

the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.

(2) Where a common carrier by motor vehicle has relinquished possession of freight and collected the amount of tariff presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days, to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.

(3) Freight bills for all transportation charges shall be presented to the shippers within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.

(4) Shippers may elect to have their freight bills presented by means of the United States mails, and when the mail service is so used the time of mailing by the carrier shall be deemed to be the time of presentation of the bills. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

(5) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper, may be deemed to be the collection of the tariff rates and charges within the credit period for the purpose of this section. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

History: Cr. Register, February, 1957, No. 14, eff. 3-1-57.

PSC 16.30 Contract motor carriers (other than household goods carriers); rate and tariff rules. Every contract motor carrier (other than household goods carriers) shall comply with section PSC 16.31 through section PSC 16.35, which set forth rate and tariff rules, unless otherwise specifically authorized by the commission, and except as provided in section PSC 16.31.

History: 1-2-56; am. Register, October, 1957, No. 22, eff. 3-1-58.

PSC 16.31 Exemptions from rate and/or tariff rules. (1) Contract motor carriers are exempt from rate regulation and are not required to file rates or tariffs for the following operations:

- (a) Transporting unmanufactured products of farm and forest.
- (c) Transporting cheese from point of production to warehouses, concentration points, or processing plants; and the return of cheese factory supplies weighing not in excess of 1,000 pounds per shipment.
- (d) Transporting fluid milk, cream, ice cream mix, and whey.
- (e) Transporting livestock.
- (f) Transporting agricultural limestone, lime sludge, and marl.
- (g) Transporting ashes, asphalt mix, batch cement, cinders, clay, crushed stone, dirt, gravel, mine tailings, ore, redi-mix concrete, sand, sod, stone, lime, refuse, and waste sulphite liquor.
- (h) Transporting farm supplies or equipment directly to farms when the direction and control of shipment is vested in the farmer-consignee.

(i) Local cartage which takes place entirely within an area comprised of one municipality and municipalities contiguous thereto as

well as local cartage wholly within the following described area: All of Milwaukee County; the cities of Brookfield and New Berlin and the villages of Butler, Elm Grove, Lannon, and Menomonee Falls, and the town of Brookfield, Waukesha County; and the city of Mequon and the village of Thiensville, Ozaukee County.

(j) Delivering merchandise from retail stores to purchasers incidental to retail sales.

(k) Towing disabled motor vehicles.

(l) Transporting coin, currency, securities, negotiable and non-negotiable instruments, commercial papers, documents, written instruments, papers used in the processing of data by computing machines, punch cards, magnetic encoded documents, magnetic tape, punch paper, tape, printed reports, documents, office records, proofs, cuts, copy, photo engraving, exposed or processed film, prints, incidental film, dealers' supplies such as envelopes, labels, mountings, advertising, complimentary replacement of film, dental impressions, models and bites, articulators, dentures, and products relating to restorative dentistry. All of the aforesaid articles are to be transported in vehicles having a licensed gross weight of 8,000 pounds or less or in armored vehicles.

(m) Transporting cut flowers and potted plants.

(n) Transporting newspapers.

(2) Contract motor carriers are required to file their rates and tariffs but are exempt from rate regulation for the following operations:

(a) Transporting wool.

(b) Transporting automobiles and motor vehicles.

(f) Transporting commodities by motor vehicles used exclusively in the service of a single shipper or receiver over a period of not less than 3 months.

(3) Contract motor carriers are required to charge rates not less than the minimum rates prescribed but are not required to file their rates or tariffs for the following operations:

(a) Transporting heavy machinery or other cumbersome articles requiring special equipment and not handled in the course of repeated instances of transportation for the same shipper.

(b) Emergency and isolated instances of transportation referred to in section 194.34 (4), Wis. Stats.

History: 1-2-56; am. (2) (c), Register, October 1957, No. 22, eff. 3-1-58; cr. (1) (l), Register, May, 1963, No. 89, eff. 6-1-63; am. (1) (i), Register, September, 1964, No. 105, eff. 10-1-64; am. (1) (a), (c), (d), (f), (g), and (1); r. (1) (b); cr. (1) (m) and (n); r. (2) (c), (d) and (e), Register, March, 1969, No. 159, eff. 4-1-69; am. (1) (h), Register, August, 1969, No. 164, eff. 9-1-69.

PSC 16.32 Bills, freight. (1) Freight bills, or other documentary evidence, for each shipment shall be made and kept by the contract motor carrier showing the name and address of the carrier, consignor, and consignee; the origin and destination; the date of the shipment; the number and kind of pieces, packages, or other quantity units of freight comprising the shipment, together with a description of the commodities included; and the weight, rate and charge except for operations as outlined under Wis. Adm. Code section PSC 16.31 (1) and (2) (f). A billing statement which contains the following pertinent information may be issued as a form of documentary evidence in lieu of a freight bill:

- (a) Name and address of shipper and point of origin.
- (b) Name and address of consignee and point of destination.
- (c) Date of shipment.
- (d) Bill of lading or shipping manifest number.
- (e) Description of commodity.
- (f) Weight of shipment or other measure.
- (g) Applicable rate in cents per cwt., per ton, or per hour, or other unit.
- (h) Total charge per shipment.

(2) Such freight bills or documentary evidence thereof shall be carried, during the course of the transportation of such shipment, on the motor vehicle used for any shipment for which minimum rates have been prescribed. Either a bill of lading or shipping manifest (the manifest shall show the information set forth in section PSC 16.32 (1) (a), (b), (c), (d), and (e)) shall be considered as satisfactory evidence in lieu of a freight bill.

(3) Such freight bills and other documentary evidence, including voided freight bills and other documents, shall be serially numbered, and retained as a record of the carrier. The term "serially numbered" shall be construed to include shipper's manifest or bill of lading.

(4) All contract motor carriers shall maintain all shipping documents or manifests for all shipments combined to make a volume and moved under a volume rate as a record in such manner as to facilitate the audit of the charges applied to such shipments.

History: 1-2-56; am. (1), Register, May, 1963, No. 89, eff. 6-1-63; am. (1), (2) and (3), Register, August, 1969, No. 164, eff. 9-1-69.

PSC 16.33 Rates, freight. All contract motor carriers shall maintain and apply rates and charges for transportation not lower than those prescribed by the commission as reasonable minima, except as provided in section PSC 16.31 (1) and (2).

PSC 16.34 Tariffs, freight. (1) All contract motor carriers shall keep on file with the commission in approved form a tariff or other written statement of the actual rates and charges applied to any intrastate transportation within Wisconsin except as provided in section PSC 16.31 (1) and (3). Such tariffs must be filed within 45 days after the effective date of any contract motor carrier license or amendment thereto unless the commission in writing and for good cause shown, extends such period. Failure to file and maintain such rates and tariffs shall be deemed sufficient grounds for alteration, amendment, suspension, or revocation of the authority.

(2) All contract motor carriers subject to section PSC 16.31 (2) (f) shall file with the commission a true and correct copy of every contract for the exclusive assignment of a motor vehicle to any single shipper or receiver for a period of 3 months or over and every contract for the transportation of commodities by a motor vehicle so assigned.

History: 1-2-56; am. (1), Register, February, 1970, No. 170, eff. 5-1-70.

PSC 16.35 Contract motor carriers of petroleum products in bulk in tank trucks; minimum rates; charges and regulations. (1) 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 set forth in subsections (4) and (5) herein.

