

TRISTATE

TRISTATE HOUSEHOLD GOODS TARIFF CONFERENCE, INC.

MAILING ADDRESS

P.O. Box 1385
Mt. Laurel, NJ 08054-7385

(856) 231-9012
(856) 727-4844 (FAX)

OFFICE HOURS

Monday-Friday
8:30 A.M.—5:00 P.M.

KENNETH D. SATALOFF, EXECUTIVE SECRETARY

EMAIL: tristatetariff@gmail.com

May 2, 2013

Rosemary Chiavetta
Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17105-3265

Dear Secretary Chiavetta:

Enclosed herewith are two (2) copies of Tariff Freight Pa. P.U.C. No. 12 cancelling Tariff Freight Pa. P.U.C. No. 9, issued by Debo Moving and Storage, Inc. at A-00106548, and sent to you for filing in compliance with the requirements of the Pennsylvania Public Utility Law.

An additional copy of said proposed tariff is also enclosed for your staff with the other two sets being forwarded to Mr. Robert Bingaman, Bureau of Technical Utility Services official file.

Applicant has proposed increases in the additional services category as well as proposed increases in its line-haul rates for its over forty (40) transportation service of household goods in use.

Also attached is a copy of the 2012 Assessment Report from Brian Debo, President indicating applicants 2012 Pa. revenues from "household goods in use" amounting to \$368,109 when taking into consideration its Pa exempt revenues provided in the assessment report.

Also attached is another letter affidavit from Brian Debo providing that its pa. revenues from the transportation of household goods in use was less than \$500,000, and its operating ratio was not less than 93%.

The now Bureau of Technical Utility Services and previously the Bureau of Transportation and Safety have allowed household goods carriers whose revenues generated from this service category would be acceptable not including the revenues generated from "property" be excluded in the same fashion as permanent storage, inner office moves, packing material, transportation of voting machines to polling locations, transportation to and from permanent storage and more.

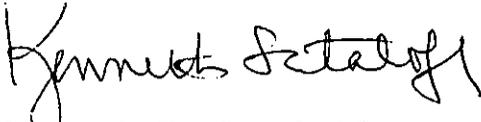
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2013 MAY - 8 PM 12:09
SECRETARY'S BUREAU

Rosemary Chiavetta,
Secretary
Pennsylvania Public Utility Commission - 2 - May 2, 2013

The proposed tariff is being filed on sixty (6) days notice with a tentative effective date of July 15, 2013, unless further suspended.

Please receipt and return the duplicate copy of this transmittal letter in the enclosed self-addressed and stamped envelope.

Respectfully yours,



Kenneth D. Sataloff
Executive Secretary
KDS/mlm
Enclosures

Debo Moving & Storage, Inc.
600 Corporation Drive Aliquippa, PA
Phone: 724-512-0325 Fax: 724-512-0337 Toll Free: 800-261-9563



April 26, 2013

Rosemary Chiavetta,
Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Dear Secretary Chiavetta:

Please use this letter as my affidavit that our 2012 Pa. Gross Revenues were less than \$500,000 and that our operating ratio was NOT LESS than 93%.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Brian K. Debo".

Brian K. Debo
Owner/President

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2013 MAY - 8 PM 12:10
SECRETARY'S BUREAU
PA P.U.C.

Provisions formerly shown in this tariff and not brought forward are cancelled.

Certificate No. A-106548,
F.1, Am-A, Am-B, Am-C,
Am-D, Am-E and Am-F

FREIGHT-PA. P.U.C. NO. 12

Cancels

Freight-PA. P.U.C. No. 9

DEBO MOVING AND STORAGE, INC.

LOCAL MOTOR FREIGHT TARIFF
NAMING
RATES, RULES AND REGULATIONS
GOVERNING THE TRANSPORTATION OF
HOUSEHOLD GOODS, IN USE,
BETWEEN NAMED POINTS IN PENNSYLVANIA
FOR DISTANCES OVER 40 MILES.

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PA P.U.C. BUREAU
SECRETARY'S BUREAU

FOR OPERATING AUTHORITY, SEE THIS CARRIER'S TARIFF FREIGHT-PA. P.U.C. NO 11
FOR REFERENCE TO GOVERNING PUBLICATIONS SEE ITEM 10 HEREIN.

ISSUED: MAY 8, 2013

EFFECTIVE: JULY 15, 2013

ISSUED BY:

Brian K. Debo - President
500 Corporation Drive
Hopewell Twp., PA 15001

CANCELLATION NOTICE

Rates, rules or other provisions formerly published in Tariff Freight Pa. P.U.C. No. 9 and not brought forward herein are hereby cancelled.

