

Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. No.	Rate Key Base No. 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 2 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 areas:

1. a. All of Milwaukee county and
- b. 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, Nor-

way, Raymond, and Caledonia in Racine county and

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

2. The Madison Metropolitan Area includes the cities of Madison, Middleton, Monona, and Sun Prairie, the villages of Cross Plains, Maple Bluff, McFarland, Morrisonville, Shorewood Hills, De Forest, Waunakee, Verona, Dane, Cottage Grove, and Oregon, and the towns of Dane, Verona, Vienna, Windsor, Springfield, Westport, Burke, Middleton, Madison, Blooming Grove, Fitchburg, Dunn, Pleasant Springs, Cottage Grove, Sun Prairie, Bristol, and Cross Plains, all in Dane county.

(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; am. (2) (a) intro. par.; renum. (2) (a) 1. 2. 3. to be (2) (a) 1. a. b. c.; cr. (2) (a) 2., Register, April, 1970, No. 172, eff. 5-1-70.

PSC 16.52 Bill of lading (freight bill). (1) (a) 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 showing the information indicated in Wis. Adm. Code section PSC 16.52 (1a), and one copy to be retained in the carrier's records.

(b) All bills of lading shall be serially numbered, with all duplicates bearing the same serial number as the original.

(c) The carrier's copies of such bills of lading, whether used or spoiled, shall be kept and preserved by the carrier and open to inspection by any authorized representative of the commission.

(d) Such bills of lading shall show:

1. Name and address of the carrier;
2. Date of the movement;
3. Name and address of the shipper;
4. Name and address of the consignee;
5. Points of origin and destination and the applicable rate base between origin and destination;
6. Value per pound of the shipment as declared by the shipper;
7. Shipper's signature at the place on the bill of lading where the provisions for released value of the shipment (carrier's liability for loss and damage) are stated;
8. Signature of the carrier or authorized agent;
9. Rate and charge for transportation and the rate and charge for each and every service rendered for which the carrier has charges published and filed for accessorial services; and
10. 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.

(1a) The bill of lading carried on the truck during transit shall be serially numbered and need provide only the information described in Wis. Adm. Code section PSC 16.52 (1) (d) 1., 2., 3., 4., 5., 6., 7., and 8.

(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; am. (1) and cr. (1a), Register, July, 1972, No. 199, eff. 8-1-72.

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., 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 accessorial 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.

Register, July, 1972, No. 199