

RULES AND REGULATIONS

ITEM	SUBJECT
460	<p style="text-align: center;">HOISTING, LOWERING OR RIGGING</p> <p>(A) When it is necessary to use hoisting, lowering, or rigging services in order to accomplish pick-up or delivery of a shipment, carrier will perform such services at the rates provided in Section 1, Item 1180, Labor Charges, subject to carrier's ability to furnish equipment and experienced personnel.</p> <p>(B) If requested by shipper, consignee or owner, carrier will, as agent for shipper, consignee or owner, undertake to secure such services from a third party, if available, but in such instances, carrier assumes no responsibility for the activities or conduct of such third party, amount or payment of its charge, or quality or quantity of service furnished, nor will carrier be liable for loss or damage to shipment while in the custody of such third party.</p> <p>(C) If carrier is unable to furnish the equipment and experienced personnel, the shipper, consignee or owner of the goods must arrange for such service.</p>
480	<p style="text-align: center;">HOURLY RATES</p> <p>(A) Charges based on time shall be computed by multiplying the hourly rate by the time involved.</p> <p>(B) Unless otherwise provided, fractions of an hour will be disposed of as follows:</p> <ol style="list-style-type: none"> (1) Where the time involved is less than 15 minutes, the charge shall be for $\frac{1}{4}$ of an hour. (2) When in excess of 15 minutes by not more than 30 minutes, charge for $\frac{1}{2}$ hour. (3) When in excess of 30 minutes but not more than 45 minutes, charge for $\frac{3}{4}$ of an hour. (4) When in excess of 45 minutes, charge for 1 hour.
500	<p style="text-align: center;">IMPRACTICAL OPERATION</p> <p>The carrier shall not be obligated to perform pick up or delivery or render any service at a place or places from or to which is impractical to operate vehicles because of:</p> <ol style="list-style-type: none"> (A) The condition of roads, streets, driveways, alleys or approaches thereto. (B) Inadequate loading or unloading facilities. (C) Any riot, strike, picketing or other labor disturbances.

EFFECTIVE: December 1, 2000

For explanation of abbreviations and reference marks, See last page.

ISSUED BY: JOHN J. SCHMIDT, DIRECTOR

P.O. BOX 94927

LINCOLN, NE 68509-4927

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RULES AND REGULATIONS

ITEM	SUBJECT		
520	<p data-bbox="272 209 1390 244">INFORMATION TO BE INCLUDED ON FACE OF UNIFORM HOUSEHOLD GOODS BILL OF LADING</p> <p data-bbox="272 271 1479 333">(A) The Uniform Household Goods Bill of Lading issued for any shipment accepted for transportation and storage shall have printed in distinctive color in boldface type on the face thereof a statement reading as follows:</p> <p data-bbox="318 357 1528 446">"Unless the shipper expressly release the shipment to a value of \$.60 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 for each pound of weight in the shipment, whichever is greater."</p> <p data-bbox="318 470 1533 532">"The shipment will move subject to the rules and conditions of the carrier's tariff. Shipper hereby releases the entire shipment to a value not exceeding</p> <p data-bbox="610 580 1065 615" style="text-align: center;">_____ (To be completed by the person signing below)</p> <p data-bbox="318 637 1503 749">NOTICE - THE SHIPPER SIGNING THIS CONTRACT MUST INSERT IN THE SPACE ABOVE, IN HIS/HER OWN HANDWRITING, EITHER HIS/HER DECLARATION OF THE ACTUAL VALUE OF THE SHIPMENT, OR THE WORDS "60 CENTS PER POUND PER ARTICLE". OTHERWISE THE SHIPMENT WILL BE DEEMED RELEASED TO A MAXIMUM VALUE EQUAL TO \$1.25 TIMES THE WEIGHT OF THE SHIPMENT IN POUNDS.</p> <p data-bbox="615 801 711 835" style="text-align: center;">_____ (Shipper)</p> <p data-bbox="1211 801 1284 835" style="text-align: center;">_____ (Date)</p> <p data-bbox="272 827 1516 889">(B) In addition to the above statement printed in distinctive color in boldface type, the following information must appear on the face of the Uniform Household Goods Bill of Lading:</p> <ol data-bbox="318 913 1533 1599" style="list-style-type: none"> (1) The name and address of the motor carrier (note the agent's name and address) which will transport the shipment. If the shipment is to be interlined, the names and addresses of all connecting carriers which will transport the shipment. (2) The name, address and telephone number of the office of the carrier issuing the receipt or bill of lading that should be contacted in relation to the shipment, should there be a need for such contact. (3) The name, address and telephone number of a person to whom notification of delay in delivery shall be given, except when this cannot be obtained from the shipper. (4) 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. (5) 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." (6) The number of the vehicle onto which the shipment is loaded and the number of the vehicle-load manifest on which the bill of lading number is recorded. (7) The amount of estimated charges and method of payment of total tariff charges. (8) Maximum amount required to be paid in cash, certified check, or money order to relinquish possession of a C.O.D. shipment on which actual charges exceed estimated charges. (9) Whether shipment requires notification of actual charges and where such communication shall be received. 		
540	<p data-bbox="740 1599 1060 1634" style="text-align: center;">INSPECTION OF ARTICLES</p> <p data-bbox="272 1655 1533 1714">When carrier or his agent believes it necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property.</p>		
<p data-bbox="99 1841 422 1876">EFFECTIVE: October 1, 1999</p> <p data-bbox="829 1841 1533 1876">For explanation of abbreviations and reference marks, See last page.</p>			
ISSUED BY: JOHN J. SCHMIDT, DIRECTOR	P.O. BOX 94927	LINCOLN, NE 68509-4927	TSIT

