 (Concluded)
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<p><b>COMPUTING RATES AND CHARGES:</b></p> <p data-bbox="272 1020 1365 1104">A. Unless otherwise provided herein, where rates are stated in amounts per hundred pounds, charges shall be computed by multiplying the additional weight involved by the rates shown for a hundred pounds.</p> <p data-bbox="272 1104 1365 1272">B. When hourly rates apply, the total time spent actually performing that service is calculated in 60-minute hours. Hourly charges are applicable from the time when the carrier's vehicle and crew are dispatched from the carrier's terminal until they return there, except that the carrier shall not apply transportation charges to any portion of that time spent in performing any services for which separate charges are applicable, as provided in the Accessorial Services section of this tariff.</p> <p data-bbox="272 1272 1365 1598">C. Any portion of the total time in excess of the nearest whole multiple of 60 minutes shall be rounded to the nearest quarter-hour (15-minute interval) as follows:</p> <ol data-bbox="310 1335 1365 1598" style="list-style-type: none"> <li>1. Periods of 7 minutes or less shall be rounded down to the preceding whole hour;</li> <li>2. Periods greater than 7 minutes, but not greater than 22 minutes, shall be rounded to the quarter-hour, i.e., 15 minutes;</li> <li>3. Periods greater than 22 minutes, but not greater than 37 minutes, shall be rounded to the half-hour, i.e., 30 minutes;</li> <li>4. Periods greater than 37 minutes, but not greater than 52 minutes, shall be rounded to three-fourths of an hour, i.e., 45 minutes;</li> <li>5. Periods greater than 52 minutes, but not greater than 60 minutes, shall be rounded up to the next whole hour.</li> </ol> <p data-bbox="683 1650 1019 1682" style="text-align: center;">(Continued on following page)</p>	407																								
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>COMPUTING RATES AND CHARGES:</b> (Concluded)</p> <p>For example: If the total time of service is actually 4 hours and 8 minutes, then the hourly rate shall apply to a period of 4 hours and 15 minutes, or 4 ¼ hours; or if the total service time is actually 2 hours and 7 minutes, then the hourly rate shall apply to a period of 2:00 hours.</p> <p>D. Unless otherwise provided, to dispose of fractions in computing a rate or charge, omit fractions of less than one-half cent, and increase to the next whole figure fractions of one-half of one cent or greater.</p> <p>E. When hourly rates and distance commodity rates based on weight as shown in this tariff are applicable to the movement of the household goods, the shipment shall be weighed and the miles of shipment transportation be maintained and the total charge to the shipper will be based upon the hourly rate charge or on the actual weight for actual service performed, whichever is lower.</p>	407 (Concluded)
<p><b>CREDIT CARDS, PAYMENT OF CHARGES:</b> The carrier may accept a credit card in lieu of payment of all rates and charges in cash or check on any shipment transported between points in Missouri. The carrier may limit the credit cards accepted for payment and may subject the use of the credit card to authorization from the credit card company on each shipment prior to acceptance of the shipment by the carrier. Whenever the carrier has agreed to accept a credit card for payment, the carrier may charge the shipper an additional fee as provided in Section 8.</p>	408
<p><b>DAMAGED ARTICLE(S):</b></p> <p>A. Whenever property transported by a carrier is damaged or alleged to be damaged and is, as consequence thereof, not delivered or is rejected or refused upon tender thereof to the owner, consignee, or person entitled to receive such property, carrier, after giving due notice, whenever practicable to do so, to the owner and other parties that may have an interest therein, and unless advised to the contrary after giving such notice, will undertake to sell or dispose of such property directly or by the employment of a competent salvage agent. Carrier will only dispose of the property in a manner that will fairly and equally protect the best interest of all persons having an interest therein.</p> <p>B. Carrier will make an itemized record sufficient to identify the property involved so as to be able to correlate it to the shipment or transportation involved and claim, if any, filed thereon. Upon receipt of a claim on a shipment on which salvage has been processed in the manner herein before described, the carrier shall record in its claim file thereon the lot number assigned, the amount of money recovered, if any from the disposition of such property, and the date of transmittal of such money to the person or persons lawfully entitled to receive the same.</p>	409
<p><b>DEFINITIONS:</b></p> <p><u>ARTICLE:</u> Each shipping piece or package shall constitute one article. Exception: The total component parts of any article taken apart or knocked down for handling or loading shall constitute one article for the purpose of determining carrier's liability for loss or damage. When a shipment is transported in containers, lift vans or shipping boxes, each shipping package, piece or loose item not enclosed within a package in such container, lift vans or shipping boxes will constitute an article.</p> <p><u>BILL OF LADING:</u> A document that specifies the transportation to be performed, the terms and conditions for service, rates and charges to be paid, agreed upon services and liability for loss and damage.</p> <p><u>CONSIGNEE:</u> The person to whom the household goods are shipped.</p> <p><u>CONSIGNOR:</u> The person who forwards the household goods.</p> <p><u>SHIPMENT:</u> The term "shipment" means property tendered by one shipper, and accepted by the carrier, at one place of origin, and at one time, for the consignee, at one destination, and covered by one bill of lading (except as otherwise provided in this tariff). 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) to notify of the arrival of the shipment at destination(s).</p> <p><u>STORAGE IN TRANSIT:</u> The holding of the shipment in a warehouse pending further transportation.</p>	410
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>DISASSEMBLING AND REASSEMBLING:</b></p> <p>A. Unless specified elsewhere in this tariff, the carrier will not disassemble unusual articles found inside or outside of buildings, nor remove any articles embedded in the ground or secured to a building.</p> <p>B. Unless specified elsewhere in this tariff, the carrier will not disconnect any appliances, computers or other electronic equipment which if not properly disconnected could cause damage to the article being transported.</p> <p>C. Furniture or other articles made from pressboard or particleboard are relatively fragile, and not suitable for transportation after being assembled. Therefore, unless the article has been fully disassembled before the carrier takes possession of it, the carrier assumes no liability for any damage to any article made from pressboard or particleboard. The shipper may tender such articles to the carrier without prior disassembly, but solely at the shipper's own risk, and the shipper thereby waives and releases all claims for damage to that article against the carrier, its agents, employees, officers, successors and assigns.</p>	411
<p><b>DIVERSION OF SHIPMENTS:</b></p> <p>A. Upon instructions from the consignee owner, a shipment will be diverted subject to the following provisions and additional charges. Carrier may require that instructions be in writing.</p> <p>B. The term diversion as used herein means:</p> <ol style="list-style-type: none"> <li>1. A change in destination beyond 10 miles of the original destination city.</li> <li>2. A change in the route at the request of the consignor, consignee or owner.</li> </ol> <p>C. When an order for diversion under this rule is received by a carrier, diligent effort will be made to locate the shipment and effect the change ordered, unless such failure is due to the error or negligence of the carrier or its employees.</p> <p>D. Transportation charges on a shipment diverted to a new destination city, while vehicle is en route to or upon arriving at original destination city, will be assessed at (1) the thru rate from point of origin to point of final destination via the actual point of diversion, or (2) the thru rate from point of origin to point of final destination via the original destination point, whichever is less. (See Note)</p> <p>E. On shipments diverted to a new destination city under provisions of paragraph (D) of this rule, an additional charge of \$1.50 per cwt. will apply, based on weight at which transportation is based. If the new destination city is within 10 miles of the original destination city, no diversion charge will apply.</p> <p><i>NOTE: On shipments diverted to a warehouse for storage at a city other than original destination city, the warehouse will be considered the destination point, and transportation charges to the warehouse will be assessed under the provisions of paragraph (D) of this rule, plus the additional charge provided in paragraph (E) of this rule.</i></p>	412
<p><b>ESTIMATES, BINDING:</b></p> <p>A. If the carrier offers to make a binding estimate to all shippers who request it, and a shipper specifically requests a binding estimate, then the carrier shall provide to the shipper a written estimate showing the total estimated charges for the requested household good transportation and all additional or accessorial service charges provided by the carrier in connection with such transportation, for the quantities specified on the estimate.</p> <p>B. Both the shipper and the carrier must sign the binding estimate. The carrier shall provide a dated copy of the binding estimate to the shipper upon signature.</p> <p>C. The total charges of the shipment at time of delivery shall be based on the binding estimate or on the actual charges for the services performed, whichever is lower.</p> <p>D. The carrier shall provide a dated copy of the binding estimate to the shipper upon signature. Unless the written estimate specifies a shorter time, the binding estimate shall be binding on the carrier for sixty days after the date when the carrier signed it.</p> <p>E. Estimated total charges apply only for quantities and services expressly stated on the estimate.</p> <p style="text-align: center;">(Continued on following page)</p>	413
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>ESTIMATES, BINDING: (Concluded) :</b></p> <p>F. The shipper must inform the carrier of any accessorial services that may be required prior to the loading of the vehicle. The shipper's failure to properly inform the carrier that such services may be required shall authorize the carrier, after loading the shipment, to amend the estimate to include all services actually required of the carrier.</p> <p>G. This item will not apply to shipments loaded from a warehouse.</p> <p>H. When a shipment is being moved under distance commodity rates, the shipment will be weighed and total charges will be based on the binding estimate or on the actual weight.</p> <ol style="list-style-type: none"> <li>1. A cube sheet shall be prepared listing the total contents of the shipper's goods.</li> <li>2. Weight should be established by multiplying the total cubic feet of the shipment from the cube sheet, times the accepted constructive weight of 7 pounds per cubic foot.</li> <li>3. Rate shall be established by using the constructive weight, established by Paragraph No. 2 above, and the applicable rate section of this tariff.</li> </ol> <p>K. Except as otherwise provided in this paragraph, any binding estimate may be revised by mutual agreement between shipper and carrier, at any time on or before the day shipment is loaded, and the revised estimate will be binding 30 days after the revised estimate is made.</p> <p>L. If any binding estimate includes any rates or charges to which the provisions of an authorized Periodic Rate Adjustment, then the estimate shall:</p> <ol style="list-style-type: none"> <li>1. Separately disclose and identify the base line-haul transportation charges, the rate adjustment percentage that is currently applicable to those charges, the charge resulting from multiplying the base line-haul transportation charges by the applicable rate adjustment percentage, and the sum of these charges, to be applied to this shipment and</li> <li>2. Include or be accompanied by the following statement: "This estimate includes one or more charges for line-haul transportation service that are subject to semi-monthly rate adjustments (fuel surcharges) authorized by law to reflect increases and decreases in the cost of motor fuel. These periodic rate adjustments may increase or decrease the total amount charged for the line-haul transportation of the shipment described in this estimate. Upon request, the carrier must provide the shipper with copies of the applicable Periodic Rate Adjustment tariff item contained within the carrier's current tariff schedule, and the MoDOT Fuel Surcharge Table currently in effect."</li> </ol>	413 (Concluded)
<p><b>ESTIMATES, NON-BINDING:</b> The shipper may request a written estimate of the cost of household goods transportation, and other services provided by the carrier in connection with such transportation, prior to the actual move. The carrier is not required to perform an on-site visit or visual inspection of the items to be moved before providing an estimate of the cost of service. The estimate will be subject to the same terms, rules and conditions as provided within this tariff. However, the estimate shall not constitute a bid or contract to perform any transportation service.</p> <p>Except when Item 413 of this tariff is applicable, if a shipper requests an estimate, then the carrier shall provide a non-binding, written estimate of the cost of the service requested by the shipper. However, the non-binding estimate shall not limit or bind the carrier in any way to the actual rates and charges, which shall be determined in conformity with the applicable provisions of the carrier's tariff in effect at the time when the shipper tenders the shipment to the carrier for transportation.</p>	414
<p><b>HOURLY RATES, MINIMUM CHARGES:</b> Except as otherwise provided in this item, or in Item 900 of this tariff, the carrier shall charge for a minimum of 1 hour of service at the lowest applicable hourly rate or charge shown in Section 9 of this tariff.</p>	415
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number																				
<p><b>EXCLUSIVE USE OF THE VEHICLE:</b></p> <p>A. When hourly rates are charged, the shipper must have exclusive use of the vehicle, unless the carrier otherwise informs the shipper before loading the shipper's goods.</p> <p>B. Except as otherwise provided in paragraph C, a properly loaded shipment, the displacement of which completely occupies the loading space of a single vehicle or the physical character of which prevents its transportation with other shipments on a single vehicle will be accepted at charges computed on the basis of actual weight of the shipment subject to a minimum charge on the basis of length of vehicle used as indicated in paragraph E below.</p> <p>C. When distance commodity rates are charged, the shipper may order a vehicle of specific length for the exclusive transportation of his/her shipment subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. The displacement of the shipment completely occupies the loading space of a single vehicle;</li> <li>2. The physical character of the shipment otherwise prevents its transportation with other shipments on the same vehicle; or</li> <li>3. Because of desire of shipper for transportation of their shipment separate from other shipments.</li> </ol> <p>D. The rates and charges published in the tariff will apply on the actual weight of the shipment subject to the minimum charge in paragraph E.</p> <p>E. The minimum charge on shipments moving under the provisions of this rule shall be determined by the length of the vehicle ordered (measured along center of floor not including tail gate) and based on weight as follows:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"><u>Length of Vehicle</u></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>Weight</u></th> </tr> </thead> <tbody> <tr> <td>Less than 12 ft.-----</td> <td style="text-align: right;">2,000 pounds</td> </tr> <tr> <td>12 ft., but not over 14 ft. -----</td> <td style="text-align: right;">5,000 pounds</td> </tr> <tr> <td>Over 14 ft., but not over 20 ft. -----</td> <td style="text-align: right;">7,000 pounds</td> </tr> <tr> <td>Over 20 ft., but not over 28 ft. -----</td> <td style="text-align: right;">10,000 pounds</td> </tr> <tr> <td>Over 28 ft., but not over 35 ft. -----</td> <td style="text-align: right;">12,000 pounds</td> </tr> <tr> <td>Over 35 ft., but not over 40 ft. -----</td> <td style="text-align: right;">19,600 pounds</td> </tr> <tr> <td>Over 40 ft., but not over 42 ft. -----</td> <td style="text-align: right;">21,000 pounds</td> </tr> <tr> <td>Over 42 ft., but not over 45 ft. -----</td> <td style="text-align: right;">23,800 pounds</td> </tr> <tr> <td>Over 45 ft., and over -----</td> <td style="text-align: right;">24,500 pounds</td> </tr> </tbody> </table> <p>F. If the carrier is unable to furnish a vehicle of specific length ordered and furnishes a longer vehicle, the minimum charge shall be based upon the length of vehicle order.</p> <p>G. All copies of the bill of lading and freight bill covering shipments moving under the provisions Paragraph B shall be marked or stamped: "Exclusive use of a single vehicle of _____ feet ordered by the shipper."</p>	<u>Length of Vehicle</u>	<u>Weight</u>	Less than 12 ft.-----	2,000 pounds	12 ft., but not over 14 ft. -----	5,000 pounds	Over 14 ft., but not over 20 ft. -----	7,000 pounds	Over 20 ft., but not over 28 ft. -----	10,000 pounds	Over 28 ft., but not over 35 ft. -----	12,000 pounds	Over 35 ft., but not over 40 ft. -----	19,600 pounds	Over 40 ft., but not over 42 ft. -----	21,000 pounds	Over 42 ft., but not over 45 ft. -----	23,800 pounds	Over 45 ft., and over -----	24,500 pounds	416
<u>Length of Vehicle</u>	<u>Weight</u>																				
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<p><b>GOVERNING PUBLICATIONS:</b></p> <p>This tariff is governed by the following described publication(s) :</p> <ul style="list-style-type: none"> <li>• <i>Military/ Industry Table of Weights and Depreciation Guide</i>, as adopted by the American Moving and Storage Association (effective April 1, 2000) for carriers selecting the release value option as described in Item 438.</li> <li>• Check only one box that indicates what mileage source is used for determining distance when rates are based on weight and distance as described in Item 424.             <ul style="list-style-type: none"> <li><input type="checkbox"/> Missouri Mileage Guide 1</li> <li><input type="checkbox"/> Rand McNally MileMaker ©</li> <li><input type="checkbox"/> PC*Miler ®</li> </ul> </li> </ul>	417																				
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><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 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 to tender delivery at destination at the nearest point of approach to the desired locations 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 herein, 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 the shipment or part thereof from point at which it was originally tendered to warehouse location shall be computed on basis of weight of shipment on 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 was originally tendered. All accrued charges on the 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>	418
<p><b>INSPECTION, PACKING AND LABELING ARTICLES:</b></p> <p>A. The carrier may inspect the contents of any article packed by the shipper whenever the carrier believes that is necessary to protect the article or to determine the type of article included in the shipment.</p> <p>B. The carrier reserves the right to inspect any appliances being shipped in order to verify the working condition of such appliances prior to acceptance for transportation.</p> <p>C. The carrier assumes no liability for damage to any article that has been packed by the shipper, unless the carton or other shipping container sustained visible damage while in the carrier's possession.</p> <p>D. Any fragile or breakable articles packed by the shipper shall be marked in plain and distinct letters designating the item as fragile. If articles of a fragile or breakable nature are not properly packed and marked they are more susceptible to damage.</p> <p>E. Where articles are not packed or are improperly packed, crated or boxed and by reason thereof the contents are more susceptible to damage, the carrier will arrange to have such articles properly packed at charges shown in this tariff.</p>	419
<p><b>INSURANCE:</b> The cost of insurance for the benefit of the shipper will not be assumed by the carrier.</p>	420
<p><b>LOADING THE SHIPMENT:</b> The rates named in this tariff include pick-up and loading at one or more points of origin. Portions of a shipment moving in intrastate commerce may be pickup up or delivered at one or more places of origin, destination or en route. Charges will be for total weight of entire shipment for total distance via points of pick-up or delivery to both from first point of pick-up to final point of delivery, plus additional service charges applicable to each portion of the shipment. The total charges for picked up or delivered portions shall not, in any case, exceed the total charges as would apply if computed to each portion as a separate shipment.</p>	421
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<b>LOADING AND UNLOADING AT THE WAREHOUSE:</b> If a shipment originates at or is destined to a warehouse, the rates for transportation include only the loading or unloading, as the case may be, at ground floor, platform, or other point convenient or accessible to the vehicle.	422
<b>LONG AND SHORT HAUL RULE:</b> In no case shall the rate or charge for a shorter distance exceed the rate or charge for a longer distance on like shipments moving over the same route in the same direction, the shorter distance being included in the longer. Nor shall any through rate or charge exceed the aggregate of the intermediate rates or charges applicable over the same route in the same direction.	423
<p><b>METHOD OF DETERMINING DISTANCE:</b> The transportation rates named in this tariff for distance commodity rates as shown in Section 9 and the distances to be used to determine applicable charge shall be computed in the following manner:</p> <ul style="list-style-type: none"> <li>A. Except as otherwise provided in Paragraph (B), the distance or mileage shall be that shown in carrier's published mileage guide.</li> <li>B. If specific mileages are not publish in said mileage guide from point of origin or to point of destination, the mileage shall be computed by arriving at the shortest published mileage therein, from or to (as the case may be) the nearest directly intermediate point from or to which the shipment is moving, and there shall be added thereto the actual distance determined by the use of odometer readings or the official state highway map between such intermediate point and the actual point of origin or destination by legally traversable routes.</li> <li>C. If the shipper request transportation via a longer route than the shortest practical route shown in said mileage guide, the mileage over the longer route, as shown therein, shall apply.</li> <li>D. If transportation rates are not shown herein for the actual distance, the rate shown for the next greater distance shall apply.</li> </ul>	424
<b>MULTIPLE SHIPPERS:</b> If the carrier transports shipments for multiple shippers on the same vehicle at the same time, then the carrier shall not charge one shipper for any time spent loading and/or unloading goods for a different shipper.	425
<p><b>MINIMUM CHARGE:</b></p> <ul style="list-style-type: none"> <li>A. Except as may be otherwise specifically provided for in this tariff, or as amended, a shipment where rates and charges are based on weight, a shipment weighing less than 600 pounds shall be accepted at a weight of 600 pounds and at the applicable rate shown for 600 pounds.</li> <li>B. Except as otherwise provided in Section 9 of this tariff, shipments where rates and charges are based on hourly rates shall charge for a minimum of 1 hour of service at the lowest applicable hourly rate or charge.</li> </ul>	426
<p><b>PAYMENT:</b></p> <ul style="list-style-type: none"> <li>A. Payment is due at the time the shipment is delivered, unless the carrier and either the consignor or consignee have made other satisfactory payment arrangements before delivery of the shipment.</li> <li>B. Payment may be made in the form of cash, valid check or credit card. The carrier may limit the credit card acceptance for payment and may require authorization from the credit card company prior to acceptance and release of the shipment. The carrier shall not charge the shipper any credit card fee or charge, or otherwise increase the amount payable for accepting a payment by credit card, except as otherwise provided in Item 803.</li> <li>C. When carrier has provided a non-binding estimate of charges applicable to a shipment and the actual charges exceed the estimate by more than 10 percent, the carrier may extend credit for any excess amount over 10 percent above the estimate if: <ul style="list-style-type: none"> <li>1. Shipper did not receive notice of the additional costs at least two days prior to delivery, and</li> <li>2. The shipper promises to pay the balance of the charges within 10 days after delivery, excluding Saturdays, Sundays, and legal holidays.</li> </ul> </li> </ul>	427
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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>REFUSED OR UNCLAIMED SHIPMENT(S) - DISPOSAL OR SALE:</b> If a shipment is refused by the consignee at the destination shown on the bill of lading, or if a shipper, consignee or owner of property fails to receive or claim it within fifteen (15) days after written notice by U.S. Mail addressed to the shipper and consignee at the address shown on the bill of lading, or if the shipper fails or refuses to pay lawfully applicable charges in accordance with the carrier's tariff, then the carrier may sell the property at its option either:</p> <ul style="list-style-type: none"> <li>A. Upon notice in the manner authorized by law: or</li> <li>B. At public auction to highest bidder for cash at a public auction to be held at a time and place named by carrier, thirty (30) days' notice of which sale shall have been given in writing to shipper and consignee and there shall have been published at least once a week for two consecutive weeks in a newspaper or general circulation at or near the place of sale. The notice shall contain a description of the property as described in the bill of lading, and the names of the consignor and consignee. The proceeds of any sale shall be applied toward payment of lawful charges applicable to shipment and toward expenses of notice, advertising and sale, and of storing, caring for and maintaining property prior to sale, and the balance, if any shall be paid to owner of property; provided that any perishable articles contained in said shipment may be sold at a public or private sale without such notices, if, in the opinion of carrier, such action is necessary to prevent deterioration or further deterioration.</li> </ul>	428
<p><b>RELEASING POSSESSION:</b> The carrier shall not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid, unless the carrier and either the consignor or consignee have made other satisfactory payment arrangements before delivery of the shipment as provided in Item 427.</p>	429
<p><b>SEASONAL RATES AND CHARGES:</b> Seasonal rates are rates that apply at specific time periods and as set forth in the Distance Commodity Rate or Hourly Rate Sections. These rates must be specific and clearly defined as to the time they begin and end.</p> <p>Example: Season 1, Hourly rates beginning at 12:01 a.m. on February 19, 2013 and ending at 12:01 a.m. on June 30, 2013.</p>	430
<p><b>SERVICING SPECIAL ARTICLES:</b> The transportation rates in this tariff do not include servicing or unservicing articles or appliances such as computers, refrigerators, deep freeze cabinets, radios, record players, washing machines, television sets, air conditioners, BBQ grills, 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) below.</p> <ul style="list-style-type: none"> <li>A. Upon request of shipper, consignee or owner 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 accessorial section of this tariff,(additional services). Such servicing and unservicing does not include electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.</li> <li>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 a third party to perform the servicing and unservicing. When the third party in engaged by the carrier to perform any service, the carrier will not assume responsibility for their activities or conduct; amount of the charge; nor for the quality or quantity of service furnished.</li> <li>C. All charges of the third party must be paid by the shipper, and are in addition to all other charges in this tariff. Unless otherwise specified by the shipper, the carrier will advance the charges and such charges will be billed as an advanced charge as provided in this tariff. carrier negligence.</li> </ul> <p style="text-align: center;">(Continued on following page)</p>	431

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**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>SERVICING SPECIAL ARTICLES:</b> (Concluded)</p> <p>D. Except as otherwise specifically provided in this tariff, or as amended, the services covered by this tariff do not include the handling, loading, or unloading of any single article weighing 1,000 pounds or more. The extra handling, loading or unloading in every instance must 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.</p> <p>The carrier reserves the right to inspect these articles or appliances to determine whether they are in good working order before accepting them for shipment. Carrier assumes no liability whatsoever for the charges of third persons for the resynchronization of grandfather clocks including the pendulum or weights therefor which were disassembled at origin by carrier, or the returning or other adjustments of television sets, or like items, unless such services were made necessary due to</p>	<p>431 (Con-Cluded)</p>
<p><b>SHIPPER LIABILITY:</b></p> <p>A. The shipper, upon tender of the shipment to carrier, and the consignee, upon acceptance of delivery of shipment from carrier, shall be liable, jointly and severally, for all unpaid charges payable on account of a shipment in accordance with applicable tariffs including, but not limited to, sums advanced or disbursed by a carrier on account of shipment. The extension of credit to either shipper or consignee for such unpaid charges shall not thereby discharge the obligation of the other party to pay such charges in the event the party to whom credit has been extended shall fail to pay such charges.</p> <p>B. The shipper shall indemnify carrier against loss or damage caused by inclusion in the shipment of explosives or dangerous articles or goods.</p>	<p>432</p>
<p><b>SPACE RESERVATION:</b> Subject to availability of carrier equipment and when the transportation rates and charges for the shipment are based on weight, the shipper may reserve a portion of the space of a vehicle. Space reservation service shall be offered at seven (7) pounds per cubic foot, with a minimum space to be reserved of not less than one hundred fifty (150) cubic feet, and a maximum total space to be reserved of not more than one thousand (1,000) cubic feet with the following cubic feet increments:</p> <p style="padding-left: 40px;">150 cubic feet or less . . . . . 1,050 pounds                  200 cubic feet . . . . . 1,400 pounds                  300 cubic feet or less . . . . . 2,100 pounds                  400 cubic feet . . . . . 2,800 pounds                  500 cubic feet or less . . . . . 3,500 pounds                  600 cubic feet . . . . . 4,200 pounds                  700 cubic feet or less . . . . . 4,900 pounds                  800 cubic feet . . . . . 5,600 pounds                  900 cubic feet or less . . . . . 6,300 pounds                  1,000 cubic feet . . . . . 7,000 pounds</p> <p>Exception: Articles including objects of art, displays and exhibits, which because of their unusual nature or value require specialized handling and equipment, space reservation will be computed using the following minimum weight:</p> <p style="padding-left: 40px;">300 cubic feet . . . . . 2,100 pounds                  each 100 cubic foot over 300 cubic feet . . . 700 pounds</p>	<p>433</p>
<p>Issued Date:</p>	<p>Effective Date:</p>
<p>Issued By:</p>	

**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>TRANSPORTING THE SHIPMENT INTO STORAGE (SIT):</b></p> <p>A. A shipment may be placed in storage-in-transit at a warehouse only once, and for a period not to exceed sixty days from the date of unloading at the warehouse. If a shipment remains in storage at the warehouse for any period longer than sixty days, then the storage shall not be considered storage-in-transit, and the warehouse shall be considered the final destination of the shipment.</p> <p>B. If a shipment either originates from or is destined to a warehouse, then the rates for that transportation shall include only the loading or unloading at ground floor, platform, or other point convenient or accessible to the vehicle. If the carrier is required to provide any additional handling or other services within the warehouse, then the charges for any additional handling or other services provided by the carrier shall apply as provided in the tariff.</p> <p>C. If the carrier transports a shipment for storage-in-transit to a warehouse that is not owned, controlled or affiliated with or by the carrier (“third party warehouse”), then the carrier shall not be responsible for any amount the third party warehouse charges the shipper for storage or any other services not actually provided by the carrier. If the carrier arranges or advances payment for the storage of a shipment at any third party warehouse at the shipper’s request, the shipper shall reimburse the carrier for its payment of third-party warehouse service.</p> <p>D. If the carrier picks up the shipment more than 24 hours before the shipper’s agreed delivery date, the carrier may place the shipment in storage in a warehouse located near the destination of the shipment at the carrier’s expense. The carrier must immediately notify the shipper of the name and address of the warehouse where the shipment was placed. The carrier, at its own expense, shall pay any charges for redelivery, handling, storage fees or loss or damage until final delivery.</p> <p>E. If the carrier cannot deliver the shipment, through no fault of its own, at the address shown on the bill of lading or at any changed address of which the carrier has been notified, the carrier at its option may send the shipment to storage in a warehouse at the point of delivery or at other available points, at the cost of the owner, and subject to a lien for all accrued tariff and other lawful charges.</p> <p>F. The carrier and warehouse must keep information for each shipment when the shipment is placed in storage and when it leaves the warehouse.</p> <ol style="list-style-type: none"> <li>1. The names and addresses of each person whom carrier is requested to notify regarding the shipment.</li> <li>2. An itemized inventory covering each article in the shipment when the shipment was received at the warehouse.</li> <li>3. The number of the bill of lading.</li> <li>4. The point of origin and destination (if the destination is known).</li> <li>5. Date when the shipment was delivered into the warehouse.</li> <li>6. The amounts and dates of all charges, advances and payments of every kind.</li> <li>7. An itemized inventory covering each article in the shipment when it leaves the warehouse.</li> <li>8. Date when the shipment was moved from the warehouse.</li> </ol> <p>G. The carrier must notify each person of record in writing or electronically ten (10) days in advance of any shipment being converted to permanent storage and all rates and charges associated with such storage.</p> <p>H. Each person of record shall be notified in writing or electronically ten days in advance of any shipment being converted to permanent storage and all rates and charges associated with such storage.</p>	434
Issued Date:	Effective Date:
Issued By:	

