

August 21, 1987

IN REPLY PLEASE  
REFER TO OUR FILE

C. D. Spitler  
Attorney at Law  
522 South 8th Street  
P.O. Box 1188  
Lebanon, PA 17042

In re: A-00105837, F. 1, Am-C - Application of Pioneer Transport,  
Inc.

Dear Sir:

The application of Pioneer Transport, Inc. for permanent and temporary authority has been captioned as attached and will be submitted for review provided no protests are filed on or before September 14, 1987. If protests are filed, you will be advised as to further procedure.

You are further advised that the above application will be published in the Pennsylvania Bulletin of August 22, 1987.

Very truly yours,

David Ehrhart  
Supervisor - Application Section  
Bureau of Transportation

DE:RP:11

cc: Applicant  
543 Strasburg Pike  
Lancaster, PA 17602

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
AUG 24 1987  
ENTRY No. *AA*

A-00105837, Folder 1, Am-C PIONEER TRANSPORT, INC. (543 Strasburg Pike, Lancaster, Lancaster County, Pennsylvania 17602), a corporation of the Commonwealth of Pennsylvania, inter alia - roofing products and materials, including large rolls of rubber roofing, materials and accessories requiring mechanical loading and side unloading on construction sites, for Firestone Building Products Company, a Division of Firestone Tire and Rubber Company, from its distribution center and warehouse located in the township of Manheim, Lancaster County, to points in Pennsylvania, and vice versa; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles: SO AS TO PERMIT the transportation of (1) steel joists, angles, uprights, roof brackets, related materials and accessories on flat-bed trailers requiring special handling, mechanical loading and side unloading on jobsites, for Tex-Ark Joist Company, from its plant site located in the city of Lebanon, Lebanon County, to points in Pennsylvania, and vice versa; (2) steel and related materials used in the manufacturing of steel joists, angles, uprights and roof brackets from points in Pennsylvania to the plant site of Tex-Ark Joist Company, located in the city of Lebanon, Lebanon County; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles. APPLICATION FOR TEMPORARY AUTHORITY HAS BEEN FILED AT A-00105837, FOLDER 1, AM-C SEEKING THE FOLLOWING RIGHT: TO TRANSPORT (1) STEEL JOISTS, ANGLES, UPRIGHTS, ROOF BRACKETS, RELATED MATERIALS AND ACCESSORIES ON FLAT-BED TRAILERS REQUIRING SPECIAL HANDLING, MECHANICAL LOADING AND SIDE UNLOADING ON JOBSITES, FOR TEX-ARK JOIST COMPANY, FROM ITS PLANT SITE LOCATED IN THE CITY OF LEBANON, LEBANON COUNTY, TO POINTS IN PENNSYLVANIA, AND VICE VERSA. Attorney: C. D. Spitler, 522 South Eighth Street, P.O. Box 1188, Lebanon, Pennsylvania 17042.

