

**PSC 16.35 Contract motor carriers of petroleum products in bulk in tank trucks; minimum rates and charges.** All contract motor carriers transporting petroleum products in bulk in tank trucks shall maintain and apply rates for such transportation not lower than the rates resulting under the following scales of minimum rates, designated A, B, and C, applicable to the transportation of Group A, B, and C petroleum products, respectively, determined in accordance with the airline-distance formula contained in section PSC 16.36, subject to a minimum charge based on the applicable minimum rate and minimum quantities of 5,000, 4,350, or 3,700 gallons, respectively, except that when a tank truck having a capacity of less than such respective minimum quantity is furnished for loading at carrier's convenience, the minimum loading required shall be the calibrated capacity of such tank truck. (Group A commodities include various gasolines; jet fuel; and naphtha. Group B includes distillate fuel oil, Nos. 1, 2, and 3, not suitable for illuminating purposes; distillate gas oil, diesel oil, furnace oil; kerosene; liquified petroleum gas, not including butadiene, ethylene, or propylene; range oil; and refined oil, illuminating or burning. Group C includes asphalt; crude oil; fuel oil, Nos. 4, 5, and 6, bunker C, and residual; gas oil; and lubricating oil.)

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## PUBLIC SERVICE COMMISSION

**MINIMUM SCALES OF PETROLEUM RATES  
IN CENTS PER GALLON**

Rate Base Number	Commodity Groups		
	A	B	C
1-----	0.302	0.3380	0.3925
2-----	0.3635	0.4070	0.4725
3-----	0.4250	0.4760	0.5525
4-----	0.4865	0.5450	0.6325
5-----	0.5480	0.6140	0.7125
6-----	0.6095	0.6825	0.7925
7-----	0.6710	0.7515	0.8725
8-----	0.7325	0.8205	0.9525
9-----	0.7940	0.8895	1.0320
10-----	0.8555	0.9580	1.1120
11-----	0.9170	1.0270	1.1920
12-----	0.9785	1.0960	1.2720
13-----	1.0400	1.1650	1.3520
14-----	1.163	1.3025	1.5120
15-----	1.286	1.4405	1.6720
16-----	1.409	1.5780	1.8315
17-----	1.532	1.7160	1.9915
18-----	1.655	1.8535	2.1515
19-----	1.778	1.9915	2.3115
20-----	1.901	2.1290	2.4715

**History:** Cr. Register, October, 1957, No. 22, eff. 3-1-58; am. Register, September, 1958, No. 33, eff. 11-1-58.

Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.	Key No.	Rate Base No.
4626	30	4703	27	4723	30	4800	28	4820	29	4902	28	4922	30	5011	29
4627	30	4704	27	4724	30	4801	28	4821	30	4903	28	4923	30	5012	29
4628	30	4705	27	4725	30	4802	28	4822	30	4904	28	4924	30	5013	29
4629	30	4706	27	4726	30	4803	28	4823	30	4905	28	4925	31	5014	29
4630	31	4707	27	4727	30	4804	28	4824	30	4906	28	4926	31	5015	29
4631	31	4708	27	4728	31	4805	28	4825	30	4907	28	4927	31	5016	30
4632	31	4709	28	4729	31	4806	28	4826	31	4908	28	4928	31	5017	30
4633	31	4710	28	4730	31	4807	28	4827	31	4909	28	4929	32	5018	30
4634	32	4711	28	4731	31	4808	28	4828	31	4910	29	4930	32	5019	30
4635	32	4712	28	4732	32	4809	28	4829	31	4911	29	4931	32	5020	30
4636	32	4713	28	4733	32	4810	28	4830	31	4912	29	5001	28	5021	30
4637	32	4714	28	4734	32	4811	28	4831	32	4913	29	5002	29	5022	31
4638	33	4715	28	4735	32	4812	28	4832	32	4914	29	5003	29	5023	31
4691	28	4716	28	4736	33	4813	28	4833	32	4915	29	5004	29	5024	31
4692	27	4717	28	4737	33	4814	28	4834	32	4916	29	5005	29	5025	31
4693	27	4718	29	4738	33	4815	29	4835	33	4917	29	5006	29	5026	31
4694	27	4719	29	4796	28	4816	29	4836	33	4918	29	5007	29	5027	31
4695	27	4720	29	4797	28	4817	29	4837	33	4919	30	5008	29	5028	32
4696	27	4721	29	4798	28	4818	29	4900	28	4920	30	5009	29	5029	32
4697	27	4722	29	4799	28	4819	29	4901	28	4921	30	5010	29	5030	32
4698	27														
4699	27														
4700	27														
4701	27														
4702	27														

History: Cr. Register, October, 1957, No. 22, eff. 11-1-57.