ITEM 10 - GOVERNING PUBLICATIONS (C)

Except as otherwise provided herein for rates, rules, regulations and provisions applicable to the transportation of household goods, in use, see Tariff Freight Pa. P.U.C. No. 53 (Carrier Directory No. 53), loose-leaf revisions thereto and reissues thereof, issued by Tristate Household Goods Tariff Conference, Inc. Agent.

ITEM 20 - DECLARED VALUE (C)

Rates and charges named herein applicable when value declared by shipper does not exceed sixty (60) cents per pound per article. For method of determining rates see Governing Publication.

ITEM 30 - CLASSIFICATION OF PROPERTY (C)

Class 1 shipments are personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling and such other similar property; except that this subparagraph shall not be construed to include property moving from a factory or store, except such property as the householder has purchased with the intent to use in his dwelling and which is transported at the request of and the transportation charges paid to the carrier by the householder.

EXPLANATION OF ABBREVIATIONS

Am - Amendment	No. - Number
Cwt - Per 100 pounds	Pa. - Pennsylvania
F - Folder	P.U.C. - Public Utility Commission
Inc. - Incorporated	
N.O.I. Not otherwise more specifically	

EXPLANATION OF REFERENCE MARKS AND SYMBOLS

(A) - Indicates increase in rate
(R) - Indicates decrease in rate
(C) - Indicates change or addition
(NC) - Indicates no change
\$ - Indicates dollar(s)
% - Indicates percentage

For explanation of abbreviations and reference marks, see Page 1 of Tariff.

COMMODITY DESCRIPTION

The term "household goods" means property usual to use in a household when a part of such household equipment or supply; furniture, fixtures, equipment and property usual in a store, office, museum, institution, hospital or other establishment when a part of the stock, equipment or supply of such store, office, museum, institution, hospital or other establishment; works of art, furniture, musical instruments, displays, exhibits and articles requiring specialized handling and equipment usually employed in moving household goods.

CLASSIFICATION OF PROPERTY

CLASS 1 SHIPMENTS are personal effects and property usual to use in such dwelling when a part of the equipment or supply of such dwelling; and articles, including displays and exhibits, which because of their unusual nature or value require specialized handling and equipment usually employed in moving household goods, which are not described in Class 2 or 3.

CLASS 2 SHIPMENTS are furniture, fixtures, equipment and property, of stores, offices, museums, institutions, hospitals, and establishments other than dwellings when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals, and establishments other than dwellings, except as described in Class 3.

CLASS 3 SHIPMENTS are shipments described in Class 2 only, which weigh 4 pounds or less per cubic foot of properly loaded van space.

GENERAL RULES AND REGULATIONS

RULE 1. PROPERTY SUBJECT TO UNIFORM HOUSEHOLD GOODS BILL OF LADING.

(a) Unless otherwise provided, when property is transported subject to this commodity classification, the acceptance and the use of the Uniform Household Goods Bill of Lading described herein are required.

(b) The rates shown herein are reduced rates conditioned upon the use of the Uniform Household Goods Bill of Lading, Consignor, at his option, may elect not to accept the terms of the Uniform Household Goods Bill of Lading, and in lieu thereof to have the carrier transport the property with carrier's liability limited only as provided by common law and by the laws of the United States and the several States insofar as they apply, but subject to the terms and the conditions of the Uniform Household Goods Bill of Lading insofar as such terms and conditions are not inconsistent with such common carrier's liability; the rate charged therefor will be 100 per cent higher than the rate and charges contained in this tariff as would otherwise apply.

(c) When the consignor elects not to accept any of the terms of such bill of lading he must give notice to the initial carrier of such election. The initial carrier must indicate the receipt of such notice by writing or stamping thereon a clause signed by the carrier reading:

"In consideration of the higher rate charged, the property herein described will be carried, and the services to be rendered hereunder will be performed, with the carrier's liability limited only as provided by law; but subject to the terms and conditions of this bill of lading insofar as

they are not inconsistent with such common carrier's liability."

RULE 2. INSURANCE

The cost of insurance against marine risk or any insurance in the name of the shipper, or for the benefit of the shipper, will not be assumed by the carrier.

RULE 3. DECLARATION OF VALUE

(a) Shippers are required to state specifically, in writing, the agreed or declared value of the property.

(b) Valuations shall be declared in accordance with Pennsylvania Public Utility Commission Released Rate Docket No. 46

(c) If shipper declines to declare the value or agree to a released value, in writing, the shipment will not be accepted.

(d) The agreed or declared value shall be deemed to relate to all services undertaken by the carrier or its agents, to each article separately and not the shipment as a whole. Such agreed and declared value must be entered on Bill of Lading in the following form:

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER POUND.

(e) The agreed or declared value shall be stated in cents or dollars and cents per pound.

(f) Shippers may declare, on specific articles, valuations in excess of the value declared on the shipment; each such article must be described and its excess declared value set forth in space provided on Bill of Lading.