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

SERVICE OF NOTICE OF MOTOR CARRIER APPLICATIONS

AUG 22 1987

DATE \_\_\_\_\_ SERVICE \_\_\_\_\_

BUREAU OF TRANSPORTATION  
COMMON CARRIER  
JULY 1987

A-00105837  
F. I  
Am-C

Application of Pioneer Transport, Inc., a corporation of the Commonwealth of Pennsylvania, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, roofing products and materials, including large rolls of rubber roofing, materials and accessories requiring mechanical loading and side unloading on construction sites, for Firestone Building Products Company, a Division of Firestone Tire and Rubber Company, from its distribution center and warehouse located in the township of Manheim, Lancaster County, to points in Pennsylvania, and vice versa; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles: SO AS TO PERMIT the transportation of (1) steel joists, angles, uprights, roof brackets, related materials and accessories on flat-bed trailers requiring special handling, mechanical loading and side unloading on jobsites, for Tex-Ark Joist Company, from its plant site located in the city of Lebanon, Lebanon County, to points in Pennsylvania, and vice versa; (2) steel and related materials used in the manufacturing of steel joists, angles, uprights and roof brackets from points in Pennsylvania to the plant site of Tex-Ark Joist Company, located in the city of Lebanon, Lebanon County; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles. APPLICATION FOR TEMPORARY AUTHORITY HAS BEEN FILED AT A-00105837, FOLDER 1, AM-C SEEKING THE FOLLOWING RIGHT: TO TRANSPORT (1) STEEL JOISTS, ANGLES, UPRIGHTS, ROOF BRACKETS, RELATED MATERIALS AND ACCESSORIES ON FLAT-BED TRAILERS REQUIRING SPECIAL HANDLING, MECHANICAL LOADING AND SIDE UNLOADING ON JOBSITES, FOR TEX-ARK JOIST COMPANY, FROM ITS PLANT SITE LOCATED IN THE CITY OF LEBANON, LEBANON COUNTY, TO POINTS IN PENNSYLVANIA, AND VICE VERSA.

MW:11  
7/29/87

Application received: 7/17/87  
Application docketed: 7/29/87

DOCUMENT  
FOLDER

NH

SEP 14 1987

TA

Protests due on No Hearings  
Protests due on Hearings - (5 days prior to date of hearing)  
Notice of the above application was mailed to all certificate holders and railroad companies in the service area as noted above.

DOCKETED  
APPLICATION DOCKET  
AUG 24 1987  
ENTRY No.

7 2/27

*Law Offices*

**CREAGER & NEWHOUSE, P. A.**

CREAGER BUILDING  
1329 PENNSYLVANIA AVENUE

POST OFFICE BOX 1417

**HAGERSTOWN, MARYLAND 21741**



CHARLES E. CREAGER \*  
DIXIE C. NEWHOUSE

\*ADMITTED TO PRACTICE  
MD, PA & DC

August 25, 1987

The Hon. Jerry Rich, Secretary  
Pennsylvania Public Utility  
Commission  
North Office Building  
North Street & Commonwealth Avenue  
Harrisburg, Pennsylvania 17120

**RECEIVED**

**AUG 27 1987**

**SECRETARYS OFFICE  
Public Utility Commission**

Re: A-00105837, F.1, Am-B  
Pioneer Transport, Inc.

Dear Mr. Rich:

Enclosed please find an original and one copy of the Verified Statements in support of the application referenced above.

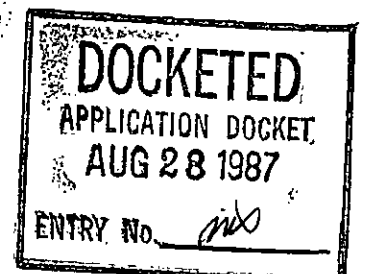
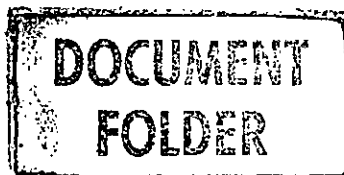
Kindly acknowledge receipt thereof by return of the enclosed copy of this letter in the self-addressed, postage prepaid envelope provided.

Very truly yours,

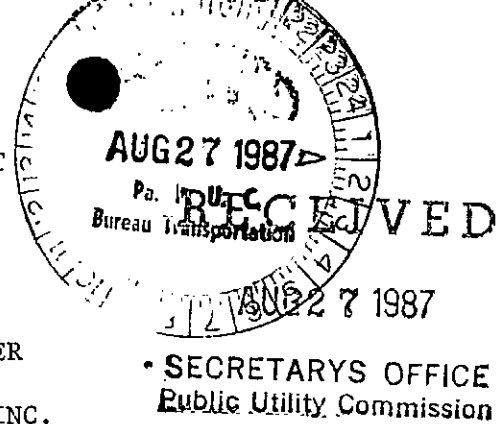
CREAGER & NEWHOUSE, P.A.

