

Awards are presented in conjunction with the meetings. Maintenance is performed in the company garage and each vehicle is inspected daily. An unaudited financial statement submitted by the applicant shows the trucking company's financial standing as follows: total assets \$295,749, total liabilities \$212,023, leaving net worth of \$83,726.

A verified statement in support of the application was entered by Jeffrey Miller, warehouse manager for Anderson Box Company, Inc. (Anderson). Anderson operates a distribution center at Biglerville, Adams County. Corrugated containers are stored and shipped to customers for the packaging of fruits and produce. Shipments are made to points throughout Pennsylvania and received from Hazleton and Conshohocken. Anderson currently utilizes the applicant for interstate service and enjoys good relations with him.

A second verified statement in support of the application was entered by Mark Servido, corporate transportation manager for Cadbury-Schwepps, Inc. (Cadbury). Cadbury-Schwepps, Inc. is a worldwide corporation, which in the United States produces Mott's Apple Products, Mr. & Mrs. T products, Roses' Holland House Cocktail mixes, Schwepps, Sunkist, Canada Dry, Crush and Red Creek brand named products. Cadbury ships from a plant in Aspers, Adams County as well as warehouse facilities in Carlisle, Cumberland County and Hanover, York County to all points in Pennsylvania. Shipments are made in truckload quantities in van trailers. Cadbury currently uses the applicant in interstate service and is well pleased with that service.

The applicant has demonstrated that a need exists for the service proposed.

We find:

1. That the applicant has shown that a public need for the proposed service does exist.
2. That the applicant is fit, ready, willing and able to provide the service.
3. That approval of the application is necessary for the accommodation and convenience of the public; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved and that the certificate issued to the applicant on December 13, 1985 be amended to include the following right:

To transport as a Class D carrier property for Anderson Box Company and Cadbury-Schwepps, Inc., between points in Pennsylvania;

subject to the following condition:

That no right, power or privilege be granted to transport household goods in

use, commodities in bulk and Class A and B explosives.

IT IS FURTHER ORDERED: That the applicant shall not engage in any transportation granted herein until it shall have complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of the Commission relative to the filing and acceptance of a tariff establishing just and reasonable rates.

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

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.

BY THE COMMISSION,

A handwritten signature in black ink, appearing to read "Jerry Rich", written over a circular stamp or seal.

Jerry Rich
Secretary

(SEAL)

ORDER ADOPTED: November 1, 1990

ORDER ENTERED: NOV 5 1990

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

MC-158012

HENRY L. TAYLOR
Biglerville, PA

SERVICE DATE

JUL 7 1982

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For all carriers: Any duplication in this authority and rights currently held does not confer more than one operating right.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority - unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

Agatha L. Mergenovich
Secretary

(SEAL)

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

MC-158012

To operate as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting (1) lumber and wood products, between points in Adams County, PA, on the one hand, and, on the other, points in Ohio, Michigan, Illinois, Indiana, Tennessee, Kentucky, Virginia, West Virginia, Maryland, Missouri, Arkansas, and Wisconsin, (2) machinery, between points in Berrien County, MI, and Adams County, PA, on the one hand, and, on the other, points in Ohio, Michigan, Illinois, Indiana, Tennessee, Kentucky, Virginia, West Virginia, Maryland, Missouri, Arkansas, and Wisconsin, and (3) food and related products, between points in Adams and Franklin Counties, PA, and Berkeley County, WV, on the one hand, and, on the other, points in Ohio, Michigan, Illinois, Indiana, Tennessee, Kentucky, Virginia, West Virginia, Maryland, Missouri, Arkansas, and Wisconsin.

INTERSTATE COMMERCE COMMISSION
CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. MC 158012 Sub 2

HENRY L. TAYLOR
Biglerville, PA

SERVICE DATE

APR 4 1984

This Certificate of Public Convenience and Necessity is evidence of the carrier's authority to engage in transportation as a common carrier by motor vehicle.

This authority will become effective only when the carrier has met the compliance requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043), the designation of agents upon whom process may be served (49 CFR 1044), and tariffs or schedules (49 CFR 1300 through 1310, revised). The carrier shall also render reasonably continuous and adequate service to the public. Failure to meet these conditions will constitute sufficient grounds for the suspension, change, or revocation of this authority.

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

For common carriers with irregular route authority: Any irregular route authority authorized in this certificate may not be tacked or joined with your other irregular route authority unless joinder is specifically authorized.

The transportation service to be performed is described on the reverse side of this document and will be valid as long as the carrier maintains compliance with the above requirements.

By the Commission.

(SEAL)

JAMES H. BAYNE
ACTING SECRETARY

Note: If there are any discrepancies regarding this document please notify the Commission within 30 days.

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).

SERVICE DATE

APR 8 1992

**INTERSTATE COMMERCE COMMISSION
PERMIT**

No. MC 158012 (Sub 4)

**HENRY L. TAYLOR
BIGLERVILLE, PA**

This Permit is evidence of the carrier's authority to engage in transportation as a contract carrier by motor vehicle.

This authority will be effective as long as the carrier maintains compliance with the requirements pertaining to insurance coverage for the protection of the public (49 CFR 1043); the designation of agents upon whom process may be served (49 CFR 1044); the execution of contracts (49 CFR 1053)¹; and for passenger carriers, tariffs or schedules (49 CFR 1312).

This authority is subject to any terms, conditions, and limitations as are now, or may later be, attached to this privilege.

The transportation service to be performed is described on the reverse side of this document.

By the Commission.

(SEAL)

SIDNEY L. STRICKLAND, JR.
Secretary

NOTE: If there are any discrepancies regarding this Permit, please notify the Commission within 30 days.

¹While the execution of contracts must be accomplished, it is unnecessary to file them with the Commission.

To operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities, (except household goods; commodities in bulk; classes A and B explosives; Poison A; liquefied compressed gas or compressed gas; highway route controlled quantity radioactive materials as defined in Section 173.455; or hazardous substances transported in cargo tanks, portable tanks, or hopper type vehicles with capacities in excess of 3,500 water gallons), between points in the U.S. (except AK and HI), under continuing contract(s) with commercial shippers or receivers of such commodities.

NOTE: Willful and persistent noncompliance with applicable safety fitness regulations as evidenced by a DOT safety fitness rating of "Unsatisfactory" or by other indicators, could result in a proceeding requiring the holder of this certificate or permit to show cause why this authority should not be suspended or revoked.

HENRY L. TAYLOR
 PENNSYLVANIA PUBLIC UTILITY COMMISSION
 ANNUAL REPORT
 MOTOR VEHICLE EQUIPMENT AT END OF YEAR

WITNESS: TAYLOR
 EXHIBIT C

Make of Vehicle	Model (Year)	Type of Body	Seating Capacity or Tonnage	Date Purchased	Condition When Purchased (New or Used)	Cost to Carrier At Time of Purchase	Depreciation Accrued		Depreciation Book Value End of Year	Total Miles Operated	
							Current Year	Total At End of Year		During Year	At End of Year
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
Recon	1984	Tractor	80000	1984	New	74,611	- 0 -	70,880	3,731		
White	1985	Tractor	80000	1985	New	47,412	- 0 -	47,412	- 0 -		
Ford	1977	Tractor	80000	1987	Used	6,750	- 0 -	6,750	- 0 -		
White	1988	Tractor	80000	1988	New	67,500	4,999	67,500	- 0 -		
White	1988	Tractor	80000	1988	New	67,500	4,999	67,500	- 0 -		
White	1989	Tractor	80000	1988	New	67,821	5,022	67,821	- 0 -		
White	1989	Tractor	80000	1988	New	67,821	5,022	67,821	- 0 -		
White	1989	Tractor	80000	1989	New	75,850	10,090	63,064	12,786		
White	1990	Tractor	80000	1990	New	67,500	41,250	46,875	20,625		
White	1990	Tractor	80000	1990	New	64,339	47,721	53,080	11,259		
White	1990	Tractor	80000	1990	New	64,340	47,721	53,081	11,259		
Fruehauf	1976	Trailer	80000	1980	Used	4,500	- 0 -	4,500	- 0 -		
Pike	1972	Trailer	80000	1982	Used	4,000	- 0 -	4,000	- 0 -		
Pike	1972	Trailer	80000	1982	Used	4,000	- 0 -	4,000	- 0 -		
Pike	1972	Trailer	80000	1982	Used	4,000	- 0 -	4,000	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,550	- 0 -	15,550	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,550	- 0 -	15,550	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Fruehauf	1984	Trailer	80000	1983	New	15,500	- 0 -	15,500	- 0 -		
Great Dane	1976	Trailer	80000	1986	Used	2,713	- 0 -	2,713	- 0 -		
Great Dane	1976	Trailer	80000	1986	Used	2,713	- 0 -	2,713	- 0 -		
Great Dane	1976	Trailer	80000	1986	Used	2,713	- 0 -	2,713	- 0 -		
Great Dane	1976	Trailer	80000	1986	Used	2,713	- 0 -	2,713	- 0 -		
Fruehauf	1981	Trailer	80000	1988	Used	3,550	409	2,937	613		
Fruehauf	1979	Trailer	80000	1988	Used	2,500	288	2,068	432		
Fruehauf	1979	Trailer	80000	1988	Used	1,500	173	1,241	259		
Fruehauf	1982	Trailer	80000	1988	Used	3,025	348	2,502	523		
Strick	1977	Trailer	80000	1988	Used	2,314	267	1,914	400		
Strick	1977	Trailer	80000	1988	Used	2,314	267	1,914	400		
Fruehauf	1984	Trailer	80000	1988	Used	6,500	749	5,377	1,123		
Fruehauf	1984	Trailer	80000	1988	Used	6,500	749	5,377	1,123		
Fruehauf	1984	Trailer	80000	1988	Used	6,500	749	5,377	1,123		
Fruehauf	1984	Trailer	80000	1988	Used	6,500	749	5,377	1,123		
Fruehauf	1984	Trailer	80000	1988	Used	6,500	749	5,377	1,123		
Strick	1985	Trailer	80000	1989	Used	6,441	1,237	4,586	1,855		
Strick	1985	Trailer	80000	1989	Used	6,441	1,237	4,586	1,855		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,258	1,627	3,817	2,441		
Strick	1985	Trailer	80000	1990	Used	6,458	1,679	3,939	2,519		
Strick	1985	Trailer	80000	1991	Used	6,058	1,212	1,212	4,846		
Drop Deck	Used	Trailer	80000	1991	Used	2,300	460	460	1,840		
						920,345	187,908	824,882	95,463		
						=====	=====	=====	=====		

HENRY L. TAYLOR TRUCKING
BALANCE SHEET
DECEMBER 31, 1991

ASSETS

Current assets

Accounts receivable \$ 70,916
Security deposit, truck 11,773

Total current assets \$ 82,689

Fixed assets

Tractors & trailers 920,345
Transportation equipment 42,247
Equipment 4,988
Less accumulated depreciation (854,363)

Total fixed assets 113,217

Total assets \$195,906

LIABILITIES AND OWNER'S EQUITY

Current liabilities

Accounts payable \$ 13,000
Notes payable 170,351
Payroll taxes payable 4,334

Total current liabilities \$187,685

Long-term liabilities

Notes payable 74,332

Owner's equity (66,111)

Total liabilities and
owner's equity \$195,906

HENRY L. TAYLOR TRUCKING
 INCOME AND EXPENSE STATEMENT
 FOR THE TWELVE MONTHS ENDED DECEMBER 31, 1991

Income \$1,125,546

Expenses

Advertising	\$	492
Bad debts		15,437
Depreciation		189,264
Dues and subscriptions		1,577
Insurance		96,076
Interest		34,214
Legal		3,039
Maintenance and repairs		93,255
Office supplies		4,441
Telephone		10,066
Tires		18,857
Travel and entertainment		664
Wages		266,724
Tolls		15,214
Road expense		16,919
Taxes and license		35,956
Fuel		199,694
Damage claims		283
Payroll taxes		24,067
Contributions		2,616
Commissions		50,940
Axel tax		1,925
Pallet repair	(2,876)
Drivers' physicals		1,049
Miscellaneous		<u>892</u>

Total operational expenses 1,080,785

Income from operations 44,761

Other income (charges)

Interest income		2,549
Starch damage claim	(<u>100,115</u>)

Total other income (charges) (97,566)

Net (loss) \$(52,805)

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

1. LEGAL NAME AND DOMICILE OF SUPPORTING PARTY

MARK THOMAS
Ingredient Resources, Inc.
2401 Lower Hunters Trace
Louisville, KY 40216

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

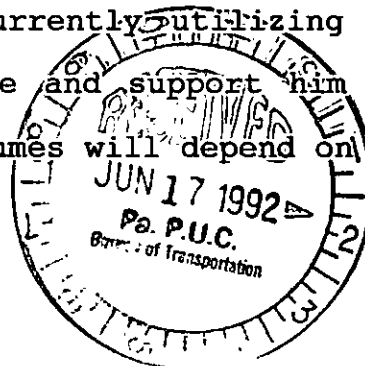
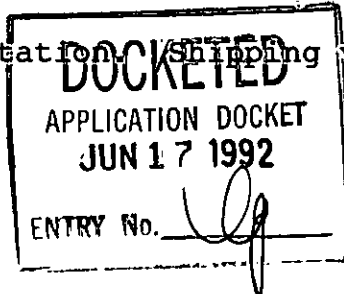
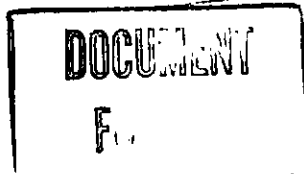
I am Mark Thomas, Customer Service Representative for Ingredient Resources, Inc. I have held this position for five years and I am authorized to give this statement in support of Henry L. Taylor's application for intrastate authority.