RULE 4. BASIS OF WEIGHT

(a) Carrier shall determine the tare weight of each vehicle used in the transportation of household goods by having it weighed prior to the transportation of such shipment, without the crew thereon, by a certified weighmaster or on a certified scale, and when so weighed the gasoline tank on each such vehicle shall be full and the vehicle shall contain all blankets, pads, chains, dollies, hand trucks, and other equipment needed in the transportation of such shipment. Each carrier shall retain in the vehicle, subject to inspection, a weighmaster's certificate or weight ticket as to each such vehicle showing the tare weight, the date weighed, and a list of such equipment.

(b) After the vehicle has been loaded it shall be weighed, without the crew thereon, prior to delivery of the shipment and the net weight shall be determined by deducting the tare weight from the loaded weight, except that in instances where no adequate scale is located at origin or at any point within a radius of ten miles thereof, a constructive weight, based on seven pounds per cubic foot of properly loaded van space, may be used. The gross weight, tare weight, and net weight, or constructive weight, shall be shown on the freight bill.

(c) In the transportation of part loads this rule shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon, and a part load for any one shipper, not exceeding 1,000 pounds, may be weighed on certified scale prior to being loaded on a vehicle, such part load to be accompanied by a weight ticket evidencing such weighing.

RULE 5. MINIMUM WEIGHT SERVICE.

A shipment of such nature as to require the exclusive use of a vehicle, or making impractical the loading of other shipments on the same vehicle, shall be accepted subject to the following minimum weights:

Class 1 Shipments.....	4000 Pounds Minimum
Class 2 Shipments.....	5700 Pounds Minimum
Class 3 Shipments.....	2700 Pounds Minimum

Bill of Lading and Freight Bill to be marked or stamped:

CLASS _____ SHIPMENT MOVING AT MINIMUM WEIGHT OF
_____ POUNDS, ACTUAL WEIGHT _____ POUNDS.

RULE 6. EXPEDITED SERVICE.

A shipment weighing less than the specified minimum as set forth below is accepted for transportation subject to reasonable delay for consolidation with other shipments. Shipper may secure expedited transportation of such shipment on date designated by shipper at the minimum weights set forth below:

Class 1 Shipments.....	4000 Pounds Minimum
Class 2 Shipments.....	5700 Pounds Minimum
Class 3 Shipments.....	2700 Pounds Minimum

Bill of Lading and Freight Bill to be marked or stamped:

CLASS _____ SHIPMENT MOVING AT MINIMUM WEIGHT OF
_____ POUNDS, ACTUAL WEIGHT _____ POUNDS.

RULE 7. WEIGHT TICKET PART OF
BILL OF LADING.

A certified weight ticket shall be attached to or made part of the Uniform Household Goods Bill of Lading.

RULE 8. ONLY ONE SHIPPER, CONSIGNEE,
ORIGIN, DESTINATION TO BE SHOWN.

The name of only one shipper, one consignee, one point of origin, and one destination will appear on one Order for Service or one Bill of Lading, but the Bill of Lading may also specify, in addition, the name of a party at destination to notify on arrival of shipment.

RULE 9. PICK-UP AND DELIVERY IN TRANSIT.

Subject to Rules 8 and 10, portions of a shipment may be picked-up or delivered at one or more places enroute between origin and destination. Charges will be for entire weight of shipment for total distance from farthest point of origin to ultimate destination. 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.

RULE 10. DIVIDED SHIPMENTS.

(a) Subject to Rule 8 a shipment received at more than one place of pick-up within the corporate limits or contiguous municipalities at point of origin or delivered to more than one place of delivery within the corporate limits or contiguous municipalities at point of destination, or both, is a divided shipment.

(b) Total charges for a divided shipment shall be as provided herein for each pick-up and delivery plus all other rates and charges accruing under this tariff. The total charge for a divided shipment shall not, in any case, exceed the total charges as would apply if computed to each portion as a separate shipment.

(c) Nothing in this rule shall prohibit the consolidation of the divided shipment at one point or the distribution of the divided shipment from one point. When shipments are so consolidated, combination of the rates shown herein for each portion of the transportation will apply.

RULE 11. PICK-UP AND DELIVERY AT WAREHOUSE.

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

RULE 12. MILEAGE.

Mileage will be determined by vehicle odometer.

RULE 14. MARKING AND PACKING.

(a) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character of contents.

(b) 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.

RULE 15. ARTICLES TAKEN APART
PIECE OR PACKAGE
ONE ARTICLE.

Each shipping piece or package and contents thereof shall constitute one article. The total component parts of any article taken apart or knocked down for handling or loading in Vehicle shall constitute one article.

RULE 16. ARTICLES OF HIGH OR EXTRAORDINARY
VALUE NOT ACCEPTED.