Charles E. Creager  
Attorney for Applicant

CEC/jb  
Enclosures



VERIFIED STATEMENT  
OF  
DAVID H. MAURER  
SECRETARY-TREASURER  
PIONEER TRANSPORT, INC.



I. Legal name and domicile of applicant

The name of the applicant is Pioneer Transport, Inc., with a business address of 543 Strasburg Pike, Lancaster, Lancaster County, Pennsylvania 17602.

II. Identity and qualifications of person making statement for applicant

My name is David H. Maurer. I am the Secretary-Treasurer of Pioneer Transport, Inc. I have been with the company for over eleven years. Along with the other officers and directors of the company, I am responsible for the day to day running and direction of the company. I am both qualified and authorized to make this statement concerning the applicant in this proceeding.

III. Is the applicant affiliated with other carriers?

The applicant is affiliated with Falcon Transport, Inc., a motor carrier which provides interstate services. Two of the officers of Pioneer Transport, Inc., i.e. John L. Friant, President, and myself, David H. Maurer, Secretary-Treasurer, are major stockholders of Falcon. The applicant, Pioneer Transport, Inc., shares mutual terminal facilities with Falcon Transport, Inc., and most functions are managed in concert between the two companies.

IV. Authority sought

The application as filed seeks to transport:

Property, from the Pennsylvania facilities of Edgecomb Metals Company; Metropolitan Edison Company; Pennsylvania Power and Light Company; Butler Manufacturing Company; and O'Sullivan Corporation, to points in Pennsylvania, and vice versa; subject to the following condition: Provided that no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles.

The application was protested by Daily Express, Inc., which protest was withdrawn on or about June 23, 1987. The application is now proceeding unopposed.

V. General scope of currently authorized operations

Attached hereto as Attachment No. 1 are copies of the presently authorized operations now conducted by the applicant in Pennsylvania.

VI. Duplicating authority which will result from grant of authority

None

VII. Dual operations resulting from grant of authority

None

VIII. Pertinent terminal facilities and communications network

Pioneer Transport, Inc. maintains full service terminal facilities as follows:

1. Harrisburg (Dauphin County). At this location we have a full-time terminal manager and dispatcher.
2. Lebanon (Lebanon County). At this location we have a full-time terminal manager and a dispatcher.
3. Lancaster (Lancaster County). The administrative offices are located here where we employ eight people including a full-time terminal manager and a dispatcher.
4. Malvern (Chester County). At this location we have a full-time terminal manager and a dispatcher.
5. Milton (Northumberland County). At this location we have a full-time terminal manager and a dispatcher.
6. Irwin (Westmoreland County). At this location we have a full-time terminal manager and a dispatcher.

All of our terminals are served by inbound and outbound Watts lines as well as regular telephone lines.

IX. Pertinent equipment

The applicant permanently leases its equipment from owner operators under permanent lease arrangements. There are 10 tractors and 10 trailers available to the applicant at Malvern, 9 tractors and 9 trailers at Irwin, 8 tractors and 8 trailers at Milton, and 9 tractors and 9 trailers at Harrisburg.

(See Attachment No. 2).

X. Safety program

The applicant has access to a full-time safety director employed by Falcon Transport, Inc. This person is responsible for maintaining all driver qualification folders and insuring that all drivers maintain excellent driving records. Full inspections on all equipment all performed twice a year. All information on each driver is updated annually. This inspector also checks that all drivers are schooled in and familiar with applicable safety regulations.

All minor and major maintenance on the leased vehicles is performed at an independent inspection station. As far as applicant knows, it is in continuing and complete compliance with the laws and regulations of the Department of Transportation, and the Pennsylvania Public Utility Commission and all other Federal and State agencies having jurisdiction.

