(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.

(3) Such freight bills shall be numbered serially, and retained as a record of the carrier.

(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.

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).

(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.

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	.648	.738	.900
51– 55	.690	.787	.966
56– 60	.738	.836	1.026

DISTANCE—HIGHWAY MILES (Numbers inclusive)	COMMODITY GROUPS		
	A	B	C
61- 65	.776	.885	1.086
66- 70	.823	.938	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	.3380
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.

(a) and it is necessary to prevent damage from external loads, the pipe shall be cased or bridged.

841.163 (Change) Clearance between pipelines or mains and other underground structures. When conditions permit, there shall be at least 6 inches' separation of well-tamped earth between any gas main piping and any other parallel underground structure not used in conjunction with the pipeline or main. They may be as close as 2 inches where they cross provided suitable precautions are taken to protect the pipe, such as installation of insulating material, installation of casing, etc. If the structure is a public building where people assemble or in areas such as playground, assembly ground, or park, wherever possible the clearance shall be at least 100 feet if the main is operated at more than 100 p.s.i. but less than 500 p.s.i. and shall be at least 150 feet if operated at 500 p.s.i. or more. If these clearances cannot be maintained, then the next higher type of construction shall be used except such construction may be pressure-tested the same as the remainder of the line. No gas main or pipeline shall be installed under buildings.

841.173 (Change) Corrosion control. (a) Every operating company shall make a proper investigation to determine whether new and existing facilities require corrosion protection and if not exempted by the commission under section PSC 135.081, shall employ recognized methods of corrosion control. In new construction, corrosion control shall consist of coating with protective material, application of cathodic protection, and the electrical bonding or insulation by sections. Corrosion control of existing facilities shall at least consist of cathodic protection and the electrical bonding or insulation by sections.

(b) Whenever pipe coating is applied, the following additional precautions shall be taken:

(1) Tests and inspections shall be made before backfill to insure that the coating is adequate and satisfactory.

(2) During backfill, precautions shall be taken to insure that the coating is not damaged.

(3) On completion of backfill, proper tests shall be made to ascertain that the coating is adequate and satisfactory.

(c) In addition to the foregoing, every operating company shall make periodic inspections and tests of all facilities or at reasonable intervals to determine whether or not the facilities are adequately protected against corrosion.

(d) Operating companies shall promote cooperative efforts on the part of all agencies having underground facilities toward the reduction of corrosion.

841.222 (Change) The installation inspection provisions for pipelines and other facilities to operate at hoop stresses of 20% or more of the specified minimum yield strength shall be adequate to make possible the following inspections at sufficiently frequent intervals and to do other things that will assure good quality of workmanship.

841.231 (Change) All smooth bends shall be free from buckling, cracks, or other evidence of mechanical damage. Smooth bends on pipe 4 inches in size and smaller shall have a difference between the maximum and minimum diameter of not more than 12.5% of the

nominal diameter. All other smooth bends shall have a difference between the maximum and minimum diameter of not more than 2.5%. In addition, for smooth field bends on sizes 12 inches and larger, the longitudinal axis of the pipe shall not be deflected more than 1½ degrees in any length along the pipe axis equal to the diameter of the pipe.

841.241 (a) (Change) The field inspection provided on each job shall be suitable to reduce to an acceptable minimum the chances that gouged or grooved pipe will get into the finished pipeline or main. Inspection for this purpose just ahead of the coating operation and during the lowering in and backfill operation is required.

841.246 (Addition) Pipe surface and installation provisions for pipelines and mains to operate at hoop stresses of less than 20% of the specified minimum yield strength. Due primarily to climate conditions, gouges, grooves, notches, and dents have been found to be an important cause of steel pipe failures and an attempt shall be made to prevent or eliminate harmful defects of this nature. 841.222 and 841.24 pertain to pipelines and mains intended to operate at hoop stresses of 20% or more of the specified minimum yield strength. However, applicable portions of these paragraphs should also be applied to facilities intended to operate below this hoop stress level. Particular attention should be given to 841.222, 841.222 (a) and (b), 841.241, 841.242, and 841.243.

841.271 (Change) Handling, hauling, and stringing. Care shall be taken in the selection of the handling equipment and in handling, hauling, unloading, and placing the pipe so as not to damage the pipe.

841.272 (Change) Installation of pipe in the ditch. On pipes operating at stresses of 20% or more of the specified minimum yield strength, it is important that stresses induced into the pipe by construction be minimized. This includes grading the ditch so that the pipe has a firm, substantially continuous bearing on the bottom of the ditch. The pipe shall fit the ditch without the use of external force to hold it in place until the backfill is completed. When long sections of pipe that have been welded alongside the ditch are lowered in, care shall be exercised so as not to jerk the pipe or impose any strains that may kink or put a permanent bend in the pipe. Slack loops are not prohibited by this paragraph where laying conditions render their use advisable.

841.283 (Change) No welding or acetylene cutting shall be done on a pipeline, main, or auxiliary apparatus that contains air if it is connected to a source of gas, unless a suitable means has been provided to prevent the leakage of gas into the pipeline or mains.

841.284 (Change) In situations where welding or cutting must be done on facilities which are filled with air and connected to a source of gas and the precautions recommended above cannot be taken, one or more of the precautions, depending upon the circumstances at the job are required.

841.285 (e) (Addition) No pipeline, main, or service shall be purged into any building or confined space.

841.286 (d) (Change) Provide fire extinguishers of appropriate size and type in accordance with the department of industry, labor and human relations' requirements.

841.31 (Change) General provisions. All pipelines, mains, and service lines shall be tested after construction except as follows:

TIE-INS. Because it is sometimes necessary to divide a pipeline or main into sections and install test heads, connecting pipe, and other

services or used for domestic purposes in compressor plants shall have a distinctive odor of sufficient intensity to produce a detectable and recognizable odor at the most remote utilization equipment when the amount of gas in the air is 20% of the lower limit of combustibility. Whenever necessary to maintain this level of intensity, a suitable odorant shall be added in accordance with the following:

(1) Odorants in the concentrations used shall be:

(a) Harmless to humans.

(b) Non-corrosive or harmful to steel, iron, brass, copper, plastic, and leather.

(c) Not soluble in water to an extent greater than 2.5 parts by weight of odorant to 100 parts by weight of water.

(2) Odorizing equipment shall be designed to maintain uniform level of odor in the gas.

Appendix C (Addition) Add to the table the following:

Specification	Specified Minimum Yield Strength (p.s.i.)
API 5LX Grade X65	65,000

History: Cr. Register, February, 1969, No. 146, eff. 3-1-68; am. (3), Register, May, 1969, No. 161, eff. 6-1-69.