(2) Minimum rates and charges shall be determined in accordance with highway mileages computed from the official Wisconsin state highway log issued by the Wisconsin department of transportation division of highways, as specifically published in a table of distances by the Wisconsin motor carriers association (petroleum rate and tariff division) from points of origin to all points of destination in the state of Wisconsin as set forth in tariff No. P-101, subject to a minimum charge based on the applicable minimum rate and minimum quantities of:

- (a) 7,500 gallons—Group A commodities
 - (b) 6,500 gallons—Group B commodities
 - (c) 6,000 gallons—Group C commodities
 - (d) 9,000 gallons—Group D commodities
- at 60 degrees Fahrenheit

except that when a tank truck having a capacity of less than the aforesaid minimum quantities is furnished, the minimum loading required shall be the capacity of the tank truck furnished. In instances where the employment of certain tractors and trailers used make it impossible to load the above minimum gallonages due to highway weight limits, the actual gallonage loaded to full visible capacity will be in compliance with minimum quantities set forth above. The carrier's tariff must specify equipment by its assigned number which are thus affected.

(3) Commodity groups are described as follows:

- (a) *Group A* includes gasoline, jet fuel, and naphtha.
 - (b) *Group B* includes distillate fuel oil Nos. 1, 2, and 3 not suitable for illuminating purposes; distillate gas oil, diesel oil, furnace oil; kerosene, range oil; and refined oil, illuminating or burning.
 - (c) *Group C* includes asphalt; crude oil; fuel oil Nos. 4, 5, and 6, bunker C and residual; gas oil; and lubricating oil.
 - (d) *Group D* includes liquefied petroleum gas, not including butadiene, ethylene, or propylene.
- (4) Minimum scale of petroleum rates in cents per gallon:
 (a) Commodity groups A, B, and C:

DISTANCE—HIGHWAY MILES (Numbers inclusive)	COMMODITY GROUPS		
	A	B	C
0- 15	.390	.445	.546
16- 20	.462	.527	.647
21- 25	.489	.557	.685
26- 30	.516	.588	.722
31- 35	.547	.624	.766
36- 40	.579	.660	.811
41- 45	.616	.702	.862
46- 50	.643	.733	.900
51- 55	.690	.787	.966
56- 60	.733	.836	1.026

DISTANCE—HIGHWAY MILES (Numbers inclusive)	COMMODITY GROUPS		
	A	B	C
61- 65	.776	.885	1.086
66- 70	.823	.988	1.152
71- 75	.865	.986	1.211
76- 80	.914	1.042	1.280
81- 85	.956	1.090	1.338
86- 90	.998	1.138	1.397
91- 95	1.040	1.186	1.456
96-100	1.084	1.236	1.518
101-105	1.129	1.287	1.581
106-110	1.173	1.337	1.642
111-115	1.218	1.389	1.705
116-120	1.264	1.441	1.770
121-125	1.309	1.492	1.833
126-130	1.353	1.542	1.894
131-135	1.397	1.593	1.956
136-140	1.439	1.640	2.015
141-145	1.484	1.692	2.078
146-150	1.529	1.743	2.141
151-155	1.572	1.792	2.201
156-160	1.614	1.840	2.260
161-165	1.651	1.882	2.311
166-170	1.688	1.924	2.363
171-175	1.730	1.972	2.422
176-180	1.773	2.021	2.482
181-185	1.815	2.069	2.541
186-190	1.857	2.117	2.600
191-195	1.902	2.168	2.663
196-200	1.948	2.221	2.727
201-210	2.027	2.311	2.838
211-220	2.113	2.409	2.958
221-230	2.197	2.505	3.076
231-240	2.281	2.600	3.193
241-250	2.372	2.704	3.321
251-260	2.457	2.801	3.440
261-270	2.537	2.892	3.552
271-280	2.621	2.988	3.669
281-290	2.706	3.085	3.788
291-300	2.791	3.182	3.907

(b) Commodity group D:

DISTANCE—HIGHWAY MILES (Numbers inclusive)	COMMODITY GROUP
	D
0- 15	.3880
16- 23	.4070
24- 30	.4760
31- 38	.5450
39- 45	.6140
46- 53	.6825
54- 60	.7515
61- 68	.8205
69- 75	.8895
76- 83	.9580
84- 90	1.0270
91- 98	1.0960
99-105	1.1650
106-120	1.3025
121-135	1.4405
136-150	1.5780
151-165	1.7160
166-180	1.8535
181-195	1.9915
196-210	2.1290
211-225	2.2670
226-240	2.4045
241-255	2.5425
256-270	2.6800
271-285	2.8180
286-300	2.9555

(5) "Around-the-clock" rates shall not be less than 97% of the rates set forth in subsection (4) herein, subject to the following condition: Carrier must be allowed continuous loading and unloading from 12:01 A. M. Monday until 11:59 P. M. Saturday either by the use of a key method of loading and/or unloading or by the loading or unloading at the carrier's convenience any time during the 24-hour period requested as a delivery date.

History: Cr. Register, October, 1957, No. 22, eff. 3-1-58; am. Register, September, 1958, No. 33, eff. 11-1-58; am. Register, May, 1965, No. 113, eff. 6-1-65; r. and recr. (2) and (4), Register, September, 1968, No. 153, eff. 10-1-68; am. (2) (a) and (b), Register, May, 1969, No. 161, eff. 6-1-69. Register, May, 1969, No. 161

PSC 16.36 Airline distance formula. (1) **DETERMINATION OF RATE BASE NUMBERS.** To arrive at airline distances represented by Rate Base Numbers, locate the index numbers appearing opposite the origin and destination stations on Pages 39-53, inclusive. Then subtract the smaller index number from the larger index number. The result will be the key number. Then opposite the key number on Pages 54-62, inclusive, locate the rate base number. For example, to find the rate base number applicable between Milwaukee and Madison, turn to Page 47, and the index number opposite Milwaukee is 4541, and on Page 46 the index number opposite Madison is 4529. Subtract 4529 from 4541 and the result or key number is 12. Turn to Page 54 and the rate base number opposite key number 12 is 10. The rate base number to apply to or from unnamed country locations not shown herein will be the rate base number to or from the nearest point to or from which rate base numbers are named. When it is impossible to transport shipments via reasonably direct routes because of natural obstructions such as lakes and rivers, through rate base numbers shall be arrived at by adding together the two rate base numbers based on a point via which the shipment must be moved in order to cross or circle such hazards. The sum of such intermediate rate base numbers will result in the rate base number to be used in arriving at rates from origin to destination. For example, to arrive at rates from Oshkosh to Chilton determine the rate base number from Oshkosh to Menasha and the rate base number from Menasha to Chilton. Add these two rate base numbers together to determine the rate base number to be used in arriving at the rates to apply. When this rule is used to arrive at rates the name of the station via which the rates are figured must be shown on the shipping bill as a gateway point.

PUBLIC SERVICE COMMISSION

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.
3914	25	4000	24	4086	26	4176	28	4266	31	4331	30	4421	28
3915	25	4001	24	4087	25	4177	28	4267	30	4332	30	4422	28
3916	25	4002	24	4088	25	4178	27	4268	30	4333	30	4423	28
3917	25	4003	24	4089	25	4179	27	4269	30	4334	31	4424	29
3918	25	4004	24	4090	25	4180	27	4270	30	4335	31	4425	29
3919	26	4005	24	4091	25	4181	27	4271	29	4336	31	4426	29
3920	26	4006	24	4092	25	4182	27	4272	29	4337	31	4427	29
3921	26	4007	24	4093	25	4183	26	4273	29	4338	32	4428	29
3922	26	4008	24	4094	25	4184	26	4274	29	4339	32	4429	30
3923	26	4009	25	4095	25	4185	26	4275	28	4340	32	4430	30
3924	27	4010	25	4096	25	4186	26	4276	28	4366	31	4431	30
3925	27	4011	25	4097	25	4187	26	4277	28	4367	31	4432	30
3926	27	4012	25	4098	25	4188	26	4278	28	4368	30	4433	31
3927	27	4013	25	4099	25	4189	26	4279	28	4369	30	4434	31
3928	28	4014	25	4100	25	4190	25	4280	27	4370	30	4435	31
3929	28	4015	25	4101	25	4191	25	4281	27	4371	30	4436	32
3930	28	4016	25	4102	25	4192	25	4282	27	4372	29	4437	32
3931	28	4017	26	4103	25	4193	25	4283	27	4373	29	4438	32
3932	29	4018	26	4104	25	4194	25	4284	27	4374	29	4439	32
3933	29	4019	26	4105	25	4195	25	4285	27	4375	29	4440	33
3934	29	4020	26	4106	25	4196	25	4286	26	4376	29	4466	31
3935	30	4021	26	4107	25	4197	25	4287	26	4377	28	4467	31
3936	30	4022	27	4108	25	4198	25	4288	26	4378	28	4468	31
3937	30	4023	27	4109	25	4199	25	4289	26	4379	28	4469	31
3938	30	4024	27	4110	25	4200	25	4290	26	4380	28	4470	30
3939	31	4025	27	4111	25	4201	25	4291	26	4381	28	4471	30
3940	31	4026	27	4112	25	4202	25	4292	26	4382	27	4472	30
3941	31	4027	28	4113	25	4203	25	4293	26	4383	27	4473	30
3942	32	4028	28	4114	26	4204	25	4294	26	4384	27	4474	29
3943	32	4029	28	4115	26	4205	25	4295	26	4385	27	4475	29
3944	32	4030	28	4116	26	4206	25	4296	25	4386	27	4476	29
3966	30	4031	29	4117	26	4207	25	4297	25	4387	27	4477	29
3967	29	4032	29	4118	26	4208	25	4298	25	4388	27	4478	29
3968	29	4033	29	4119	26	4209	25	4299	25	4389	26	4479	28
3969	29	4034	30	4120	27	4210	25	4300	25	4390	26	4480	28
3970	28	4035	30	4121	27	4211	26	4301	25	4391	26	4481	28
3971	28	4036	30	4122	27	4212	26	4302	25	4392	26	4482	28
3972	28	4037	30	4123	27	4213	26	4303	25	4393	26	4483	28
3973	28	4038	31	4124	27	4214	26	4304	25	4394	26	4484	28
3974	27	4039	31	4125	28	4215	26	4305	26	4395	26	4485	27
3975	27	4040	31	4126	28	4216	26	4306	26	4396	26	4486	27
3976	27	4041	32	4127	28	4217	26	4307	26	4397	26	4487	27
3977	27	4042	32	4128	28	4218	27	4308	26	4398	26	4488	27
3978	27	4043	32	4129	29	4219	27	4309	26	4399	26	4489	27
3979	26	4044	33	4130	29	4220	27	4310	26	4400	26	4490	27
3980	26	4066	30	4131	29	4221	27	4311	26	4401	26	4491	27
3981	26	4067	30	4132	29	4222	27	4312	26	4402	26	4492	27
3982	26	4068	29	4133	30	4223	28	4313	26	4403	26	4493	27
3983	26	4069	29	4134	30	4224	28	4314	26	4404	26	4494	26
3984	25	4070	29	4135	30	4225	28	4315	27	4405	26	4495	26
3985	25	4071	29	4136	31	4226	28	4316	27	4406	26	4496	26
3986	25	4072	28	4137	31	4227	28	4317	27	4407	26	4497	26
3987	25	4073	28	4138	31	4228	29	4318	27	4408	26	4498	26
3988	25	4074	28	4139	31	4229	29	4319	27	4409	26	4499	26
3989	25	4075	28	4140	32	4230	29	4320	27	4410	26	4500	26
3990	25	4076	27	4166	30	4231	29	4321	28	4411	26	4501	26
3991	25	4077	27	4167	30	4232	30	4322	28	4412	27	4502	26
3992	24	4078	27	4168	30	4233	30	4323	28	4413	27	4503	26
3993	24	4079	27	4169	29	4234	30	4324	28	4414	27	4504	26
3994	24	4080	27	4170	29	4235	31	4325	28	4415	27	4505	26
3995	24	4081	26	4171	29	4236	31	4326	29	4416	27	4506	26
3996	24	4082	26	4172	29	4237	31	4327	29	4417	27	4507	27
3997	24	4083	26	4173	28	4238	31	4328	29	4418	27	4508	27
3998	24	4084	26	4174	28	4239	32	4329	29	4419	28	4509	27
3999	24	4085	26	4175	28	4240	32	4330	30	4420	28	4510	27

WISCONSIN ADMINISTRATIVE CODE

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
4627	30	4704	27	4724	30	4801	28	4821	30	4903	28	4923	30
4628	30	4705	27	4725	30	4802	28	4822	30	4904	28	4924	30
4629	30	4706	27	4726	30	4803	28	4823	30	4905	28	4925	31
4630	31	4707	27	4727	30	4804	28	4824	30	4906	28	4926	31
4631	31	4708	27	4728	31	4805	28	4825	30	4907	28	4927	31
4632	31	4709	28	4729	31	4806	28	4826	31	4908	28	4928	31
4633	31	4710	28	4730	31	4807	28	4827	31	4909	28	4929	32
4634	32	4711	28	4731	31	4808	28	4828	31	4910	29	4930	32
4635	32	4712	28	4732	32	4809	28	4829	31	4911	29	4931	32
4636	32	4713	28	4733	32	4810	28	4830	31	4912	29	5001	28
4637	32	4714	28	4734	32	4811	28	4831	32	4913	29	5002	29
4638	33	4715	28	4735	32	4812	28	4832	32	4914	29	5003	29
4691	28	4716	28	4736	33	4813	28	4833	32	4915	29	5004	29
4692	27	4717	28	4737	33	4814	28	4834	32	4916	29	5005	29
4693	27	4718	29	4738	33	4815	29	4835	33	4917	29	5006	29
4694	27	4719	29	4796	28	4816	29	4836	33	4918	29	5007	29
4695	27	4720	29	4797	28	4817	29	4837	33	4919	30	5008	29
4696	27	4721	29	4798	28	4818	29	4900	28	4920	30	5009	29
4697	27	4722	29	4799	28	4819	29	4901	28	4921	30	5010	29
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, except that in the Milwaukee metropolitan area as described in Wis. Adm. Code section PSC 16.51 (2) (a) 1., 2., and 3., the maximum chargeable travel time shall not exceed 30 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, am. (1) (b) 2., Register, May, 1965, No. 113, eff. 6-1-65.

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,

postage or revenue stamps, precious metals, stones or articles manufactured therefrom, or other articles of extraordinary value.

(2) The carrier may refuse to accept for shipment, except at owner's risk, refrigerators, deep-freeze cabinets, radios, record players, washing machines, television sets, or other articles requiring special servicing unless the shipper shall have had such articles properly serviced prior to loading.

(3) Explosives, acids, or other dangerous or corrosive substances, or articles of an offensive nature which may cause damage to property or the mover's equipment, either packed separately or in containers with household goods, shall not be accepted under any circumstances.

PSC 16.55 Tariffs. (1) All contract motor carriers performing either local or long-distance moving under licensed authority shall keep on file with the commission in approved form a tariff showing the actual rates and charges applied to such services, and for any accessory services offered to the extent permitted under Wis. Adm. Code section PSC 16.53 (2) (e) 1. through 7. Such tariffs must be filed within 45 days after the effective date of any contract motor carrier license or amendment thereto unless the commission in writing and for good cause shown, extends such period. Failure to file and maintain such rates and tariffs shall be deemed sufficient grounds for alteration, amendment, suspension or revocation of the authority.

(2) No carrier shall charge, demand, collect, or receive a greater or less or different compensation for the service performed than that provided by the carrier's tariff legally established and filed with the public service commission.

History: 1-2-56; am. (1), Register, May, 1963, No. 89, eff. 6-1-63; am. (1), Register, February, 1970, No. 170, eff. 5-1-70.