3. GENERAL DESCRIPTION OF SUPPORTING PARTY, ORGANIZATION OR OPERATIONS

Ingredient Resources is a buyer and broker of animal feeds and animal feed ingredients. The commodities which we buy, sell and broker include such feed ingredients as phosphorous, potassium, sodium bicarbonate and other minerals. These commodities are shipped in 50 pound bags for the most part. These various commodities are shipped to and from warehouses used by Ingredient Resources and to our customers.

4. VOLUME AND FREQUENCY OF INTENDED USE

Our shipping volumes fluctuate seasonally. I cannot state with specificity the volume of traffic to be tendered to the applicant following approval. We are currently utilizing the applicant's service in interstate commerce and support him for Pennsylvania transportation. Shipping volumes will depend on the



orders of our customers. I anticipate an average of two truckloads per month will be tendered to the applicant following approval.

5. SPECIFIC OR REPRESENTATIVE ORIGINS AND DESTINATIONS, OR BOTH

The principal Pennsylvania warehouse utilized by Ingredient Resources is located in Palmyra, Lebanon County. Additionally, we utilize short term warehouse space on a seasonal basis at locations throughout Pennsylvania. The primary service for which we will utilize the applicant will be outbound service from our warehouse storage locations to destinations in Pennsylvania. Typical destinations of our traffic include the following:

Lewisburg	Kempton	Bedford
Belleville	Lebanon	Centre Hall
Nottingham	Shippensburg	Perkasie
Bainbridge	Chambersburg	Gordonville
Carlisle	Manheim	Palmerton
Turbottville	Shamokin	Springville
Selingsgrove	East Earl	New Holland
Tyrone	Gap	Ephrata
Newport	Middle Creek	

The above list is not the total list of our Pennsylvania destinations, but indicates the large number of customer locations which we serve. Our animal feeds and feed ingredients are shipped to farms, as well as feed mills, as some farmers blend their own feed.

6. TYPE OF SERVICE REQUIRED

The animal feed ingredients are usually in bags. We require dry van trailers or flatbed trailers. We are familiar with the applicant's equipment and it is appropriate for transportation of our commodities.

7. SIMILAR APPLICATIONS SUPPORTED

None.

8. OTHER PERTINENT INFORMATION

The list of destinations above is only a partial listing of our customer locations in Pennsylvania. These are only some of the areas that we will make available to Henry L. Taylor for shipments of animal feed ingredients.

Mark Thomas

Mark Thomas

VERIFICATION OF STATEMENT

The undersigned deposes and says that he is the person who signed the statement for Ingredient Resources, 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 18 C.S. Sec. 4904 relating to unsworn falsification to authorities.

Dated: 6-9-92

Mark Thomas
Mark Thomas



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

June 15, 1992

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-B - Application of Henry L. Taylor

Dear Mr. Radcliff:

I am now reviewing the supporting verified statement entered in the above-referenced application proceeding. The statement of Jeffrey L. Miller, warehouse manager for Inland Container Corporation sets forth that he is the individual responsible for motor carrier transportation from and to the company's facilities at Biglerville, Adams County, Pennsylvania. He indicates that transportation is required for corrugated containers from Biglerville, Adams County, to enumerated points in Pennsylvania and from those same points back to the Biglerville facility due to misorders and overstocking. He also indicates inbound shipments of corrugated containers are received from Hazleton and Conshohocken.

The statement of Mr. Miller is specific in the origins and destinations for the traffic, however, it appears all service either originates or terminates at the Biglerville facility. The shipper statement does not now support a grant of authority allowing service between all points in Pennsylvania.

Two options are available to you. You may chose to submit additional information which would support a grant of authority between points in Pennsylvania; or in the alternative, you could request that the application be reviewed with the information now on hand. A review based on the information now on hand would most likely result in a recommendation that authority be granted from the facilities of Inland Container Corporation at the borough of Biglerville, Adams County, to points in Pennsylvania, and vice versa.

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
JUN 17 1992
No. *lg*

In order that you have time to prepare additional statements, I am extending a thirty (30) day period of time for their filing. If you choose not to file additional statements, please advise me in writing so that I may proceed with the application as the record now stands. If you have any questions concerning our requirements, please telephone me direct at 783-5946.

Very truly yours,

Tim Zeigler
For Peter S. Marzolf, Supervisor
Technical Review Section
Bureau of Transportation

TZ:11



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

June 16, 1992

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-C - Application of Henry L. Taylor

Dear Mr. Radcliff:

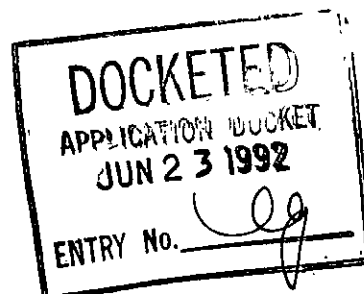
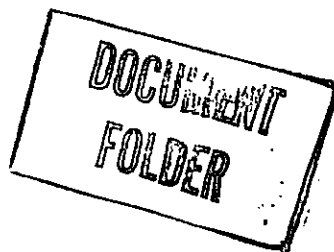
We have received the verified statements filed in the above referenced proceeding.

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 Tim Zeigler
For Peter S. Marzolf, Supervisor
Technical Review Section
Bureau of Transportation

TZ:rs



June 17, 1992



Mr. John Alford, Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17120

RE: Henry L. Taylor, A.106091, F.1, Am-B
File 1016.6 (Inland Container Corp.)

Dear Mr. Alford:

I wish to supplement the supporting statement filed by our Warehouse Manager, Jeffrey L. Miller, regarding the application proceeding of Henry L. Taylor at A.106091, F.1, Am-B. Inland Container Corporation has additional facilities in Pennsylvania from which the applicant's services are required. The additional facilities at Hazleton and Kingston were not mentioned in the previous statement.

At Hazleton, Inland Container Corporation has a container plant from which shipments are made to the facility in Biglerville and to our customers at various points in Pennsylvania. Representative destinations were listed in Paragraph 5 of Jeff's supporting statement.

In Kingston, Luzerne County, Inland Container Corporation has a storage warehouse from which its products are shipped to points in Pennsylvania. The representative destinations listed in Paragraph 5 of Jeff's supporting statement are also representative of the destinations of the traffic from the Kingston storage facility.

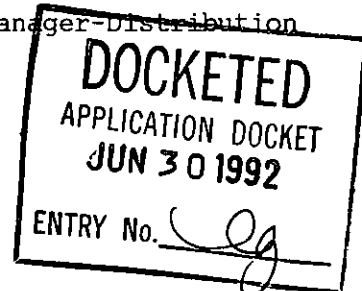
We continue to support the application of Henry L. Taylor and urge prompt approval.

Very truly yours,

INLAND CONTAINER CORPORATION

Donald A. Welch

Donald A. Welch
General Manager-Distribution



DAVID H. RADCLIFF, P.C.
407 NORTH FRONT STREET
HARRISBURG, PA 17101

DAVID H. RADCLIFF

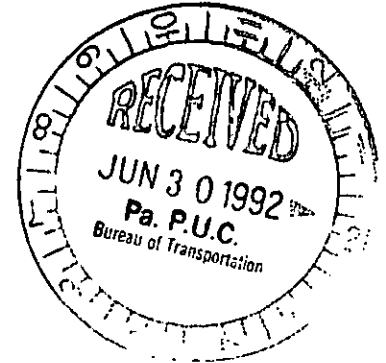
TELEPHONE: (717) 236-9318

June 29, 1992

File: 1016.6

RE: HENRY L. TAYLOR, A.106091, F. 1, Am-B -
(Inland Container Corporation)

Mr. Tim Zeigler
Technical Review Section
Bureau of Transportation
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120



Dear Mr. Zeigler:

You requested additional supporting information in the above application proceeding and specifically information concerning the facilities in locations other than Biglerville. An additional letter from the General Manager - Distribution for Inland Container is enclosed.

If you need additional information, please contact me.

Very truly yours,

A handwritten signature in cursive script that reads "David H. Radcliff".

David H. Radcliff

DHR/kr

c:\wp51\letters\taylor.ltr

Enclosure

cc: Mr. Henry L. Taylor
1280 Nawakwa Road
Biglerville, PA 17307