Unless otherwise provided, the following property will not be accepted for shipment: Bank bills, coin or currency, deeds, notes, drafts, or valuable papers of any kind, jewelry, postage stamps, stamp collections, revenue stamps, letters, precious stones, or articles of peculiarly inherent or extraordinary value; precious metals or articles manufactured therefrom. Should such articles come into the possession of the carrier without his knowledge, responsibility for safe delivery will not be assumed.

RULE 17. ARTICLES LIABLE TO DAMAGE PROPERTY.

(a) Explosives or dangerous goods will not be accepted for shipment. Any person or persons whether principal or agent, shipping such goods, shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier shall not be liable for safe delivery of the shipment.

(b) The rates in this tariff do not obligate the carriers to receive property liable to impregnate or otherwise damage equipment or other property. Such property may be accepted and receipted for "subject to delay for suitable equipment" or for lack of suitable equipment, may be refused.

RULE 18. PETS, PLANTS, FLOWERS, SHRUBBERY.

When household pets, plants, flowers or shrubbery are transported, the carrier will not be responsible for their safe delivery.

RULE 19. INSPECTION OF PACKAGES.

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.

RULE 20. SERVICING SPECIAL ARTICLES.

Unless otherwise provided herein, if upright pianos, mechanical refrigerators or similar articles must be taken apart to accomplish pick-up or delivery, or must be serviced before or after shipment, the shipper shall arrange to have a responsible concern perform this work; or, on request of the shipper, the carrier will make such arrangements for and at the expense of the shipper and without liability on the part of the carrier.

RULE 21. SHIPMENTS ACCEPTED SUBJECT TO LAWS.

Shipments will be accepted subject to the requirements of ordinances or limitation of law regulating the transportation of the property, or the use of vehicles and facilities.

RULE 22. ADDITIONAL SERVICES.

Except as otherwise provided herein, rates or charges named covering "Terminal Services" and "Additional Services" rendered by the carrier, or in addition to the transportation rates named in this tariff.

RULE 23. CARRIER'S OBLIGATION FOR SERVICE.

(a) Carrier's obligation to accept property for shipment is subject to capacity, type of vehicle, facilities, equipment and personnel available.

(b) Carrier is not obligated to transport property by any particular vehicle, train or vessel, or otherwise than with reasonable dispatch.

RULE 24. STORAGE IN TRANSIT.

(a) The holding of a shipment in storage at point of origin, point of destination or enroute between origin and destination, shall constitute storage in transit, the charges for which shall be as provided herein.

(b) Charges applying on a shipment held in storage shall be the combination of the transportation charges named in this tariff, from origin to storage and from storage to destination, plus the storage charges as named herein.

(c) If shipment is placed in storage by the initial carrier at the order of the shipper and remains in storage for a period exceeding thirty days, the liability of the carrier, after such thirty days, will be that of a warehouseman rather than a carrier, and such shipment shall be subject, after the expiration of such thirty days, to the rules and regulations of the warehouseman in possession and to the warehouse labor charges and storage rates of such warehouseman for any period beyond the first thirty days. Uniform Household Goods Bill of Lading shall otherwise apply from the date of the receipt of the shipment.

RULE 25. INCOMPLETE DELIVERY.

(a) When due to the size of any article or articles included in a shipment it is impossible to deliver such article or articles to the place specified by shipper within a building because of physical conditions at entrance to or within such building; such articles shall be deemed to have been delivered when

placed as near the location specified by shipper as the size or shape of articles and physical conditions at entrance to or within the building will permit.

(b) If delivery by the carrier is physically impossible by reason of structure of building or its inaccessibility and shipper issues no alternate delivery instructions, the carrier shall place the shipment or any part thereof not reasonably possible of delivery, in storage to the order and at the expense of the shipper, owner or consignee of the goods, and carrier's liability shall forthwith cease and all charges then accrued shall be due and payable forthwith.

(c) Carrier will not transport such article or articles from original point of destination except at rates named in this tariff for such transportation.

RULE 26. SHIPMENTS ON TOUR.

One or more articles making up a shipment intended for the use or display at various points or places, which shipment requires the exclusive use of a vehicle to transport such property and which requires the carrier to allow for delay necessary for shipper to use or display the property before reloading and moving to next point or place scheduled for such use or display, shall constitute a shipment on tour. Rates for shipment on tour shall be the tariff rate computed on the mileage from the original point of shipment to the final destination via each of the points at which stop is made on tour.

RULE 27. PAYMENT.

(a) The carrier will not deliver or relinquish possession of any property transported by it until all tariff rates and advanced charges thereon have been paid in cash, money order, or certified check, except where other arrangements have been made in accordance with rules and regulations of the Pennsylvania Public Utility Commission.

