

Decision No. 81412

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances, and practices of all common carriers and highway carriers relating to the transportation of uncrated new furniture (commodities for which rates are provided in Minimum Rate Tariff No. 11-A).

Case No. 5603
Petition for Modification
No. 117
(Filed December 21, 1972)

Richard W. Smith and Arlo D. Poe,
Attorneys at Law, and Herbert W.
Hughes, for California Trucking
Association, petitioner.
Everest A. Benton and Jerome Parke,
for the Commission staff.

O P I N I O N

On December 21, 1972, California Trucking Association (petitioner) filed Petition for Modification No. 117 seeking a 3 percent increase in the minimum rates and charges in Minimum Rate Tariff 11-A (MRT 11-A).

Public hearing was held before Examiner O'Leary on March 6, 1973 at San Francisco. The matter was submitted subject to the filing of Exhibit 3 which was filed March 9, 1973.

Evidence was presented by petitioner's Southern California Supervisor of its division of economics. Two representatives from the Commission's Transportation Division staff assisted in the development of the record through cross-examination of petitioner's witness.

The last decision authorizing increased rates in MRT 11-A was Decision No. 50210 dated June 27, 1972. Said increased rates were based on costs including labor and allied costs effective January 1, 1972 and July 1, 1972.

Evidence presented by petitioner (Exhibit 1) discloses that effective January 1, 1973 the hourly labor costs of terminal employees, local drivers, and long line drivers have increased by 6.14 percent, 5.98 percent, and 5.83 percent, respectively, pursuant to current labor agreements with Teamster Unions, increased workmen's compensation insurance premiums, and increased payroll taxes. The evidence further shows that because of these increased costs the increased overall cost of performing the transportation ranges from 3.62 percent to 5.76 percent.

Except for Charges for Accessorial Services or Delays (Item 90), petitioner seeks generally a 3 percent increase in the rates and charges in MRT 11-A. Petitioner seeks a 5.93 percent increase for the rates set forth in Item 90 since said rates are based solely on labor costs.

Findings

1. The minimum rates set forth in MRT 11-A reflect wage costs and allied payroll expenses effective generally as of July 1, 1972.

2. Highway carriers who are engaged in for-hire transportation services subject to the provisions of MRT 11-A have experienced further labor cost increases effective generally as of January 1, 1973.

3. The wage cost increases experienced by highway carriers as of January 1, 1973 are allowable labor cost increases under the existing provisions of Rule 23.1 of the Commission's Rules of Practice and Procedure.

4. The present rates named in MRT 11-A are below the level of just, reasonable, and nondiscriminatory minimum rates to the extent that such rates do not reflect the carrier's costs of service as of January 1, 1973.

5. The adjustment in MRT 11-A rates developed by petitioner results in an average rate increase of approximately 3 percent, except for Item 90 rates wherein the adjustment results in an increase of approximately 6 percent. Such adjustment in rates is within the guidelines set forth in Rule 23.1 of the Commission's

Rules of Practice and Procedure and results in just, reasonable, and nondiscriminatory minimum rates for the transportation service governed thereby.

6. To the extent that the provisions of Minimum Rate Tariff 11-A have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

7. In compliance with Rule 23.1 of the Commission's Rules of Practice and Procedure the evidence of record in this proceeding shows:

- (a) The increases found justified herein apply to the rates which the Commission has established as minimum rates for the transportation of uncrated new furniture.
- (b) The increase in minimum rates is cost justified as of January 1, 1973 and does not reflect future inflationary expectations.
- (c) The increase in minimum rates is required to assure continued, adequate, and safe service by highway carriers engaged in for-hire transportation of property within California.
- (d) The rate increase takes into account obtainable productivity gains.