**Section 4– Rules and Regulations (Continued)**

Description of Item	Item Number
<p><b>THIRD PARTY SERVICE CHARGES:</b></p> <p>A. If the carrier arranges for the services of a third party at the request of the shipper or shipper's agent, the carrier shall not thereby assume responsibility for the activities or conduct of the third party, the amount of the third party's charges, or the quantity or quality of the third party's services.</p> <p>B. The following rules apply if the carrier, at the shipper's request, advances payment of reasonable charges for third party services ("third party service charges") then:</p> <ol style="list-style-type: none"> <li>1. The carrier shall charge the shipper and collect these third party service charges in addition to the applicable rates and charges shown on the carrier's bill of lading;</li> <li>2. The carrier shall support these third party service charges by providing the shipper with a copy of the third party's invoice or billing statement showing the services rendered, and the amounts the carrier paid for those services. If the carrier has not received the third party's invoice or billing statement before loading the shipper's goods, then the carrier shall provide it to the shipper as soon as possible thereafter; and</li> <li>3. The shipper shall reimburse the carrier for its payment of third-party service charges, which are supported as required in this item.</li> </ol>	435
<p><b>VALUATION OF ARTICLES OF EXTRAORDINARY VALUE:</b></p> <p>A. If the carrier accepts for shipment any article of extraordinary value, which is specifically listed on the bill of lading or the inventory, then the exclusion of the carrier's liability as provided in paragraph A of Item 405 shall not apply to that article and, the carrier's liability for any loss of or damage to the article of extraordinary value shall be determined in accordance with the provisions in item 437 or 438.</p> <p>B. <b>CONDITIONS:</b> With reference to any articles of extraordinary value that the carrier knowingly accepts for shipment, the carrier may limit its liability for loss of or damage to such articles to a maximum amount not exceeding a "declared value" determined by the shipper, if, before the carrier takes possession of any article of extraordinary value, the shipper has signed a special provision contained in the bill of lading, which:</p> <ol style="list-style-type: none"> <li>1. Reasonably describes the specific article of extraordinary value;</li> <li>2. States the "declared value" of the described article (in whole dollars), which shall be determined by the shipper, and which shall not be subject to depreciation in calculating the value of any claim by the shipper against the carrier for any loss of or damage to the described article;</li> <li>3. Provides that, in consideration of the carrier's acceptance of the described article for shipment, the shipper agrees that:           <ol style="list-style-type: none"> <li>(A) The carrier's liability for any loss of or damage to the described article shall be limited to the "declared value" written on the invoice or bill of lading; and</li> <li>(B) The shipper shall pay to the carrier an extra "declared value" charge, which the carrier shall calculate at a specified rate for each \$ 100.00 of "declared value" or fraction thereof, as shown in the applicable rate schedule within the carrier's current tariff.</li> </ol> </li> </ol> <p>C. On the bill of lading for the shipment, the carrier shall state the "declared value" charge for all articles of extraordinary value specifically listed on the bill of lading, which the carrier has accepted for shipment in conformity with the conditions stated in paragraph B of this item.</p> <p>D. If the carrier accepts any article of extraordinary value for shipment, which is listed on either the bill of lading or the inventory, when any of the conditions stated in paragraph B of this item have not been met with reference to that article, then the carrier shall not be entitled to charge, demand, collect or receive any "declared value" charge for that article, and the carrier's liability for any loss of or damage to those articles of extraordinary value shall be determined in accordance with the provisions in Item 437 or 438 of this tariff as applicable.</p>	436
Issued Date:	Effective Date:
Issued By:	

## Section 4– Rules and Regulations (Continued)

Description of Item

Item  
Number

**VALUATION FOR LOSS AND DAMAGE, Distance Commodity Rates:** When distance commodity rates are used and except as otherwise provided in Item 436 for Valuation of Articles of Extraordinary Value, the following valuation methods below will determine the maximum liability for loss or damage to any articles while in the carrier's possession as stated in the terms and conditions in this item.