(b) Nothing herein shall limit the right of the carrier to require at time of or before shipment, the prepayment in part or in full or guarantee of the charges. If, upon inspection, it is ascertained that the articles shipped are not those described in the Bill of Lading, the tariff charges must be paid upon the articles actually shipped.

RULE 28. CLAIMS.

(a) Any claim for loss, damage, or overcharge shall be in writing and shall be accompanied by original paid bill for transportation and original Bill of Lading, if not previously surrendered to carrier. Carrier may require certified or sworn statement of claim.

(b) Carrier must be notified of all claims for concealed loss or damage within 48 hours after delivery of shipment and carrier must be given reasonable opportunity to inspect alleged concealed loss or damage in original package.

(c) Carrier must be notified of intent to file claim for loss or damage (other than concealed loss or damage) within 15 days after delivery of shipment.

RULE 29. WAITING OR DELAY.

Rates and charges for waiting time or delay; as shown herein, will apply when vehicle is held for convenience of shipper or consignee, through no fault of the carrier.

RULE 30. REISSUED ITEMS OR PAGES.

Reference made herein to items or pages in this tariff include reference to reissue of such items or pages.

RULE 31. DISPOSITION OF FRACTIONS.

Unless otherwise provided, to dispose of fractions in computing a charge omit fractions of less than one-half of one cent, and increase to the next whole figure fractions of one-half of one cent or greater.

RULE 32. HOURLY RATES.

Charges based on time shall be computed by multiplying the hourly rate by the time involved.

RULE 33. LIMITATIONS OF CERTIFICATE OR PERMIT.

The adoption or incorporation of any or all of the rules, regulations or rates named herein by any carrier, shall not be construed to grant or extend the rights or privileges of such carrier beyond those granted in the certificate or permit issued to such carrier by the Pennsylvania Public Utility Commission.

RULE 33-A. MINIMUM CHARGES.

(a) Except as may be otherwise specifically provided herein, where rates are based on weight, the minimum charge on any single shipment shall be the charge for 500 pounds for distance as shown.

(b) Such charges shall be computed by multiplying the rate as shown for the distance involved by 500 pounds.

RULE 34. ALTERNATE CHARGES.

The total charge on any shipment shall not exceed the charge as would apply on the same shipment under the next greater unit of weight at rate applicable to the greater unit of weight. The provisions of this rule shall also apply to shipments handled under Rule 5 and Rule 6 of this tariff.

RULE 35. PROPORTIONAL RATES.

When shipment is transported a distance in excess of 500 miles charges shall be computed as follows:

- (a) First find the rate for 500 miles in the applicable table of rates.
- (b) Next find the rate for the excess distance over 500 miles in the same table of rates.
- (c) Add the above two rates together to get the through rate per 100 pounds to apply on the entire shipment.

RULE 36. COMPUTING CHARGES.

Unless otherwise provided herein where rates are stated in amounts per hundred pounds charges shall be computed by multiplying the total weight involved by the rate shown for a hundred pounds.

UNIFORM HOUSEHOLD GOODS BILL OF LADING FOR MOTOR CARRIERS
ORIGINAL - NOT NEGOTIABLE

SAMPLE

Issued at	Shipper's No.....
Date	Agent's No.....

Received, pursuant to Order for Services (if any) and subject to the classifications and tariffs, rules and regulations in effect on the date of the issue of this Bill of Lading.

The property described below (contents and conditions of contents of packages unknown) consigned and destined as shown below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to destination indicated below, if within the scope of its lawful operations, otherwise to deliver to another carrier to deliver to said destination, it is mutually agreed as to each carrier of all or any of said property over all or any portion of route to destination, and to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by shipper and accepted for himself and his assigns.