- (e) The dollar amount of additional revenues which the rate increase is expected to provide the carriers collectively is about \$208,468.
- (f) The additional revenue has been computed to be the amount sufficient only to offset like increases in the highway carriers' labor costs as of January 1, 1973. It is expected, therefore, that the effect, if any, of the rate increase upon carrier earnings will be minimal and will not increase the carriers' overall rate of return on capital.
- (g) Pursuant to reasonable opportunity for participation by all interested parties at a public hearing in this matter, no other highway carrier appeared to present evidence expressing a willingness and capacity to perform the transportation service at the existing level of rates.

The Commission concludes that Petition for Modification No. 117 should be granted.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 11-A (Appendix A of Decision No. 50114, as amended) is further amended by incorporating therein, to become effective June 21, 1973, the revised pages attached hereto and listed in Appendix A also attached hereto, which revised pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 50114, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 11-A are authorized to increase such rates only to the level of Minimum Rate Tariff 11-A rates authorized herein.

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than June 21, 1973; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

6. In all other respects, Decision No. 50114, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 22nd day of MAY, 1973.

Vernon L. Sturgeon
President
William Lyness, Jr.
[Signature]
[Signature]
Commissioners

I dissent.

W. Bickering Jr., Commissioner

C. 5603 (Pet. 117)

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 11-A

EIGHTEENTH REVISED PAGE 6

SEVENTEENTH REVISED PAGE 7

TWENTY-FIRST REVISED PAGE 15

EIGHTH REVISED PAGE 15-A

EIGHTEENTH REVISED PAGE 16

(END OF APPENDIX A LIST)

| SECTION 1--RULES (Continued) | | ITEM | | | | | | | | | | | | | | | | | | |
|--|---|-----------------------|--|-------------------|-----|------------------|-----------------|-------------------|-------------------|-------------------|--|--|-------------------|--|------|------|--------------------------------|----|----|-----|
| <p align="center">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include loading into and unloading from carrier's unit of equipment, subject to Notes 1, 2 and 3.</p> <p>NOTE 1.--When the point of origin is other than an established depot, the additional rate provided below shall be added to the rate for the corresponding minimum weight as set forth in Section 3. The sum of these rates shall be the rate applicable to a single shipment from point of origin to point of destination.</p> <table><tr><td><u>Minimum Weight</u></td><td><u>◊ Rates in Cents</u> <u>Per 100 Pounds</u></td></tr><tr><td>Any Quantity-----</td><td>235</td></tr><tr><td>500 Pounds-----</td><td>190</td></tr><tr><td>2,000 Pounds-----</td><td>155</td></tr></table> <p>NOTE 2.