:

- A: AS USED IN THE TARIFF, THE TERMS VALUATION, RELEASED VALUE AND DECLARED VALUE ARE ALL WAYS TO PROTECT A SHIPMENT AGAINST LOSS AND DAMAGE.
- B. The carrier is required by law to offer valuation to all shippers.
- C. There are four types of valuation. The amount of recovery if the item is lost or destroyed varies for each type. These types are:
- Type I - \$.60 per pound per article.
  - Type II - \$1.25 multiplied by the weight of the shipment.
  - Type III - Declared value or released value of a shipment.
  - Type IV - Full value protection.
- D: The released value must be entered on the bill of lading as "The shipment will move subject to the rules and conditions of the carrier's tariff, shipper released the entire shipment to a value not exceeding \_\_\_\_ (inserting \$1.25 times the weight, a specific value or full replacement)". The shipper must sign directly under the statement in his/her own handwriting.
- E. If the released value on the bill of lading is not completed or signed, the shipment will be deemed to be released to an amount equal to \$1.25 times the actual weight of the shipment – Type II coverage.
- F. The released value as determined by this rule shall apply to any claim resulting from the performance or failure to perform by carrier of any service, including accessorial services, which carrier has contact to perform.

Example: If a shipment weighing 5,500 pounds is destroyed in a wreck, the amount of coverage under each type is computed as follows:

Method of Valuation	How the Value is Calculated	Value if Lost or Damaged (Max. Liability)	Item Lost or Damaged Subject to	Cost to Shipper
Type I	5,500 pounds times 60 cents (5,500 x .6 = 3,300)	\$3,300.00		No cost
Type II	5,500 pounds times 1.25 with the resulting figure raised to the next 100 lb. increment	\$6,900.00	Depreciation	6,900 times charge in Type II
Type III	The shipper sets the value of the shipment. The value cannot be less than the value determined by Type II. (In this example \$7,500.00)	\$7,500.00	Depreciation	7,500 times charge in Type III
Type IV	5,500 pounds times 3.50 with the resulting figure raised to the next 100 pounds increment. (5,500 x 3.50 = 19,250)	\$19,300.00	Not Depreciated	19,300 times charge in Type IV

437

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## Section 4– Rules and Regulations

Description of Item	Item Number
<p><b>VALUATION FOR LOSS AND DAMAGE, Hourly Rates:</b> When hourly rates are used and except as otherwise provided in Item 436 for Valuation of Articles of Extraordinary Value, the following valuation selected by the carrier below will determine the maximum liability for loss or damage to any articles while in the carrier’s possession as stated in the terms and conditions in this item.</p> <p><b>(Check only one option)</b>      <input type="checkbox"/> Standard Valuation    OR    <input type="checkbox"/> Released Value</p> <p><b>Standard Valuation:</b></p> <p>A. For the total loss of any article, the value of the claim shall be equivalent to the fair market value of the article at the time of the loss (less any salvage value, if applicable). “Fair market value” means the amount of money that a willing buyer would pay, in cash, to a willing seller for the purchase of the article in its present location and condition, when neither party is acting under any compulsion. The fair market value of any article of household goods shall be determined by subtracting the applicable amount of depreciation from the purchase price paid by the shipper for that article.</p> <p>B. For physical damage to any article, other than a total loss, the value of the claim shall be equivalent to the difference between the fair market value of the article before it sustained the damage, and the fair market value of the article after it was damaged. The difference in the fair market value of any article of household goods before and after it was damaged shall be deemed to be equivalent to the reasonable cost of repairs that are necessary to restore the damaged article to the same condition and usefulness that it had immediately before it was damaged. However, if an article is physically damaged to an extent that the reasonable cost of such repairs will exceed the fair market value of the article before it was damaged, then the damaged article shall be deemed a total loss, and the measure of damages shall be determined as provided in paragraph A of this item.</p> <p><b>Released Value of Shipment</b> means the valuation of the property tendered to the carrier for shipment, when the shipper has released the shipment to the carrier upon an express agreement that the carrier’s maximum liability for loss of or damage shall be limited to the released value of sixty cents (\$0.60) per pound per article, times the actual weight, if known, or the estimated weight of any lost or damaged articles, in pounds.</p> <p>A. Except as otherwise specifically provided in this tariff, the shipper shall release the shipment to the carrier at a released value not to exceed sixty cents (\$0.60) per pound per article, multiplied by the actual weight, if known, or the estimated weight of any lost or damaged articles, in pounds, in conformity with all the terms and conditions stated in this item.</p> <p>B. Except as otherwise specifically provided in this tariff, the carrier’s maximum liability for any loss of or damage to any article of property listed in the bill of lading or inventory, shall be limited to the amount of the actual loss or damage not exceeding sixty cents (\$0.60) per pound per article, multiplied by the actual weight, if known, or the estimated weight of the lost or damaged article, in pounds. The released value as determined by this rule shall apply to any claim resulting from the carrier’s performance or failure to perform any service, including accessorial services, which carrier has contracted to perform.</p> <p>C. Except when the actual weight of a lost or damaged article at the time when the carrier accepted it for shipment is not known, the carrier shall determine the total estimated weight of each lost or damaged article in accordance with the Military/ Industry Table of Weights and Depreciation Guide, as adopted by the American Moving and Storage Association (effective April 1, 2000).</p> <p>D. The carrier shall include the following form within the bill of lading: “Shipper has released this shipment at a released value not exceeding sixty cents (\$0.60) per pound per article”, except with reference to any articles of extraordinary value that are specifically described in a special provision in the bill of lading, signed by the shipper, which the carrier has accepted for shipment at a higher declared value”.</p>	438
Issued Date:	Effective Date:
Issued By:	

**Section 4– Rules and Regulations**

Description of Item	Item Number
<p><b>VALUATION FOR LOSS AND DAMAGE, Hourly Rates:</b> (Concluded)</p> <p>F. The carrier shall offer the shipper this “released value” at no extra cost, and shall not charge the shipper any hourly rate, or any extra fee or charge, for determining the estimated weight of any lost or damaged articles as provided in this item.</p> <p>G. If the actual weight of any lost or damaged article at the time when the carrier accepted it for shipment is unknown, and the article is not sufficiently described in the bill of lading or the inventory to estimate the weight of that article in accordance with the Military/Industry Table of Weights and Depreciation Guide, then the carrier shall determine, through inquiry of the shipper or inspection of the damaged articles, or otherwise, the facts necessary to determine the estimated weight in accordance with the Military/Industry Table of Weights and Depreciation Guide.</p> <p>H. EXCEPTION: The provisions in this item shall not apply to any article of extraordinary value, or to any other article so designated in writing in the bill of lading, which the carrier has accepted for shipment at a higher “declared value” in conformity with the conditions stated in paragraph B of Item 436, “Valuation of Articles of Extraordinary Value”.</p>	<p align="center">438 (Concluded)</p>
<p><b>VERIFICATION OF ARTICLES DELIVERED:</b></p> <p>A. Upon delivery of the shipment, the carrier shall allow the shipper to observe and verify the identity and condition of the articles being delivered.</p> <p>B. The carrier shall allow the shipper to note, in writing on the bill of lading, any missing articles and the condition of any damaged or destroyed articles. The carrier shall provide the shipper with a copy of all these notations.</p>	<p align="center">439</p>
Issued Date:	Effective Date:
Issued By:	

