

ORIGINAL

Decision No. 29480.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all Radial Highway Common Carriers and Highway Contract Carriers operating motor vehicles over the public highways of the State of California, pursuant to Chapter 223, Statutes of 1935, for the transportation for compensation or hire of any and all commodities and accessorial services incident to such transportation.

Case No. 4088

(Part "M")

In the Matter of the Investigation and Establishment of rates, charges, classifications, rules, regulations, contracts and practices, or any thereof, of Common Carriers of property.

Case No. 4145

(Part "B")

- R. E. Wedekind, for Southern Pacific Company; Pacific Motor Transport Company; Pacific Motor Trucking Company; Northwestern Pacific Railroad Company; and San Diego and Arizona Eastern Railroad Company.
- A. D. Poe, for Motor Truck Association of Southern California.
- L. E. Wolters, for Golden State Company, Ltd., and California Dairy Council.
- Edward Stern, for Railway Express Agency, Inc.
- B. F. Bolling, for Pioneer-Flintkote Company.
- H. R. Brashear, for Los Angeles Chamber of Commerce.
- T.A.L. Loretz, for Los Angeles Traffic Managers' Conference.
- H. J. Bischoff, for Southern California Freight Lines and Southern California Freight Forwarders.
- D. G. Shearer, for Certificated Highway Carriers, Inc.
- R. S. Sawyer and R. E. Crandall, for Associated Jobbers and Manufacturers.
- T. F. McQue, for Crane Company.
- C. W. Cornell, W. G. Knoche and F. F. Willey, for Pacific Electric Railway Company.
- Merle Armour, for Anderson Theatre Service.
- W. Gormoldt, for California Dairy Council.
- Stuart Russel, for Southwestern Motor Tariff Bureau.
- Martin H. Richards, for Richards Trucking and Warehouse Company.
- J. B. Ogg, for City of Alhambra.
- E. B. Kennedy, for Pomona Chamber of Commerce.
- Mr. Newberry for Industrial and Transportation Committee of North Hollywood.
- C. C. Richards, for Burbank Chamber of Commerce.
- L. M. Myers, for Glendale Chamber of Commerce.
- Nigh Wilson, for Alhambra Chamber of Commerce.
- Ralph Schweiger, for City of Burbank.
- F. W. Turcotte, for various civic organizations.

APPEARANCES
(Concluded)

- Wallace K. Downey, for Pacific Freight Lines and Keystone Express Company.
- C.G. Munson, for Los Angeles Warehousemen's Association.
- Charles A. Bland, for Board of Harbor Commissioners of Long Beach.
- E.E. Bennett and E.C. Renwick, for Union Pacific Railroad Company.
- Thomas Wood, for Wm. Volker & Co.
- Julius Jay Alperin, for Pacific Interurban Transportation Company.
- C.E. Smith, for Davies Warehouse Company.
- C.L. Amidon, for California Packing Corporation and Libby, McNeill and Libby.
- H. Halverson, for Star Truck and Warehouse Co.
- Henry Deussen, for R.G. Knoll, Inc., Ltd.
- A.J. Happe, for A.J. Happe Transfer Company.
- G.E. Duffy, for The Atchison, Topeka and Santa Fe Railway Company and for Santa Fe Transportation Company.
- P.J. Arturo, for Swift and Company.
- Samuel H. Green, for California Dairy Council.
- William E. Swain, Jr., for Automotive Council of Orange County.
- Douglas Brockman and F.G. Athearn, for United Parcel Service of Los Angeles, Inc.
- Elmer Westlake, for Western Sugar Refinery and C. & H. Sugar Refining Corporation.
- F.P. Kensinger, for Loose-Wiles Biscuit Co.
- George Rahe, for Los Angeles Soap Co.
- J. Nelson Kagarise, in propria persona.
- J.J. Duell, for California Farm Bureau Federation.
- William Guthrie, for California Portland Cement Co.
- C.F. Reynolds, for Harbor Department of San Diego.

The appearances listed above were entered during the hearings in Part "M" of Case No. 4088 and Part "B" of Case No. 4145. For other appearances in these proceedings, see Appendix "A" of Decision No. 28761, dated April 27, 1936, in Part "A" of Case No. 4088, and Decision No. 29252, dated November 9, 1936, in Part "P" of Case No. 4088 and Part "C" of Case No. 4145.

BY THE COMMISSION:

O P I N I O N

Case No. 4088 was instituted pursuant to the mandate of the legislature contained in Section 10 of the Highway Carriers' Act (Chapter 223, Statutes of 1935). A full discussion of its purposes, the procedure to be followed and other matters of general concern relating to the proceeding are contained in Decision No. 28761 of

April 27, 1936, in Part "A" of this case (39 C.R.C.732). Case No. 4145 was instituted by the Commission for the purpose of determining "whether or not the rates and charges to be charged and collected, and classifications, rules, regulations, contracts and practices to be observed by common carriers for the transportation of any and all commodities between points in this State are lower than reasonable or sufficient rates, or whether or not they are justified by actual competitive transportation rates of competing radial highway common carriers and highway contract carriers or the cost of other means of transportation, and for the purpose, if it so finds, of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of property between points in this State between all such competing agencies of transportation, and also to determine whether or not the preservation of adequate service and the public interest require the establishment of uniform rates and charges to be charged and collected, and classifications, rules, regulations, and practices to be observed by all competing common carriers." ¹

Each of these proceedings has been divided into different parts. Those with which we are here dealing specifically, Part "M" of Case No. 4088 and Part "B" of Case No. 4145, have to do with the transportation of property between points in southern California within the general territory from San Fernando and Burbank on the north to San Diego and San Ysidro on the south and from the Pacific Ocean on the west to Redlands, Yucaipa, Hemet Valley and Escondido on the

¹ It will be noted that Section 10 of the Highway Carriers' Act (Chapter 223, Statutes of 1935) provides that in the event the Commission establishes minimum rates for transportation service by highway carriers, such rates shall not exceed the current rates of common carriers for the transportation of the same kind of property between the same points.

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east.

The matters were consolidated and heard at Los Angeles before Examiners Warren K. Brown and Howard G. Freas.

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Yucaipa and intermediate points, while within the scope of these proceedings, were not originally embraced in these parts but were included at the hearing. The commodities and the carriers listed below have been excluded from these phases of these proceedings:

(a) Milk, Cream, Buttermilk, Cottage Cheese, Pot Cheese and Unflavored Ice Cream Mix, when transported in milk shipping cans, in bottles, in cases or crates or in bulk in tanks.

(b) Motion picture films and accessories transported by J.N. Anderson Theatre Service, C.E. Kimbrough, G.F.D. Lines, Inc., Albert L. Webb doing business as Webb Theatre Service, Dulcie A. Miller doing business as Santa Barbara Special Delivery, carriers holding operative rights confined to such transportation.

(c) Automobiles when transported in drive-a-way and truck-a-way service.

(d) Property transported by Railway Express Agency, Inc.

(e) Property transported by United Parcel Service, Inc. by Louis M. Goodman doing business as Goodman Delivery Service and 20th Century Delivery Service, carriers principally engaged in the transportation of small packages.

(f) Fresh fruits and fresh or green vegetables.

Traffic moving between steamship docks or wharves at Los Angeles and Long Beach Harbors on the one hand and the Los Angeles metropolitan area as more particularly described in Appendix "A" (Rule No. 30, Exception No. 1) on the other, and shipments weighing over 18,000 pounds, were not excluded, but it was understood that further hearings would be had before the issuance of a decision concerning these matters. It was not contended that they should be excluded; their consideration was merely deferred in order that other phases of these proceedings might not be unduly delayed.

Traffic moving between points wholly within a single incorporated city is not within the scope of these proceedings. There is, however, a substantial movement between industrial plants located outside of the Los Angeles city limits, and between Los Angeles and such contiguous points, territory frequently referred to as the industrial section of the Los Angeles metropolitan area. Transportation within this area seems to be comparable to transportation within the city of Los Angeles, now being considered by the Commission in Case No. 4121. Pending the determination of the issues presented in that proceeding, no rates should be fixed for transportation within this general area. For detailed description thereof, see Appendix "A" (Rule No. 30, Exception No. 2).

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Hearings were had on September 1, 2, 17, 18 and October 5, 6, 8, 9, 21, 22 and 23, 1936. Thirty-nine witnesses testified and introduced 59 exhibits.

The particular phases of these proceedings with which we are here concerned were entered upon at the request of Certificated Highway Carriers, Inc., a non-profit corporation whose membership is composed of highway common carriers, and upon representations that the rates of carriers serving this territory were not properly constructed and did not reflect the cost of performing the service.⁴ Petitioners represented that they were preparing to present to the Commission at or before public hearings, exhibits showing reasonable and non-discriminatory rates, charges, classifications, rules and regulations to govern the transportation of property in said territory and also evidence and exhibits in justification thereof. In accordance with this offer they presented numerous exhibits showing particularly the costs of transporting freight by motor vehicles in the territory involved and proposed rates to cover such service. In the presentation of proposed rules, regulations, classifications, exceptions and commodity listings, they were joined by the Southwestern Motor Freight Tariff Bureau and by the Motor Truck Association of Southern California, organizations whose memberships are largely made up of radial highway common and highway contract carriers. A cost study was also prepared and presented by a witness for the Commission and proposed rates were offered by The Atchison, Topeka and Santa Fe Railway Company, the Pacific Motor Transport

⁴ Evidence subsequently introduced shows that in some instances 4th class rates are as low as 50% and in others as high as 75% of 1st class and that there is little uniformity in the rates for any of the classes. The variation in commodity rates for similar transportation is still more pronounced. Rates for hauls of from 4 to 5 miles are sometimes as high as others for from 30 to 40 miles.

Company and others.

Cost Studies

Generally speaking the cost studies introduced are made after the same pattern. Separate costs are developed for each of twenty mile-⁶age and eleven weight groupings.

The Anthony study is based entirely upon the experience of Pacific Freight Lines, whereas the Bischoff study embraces a number of carriers, particularly Southern California Freight Lines and Southern California Freight Forwarders. The Jacobsen study embraces highway common, radial highway common and highway contract carriers.

Witness Anthony developed an operating ratio of 90% by which the different costs are expanded. This operating ratio is said to

⁵ Among the more complete cost studies and rate bases presented were the following:

Cost Studies

Exhibit M-2 as amended by Exhibit M-9 by H.J. Bischoff, President of Southern California Freight Lines and Southern California Freight Forwarders.

Exhibit M-5 as superseded by Exhibit M-8 by C.G. Anthony, Vice-President of Pacific Freight Lines.

Exhibit M-7 as superseded by Exhibit M-20 by C.H. Jacobsen, Assistant Transportation Engineer for the Commission.

Rate Bases

Exhibit M-4 as amended by Exhibit M-10 by H.J. Bischoff.

Exhibit M-5 as superseded by Exhibit M-8 by C.G. Anthony.

Exhibit M-25 by A.E. McGowan, Head Rate Clerk for the Atchison Topeka and Santa Fe Railway Company.

Exhibit M-27 by M.G. Smith, Commerce Agent for Southern Pacific Company and Pacific Motor Transport Company.

Mileages are divided into 5 mile blocks up to 20, 30 and 50 miles in Anthony's, Jacobsen's and Bischoff's studies respectively and into 10 mile blocks thereafter up to and including 150 miles which is the maximum distance covered by the studies.

The weight groupings are as follows:

Up to 100 pounds	2000 to	4000 pounds	14000 to 20000 pounds
100 to 500 "	4000 to	6000 "	20000 to 30000 "
500 to 1000 "	6000 to	10000 "	30000 to 40000 "
1000 to 2000 "	10000 to	14000 "	

Witnesses Bischoff and Anthony testified that it was intended that their studies should include all shipments regardless of size and that the costs shown for shipments weighing from 30,000 to 40,000 pounds were likewise applicable for heavier shipments.

provide a return of 8% on one-half of the investment and to allow for gross receipt taxes of 3¹/₂% and social security taxes of 1%.⁷ The charges for general overhead are developed on a basis of \$0.2139 expense per dollar of revenue. Witnesses Bischoff and Jacobsen developed costs for general overhead directly in dollars per 100 pounds. These total costs are expanded 4% to take care of charges assignable to gross revenue but not previously allocated to any specific operation.

Witness Bischoff assumed that only one terminal service is performed on hauls up to 15 miles. Otherwise terminal handling costs (labor necessary to move shipments across the terminals) are figured on the assumption that all shipments up to 4,000 pounds are moved across two terminals, that 75% of the shipments weighing from 4,001 to 6,000 pounds, 50% weighing from 6,001 to 10,000 pounds, and that no shipments weighing in excess of 10,000 pounds move across the terminal platforms. Witness Bischoff assessed a greater terminal cost per 100 pounds for smaller shipments than for larger ones while witnesses Anthony and Jacobsen considered the same cost per 100 pounds for all shipments moved across the terminal platforms regardless of size.

All three witnesses treated the terminal overhead expenses in the same general manner, that is, in relation to the revenue received. The freight bill expense likewise was treated the same by all witnesses. Each determined the number of documents handled and allocated all costs pertaining to the issuing of freight bills, collections of charges, etcetera, to this account.

In figuring depreciation, witness Anthony provided for a flat

⁷ Although the witness used 8% on one-half of the investment in his calculation, he testified that he regarded this entirely inadequate for a business operating in free competition.

charge up to and including 50,000 miles per year and increased the depreciation expenses where greater hauls are involved. He used a 50% load factor regardless of the length of the haul. The other two witnesses used this same factor for the longer hauls but reduced it somewhat for the shorter ones. Otherwise the costs of line haul operation were treated the same by each of them. Variable costs in dollars per mile for a twenty-ton truck-and-trailer unit developed by these three witnesses are set forth in the following table:

	<u>Fuel</u>	<u>Lubricants</u>	<u>Tires</u>	<u>Repairs</u>	<u>Total</u>
Bischoff, Exhibit M-2	.0453	.0038	.0259	.0423	.1173
Anthony, Exhibit M-8	.0571	.0041	.0292	.0578	.1482
Jacobsen, Exhibit M-20	.0352	.0035	.0235	.0395	.1017

It is pointed out that merchandise was formerly transported between carriers' terminals but is now commonly picked up at the shippers' store doors and delivered at the consignees' store doors. This change is said to have completely revolutionized transportation and to have greatly increased the cost thereof. In many instances, however, the existing rate structure reflects the old terminal-to-terminal rates with little or nothing added to cover the increased costs. In fact the existing store door rates are frequently lower than the old terminal rates.⁸

Petitioners urged that the existing rates neither provided a return on their investment nor enabled them to pay reasonable wages to their employees.

Class Rates

As in the case of the cost studies the rate studies offered by witnesses Bischoff and Anthony are made after the same pattern.

⁸ The added cost of performing this additional service was recognized by the Commission in Decision No. 28760 in Case No. 4103 and in Decision No. 29342 in Part "J" of Case No. 4038, wherein 13½ and 14 cents per 100 pounds respectively were added to the old depot to depot rates to compensate for pick-up and delivery service on shipments weighing less than 4000 pounds.

They reflect the differences in the costs developed by these witnesses and are with minor exceptions similar. Both studies are based on the Western Classification and assume that the percentages by weight of 1st, 2nd, 3rd and 4th class shipments are 12, 17, 30 and 41 respectively. The ratio used in constructing class rates is 100% for 1st class, 90% for 2nd, 80% for 3rd and 70% for 4th class. Contending that the cost per shipment for the line haul on package merchandise (shipments weighing less than 100 pounds) is relatively small, witness Bischoff argued that there was little need for classification and that rates in this bracket should be based on weight only. He suggested the following rates, which he contended were in harmony with rates published by Railway Express Agency, United Parcel Service and maintained by the United States Parcel Post service and others:

⁹ Generally speaking, witness Anthony's rates are higher than those developed by witness Bischoff.

¹⁰ While these percentages vary from season to season as well as with the length of the haul, the figures used are said to reflect very closely the experience of these operators. They are the same as those used by witness W.S. Johnson, testifying for the Commission in Part "A" of Case No. 4088.