--When the actual weight of a single shipment exceeds 5,000 pounds, the provisions of Note 1 shall not apply.</p> <p>NOTE 3.--When shipments are transported for persons, companies or corporations upon whose premises established depots are located, the provisions and charges of Note 1 shall be applied.</p> | | <u>Minimum Weight</u> | <u>◊ Rates in Cents</u> <u>Per 100 Pounds</u> | Any Quantity----- | 235 | 500 Pounds----- | 190 | 2,000 Pounds----- | 155 | #60 | | | | | | | | | | |
| <u>Minimum Weight</u> | <u>◊ Rates in Cents</u> <u>Per 100 Pounds</u> | | | | | | | | | | | | | | | | | | | |
| Any Quantity----- | 235 | | | | | | | | | | | | | | | | | | | |
| 500 Pounds----- | 190 | | | | | | | | | | | | | | | | | | | |
| 2,000 Pounds----- | 155 | | | | | | | | | | | | | | | | | | | |
| <p align="center">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item 90. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> | | 70 | | | | | | | | | | | | | | | | | | |
| <p align="center">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item 90.</p> | | 80 | | | | | | | | | | | | | | | | | | |
| <p align="center">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items 70 and 80, charges shall be assessed for each period or fraction thereof, as follows:</p> <table><tr><td></td><td align="center" colspan="2"><u>Charges in Cents</u></td></tr><tr><td></td><td align="center"><u>For First</u></td><td align="center"><u>For each</u></td></tr><tr><td></td><td align="center"><u>30 Minutes</u></td><td align="center"><u>Additional</u></td></tr><tr><td></td><td></td><td align="center"><u>15 Minutes</u></td></tr><tr><td>(a) For driver, helper or other employee, per man-----</td><td align="right">◊625</td><td align="right">◊310</td></tr><tr><td>(b) For unit of equipment-----</td><td align="right">90</td><td align="right">45</td></tr></table> | | | <u>Charges in Cents</u> | | | <u>For First</u> | <u>For each</u> | | <u>30 Minutes</u> | <u>Additional</u> | | | <u>15 Minutes</u> | (a) For driver, helper or other employee, per man----- | ◊625 | ◊310 | (b) For unit of equipment----- | 90 | 45 | #90 |
| | <u>Charges in Cents</u> | | | | | | | | | | | | | | | | | | | |
| | <u>For First</u> | <u>For each</u> | | | | | | | | | | | | | | | | | | |
| | <u>30 Minutes</u> | <u>Additional</u> | | | | | | | | | | | | | | | | | | |
| | | <u>15 Minutes</u> | | | | | | | | | | | | | | | | | | |
| (a) For driver, helper or other employee, per man----- | ◊625 | ◊310 | | | | | | | | | | | | | | | | | | |
| (b) For unit of equipment----- | 90 | 45 | | | | | | | | | | | | | | | | | | |
| <p>Change) ◊ Increase) Decision No. 81112</p> | | | | | | | | | | | | | | | | | | | | |
| <p align="center">EFFECTIVE</p> | | | | | | | | | | | | | | | | | | | | |
| Correction | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | | | | | | | | |

| SECTION 1--RULES (Continued) | ITEM |
|--|--|
| <p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge for 100 pounds at the applicable rate but not less than:</p> <p>(a) 0650 cents per shipment when the constructive distance from point of origin to destination does not exceed 150 miles.</p> <p>(b) 0755 cents per shipment when the constructive distance from point of origin to destination exceeds 150 miles.</p> | <p style="text-align: center;">100</p> |
| <p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When shipments in continuous through movement are transported by two or more carriers, the rates (including minimum charges) provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p> | <p style="text-align: center;">110</p> |
| <p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p> | <p style="text-align: center;">120</p> |
| <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation and for the same accessorial services, than results from the application of the rates herein provided. (See Note)</p> <p>NOTE.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> | <p style="text-align: center;">130</p> |
| <p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p> | <p style="text-align: center;">135</p> |
| <p> Change) Increase) Decision No. 81412 </p> | |
| EFFECTIVE | |
| <div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA </div> | |

| SECTION 3--RATES | | | | | | | | ITEM |
|--|-----|--------------------------|--------------------------|------------------------------|--------------------------|--------------------------------|--------------------------|------|
| DISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1) | | | | | | | | |
| MILES But Over Not Over | | Any Quantity | | Minimum Weight 500 Pounds | | Minimum Weight 2,000 Pounds | | |
| | | Column A (See Note 2) | Column B (See Note 3) | Column A (See Note 2) | Column B (See Note 3) | Column A (See Note 2) | Column B (See Note 3) | |
| 0 | 5 | 408 | 351 | 281 | 242 | 222 | 191 | |
| 5 | 10 | 421 | 362 | 295 | 254 | 236 | 203 | |
| 10 | 15 | 434 | 373 | 308 | 265 | 249 | 214 | |
| 15 | 20 | 448 | 385 | 321 | 276 | 263 | 226 | |
| 20 | 25 | 461 | 396 | 335 | 288 | 276 | 237 | |
| 25 | 30 | 475 | 409 | 347 | 298 | 288 | 248 | |
| 30 | 35 | 487 | 419 | 359 | 309 | 301 | 259 | |
| 35 | 40 | 500 | 430 | 372 | 320 | 313 | 269 | |
| 40 | 45 | 512 | 440 | 384 | 330 | 325 | 280 | |
| 45 | 50 | 524 | 451 | 397 | 341 | 338 | 291 | |
| 50 | 60 | 540 | 464 | 412 | 354 | 353 | 304 | |
| 60 | 70 | 555 | 477 | 427 | 367 | 369 | 317 | |
| 70 | 80 | 570 | 490 | 443 | 381 | 384 | 330 | |
| 80 | 90 | 586 | 504 | 458 | 394 | 400 | 344 | |
| 90 | 100 | 602 | 518 | 474 | 408 | 415 | 357 | |
| 100 | 110 | 616 | 530 | 488 | 420 | 430 | 370 | |
| 110 | 120 | 630 | 542 | 503 | 433 | 444 | 382 | |
| 120 | 130 | 645 | 555 | 517 | 445 | 458 | 394 | |
| 130 | 140 | 659 | 567 | 531 | 457 | 473 | 407 | |
| 140 | 150 | 674 | 580 | 546 | 470 | 487 | 419 | 4400 |
| 150 | 160 | 686 | 590 | 558 | 480 | 500 | 430 | |
| 160 | 170 | 698 | 600 | 571 | 491 | 512 | 440 | |
| 170 | 180 | 711 | 611 | 583 | 501 | 524 | 451 | |
| 180 | 190 | 723 | 622 | 595 | 512 | 537 | 462 | |
| 190 | 200 | 735 | 632 | 608 | 523 | 549 | 472 | |
| (Continued in Item 405) | | | | | | | | |
| <p>NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rate provided in Item 60 to the rate provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.</p> <p>NOTE 2.--Column A rates apply to shipments of articles which have an LTL class rating of 175 or higher in the Governing Classification. (See Notes 4, 5 and 6)</p> <p>NOTE 3.--Column B rates apply to shipments of articles which have an LTL class rating of less than 175 in the Governing Classification. (See Notes 4, 5 and 6)</p> <p>NOTE 4.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply. (See Note 6)</p> <p>NOTE 5.--The LTL class ratings applicable under Notes 2, 3 and 4 above are not subject to the provisions of Items (rules) 423 and 687 of the Governing Classification.</p> <p>NOTE 6.--The provisions of Notes 2, 3 and 4 herein do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item 155 of this tariff.</p> | | | | | | | | |
| <p>◇ Increase, Decision No. 81412</p> | | | | | | | | |
| EFFECTIVE | | | | | | | | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> | | | | | | | | |
| Correction | | | | | | | | |