XI. Type of service currently provided to supporting witnesses

We presently lack authority to serve the supporting witnesses for intrastate services. Falcon Transport, Inc., however, presently serves all of the supporting firms herein in interstate operations. What we propose to do, with the approval of the authority sought herein, is to render a complete service to each of the supporting firms, i.e. both intrastate and interstate needs.

As all of the supporting witnesses have testified, same day or overnight delivery services are needed for the most part. As most of them also stated, we will supplement existing motor carrier services. For the most part, the witnesses are not dissatisfied with existing services; rather, they require additional carriers available. In one case, that of Butler Manufacturing, the

company requires three motor carriers and the present third carrier does not solicit or desire to haul its freight. Another shipper witness for Edgecomb Metals explains that she does have difficulty obtaining carriers with the necessary specialized equipment and authority to haul its freight. The witness for Pennsylvania Power & Light Co., however, has many carriers but feels strongly he requires more.

Both truckload and less-than-truckload services are required. Flatbed and van trailers will be utilized. Most of the witnesses require multiple delivery outbound and pick ups inbounds.

#### XII. Financial data

Attached hereto as Attachment No. 3 is the most recent balance sheet and income statement for Pioneer Transport, Inc. As these statements show, the applicant is financially fit to perform the operations proposed herein.

#### XIII. Whether service provided will create empty miles or backhauls

Most of the supporting shippers herein require two-way services, i.e. outbound loads of the finished commodity and inbound loads of equipment, materials and supplies used in the manufacture of the commodities. Furthermore, for the most part, the intrastate services proposed will be performed in conjunction with interstate operations (in conjunction with Falcon Transport, Inc.). Therefore, few if any empty miles will be incurred upon approval of this application.

#### XIV. Other information

As stated before, through Falcon Transport, Inc., a commonly owned corporation, the shippers supporting this application are provided with interstate services. These shippers have all expressed a desire that we file this application so as to enable us (along with Falcon Transport, Inc.) to perform a complete transportation service.



We at Pioneer Transport, Inc. strive to be of service to our customers. We feel the authority requested herein will help us continue to achieve this goal.

Respectfully submitted,

David H. Maurer


VERIFICATION

COUNTY OF Lancaster  
STATE OF Pennsylvania

David H. Maurer, Secretary-Treasurer, Pioneer Transport, Inc., being duly sworn, states that he has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

  
David H. Maurer

The above statement was subscribed and sworn to before me this 10<sup>th</sup> day of August, 1987.

  
Notary Public

My Commission expires: 3/25/89

(SEAL)

**PENNSYLVANIA  
PUBLIC UTILITY COMMISSION**

**IN THE MATTER OF THE APPLICATION OF**

PIONEER TRANSPORT, Inc., a corporation  
of the Commonwealth of Pennsylvania

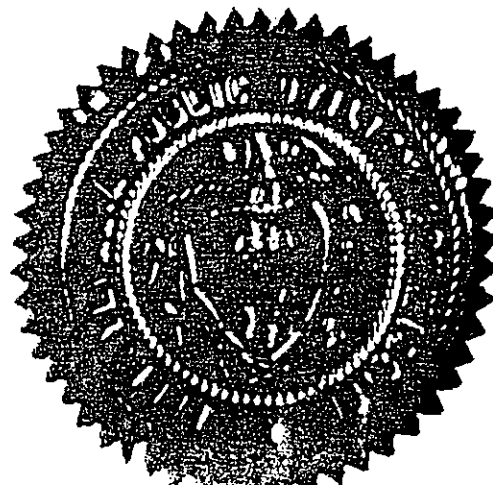
**CERTIFICATE  
OF  
PUBLIC CONVENIENCE  
A-00105837**

The Pennsylvania Public Utility Commission hereby certifies that after an investigation and/or hearing had on the above entitled application, it has, by its report and order made and entered, a copy of which is attached hereto and made a part hereof, found and determined that the granting of said application is necessary or proper for the service, accommodation, convenience and safety of the public, and this certificate is issued evidencing its approval of the said application as set forth in said report and order.

