

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., and in the Madison metropolitan area as defined in Wis. Adm. Code section PSC 16.51 (2) (a) 2., 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.* Unless additional rates are specifically provided in the tariffs of the mover, the basic 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. The basic hourly rates will also apply to the separate movement of a piano unless a specific rate is 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; am. (1) (b) 2., Register, April, 1970, No. 172, eff. 5-1-70; am. (1) (f), Register, February, 1972, No. 194, eff. 3-1-72.

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.