

page was reprinted and mailed with the Oct 1957
ter. The word "approximate" should have been
ropriate".

forth. Changes in rates, fares, rules, or arrangements shall be symbolized to indicate the type of change which has been made. The following uniform symbols shall be used only for the purpose indicated:

- ◆ or (A) signifies increases
- ◐ or (R) signifies reductions
- ▲ or (C) signifies changes which result in neither increases nor reductions in fares, rates, or charges.
- or (N) signifies new material.

(6) **GOVERNING TARIFFS.** Whenever a tariff requires the use of a separately published classification, exceptions to the classification, a tariff of rules, or any other type of publication for the determination of the rates or fares published therein, such tariff shall show in an approximate item, reference to the name of the carrier or publishing agent, and the tariff number of said separately published tariffs. A rate tariff may not refer to another rate tariff for classification ratings, exceptions to the classification, rules, or other governing provisions.

(7) **RULES GOVERNING THE TARIFF.** (a) *Numbering and wording.* All rules which affect the rates, fares, or charges named in the tariff shall be designated by number, and worded in a clear and concise manner.

(b) *Lowest rate applicable.* All class and commodity rate tariffs shall include a rule providing that the through rate which produces the lowest charge, either class, exception to the classification, or commodity rate, shall be the lawful rate applicable on Wisconsin intrastate traffic.

(c) *Class rates; unnamed points.* All class rate tariffs shall include a rule providing substantially as follows: "The rates to apply on traffic moving to or from unnamed points which are authorized to be served by the carrier's certificate, and to or from points which may be served under the provisions of Chapter PSC 22, Wisconsin Administrative Code, and at which service is not otherwise restricted, shall be the rates to or from the nearest point shown herein as being served by the same carrier."

(d) *Commodity rates; intermediate points.* Commodity rate tariffs may include a rule providing for the intermediate application of rates from or to points not named in the tariff on the certificated route of the carrier, at which service is not otherwise restricted by the carrier's operating certificate, and which are intermediate to a point from or to which rates are published via routes specified in the tariff. Such a rule *without parenthetical insertions* will provide application from intermediate points; *with parenthetical insertions*, it will provide application to intermediate points. The rule shall be worded substantially as follows: "When any point of origin (destination) is not provided in this tariff with a commodity rate on a given article to a particular destination (from a particular origin) over a particular route, and such origin (destination) is between the considered destination (origin) and a point from (to) which a commodity rate on the article is published herein over the same route

to such destination (from such origin), apply on such article the commodity rate from (to) the next more-distant point from (to) which a commodity rate is named thereon over the considered route through the intermediate point, except as provided in the immediately following PSC 17.06 (7) (d) 1., 2., 3., 4.

"1. When, by reason of branch or diverging routes, there is more than one more-distant point from (to) which commodity rates are named herein, apply the rate from (to) the more-distant point which, on that article, to the same destination (from the same origin) over the same route, results in the lowest charge.

"2. If the class rate on the same article to the same destination (from the same origin) over the same route from (to) the intermediate point produces a lower charge than would result from applying the commodity rate under this rule, such commodity rate will not apply.

"3. If there is in any other tariff a commodity rate (not made by the use of an intermediate rule) published for the account of the same carrier or carriers on the same article from (to) the considered intermediate point, applicable to the same destination (from the same origin) over the same route, the provisions of this rule will not be applied from (to) such intermediate point.

"4. The provisions of this rule may be made applicable to and from unnamed and unincorporated country locations lying within 1 mile of the carrier's certificated route, but shall not establish a basis for determining rates to or from points otherwise restricted by the carrier's operating certificate."

(e) *Passenger fares; intermediate application.* 1. Passenger fare tariffs, unless otherwise authorized, shall include a rule providing substantially as follows: "The passenger fare applicable to or from an unnamed point, located on the carrier's certificated highway route, and not otherwise restricted, which is intermediate to points to or from which fares are named in the carrier's tariff, shall be the fare to or from the next more-distant fare point."

2. Carriers may, in lieu of the above rule, use the standard "continuation or override" provisions published and used by various intercity common motor carriers of passengers.

(8) STATEMENT OF RATES OR FARES. (a) *All rates; explicitly stated.* All rates shall be clearly and explicitly stated in cents, or in dollars and cents per hundred pounds, per net ton (2,000 pounds), or gross ton (2 240 pounds), per stated truckload, or other definite measure.

(b) *Commodity description, specific.* In the establishment of a commodity rate, the description of the commodity must be specific, using as far as possible uniform commodity descriptions as stated in the governing Motor Freight Classification.

(c) *Passenger fares.* All passenger fares shall be stated in cents or in dollars and cents.

(9) ROUTING AND AUTHORITY RESTRICTIONS. All joint-line freight and passenger tariffs shall show specific routing unless otherwise authorized; and all single- and joint-line tariffs shall reflect the authority restrictions contained in the intrastate operating certificate of the carrier or carriers participating therein.

History: Cr. Register, September, 1957, No. 21, eff. 10-1-57.