From.....						Consigned to.....					
Address.....						Address.....					
City..... State.....						City..... State.....					
Date	Time	Van	Crew	Os.Fc.	Whos.						
DETAILS OF TIME-BASIS CHARGE					Sales Cr.	FREIGHT BILL					
Equipment and Men	TRAVEL CHARGE	HOURLY CHARGE		Per Hr. After First Hr.	Tristate	C.O.D.					
Van and Driver.....		All Hours	First Hr.	First Hr.	THCCB	OR. to A/C					
Helpers, each						Items					
Supervisors, each						H.S.CO.					
HOURLY CHARGE applies from time of arrival at.....						Due on Account.....					
.....until completion of loading and/or unloading and dismissal of vehicles and men at.....						Storage (Vault.....)					
.....fractions of 1/2-hour considered 1/4-hour.						Warehouse Labor.....					
Arrival M. Dismissal M. BASED ON..... Hrs.						Insurance.....					
SPECIAL INSTRUCTIONS						Packing					
Gross Weight.....						TRANSPORTATION					
Tare Weight.....						Traveling Charge.....					
Net Weight.....						Hourly charge.....					
(See Weight Tickets Attached)						Hr. Chg. (First Hr.....)					
Miles..... Rate.....						After First Hr.....					
Exclusive use of vehicle ordered by Shipper. Shipment moving a weight of.....						Weight Basis Charge.....					
pounds. Actual weight.....						DITTS					
pounds.						Transporting.....					
MAIL WAREHOUSE RECEIPT TO:						Loading.....					
All advances and lawful charges must be paid in cash, money order or certified check before carrier delivers or relinquishes possession of the property, unless otherwise indicated below by the carrier.						Unloading.....					
Subject to Section 7 of conditions. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of transportation and all other lawful charges.						DRIVER MUST COLLECT					
Signature of Consignor.....						Total Paid on a/c.....					
Received \$..... to apply in repayment of the charges on the property described herein. (The signature here acknowledges only the amount prepaid).						Balance.....					
The shipper hereby declares valuations in excess of the limit set forth above on the following specific articles						DESCRIPTION OF PROPERTY					
ARTICLE						WEIGHT (Subject to correction)					
EXCESS VALUE						RATE CHARGE					
CARRIER: Per.....						Class					
Shipper: Per.....						Shippers are Required to Declare in Writing the Released Value of the Property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding..... cents per pound per article.					
NOTE: The face of the Bill of Lading is shown for information purposes, and carrier format may vary providing the information is substantially as shown.						SPACE BELOW IS NOT PART OF UNIFORM BILL OF LADING					
						DELIVERY RECEIPT					
						Drivers and helpers have completed work in a satisfactory manner. All property has been handled in satisfactory manner and received in good condition, except as noted below:					
						IN BOX TO RIGHT, FILL IN TOTAL AMOUNT PAID					
						DRIVER (Signed) Dollars Cents					

SPACE BETWEEN THESE LINES IS NOT A PART OF UNIFORM BILL OF LADING

CONTRACT TERMS AND CONDITIONS

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

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the acts of public authority, quarantine, riots, strikes, perils of navigation, the act or default of the shipper or owner, the nature of the property or defect or inherent vice therein. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for the loss or damage thereto or responsible for its condition, operation or functioning, whether or not such property or any part of it is packed, unpacked, or packed and unpacked by the shipper or its agent or the carrier or its agent. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for damage to or loss of contents of pieces of furniture, crates, bundles, cartons, boxes, barrels or other containers unless such contents are open for the carrier's inspection and then only for such articles as are specifically listed by the shipper and received for by the carrier or its agent.

(c) Except in case of negligence of the carrier or party in possession, the carrier or party in possession of any of the property herein described shall not be liable for delay caused by highway obstruction, or faulty or impassable highway, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment.

(d) Except in case of negligence of the carrier or party in possession the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held or stored in transit upon request of the shipper, owner, or party entitled to make such request, whether such request was made before or after the carrier comes into possession of the property.

(e) In case of quarantine the property may be discharged at the risk and expense of the owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, and in such case, carrier's responsibility shall cease when the property is so discharged, or property may be returned by carrier at owner's expense to shipping point earning charges both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts done or required by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular schedule, vehicle, train or vessel or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier insuring this bill of lading, or carrier in possession of the property when the loss, damage, injury or delay occurred, within nine months after delivery of the property (or in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time, for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property so far as this shall not avoid the policies or contracts of insurance; provided that the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooerage, packing and repacking at owner's cost.

Sec. 4. (a) Property not received by the party entitled to receive it within the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or at the time tender of delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a warehouse at the point of delivery or at other available points, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all transportation and other lawful charges, including a reasonable charge for storage. In the event the consignee can not be found at the address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given

CONTRACT TERMS AND CONDITIONS —(Continued)

on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive it fails to receive it or claim within 15 days after notice of arrival of the property at destination shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier; provided, that the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published; provided, that 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: provided, that if there be time for service of notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of advances, tariff charges, packing, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense; and should there be a balance, it shall be paid to the owner of the property sold hereunder.

(f) Where the carrier is directed to load property from (or render any services at) a place or places at which the consignor or his agent is not present, the property shall be at the risk of the owner before loading.

Where the carrier is directed to unload or deliver property (or render any services) at the place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.

Sec. 5. No Carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec. 6. Explosives or dangerous goods will not be accepted for shipment. Every party whether principal or agent shipping such goods shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier will not be liable for safe delivery of the shipment.

Sec. 7. The owner or consignee shall pay the advances, tariff charges, packing and storage, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the advances, tariff charges, packing, storage and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges: Provided, that, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and, (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment, the prepayment of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the advances or tariff charges must be paid upon the articles actually shipped.