**Section 6- Labor Charges**

Description of Item	Item Number			
<p><b>REGULAR TIME &amp; OVERTIME PACKING LABOR CHARGES:</b></p> <p>A. Packing charges apply towards the packing labor only.</p> <p>B. Regular time labor charges apply when packing service is performed OTHER THAN during any hour on Saturdays, Sundays and holidays, or between the hours of 5:00 p.m. and 8:00 a.m. Mondays thru Fridays. When service is performed during any hour on Saturdays, Sundays and holidays, or between the hours of 5:00 p.m. and 8:00 a.m. Mondays thru Fridays at the written request of the shipper or his agent, apply Overtime Labor charges.</p>				
	<table border="1"> <thead> <tr> <th data-bbox="932 453 1062 510">Per</th> <th data-bbox="1062 453 1219 510">Regular Time</th> <th data-bbox="1219 453 1542 510">Overtime</th> </tr> </thead> </table>	Per	Regular Time	Overtime
Per	Regular Time	Overtime		
DRUM, DISH-PACK: (Drums, dish-pack, barrel or other specifically 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)	<table border="1"> <tbody> <tr> <td data-bbox="932 510 1062 625">Each</td> <td data-bbox="1062 510 1219 625">\$</td> <td data-bbox="1219 510 1542 625">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CARTON: Less than 3 cu. ft. (Not less than 200 lb. test)	<table border="1"> <tbody> <tr> <td data-bbox="932 625 1062 655">Each</td> <td data-bbox="1062 625 1219 655">\$</td> <td data-bbox="1219 625 1542 655">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CARTON: 3 cu. ft. (Not less than 200 lb. test)	<table border="1"> <tbody> <tr> <td data-bbox="932 655 1062 684">Each</td> <td data-bbox="1062 655 1219 684">\$</td> <td data-bbox="1219 655 1542 684">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CARTON: 4.5 cu. ft. (Not less than 200 lb. test)	<table border="1"> <tbody> <tr> <td data-bbox="932 684 1062 714">Each</td> <td data-bbox="1062 684 1219 714">\$</td> <td data-bbox="1219 684 1542 714">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CARTON: 6 cu. ft. (Not less than 200 lb. test)	<table border="1"> <tbody> <tr> <td data-bbox="932 714 1062 743">Each</td> <td data-bbox="1062 714 1219 743">\$</td> <td data-bbox="1219 714 1542 743">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CARTON: 6.5 cu. ft. (Not less than 275 lb. test)	<table border="1"> <tbody> <tr> <td data-bbox="932 743 1062 772">Each</td> <td data-bbox="1062 743 1219 772">\$</td> <td data-bbox="1219 743 1542 772">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CORRUGATED CONTAINERS: (Specially designed or constructed for mirrors, paintings, glass or marble tops and similar fragile articles)	<table border="1"> <tbody> <tr> <td data-bbox="932 772 1062 861">Each</td> <td data-bbox="1062 772 1219 861">\$</td> <td data-bbox="1219 772 1542 861">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles) - Gross measurement of crate	<table border="1"> <tbody> <tr> <td data-bbox="932 861 1062 949">Cu. Ft or Fraction Thereof</td> <td data-bbox="1062 861 1219 949">\$</td> <td data-bbox="1219 861 1542 949">\$</td> </tr> </tbody> </table>	Cu. Ft or Fraction Thereof	\$	\$
Cu. Ft or Fraction Thereof	\$	\$		
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles)- Minimum charge per crate	<table border="1"> <tbody> <tr> <td data-bbox="932 949 1062 1037">Each</td> <td data-bbox="1062 949 1219 1037">\$</td> <td data-bbox="1219 949 1542 1037">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
GRANDFATHER CLOCK	<table border="1"> <tbody> <tr> <td data-bbox="932 1037 1062 1066">Each</td> <td data-bbox="1062 1037 1219 1066">\$</td> <td data-bbox="1219 1037 1542 1066">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
GUN CARTON	<table border="1"> <tbody> <tr> <td data-bbox="932 1066 1062 1096">Each</td> <td data-bbox="1062 1066 1219 1096">\$</td> <td data-bbox="1219 1066 1542 1096">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
IRONING BOARD CARTON	<table border="1"> <tbody> <tr> <td data-bbox="932 1096 1062 1125">Each</td> <td data-bbox="1062 1096 1219 1125">\$</td> <td data-bbox="1219 1096 1542 1125">\$</td> </tr> </tbody> </table>	Each	\$	\$
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LAMP CARTON	<table border="1"> <tbody> <tr> <td data-bbox="932 1125 1062 1155">Each</td> <td data-bbox="1062 1125 1219 1155">\$</td> <td data-bbox="1219 1125 1542 1155">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS CARTON, CRIB	<table border="1"> <tbody> <tr> <td data-bbox="932 1155 1062 1184">Each</td> <td data-bbox="1062 1155 1219 1184">\$</td> <td data-bbox="1219 1155 1542 1184">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS CARTON (Not exceeding 39" x 75")	<table border="1"> <tbody> <tr> <td data-bbox="932 1184 1062 1213">Each</td> <td data-bbox="1062 1184 1219 1213">\$</td> <td data-bbox="1219 1184 1542 1213">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS CARTON (Not exceeding 54" x 75")	<table border="1"> <tbody> <tr> <td data-bbox="932 1213 1062 1243">Each</td> <td data-bbox="1062 1213 1219 1243">\$</td> <td data-bbox="1219 1213 1542 1243">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS CARTON (Exceeding 54" x 75")	<table border="1"> <tbody> <tr> <td data-bbox="932 1243 1062 1272">Each</td> <td data-bbox="1062 1243 1219 1272">\$</td> <td data-bbox="1219 1243 1542 1272">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS CARTON (39" X 80")	<table border="1"> <tbody> <tr> <td data-bbox="932 1272 1062 1302">Each</td> <td data-bbox="1062 1272 1219 1302">\$</td> <td data-bbox="1219 1272 1542 1302">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
MATTRESS COVER (Paper or Plastic)	<table border="1"> <tbody> <tr> <td data-bbox="932 1302 1062 1331">Each</td> <td data-bbox="1062 1302 1219 1331">\$</td> <td data-bbox="1219 1302 1542 1331">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
WARDROBE CARTON not less than 10 cu. ft.	<table border="1"> <tbody> <tr> <td data-bbox="932 1331 1062 1360">Each</td> <td data-bbox="1062 1331 1219 1360">\$</td> <td data-bbox="1219 1331 1542 1360">\$</td> </tr> </tbody> </table>	Each	\$	\$
Each	\$	\$		
<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: 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: The packing service charge for crates (specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles) includes packing and the construction of such special crates and containers, which remain the property of the consignee.</p>	600			
Issued Date:	Effective Date:			
Issued By:				

**Section 6- Labor Charges (Continued)**

Description of Item	Item Number		
<p><b>REGULAR TIME &amp; OVERTIME UNPACKING LABOR CHARGES: :</b></p> <p>A. Unpacking rates include unpacking service of containers furnished and packed by carrier and disposal of such containers and materials if requested by consignee. Unpacking service, if ordered, must be performed at time of delivery unless consignee requests otherwise. If consignee requests that unpacking of carrier packed items be performed subsequent to the time of delivery, the unpacking charges will apply subject to the following minimum charges.</p> <p>B. Unpacking rates shown below apply when unpacking service is performed OTHER THAN during any hour on Saturdays, Sundays and holidays, or between the hours of 5:00 p.m. and 8:00 a.m. Mondays thru Fridays. When service is performed during any hour on Saturdays, Sundays and holidays, or between the hours of 5:00 p.m. and 8:00 a.m. Mondays thru Fridays at the written request of the shipper or his agent, apply Overtime Unpacking Rates.</p>			
	Per	Regular Time	Overtime
DRUM, DISH-PACK: (Drums, dish-pack, barrel or other specifically 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)	Each	\$	\$
CARTON: Less than 3 cu. ft. (Not less than 200 lb. test)	Each	\$	\$
CARTON: 3 cu. ft. (Not less than 200 lb. test)	Each	\$	\$
CARTON: 4.5 cu. ft. (Not less than 200 lb. test)	Each	\$	\$
CARTON: 6 cu. ft. (Not less than 200 lb. test)	Each	\$	\$
CARTON: 6.5 cu. ft. (Not less than 275 lb. test)	Each	\$	\$
CORRUGATED CONTAINERS: (Specially designed or constructed for mirrors, paintings, glass or marble tops and similar fragile articles)	Each	\$	\$
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles) - Gross measurement of crate	Cu. Ft or Fraction Thereof	\$	\$
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles)- Minimum charge per crate	Each	\$	\$
GRANDFATHER CLOCK	Each	\$	\$
GUN CARTON	Each	\$	\$
IRONING BOARD CARTON	Each	\$	\$
LAMP CARTON	Each	\$	\$
MATTRESS CARTON, CRIB	Each	\$	\$
MATTRESS CARTON (Not exceeding 39" x 75")	Each	\$	\$
MATTRESS CARTON (Not exceeding 54" x 75")	Each	\$	\$
MATTRESS CARTON (Exceeding 54" x 75")	Each	\$	\$
MATTRESS CARTON (39" X 80")	Each	\$	\$
MATTRESS COVER (Paper or Plastic)	Each	\$	\$
WARDROBE CARTON not less than 10 cu. ft.	Each	\$	\$
<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: 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>			
Issued Date:		Effective Date:	
Issued By:			

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**Section 7- Container Charges**