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560	<p align="center">INSURANCE</p> <p>The cost of insurance against marine risk or any other insurance for the benefit of the shipper, will not be assumed by the carrier.</p>																
570	<p align="center">INVENTORY OF ITEMS VALUED IN EXCESS OF \$100 PER POUND PER ARTICLE</p> <p>When transportation is performed under the provisions of Item 260 (F) or Item 440 of this tariff, a high value inventory form shall apply in conjunction with the Bill of Lading, or in substitution thereof, the Order of Service, which form shall contain the following information:</p> <p align="center">HIGH VALUE INVENTORY FORM</p> <p align="center">(CARRIER NAME) (Carrier address and telephone number)</p> <p>All items included in your shipment that are considered to be of extraordinary or unusual value must be specifically identified and the carrier must be advised that they are included in the shipment. Items of extraordinary value are defined as those items having a value greater than one hundred dollars (\$100) per pound. Typical household goods that frequently have a value in excess of one hundred dollars (\$100) per pound are: currency, coins, jewelry, precious metals, precious or semi-precious stones or gems, gold, silver, or platinum articles including silverware and service sets, china sets, crystal or figurines, fur or fur garments, antiques, Oriental rugs or tapestries, rare collectible items, objects of art, computer software programs, manuscripts, or other rare documents. Of course, other items may also fall into this category and must be identified as well.</p> <p>The purpose of this inventory is to assist you in identifying articles of extraordinary or unusual value in order that the carrier will be aware of those items which require special handling and protection. Failure to identify such articles will result in limited carrier liability.</p> <table border="0"> <thead> <tr> <th data-bbox="248 956 342 989">Item No.</th> <th data-bbox="461 956 1052 989">Description of Articles Exceeding \$100 per pound Per Article</th> </tr> </thead> <tbody> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </tbody> </table> <p>(more lines if needed)</p> <p>Owner (shipper) agrees that any claim for loss or damage must be supported by proof of value and understands settlement will be based upon the information furnished on this inventory form and the declaration of value contained on the accompanying Bill of Lading, or in substitution thereof, the Order for Service, the Bill of Lading Terms and Conditions, the tariff in effect at the time of shipment, the household goods descriptive inventory, and all other pertinent information available to the carrier. If you have not listed articles having a value in excess of one hundred dollars (\$100) per pound per article on this inventory, your signature below attests to the fact that such articles are not included in your shipment. If through in advertence or any other cause, items having a value in excess of one hundreds (\$100) per pound per article are included in your shipment and you fail to list those items on this inventory or fail to sign this inventory, you expressly agree that the carrier's liability for loss or damage to those items will be limited to no more than one hundred dollars (\$100) per pound per article (based on the actual article weight). Further, you indicated that you understand that such valuation may be appraised at the item's depreciated value.</p> <table border="0"> <tr> <td data-bbox="248 1540 380 1567">TO ORIGIN:</td> <td data-bbox="878 1540 1187 1567">CARRIER BILL OF LADING:</td> </tr> <tr> <td data-bbox="248 1620 472 1704">Signature of Shipper or Shipper's authorized representative</td> <td data-bbox="724 1620 776 1647">Date</td> </tr> <tr> <td data-bbox="248 1757 537 1787">Shipment Origin (City, State)</td> <td data-bbox="878 1620 1166 1647">Carrier's Representative Date</td> </tr> </table>	Item No.	Description of Articles Exceeding \$100 per pound Per Article	_____	_____	_____	_____	_____	_____	_____	_____	TO ORIGIN:	CARRIER BILL OF LADING:	Signature of Shipper or Shipper's authorized representative	Date	Shipment Origin (City, State)	Carrier's Representative Date
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SUBJECT