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

Sec. 9. Any alteration, addition or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

ADDITIONAL SERVICES

ADDITIONAL SERVICES											
SUBJECT										PER	RATES
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DIVIDED SHIPMENTS (MORE THAN ONE POINT OF PICK-UP OR DELIVERY): Each stop necessary for making additional pick-ups or deliveries after first stop at point of origin or destination.										STOP	(NC) \$71.55
ELEVATOR CHARGES: Where pick-up or delivery involves use of elevator service ...										HUNDRED POUNDS	(A) \$1.65
EMPTY MILEAGE CHARGE: Empty Miles traveled at request of shipper										MILE	(NC) 85 Cents
EXCESS DISTANCE CARRY CHARGES: Where pick-up or delivery is beyond 75 feet, each 50 feet beyond the first 75 feet.										HUNDRED POUNDS	(A) 105 Cents
LEFT BLANK											
LABOR CHARGES: Covers all accessorial services for which no charges are otherwise provided herein when such services are requested by the shipper or their agent - (Per Man)										HOUR	(A) \$30.00
PACKING LABOR: Packing Labor only is furnished, and no container or material is supplied by the carrier or his agent - (Per Man)										HOUR	(A) \$30.00
STAIR CARRY CHARGES (INSIDE OR OUTSIDE OF BUILDING OR HOUSE): Where pick-up or delivery involves carriage up or down one or more flights of stairs: First Flight of stairs (from 8 to 17 steps) Each Flight of up to 15 steps beyond the first flight										HUNDRED POUNDS	(A) 105 Cents 105 Cents
STORAGE-IN-TRANSIT: (A) PICK-UP AND DELIVERY OF STORAGE-IN-TRANSIT SHIPMENTS (WITHIN 30 MILES OF WAREHOUSE): (Shipments originating or destined beyond 30 miles of Warehouse will be assessed rates under TABLE A on page 19 of Tariff, as amended). SHIPMENT WEIGHT:											
1000 POUNDS (FLAT)	EXCESS PER CWT.	2000 POUNDS (FLAT)	EXCESS PER CWT.	4000 POUNDS (FLAT)	EXCESS PER CWT.	8000 POUNDS (FLAT)	EXCESS PER CWT.	12,000 POUNDS (FLAT)	EXCESS PER CWT.	16,000 POUNDS (FLAT)	EXCESS PER CWT.
\$177	\$12.73	\$305	\$9.58	\$496	\$9.52	\$876	\$7.20	\$1,164	\$12.95	\$1,681	\$10.51
Flat charge applies to specified weight; weight in excess thereof at additional rate/CWT											
STORAGE CHARGES: Will be assessed at line haul weight subject to a minimum of 1,000 pounds, value not exceeding 30 cents per pound per article. Shipments with a declared value in excess of 30 cents per pound per article will be assessed 10% additional, of the total Storage-In Transit Charges, per each 30 day storage period, or fraction thereof (See Page 18) First Day of Storage Each Day after the First Day of Storage Warehouse Handling Charges (In-Out)										PER HUNDRED POUNDS	(A) \$1.50 \$.14 \$2.60
WAITING TIME: Loading and unloading will be done between the hours of 8:00 A.M. and 5:00 P.M. unless otherwise provided by agreement. Waiting time will be charged for delay, not the fault of the carrier, as follows: Where shipment is moving 100 miles or less, charge will be for waiting time only as it exceeds one hour. Where shipment is moving more than 100 miles, charge will be for waiting time only as it exceeds two hours. Shipments on Tour, as defined in Rule 26, charge will be for waiting time only as it exceeds 24 hours after unloading.										HOUR	(NC) \$30.00

For explanation of abbreviations and reference marks, see page 1 of Tariff.

ADDITIONAL SERVICES

(NC) HOUSEHOLD APPLIANCES OR OTHER ARTICLES REQUIRING
SPECIAL SERVICING FOR SAFE TRANSPORTATION

Upon request of shipper, owner or consignee, and subject to the provisions of Rule 20.

CARRIER SERVICING of Appliances or Articles at origin:

First Article \$23.05 Per Article
Each Additional Article \$16.75 Per Article

CARRIER SERVICING of Appliances or Articles at destination:

First Article \$23.05 Per Article
Each Additional Article \$16.75 Per Article

(A) TABLE A

TRANSPORTATION RATES

(Subject to Valuation Charges on Page 18 herein)

(Subject to Rules 3, 4, 5, 6, 33-A, 34, 35 and 36)

(Rates in cents per 100 pounds)