**PSC 16.50 Contract motor carriers of used household goods and office furniture and equipment; rate and tariff rules.** Every contract motor carrier transporting used household goods and office furniture and equipment for persons changing their places of residence or business shall comply with section PSC 16.51 through section PSC 16.55, which set forth rate and tariff rules, unless otherwise specifically authorized by the commission.

**PSC 16.51 Definitions (for rate and tariff application only.)** These definitions are for rate-making purposes only. They are not to be used for defining or interpreting the authority as issued under the carrier's contract motor carrier license.

(1) **COMMODITIES.** (a) "Used household goods" means used household goods, personal effects, equipment, and supplies of dwellings.

(b) "Used furniture, fixtures, and equipment" means the used furniture, fixtures, equipment, and other property when moved with such furniture, fixtures, and equipment of stores, offices, farms and other business establishments.

(2) **MOVING (FOR PERSONS CHANGING THEIR PLACES OF RESIDENCE OR BUSINESS).** (a) "Local moving" means the movement of commodities defined above performed entirely between two points subject to Rate Base No. 1 determined by the use of the airline-distance principle as it appears in section PSC 16.36. The term "local moving" shall also apply to and include operations where the movement is wholly within the following described area:

1. All of Milwaukee county and
2. The towns of Cedarburg, Grafton, and Mequon in Ozaukee county; Germantown in Washington county; Menomonee, Brookfield,

New Berlin, and Muskego in Waukesha county; and Waterford, Norway, Raymond, and Caledonia in Racine county and

3. Any incorporated municipalities formed from territory formerly the whole or a part of said towns.

(b) "Long distance moving" means the movement of commodities defined above other than local moving.

**History:** 1-2-56; am. (2) (a), Register, March, 1959, No. 39, eff. 4-1-59; cr. intro. par. am. (2) (a), Register, September, 1959, No. 45, eff. 10-1-59.

**PSC 16.52 Bill of lading (freight bill).** (1) The carrier shall issue a bill of lading in triplicate for each and every shipment handled, one copy to be furnished to the shipper, one copy to be carried on the truck during transit, and one copy to be retained in the carrier's records. All bills of lading shall be serially numbered with all duplicates bearing the same serial number as the original. The carrier's copies of such bills of lading, whether used or spoiled, shall be kept and preserved by the carrier and be open to inspection by any authorized representative of the commission. Such bills of lading shall show the carrier's name; the date of movement; the name and address of the shipper; the name and address of the consignee; the points of origin and destination; the rate and charge for transportation; the value per pound of the shipment as declared by the shipper; the shipper's signature; the carrier's signature; the rate and charge for each and every service rendered for which the carrier has charges published and filed for accessorial services; and the gross, tare, and net weight in connection with shipments moved by weight. The scale ticket showing gross, tare, and net weights shall be attached to the carrier's copy of the bill of lading and retained as a record.

(2) In connection with the local moving, the bill of lading shall also show the time the carrier left garage or office, the time of arrival at the shipper's premises to start the job, the time of the completion of the job, and the time of arrival back at garage or office, with a notation showing the amount of time not chargeable, and an explanation as to why such time is not chargeable.

**History:** 1-2-56; am. (1), Register, August, 1960, No. 56, eff. 9-1-60.

**PSC 16.53 Rates, moving (other than for the United States governmental agencies).** (1) **LOCAL** (a) *Definition.* Local moving rates shall apply on all local moving except that for United States governmental agencies and except where the weight of the shipment is less than 500 pounds.

(b) *Application of rates.* The hourly rates for local moving shall apply to:

1. The job time required in removing goods and loading on vehicle at premises from which goods are moved, in transportation between premises, and in unloading and placing goods at premises to which the goods are moved; and,

2. Actual driving time required in driving from carrier's office or garage to shipper's premises to start job and from shipper's premises to carrier's office or garage after completion of job, but not exceeding 15 minutes each way.

(c) *Working hours.* The basic minimum hourly rates of charge shall apply to the regular working hours in regular working days and to overtime, Sundays, and holidays unless the tariff of the mover names other rates for overtime, Sundays, and holidays.

(d) *Packing and unpacking.* The basic minimum hourly rates of charge do not apply to packing and unpacking except as such service is given immediately in connection with the actual transportation between premises. Such service given separately from such transportation shall be in accordance with such rates as are named in the filed tariffs of the mover.

(e) *Use of special equipment.* The basic minimum hourly rates do not cover the furnishing by the mover of special hampers or cases for the packing of goods, or of block and tackle or other special equipment necessary to handle unusually heavy or bulky articles. Charges for the use of such hampers, cases, or other special equipment shall be in accordance with such rates as are named in the filed tariffs of the mover.

(f) *Pianos.* The basic minimum hourly rates apply to the movement of a piano when included in the movement of a shipper's general household goods or office furniture and equipment. They apply also to the separate movement of a piano unless other rates are specifically provided in the tariffs of the mover.

(2) LONG DISTANCE. (a) *Definition.* Long-distance moving rates shall apply on all long-distance moving other than for United States governmental agencies. (See *Note.*)

*Note:* The prescribed rates shall apply from, to, or between cities and/or villages of 2,000 or greater population, and between all other points unless other rates are filed in proper tariff form.

(b) *Distance formula.* Distances for the application of long-distance moving rates shall be determined by the use of the airline-distance principle as it appears in section PSC 16.36.

(c) *Determination of Shipment Weights.* 1. The weight for the computation of charges shall be the actual total net weight of a single shipment whether or not carried on one or more loads. All shipments upon which the rate is based on weight shall be weighed at point of origin or at the first available certified scale en route. The scale ticket shall show the gross, tare, and net weight. The tare weight shall be the weight of the vehicle with gas tank full and of all pads and hoisting and other equipment necessary for handling the shipment but not including the weight of the crew.

2. If no certified scale is available at time of movement at origin, destination, or en route, charges shall be computed on an estimated weight of 7 pounds per cubic foot applied to the number of cubic feet of space on the vehicle actually occupied by the shipment.

3. The bill of lading for a shipment moved on such estimated weight shall bear a notation to show that the weight is estimated and shall also show the time of completion of loading at point of origin and of commencement of unloading at point of destination.

4. In the transportation of part loads the requirements of the preceding subdivisions (1., 2., and 3.) shall apply in all respects except that the gross weight of the vehicle containing one or more part loads shall be used as the tare weight of such vehicles as to part loads subsequently loaded thereon.

(d) *Exclusive use of a single vehicle.* Where a shipper orders the exclusive use of a single vehicle, charges shall be based on the actual weight of the shipment subject to a minimum weight based on 7

pounds per cubic foot of total vehicle space, subject to the following conditions:

1. The bill of lading and freight bill shall be marked or stamped "EXCLUSIVE USE OF A SINGLE VEHICLE ORDERED BY SHIPPER, SHIPMENT MOVING AT WEIGHT OF \_\_\_\_\_ POUNDS. ACTUAL WEIGHT \_\_\_\_\_ POUNDS. SIZE OF VEHICLE USED \_\_\_\_\_ CUBIC FEET."

2. 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 provided under this paragraph (d). ✓

(e) *Application of rates.* Charges computed on the basic long-distance moving rates permitted by the commission shall be the only charges assessed on shipments except as additional charges may be provided for in the tariffs of the mover for the following services (each of such additional charges shall be shown as a separate item on the bill of lading for the shipment):

1. For the removal of goods from or to the third floor or higher where the main living or office quarters are so situated. Such charge shall not apply where there is a complete removal from or delivery to a single family dwelling or where freight elevator service is available for use.

2. For the handling of heavy or bulky articles necessitating the use of hoisting or rigging apparatus, and for labor for the handling, loading, and unloading of single articles weighing 1,000 pounds or over, furnished by the carrier on written request of the shipper.

*Note:* It is considered the obligation of the shipper to supply the extra man or men, for the handling of single articles weighing 1,000 pounds or over, but if at the written request of the shipper the extra man or men and the materials are supplied by the carrier, accessorial charge may be assessed therefor.

3. For risk assumed by mover on account of valuation declared by shipper in excess of 30 cents per pound.

4. For labor and materials furnished for packing or otherwise preparing goods for shipment to the extent ordinarily considered necessary for their safe transportation by motor truck van.

5. For extra labor or other extra costs resulting from delays, or charges for storing goods in warehouse occasioned by the failure of the shipper to notify the mover before the shipment is made of the inaccessibility, at the time of shipment, of the building to which delivery is to be made.

*Note:* The mover should be presumed to have knowledge of general highway conditions between cities and villages, but not of a condition of the local streets or highway giving immediate access to the building where delivery is to be made, or a condition on the premises which would make delivery impossible or unduly hazardous, or entail an unduly great expenditure of labor in the delivery of goods from van to building.

6. For split pickup or split delivery or preliminary pickup of part of the shipment.

7. For pickup or delivery and for storage of shipments in transit in the warehouse of the carrier or its agent pending further transportation furnished only upon written request of the shipper.

**History:** 1-2-56; am. (2) (b), Register, December, 1957, No. 24, eff. 1-1-58; am. (2) (e) 1; cr. (2) (e) 7, Register, February, 1958, No. 26, eff. 3-1-58.

**PSC 16.54 Shipments moving at owner's risk; prohibited shipments.**

(1) The mover may refuse to handle except at the owner's risk, articles of jewelry, money, deeds, notes or other valuable papers,