¹¹ The ratio most commonly accepted heretofore was 100% 1st, 85% 2nd, 70% 3rd and from 55 to 62½% 4th class. This ratio, using 60% for 4th class, was originally suggested by witness Bischoff for shipments weighing up to 10,000 pounds. For larger shipments he reduced the spread between classes by 50%. It is also the ratio, using 60% for 4th class, employed by witness Johnson in Part "A" of Case No. 4088. According to witness Anthony the spread of "100% 1st class down to 60% 4th class is all wrong. It is particularly wrong for a truck operator and it is decidedly wrong for the railroads on short hauls." He stated that it was simply the continuation of the railroad method of making class rates on less than carload quantities and that it was based on a variable rail cost of about 25% of the total, whereas for truck operation the variable cost was about 75%. Thus he contended any 4th class truck rate that amounts to less than 75% of the total cost of operating would be below direct cost.

<u>Weight of Shipment</u>	<u>Rate</u>	<u>Minimum Charge</u>
1- 25 pounds	35 cents	35 cents
26- 41 "	9 " plus 1¢ per lb.	35 "
41- 100 "	25 " plus 2¢ per lb.	50 "

Witness Anthony neither took issue with this proposal nor urged its adoption. However, witness Ahl testifying for the same company later introduced Exhibit M-19 which was supplemented by Exhibit M-23 (introduced by witness Baugh) setting forth more than 40 minima ranging from 35 cents for 26 pounds or less, to 75 cents for 100 pounds and over, excepting that for shipments to and from steamship docks at Los Angeles-Long Beach Harbors the minimum charge proposed is 85 cents.

The class rates proposed by these witnesses vary according to the size of the shipment and the length of the haul. On shipments up to 10,000 pounds Bischoff suggested a very abrupt increase in the rates as the distance increases from 15 to 20 miles whereas Anthony proposed a more gradual increase.

The studies introduced by the Atchison, Topeka and Santa Fe Railway Company and the Pacific Motor Transport Company are based on a scale prescribed by the Interstate Commerce Commission in I.C.C. Docket 14999, Arizona Corporation Commission v Arizona Eastern Railroad Company (113 I.C.C. 52) for use between Arizona on the one hand and points in California and New Mexico and El Paso, Texas on the other. This scale, known as the 14999 scale, has heretofore been prescribed for depot to depot service. To it the Pacific Motor Transport Company has added 10 cents per 100 pounds to cover the cost of rendering the pick-up and delivery service for distances of 50 miles and less. For greater distances up to 80 miles, it gradually

¹² Bischoff stated that although it was the general practice of highway common carriers to deliver property to terminals at point of destination and sort it for delivery in delivery trucks, this practice was not followed very extensively within a radius of 10 to 15 miles from terminal points nor at intermediate points farther removed from terminals. In the latter instance, however, he believes the cost to be as high as or higher than the cost of two terminal handlings. In the former his study discloses it to be substantially less.

decreased the amounts to be added. It proposed no addition for distances of 80 miles and over. The Santa Fe used the same scale, made the same addition up to 50 miles, but thereafter decreased the amounts to be added more slowly so that some addition was made up to 150 miles. The scale so developed, however, was used only as a working scale and another was built wherein the 4th class rates developed in the first scale were used as a base and the other classes spread so that 3rd was 115%, 2nd was 130% and 1st was 145% of 4th class.¹³ The Santa Fe, moreover, suggested rates for minima of 4,000 pounds and 10,000 pounds which were obtained by deducting from 5 to 14 cents, graduated as to distance, from the any-quantity rates to make the 4,000 pound rates and from 5 to 10 cents from the 4,000 pound rates to make the 10,000 pound rates. The witness was open-minded as to the need for a separate scale for lots of 2,000 pounds and stated that the 4,000 pound minimum should perhaps be raised to 5,000 pounds. He admitted that the scales for the higher weights were "more or less judgment" scales but said they also gave consideration to cost and to the effect they would have on the movement of the traffic. He opposed too many weight brackets on the ground that they would result in further complications without serving any good purpose and would particularly disrupt existing relationships between different merchandisers. He thought the proposals made by witnesses Bischoff and Anthony would throw short haul business to proprietary trucks.

The Pacific Motor Transport Company made no proposal for shipments moving in substantial quantities although the witness expressed the opinion that lower rates were necessary. He objected to more than three breaks which he thought might be any-quantity, 5000

¹³ Stated in terms of 100% for 1st class the percentages thereof for 2nd, 3rd and 4th classes would be 90, 79 and 69 respectively.

pounds ("or maybe 4,000") and 10,000 pounds. He believed 5,000 to 10,000 pound lots were handled over the platform by some operators whereas shipments over 10,000 pounds were generally handled as full truckloads, and that too many breaks would tend to divert traffic from the rail carriers to freight forwarders. The witness stated that railroad facilities were designed to handle carload shipments most economically, and that he could not see sufficient difference in the transportation of 4,000 and 6,000 pound shipments to justify a difference in rates. He pointed out that the costs developed by Anthony and Bischoff for transporting four 10,000 pound shipments were twice those for one 40,000 pound shipment, and contended that this difference was too great when transportation was by rail and that a rate adjustment based thereon would work to the rail lines' disadvantage. He also characterized the truck scales as being too high for small quantities and too low for large quantities.

Commodity Rates.

Originally witnesses Bischoff and Anthony did not propose any commodity rates. They testified that in certain instances commodity rates might be necessary, but added that such rates should be established only provided the quantity of the movement and the resultant saving in operating expenses, the ease of handling, or the low value of the article transported distinguished the shipment from those comprising the average flow of traffic. They strongly contended that in no case should commodity rates be established for the transportation of shipments weighing less than one ton. Anthony testified that there is no consistency in the present commodity rates, that they are discriminatory between commodities and between communities, and that they have come into existence through competition among the carriers for the

tonnage of a few shippers. During the course of the hearings, Bischoff introduced Exhibit M-21, which contains suggested classification exceptions. In a number of cases percentages of 4th class are set forth. Witnesses Russel and Baugh, testifying for the Southern California Motor Carrier's Association and the Southwestern Motor Tariff Bureau introduced exhibits (M-24 superseded by M-39) containing rates for so-called "field work." In the main, however, these exhibits cover fresh fruits and vegetables, articles not embraced by the order herein.

The witness for the Santa Fe pointed out that his company maintains a large number of commodity rates, some of which have been established to meet rates of competing carriers, some at the request of shippers, some purely upon the judgment of the carrier, and that many of them have in fact been established "on no basis at all." He believed that many of these commodity rates could and should be eliminated by the publication of proper rates along the lines suggested by witness Bischoff. He did not believe that commodity rates should be eliminated in their entirety but approved the general proposal made by Mr. Bischoff and was willing to go that far provided the right be retained to publish commodity rates from time to time as circumstances might require. He invited particularly the testimony of shippers in this regard.

The witness for the Pacific Motor Transport Company believed that some less-than-carload commodity rates are too low, but had not made sufficient study to conclude whether or not all less-than-carload commodity rates should be cancelled.

Mileages

Witness Bischoff introduced a mileage scale (Exhibit M-8

as amended and superseded by Exhibits M-11 and M-12) in which are contained suggested equated mileages to be used in the application of the proposed class rates. While the distances shown are generally the shortest distances between the points involved there are many exceptions, brought about, it is said, by an attempt to avoid departures from Section 24 of the Public Utilities Act.

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Witness Kagarise, owner of an express corporation and formerly general manager of a highway transportation company, agreed that wages had to be increased and that carriers should be allowed to earn a reasonable profit. He argued, however, that sufficient revenue could be obtained if charges were made for all necessary accessorial services and if all unnecessary services were eliminated. He referred particularly to special services rendered forwarding companies and drug houses and recommended among other things that a minimum charge of 85 cents be established for shipments moving to and from Los Angeles and Long Beach Harbors; that economies be effected in operation; that charges for handling C.O.D. shipments be increased and that allowances now made when shipments are picked up at or brought to carriers' depots be eliminated. Later, however, he conceded that most commodity rates should be eliminated and that class rates should "be readjusted on a sound basis." Although his testimony is said to be based on long experience in the transportation business, the witness had practically no data on such things as costs per ton, per mile, or per hour, or on the volume of loading, miles operated, use or load factors, and in fact offered little evidence in support of any of his contentions.¹⁴

¹⁴ The record, moreover, shows that when a company with which he acquired a substantial portion of his experience was disposed of in 1956, it owed a considerable sum of money including a large amount of delinquent C.O.D.'s, paid low salaries, operated old equipment and was generally in straitened circumstances. In fact it was shown by rebuttal testimony that if wages had been increased to a basis which no one questioned, the company would have suffered a net operating loss of about \$179,000.00.

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This witness also argued that costs of common carriers (from which he excluded parcel companies) should not be taken as a yardstick for determining rates for the transportation of shipments of approximately 40 pounds and less, and shipments of over 4,000 pounds. Those in the former class he said were particularly suitable for parcel delivery companies and those in the latter for contract carriers. It is sufficient here to state that in the studies of the Commission's engineer and apparently of the other witnesses, an endeavor was made to obtain the best and most reliable data available and that these studies include the transportation of both small and large lots by contract as well as by common carriers.

Although the record conclusively shows that it costs approximately 14 cents per 100 pounds merely to pick up and deliver shipments without considering the cost of rendering terminal and line-haul services, billing, collecting, accounting, overhead, etcetera, the witness criticized an increase in the present 4th class any-quantity pick-up and delivery rate of 15 cents per 100 pounds applying from Los Angeles to Pasadena.

A.W. Baynham operating four trucks and three trailers in the transportation of oil as a contract carrier and in the transportation of hay and produce as a proprietary carrier testified that the cost of hauling five tons of oil from Los Angeles to Tulare and returning with eight tons of hay, a round trip distance of 360 miles over the Tehachapi Mountains, was \$27.25. Included in this figure were such items as 49 cents for depreciation, 6 cents for taxes, 35 cents for maintenance and repair and 2 cents for tires and tubes. All of the figures mentioned are totals for the round trip of 360 miles.

¹⁵ Witnesses McGowan and Smith suggested that this rate be increased to 25 cents, Bischoff that it be increased to 30 cents, and Anthony that it be increased to 36 cents. On larger shipments the proposed rates are correspondingly lower.

He further testified that the depreciation accrued on only two of the trucks, and that there would be no depreciation on the others until he turned them in next year. Likewise he testified there was no depreciation on the trailers; he said they would "run forever."

In the administration of the Highway Carriers' and City Carriers' Acts various engineers for the Commission have made some twenty different studies of the cost of operating trucks in the transportation of a large variety of commodities under widely varying conditions. The figures developed by these engineers for comparable hauling in valley territory are in certain instances more per mile than the witness used for the 360 miles over a mountainous route. No further comment on this testimony, we believe, is necessary excepting perhaps to state that in various proceedings in which the Commission's engineers have testified, similar studies were introduced by other engineers and practical transportation men and that those studies generally indicated that the figures developed by the Commission's engineers are at least conservative.

Witnesses for the Western Warehouse and Transfer Company testified to the cost of performing the transportation service they render. Coupled with their testimony as to the rates charged for this service it is clear, however, that the showing is erroneous and of little probative value.

Excepting to the extent hereinbefore indicated, no testimony was received from any carrier in opposition to the proposals made. This does not mean, however, that all of the proposals have the wholehearted

¹⁶ The witness subsequently testified that the tonnage on shipments moving from the Harbor to their warehouse in Los Angeles and later distributed was duplicated in their studies. Even with this explanation, however, the inconsistencies are only partially explained.

approval of each of the several thousand carriers here involved. It appears that certain carriers eager to see transportation stabilized called conferences to which those known to be interested were invited, and from the discussions had at these conferences endeavored to formulate proposals which reflected the studied views of the majority. It is probably the first time that even such unanimity has been attained by such a large group of carriers.

H.W.Dail representing various truck drivers' labor unions urged that in the fixation of rates serious consideration be given to the wage question. He did not undertake to say on what wage basis operating costs should be computed but urged that it be reasonable and that the rates be sufficient to permit operators to pay such reasonable wages.

In general, shippers have taken a broad view of this matter and have recognized that if transportation is to be conducted on a sound and enduring basis it will be necessary that rates be so adjusted as to enable those who make their livelihood and invest their capital in this enterprise to obtain reasonable compensation therefor. Where increases are necessary the shippers are not opposed to them so long as they are reasonable and non-discriminatory. However, the views of shippers and shipper organizations do not in all cases coincide with those of the carriers as to what are reasonable and non-discriminatory rates. Certain shippers measured the reasonableness of the proposed rates by the volume of those now in effect, others by the

¹⁷ In addition to the carriers operating under the Public Utilities Act, there are subject to the Commission's jurisdiction more than 8,000 radial highway common and highway contract carriers, a large portion of which serve this territory.

estimated and sometimes conjectural cost of performing the service themselves, and still others by the effect they thought such rates would have upon their business. Many who were greatly alarmed when isolated instances of material increases came to their attention appeared less disturbed when they learned the full effect of the entire proposals and saw that decreases as well as increases were contemplated.

A witness for the Associated Jobbers and Manufacturers Association of Los Angeles introduced six exhibits consisting of maps, rate histories and comparisons. Among other things, he expressed apprehension that the proposed rates might result in violations of the long and short haul provisions of the Public Utilities Act, argued for a spread between class rates greater than that proposed or for the publication of commodity rates and classification exceptions, and urged that careful consideration be given to rates applying to southern California from the northern part of the State and from eastern shipping points.

More than a dozen shippers representing various lines of endeavor testified concerning the effect the proposed rates would have on their business and in many cases represented that if substantial increases in existing rates were brought about, they would undertake to perform their own transportation.

Considerable testimony was likewise received from numerous Chambers of Commerce.¹⁸ The Los Angeles Chamber of Commerce, among others, is fearful that increases in rates in its territory without

¹⁸ M.H. Myers, Secretary Manager of the Glendale Chamber of Commerce, C.C. Richards, Secretary of the Burbank Chamber and H.R. Brashear, Traffic Manager of the Los Angeles Chamber testified at some length concerning the effect the proposed rates would have upon those they represent.

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corresponding increases in other territories such as the San Francisco Bay area will subject the shippers it represents to an undue disadvantage and will make it more difficult to attract industries to the Los Angeles area. It frankly recognizes "that an emergency exists and that the carriers here involved should have additional revenue to make necessary wage increases, and to allow for increased costs of materials." (Pages 3 and 4 of its Brief) To meet this situation it recommends as a temporary expedient that a general increase not to exceed 15 per cent be granted between all points excepting Los Angeles and San Diego and points related thereto. It further recommends that an investigation into the common carrier rates applying throughout the State be instituted forthwith "for the purpose of securing rates for common carriers which, under honest and efficient management, will secure to them a reasonable return and which will give to no community within the State an undue advantage."

The Chamber is also fearful that with the fixation of rates for both common and contract carriers the latter would be at a disadvantage in making subsequent changes. This, however, will not be the case. The order herein may be modified as to all carriers upon a showing by any interested party that because of changed conditions or for other reasons such modification is necessary. Highway carriers, other than common carriers, may, moreover, make application to the Commission for authority to charge less than the minimum rates in accordance with the provisions of Section 11 of the Highway Carriers' Act.

¹⁹ This section reads as follows:

"If any highway carrier other than a common carrier desires to perform any transportation or accessorial service at a lesser rate than the minimum rates so established, the Railroad Commission shall, upon finding that the proposed rate is reasonable authorize such rates less than the minimum rates established in accordance with the provisions of section 10 hereof."

Other shippers and shippers' associations are disturbed because of the fact that as local rates are increased the rate disadvantage of outsiders shipping into their territory under rates not yet fully stabilized is reduced. In fact there seems to be a strong feeling that all rates should be revised at one time.

The fixation of reasonable and non-discriminatory rates under new and different legislation and for a vast number of carriers not heretofore subject to such regulation is a difficult task. It must be done with deliberation and circumspection. To review and revise the entire rate structure of this State at one time and to extend it so as to have it embrace approximately eight thousand additional carriers would be a colossal undertaking. Lines must of necessity be drawn and this cannot always be done without bringing about temporary inequalities. In changing to a sound and enduring rate structure from one which was built under conditions that no longer obtain and which has been torn down by unrestrained competition, substantial changes must necessarily be made. It is the purpose of the Commission to comply with the mandate of the Legislature by fixing just, reasonable and non-discriminatory rates for all carriers as to all commodities and localities at the earliest practicable date so as to promote an equality of competitive transportation conditions between all agencies of transportation and to preserve to the public the full benefit and use of the public highways consistent with the needs of commerce. To refrain, however, from establishing any rates until related

20
A more complete discussion of the regulatory legislation affecting the fixation of transportation rates in this State is contained in Decision No. 29267, dated November 9, 1936, in Case No. 4079, In re: Rates, Rules, Regulations and Practices of Carriers Engaged in the Transportation of Petroleum Products etc.

B

adjustments can be made in all other parts of the State will be to halt all progress in rate stabilization. Such differences as are brought about by the fixation of rates in this territory without the concurrent fixation of rates in any or all other territories do not under the circumstances constitute undue discrimination.

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An analysis of the testimony of witnesses who have concluded that they could perform the service more cheaply with their own trucks or with trucks they propose to purchase shows that such items as supervision, general overhead, interest on investment, cargo insurance, rent, taxes and the like are frequently omitted or understated, and that ideal conditions which do not obtain while the for-hire carrier is performing the service are often presumed. It may be well, however, at this point to observe that what it will cost the shipper to perform his own service is perhaps less important than what he thinks it will cost him. If a shipper makes a substantial investment on the strength of his belief that he can save money by operating his own trucks, and subsequently finds that he was mistaken, he is not likely to abandon his plans for some time unless the difference in cost is extremely great.

From the evidence of record it seems clear that the existing rate structure is maladjusted and in need of substantial reform. Class rates have no particular relation to distance or to one another;

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It should be noted that in addition to rates for the transportation of shipments weighing less than 4000 pounds, and for the transportation of certain commodities throughout the greater portion of the State, the Commission has recently revised class and commodity rates between the San Francisco Bay area on the one hand and points in central California from Gustine, Turlock, Denair and Soledad on the south to Yuba City Loomis, Folsom and Milton on the north and east (Case No. 4088, Part "J", and Cases Nos. 4103 and 4133). Hearings are now being conducted involving class and commodity rates between San Francisco Bay points on the one hand and Sacramento and North Sacramento on the other (Case No. 4088, Part "Q", and Case No. 4145, Part "D").

22 Such a structure frequently disrupts the relative geographic positions of competing jobbing, manufacturing and port communities. The Board of Harbor Commissioners of the City of Long Beach, represented by Charles A. Bland, contended the "mileage plan" of naming rates is sound in principle and well supported by authority and urged its adoption.

commodity rates lack consistency and appear to have largely come into existence through unrestrained competition among the carriers for the tonnage of relatively few shippers.²³ These few shippers and commodities have undoubtedly benefited from the depressed commodity rates, but the lightening of the transportation burden on the favored commodities has resulted in increasing the burden borne by the many other articles of commerce which must move.

The distance class rates and the accompanying rules and regulations set forth in Appendix "A" attached to the order herein are calculated to bring about the much needed reform. They are on the average substantially lower than those contained in the proposals hereinbefore discussed. In fact they are lower than many existing class and commodity rates. They are constructed with definite relation to distance and provide a more equitable spread between classes than the present class rates. It will be noted that in addition to a change in the volume of the rates we have eliminated a number of the weight and mileage groupings suggested by witnesses Bischoff and Anthony. That there is a difference in the cost per 100 pounds of transporting a 4,000 and a 6,000 pound shipment or of hauling the same shipment five or ten miles is not disputed, but there is likewise a difference between 4,000 and 4,001 pounds and between five and six miles, or even fractions thereof. It is all a matter of degree. The groupings herein prescribed are less complicated and less objectionable to shippers, and create as great a refinement as can properly be made at this time. This is equally true with respect to the minimum charges herein established.

When class rate structures are properly adjusted, few if any commodity rates for shipments weighing 18,000 pounds and less are justified. The promiscuous filing of commodity rates tends toward discrimination between commodities and communities, and serves to break down the class rates and the classification upon which the rate structure is built. Under the old structure commodity rates were undoubtedly

²³ For these reasons a horizontal increase in rates is not practicable.

necessary but the record here made discloses no justification for their prescription for the future, and none have been established. However, it should be observed that exceptions to the applicable classification ratings have been provided for certain commodities which the record indicates are, in view of the circumstances and conditions prevailing in the territory here involved, entitled to special consideration. Moreover the rates and rules contained in Appendix "A" hereof will have the effect of reducing materially certain classification ratings and of liberalizing packing requirements, and these factors will, at least in a large measure, compensate for many of the rates that have been eliminated.

In an adjustment as extensive as this one it is recognized that both increases and reductions must be made and that they will in some cases be substantial. It should be observed, however, that many of the extreme examples are of slight importance as far as the actual movement of traffic is concerned, and further that the increases and reductions largely offset one another.

Notwithstanding the numerous reductions contemplated, we believe the rates, rules and regulations contained in the Appendix will give to the carriers a substantial portion of the relief which the record demonstrates they so badly need and which they must have if the public is to be assured of a sound and enduring transportation system. We believe that the structure prescribed is fair and proper, and one that will afford a basis upon which further changes or modifications can be made without confusion if, upon a reasonable trial, experience indicates that such are necessary.

To the extent relief from the long and short haul provisions of the Public Utilities Act and Constitution may be desirable or necessary to maintain an equality of transportation rates as between competing carriers or other forms of transportation, applications for such relief should be filed with the Commission forthwith.

FINDINGS

Upon consideration of all the facts of record we find:

(1) That the existing rates, rules and regulations charged, collected and observed by common carriers for the transportation of property with pick-up and/or delivery service between the points for which rates are provided in Appendix "A" attached to the order herein, to the extent that they are lower in volume or effect than the rates, rules and regulations set forth in said Appendix "A", are unreasonable, insufficient, and not justified by the actual competitive transportation rates of competing carriers nor by the costs of other means of transportation.

(2) That rates, rules and regulations no lower in volume or effect than those set forth in Appendix "A" should be prescribed as reasonable and sufficient rates, rules and regulations for common carriers.

(3) That the rates, rules and regulations set forth in Appendix "A" are justified and should be established as the just, reasonable and non-discriminatory minimum rates, rules and regulations for the transportation of property with pick-up and/or delivery service between the points for which rates are provided in said Appendix "A" by radial highway common carriers and highway contract carriers.

(4) That common carriers, radial highway common carriers and highway contract carriers will not for the future be justified in charging, collecting or observing rates, rules or regulations for the transportation of property with pick-up and/or delivery service between the points for which rates are provided in Appendix "A" lower in volume or effect than those set forth in said Appendix "A".

(5) That the rates, rules and regulations set forth in Appendix "A" will provide an equality of transportation rates between all competing agencies of transportation.

(6) That the rates set forth in Appendix "A" are predicated upon existing conditions and that the prescribing thereof shall not be construed as a finding or determination by the Commission that those theretofore charged, collected, published and filed by common carriers were in the past in excess of reasonable rates.

O R D E R

Public hearings having been held in the above entitled proceedings and based upon the evidence received at the hearings and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that all common carriers as defined in the Public Utilities Act be and they are hereby ordered and directed to establish on or before thirty (30) days from the effective date of this order, on not less than ten (10) days' notice to the Commission and to the public, rates, rules and regulations no lower in volume or effect than those set forth in Appendix "A" attached hereto and hereby made a part hereof, for the transportation, with pick-up and/or delivery service, of the property between the points for which rates are provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that the rates, rules and regulations set forth in said Appendix "A" be and they are hereby established and approved, effective thirty (30) days from the effective date of this order, as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by any and all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935) for the transportation, with pick-up and/or delivery service, of property between the points for which rates are provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that all common carriers as defined in the Public Utilities Act and all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935) be and they are hereby ordered to cease and desist on or before thirty (30) days from the

effective date of this order, and thereafter abstain from charging, collecting or observing rates, rules or regulations lower in volume or effect than those set forth in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that to the extent the rates, rules and regulations herein established, for the same transportation, are different from those established in and by:

(1) Decisions Nos. 28761 of April 27, 1936, and 28831 of May 22, 1936, in Part "A" of Case No. 4088, for the transportation of property, and

(2) Decision No. 29313 of November 30, 1936, in Part "C" of Case No. 4088 and in Case No. 4107, for the transportation of commodities other than those described in Item No. 10, Appendix "A" of said decision,

the rates, rules and regulations herein established shall supersede such rates, rules and regulations established in and by said decisions.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier shall issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof, but may include in said freight bill, in addition to the provisions appearing in said form, such other reasonable and lawful provisions as may be deemed proper, and shall retain and preserve for reference, subject to the inspection of the Commission, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall have and it does hereby retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-dis-

criminatory maximum and minimum or maximum or minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common carriers and highway contract carriers both for transportation service hereinabove described and for such other transportation and accessorial service as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities here involved between all competing agencies of transportation.

The effective date of this order shall be February 19, 1937.

Dated at San Francisco, California, this 25th day of
January, 1937.

William J. ...
Leon ...
...
...
...
Commissioners.

APPENDIX "A"

NAMING REASONABLE AND SUFFICIENT RATES FOR
COMMON CARRIERS AS DEFINED IN THE PUBLIC UTILI-
TIES ACT OF THE STATE OF CALIFORNIA

AND

JUST, REASONABLE AND NON-DISCRIMINATORY MINIMUM
RATES FOR RADIAL HIGHWAY COMMON CARRIERS AND
HIGHWAY CONTRACT CARRIERS AS DEFINED IN THE HIGH-
WAY CARRIERS' ACT (CHAPTER 223, STATUTES OF 1935)

FOR THE

TRANSPORTATION OF PROPERTY BETWEEN POINTS IN
SOUTHERN CALIFORNIA AS INDICATED HEREIN

TOGETHER WITH

RULES AND REGULATIONS.

EXPLANATION OF ABBREVIATIONS

C.O.D - Collect on delivery.
D-1 - Double First Class.
L.C.L.- Less than carload.
No. - Number.
Viz. - Namely.

RULE NO. 10 - DEFINITION OF TECHNICAL TERMS

(a) POINT OF ORIGIN means the precise location at which property is picked up or to be picked up and loaded in or on equipment of the carrier for transportation.

(b) POINT OF DESTINATION means the precise location at which property is discharged or to be discharged from the equipment of the carrier.

(c) SHIPMENT means a lot received from one shipper on one shipping order or one bill of lading at one point of origin at one time for one consignee at one destination. (See Rule No. 90 for exception.)

(d) CURRENT CLASSIFICATION means Western Classification No. 66, C.R.C. No. 611 of M. A. Cummings, Agent, supplements thereto and successive issues thereof.

(e) CURRENT EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 of M. A. Cummings, Agent, supplements thereto and successive issues thereof.

SECTION NO. 1 - RULES AND REGULATIONS

RULE NO. 20 - APPLICATION OF APPENDIX

(a) Except as indicated in paragraph (b) hereof, this appendix applies only within the territory described in Rule No. 30.

(b) For the transportation of any shipment from, to, or through the territory referred to in paragraph (a) hereof, the charge for the entire service shall be not less than the charge herein established for the service performed within said territory.

(c) This appendix does not apply upon:

(1) Automobiles.

(2) Fruit, fresh; vegetables, fresh or green.

(3) Milk, cream, buttermilk, cottage cheese, pot cheese, or unflavored ice-cream mix when transported in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.

(4) Motion picture films and motion picture accessories.

(5) Oil, Water or Gas Well Outfits and Supplies as described in Item No. 10 of Appendix "A" to Decision No. 29313 of November 30, 1936, in Cases 4088-"C", 4106 and 4107, between points for which rates are provided in said decision.

(6) Petroleum products (liquid, refined), including compounded oils having a petroleum base, as described in Supplement 17 to Western Classification No. 65 (Supplement No. 17 to C.R.C. No. 580 of M. A. Cummings, Agent), under the heading "Petroleum or Petroleum Products ***" (except petroleum crude oil, petroleum fuel oil and petroleum gas oil) when transported in tank cars, tank trucks, tank trailers or tank semi-trailers, or a combination of such highway vehicles.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 20 - APPLICATION OF APPENDIX (Concluded)

(7) Property transported by Railway Express Agency, Inc., United Parcel Service, Inc., or Louis M. Goodman doing business as Goodman Delivery Service and 20th Century Delivery Service.

(8) Sand, rock, gravel, road building material, excavated material, building materials, asphaltic concrete, decomposed granite, and stabilizing materials, when transported by dump truck.

(9) Shipments weighing more than 18,000 pounds.

(10) Livestock.

(11) Used household goods and personal effects, second-hand furniture, musical instruments, radios, office and store fixtures and equipment.

RULE NO. 30 - APPLICATION OF APPENDIX - TERRITORIAL DESCRIPTION

Except as otherwise indicated in Item No. 20 (b), this appendix applies only in the territory enclosed within the following boundaries:

Beginning at the point the Ventura County-Los Angeles County boundary intersects the Pacific Ocean, and following northeasterly along said boundary to the point it intersects State Highway No. 118, approximately two miles west of the unincorporated town of Chatsworth; thence easterly along the northerly border of State Highway No. 118 to San Fernando; thence northeasterly along the northerly border of the county road known as Maclay Avenue to the point it intersects the southerly boundary of Angeles National Forest; thence southeasterly and easterly along the southerly boundary of Angeles National Forest and of San Bernardino National Forest to the point it intersects the county road known as Mill Creek Road; thence westerly along the southerly border of said county road to Redlands; thence southeasterly along the northerly border of Reservoir Street and of U.S. Highway No. 99 to the point it intersects the county road known as Redlands Boulevard; thence easterly along the northerly

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 30 - APPLICATION OF APPENDIX - TERRITORIAL DESCRIPTION
(Continued)

border of said Redlands Boulevard to and including the unincorporated town of Yucaipa; thence westerly and northwesterly along the southerly borders of said Redlands Boulevard, U. S. Highway No. 99 and Reservoir Street to Redlands; thence westerly along the southerly border of Brookside Avenue and the county road known as Barton Avenue to the point Barton Avenue intersects the county road extending southerly and westerly to the county road known as La Cadena Drive; thence southerly and westerly along the southerly border of said county road to the point it intersects La Cadena Drive; thence southerly along the easterly border of La Cadena Drive to Riverside; thence southeasterly and easterly along the northerly border of State Highway No. 60 to the point it intersects the county road extending southeasterly to San Jacinto; thence southeasterly along the easterly border of said county road to San Jacinto; thence southerly along the easterly border of the county road known as San Jacinto Avenue to State Highway No. 74; thence westerly along the southerly border of State Highway No. 74 to Hemet; thence southerly along the easterly border of the county road known as State Street to the point it intersects the county road extending westerly to the county road known as Washington Avenue, near the unincorporated town of Winchester; thence westerly along the southerly border of said county road to Washington Avenue; thence southerly along the easterly border of Washington Avenue to the point it intersects the county road extending westerly and southwesterly to U. S. Highway No. 395 near Temecula; thence westerly and southwesterly along the easterly border of said county road to U. S. Highway No. 395; thence southerly along the easterly border of U. S. Highway No. 395 to San Diego; thence southerly from San Diego along the easterly border of U. S. Highway No. 101 to the California-Mexico border; thence westerly along said border to the Pacific Ocean; thence northwesterly along the shore line of the Pacific Ocean to the point of beginning. (NOTE: Where the boundary line intersects the limits of an incorporated city, the boundary line shall follow the city limits so as to include the city within the boundary.)

EXCEPTION NO. 1: This appendix does not apply upon traffic moving between steamship docks or wharves at Los Angeles Harbor or Long Beach Harbor on the one hand, and the territory enclosed within the following boundaries on the other hand, including both sides of the streets, boulevards, roads, avenues or highways named:

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 30 - APPLICATION OF APPENDIX - TERRITORIAL DESCRIPTION
(Concluded)

Beginning at the mouth of the San Gabriel River and following northerly along the San Gabriel River to Whittier Boulevard; thence westerly along Whittier Boulevard to Euclid Avenue; thence northerly along the easterly, westerly along the northerly, and southerly along the westerly boundaries of the Los Angeles Pick-up and Delivery Zone, as described in Rule 60(c), to Florence Avenue; thence continuing southerly along Van Ness Avenue to Manchester Avenue; thence westerly along Manchester Avenue to Cypress Avenue; thence southerly along Cypress Avenue to Century Boulevard (formerly Pine Street); thence westerly along Century Boulevard to the Pacific Ocean; thence southerly and easterly along the shore line of the Pacific Ocean to the point of beginning.

EXCEPTION NO. 2: This appendix does not apply upon traffic having both origin and destination in the territory enclosed within the following boundaries, including both sides of the streets, boulevards, roads, avenues or highways named:

Beginning at the intersection of Eastern Avenue with Valley Boulevard (Alhambra Avenue), and following southerly along Eastern Avenue to Whittier Boulevard; thence easterly along Whittier Boulevard to San Gabriel Boulevard; thence south-westerly along San Gabriel Boulevard to Anaheim-Telegraph Road; thence northwesterly along Anaheim-Telegraph road to Paramount Boulevard; thence southwestwesterly along Paramount Boulevard to Stewart-and-Gray Road; thence westerly along Stewart-and-Gray Road to Atlantic Boulevard; thence southerly along Atlantic Boulevard to Century Boulevard; thence northwesterly along Century Boulevard to Alameda Street; thence northerly along Alameda Street to Firestone Boulevard; thence westerly along Firestone Boulevard to Central Avenue; thence northerly along Central Avenue to Florence Avenue; thence westerly along the southerly, northerly along the westerly and easterly along the northerly boundaries of the Los Angeles Pick-up and Delivery Zone, as described in Rule 60(c), to the intersection of Valley Boulevard (Alhambra Avenue) with Bonnie Beach Place; thence northeasterly along Valley Boulevard to the point of beginning.

SECTION NO. 1 - RULES AND REGULATIONS (continued)

RULE NO. 40 - APPLICATION OF RATES

(a) Except as otherwise provided in Rule No. 90, rates are for the transportation of shipments as defined in Rule No. 10(c). Rates include pick-up and delivery at sidewalk, platform, truckside, or inside shipper's and consignee's door at street level only; except that rates include pick-up and delivery at other than street level where vehicular elevator service or vehicular ramp is provided.

(b) For transportation which includes pick-up at point of origin or delivery at point of destination, but not both, the rates shall be 5 cents per 100 pounds less than those provided herein; but in no case shall the net transportation rate be less than 6 cents per 100 pounds.

(c) When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater unit of minimum weight, the latter will apply.

(d) For the purpose of applying class rates between points for which mileage is specifically provided in Section No. 4, such specific mileage shall be used.

(e) For the purpose of applying class rates between points for which mileage is *not* specifically provided in Section No. 4, mileage will be computed via the shortest public highway route, taking the mileage specifically provided for such portion of the route as is shown in Section No. 4 and adding thereto the actual or constructive mileage (observing the basis provided in Decision No. 29253 of November 9, 1936, in Case No. 4088, Part "N") for the remainder of the route. If mileage is provided in Section No. 4 for no portion of the route from point of origin to point of destination, use actual

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 40 - APPLICATION OF RATES (Concluded)

or constructive mileage (observing the basis provided in said Decision No. 29253).

In computing mileages, fractional parts of a mile will be disposed of as follows:

Decimals of .5 or over will be counted as 1 mile.

Decimals of less than .5 will be dropped.

In computing mileages made up by use of two or more factors, or in constructively increasing actual mileages, all decimals should be retained until the final result and then disposed of in accordance with the foregoing.

(f) In the event the application of the common carrier intrastate rates, rules and regulations lawfully in effect on and after thirty (30) days from the effective date of the order herein, for the same transportation of the same shipment of property from and to the same points, results in a lower aggregate charge than the charge resulting from the application of the rates provided herein, such lower charge shall apply.

RULE NO. 50 - APPLICATION OF CURRENT CLASSIFICATION

(a) Except as otherwise provided herein, this appendix is governed by the Western Classification No. 66, C.R.C. No. 611 of M. A. Cummings, Agent, and by exceptions thereto, Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 of M. A. Cummings, Agent, and by supplements to and successive issues of said publications.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 50 - APPLICATION OF CURRENT CLASSIFICATION (Concluded)

(b) Where the ratings, rules and regulations or other provisions or conditions shown in the current Classification or current Exception Sheet are in conflict with those shown in this appendix, the latter will apply.

(c) Except as otherwise provided in Section No. 2, class rates contained herein are subject to ratings as shown in the current Classification and current Exception Sheet for L.C.L. (less carload) or any-quantity rates only. If two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.

(d) Articles will not be subject to the packing requirements of the current Classification or current Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.

(e) The following rules in the current Classification are not applicable to rates named herein:

- 1, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 24, 27, 28, 29,
- 30, 31, 32, 34, 35, 37, 38, 39, 40, 41, 43, 44.

RULE NO. 60 - PICK-UP AND DELIVERY ZONES

Mileages shown in Section No. 4 apply as follows:

(a) Unincorporated communities, from or to all points within a radius of one mile from the commercial center of the community.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 60 - PICK-UP AND DELIVERY ZONES (Concluded)

(b) Incorporated cities other than Los Angeles or San Diego, from or to all points within the city limits.

(c) LOS ANGELES, from or to all points within the territory bounded as follows, including both sides of the streets, boulevards, roads, avenues or highways named:

Commencing at the intersection of North Broadway and Mission Road, thence westerly on North Broadway to Daly Street, northerly on Daly Street to Pasadena Avenue, northerly on Pasadena Avenue to Dayton Avenue, southwesterly on Dayton Avenue to San Fernando Road, southeasterly on San Fernando Road to Pasadena Avenue, southwesterly on Pasadena Avenue to North Broadway, westerly and southerly on North Broadway to Bernard Street, westerly on Bernard Street to Lilac Terrace, westerly on Lilac Terrace to Sunset Boulevard, northwesterly on Sunset Boulevard to Hollywood Boulevard, westerly on Hollywood Boulevard to La Brea Avenue, southerly on La Brea Avenue to Wilshire Boulevard, easterly on Wilshire Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Pico Boulevard, easterly on Pico Boulevard to Arlington Avenue, southerly on Arlington Avenue to Fifty-fourth Street, easterly on Fifty-fourth Street to Van Ness Avenue, southerly on Van Ness Avenue to Florence Avenue, easterly on Florence Avenue to Atlantic Avenue, northerly on Atlantic Avenue to Bandini Boulevard, westerly on Bandini Boulevard to Downey Road, northerly on Downey Road to Lorena Street, Northerly on Lorena Street to Whittier Boulevard, westerly on Whittier Boulevard to Euclid Avenue, northerly on Euclid Avenue to Fourth Street, westerly on Fourth Street to Evergreen Avenue, northerly on Evergreen Avenue to Wabash Avenue, easterly on Wabash Avenue to Ramona Boulevard, easterly on Ramona Boulevard to Bonnie Beach Place, northerly on Bonnie Beach Place to Alhambra Avenue, westerly on Alhambra Avenue to Mission Road, northerly on Mission Road to point of beginning.

(d) SAN DIEGO, from or to all points within the territory bounded as follows, including both sides of the streets, boulevards, roads, avenues or highways named:

Bounded on the north by Adams Avenue, on the east by 30th Street, on the south by San Diego Bay and on the west by Mission Hills and San Diego Bay.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 70 - ACCESSORIAL SERVICES

(a) For pick-up or delivery at other than street level, where no vehicular elevator service or vehicular ramp is provided, an additional charge of 5 cents per 100 pounds, minimum additional charge 25 cents per shipment, shall be made.

(b) For stacking, sorting or any other accessorial service not otherwise provided for in this rule, an additional charge of 75 cents per man per hour shall be made.

(c) For collecting and remitting the amount of C.O.D. bills on C.O.D. shipments, additional charges shall be made as provided in Rule No. 80.

(d) Split pick-up service or split delivery service will be performed only under the conditions and at the charges provided in Rule No. 90.

RULE NO. 80 - C.O.D. SHIPMENTS

(a) In the handling of C.O.D. shipments carrier shall, immediately upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing, instructs otherwise, remit to consignor all moneys collected by it on such shipment.

(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

Under \$100.00 one-half of one per cent, minimum charge	\$0.15
\$100.00 and not over \$200.0050
Over \$200.00 and not over \$300.0070
Over \$300.00 and not over \$500.0080
Over \$500.00 add 25 cents for each \$100.00 or fraction thereof.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

RULE NO. 90 - SPLIT PICK UP OR SPLIT DELIVERY

(a) Under the conditions set forth in paragraph (e) hereof, at charges provided in paragraph (c) hereof, shipments may be picked up from more than one consignor, and/or at more than one point of origin (providing the second and succeeding points of origin are intermediate between the first point of origin and destination).

(b) Under the conditions set forth in paragraph (e) hereof, at the charges provided in paragraph (d) hereof, shipments may be delivered to more than one consignee, and/or at more than one destination (providing the first and succeeding destinations are intermediate between the point of origin and the last destination).

(c) Charges upon split pick-up shipments as described in paragraph (a) hereof shall be computed upon the weight of each component part at the rate applicable for the entire lot from the highest rated point of origin to destination, plus a sum equal to one cent per 100 pounds for the weight of each pick-up but in no case less than 25 cents per pick-up.

(d) Charges upon split delivery shipments as described in paragraph (b) hereof shall be computed upon the weight of each component part at the rate applicable for the entire lot from point of origin to the highest rated point of destination, plus a sum equal to one cent per 100 pounds for the weight of each delivery but in no case less than 25 cents per delivery.

(e) Shipments shall originate on one shipping order or one bill of lading on one day. Shipments shall weigh (or transportation charges shall be computed upon a weight of) not less than 4,000 pounds. No shipment shall be accorded both split pick-up and split delivery.

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)

RULE NO. 100 - CHARGES FOR SHIPMENTS OF 100 POUNDS AND LESS
AND MINIMUM CHARGES

(a) The charge per shipment for shipments weighing 100 pounds or less shall be as follows:

<u>Weight of Shipment</u>	<u>Charge in Cents</u>
25 pounds or less	35
Over 25 pounds but not over 50 pounds	45
Over 50 pounds but not over 75 pounds	55
Over 75 pounds but not over 100 pounds	65

(b) The minimum charge per shipment for shipments weighing:
Over 100 pounds shall be. 75

B

SECTION NO. 2 - EXCEPTIONS TO CURRENT CLASSIFICATION
AND CURRENT EXCEPTION SHEET

ITEM NO.	COMMODITY	CLASS RATING
10	Beans, dry	90% of 4
20	Beverages, malt, viz: Ale, Beer, Beer Tonic, Porter, Stout	4
30	Canned Goods, as described in Item No. 210 series of current Exception Sheet	90% of 4
40	Feed, animal or poultry	90% of 4
50	Fertilizers	80% of 4
60	Flour	90% of 4
70	Flowers, fresh cut	D-1
80	Hay or Straw, in bales	90% of 4
90	Insecticides or Fungicides, agricultural	90% of 4
100	Junk, viz.: Paper, waste, and Rags, in machine compressed bales; Sacks, old, worn-out; Tires (rubber), old, worn- out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap	80% of 4
110	Paper, newsprint, in rolls	4
120	Refuse (citrus fruit), not fit for human consumption	80% of 4
130	Salt, common	90% of 4
140	Sugar	90% of 4
150	Walnuts, in the shell	4
160	Wine, domestic, having a declared value of not more than \$2.00 per gallon	4

CLASS RATES IN CENTS PER 100 POUNDS

SECTION NO. 3 - CLASS RATES

MILES (See Rule No. 40(d) and (e))	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds				Minimum Weight 18,000 Pounds			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Not over 10	35½	32	28½	25	29	26	23	20½	23½	21	19	16½	13	11½	10½	9	8½	7½	7	6
Over 10 but not over 20	36½	33	29	25½	30	27	24	21	24½	22	19½	17	14	12½	11	10	10	9	8	7
Over 20 but not over 30	38	34	30½	26½	31½	28½	25	22	26	23½	21	18	15½	14	12½	11	11½	10½	9	8
Over 30 but not over 40	39½	35½	31½	27½	33	29½	26½	23	27½	25	22	19½	17	15½	13½	12	13	11½	10½	9
Over 40 but not over 50	41	37	33	28½	34½	31	27½	24	29	26	23	20½	18½	16½	15	13	14½	13	11½	10
Over 50 but not over 60	42½	38½	34	30	36	32½	29	25	30½	27½	24½	21½	20	18	16	14	15½	14	12½	11
Over 60 but not over 70	44½	40	35½	31	38	34	30½	26½	32½	29½	26	23	22	20	17½	15½	17½	16	14	12½
Over 70 but not over 80	46½	42	37	32½	40	36	32	28	34½	31	27½	24	24	21½	19	17	19½	17½	15½	13½
Over 80 but not over 90	48½	43½	39	34	42	38	33½	29½	36½	33	29	25½	26	23½	21	18	21½	19½	17	15
Over 90 but not over 100	51	46	41	35½	44½	40	35½	31	38½	34½	31	27	28	25	22½	19½	23½	21	19	16½
Over 100 but not over 120	54	48½	43	38	48	43	38½	33½	41½	37½	33	29	31	28	25	21½	26½	24	21	18½
Over 120 but not over 140	57½	52	46	40½	51	46	41	35½	45	40½	36	31½	34	30½	27	24	30	27	24	21
Over 140 but not over 160	60½	54½	48½	42½	54	48½	43	38	48½	43½	39	34	38	34	30½	26½	33½	30	27	23½
Over 160 but not over 180	64	57½	51	45	57	51½	45½	40	51½	46½	41	36	41	37	33	28½	36½	33	29	25½
Over 180 but not over 200	67½	61	54	47½	60½	54½	48½	42½	55	49½	44	38½	44½	40	35½	31	40	36	32	28

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
AND													
Alta Loma	42.0	58.2	51.4	35.3	32.9	39.9	64.5	33.5	28.9	19.5	13.0	5.0	18.8
Anaheim	28.0	37.0	19.0	15.0		7.0	33.0	30.0	21.3	26.9	19.9	27.9	48.7
Anaheim Landing	28.0	36.0	8.0	19.0	16.5	15.0	31.5	33.0	26.0	34.9	35.9	43.9	64.7
Alberhill	71.0	81.0	63.5	57.5	44.5	47.5	53.0	67.6	58.0	54.1	41.5	39.0	46.0
Alhambra	8.2	25.7	23.0	7.5	26.0	33.0	59.0	4.0	6.5	15.0	23.0	28.4	49.3
Altadena	13.0	28.2	30.0	18.2	32.7	39.7	65.7	3.5	12.2	15.2	27.8	30.7	50.5
Arcadia	15.5	31.7	29.5	14.5	27.3	34.3	60.3	7.0	6.0	6.5	19.1	22.0	41.8
Arlington	53.5	67.5	50.0	44.0	31.0	34.0	57.0	49.5	40.5	35.5	24.0	20.0	17.5
Artesia	20.5	29.5	11.0	9.0	10.5	16.5	42.0	23.0	16.0	24.9	27.9	35.9	56.7
Athens	9.5	15.0	14.0	18.0	24.0	30.0	53.5	19.0	21.0	29.6	37.3	45.3	65.6
Atwood	31.5	41.5	25.5	18.0	6.5	10.5	33.5	33.0	24.3	29.9	21.4	28.5	43.5
Azusa	22.0	38.7	32.6	16.9	26.9	33.9	59.9	14.0	9.6		12.6	15.5	35.3
Balboa Beach	42.5	50.5	22.5	31.0	19.4	12.4	22.0	46.0	39.0	46.3	39.3	47.3	63.9
Baldwin Park	16.7	35.0	27.5	12.0	22.3	29.3	55.3	15.0	4.5	5.1	12.5	19.4	40.2
Bassett	15.5	33.0	25.0	8.5	18.8	25.8	51.8	13.0	2.5	7.6	15.3	23.3	43.6
Bell	7.5	19.5	13.5	11.5	20.0	26.0	52.0	13.5	13.5	21.8	29.5	37.5	57.8
Bellflower	18.0	27.0	10.0	9.0	14.0	20.0	43.0	22.9	16.0	24.9	30.4	38.4	59.2
Belvedere	5.5	22.0	17.0	8.5	23.0	30.0	56.0	9.5	9.5	17.8	25.5	33.5	53.8
Beverly Hills	10.5	7.5	28.6	22.6	36.6	42.6	68.1	17.2	23.5	31.2	40.0	46.7	66.5
Bloomington	50.5	68.0	59.4	43.3	40.9	47.5	70.5	45.5	37.5	31.5	21.0	16.8	7.3
Bonsall	102.5	110.5	82.5	91.0	76.0	69.0	43.0	106.0	97.3	102.9	95.9	104.0	105.0
Brea	24.5	39.0	24.0	11.0	5.5	12.5	38.5	26.0	17.3	22.9	14.4	22.4	43.2
Bryn Mawr	61.0	78.5	69.0	53.8	50.0	53.0	76.0	55.8	48.0	41.8	31.5	27.3	6.5
Buena Park	22.5	31.5	16.5	10.0	5.5	11.5	37.5	25.0	18.0	22.8	21.9	29.9	50.7
Burbank	11.0	21.0	31.0	25.0	39.0	45.0	70.5	10.2	20.9	24.2	36.8	39.7	59.5
Cahuenga Park	15.5	14.0	35.5	29.5	43.5	49.5	75.0	18.9	28.0	32.9	45.0	48.4	68.2

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
AND													
Canoga Park	27.0	23.5	47.0	41.0	55.0	61.0	86.5	27.5	38.2	41.5	54.1	57.0	76.8
Capis-trano	57.0	66.0	42.5	45.0	30.0	23.0	3.0	60.0	51.3	56.9	49.9	56.5	71.5
Cardiff	99.5	107.5	79.5	88.0	73.0	66.0	40.0	103.0	94.3	99.9	92.9	99.5	114.5
Carlsbad	88.5	96.5	68.5	77.0	62.0	55.0	29.0	92.0	83.3	88.9	81.9	88.5	103.5
Casa Blanca	55.7	70.0	52.5	46.5	33.5	36.5	59.5	51.7	42.7	37.7	26.2	22.2	15.5
Chats-worth	31.0	27.5	51.0	45.0	59.0	65.0	90.5	29.7	40.4	43.7	56.3	59.2	79.0
Chino	36.0	53.5	42.9	28.8	24.4	31.4	55.5	33.1	23.0	19.1	6.5	7.5	27.8
Chula Vista	131.7	139.7	111.7	120.2	105.2	98.2	72.2	135.2	126.5	132.1	125.1	131.7	146.7
Claremont	33.5	49.7	42.9	26.8	24.4	31.4	57.4	25.0	20.9	11.5	4.5	3.5	24.3
Clear-water	15.0	24.0	9.0	10.3	16.5	22.5	44.0	19.9	15.0	23.6	31.4	39.4	60.2
Colton	54.5	72.0	63.4	47.3	44.9	47.5	70.5	49.5	41.5	35.5	25.0	20.8	4.0
Compton	11.5	20.0	9.0	14.3	20.5	26.5	48.5	20.5	19.0	27.6	35.4	43.4	64.2
Corona	50.0	60.0	42.5	36.5	23.5	26.5	49.5	47.1	37.0	33.1	20.5	18.0	25.0
Coronado	124.5	132.5	104.5	113.0	98.0	91.0	65.0	128.0	119.3	124.9	117.9	124.5	139.5
Costa Mesa	41.0	49.0	21.0	28.5	15.9	8.9	20.5	43.5	36.5	42.8	35.8	43.8	60.4
Covina	20.7	39.0	31.5	14.8	24.8	31.8	57.8	17.5	8.5	4.0	9.5	15.4	36.2
Cucamonga	41.0	57.2	49.9	33.8	31.4	38.4	63.0	32.5	27.4	18.5	11.5	3.5	17.3
Culver City	10.0	6.5	26.5	23.0	34.0	40.0	66.0	19.5	23.0	32.0	39.5	47.5	67.3
Cypress	25.5	34.5	12.0	14.0	7.0	13.0	38.5	28.0	21.0	27.3	26.4	34.4	55.2
Dana Point	58.5	66.5	38.5	49.0	34.0	27.0	1.0	64.0	55.3	60.9	53.9	60.5	75.5
Del Mar	105.0	113.0	85.0	93.5	78.5	71.5	45.5	108.5	99.8	105.4	98.4	105.0	120.0
Domin-guez	13.5	22.0	11.5	16.3	19.0	25.0	47.0	22.5	21.0	29.6	35.4	43.4	64.2
Downoy	13.0	22.0	13.0	8.0	15.0	21.0	47.0	17.0	11.0	19.6	27.3	35.3	55.6
Duarte	18.5	35.2	31.5	16.0	28.8	35.8	61.8	10.5	7.5	3.5	16.1	19.0	38.8
Dyer	37.0	46.0	23.5	25.0	10.0	3.0	25.7	40.0	31.3	36.9	29.9	37.9	54.5
Eagle Rock	8.0	21.4	28.0	20.0	34.5	40.5	66.5	3.3	14.0	17.3	29.9	32.8	52.6

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
East Highlands	64.3	81.0	73.7	57.6	55.2	60.0	83.0	56.3	51.8	42.3	35.3	27.8	7.0
East San Pedro	23.5	29.0	7.0	26.3	25.5	27.5	46.5	32.5	31.0	39.6	44.9	52.9	73.7
El Modena	35.0	44.0	23.7	23.0	8.0	6.2	27.0	38.0	29.3	34.9	27.9	34.0	49.0
El Monte	13.0	30.5	24.0	8.5	21.3	28.3	54.3	10.5	--	9.6	16.5	23.9	44.8
El Segundo	17.0	8.5	20.5	25.5	33.0	39.0	60.0	26.5	28.5	37.1	44.8	52.8	73.1
Elsinore	80.0	90.0	72.5	66.5	53.5	56.5	51.0	77.1	67.0	63.1	50.5	48.0	49.0
El Toro	49.0	58.0	35.5	37.0	22.0	15.0	13.0	52.0	43.3	48.9	41.9	48.5	63.5
Encinitas	97.5	105.5	77.5	86.0	71.0	64.0	38.0	101.0	92.3	97.9	90.9	97.5	112.5
Escondido	116.0	124.0	96.0	104.5	89.5	82.5	56.5	119.5	110.8	116.4	109.4	116.0	131.0
Etiwanda	47.0	62.2	55.4	39.3	36.9	43.9	67.7	37.5	32.9	23.5	17.0	9.0	14.8
Fallbrook	112.5	120.5	92.5	101.0	86.0	79.0	53.0	116.0	107.3	109.1	96.5	94.0	95.0
Flintridge	13.5	24.9	31.5	21.0	35.5	42.5	68.5	5.0	16.0	19.0	31.6	34.5	54.3
Florence	6.0	15.5	15.5	15.5	22.5	28.5	55.0	15.2	17.5	25.8	33.5	41.5	61.8
Fontana	49.5	66.2	58.7	42.6	40.2	47.2	70.5	41.5	36.8	27.5	20.3	12.5	8.3
Fort McArthur	25.5	26.3	9.5	30.3	29.5	30.0	49.0	35.0	35.0	43.6	48.9	56.9	77.7
Fullerton	26.0	36.0	21.0	12.5	2.5	9.5	35.5	27.5	18.8	24.4	17.4	25.4	46.2
Gardena	13.0	17.0	12.0	18.8	24.5	30.5	51.5	22.5	23.5	32.1	39.9	47.9	68.7
Garden Grove	31.0	40.0	15.0	18.5	6.5	5.5	31.5	33.5	26.5	32.9	25.9	33.9	54.7
Garvanza	6.0	23.5	25.5	15.5	30.0	37.0	63.0	4.0	10.5	17.0	27.0	32.5	52.3
Girard	24.5	21.0	44.5	48.5	52.5	58.5	84.0	27.9	37.0	41.9	54.0	57.4	77.2
Glendale	8.0	19.0	28.0	22.0	36.0	42.0	67.5	5.7	16.4	19.7	32.3	35.2	55.0
Glendora	24.0	40.2	35.5	18.8	28.8	35.8	61.8	15.5	12.5	2.0	11.1	14.0	33.8
Grenada	25.5	22.5	45.5	39.5	53.5	59.5	85.0	24.7	35.4	38.7	51.3	54.2	74.0
Guasti	39.0	56.5	47.9	31.8	29.4	36.4	61.0	35.0	26.0	21.0	9.5	5.3	18.8
Hansen	26.5	35.5	14.0	14.0	6.5	11.7	36.0	29.0	22.0	26.8	25.9	33.9	54.7
Harbor City	19.0	21.0	7.0	25.3	25.0	27.5	46.5	28.5	30.0	38.6	44.4	52.4	73.2

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Hawthorne	13.5	10.5	18.0	22.0	28.0	34.0	57.5	23.0	25.0	33.6	41.3	49.3	69.6
Hemet	101.0	118.5	104.0	93.8	85.0	88.0	89.5	97.0	88.0	83.0	71.5	67.5	56.0
Hermosa	18.4	12.0	16.0	28.4	31.0	36.5	55.5	27.9	33.1	41.7	45.9	53.9	74.7
Highgrove	56.8	74.3	59.8	49.6	40.8	43.8	66.8	52.8	43.8	38.8	27.3	23.3	7.7
Highland Park	5.5	23.0	25.0	16.0	30.5	37.5	63.5	4.5	11.0	17.5	27.5	33.0	52.8
Highlands	63.3	80.0	72.7	56.6	54.2	57.5	80.5	55.3	50.8	41.3	34.3	26.8	6.0
Hollydale	13.0	23.0	9.5	11.3	17.5	23.5	45.3	18.2	15.0	23.6	32.7	40.7	61.5
Hollywood	7.0	15.0	27.0	21.0	35.0	41.0	66.5	9.7	19.5	25.7	36.0	41.2	61.0
Home Gardens	9.0	18.7	11.5	13.0	19.5	25.5	51.0	16.5	16.5	24.8	32.5	40.5	60.8
Huntington Beach	35.0	43.0	15.0	25.0	17.0	13.0	24.5	40.0	33.0	37.8	36.4	44.4	65.2
Huntington Park	5.5	17.5	14.5	13.5	21.5	27.5	54.0	13.7	15.5	23.8	31.5	39.5	59.8
Hynes	16.0	25.0	8.0	11.3	16.5	22.5	43.0	20.9	16.0	24.6	32.4	40.4	61.2
Inglewood	10.5	9.5	20.0	20.5	27.5	33.5	59.5	20.0	23.5	32.5	40.0	48.0	67.8
Irvine	43.0	52.0	29.5	31.0	16.0	9.0	17.0	46.0	37.3	42.9	35.9	42.5	57.5
La Canada	13.4	24.4	32.0	21.5	36.0	43.0	69.0	5.5	16.5	19.5	32.1	35.0	54.8
La Crescenta	13.5	24.5	33.5	24.0	38.5	45.5	71.5	8.0	19.0	22.0	34.6	37.5	57.3
Laguna Beach	50.5	58.5	30.5	40.5	25.5	18.5	9.0	55.5	46.8	52.4	45.4	52.0	67.0
La Habra	20.8	37.0	22.7	7.3	7.7	14.7	40.7	22.3	13.6	19.2	16.6	24.6	45.4
La Jolla	113.7	121.7	93.7	102.2	87.2	80.2	54.2	117.2	108.5	114.1	107.1	113.7	128.7
Lake Hodges	124.5	132.5	104.5	113.0	98.0	91.0	65.0	128.0	119.3	124.9	117.9	124.5	139.5
Lake View Junction	74.0	91.5	77.0	66.8	58.0	61.0	67.5	69.5	61.0	56.0	44.5	40.5	29.0
Lamanda Park	12.0	28.2	27.5	13.7	28.2	35.2	61.2	3.5	7.0	10.0	22.6	25.5	45.3
La Verne	28.9	47.2	39.7	23.0	23.4	30.4	56.4	22.6	16.7	9.1	3.5	7.2	28.0
Las Flores	77.0	85.0	57.0	65.5	50.5	43.5	17.5	80.5	71.8	77.4	70.4	77.0	92.0
Lawndale	15.0	12.5	16.5	22.3	28.5	34.5	56.0	24.5	27.0	35.6	43.4	51.4	72.2
Lennox	12.0	10.5	19.0	21.5	27.5	33.5	58.5	21.5	24.5	33.1	40.8	48.8	69.1
Leucadia	95.5	123.5	75.5	84.0	69.0	62.0	36.0	99.0	90.3	95.9	88.9	95.5	110.5
Loma Linda	59.5	77.0	67.0	52.3	48.0	51.0	74.0	54.3	46.5	40.3	30.0	25.8	5.0

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Lomita	19.5	19.5	8.5	25.3	26.0	29.0	48.0	29.0	30.0	38.6	45.4	53.4	74.2
Long Beach	20.0	28.0	--	19.3	19.0	20.5	39.5	26.5	24.0	32.6	38.4	46.4	67.2
Los Alamitos	25.0	34.0	9.0	13.5	11.0	15.0	37.5	27.5	20.5	29.4	30.4	38.4	59.2
Los Angeles Harbor	20.8	25.3	5.8	25.6	24.8	26.3	45.3	30.3	30.3	38.9	44.2	52.2	73.0
Los Nietos	14.6	28.5	16.8	3.2	14.0	20.0	46.0	16.5	9.5	18.4	23.8	31.8	52.6
Lynwood	9.5	19.5	10.5	13.0	19.0	25.0	50.0	17.7	16.0	24.6	32.3	40.3	60.6
Manhattan Beach	19.0	10.5	17.5	26.3	32.0	38.0	57.0	28.5	31.0	39.6	47.4	55.4	76.2
Marchfield	64.0	81.5	67.0	56.8	48.0	51.0	77.5	60.0	51.0	46.0	34.5	30.5	19.0
Mar Vista	12.5	4.0	26.5	25.5	34.0	40.0	66.0	22.0	25.5	34.5	42.0	50.0	69.8
Maywood	7.5	19.5	14.0	11.5	20.5	26.5	52.5	12.5	12.5	20.8	28.5	36.5	56.8
Montone	66.0	83.5	74.9	58.8	56.4	58.5	81.5	60.8	53.0	46.8	36.5	31.8	11.0
Mira Loma	43.5	61.0	50.4	36.3	31.9	38.0	61.0	39.5	30.5	25.5	14.0	10.0	17.5
Miramar	119.9	127.9	99.9	108.4	93.4	86.6	60.4	123.4	114.7	120.3	113.3	119.9	134.9
Mission Beach	119.1	127.1	99.1	107.6	92.6	85.6	59.6	122.6	113.9	119.5	112.5	119.1	134.1
Moneta	14.0	16.0	12.5	19.8	25.5	31.5	52.0	23.5	24.5	33.1	40.9	48.9	69.7
Monrovia	17.0	33.7	30.0	14.5	27.3	34.3	60.3	9.0	6.0	5.5	18.1	21.0	40.8
Montebello	9.0	25.5	18.5	5.0	19.5	26.5	52.5	10.5	7.5	16.1	23.8	31.8	52.1
Monterey Park	8.0	25.5	21.0	9.0	23.5	30.5	56.5	6.5	5.5	13.8	21.5	29.5	49.8
Montrose	12.0	23.0	32.0	23.0	37.5	44.5	70.5	6.9	17.9	20.9	33.5	36.4	56.2
Murietta	95.5	105.5	88.0	82.0	69.0	72.0	66.5	92.1	82.5	78.6	66.0	63.5	64.5
Naples	25.0	33.0	5.0	20.5	18.0	16.5	34.5	31.7	27.5	36.4	37.4	45.4	66.2
National City	128.0	136.0	108.0	116.5	101.5	94.5	68.5	131.5	122.8	128.4	121.4	128.0	143.0
Nowport Beach	40.5	48.5	20.5	29.0	17.4	10.4	20.0	44.0	37.0	44.3	37.3	45.3	61.9
N.Hollywood	12.5	19.0	32.5	26.5	40.5	46.5	72.0	14.7	25.0	28.7	41.3	44.2	64.0
N.Island	125.5	133.5	105.5	114.0	99.0	92.0	66.0	129.0	120.3	125.9	118.9	125.5	140.5
N.Long Beach	16.0	24.5	5.0	14.8	16.5	23.0	44.0	21.5	19.5	28.1	34.4	42.4	63.2
N. Los Angeles	24.5	21.0	44.5	38.5	52.5	58.5	84.0	25.9	36.6	39.9	52.5	55.4	75.2

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Norwalk	17.0	26.0	13.8	5.5	11.0	17.0	43.0	19.5	12.5	21.4	26.4	34.4	55.2
Ocean Beach	120.9	128.6	100.6	109.1	94.1	87.1	61.1	124.1	115.4	121.0	114.0	120.9	135.6
Ocean Park	15.5	1.5	26.5	28.5	36.0	42.0	66.0	25.0	28.5	37.5	45.0	53.0	72.8
Oceanside	86.0	94.0	66.0	74.5	59.5	52.5	26.5	89.5	80.8	86.4	79.4	86.0	101.0
Olinda	28.5	43.0	28.0	15.0	9.5	15.0	38.0	30.0	21.3	26.9	18.4	26.4	47.2
Olive	32.0	41.0	23.0	19.0	4.0	7.0	30.0	34.0	25.3	30.9	23.9	29.5	44.5
Ontario	35.5	53.0	44.4	28.3	25.9	32.9	57.5	31.5	22.5	17.5	6.0	2.0	22.3
Orange	32.7	41.7	21.0	20.7	5.7	3.5	28.0	35.3	26.6	32.2	25.2	33.2	48.0
Pachappa	55.7	71.5	54.0	48.0	35.0	38.0	61.0	51.7	42.7	37.7	26.2	22.2	14.5
Pacific Beach	117.6	125.6	97.6	106.1	91.1	84.1	58.1	121.1	112.4	118.0	111.0	117.6	132.6
Pacific Palisades	20.5	3.0	31.0	33.5	40.0	46.0	70.5	27.7	33.5	41.7	50.0	57.2	77.0
Palms	11.0	6.0	26.8	24.1	34.3	40.3	66.3	20.5	24.0	33.0	40.5	48.5	68.3
Palm City	135.0	143.0	115.0	123.5	108.5	101.5	75.5	138.5	129.8	135.4	128.4	135.0	150.0
Palos Verdes	23.5	16.5	12.9	29.3	31.4	33.4	52.4	33.0	34.0	42.6	50.8	58.8	79.6
Pasadena	9.5	24.7	26.5	15.5	30.0	37.0	63.0	--	10.5	14.0	26.6	29.0	48.8
Perris	76.5	94.0	79.5	69.3	60.5	63.5	65.0	72.0	63.5	58.5	47.0	43.0	31.5
Pico	11.0	27.5	18.5	3.0	17.5	24.5	50.5	12.5	5.5	14.1	21.8	29.8	50.1
Placentia	29.0	39.0	23.0	15.5	4.0	10.0	36.0	30.5	21.8	27.4	19.9	27.9	46.0
Playa Del Rey	16.0	5.0	23.0	26.0	33.0	39.0	62.5	25.5	29.0	38.0	45.0	53.5	73.3
Point Firmin	26.0	26.8	10.5	30.8	30.0	31.0	50.0	35.5	35.5	44.1	49.4	57.4	78.2
Point Loma	125.0	133.0	105.0	113.5	98.5	91.5	65.5	128.5	119.8	125.4	118.4	125.0	140.0
Pomona	29.5	47.0	38.4	22.3	19.9	26.9	52.9	26.6	16.5	12.6	--	8.0	28.3
Poway Park	128.9	136.9	108.9	117.4	102.4	95.4	69.4	132.4	123.7	129.3	122.3	128.9	143.9
Prado	46.0	56.0	38.5	32.5	19.5	12.5	45.5	42.6	33.0	29.1	16.5	14.0	29.0
Prenda	56.7	72.5	55.0	49.0	36.0	39.0	62.0	52.7	43.7	38.7	27.2	23.2	16.5
Puente	19.0	36.5	28.5	10.0	17.0	24.0	50.0	16.5	6.0	9.9	14.0	22.0	42.3
Rainbow	124.5	132.5	104.5	100.5	87.5	91.0	65.0	110.6	101.0	97.1	84.5	82.0	83.0
Rancho Santa Fe	107.5	115.5	87.5	96.0	81.0	74.0	48.0	111.0	102.3	107.9	100.9	107.5	122.5

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Redlands	63.5	81.0	72.4	56.3	53.9	56.0	79.0	57.8	50.5	44.3	34.0	29.8	9.0
Redondo	20.5	13.5	14.5	26.3	32.5	35.0	54.0	30.0	31.0	39.6	47.4	55.4	76.2
Roseda	22.5	19.0	42.5	36.5	50.5	56.5	82.0	23.5	34.2	37.5	50.1	53.0	72.8
Rialto	53.0	69.7	62.2	46.1	43.7	50.0	73.0	45.0	40.3	31.0	23.8	16.0	4.8
Rivera	12.1	26.0	16.0	5.0	16.0	22.0	48.0	15.0	8.0	16.6	24.3	32.3	52.6
Riverside	53.0	70.5	56.0	45.8	37.0	40.0	63.0	48.5	40.0	35.0	23.5	19.5	11.5
Rockwell Field	125.5	133.5	105.5	114.0	99.0	92.0	66.0	129.0	120.3	125.9	118.9	125.5	140.5
Romoland	83.0	100.5	82.0	75.8	63.0	69.0	71.5	63.7	70.0	59.7	53.5	49.5	38.0
Roscoe	16.0	22.5	36.0	30.0	44.0	50.0	75.5	14.7	25.4	28.7	41.3	44.2	64.0
Rosemead	10.5	28.0	24.5	9.0	23.8	30.8	56.8	8.0	2.5	12.1	19.0	26.4	47.3
San Bernardino	57.3	74.0	67.2	51.1	48.7	51.5	74.5	48.8	44.8	35.3	28.3	20.8	--
San Clemente	63.0	71.0	43.0	51.5	36.5	29.5	3.5	66.5	57.8	63.4	56.4	63.0	78.0
San Diego	123.0	131.0	103.0	111.5	96.5	89.5	63.5	126.5	117.8	123.4	116.4	123.0	138.0
San Dimas	26.4	44.7	37.2	20.5	25.9	32.9	58.9	20.1	14.2	6.6	6.0	9.7	30.5
San Fernando	22.0	22.5	42.0	36.0	50.0	56.0	81.5	20.7	31.4	34.7	47.3	50.2	70.0
San Gabriel	9.7	27.2	24.5	11.2	25.7	32.7	58.7	5.5	4.5	14.0	21.0	26.4	47.3
San Jacinto	97.0	114.5	100.0	89.8	81.0	89.0	93.5	93.0	84.0	79.0	67.4	64.5	52.0
San Luis Rey	90.5	98.5	70.5	79.0	64.0	57.0	31.0	94.0	85.3	90.9	83.9	90.5	105.5
San Marcos	107.0	115.0	87.0	95.5	80.5	73.5	47.5	110.5	101.8	107.4	100.4	107.0	122.0
San Marino	10.0	27.5	25.5	12.7	27.2	34.2	60.2	4.0	6.0	12.0	22.5	27.5	47.3
San Onofre	66.5	74.5	46.5	55.0	40.0	33.0	7.0	70.0	61.3	66.9	59.9	66.5	81.5
San Pedro	24.0	24.8	8.5	28.8	28.0	29.0	48.0	33.5	33.5	42.1	47.4	55.4	76.2
San Ysidro	138.6	146.6	118.6	127.1	112.1	105.1	79.1	142.1	133.4	139.0	132.0	138.6	153.6

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Santa Ana	34.4	43.0	20.5	22.0	7.0	--	26.0	37.0	28.3	33.9	26.9	34.9	51.5
Santa Fe Springs	13.6	27.5	15.8	3.5	13.0	19.0	45.0	17.5	10.5	19.4	24.8	32.8	53.6
Santa Monica	17.5	--	28.0	30.5	37.0	43.0	67.5	24.7	30.5	38.7	47.0	54.2	74.0
Sawtelle	13.5	4.0	29.5	26.5	37.0	43.0	69.0	20.7	26.5	34.7	43.0	50.2	70.0
Seal Beach	27.0	35.0	7.0	18.5	16.0	14.5	32.5	32.5	25.5	34.4	35.4	43.4	64.2
Sepulveda	21.5	18.0	41.5	35.5	49.5	55.5	81.0	21.9	32.6	35.9	48.5	51.4	71.2
Serra	59.5	67.5	39.5	48.0	33.0	26.0	--	63.0	54.3	59.9	52.9	59.5	74.5
Sherman	9.0	8.8	28.6	22.6	36.6	42.6	68.1	15.9	22.0	29.9	38.5	45.4	65.2
Sierra Madre	15.5	31.7	31.0	17.0	29.8	36.8	62.8	7.0	8.5	9.5	22.1	25.0	44.8
Signal Hill	20.0	29.5	2.5	17.3	16.5	20.5	39.5	25.7	22.0	30.6	35.9	43.9	64.7
Solano Beach	102.0	110.0	82.0	90.5	75.5	68.5	42.5	105.5	96.8	102.4	95.4	102.0	117.0
Southgate	7.5	18.5	12.5	13.0	20.0	26.0	52.0	15.7	16.0	24.3	32.0	40.0	60.3
South Pasadena	7.5	25.0	24.5	13.5	28.0	35.0	61.0	2.0	8.5	15.0	25.0	30.5	50.3
Sparrland	48.5	66.0	55.0	41.3	36.0	39.0	62.0	44.5	35.5	30.5	19.0	15.0	19.0
Stanton	27.0	36.0	14.0	14.5	6.5	10.0	34.0	29.5	22.5	27.3	25.9	33.9	54.7
Studio City	13.0	16.5	33.0	27.0	41.0	47.0	72.5	16.3	25.5	30.3	42.0	45.8	65.6
Sunland	18.5	28.0	38.5	29.0	43.5	50.5	76.5	13.0	24.0	27.0	39.6	42.5	62.3
Sunnyside	134.1	142.1	114.1	122.6	107.6	100.6	74.6	137.6	128.9	134.5	127.5	134.1	149.1
Sunset Beach	30.0	38.0	10.0	21.5	18.0	14.0	29.5	35.5	28.5	38.8	37.4	45.4	66.2
Talbort	35.5	44.5	18.0	23.0	12.0	8.5	26.5	38.0	31.0	35.8	31.4	39.4	60.2
Temecula	105.0	115.0	97.5	91.5	78.5	81.5	76.0	102.1	92.0	88.1	75.5	73.0	74.0
Terminal Island	22.5	28.0	6.0	25.3	24.5	26.5	45.5	31.5	30.0	38.6	43.9	51.9	72.7
Torrance	17.5	18.5	10.0	23.3	25.5	30.5	49.5	27.0	28.0	36.6	43.4	51.4	72.2
Tujunga	16.5	27.5	36.5	27.0	41.5	48.5	74.5	11.0	22.0	25.0	37.6	40.5	60.3
Tustin	37.0	46.0	23.5	25.0	10.0	3.0	23.0	40.0	31.3	36.9	29.9	36.5	51.5
Universal City	10.5	18.0	30.5	24.5	38.5	44.5	70.0	14.3	23.0	28.3	39.5	43.8	63.6

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Los Angeles	Santa Monica	Long Beach	Whittier	Anaheim	Santa Ana	Serra	Pasadena	El Monte	Azusa	Pomona	Upland	San Bernardino
Upland	37.5	54.2	46.4	30.3	27.9	34.9	50.5	29.0	23.9	15.5	8.0	--	20.8
Van Nuys	18.4	16.2	38.4	32.4	46.4	52.4	77.5	18.2	28.9	32.2	44.8	47.7	67.5
Venice	15.0	3.0	25.0	28.0	35.5	41.5	64.5	25.5	28.0	37.0	44.5	52.5	72.3
Vernon	4.0	17.5	16.5	14.5	23.5	29.5	56.0	12.0	15.0	23.3	31.0	39.0	59.3
Villa Park	34.5	43.5	24.3	21.5	6.5	6.8	29.0	36.5	27.8	33.4	26.4	32.0	47.0
Vista	97.5	105.5	77.5	86.0	71.0	64.0	38.0	101.0	92.3	97.9	90.9	97.5	112.5
Walnut Park	6.0	17.0	14.0	14.0	21.0	27.0	53.5	14.2	16.0	24.3	32.0	40.0	60.3
Walteria	21.0	17.5	10.5	27.3	29.0	31.0	50.0	30.5	32.0	40.6	48.4	56.4	77.2
Watson	16.0	24.5	4.0	20.8	20.5	24.5	43.5	27.0	25.5	34.1	39.9	47.9	68.7
Watts	8.5	17.5	12.5	15.0	21.0	27.0	52.0	17.2	18.0	26.6	34.3	42.3	62.6
West Hollywood	9.0	8.8	28.6	22.6	36.6	42.6	68.1	15.9	22.0	29.9	38.5	45.4	65.2
West Los Angeles	13.5	4.0	29.5	26.5	37.0	43.0	69.0	20.7	26.5	34.7	43.0	50.2	70.0
Westminster	30.5	39.5	12.5	18.0	10.0	8.0	31.5	33.0	26.0	30.8	29.4	37.4	58.2
Westwood	12.5	4.5	29.5	25.5	37.0	43.0	69.0	19.7	25.5	33.7	42.0	49.2	69.0
Whittier	14.0	30.5	19.3	--	15.0	22.0	48.0	15.5	8.5	16.9	22.3	30.3	51.1
Willowbrook	10.0	19.0	10.5	15.0	22.0	28.0	50.0	19.5	18.0	26.6	34.3	42.3	62.6
Wilmington	19.0	24.0	4.0	23.8	23.0	24.5	43.5	28.5	28.5	37.1	42.4	50.4	71.2
Winchester	95.0	112.5	98.0	87.8	79.0	82.0	83.5	91.0	82.0	77.0	65.5	61.5	50.0
Wintersburg	33.5	42.5	15.0	21.0	13.0	9.0	29.0	36.0	29.0	33.8	32.4	40.4	61.2
Yorba	32.5	42.5	26.5	19.5	7.5	11.5	34.5	34.5	25.8	31.4	22.9	27.5	42.5
Yorba Linda	31.5	43.5	27.5	18.0	8.5	12.0	35.0	33.0	24.3	29.9	21.4	29.3	44.3
Yucaipa	75.5	93.0	84.4	68.3	65.9	68.0	91.0	70.3	62.5	56.3	46.0	41.8	21.0

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
AND													
Alta Loma	27.8	19.0	42.5	67.0	18.5	48.5	73.5	94.5	121.0	91.0	102.5	128.0	143.6
Anaheim	53.9	37.0	60.5	85.0	23.5	53.5	78.5	86.0	89.5	59.5	71.0	96.5	112.1
Anaheim Landing	69.9	53.0	76.5	101.0	39.5	79.5	94.5	84.5	88.0	58.0	69.5	95.0	110.6
Alber Hill	50.5	34.5	22.5	47.7	21.0	9.0	34.5	55.5	95.3	70.5	82.0	107.5	123.1
Alhambra	57.0	46.5	70.0	94.5	43.5	73.5	98.5	112.0	115.5	85.5	97.0	122.5	138.1
Altadena	59.5	50.2	73.7	98.2	46.8	78.2	103.8	118.7	122.2	92.2	103.7	129.2	144.8
Arcadia	50.8	41.5	65.0	89.5	40.1	68.1	95.1	113.3	116.8	86.8	98.3	123.8	139.4
Arlington	22.0	6.0	29.5	54.0	7.5	37.5	62.5	83.5	113.5	83.5	95.0	120.5	136.1
Artesia	61.9	46.5	70.0	94.5	33.0	63.0	88.0	95.0	98.5	68.5	80.0	105.5	121.1
Athens	71.3	60.5	84.0	108.5	47.0	77.0	102.0	106.5	110.0	80.0	91.5	117.0	132.6
Atwood	48.0	32.0	55.5	80.0	18.5	48.5	73.5	86.5	90.0	60.0	71.5	97.0	112.6
Azusa	44.3	35.0	58.5	83.0	33.1	63.1	88.1	109.1	116.4	86.4	97.9	123.4	139.0
Balboa Beach	68.4	52.4	75.9	100.4	38.9	68.9	93.9	75.0	78.5	48.5	60.0	85.5	101.1
Baldwin Park	46.5	36.0	59.5	84.0	33.0	63.0	88.0	108.3	111.8	81.8	93.3	118.8	134.4
Bassett	49.3	38.8	62.3	86.3	35.8	65.8	90.8	104.8	108.3	78.3	89.8	115.3	130.9
Bell	63.5	53.0	76.5	101.0	43.0	73.0	98.0	105.0	108.5	78.5	90.0	115.5	131.1
Bellflower	64.4	50.5	74.0	98.5	37.0	67.0	92.0	106.0	109.5	79.5	81.0	106.5	122.1
Belvedere	59.5	49.0	72.5	97.0	44.5	74.5	99.5	109.0	112.5	82.5	94.0	119.5	135.1
Beverly Hills	74.0	63.5	87.0	111.5	58.6	88.6	113.6	121.1	124.6	94.6	106.1	131.6	147.2

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Terescula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
AND													
Bloom- ington	13.0	8.0	31.5	56.0	21.0	49.0	74.0	95.0	127.0	97.0	108.5	134.0	149.6
Bon- sall	109.5	87.0	74.3	73.1	86.0	57.0	31.5	10.5	29.3	16.5	28.0	53.5	69.1
Brea	48.4	35.9	59.4	83.9	25.0	55.0	80.0	91.5	95.0	65.0	76.5	102.0	117.6
Bryn Mawr	3.0	13.0	33.0	45.6	26.5	50.5	75.5	96.5	132.5	102.5	114.0	139.5	155.1
Buena Park	53.4	42.0	65.9	90.0	28.5	58.5	83.5	90.5	94.0	64.0	75.5	101.0	116.6
Bur- bank	68.5	59.2	82.7	107.2	57.8	87.8	112.8	123.5	127.0	97.0	108.5	134.0	149.6
Cahuenga Park	79.0	68.5	92.0	116.5	65.5	95.5	120.5	128.0	131.5	101.5	113.0	138.5	154.1
Canoga Park	85.8	76.5	100.0	134.5	75.1	105.1	130.1	139.5	143.0	113.0	124.5	150.0	165.6
Capistrano	76.0	60.0	62.0	86.5	46.5	48.0	73.0	56.0	59.5	29.5	41.0	66.5	82.1
Card- iff	119.0	103.0	103.5	101.7	89.5	66.0	61.0	40.0	26.6	13.5	2.0	23.5	39.1
Carls- bad	108.0	92.0	92.5	90.7	78.5	75.0	50.0	29.0	29.5	2.5	9.0	34.5	50.1
Casa Blanca	20.0	4.0	27.5	52.0	10.0	40.0	65.0	86.0	116.0	86.0	97.5	123.0	138.6
Chats- worth	88.0	78.7	102.2	126.7	77.3	107.3	132.3	143.5	147.0	117.0	128.5	154.0	169.6
Chino	33.5	19.5	43.0	67.5	14.0	44.0	69.0	90.0	112.0	82.0	93.5	119.0	134.6
Chula Vista	151.2	135.2	135.7	133.9	121.7	118.2	93.2	72.2	55.2	45.7	34.2	8.7	6.9
Clare- mont	33.3	23.5	47.0	71.5	21.5	51.5	76.5	97.5	113.9	83.9	95.4	120.9	136.5
Clear- water	65.4	53.0	76.5	101.0	39.5	69.5	94.5	97.0	100.5	70.5	82.0	107.5	123.1
Jol- ton	9.0	7.5	27.5	52.0	21.0	45.0	70.0	91.0	127.0	97.0	108.5	134.0	149.6
Jomp- ton	69.4	57.0	80.5	105.0	43.5	73.5	98.5	101.5	105.0	75.0	86.5	112.0	127.6

SECTION NO. 4 - EQUATED MILEAGES

	BETWEEN	Redlands	Riverside	Perrie	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	ceanside	Encinitas	San Diego	San Pedro
AND														
Corona	29.5	13.5	37.0	61.5	--	30.0	55.0	76.0	106.0	76.0	87.5	113.0	128.6	
Coronado	144.0	128.0	128.5	126.7	114.5	111.0	86.0	65.0	52.0	38.5	27.0	2.5	14.1	
Costa Mesa	64.9	48.9	72.4	96.9	35.4	65.4	90.4	73.5	77.0	47.0	58.5	84.0	99.6	
Covina	43.5	33.0	56.5	81.0	30.0	60.0	85.0	106.0	114.3	84.3	95.8	121.3	136.9	
Cucamonga	25.8	17.5	41.0	65.5	17.0	47.0	72.0	93.0	119.5	89.5	101.0	126.5	142.1	
Culver City	73.5	63.0	86.5	111.0	57.0	87.0	112.0	119.0	122.5	92.5	104.0	129.5	145.1	
Cypress	60.4	44.0	67.5	92.0	30.5	60.5	85.5	91.5	95.0	65.0	76.5	102.0	117.6	
Dana Point	80.0	64.0	66.0	90.5	50.5	32.0	77.0	54.0	57.5	27.5	39.0	64.5	80.1	
Del Mar	124.5	108.5	109.0	107.2	95.0	91.5	66.5	45.5	26.4	19.0	7.5	18.0	33.6	
Dominguez	69.4	55.5	79.0	103.5	42.0	72.0	97.0	100.0	103.5	73.5	85.0	110.5	126.1	
Downey	61.3	50.6	74.3	98.8	38.0	68.0	93.0	100.0	103.5	73.5	85.0	110.5	126.1	
Duarte	47.8	38.5	62.0	86.5	37.5	67.5	92.5	114.8	118.3	88.3	99.8	125.3	140.9	
Dyer	59.0	43.0	66.5	91.0	29.5	59.5	84.5	78.7	82.2	52.2	63.7	89.2	104.8	
Eagle Rock	61.6	52.3	75.8	100.3	50.9	80.9	105.9	119.5	123.0	93.0	104.5	130.0	145.6	
East Highlands	4.0	20.0	40.0	51.6	33.5	57.5	82.5	103.5	139.5	109.5	121.0	146.5	162.1	
East San Pedro	78.9	62.5	86.0	110.5	49.0	79.0	104.0	99.0	102.5	72.5	84.0	109.5	125.1	
El Modena	53.5	37.5	61.0	85.5	24.0	54.0	79.0	80.0	83.5	53.5	65.0	90.5	106.1	
El Monte	50.5	40.0	63.5	88.0	37.0	67.0	92.0	107.3	110.8	80.8	92.3	117.8	133.4	
El Segundo	78.8	69.5	93.0	117.5	56.0	86.0	111.0	113.0	116.5	86.5	98.0	123.5	139.1	
Elsinore	53.5	41.0	17.3	42.0	30.0	--	25.5	46.5	86.3	72.5	84.0	109.5	125.1	
El Toro	68.0	52.0	72.0	96.5	38.5	58.0	83.0	66.0	69.5	39.5	51.0	76.5	92.1	
Encinitas	117.0	101.0	101.5	99.7	87.5	84.0	59.0	38.0	28.6	11.5	--	25.5	41.1	
Escondido	135.5	119.5	103.5	102.3	106.0	86.3	69.8	39.8	--	30.0	28.6	46.5	62.1	
Etiwanda	23.3	17.2	40.7	65.2	18.2	48.2	73.2	94.2	124.2	94.2	105.7	131.2	146.8	
Fallbrook	99.5	87.0	63.8	62.6	76.0	46.5	21.0	--	39.8	26.5	38.0	63.5	79.1	
Flintridge	63.3	54.0	77.5	102.0	52.6	82.6	107.6	121.5	125.0	95.0	106.5	132.0	147.6	

SECTION NO. 4 - EQUATED MILEAGES

AND	BETWEEN	Redlands	Riverside	Perrie	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Imperial	San Diego	San Ysidro
Florence		67.5	57.0	80.5	105.0	45.5	75.5	100.5	108.1	111.6	81.6	93.1	118.5	134.1
Fontana		17.0	12.0	35.5	60.0	21.0	55.0	78.0	99.0	127.0	97.0	108.5	134.0	149.6
Fort Mc Arthur		82.9	66.5	90.0	114.5	53.0	83.0	108.0	103.0	106.5	16.5	88.0	113.5	129.1
Fullerton		51.4	37.5	61.0	85.5	24.0	54.0	79.0	88.5	92.0	62.0	73.5	99.0	114.6
Gardena		73.9	60.5	84.0	108.5	47.0	77.0	102.0	104.5	108.0	78.0	89.5	115.0	130.6
Garden Cove		59.9	42.5	66.0	90.5	29.0	59.0	84.0	84.5	88.0	58.0	69.5	95.0	110.6
Garvanza		61.0	50.5	74.0	98.5	47.5	77.5	102.5	116.0	119.5	89.5	101.0	126.5	142.1
Girard		88.0	77.5	101.0	125.5	74.5	104.5	129.5	137.0	140.5	110.5	122.0	147.5	163.1
Glendale		64.0	54.7	78.2	102.7	53.3	83.3	108.3	120.5	124.0	94.0	105.5	131.0	146.6
Glendora		42.8	33.0	56.5	81.0	31.6	61.6	86.6	107.6	118.3	88.3	99.8	125.3	140.9
Grenada		83.0	73.7	97.2	121.7	72.3	102.3	127.3	138.0	141.5	111.5	123.0	148.5	164.1
Guasti		24.5	15.0	38.5	63.0	14.5	44.5	69.5	90.5	117.5	87.5	99.0	124.5	140.1
Hansen		59.9	43.5	67.0	91.5	30.0	60.0	85.0	89.0	92.5	62.5	74.0	99.5	115.1
Harbor City		78.4	62.0	85.5	110.0	48.5	78.5	103.5	99.5	103.0	73.0	84.5	110.0	125.6
Hawthorne		75.3	64.5	88.0	112.5	51.0	81.0	106.0	110.5	114.0	84.0	95.5	121.0	136.6
Hemet		47.6	48.0	24.8	--	61.5	42.0	41.6	62.6	102.3	88.2	99.7	125.2	140.8
Hermosa		79.9	67.5	91.0	115.5	54.0	84.0	109.0	108.5	112.0	82.0	93.5	119.0	134.6
Highgrove		12.2	3.8	23.8	48.3	17.3	41.3	66.3	87.3	123.3	93.3	104.8	130.3	145.9
Highland Park		61.5	51.0	74.5	99.0	48.0	78.0	103.0	116.5	120.0	90.0	101.5	127.0	142.6
Highlands		5.9	17.5	37.5	53.5	31.0	55.0	80.0	101.0	137.0	107.0	118.5	144.0	159.6
Hollydale		66.7	54.3	77.8	102.3	40.8	70.8	95.8	98.3	101.8	71.8	83.3	108.8	124.4
Holly- wood		70.0	59.8	83.0	107.5	56.5	86.5	111.5	119.5	123.0	93.0	104.5	130.0	145.6
Home Gardens		66.5	56.0	79.5	104.0	42.5	72.5	97.5	104.0	107.5	77.5	89.0	114.5	130.1
Hunting- ton Beach		70.4	53.0	76.5	101.0	39.5	69.5	94.5	77.5	81.0	51.0	62.5	88.0	103.6
Hunting- ton Park		65.5	55.0	78.5	103.0	44.5	74.5	99.5	107.0	110.5	80.5	92.0	117.5	133.1

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
Hynes	66.4	53.0	76.5	101.0	39.5	69.5	94.5	96.0	99.5	69.5	81.0	106.5	122.1
Ingle- wood	74.0	63.5	87.0	111.5	50.5	80.5	105.5	112.5	116.0	86.0	97.5	123.0	138.6
Irvine	62.0	46.0	76.0	100.5	32.5	62.0	87.0	70.0	73.5	43.5	55.0	80.5	96.1
La Canada	63.8	54.5	78.0	102.5	53.1	83.1	108.1	122.0	125.5	95.5	107.0	132.5	148.1
LaCres- centa	66.3	57.0	80.5	105.0	55.6	85.6	110.6	124.5	128.0	98.0	109.5	135.0	150.6
Laguna Beach	71.5	55.5	74.0	98.5	42.0	60.0	85.0	62.0	65.5	35.5	47.0	72.5	88.1
La Habra	50.6	38.1	61.6	86.1	29.2	59.2	84.2	93.7	97.2	67.2	78.7	104.2	119.8
La Jolla	133.2	117.2	117.7	115.9	103.7	100.2	75.2	54.2	35.1	27.7	16.2	13.8	29.4
Lake Hodges	144.0	128.0	111.8	110.6	114.5	94.5	69.0	48.0	8.3	39.5	37.1	38.0	53.6
Lake View Jct.	33.5	21.0	2.3	27.0	34.5	20.5	45.0	66.0	105.8	92.5	104.0	129.5	145.1
Lamanda Park	54.3	45.0	68.5	93.0	43.6	73.6	98.6	114.2	117.7	87.7	99.2	124.7	140.3
La Verne	37.2	27.0	50.5	75.0	24.0	54.0	79.0	100.0	112.9	82.9	94.4	119.9	135.5
Las Flores	96.5	80.5	82.5	98.2	67.0	68.5	56.5	35.5	39.0	9.0	20.5	46.0	61.6
Lawndale	77.4	65.0	88.5	113.0	51.5	81.5	106.5	109.0	112.5	82.5	94.0	119.5	135.1
Lennox	74.8	64.0	87.5	112.0	50.5	80.5	105.5	111.5	115.0	85.0	96.5	122.0	137.6
Lencadia	115.0	99.0	99.5	97.7	85.5	82.0	57.0	36.0	30.6	9.5	2.0	27.5	43.1
Loma Linda	5.0	11.0	31.0	55.5	24.5	48.5	73.5	94.5	130.5	100.5	112.0	137.5	153.1
Lomita	79.4	63.0	86.0	111.0	49.5	79.5	104.5	101.0	104.5	74.5	86.0	111.5	127.1
Long Beach	72.4	56.0	79.5	104.0	42.5	72.5	97.5	92.5	96.0	66.0	77.5	103.0	118.6
Los Ali- mitos	64.4	48.0	71.5	96.0	34.5	64.5	89.5	90.5	94.0	64.0	75.5	101.0	116.6
Los Angeles Harbor	78.2	61.8	85.3	109.8	48.3	78.3	103.3	98.3	101.8	71.8	83.3	108.8	124.4
Los Nietos	57.8	46.5	70.0	94.5	37.3	67.3	92.3	99.0	102.5	72.5	84.0	109.5	125.1
Lynwood	66.3	55.5	79.0	103.5	42.0	72.0	97.0	103.0	106.5	78.5	88.0	113.5	129.1
Man- hattan	81.4	68.5	92.0	116.5	55.0	85.0	110.0	110.0	113.5	83.5	95.0	120.5	136.1
March- field	23.5	11.0	12.8	37.5	24.5	30.0	55.5	76.5	116.3	102.5	114.0	139.5	155.1
Mar Vista	76.0	65.5	89.0	113.5	57.0	87.0	112.0	119.0	122.5	92.5	104.0	129.5	145.1

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Redlands	Riverside	Perris	Menet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Imperial	San Diego	San Ysidro
AND													
Maywood	62.5	52.0	75.5	100.0	43.5	73.5	98.5	105.5	109.0	79.0	90.5	116.0	131.6
Mentone	2.5	18.5	38.5	50.6	32.0	56.0	81.0	102.0	138.0	108.0	119.5	145.0	160.6
Mira Loma	23.2	9.5	33.0	57.5	11.5	41.5	66.5	87.5	117.5	87.5	99.0	124.5	140.1
Miramar	139.4	123.4	133.5	132.3	109.9	116.3	90.8	69.8	30.0	33.9	22.4	16.5	32.1
Mission Beach	138.6	122.6	123.1	121.3	109.1	105.6	80.6	59.6	40.5	33.1	21.6	9.9	25.5
Moneta	74.9	61.5	85.0	109.5	48.0	78.0	103.0	105.0	108.5	78.5	90.0	115.5	131.1
Monrovia	49.8	40.5	64.0	89.0	39.1	69.1	94.1	113.3	116.8	86.8	98.3	123.8	139.4
Montebello	57.8	47.3	70.8	95.3	41.0	71.0	96.0	105.5	109.0	79.0	90.5	116.0	131.6
Monterey Park	55.5	45.0	68.5	93.0	42.0	72.0	97.0	109.5	113.0	83.0	94.5	120.0	135.6
Montrose	65.2	55.9	79.4	103.9	54.5	84.5	109.5	123.5	127.0	97.0	108.5	134.0	149.6
Murrietta	69.0	56.5	33.0	41.6	45.5	15.8	9.8	30.8	70.5	57.0	68.5	94.0	109.6
Naples	71.4	54.5	78.0	102.5	41.0	71.0	96.0	87.5	91.0	61.0	72.5	98.0	113.6
National City	147.5	131.5	132.0	130.2	119.0	114.5	89.5	68.5	51.5	42.0	30.5	5.0	10.6
Newport Beach	66.4	50.4	73.9	98.4	36.9	64.9	91.9	73.0	76.5	46.5	58.0	83.5	99.1
N.Hollywood	73.0	63.7	87.2	111.7	62.3	92.3	117.3	125.0	128.5	98.5	110.0	135.5	151.1
N.Island	145.0	129.0	129.5	127.7	115.5	112.0	87.0	66.0	50.0	39.5	28.0	3.5	15.6
N. Long Beach	68.4	53.0	76.5	101.0	39.5	69.5	94.5	97.0	100.5	70.5	82.0	107.5	123.1
N. Los Angeles	84.2	74.9	98.4	122.9	73.5	103.5	128.5	137.0	140.5	110.5	122.0	147.5	163.1
Norwalk	60.4	47.5	71.0	95.5	34.0	64.0	89.0	96.0	99.5	69.5	81.0	106.5	122.1
Ocean Beach	140.1	124.1	124.6	122.8	110.6	107.1	82.1	61.1	42.0	34.6	23.1	7.2	22.8
Ocean Park	79.0	68.5	92.0	116.5	59.0	89.0	114.0	119.0	122.5	92.5	104.0	129.5	145.1
Oceanside	105.5	89.5	90.0	88.2	76.0	72.5	47.5	26.5	30.0	—	11.5	37.0	52.6
Olinda	52.4	37.0	60.5	85.0	23.5	53.5	78.5	91.0	94.5	64.5	76.0	101.5	117.1
Olive	49.0	33.0	56.5	81.0	19.5	49.5	74.5	83.0	86.5	56.5	68.0	93.5	109.1
Ontario	28.0	17.5	41.0	65.5	16.0	46.0	71.0	92.0	114.0	84.0	95.5	121.0	136.6
Orange	52.5	36.5	60.0	84.5	23.0	53.0	78.0	81.0	84.5	54.5	66.0	91.5	107.1

SECTION NO. 4 - EQUATED MILEAGES

AND	BETWEEN												
	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Temetula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
Pachappa	19.0	3.0	26.5	51.0	11.5	41.5	66.5	87.5	117.5	87.5	99.0	124.5	140.1
Pacific Beach	137.1	121.1	121.6	119.8	107.6	104.1	79.1	58.1	39.0	31.6	20.1	9.3	24.0
Pacific Palisades	84.0	73.5	97.0	121.5	63.0	93.0	118.0	123.5	127.0	97.0	108.5	134.0	149.6
Palma	74.5	64.0	87.5	112.0	57.3	87.3	112.3	119.3	122.8	92.8	104.3	129.8	145.4
Palm City	154.5	138.5	139.0	137.2	125.0	121.5	96.5	75.5	58.5	49.0	37.5	12.0	3.6
Palos Verdes	84.8	68.4	91.9	116.4	54.9	84.9	109.9	105.4	108.9	78.9	90.4	115.9	131.5
Pasadena	57.8	48.5	72.0	97.0	47.1	77.1	102.1	116.0	119.5	89.5	101.0	126.5	142.1
Perris	36.0	23.5	—	24.8	37.0	17.3	42.8	63.8	103.5	90.0	101.5	127.0	142.6
Pico	55.8	45.3	68.8	93.3	39.0	69.0	94.0	103.5	107.0	77.0	88.5	114.0	129.6
Placentia	50.5	34.5	58.0	82.5	21.0	51.0	76.0	89.0	92.5	62.5	74.0	99.5	115.1
Playa Del Rey	79.0	68.5	92.0	116.5	56.0	86.0	111.0	115.5	119.0	89.0	100.5	126.0	141.6
Point Pinon	83.4	67.0	90.5	115.0	53.5	83.5	108.5	103.5	107.0	77.0	88.5	114.0	129.6
Point Loma	144.5	128.5	129.0	127.2	115.0	111.5	86.5	65.5	46.4	39.0	27.5	7.8	23.4
Pomona	34.0	23.5	47.0	71.5	20.5	50.5	75.5	96.5	109.4	79.4	90.9	116.4	132.0
Poway Park	148.4	132.4	124.5	123.3	118.9	107.3	81.8	60.8	21.0	42.9	31.4	25.5	41.1
Prado	33.5	17.5	41.0	65.5	4.0	34.0	59.0	80.0	102.0	72.0	83.5	109.0	124.6
Prenda	21.0	5.0	28.5	53.0	12.5	42.5	67.5	88.5	118.5	88.5	100.0	125.5	141.1
Puente	48.0	37.0	60.5	85.0	34.5	64.5	89.5	103.0	106.5	76.5	88.0	113.5	129.1
Rainbow	87.5	75.0	51.8	50.6	64.0	34.5	9.0	12.0	51.8	38.5	50.0	75.5	91.1

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN AND	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Temecula	Fallbrod	Escondido	Oceanside	Encinites	San Diego	San Ysidro
Rancho Santa Fe	127.0	111.0	122.1	120.9	97.5	104.9	79.4	58.4	18.6	21.5	10.0	25.8	41.4
Redlands	--	16.0	36.0	47.6	29.5	53.5	78.5	99.5	135.5	105.5	117.0	142.5	158.1
Redondo	81.4	69.0	92.5	117.0	55.5	85.5	110.5	107.0	110.5	80.5	92.0	117.5	133.1
Reseda	81.8	72.5	96.0	120.5	71.5	101.5	126.5	135.0	138.5	108.5	120.0	145.5	161.1
Rialto	13.5	10.5	32.0	56.5	23.5	49.5	74.5	95.5	129.5	99.5	111.0	136.5	152.1
Rivera	58.3	47.8	71.3	95.8	39.3	69.3	94.3	101.0	104.5	74.5	86.0	111.5	127.1
Riverside	16.0	--	23.5	48.0	13.5	41.0	66.0	87.0	119.5	89.5	101.0	126.5	142.1
Rockwell Field	145.0	129.0	129.5	127.7	115.5	112.0	87.0	66.0	50.0	39.5	28.0	3.5	15.6
Romoland	42.5	30.0	6.8	18.0	39.5	24.0	40.1	61.1	100.8	87.2	98.7	124.2	139.8
Roscoe	73.0	63.7	87.2	111.7	62.3	92.3	117.3	128.5	132.0	102.0	113.5	139.0	154.6
Rosemead	53.0	42.5	66.0	90.5	39.5	69.5	94.5	119.8	123.3	93.3	104.8	130.3	145.9
San Bernardino	9.0	11.5	31.5	56.0	25.0	49.0	74.0	95.0	131.0	101.0	112.5	138.0	153.6
San Clemente	82.5	66.5	68.5	93.0	53.0	54.5	79.5	49.5	51.5	23.0	34.5	60.0	75.6
San Diego	142.5	126.5	127.0	125.2	113.0	109.5	84.5	63.5	46.5	37.0	25.5	--	15.6
San Dimas	39.7	29.5	53.0	77.5	26.5	56.5	81.5	102.5	115.4	85.4	96.9	122.4	138.0
San Fernando	79.0	69.7	93.2	117.7	68.3	98.3	123.3	134.5	138.0	108.0	119.5	145.0	160.6
San Gabriel	55.0	44.5	68.0	92.5	41.5	71.5	96.5	111.7	115.2	85.2	96.7	122.2	137.8
San Jacinto	43.6	44.0	29.3	4.5	57.5	46.5	46.1	67.1	106.8	92.2	103.7	129.2	144.8
San Luis Rey	110.0	94.0	85.5	83.7	80.5	68.0	43.0	22.0	42.5	4.5	16.0	41.5	57.1
San Marcos	126.5	110.5	94.5	93.3	97.0	77.3	51.8	30.8	9.0	21.0	29.5	55.5	71.1
San Marino	56.5	46.0	69.5	94.0	43.0	73.0	98.0	113.2	116.7	86.7	98.2	123.7	139.3
San Onofre	86.0	70.0	72.0	96.5	56.5	58.0	67.0	46.0	48.0	19.5	31.0	56.5	72.1
San Pedro	81.4	65.0	88.5	113.0	51.5	81.5	106.5	101.5	105.0	75.0	86.5	112.0	127.6
San Ysidro	158.1	142.1	142.6	140.8	128.6	125.1	100.1	79.1	62.1	52.6	41.1	15.6	--
Santa Ana	56.0	40.0	63.5	88.0	26.5	56.5	81.5	79.0	82.5	52.5	64.0	89.5	105.1
Santa Fe Springs	58.8	46.4	69.9	94.4	36.3	66.3	91.3	98.0	101.5	71.5	83.0	108.5	124.1
Santa Monica	81.0	70.5	94.0	118.5	60.0	90.0	115.0	120.5	124.0	94.0	105.5	131.0	146.6
Sawtelle	77.0	66.5	90.0	114.5	60.0	90.0	115.0	122.0	125.5	95.5	107.0	132.5	148.1

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Redlands	Riverdale	Perris	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
Seal Beach	69.4	52.5	76.0	100.5	39.0	69.0	94.0	85.5	89.0	59.0	70.5	96.0	111.6
Sepulveda	80.2	70.9	94.4	118.9	69.5	99.5	124.5	134.0	137.5	107.5	119.0	144.5	160.1
Serra	79.0	63.0	65.0	89.5	49.5	51.0	76.0	53.0	56.5	26.5	38.0	63.5	79.1
Sherman	72.5	62.0	85.5	110.0	58.6	88.6	113.6	121.1	124.6	94.6	106.1	131.6	147.2
Sierra Madre	53.8	44.5	68.0	92.5	43.1	73.1	98.1	115.8	119.3	89.3	100.8	126.3	141.9
Signal Hill	69.9	53.5	77.0	101.5	40.0	70.0	95.0	92.5	96.0	66.0	77.5	103.0	118.6
Solano Beach	121.5	105.5	106.0	104.2	92.0	88.5	63.5	42.5	24.1	16.0	4.5	21.0	36.6
Southgate	66.0	55.5	79.0	103.5	43.0	73.0	98.0	105.0	108.5	78.5	90.0	115.5	131.1
South Pasadena	59.0	48.5	72.0	96.5	45.5	75.5	100.5	114.0	117.5	87.5	99.0	124.5	140.1
Sparrland	23.5	7.5	31.0	55.5	12.5	42.5	67.5	88.5	118.5	88.5	100.0	125.5	141.1
Stanton	59.9	43.5	67.0	91.5	30.0	60.0	87.0	87.0	90.5	60.5	72.0	97.5	113.1
Studio City	76.0	65.5	89.0	113.5	62.5	92.5	117.5	125.5	129.0	99.0	110.5	136.0	151.6
Sumland	71.3	62.0	85.5	110.0	60.6	90.6	115.6	139.5	143.0	113.0	124.5	150.0	165.6
Sunnyside	153.6	137.6	138.1	136.3	124.1	120.6	95.6	74.6	52.6	48.1	36.6	11.1	11.4
Sunset Beach	71.4	54.0	77.5	102.0	40.5	70.5	95.5	82.5	86.0	56.0	67.5	93.0	108.6
Talbert	65.4	48.5	72.0	96.5	35.0	65.0	90.0	79.5	83.0	53.0	64.5	90.0	105.6
Temecula	78.5	66.0	42.8	41.6	55.0	25.5	--	21.0	60.8	47.5	59.0	84.5	100.1
Terminal Island	77.9	61.5	85.0	109.5	48.0	78.0	103.0	98.0	101.5	71.5	83.0	108.5	124.1
Torrance	77.4	62.0	85.5	100.0	48.5	78.5	103.5	102.5	106.0	76.0	87.5	113.0	128.6
Tujunga	69.3	60.0	83.5	108.0	58.6	88.6	113.6	127.5	131.0	101.0	112.5	138.0	153.6
Tustin	56.0	40.0	63.5	88.0	26.5	56.5	83.5	76.0	79.5	49.5	61.0	86.5	102.1
Universal City	73.5	63.0	86.5	111.0	60.0	90.0	115.0	123.0	126.5	96.5	108.0	133.5	149.1
Upland	29.8	19.5	43.0	67.5	18.0	48.0	73.0	94.0	116.0	86.0	97.5	123.0	138.6
Van Nuys	76.5	67.2	90.7	115.2	65.8	95.8	120.8	130.5	134.0	104.0	115.5	141.0	156.6
Venice	78.5	68.0	91.5	116.0	58.5	88.5	113.5	128.0	131.5	101.5	113.0	138.5	154.1
Vernon	65.0	54.5	78.0	102.5	46.5	76.5	101.5	109.0	112.5	82.5	94.0	119.5	135.1
Villa Park	51.5	35.5	59.0	83.5	22.0	52.0	77.0	82.0	85.5	55.5	67.0	92.5	108.1

SECTION NO. 4 - EQUATED MILEAGES

BETWEEN	Redlands	Riverside	Perris	Hemet	Corona	Elsinore	Temecula	Fallbrook	Escondido	Oceanside	Encinitas	San Diego	San Ysidro
Vista	117.0	101.0	84.8	83.6	87.5	67.5	42.0	21.0	18.8	11.5	20.0	45.0	60.6
Walnut Park	66.0	55.5	79.0	103.5	44.0	74.0	99.0	106.5	110.0	80.0	91.5	117.0	132.6
Walteria	82.4	66.0	89.5	114.0	52.5	82.5	107.5	103.0	106.5	76.5	88.0	113.5	129.1
Watson	73.9	57.5	81.0	105.5	44.0	74.0	99.0	96.5	100.0	70.0	81.5	107.0	122.6
Watts	68.3	57.5	81.0	105.5	44.0	74.0	99.0	105.0	108.5	78.5	90.0	115.5	131.1
West Hollywood	72.5	62.0	85.5	110.0	58.6	88.6	113.6	121.1	124.6	94.6	106.1	131.6	147.2
West Los Angeles	77.0	66.5	90.0	114.5	60.0	90.0	115.0	122.0	125.5	95.5	107.0	132.5	148.1
Westminster	63.4	46.0	69.5	94.0	32.5	62.5	87.5	84.5	88.0	58.0	69.5	95.0	110.6
Westwood	76.0	65.5	89.0	113.5	60.0	90.0	115.0	122.0	125.5	95.5	107.0	132.5	148.1
Whittier	56.3	45.8	69.3	93.8	36.5	66.5	91.5	101.0	104.5	74.5	86.0	111.5	127.1
Willowbrook	68.3	57.5	81.0	105.5	44.0	74.0	99.0	103.0	106.5	76.5	88.0	113.5	129.1
Wilmington	76.4	60.0	83.5	108.0	46.5	76.5	101.5	96.5	100.0	70.0	81.5	107.0	122.6
Winchester	54.5	42.0	18.8	13.4	55.5	36.0	28.2	49.2	^{89.0} (90.0)	75.3	86.8	112.3	127.9
Wintersburg	66.4	49.0	72.5	97.0	35.5	65.5	90.5	82.0	85.5	55.5	67.0	92.5	108.1
Yorba	47.0	31.0	54.5	79.0	17.5	47.5	72.5	87.5	91.0	61.0	72.5	98.0	113.6
Yorba Linda	48.8	32.8	56.3	80.8	19.3	49.3	74.3	88.0	91.5	61.5	73.0	98.5	114.1
Yucaipa	12.0	28.0	48.0	52.8	41.5	65.5	90.5	111.5	147.5	117.5	129.0	154.5	170.1

SHIPPING ORDER AND FREIGHT BILL

Name of Carrier _____
 (Name of Carrier must be same as shown on Permit)

Bill No. _____
 Permit No. _____

Point of Origin _____ Date _____, 193

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

Packages : Kind :	Description of Commodities	**Weight : Rate : Charges
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Shipper _____	: Check here _____	:
By _____	: Origin _____ : Destination _____	:
(Show name in full)	: Terminal:Store : Term- : Store	: C.O.D.
Received by Carrier in good condition	: :Door : inal : Door	:
except as noted _____	:	:
By _____	:	: C.O.D. Fee
Driver (show name in full)	:	:
Received by Consignee in good condition	:	: * Advances
except as noted _____	:	: * Other
By _____	:	: Charges
(Show name in full)	:	:
*Show each charge separately and what	:	: Prepaid
it represents.	:	:
**If other unit of charges, show per box, crate, bundle, bag, head, etc.	:	: Total to Collect