Break Point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

MILES	500 to 999 LBS. INCL.	BREAK POINT	1,000 to 1,999 LBS. INCL.	BREAK POINT	2,000 to 3,999 LBS. INCL.	BREAK POINT	4,000 to 7,999 LBS. INCL.	BREAK POINT	8,000 to 11,999 LBS. INCL.	BREAK POINT	12,000 to 15,999 LBS. INCL.	BREAK POINT	16,000 LBS. AND OVER
*31-40	6924	645	4468	1575	3520	3199	2815	6576	2314	10449	2015	14896	1876
41-50	7006	650	4556	1575	3587	3200	2870	6539	2346	10353	2024	15154	1917
51-60	7104	646	4591	1575	3615	3221	2911	6513	2370	10466	2067	15179	1961
61-70	7147	655	4679	1557	3642	3225	2936	6651	2441	10304	2096	15244	1997
71-80	7225	553	4715	1575	3712	3208	2977	6670	2482	10259	2122	15261	2024
81-90	7307	654	4776	1564	3736	3216	3004	6762	2539	10161	2150	15315	2058
91-100	7380	652	4815	1566	3769	3250	3062	6668	2552	10176	2164	15283	2067
101-110	7437	655	4873	1563	3809	3262	3106	6648	2581	10317	2219	15113	2096
111-120	7533	652	4909	1563	3837	3264	3131	6771	2650	10171	2246	15117	2122
121-130	7588	655	4967	1555	3862	3316	3202	6681	2674	10165	2265	15188	2150
131-140	7639	655	5007	1570	3931	3283	3226	6772	2731	10001	2276	15213	2164
141-150	7708	653	5037	1577	3971	3338	3314	6626	2745	10063	2302	15242	2193
151-160	7778	652	5075	1581	4012	3327	3337	6643	2774	10097	2334	15212	2219
161-170	7862	653	5130	1580	4053	3321	3365	6635	2791	10087	2346	15338	2249
171-180	7958	655	5210	1567	4081	3327	3394	6732	2856	9908	2358	15376	2266
181-190	7992	656	5242	1583	4150	3287	3410	6733	2870	9909	2370	15365	2276
191-200	8070	656	5296	1573	4165	3282	3417	6743	2880	9950	2388	15424	2302
201-220	8166	652	5322	1575	4192	3278	3435	6780	2911	10063	2441	15174	2315
221-240	8230	657	5408	1572	4250	3247	3450	6808	2936	10144	2482	15123	2346
241-260	8289	660	5475	1541	4261	3288	3503	6746	2954	10367	2552	14784	2358
261-280	8386	659	5529	1552	4290	3281	3519	6745	2967	10439	2581	14692	2370
281-300	8484	659	5588	1556	4348	3237	3519	6745	2967	10718	2650	14418	2388
301-320	8552	660	5648	1543	4358	3253	3544	6781	3004	10750	2691	15096	2539
321-340	8618	664	5721	1529	4374	3280	3587	6733	3019	10963	2758	14973	2581
341-360	8658	669	5796	1512	4382	3274	3587	6829	3062	10938	2791	15255	2661
361-380	8745	667	5834	1508	4398	3276	3602	6838	3079	11131	2856	15300	2731
381-400	8770	670	5877	1497	4398	3276	3602	6998	3106	11247	2911	15247	2774
401-420	8840	667	5898	1506	4440	3257	3615	6998	3162	11260	2967	15401	2856
421-440	8911	669	5958	1495	4455	3257	3627	7087	3213	11436	3062	15342	2936
441-460	8950	670	5999	1485	4455	3257	3627	7266	3294	11359	3118	15415	3004
461-480	9018	671	6055	1476	4468	3261	3642	7295	3321	11476	3176	15511	3079
481-500	9037	672	6071	1472	4468	3261	3642	7392	3365	11458	3213	15527	3118

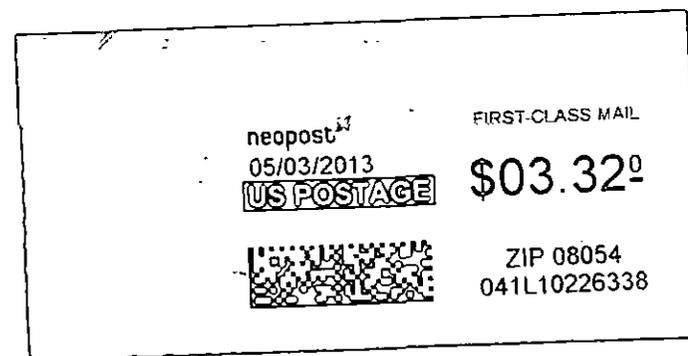
For explanation of abbreviations and reference marks, see page 1 of Tariff.

TRISTATE HOUSEHOLD GOODS TARIFF CONFERENCE, INC.

P.O. BOX 1385

MT. LAUREL, NEW JERSEY 08054-7385

IF NOT DELIVERED
FORWARDING AND ADDRESS CORRECTION REQUESTED



Rosemary Chiavetta,
Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17105-3265