Description of Item	Per	Rate	Item Number
<b>PACKING CONTAINER CHARGES: :</b>			
Packing container charges as shown below apply AT ALL POINTS, and includes containers and materials which remain the property of the consignee.			
DRUM, DISH-PACK: (Drums, dish-pack, barrel or other specifically 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)	Each	\$	
CARTON: Less than 3 cu. ft. (Not less than 200 lb. test)	Each	\$	
CARTON: 3 cu. ft. (Not less than 200 lb. test)	Each	\$	
CARTON: 4.5 cu. ft. (Not less than 200 lb. test)	Each	\$	
CARTON: 6 cu. ft. (Not less than 200 lb. test)	Each	\$	
CARTON: 6.5 cu. ft. (Not less than 275 lb. test)	Each	\$	
CORRUGATED CONTAINERS: (Specially designed or constructed for mirrors, paintings, glass or marble tops and similar fragile articles)	Each	\$	
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles) - Gross measurement of crate	Cu. Ft or Fraction Thereof	\$	
CRATE: (Other than corrugated, specially constructed for mirrors, paintings, glass or marble tops and similar fragile articles)- Minimum charge per crate	Each	\$	
GRANDFATHER CLOCK	Each	\$	
GUN CARTON	Each	\$	
IRONING BOARD CARTON	Each	\$	
LAMP CARTON	Each	\$	
MATTRESS CARTON, CRIB	Each	\$	
MATTRESS CARTON (Not exceeding 39" x 75")	Each	\$	
MATTRESS CARTON (Not exceeding 54" x 75")	Each	\$	
MATTRESS CARTON (Exceeding 54" x 75")	Each	\$	
MATTRESS CARTON (39" X 80")	Each	\$	700
MATTRESS COVER (Paper or Plastic)	Each	\$	
Tape, Plastic (2 inches by 55 yards)	Each	\$	
Tape, Plastic (3 inches by 53 yards)	Each	\$	
Tape, Plastic (2 inches by 110 yards)	Each	\$	
Tape, Plastic (3 inches by 110 yards)	Each	\$	
Tape, Strapping (3/4 inches by 55 yards)	Each	\$	
White Newsprint Paper	Per lb	\$	
White (or colored) Tissue Paper	Per lb	\$	
WARDROBE CARTON not less than 10 cu. ft.	Each	\$	

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: Cubical content must be shown on all cartons.  
 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.

Issued Date:

Effective Date:

Issued By:

## Section 8– Additional Services

Description of Item	Per	Rate	Item Number
<b>APPLIANCES OR ARTICLES SERVICING AT ORIGIN:</b> First Article. Additional Article.	Each Each	\$ \$	800
<b>APPLIANCES OR ARTICLES SERVICING AT DESTINATION:</b> First Article. Additional Article.	Each Each	\$ \$	801
<b>AUXILIARY SERVICES:</b> (Shuttle), if requested by shipper: Per Hour Per Vehicle (if used). Per Hour Per Man (regular time). Per Hour Per Man (overtime).	Hour Hour Hour	\$ \$ \$	802
<b>CREDIT CARD CHARGES:</b> Whenever the shipper uses a credit card to pay to the carrier any rate or charge authorized by this tariff, the shipper shall pay to the carrier, in addition to all other rates or charges, a "credit card fee".	Each \$1.00	\$	803
<b>ELEVATORS:</b> When a pick-up or delivery involves the use of an adequate elevator be assessed at the rate of (See Note 1).	Cwt.	\$	804
<b>STAIRS:</b> Where pick-up or delivery involves carriage up or down one or more flights of stairs, a charge will be assessed at the rate of – (Will not apply inside single family dwelling) See Notes 1,2 and 3)	Cwt. Per Flight	\$	
<b>EXCESSIVE DISTANCES:</b> When a pick-up or delivery involves one or more extra carry, a charge will be assessed at the rate of :  NOTE: An extra carry means each carriage of 50 feet, or fraction thereof, after the first 75 feet between the vehicle and the entrance door of the detached or single family dwelling or the applicable individual apartment or office entrance door within a multiple occupancy building.	Cwt. Per Carry	\$	
NOTE 1: Elevator, stairs, and excessive distance charges will apply only on actual weight of shipment. NOTE 2: Inside a building, the steps from one floor to the next floor or story will be considered one flight. NOTE 3: Outside a building, a flight shall consist of 8 steps but nor more than 20 steps; less than 8 steps will not be considered a flight.			
<b>EXTRA PICK-UP OR DELIVERY:</b> Each stop necessary for making additional pick-ups after first pick-up, or additional deliveries after first delivery.	Stop	\$	805
<b>HOISTING</b> , where necessary: First article. Each Additional article.	Article Article	\$ \$	806
<b>LABOR CHARGES:</b> Covers all accessorial services for which no charges are otherwise provided in the tariff when such services are requested by shipper.  NOTE: Does not apply during the hours and on the days listed in Item 600.	Hour Per Man	\$	807
<b>OVERTIME LABOR CHARGES:</b> Covers all accessorial services for which no charges are otherwise provided in the tariff when such services are requested by shipper. Between 5:00 P.M. and 8:00 A.M. Mondays, through Fridays, or between any hour on Saturdays, Sundays and legal holidays.	Hour Per Man	\$	808
Issued Date: _____ Effective Date: _____			
Issued By: _____			

**Section 8– Additional Services (Continued)**

Description of Item	Per	Rate	Item Number
<b>LOADING AND UNLOADING CHARGES ON BULKY ARTICLES:</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.			
AIRPLANES OR GLIDERS	Each	\$	809
AUTOMOBILES, TRUCKS OR VANS	Each	\$	
BOATS, over-all length less than 12 feet (See Note)	Each	\$	
BOATS, over-all length 12 ft. to 20 ft. inclusive (See Note)	Each	\$	
BOATS, over-all length in excess of 20 feet (See Note)	Each	\$	
FARM TRACTORS	Each	\$	
RIDING LAWN MOWERS OR GARDEN TRACTORS of 7 or more horsepower	Each	\$	
SNOWMOBILES, RIDING GOLF CARTS OR MOTORCYCLES	Each	\$	
TRAILERS	Each	\$	
CAMPERS – PICKUP TRUCK TYPE (Camper designed for carriage on pickup trucks) NOTE: When a camper is mounted on a pickup truck, the charge for trucks will apply.	Each	\$	
PLAYHOUSES, TOOL SHEDS, UTILITY SHEDS (transported set-up, not dismantled) in excess of 100 cubic feet	Each	\$	
HOT TUBS, SAUNAS, JACUZZI, SPAS OR SATELLITE TELEVISION DISHES, BIG SCREEN TELEVISIONS OVER 40" (Transported set-up, not dismantled)	Each	\$	
<i>NOTE: When a boat is mounted on a trailer, such will be considered as two separate articles and separate charges will apply.</i>			
<b>OVERTIME LOADING AND UNLOADING:</b> An additional charge for each overtime loading or for each overtime unloading when performed at the specific written request of the shipper, or made necessary by landlord requirements, or is required by prevailing laws or ordinances. This charge shall be applied on Saturday, Sunday, and legal holidays. This charge shall also apply Monday through Friday between the hours of 5:00 P.M. to 8:00 A.M. These charges shall not apply when the service is performed for the carrier's convenience. The overtime service will be rendered only at the option of the carrier. Overtime loading and unloading shall apply only on actual weight of shipment regardless of billed weight.	Cwt.	\$	810
<b>PIANO, Carry:</b> <ul style="list-style-type: none"> <li>• Inside a building, the steps from one floor to the next floor or story will be considered one flight.</li> <li>• Outside a building, a flight shall consist of 8 steps, but not more than 20 steps; less than 8 steps will not be considered a flight.</li> <li>• Will not apply inside single family dwellings.</li> </ul>	Flight	\$	811
<b>PIANO AND ORGAN HANDLING CHARGES:</b> The following charges will be applicable in addition to all other charges:			
Pipe Organs and all types of Pianos (except Spinet and Console)	Each	\$	812
All other Organs, Spinet and Console Pianos	Each	\$	
Issued Date:		Effective Date:	
Issued By:			

**Section 8– Additional Services (Continued)**

Description of Item	Per	Rate	Item Number
<p><b>WAITING TIME:</b> <i>Waiting time, not the fault of carrier, per vehicle</i></p> <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 following allowable free time:</p> <p>When shipment is traveling more than 100 miles, but less than 200 miles, one (1) hour free time will be allowed.</p> <p>When shipment is traveling 200 or more miles, three (3) hours free time will be allowed.</p> <p>NOTE 2: This item is not applicable to shipments on tour. NOTE 3: This item is not applicable on Saturday, Sunday and legal holidays. NOTE 4: Waiting time charge does not include labor.</p>	Hour	\$	813
<p><b>STORAGE IN TRANSIT:</b> The following charges, in addition to transportation charges will apply in connection with shipments stored in transit subject to the provisions of Item 434:</p> <p>Storage Charge:</p>	Rate Per CWT	\$	814
<b>VALUATION FOR LOSS OR DAMAGE- Distance Commodity Rates:</b>			
<p><b>Type I – 60 cents per pound per article.</b> The shipper must select this coverage in writing. Valuation for loss will be computed by multiplying the weight of the article times sixty (60) cents per pound per article.</p>	Each	No charge	815
<p><b>Type II – \$1.25 times the weight of the shipment.</b> Unless the shipper specifies otherwise, all shipments will be covered by this amount. The shipment or article will have a released value of \$1.25 times the actual weight (in pounds) of the shipment or article. The value for items lost or damaged are subject to deduction for depreciation.</p>	For each \$100.00 of value or fraction thereof	\$	
<p><b>Type III – Declared Value.</b> The shipper must select this coverage in writing. The shipper shall declare the value of the shipment. The value declared cannot be less than the value determined by Type II method. The carrier will be responsible for loss of any item or shipment up to the declared value. The value for items lost or damaged are subject to deduction for depreciation.</p>	For each \$100.00 of value or fraction thereof	\$	
<p><b>Type IV - \$3.50 times the weight of the shipment.</b> The customer must order this coverage specifically in writing. The shipment or article will have a released value of \$3.50 times the actual weight (in pounds) of the shipment or article. At the option of the carrier, the following will apply:</p> <ul style="list-style-type: none"> <li>• Guarantee replacement of the articles(s) lost or damaged while in the carrier's possession with an identical item; or</li> <li>• Reimbursement for full replacement cost as determined by current market value; or</li> <li>• Cost of repairs to the extent necessary to restore the item(s) to the same condition as when received by the carrier from the shipper.</li> </ul>	For each \$100.00 of value or fraction thereof	\$	
(Continued on following page)			
Issued Date:		Effective Date:	
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**Section 9- Distance Commodity Rates**

Item 903

Distance (Miles)	LBS ADD WT Excess	LBS ADD WT Excess	LBS ADD WT Excess	LBS ADD WT Excess	LBS ADD WT Excess	LBS ADD WT Excess

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## Section 9- Distance Commodity Rates

Item 903

Distance (Miles)	600 LBS	ADD WT Excess	2000 LBS	ADD WT Excess	4000 LBS	ADD WT Excess	8000 LBS	ADD WT Excess	1200 LBS	ADD WT Excess	1600 LBS	ADD WT Excess
15	189	21.99	496	15.39	804	13.85	1358	8.49	1698	7.84	2012	7.28
20	194	22.51	509	15.83	825	14.21	1394	8.70	1743	8.05	2064	7.50
30	199	23.22	524	16.19	848	15.57	1430	8.96	1788	8.28	2119	7.68
40	204	23.84	538	16.54	869	14.97	1468	9.17	1834	8.49	2174	7.90
50	210	24.46	553	16.98	892	15.33	1505	9.43	1882	8.70	2230	8.09
60	216	25.18	569	17.34	915	15.75	1545	9.64	1930	8.96	2289	8.36
70	221	25.79	583	17.84	939	16.15	1585	9.90	1982	9.17	2348	8.55
80	228	26.52	599	18.27	964	16.54	1625	10.18	2033	9.38	2408	8.70
90	235	27.13	614	18.70	989	17.01	1669	10.43	2087	9.64	2472	8.96
100	240	27.85	630	19.20	1014	17.45	1712	10.68	2139	9.93	2537	9.26
110	244	28.06	636	19.42	1024	17.63	1729	10.97	2168	10.47	2587	10.01
120	246	28.36	643	19.57	1034	17.80	1747	11.23	2195	11.08	2638	10.94
130	248	28.67	649	19.78	1044	17.98	1764	11.51	2224	11.69	2692	11.51
140	250	28.87	655	20.07	1056	18.13	1782	11.80	2253	12.30	2746	11.80
150	254	29.19	661	20.22	1066	18.31	1798	12.09	2282	12.95	2799	12.09
160	256	29.49	669	20.36	1076	18.52	1817	12.01	2298	13.35	2832	12.01
170	259	29.70	675	20.64	1088	18.70	1835	11.91	2312	13.77	2863	11.91
180	260	30.11	682	20.79	1098	18.89	1853	11.87	2328	14.21	2896	11.87
190	264	30.42	689	21.00	1109	19.07	1872	11.76	2342	14.68	2929	11.77
200	266	30.73	696	21.22	1120	19.25	1890	11.69	2358	15.10	2962	11.69
220	269	30.83	700	21.37	1128	19.64	1913	11.87	2388	16.01	3028	11.87
240	270	31.03	705	21.58	1137	19.99	1937	12.09	2419	16.94	3097	12.09
260	274	31.24	710	21.65	1144	20.40	1959	12.26	2450	17.92	3167	12.28
280	276	31.34	715	21.87	1153	20.78	1984	12.48	2483	18.89	3238	12.49
300	279	31.44	719	21.94	1158	21.22	2007	12.70	2514	19.93	3312	12.70
320	280	31.54	723	22.08	1164	21.69	2032	12.91	2548	20.97	3387	12.92
340	284	31.66	726	22.16	1169	22.16	2056	13.12	2581	22.05	3463	13.14
360	285	31.76	729	22.30	1175	22.62	2080	13.35	2614	23.20	3542	13.35
380	288	31.86	734	22.37	1181	23.09	2104	13.71	2653	24.21	3621	13.71
400	290	31.86	736	22.52	1187	23.59	2131	14.32	2703	25.03	3705	14.32
420	292	32.06	741	22.59	1193	23.91	2149	15.15	2756	25.39	3771	15.15
440	295	32.06	744	22.73	1199	24.28	2169	15.93	2807	25.83	3840	15.94
460	296	32.27	748	22.88	1205	24.56	2188	16.83	2862	26.18	3908	16.83
480	299	32.37	753	22.94	1211	24.92	2208	17.59	2912	26.69	3980	17.59
500	300	32.47	755	23.17	1219	25.24	2228	18.42	2966	27.12	4050	18.42
520	302	32.68	760	23.31	1225	25.57	2249	19.25	3018	27.62	4123	19.25
540	304	32.78	763	23.52	1233	25.89	2269	20.11	3073	28.13	4198	20.12
560	305	32.99	767	23.67	1240	26.22	2289	20.97	3128	28.63	4273	20.98
580	306	33.20	771	23.81	1248	26.54	2309	21.87	3183	29.16	4351	21.87
600	308	33.30	774	24.09	1256	26.86	2331	22.76	3242	29.68	4428	22.78
620	311	33.40	779	24.24	1263	27.19	2351	23.74	3301	30.18	4507	23.74
640	312	33.60	783	24.38	1270	27.56	2373	24.67	3359	30.75	4590	24.67
660	314	33.81	787	24.53	1278	27.91	2394	26.65	3420	31.29	4671	25.66
680	315	33.91	790	24.82	1286	28.24	2416	26.65	3482	31.87	4756	26.66
700	316	34.11	794	24.96	1293	28.60	2437	27.66	3543	32.44	4841	27.67
720	318	34.33	799	25.11	1300	28.95	2459	28.74	3608	33.02	4929	28.74
740	319	34.53	803	25.32	1309	29.28	2481	29.81	3673	33.59	5016	29.82

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### Section 10– Explanation of Abbreviations and Symbols

#### Description of Item

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
A. M.	Before noon	No.	Number
Cert.	Certificate	P.M.	Afternoon
Co.	Company	St.	Saint or Street
Cwt.	Hundredweight	Thru	Through
D/B/A	Doing Business As	UBL	Uniform Bill of Lading
MODOT.	Missouri Department of Transportation	U.S.	United States
Ft.	Feet	Wt.	Weight
Inc.	Incorporated	&	And
Jct.	Junction	%	Percent
Lbs.	Pounds	\$	Dollars
LTL	Less-than-truckload	[C]	Cancelled
Max.	Maximum	[A] or ◆	Denotes Increases
Min.	Minimum	[R] or ♣	Denotes Reductions
MO	Missouri	[C] or	Denotes changes in wording which result in neither increases nor reductions in charges
SIT	Storage in Transit		