| SECTION 3--RATES (Continued) | | | | | | | | ITEM |
|---|-----|--------------------------|--------------------------|------------------------------|--------------------------|--------------------------------|--------------------------|------|
| DISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1) | | | | | | | | |
| MILES But Over Not Over | | Any Quantity | | Minimum Weight 500 Pounds | | Minimum Weight 2,000 Pounds | | |
| | | Column A (See Note 2) | Column B (See Note 3) | Column A (See Note 2) | Column B (See Note 3) | Column A (See Note 2) | Column B (See Note 3) | |
| 200 | 220 | 753 | 648 | 625 | 538 | 566 | 487 | |
| 220 | 240 | 770 | 662 | 643 | 553 | 580 | 499 | |
| 240 | 260 | 788 | 678 | 660 | 568 | 602 | 518 | |
| 260 | 280 | 805 | 692 | 678 | 583 | 619 | 532 | |
| 280 | 300 | 823 | 708 | 695 | 598 | 636 | 547 | |
| 300 | 325 | 847 | 728 | 719 | 618 | 660 | 568 | |
| 325 | 350 | 870 | 748 | 743 | 639 | 684 | 588 | |
| 350 | 375 | 894 | 769 | 766 | 659 | 708 | 609 | |
| 375 | 400 | 918 | 789 | 790 | 679 | 731 | 629 | |
| 400 | 425 | 941 | 809 | 814 | 700 | 755 | 649 | |
| 425 | 450 | 965 | 830 | 837 | 720 | 779 | 670 | |
| 450 | 475 | 989 | 851 | 861 | 740 | 802 | 690 | |
| 475 | 500 | 1012 | 870 | 885 | 761 | 826 | 710 | |
| 500 | 525 | 1036 | 891 | 908 | 781 | 850 | 731 | |
| 525 | 550 | 1060 | 912 | 932 | 802 | 873 | 751 | |
| 550 | 575 | 1084 | 932 | 956 | 822 | 897 | 771 | |
| 575 | 600 | 1107 | 952 | 980 | 843 | 921 | 792 | |
| 600 | 625 | 1131 | 973 | 1003 | 863 | 945 | 813 | |
| 625 | 650 | 1155 | 993 | 1027 | 883 | 968 | 832 | |
| 650 | --- | (See Note 6) | | (See Note 6) | | (See Note 6) | | 0405 |
| <p>NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rate provided in Item 60 to the rate provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.</p> <p>NOTE 2.--Column A rates apply to shipments of articles which have an LTL class rating of 175 or higher in the Governing Classification. (See Notes 4, 5 and 7)</p> <p>NOTE 3.--Column B rates apply to shipments of articles which have an LTL class rating of less than 175 in the Governing Classification. (See Notes 4, 5 and 7)</p> <p>NOTE 4.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply. (See Note 7)</p> <p>NOTE 5.--The LTL class ratings applicable under Notes 2, 3 and 4 above are not subject to the provisions of Items (Rules) 423 and 687 of the Governing Classification.</p> <p>NOTE 6.--For each 25 miles (or fraction thereof) in excess of 650 miles, add to the rate for 650 miles the following:</p> <p style="padding-left: 40px;">Column A: 24 cents per 100 pounds Column B: 21 cents per 100 pounds</p> <p>NOTE 7.--The provisions of Notes 2, 3 and 4 do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item 155 of this tariff.</p> | | | | | | | | |
| ♦ Increase, Decision No. 81412 | | | | | | | | |
| EFFECTIVE | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | | | | | | | |
| Correction | | | | | | | | |

| SECTION 3--RATES (Concluded) | | | | | | ITEM |
|---|--------------------------|--------------------------|------------------------------|--------------------------|--------------------------------|--------------------------|
| POINT-TO-POINT RATES IN CENTS PER 100 POUNDS (See Notes 1 and 2) | | | | | | |
| BETWEEN: Los Angeles Territory AND: San Francisco Territory (See Item 300) | Any Quantity | | Minimum Weight 300 Pounds | | Minimum Weight 2,000 Pounds | |
| | Column A (See Note 3) | Column B (See Note 4) | Column A (See Note 3) | Column B (See Note 4) | Column A (See Note 3) | Column B (See Note 4) |
| | 918 | 789 | 790 | 680 | 731 | 629 |
| <p>NOTE 1.--Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rate provided in Item 60 to the rate provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.</p> <p>NOTE 2.--If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Item 500 are lower than charges accruing under the Distance Rates in Items 400 and 405, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one actual highway mile on either side of the authorized route and at all points located within incorporated cities through which the highway route passes.</p> <p>NOTE 3.--Column A rates apply to shipments of articles which have LTL class rating of 175 or higher in the Governing Classification. (See Notes 5, 6 and 7)</p> <p>NOTE 4.--Column B rates apply to shipments of articles which have LTL class rating of less than 175 in the Governing Classification. (See Notes 5, 6 and 7)</p> <p>NOTE 5.--When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply. (See Note 7)</p> <p>NOTE 6.--The LTL class ratings applicable under Notes 3, 4 and 5 above are not subject to the provisions of Items (Rules) 423 and 687 of the Governing Classification.</p> <p>NOTE 7.--The provisions of Notes 3, 4 and 5 do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item 155 of this tariff.</p> | | | | | | 0410 |
| ♦ Increase, Decision No. 81412 | | | | | | |
| EFFECTIVE | | | | | | |
| Correction | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA | | | | | | |