



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

August 17, 1990

IN REPLY PLEASE  
REFER TO OUR FILE

David H. Radcliff  
Attorney at Law  
407 North Front Street  
Harrisburg, PA 17101

In re: A-00106091, F. 1, Am-A - Application of Henry L. Taylor

Dear Mr. Radcliff:

The above referenced application has been assigned for review without an oral hearing. In order to reach a determination on the application, you are being requested to file verified statements in accordance with 52 Pa. Code §3.381(e)(1). You will be required to file:

- A. VERIFIED STATEMENT OF APPLICANT.
- B. VERIFIED STATEMENTS IN SUPPORT OF APPLICATION.

The verified statements should be in paragraph form. Each heading contained in the attached minimum outline should be a separate section or paragraph.

You are being granted an initial thirty (30) days to file verified statements. They will be due on or before September 17, 1990.

If additional time is required, it may be requested by telephone but should be followed in writing with the reasons for the extension stated.

Questions about your application should be directed to Douglas A. Pike (717) 783-5947.

Very truly yours,

By Douglas A. Pike  
For Peter S. Marzolf, Supervisor  
Technical Review Section  
Bureau of Transportation

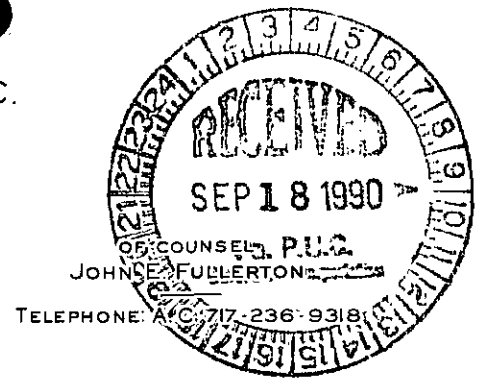
DAP:rs

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
AUG 17 1990  
ENTRY No. *ms*

GRAF, ANDREWS & RADCLIFF, P. C.  
ATTORNEYS AT LAW  
407 NORTH FRONT STREET  
HARRISBURG, PENNSYLVANIA 17101

CHRISTIAN V. GRAF  
FREDERICK W. ANDREWS  
DAVID H. RADCLIFF  
GREGORY R. LYONS



September 17, 1990  
File: 1016.4

RECEIVED

RE: HENRY L. TAYLOR, A.106091, F.1, Am-A  
(Cadbury Schweppes, Inc. & Anderson Box Company)

SEP 17 1990  
SECRETARY'S OFFICE  
Public Utility Commission

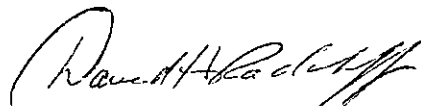
Jerry Rich, Secretary  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

Dear Mr. Rich:

I enclose for filing the original and one copy of Verified Statements in support of the above application.

By copy of this letter I am also forwarding a copy of the Verified Statements to Mr. Pike in Mr. Marzolf's office. Copies are also being forwarded to Applicant and the supporting shippers.

Very truly yours,

  
David H. Radcliff

DHR/kr  
Enclosure

DOCUMENT  
FOLDER

Jerry Rich, Secretary

Page 2

September 17, 1990

File: 1016.4

cc: Mr. Douglas A. Pike  
Technical Review Section  
Bureau of Transportation  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17120

Mr. Henry R. Taylor  
1280 Nawakwa Road  
Biglerville, PA 17307

Mark Servido  
Cadbury Schweppes, Inc.  
High Ridge Park  
Stamford, CT 06905-0800

Jeffrey Miller  
Anderson Box Company, Inc.  
Box 549  
Biglerville, PA 17307

RECEIVED

SEP 17 1990

SECRETARY'S OFFICE  
Public Utility Commission

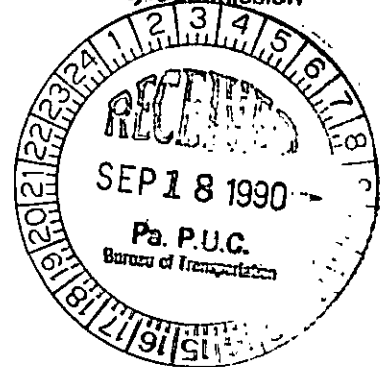
BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY  
COMMISSION

RECEIVED

SEP 17 1990

SECRETARY'S OFFICE  
Public Utility Commission

VERIFIED STATEMENT IN SUPPORT OF  
APPLICATION



In Re: HENRY L. TAYLOR  
A.106091, F.1, Am-A

GRAF, ANDREWS & RADCLIFF, P.C.  
David H. Radcliff, Esquire  
407 North Front Street  
Harrisburg, PA 17101

Due Date: September 17, 1990

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
SEP 13 1990  
ENTRY No. *MS*

VERIFIED STATEMENT OF HENRY L. TAYLOR  
FOR  
HENRY L. TAYLOR

1. LEGAL NAME AND DOMICILE OF APPLICANT

Henry L. Taylor  
1280 Nawakwa Road  
Biglerville, PA 17307

Telephone: (717) 677-6168

2. IDENTITY AND QUALIFICATIONS OF PERSON MAKING STATEMENT FOR APPLICANT

My name is Henry L. Taylor and I am the applicant in these proceedings. As the owner and operator of this business, I am familiar with facilities, authorities and operations utilized and to be utilized in motor carrier operations by my company. I am the proper person to make this statement.

3. IS THE APPLICANT AFFILIATED WITH OTHER CARRIERS?

I am not affiliated with other Pennsylvania intrastate carriers.

4. AUTHORITY SOUGHT

By this application Henry L. Taylor, Inc. seeks the following authority:

"To transport as a common carrier by motor vehicle property (except household goods, commodities in bulk and Classes A and B explosives) for Anderson Box Company and Cadbury-Schweppes, Inc., between points in Pennsylvania"

5. GENERAL SCOPE OF CURRENTLY AUTHORIZED OPERATIONS

I presently hold authority from this Commission at A.106091. I have attached a copy of my present authority as Attachment 1. By reference to that authority, you will note that I hold authority as a common carrier for the transportation of logs, pallets, lumber and lumber by-products from a base territory consisting of the counties of Adams, York and Fayette. I also hold authority to transport property for Knouse Foods Co-op, Inc.

At MC-158012, sub 2, I hold common carrier authority from the Interstate Commerce Commission authorizing transportation of general commodities between all points in the continental United States. See copy of Certificate attached as Attachment 2. This is the broadest scope of interstate authority. I have over eight years of experience operating under the various ICC certificates which I hold.

I have over four years experience of operating in Pennsylvania intrastate commerce.

6. DUPLICATING AUTHORITY WHICH WILL RESULT FROM GRANT OF AUTHORITY

There will be no duplication inherent in this application as it relates to our existing authority.

7. DUAL OPERATIONS RESULTING FROM GRANT OF AUTHORITY

No dual operations will result from this grant of authority.

8. PERTINENT TERMINAL FACILITIES AND COMMUNICATIONS NETWORK

We use terminal facilities in Menallen Township, Adams County. This terminal facility presently is the base for our interstate

and intrastate operations. We would require no additional terminals in connection with this application.

Facilities include approximately 600 square feet of office space. Parking at our terminal facility is sufficient for all of my equipment as the property encompasses more than 10 acres. The garage area is equipped for routine maintenance and includes 6 bays. We have a 10,000 gallon capacity diesel fuel storage and a 500 gallon gasoline storage capability on the premises.

I have multiple telephone lines which the public may utilize to call with requests for service. A dedicated telephone line is used to contact off duty drivers or for the drivers to report in, as I require at each destination point for further dispatching. I also have a telephone line dedicated to a computer hookup for traffic orders and dispatching.

9. PERTINENT EQUIPMENT

I have included as Attachment 3 a list of the equipment setting forth the number of tractors, van trailers, and flatbed trailers which I own. All of these units are available for Applicant's Pennsylvania operations.

I have additional equipment available by lease to meet the immediate demands of any of the shippers and will obtain additional equipment as the traffic requires.

10. SAFETY PROGRAM

Safety is conducted on day to day bases with each driver call and when a booklet or pamphlet becomes available it is given to employees as well as being discussed. We also have 4 safety meeting a year where we discuss safety and video tapes are available through our insurance library which we have been utilizing. Along with this a safety award is given, T-shirt, belt buckle, or plaque. Safety is a top priority at HLT Trucking.

11. TYPE OF SERVICE CURRENTLY PROVIDED TO THE SUPPORTING WITNESS

Under our present operations in interstate commerce, I provide service to both of the supporting shippers. No Pennsylvania service is currently provided to either supporting shipper as their commodities do not fall within the scope of my present authority.

As indicated in their supporting statements, both Anderson Box Company and Cadbury Schweppes, Inc. want to use our service to points in Pennsylvania.

12. TYPE OF SERVICE TO BE OFFERED

Upon approval, we would offer the following type service:

1. I will provide truck load and less-than-truck load service.
2. I will transport the full range of products manufactured and distributed by both shippers utilizing the appropriate type of equipment for the transportation.
3. I will handle truck load traffic for multiple deliveries in transit.
4. On the food and related products I will make scheduled deliveries of all shipments weighing over 5000 pounds and will also make available pallet return.
5. I will coordinate inbound and outbound shipments at the request of the shippers.
6. We will deliver to point of use for truck load traffic.

13. FINANCIAL DATA

I have attached as Attachment 4 my financial statement for the period ending June 30, 1990. You will note that I had a cash

position in excess of \$40,000 and a net worth of more than \$1,634,000. The equipment which comprises the operating property of Applicant is appraised at market value exclusive of depreciation.

I am financially sound and capable of continuing service to the public. I am able to acquire additional equipment should it be needed to meet the shippers' requirements by either lease or purchase.

14. WHETHER SERVICE PROVIDED WILL CREATE EMPTY MILES OR BACKHAULS

There will be minimum empty miles on the backhaul basis. Through coordination with return traffic for shipments of lumber and pallets and through combining interstate and intrastate service with the same equipment the efficiency of my operation will be improved.

By utilizing equipment terminating on interstate service at other points in Pennsylvania or in areas bordering Pennsylvania we will provide efficient inbound service to the shippers locations. Applicant's service for Mountain Valley Farms & Lumber is extensive throughout the South Central Pennsylvania area and inbound traffic moving between Pennsylvania points in that area will greatly reduce empty miles which are equipment presently experiences. By handling such inbound traffic as a return movement our efficiency will be improved.

15. OTHER PERTINENT INFORMATION

I am presently serving the shippers in interstate transportation. When my equipment is at their facility, it would improve our efficiency and benefit the shippers if we were able to load their Pennsylvania traffic for coordinated movements. The availability of inbound shipments will assist in returning my equipment to the vicinity of the terminal. Approval will increase the efficiency of Applicant's present operations.

HENRY L. TAYLOR

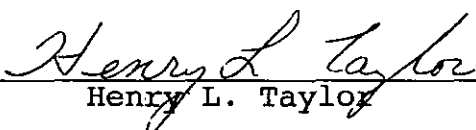
By Henry L. Taylor

VERIFICATION OF STATEMENT

The undersigned deposes and says that he is the person who signed the Statement for the above-captioned applicant and he is authorized to and does make this verification and that the facts set forth therein are true and correct to the best of his knowledge, information and belief.

The undersigned understands that false statements herein are made subject to the penalties of 18 C.S. §4904 relating to unsworn falsification to authorities.

Dated: 9-10-90

  
Henry L. Taylor

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held October 10, 1985

Commissioners Present:

Linda C. Taliaferro, Chairman  
Frank Fischl  
Bill Shane

Application of Henry L. Taylor, for the right to begin to transport, as a common carrier, by motor vehicle, (1) logs, pallets, lumber and lumber byproducts, between points in the counties of Adams, York and Fayette, and from points in the said counties to points in Pennsylvania, and vice versa; and (2) property for Knouse Foods, Inc., between points in Adams and Franklin Counties, and from said counties to points in Pennsylvania, and vice versa.

A-00106091

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David H. Radcliff for Henry L. Taylor.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed March 6, 1985. Public notice of the application was given in the Pennsylvania Bulletin of March 23, 1985. A protest was filed by Edward R. Rathway, t7d/b/a Edward R. Rathway Trucking was withdrawn predicated upon our acceptance of a restrictive amendment which excludes the right to transport property for Tri-State Pallet & Repair, Inc.

The now unopposed application as amended is certified to the Commission for its decision without oral hearing. The record consists of verified statements entered by the applicant and eight supporting shippers.

After due consideration of the record, we find:

1. The applicant does not now hold authority from the Commission. Taylor does not hold authority from the Interstate Commerce Commission as a common carrier of general commodities.

The applicant holds specific ICC authority to transport lumber and wood products as well as food and related products. Under present interstate operations, Taylor provides service to Knouse Foods, Inc. and Mountain Valley Farms & Lumber, two shippers supporting the instant application.

2. Taylor operates from a terminal in Menallen Township, Adams County. The terminal has office space and a garage with six bays. Two telephone lines are installed with a third separate line linked to a computer for traffic orders and dispatching. The applicant owns seven tractors, 13 van trailers and three flatbed trailers. Other equipment can be obtained by lease.

3. Upon approval of the application, Taylor will provide a full range of services to include truckload, truckload with multiple delivery, and less-than-truckload service. The applicant will transport a full range of lumber, pallets, logs and lumber byproducts. Scheduled deliveries will be provided for food and food related products. 4. The applicant's financial capacity to provide the proposed service is demonstrated by its financial statement dated December 31, 1984. Taylor reports total assets of \$792,848.89 with total liabilities of \$333,401.17.

5. Support for part 2 of the application relative to property for Knouse Foods, Inc., is in the form of a verified statement entered by Robert Kluck, traffic manager of Knouse Foods Co-Op, Inc. The witness points out as a preliminary matter that the correct name of the shipper is Knouse Foods Co-Op, Inc. Any authority to issue will be so corrected. Knouse is a major producer of canned food products requiring the transportation of agricultural products to and from storage facilities. It is expected the applicant would be used to transport three truckloads of canned fruit outbound each month with 20 truckloads of supplies inbound on a yearly basis. Outbound transportation originates at four facilities in Adams County and one facility in Franklin County. Inbound shipments come from points of supply nearly statewide.

6. Part 1 of the application relative to logs, pallets, lumber and lumber byproducts is supported by seven shippers which ship from or to the counties of Adams, York and Fayette. R. P. Phillips, Jr., manager of transportation for Coastal Lumber Company, Uniontown, Fayette County, indicates the shipper will tender the applicant one truckload of pallets each month. Taylor will be used for three to five shipments of lumber each year. Alan McIlvain, Jr., president of McIlvain Lumber Company, will use the applicant for the transportation of three shipments of rough lumber per month from points in Fayette County

to the company's facilities at Marcus Hook, Delaware County. One shipment of semi-finished lumber per week will be tendered for transportation to York County. George P. Geiges, president of Treen Box and Pallet Corporation, Bensalem, Bucks County, set forth that Taylor will be used for transportation of lumber from the Uniontown, Fayette County area to Treen facilities in the counties of Juniata and Bucks.

7. Additional support for part 1 of the application was entered by Kenneth R. Taylor, president of Mountain Valley Farms and Lumber Products, Inc. Mountain Valley has facilities in Menallen Township, Adams County. It sells and ships lumber, pallets, mulch, wood chips, wood flakes, pulpwood and firewood, from this facility to points nearly statewide. The applicant will be used on a daily basis for one to five shipments. Bruce R. Yelland, president of J. F. Rohrbaugh & Co., Inc., Hanover, York County, supports the applicant for the transportation of wood pallets and skids, wood chips, sawdust and shavings from Hanover to points in Pennsylvania, and vice versa. Howard N. Rorbaugh, assistant secretary of York Building Products Company, Inc., would use the applicant to transport pallets to the company's facilities in Spring Garden Township and Jackson Township, York County, and Harrisburg and Lower Swatara Township, in Dauphin County. Pallets originate in the counties of Adams and York. Melvin Miller, senior purchasing agent for York Casket Company, will use the applicant for the transportation of select hardwoods from points of supply to the York Casket facility near York, York County.

8. The support entered is representative of a need for the proposed service for the commodities and territory requested by the instant application. The applicant has submitted sufficient evidence to establish that approval of the application is necessary for the accommodation and convenience of the public.

9. The applicant has the necessary fitness, equipment and experience to provide the proposed service; THEREFORE,

IT IS ORDERED: That the application, as amended, be and is hereby approved granting the following rights:

To transport, as a Class D carrier, logs, pallets, lumber and lumber byproducts, between points in the counties of Adams, York and Fayette, and from points in the said counties to points in Pennsylvania, and vice versa.

subject to the following condition:

That no right, power or privilege is granted to transport property for Tri-State Pallet & Repair, Inc.

To transport, as a Class D carrier, property for Knouse Foods Co-Op, Inc., between points in the counties of Adams and Franklin, and from points in the said counties to points in Pennsylvania, and vice versa.

IT IS FURTHER ORDERED: That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

IT IS FURTHER ORDERED: That upon compliance with the requirements of the Public Utility Code and the rules and regulations of the Commission relative to the filing of evidence of insurance and the filing and acceptance of a tariff establishing just and reasonable rates, a certificate issue evidencing the Commission's approval of the right to operate as above determined.

IT IS FURTHER ORDERED: That in the event the applicant has not complied with the requirements hereinbefore set forth on or before sixty (60) days from the date the order is entered, the application shall be dismissed without further proceedings.

BY THE COMMISSION,



Perry Rich  
Secretary

(SEAL)

ORDER ADOPTED: October 10, 1985

ORDER ENTERED: OCT 16 1985

SERVICE DATE

DEC 8 1983

RB  
VS

INTERSTATE COMMERCE COMMISSION

DECISION

No. MC-158012 (Sub-No. 2)

HENRY L. TAYLOR, EXTENSION - NATIONWIDE SERVICE  
(Biglerville, PA)

Decided: November 29, 1983

Applicant seeks a certificate to transport general commodities (except classes A and B explosives, and household goods), between points in the United States (except Alaska and Hawaii). The evidence has been considered under the modified procedure. The application is opposed by Port Norris Express Co., Inc., a motor common carrier.

Port Norris' request for oral hearing is denied for the reason there are no material facts in dispute.

Applicant holds authority to transport lumber and wood products, machinery, and food and related products between named points located throughout the Midwest and Middle Atlantic States. By this application, Taylor seeks to provide nationwide service for his principal shippers and additional members of the shipping public which support the application. Taylor operates 23 trailers (which are capable of handling such bulk products as wood chips) and 8 tractors. Applicant stands ready, willing, and able to lease additional equipment upon request by the supporting firms. Taylor is familiar with all pertinent safety regulations relating to the safe operation of commercial vehicles and the safe transportation of hazardous materials, and is willing to comply with those regulations.

The application is supported by Capital Quikrete of Clinton, MD; Burgess MFG. of Okla., Inc., of Guthrie, OK; Mt. Valley Farms & Lumber Products, Inc., of Biglerville, PA; MFP Enterprises, Inc., of Biglerville, PA; Allegheny Beverage Corp., of Baltimore, MD; York Building Products Co., Inc., of York, PA; Suburban Publishers of Exeter, PA; Isaly Klondike Co., of Hanover, PA; Waynesboro Pipe Products Co., of Waynesboro, PA; Knouse Foods, Inc., of Peach Glen, PA; Al Young Industries, Inc., of Livonia, MI; The Arnold Corporation of Chambersburg, PA, McDonough Manufacturing Co., of Eau Claire, WI; and Smetco, Inc., of Portland, OR. As a group, these businesses require the transportation of machinery, printing material, paper and paper products, wood pallets, lumber, food products, iron and steel

articles, ice cream, sand and gravel, bagged cement, chemicals, and soft drinks. Each of the supporting firms indicates where the traffic is moving. Collectively, the shippers describe points throughout the Nation located in the 48 contiguous States.

Port Norris is authorized to transport clay, concrete, glass or stone products, sand, and commodities in bulk, between those points in the United States in and east of Minnesota, Iowa, Missouri, Arkansas, and Louisiana. It claims to have actively solicited traffic moving within the scope of the application within the past 12 months. In 1982, protestant's gross revenues were about \$2.5 million. Port Norris estimates that approximately 75 percent of its overall revenues would be subject to diversion by a grant of the authority sought here. Protestant contends that the evidence presented does not demonstrate a need for the instant proposal, and particularly for bulk commodities which comprise 70 percent of its traffic. Port Norris underscores that it has suffered a drop off in gross revenues since 1979, and has 30 to 50 percent of its equipment idle on some days. Protestant argues that further diversion of freight by applicant will only result in a reduction in a level of service to the public.

On the record, we find that applicant has met his burden of demonstrating that the requested service would serve a useful public purpose responsive to a public demand and need. A representative showing is all that is required, and the specific commodities, origins, and destinations named are sufficiently representative of the authority sought. Applicant already holds authorities to transport specified commodities throughout the Midwest and Middle Atlantic States so when the existing broad authorities are combined with shippers nationwide requirements a prima facie case is established. The supporting witnesses list many commodities shipped by them which are within many different commodity groups of the Standard Transportation Commodity Code. The wide range of commodities moved by the shippers is sufficient to indicate a need for transporting general commodities. In addition, Allegheny Beverage Corp. indicates that tank trailers may be required at a later date. Therefore, the diverse traffic, the specific named points of origin and destination, and the indicated volume of freight show that a grant of the service proposal is warranted.

Protestant has not shown, with particularity, that a grant of the authority sought would impair or endanger its overall operations to such an extent as to constitute harm to the

public. It is not probable that applicant alone will divert a sufficient amount of their traffic so as to materially damage Port Norris' operations. Although some of protestant's traffic may be diverted by applicant, we are not convinced that its overall operations would be so adversely affected by applicant's proposed service as would result in significant harm to the public.

American Trucking Associations v. I.C.C., 659 F. 2d 452 (5th Cir. 1981) governs the bulk commodities issue. The Fifth Circuit held that the Commission may not grant general commodity authority without a bulk exclusion absent some showing by applicant of its fitness, willingness, and ability to handle bulk commodities. As noted, applicant stands ready to handle bulk commodities, possesses trailers capable of transporting bulk products, and Allegheny Beverage Corp. indicates that tank trailer service may be required in the future. In addition, Port Norris is not serving the supporting shippers (or fails to indicate service) and protestant's size and broad authority should enable it to compete with applicant. Accordingly, the application will be granted as set forth in the appendix.

We find:

Performance by applicant of the service described in the appendix will serve a useful public purpose, responsive to a public demand or need. Applicant is fit, willing, and able to perform properly the granted service and to conform to statutory and administrative requirements. This action will not significantly affect either the quality of the human environment or conservation of energy resources. An appropriate certificate should be granted.

It is ordered:

The application is granted to the extent set forth in the appendix. Operations may begin only following the service of a certificate and upon compliance with the following requirements set forth in the Code of Federal Regulations: insurance (49 CFR 1043), designation of process agent (49 CFR 1044), and tariffs (49 CFR 1310).

No. MC-158012 (Sub-No. 2)

By the Commission, the Review Board, Members Joyce, Krock,  
and Williams.

JAMES H. BAYNE  
ACTING SECRETARY

(SEAL)

APPENDIX

Authority to conduct the following operations will be issued in an appropriate document. This decision does not constitute authority to operate.

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except classes A and B explosives and household goods), between points in the United States (except Alaska and Hawaii).

HENRY L. TAYLOR TRUCKING: Tractor List, April 1990

<u>TR#</u>	<u>TITLE #</u>	<u>PLATE #</u>	<u>FUEL</u>	<u>IDENTIFICATION #</u>	<u>UL WT</u>	<u>YEAR</u>	<u>MAKE</u>
		DWT-1	unlead	1G6CD1184H4357412		1987	Cadillac
		2NU4MUD	unlead	1GCDK14K6K2179575		1989	Chev p/up
711	36256575	AA38571	diesel	SK7605PA	14000	1984	Re-con
714	65603	AA56147	diesel	1WUFBEJG1EN065603	12812	1984	White
715	1157282	AA56148	diesel	1WUFBEJG3EN065604	14000	1984	White
716	35006540	AA31155	diesel	1WYYZCZZ1FN101028	14500	1985	White
717	RT14609A	AA53020	diesel	1WUYBCVG9GN104979	14000	1986	White
718	A344508838	AA84174	diesel	R902VX90494		1977	Ford
719	40471659	AA33182	diesel	4V1WDBJH4JN602291	14500	1988	White
720	40471660	AA68085	diesel	4V1WDBJH6JN602292	14500	1988	White
721	41181249	AA68085	diesel	4V1WDBJH1KN607434	14500	1989	White
722	41181250	AA77650	diesel	4V1WDBJH3KN607435	14500	1989	White
723	41764970	AA84173	diesel	4V1WDBJH2KN619236	14500	1989	White

\*\*\* ALL GROSS 80,000 POUNDS. \*\*\*

## HENRY L. TAYLOR TRUCKING: Trailer List, April 1990

<u>Trailer</u>	<u>#</u>	<u>Year</u>	<u>Style</u>	<u>L"</u>	<u>W"</u>	<u>DR"</u>	<u>Serial Number</u>	<u>Wheel</u>	<u>Tires</u>
Fruehauf	906	1976	Van	48	96	105	HPS515802	Disc	11 x 22.5
Pike	916	1972	Flat	48	96		72F937	Disc	11 x 22.5
Pike	917	1972	Flat	48	96		72F957	Disc	11 x 22.5
Pike	918	1974	Flat	48	96		74D1654	Disc	11 x 22.5
Fruehauf	920	1981	Reefer	48	96	98	1H2R04229BH037301	Disc	11 x 22.5
Utility	931	1982	Curtain	47	96	105	CC703002	Disc	11 x 22.5 WT141201b
Fruehauf	942	1983	Van	48	102	110	1H2V04829EH025112	Spoke	11 x 22.5
Fruehauf	943	1984	Van	48	102	110	1H2V04820EH925113	Spoke	11 x 22.5
Fruehauf	944	1984	Van	48	102	110	1H2V04822EH025114	Spoke	11 x 22.5
Fruehauf	945	1983	Van	48	102	110	1H2V04824EH025115	Spoke	11 x 22.5
Fruehauf	948	1984	Van	48	102	110	1H2V0482XEH025118	Spoke	11 x 22.5
Fruehauf	949	1984	Van	48	102	110	1H2V04821EH025119	Spoke	11 x 22.5
Fruehauf	950	1984	Van	48	102	110	1H2V04828EH025120	Spoke	11 x 22.5
Grt Dane	951	1976	Van	44	96	106	75000	Disc	11 x 22.5
Grt Dane	952	1976	Van	44	96	106	76489	Disc	11 x 22.5
Grt Dane	954	1978	Van	44	96	106	87084	Disc	11 x 22.5
Grt Dane	955	1978	Van	44	96	106	87102	Disc	11 x 22.5
Fruehauf	956	1979	Van	45	96	106	HPV666641	Spoke	11 x 22.5
Fruehauf	957	1979	Van	45	96	106	HPV666676	Spoke	11 x 22.5
Strick	958	1977	Van	45	96	106	210596	Spoke	11 x 22.5
Strick	959	1977	Van	45	96	106	210602	Spoke	11 x 22.5
Fruehauf	960	1984	Van	45	96	100	1H2V04529EH043601	Spoke	11 x 22.5
Fruehauf	961	1984	Van	45	96	100	1H2V04520EH043602	Spoke	11 x 22.5
Fruehauf	962	1984	Van	45	96	100	1H2V04526EH043605	Spoke	11 x 22.5
Fruehauf	963	1984	Van	45	96	100	1H2V0452XEH043607	Spoke	11 x 22.5
Fruehauf	964	1984	Van	45	96	100	1H2V0452XEH043610	Spoke	11 x 22.5
Strick	966	1985	Van	45	96	97	1S12F8451FD263072	Budd	11 x 22.5
Strick	967	1985	Van	45	96	97	1S12F8453FD263073	Budd	11 x 22.5
Strick	968	1985	Van	45	96	97	1S12F8455FD263074	Budd	11 x 22.5
Strick	969	1985	Van	45	96	97	1S12F8457FD263075	Budd	11 x 22.5
Strick	970	1985	Van	45	96	97	1S12F8459FD263076	Budd	11 x 22.5
Strick	971	1985	Van	45	96	97	1S12F8450FD263077	Budd	11 x 22.5
Strick	972	1985	Van	45	96	97	1S12F845XFD263085	Budd	11 x 22.5
Strick	973	1985	Van	45	96	97	1S1SF8451FD263086	Budd	11 x 22.5
Strick	974	1985	Van	45	96	97	1S12F8453FD263087	Budd	11 x 22.5

HENRY L. AND DONNA W. TAYLOR  
STATEMENT OF FINANCIAL CONDITION  
JUNE 30, 1990

HENRY L. AND DONNA W. TAYLOR  
STATEMENT OF FINANCIAL CONDITION  
JUNE 30, 1990

CONTENTS

Accountants' Report	1
Statement of Financial Condition, June 30, 1990	2
Notes to Financial Statements, June 30, 1990	3 - 5

**MUSSELMAN AND CREAGER**

CERTIFIED PUBLIC ACCOUNTANTS

251 BALTIMORE STREET

P.O. Box 423

GETTYSBURG, PENNSYLVANIA 17325

LARRY A. MUSSELMAN, CPA  
SIDNEY H. CREAGER III, CPA

TELEPHONE  
(717) 334-9181

Henry L. and Donna W. Taylor  
1280 Nawakwa Road  
Biglerville, Pennsylvania 17307

We have compiled the accompanying statement of financial condition of Henry L. and Donna W. Taylor as of June 30, 1990, in accordance with standards established by the American Institute of Certified Public Accountants.

A compilation is limited to presenting in the form of financial statements information that is the representation of the individuals whose financial statements are presented. We have not audited or reviewed the accompanying statement of financial condition and, accordingly, do not express an opinion or any other form of assurance on it; however, we did become aware of the departure from generally accepted accounting principles that is described in the following paragraph.

Generally accepted accounting principles require that personal financial statements include an accrual for income taxes on the differences between the estimated current values of assets and the estimated current amounts of liabilities and their tax basis. The accompanying statement does not reflect such an accrual, and the effect of this departure from generally accepted accounting principles has not been determined.

Because the significance and pervasiveness of the matter discussed above make it difficult to assess its impact on the statement of financial condition, users of this financial statement should recognize that they might reach different conclusions about the financial condition of Henry L. and Donna W. Taylor if they had access to a revised statement of financial condition prepared in conformity with generally accepted accounting principles.

Respectfully submitted,



Larry A. Musselman

Gettysburg, Pennsylvania  
August 22, 1990

HENRY L. AND DONNA W. TAYLOR  
STATEMENT OF FINANCIAL CONDITION  
JUNE 30, 1990

ASSETS

ASSETS

Cash - CMA Account	\$ 6,228
Cash - Savings	33,886
Cash Value of Life Insurance	20,876
Investments - Marketable Securities (Note 2)	43,331
Investment - Henry L. Taylor, Trucking (Note 3)	582,002
Investment - Mt. Valley Farms & Lumber Products, Inc. (Note 4)	479,748
Residence (Note 5)	150,000
Real Estate (Note 6)	63,000
Retirement Plan (Note 7)	30,392
I.C.C. Trucking Rights (Note 8)	100,000
P.U.C. P.A. Trucking Rights (Note 9)	15,000
Furs (Note 10)	28,000
Jewelry (Note 11)	29,000
Antiques (Note 12)	10,000
Classic Automobiles (Note 13)	35,000
Guns (Note 14)	<u>10,000</u>
 TOTAL ASSETS	 \$1,636,463 =====

LIABILITIES AND NET WORTH

LIABILITIES

Loan on Life Insurance	\$ 2,000
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NET WORTH

Henry L. and Donna W. Taylor	<u>1,634,463</u>
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 TOTAL LIABILITIES AND NET WORTH	 \$1,636,463 =====
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The attached accountants' compilation report and notes are an  
integral part of this financial statement.

HENRY L. AND DONNA W. TAYLOR  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 1990

Note 1.

The accompanying financial statement includes the assets and liabilities of Henry L. and Donna W. Taylor. Assets are stated at their estimated current values, and liabilities at their estimated current amounts.

Note 2.

The investments in marketable securities as of June 30, 1990 consisted of the following:

	Number of <u>Shares</u>	Market <u>Value</u>
Battle Mountain Gold Company	2	\$ 23
Cardinal Technologies, Inc.	5000	12,500
Farmers Bank and Trust Company	412	9,991
Hechinger Company Class A	100	1,238
Helionetics, Inc.	4	16
Navistar Int'l Corp.	100	413
P.H. Glatfelter, Co.	200	8,125
Red Top Rattlers Hunting Lodge, Inc.	1	2,750
Sears, Roebuck and Company	100	3,650
Van Kampen Merritt Municipal Income	<u>500</u>	<u>4,625</u>
		\$ 43,331
		=====

Note 3.

Henry L. Taylor is the sole proprietor of Henry L. Taylor, Trucking. A condensed balance sheet of Henry L. Taylor, Trucking as of June 30, 1990, prepared in conformity with generally accepted accounting principles, is summarized below:

	Book <u>Value</u>	Market <u>Value</u>
Current Assets	\$116,025	\$116,025
Plant Assets	<u>179,724</u>	<u>678,000</u>
Total Assets	<u>295,749</u>	<u>794,025</u>
Current Liabilities	104,613	104,613
Long-Term Liabilities	<u>107,410</u>	<u>107,410</u>
Total Liabilities	<u>212,023</u>	<u>212,023</u>
Equity	\$ 83,726	\$582,002
	=====	=====

The estimated market value for the plant assets is based on estimates supplied by Henry L. Taylor.

Included in the liabilities are notes payable totalling \$209,402. Follows is a summary of the notes payable as of June 30, 1990.

Note payable - Associates Commercial, payable in monthly installments of \$1,929 including interest at 10.25%, collateralized with a truck tractor.	\$ 36,784
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HENRY L. AND DONNA W. TAYLOR  
NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 1990

Note payable - Associates Commercial, payable in monthly installments of \$1,929 including interest at 10.25%, collateralized with a truck tractor.	\$ 36,784
Note payable - Associates Commercial, payable in monthly installments of \$1,978 including interest at 11.75%, collateralized with a truck tractor.	46,741
Note payable - Associates Commercial, payable in monthly installments of \$1,978 including interest at 11.75%, collateralized with a truck tractor.	46,740
Note payable - Associates Commercial, payable in monthly installments of \$1,719 including interest at 13.25%, collateralized with a truck tractor.	32,071
Note payable - GMAC, payable in monthly installments of \$600 including interest at 12.65%, collateralized with a pick up truck.	<u>10,282</u>
Total Notes Payable	209,402
Less: Current Portion	<u>101,992</u>
Long-Term Portion	\$107,410 =====

Note 4.

Henry L. Taylor owns 55.4% of Mt. Valley Farms & Lumber Products, Inc. The estimated current value is based on 55.4% of the equity. A condensed balance sheet of Mt. Valley Farms & Lumber Products, Inc. as of June 30, 1990, prepared in conformity with generally accepted accounting principles, is summarized below:

	<u>Book Value</u>
Current Assets	\$ 966,640
Plant Assets	1,116,627
Other Assets	<u>95,216</u>
Total Liabilities	<u>2,178,483</u>
Current Liabilities	707,560
Long-Term Liabilities	<u>604,952</u>
Total Liabilities	<u>1,312,512</u>
Equity	\$ 865,971 =====

Note 5.

The residence, which is located at 1280 Nawakwa Road, Biglerville, Pennsylvania, is the personal residence of Henry L. and Donna W. Taylor. The estimated current value for the residence is based on estimates supplied by Henry L. and Donna W. Taylor.

HENRY L. AND DONNA W. TAYLOR  
NOTES TO FINANCIAL STATEMENTS  
DECEMBER 31, 1990

Note 6.

The real estate totalling \$63,000 as of June 30, 1990 consisted of the following:

One half interest in 100 acre tract	\$ 50,000
One half interest in 12 acre wooded tract	10,000
One half acre wooded lot	<u>3,000</u>
Total	\$ 63,000 =====

The estimated current value for the real estate is based on estimates supplied by Henry L. and Donna W. Taylor.

Note 7.

The retirement plan totalling \$30,392 as of June 30, 1989 is with Mt. Valley Farms & Lumber Products, Inc. Of the \$30,392, \$27,872 is credited to Henry L. Taylor's retirement benefits while \$2,520 is credited to Donna W. Taylor's retirement benefits.

Note 8.

The estimated current value for the I.C.C. Trucking Rights is based on estimates supplied by Henry L. Taylor and Donna W. Taylor.

Note 9.

The estimated current value for the P.U.C. P.A. Trucking Rights is based on estimates supplied by Henry L. Taylor and Donna W. Taylor.

Note 10.

The estimated current value for the furs is based on appraised values supplied by Furs By Richard of York, Pennsylvania.

Note 11.

The estimated current value for the jewelry is based on appraised values supplied by jeweler.

Note 12.

The estimated current value for the antiques is based on estimates supplied by Henry L. and Donna W. Taylor.

Note 13.

The estimated current value for the classic automobiles is based on estimates supplied by Henry L. and Donna W. Taylor.

Note 14.

The estimated current value for the guns is based on appraised values supplied by Taylor's Trading Post.

VERIFIED STATEMENT OF  
IN SUPPORT OF APPLICATION OF  
HENRY L. TAYLOR, INC.  
A.106091, F.1, Am-A

1. LEGAL NAME AND DOMICILE OF SUPPORTING PARTY

JEFFREY MILLER  
Anderson Box Company, Inc.  
Box 549  
Biglerville, PA 17307  
  
(717) 677-6111

2. IDENTITY AND QUALIFICATIONS OF PERSON MAKING STATEMENT FOR SUPPORTING PARTY OR FIRM

My name is Jeff Miller and I am the warehouse manager for Anderson Box Company, Inc., at Biglerville, Pennsylvania. I am the individual responsible for the motor carrier transportation movement of our product inbound and outbound.

3. GENERAL DESCRIPTION OF SUPPORTING PARTY, ORGANIZATION OR OPERATIONS

Anderson Box Company, Inc. operates a distribution center for corrugated containers at Biglerville. The containers are used as packaging material for fruits and produce.

4. VOLUME AND FREQUENCY OF INTENDED USE

Approximately 52 loads per year or one load per week will be tendered to Applicant. This could vary greatly depending upon our product movement. Sometimes we have several loads per day during the harvest season.

5. SPECIFIC OR REPRESENTATIVE ORIGINS AND DESTINATIONS, OR BOTH

The following our representative destinations for the corrugated containers:

Altoona	Hazleton	New Hope
Boyertown	Kutztown	Oxford
Borto	Landenburg	Oregon
Berwick	Kennett Square	Newmanstown
Bird In Hand	Liverpool	Port Trevorton
Claysburg	Avondale	Quarryville
Christiana	Hershey	Richfield
Danville	Leola	Ringtown
Dallas	Mt Pleasant Mills	Philadelphia
Frederick	Mifflinburg	Sunbury
Fredericksburg	Millersville	Stewartstown
Fleetwood	Millersburg	Unionville
Conshohoken	Northumberland	Uniontown
Erie	New Park	Zion Grove

When also receive returned goods from all of the points to which we ship from Biglerville due to misorders, overstocking and the like.

On inbound shipments we receive corrugated containers from Hazleton and Conshohoken.

6. TYPE OF SERVICE REQUIRED

Truckload deliveries, multiple stop deliveries, load one day deliver next day.

7. SIMILAR APPLICATIONS SUPPORTED

None.

8. OTHER PERTINENT INFORMATION

The services of Henry L. Taylor are used now for interstate service. We are enjoying good service and want that available for Pennsylvania traffic as well.



VERIFIED STATEMENT OF  
IN SUPPORT OF APPLICATION OF  
HENRY L. TAYLOR, INC.  
A.106091, F.1, Am-A

1. LEGAL NAME AND DOMICILE OF SUPPORTING PARTY

Mark Servido  
Cadbury Schweppes, Inc.  
High Ridge Park  
Stamford, CT 06905-0800

PENNSYLVANIA OFFICE AND PLANT:

Cadbury Schweppes, Inc.  
Aspers, PA 17304

2. IDENTITY AND QUALIFICATIONS OF PERSON MAKING STATEMENT FOR SUPPORTING PARTY OR FIRM

My name is Mark Servido and I am the Corporate Transportation Manager for Cadbury Schweppes, Inc. I have held this position for one year. Previously I was logistic manager for our carbonated division. I am familiar with the transportation requirements of the supporting shipper and I am authorized to make this statement.

3. GENERAL DESCRIPTION OF SUPPORTING PARTY, ORGANIZATION OR OPERATIONS

Cadbury Schweppes, Inc. is a worldwide corporation, which in the United States produces Mott's Apple Products, Mr. & Mrs. T products, Roses' Holland House Cocktail mixes, Schweppes, Sunkist, Canada Dry, Crush and Red Creek brand named products.

4. VOLUME AND FREQUENCY OF INTENDED USE

We contemplate using this applicant for two truckloads per week out of the Aspers, Pennsylvania facility. Additionally we will tender traffic to the Applicant from the warehouses we maintain in Carlisle and Hanover in quantities of approximately one truckload per week from either or both of those facilities.

5. SPECIFIC OR REPRESENTATIVE ORIGINS AND DESTINATIONS, OR BOTH

We ship from Aspers, Pennsylvania which is our plant. We also ship from warehousing facilities in Carlisle and Hanover to all points in Pennsylvania. As you are undoubtedly familiar with our company's products, you know that they are sold in grocery stores, convenience stores, sandwich shops, snack bars, and vending machines throughout the state. Cadbury Schweppes, Inc. uses a variety of distribution systems to market its products.

Representative destinations for motor carrier shipments include the following:

Aliquippa	Forest City	Newport
Allentown	Galeton	Northampton
Altoona	Gettysburg	Philadelphia
Ardmore	Greensburg	Pittsburgh
Bangor	Harrisburg	Pottsville
Beaver	Hazleton	Reading
Bedford	Huntingdon	Red Lion
Bellefonte	Johnstown	St Marys
Berwick	King of Prussia	Scotland
Brookville	Lancaster	Shippensburg
Camp Hill	Lebanon	Slippery Rock
Carlisle	Leola	Somerset
Chambersburg	Lock Haven	Spring City
Clarion	Marietta	State College
Clarks Summit	Marshalls Creek	Sunbury
Clearfield	Mechanicsburg	Towanda
Coatesville	Mercersburg	Trevorton
Collegeville	Mifflintown	Tunkhannock
Elizabethtown	Milford	Washington
Erie	Muncy	Waynesboro
Everett	Myerstown	Wellsboro
Fayetteville	New Bloomfield	West Chester
		York
		Zelienople

6. TYPE OF SERVICE REQUIRED

We need van trailers. Van trailers that are 40, 45 or 48 feet long are acceptable. We ship in truckload quantities and truckload for multiple deliveries in transit.

7. SIMILAR APPLICATIONS SUPPORTED

None.

8. OTHER PERTINENT INFORMATION

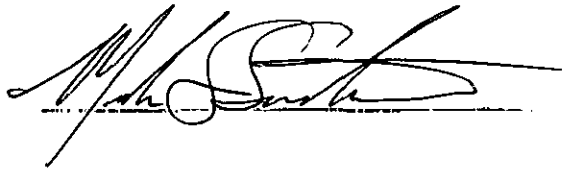
The services of Henry L. Taylor are used now for interstate service. We are enjoying good service and want that available for Pennsylvania traffic as well.

VERIFICATION OF STATEMENT

The undersigned deposes and says that he is the person who signed the statement for Cadbury Schweppes, Inc. in support of the application of Henry L. Taylor and that he is authorized to and does make this verification and that the facts set forth herein are true and correct to the best of his knowledge, information and belief.

The undersigned understands that false statements herein are made subject to the penalties of 8 C.S. Sec. 4104 relating to unsworn falsification to authorities.

Dated: 9/4/90

  
\_\_\_\_\_

POOR ORIGINAL





COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

September 18, 1990

IN REPLY PLEASE  
REFER TO OUR FILE

David H. Radcliff  
Attorney at Law  
407 North Front Street  
Harrisburg, PA 17101

In re: A-00106091, F. 1, Am-A - Application of Henry L. Taylor

Dear Mr. Radcliff:

We have received the verified statements filed in the above referenced proceeding.

The record will be reviewed and will be put before the Commission for its decision. You will be notified of the Commission's action.

Very truly yours,

By Douglas A. Pike  
For Peter S. Marzolf, Supervisor  
Technical Review Section  
Bureau of Transportation

DAP:kmb

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
SEP 19 1990  
ENTRY No. *mt*