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580	<p align="center">MARKING OR PACKING</p> <p>(A) Articles of fragile or breakable nature must be properly packed.</p> <p>(B) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letter designating the fragile character of contents.</p> <p>(C) When articles of furniture, consisting wholly, or in part of glass are covered or wrapped by the shipper or his agent, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.</p> <p>(D) Where articles are improperly packed, crated or boxed and by reason thereof the contents are more susceptible to damage, carrier may arrange to have such articles properly packed at the rates provided in Section 1 of this tariff.</p>
600	<p align="center">METHOD OF CANCELLING ORIGINAL AND REVISED PAGES, EXCEPT THE TITLE PAGE</p> <p>When this tariff is amended by revised pages, the cancellation of prior pages, except the Title Page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be filed in numerical sequence.</p> <p>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof, which bear the same page number.</p> <p>For example: "1st Revised Page 15" will have the effect of canceling Original Page 15: "8th Revised Page 20" will have effect of canceling 7th Revised Page 20: 4th Revised Page 4-A" will have the effect of canceling 3rd Revised Page 4-A and also 2nd Revised Page 4-A if the cancellation of 3rd takes place on or before its effective date.</p>
620	<p align="center">MILEAGE AND INTERMEDIATE APPLICATIONS</p> <p>(A) Where rates are based on mileage, the distance or mileage shall be that shown in Section 2 of this tariff.</p> <p>(B) If the shipper requests a longer route than the shortest practical route as shown in the above mentioned mileage guide, the mileage over the longer route, as shown therein, shall apply. Where specific mileage is not referenced, mileage shall be determined from the Official Nebraska Highway Map.</p>
640	<p align="center">MINIMUM WEIGHT CHARGE</p> <p>(A) Except as may be otherwise specifically provided for in this tariff, or as amended, a shipment weighing less than 500 pounds shall be accepted only at a weight of 500 pounds. Applicable rates and charges based on weight shall be subject to 500 pounds minimum.</p> <p>(B) All changes subject to weighing provisions as provided in Item 320.</p>
660	<p align="center">MOVEMENT OF EMPTY VEHICLES</p> <p>(A) A shipper having one (1) or more shipments and desiring to continue movement of all such shipments may request the empty movement of equipment from destination to point of origin of next shipment for further loading subject to the availability of equipment and at the rates provided for in Section 1, Item 1140.</p> <p>(B) The empty movement of equipment shall be ordered in writing at the time shipment is accepted for transportation.</p> <p>(C) Empty mileage operated from destination to next origin shall be that provided for in Section 2.</p>

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680	<p data-bbox="646 231 932 263" style="text-align: center;">PAYMENT OF CHARGES</p> <p data-bbox="224 290 1528 405">(A) The carrier shall not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid in cash, money order or certified check, except where other satisfactory arrangements have been made between the carrier and the consignor or consignee. Where credit arrangements have been made, the charges are due and payable fifteen (15) days after the billing date. A late charge of one and a half (1.5) percent on the unpaid balance may be charged after the 15th day.</p> <p data-bbox="224 432 1463 491">(B) Nothing herein shall limit the rights of the carrier to require, at time of or before shipment, the prepayment in part, in full or guarantee of the charges.</p> <p data-bbox="224 518 1528 548">(C) Subject to the foregoing paragraphs, provisions for payment of charges on storage in transit shipments are as contained in Item 840.</p>
700	<p data-bbox="646 548 878 580" style="text-align: center;">PERISHABLE FOOD</p> <p data-bbox="224 607 1520 666">(A) Carrier will not accept for shipment frozen foods or other articles requiring refrigeration except as provided in Paragraphs (B) and (C) below.</p> <p data-bbox="224 693 824 723">(B) Frozen food may be accepted for transportation provided:</p> <ol data-bbox="272 749 1503 970" style="list-style-type: none"> <li data-bbox="272 749 1393 779">(1) The food is contained in a freezer, which at time of loading is operating at normal deep freeze temperature; <li data-bbox="272 803 1503 862">(2) The shipment is to be transported not more than 150 miles and/or delivery accomplished within 24 hours from time of loading; <li data-bbox="272 887 708 916">(3) No storage of shipment is required; <li data-bbox="272 940 1487 970">(4) No preliminary enroute servicing by use of dry ice, electricity or other preservative method is required of the carrier. <p data-bbox="224 997 1520 1056">(C) When articles are included in a shipment with or without knowledge of the carrier, responsibility for condition or flavor will not be assumed by the carrier.</p>

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RULES AND REGULATIONS

SUBJECT

ITEM

720

PICK UP AND DELIVERY

(A) EXTRA PICK UP OR DELIVERY

- (1) Subject to Item 280, portions of a shipment may be picked up at more than one (1) place and delivered to more than one (1) place.
- (2) Charges will be for total weight of entire shipment for total distance via points of pick up or delivery or both from first point of pick up to final point of delivery, plus additional service charges applicable to each portion of the shipment at the rates provided in Section 1.
- (3) The total charge 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.

(B) IMPRACTICAL PICK UP OR DELIVERY AND AUXILIARY SERVICES

- (1) 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.
- (2) 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 obstruction, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pick up or tender delivery at destination at the nearest point of approach to the desired location where road haul equipment can be made safely accessible.
- (3) Upon request of the shipper, consignee or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, of transferring the shipment between the residence and the nearest point of approach by the carrier's road haul equipment. Charges for this auxiliary service to cover labor and additional vehicle (if used) will be as provided in Section 1 and shall be in addition to all other transportation or accessorial charges.
- (4) 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.
- (5) Transportation charges to cover the movement of shipment or part thereof from point at which it was originally tendered to warehouse location shall be computed on basis of weight of shipment or 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 it to the warehouse. Any subsequent movement from warehouse shall constitute a new shipment.

(C) WAREHOUSE PICK UP OR DELIVERY

Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse, the rates for transportation include only the loading or unloading at door, platform or other point convenient or accessible to the vehicle.

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740	<p data-bbox="381 217 1323 249">PREPARATION FOR PACKING TO BE ACCOMPLISHED BY SHIPPER OR CARRIER</p> <p data-bbox="235 276 1518 336">Unless otherwise provided, articles tendered for transportation must be in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable.</p> <p data-bbox="235 362 1518 422">Articles requiring packing, crating, wrapping, or servicing as provided for in this rule, may be prepared for shipment by the shipper or his agent, or the carrier will perform the service at the request of and for the account of the shipper, as provided herein.</p> <p data-bbox="235 448 576 481">(A) PROTECTION BY CARRIER</p> <p data-bbox="284 508 1518 642">Unless otherwise provided, articles having surfaces liable to damage by scratching, marring, or chafing, but of sufficient strength to allow other articles to be packed against or on top of same in a manner which will make transportation of the entire shipment reasonable safe and practicable if protected by sufficient wrapping, will be wrapped at time of loading in furniture pads, covers, burlaps, or wrappers which are part of carrier's regular equipment. The cost of this service is included in transportation rates named tariff.</p> <p data-bbox="235 669 560 701">(B) MUSICAL INSTRUMENTS</p> <p data-bbox="284 728 1485 809">Musical instruments such as harps, guitars, banjos, mandolins, violins, cellos, trombones, drums or similar instruments which require, for the safe transportation thereof, more protection than afforded by the carrier's regular equipment as provided for in Paragraph (A) above, must be packed in the instrument's own case or other adequate container.</p> <p data-bbox="235 835 625 868">(C) MACHINERY AND EQUIPMENT</p> <p data-bbox="284 895 1502 1029">Equipment or machinery such as X-ray, photographing, lithographing, printing equipment, adding machines, accounting, card punching, sorting or tabulation machines, addressing, imprinting or mailing machines, air filtering machines, bookkeeping machines, typewriter and computing machines and other similar equipment or machinery, must be fully protected by boxing, crating or wrapping, except when such articles can be transported in a safe and practicable manner by wrapping with carrier's regular equipment as described in Paragraph (A) above, such protection will be furnished as part of the carrier's regular service.</p> <p data-bbox="235 1056 560 1088">(D) CONTAINERS REQUIRED</p> <p data-bbox="284 1115 1518 1276">Bedding, books, carpets, rugs, china, glassware, pottery, silverware, clothing, curtains, draperies, kitchen utensils, lamp shades, table lamps, small articles such as tools, athletic and game equipment, and household articles such as clothes lines, poles, umbrellas, canes, irons, ornaments, and other small articles of less than 1 cubic foot displacement must be packed and tendered to the carrier in barrels, boxes, cartons, wrapped bundles or wrapped rolls, except that trunks, tubs, pails, baskets, or other containers or articles of furniture of the shipper may be substituted when of sufficient strength, so that use of such containers will render transportation of contents reasonably safe.</p> <p data-bbox="235 1303 511 1335">(E) FRAGILE ARTICLES</p> <p data-bbox="284 1362 1518 1470">Fragile articles such as show cases, wall cases, canoes, works of art, scenery, lighting fixtures, linoleums, statuary, marble slabs, mirrors, glass tops, pictures, painting, models, antiques, and other similar articles which are easily broken or damaged or articles upholstered or covered with material or fabric of a delicate nature or color, or other articles with delicate finishes which are easily soiled, torn, or damaged, must be fully protected by boxing, crating or wrapping.</p> <p data-bbox="235 1497 592 1529">(F) MECHANICAL EQUIPMENT</p> <p data-bbox="284 1556 1518 1663">Equipment and articles such as washing machines, refrigerators, ironers, sewing machines, vacuum cleaners, heater, ranges, radios, clocks, victrolas and other similar articles, the surfaces of which can usually be protected by carrier's regular equipment as provided for a Paragraph (A) above, must have all motors, mechanical parts and ornaments securely fastened, bolted, or tied in a manner to prevent loss, damage or impairment of functions.</p>

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740 (concl'd)	<p align="center">PREPARATION FOR PACKING TO BE ACCOMPLISHED BY SHIPPER OR CARRIER</p> <p>(G) SECURENESS OF CONTAINERS</p> <p>Unless otherwise provided, articles for which containers are specified must be securely enclosed by the containers so that no ends or other parts protrude and in a manner that will prevent loss of articles from such containers, and any articles that are easily broken or having surface liable to damage by chafing must be protected within the authorized shipping containers by or with liners, partitions, wrappers, excelsior, straw or other packing materials which will afford adequate protection against breaking or damage.</p> <p>(H) CARRIER NOT OBLIGATED TO ACCEPT</p> <p>Tender for shipment of an article not protected by packing, crating, wrapping or servicing, does not obligate the carrier to accept an article so offered for transportation when such protection is reasonably necessary for the safe transportation of the article.</p>		
760	<p align="center">REISSUED ITEMS OR PAGES</p> <p>Reference made herein to items or pages in this tariff include reference to reissue of such items or pages.</p>		
780	<p align="center">SERVICING OF SPECIAL ARTICLES</p> <p>The transportation rates in this tariff do not include servicing or reservicing of articles or appliances such as refrigerators, deep freeze cabinet, radios, record players, washing machines, television sets, air conditioners and the like, which if not properly serviced may be damaged in or incident to, transit; nor is liability assumed for any such damage unless said articles or appliances are serviced as provided in Paragraph (A) or (B) below.</p> <p>(A) Upon request of shipper, owner or consignee of the goods, carrier will, subject to (B) below, service and reservice such articles and appliances at origin and destination at the rates provided in Section 1, Item 1300. Such servicing and reservicing does not include removal or installation of articles secured to the premises; or plumbing, electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.</p> <p>(B) If carrier does not possess the qualified personnel to properly service and reservice such articles or appliances, carrier will, upon request of shipper, owner or consignee and as agent for them, engage third persons to perform the servicing and reservicing. When third persons are engaged by the carrier to perform any service, the carrier will not assume responsibility for the activities or conduct, amount of their charges, nor for the quality of service furnished.</p> <p>(C) All charges of the third persons must be paid by the shipper and are in addition to all other charges in this tariff. Such charges will be advanced by the carrier and billed as an advanced charges as provided in Item 20 herein.</p>		
<p>EFFECTIVE: October 1, 1999 For explanation of abbreviations and reference marks, See last page.</p>			
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820	<p data-bbox="634 217 980 249" style="text-align: center;">SPECIAL SERVICE (See NOTE)</p> <p data-bbox="267 276 743 303">(A) COMPLETE OCCUPANCY OF VEHICLE</p> <p data-bbox="313 333 1516 446">(1) Subject to the availability of equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a vehicle, or the peculiar character thereof otherwise prevents its transportation with other shipments on the same vehicle, will be accepted at charges computed on the actual weight and subject to a minimum weight.</p> <p data-bbox="313 475 1528 532">(2) Minimum weight shall be based on 7 pounds per cubic foot of total vehicle space or a 13,000 pound minimum, whichever is less. (See Paragraph (B) below)</p> <p data-bbox="313 559 886 585">(3) Bill of lading and freight bill to be marked or stamped:</p> <p data-bbox="362 612 857 696" style="padding-left: 40px;">"Complete occupancy of a vehicle requested. Shipment moving at weight of _____ pounds. Actual weight _____ pounds."</p> <p data-bbox="267 723 623 749">(B) DISPLAY OF VAN VOLUME</p> <p data-bbox="313 776 1495 833">The number of cubic feet of van space shall be legibly displayed on each side of the vehicle used by the carrier in rendering service under Paragraph (A) and (C) of this rule.</p> <p data-bbox="267 860 672 887">(C) EXCLUSIVE USE OF A VEHICLE</p> <p data-bbox="313 913 1482 970">(1) Subject to the availability of equipment, a shipper may order exclusive use of a vehicle of specific cubic capacity, for transportation of a shipment.</p> <p data-bbox="313 997 1271 1024">(2) Transportation charges shall be based on actual weight subject to minimum charges as follows:</p> <p data-bbox="362 1051 1487 1077" style="padding-left: 40px;">(a) If the capacity of vehicle ordered is 1,000 cubic feet or less, the minimum charge shall be based on 7,000 pounds.</p> <p data-bbox="362 1104 1528 1161" style="padding-left: 40px;">(b) If the capacity of vehicle ordered is in excess of 1,000 cubic feet, the minimum charge shall be based on 7 pounds per cubic foot of total vehicle space ordered.</p> <p data-bbox="313 1188 1528 1271">(3) If at time of loading such equipment, carrier does not have available a vehicle of capacity ordered, carrier may substitute a vehicle or vehicles of an equivalent or greater capacity and transportation charges and minimum therefor shall be the same as would apply had carrier furnished a vehicle of the capacity ordered. (See Paragraph (B) above)</p> <p data-bbox="362 1298 886 1325">Bill of lading and freight bill to be marked or stamped:</p> <p data-bbox="362 1352 1162 1435" style="padding-left: 40px;">"Exclusive use of a vehicle of _____ cubic foot capacity ordered by shipper. Shipment moving at a weight of _____ pounds. Actual Weight _____ pounds."</p>

(Continued on following page)

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For explanation of abbreviations and reference marks, See last page.

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