**In Testimony Whereof,** The PENNSYLVANIA PUBLIC UTILITY COMMISSION has caused these presents to be signed and sealed, and duly attested by its Secretary at its office in the city of Harrisburg this 3rd day of January 19 86

**PENNSYLVANIA  
PUBLIC UTILITY COMMISSION**

Attest:



PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held August 28, 1985

Commissioners Present:

Linda C. Taliaferro, Chairman  
James H. Cawley  
Frank Fischl  
Bill Shane

Application of Pioneer Transport, Inc.,  
a corporation of the Commonwealth of  
Pennsylvania, for the right to begin  
to transport, as a common carrier, by  
motor vehicle, (1) metal, special  
metal fabrications and assemblies,  
suspended ceiling systems, automobile  
frames for National Rolling Mills,  
Inc., from its facilities located in  
the township of East Whiteland, Chester  
County, to points in Pennsylvania, and  
vice versa; and (2) metal including  
iron, steel, aluminum and copper,  
metal products and materials, supplies  
and equipment used in the manufacture  
or distribution of such commodities  
for High Steel Service Center, Inc.,  
from its facilities located in the  
city of Lancaster, Lancaster County,  
to points in Pennsylvania, and vice  
versa; subject to the following  
condition: That no right, power or  
privilege is granted to transport  
commodities in bulk, in tank or  
hopper-type vehicles.

A-00105837

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C.D. Spitler for the applicant.  
Charles Kulp, Jr., for protestant Kulp & Gordon, Inc.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission by way of an appli-  
cation filed on October 22, 1984. Public notice of the application  
appeared in the Pennsylvania Bulletin of November 24, 1984. One protest  
was entered by Kulp & Gordon, Inc. This was subsequently withdrawn  
without restrictive amendment. Verified statements were then submitted

for the now unprotested proceeding, at which time the applicant requested that the description of the proposed service be broadened to permit vice versa authority for both of the named shippers. This required re-publication in the Pennsylvania Bulletin of June 22, 1985. There were no protests entered against the corrected proceeding and the record has now been certified to the Commission for disposition without an oral hearing. The record consists of a verified statement submitted on behalf of the applicant and two supporting shippers.

A verified statement has been entered by John L. Friant, president of Pioneer Transport, Inc. (Pioneer or applicant), a Pennsylvania corporation domiciled at 10A Greenfield Road, Lancaster, PA 17602. Pioneer seeks initial entry as a common carrier in order to serve National Rolling Mills, Inc. and High Steel Service Center, Inc., from their respective facilities to points in Pennsylvania and vice versa, excluding the transportation of bulk commodities, in tank or hopper-type vehicles.

Full service terminal facilities are available to the applicant in Malvern, Chester County; Lancaster; and Murrysville, Westmoreland County. Pioneer will operate from these facilities together with Falcon Transport, Inc., which has interstate authority in 48 states. Two of the officers of Pioneer, John L. Friant and David H. Maurer, are major stockholders in Falcon and the applicant will be combining its operations in Pennsylvania with the interstate traffic performed by Falcon. Communications are maintained via normal telephone lines and a WATS line.

Pioneer intends to permanently lease its equipment from owner operators presently leased to Falcon Transport, Inc. There are 18 tractors and 21 trailers available to the applicant at Murrysville; 21 tractors and 22 trailers at Malvern and six tractors and six trailers at Lancaster. New leases will be executed for this equipment should the instant application be approved by the Commission. The applicant sets forth that it is cognizant of all safety regulations of regulatory agencies and intends to comply with same. All equipment is subject to regular inspections and drivers are fully qualified and trained.

Same day or overnight delivery service will be offered to shippers, as required. Shippers have previously been served by other certificated carriers, but have been dissatisfied with the level of service provided. Some empty miles and deadheading will of necessity occur under the proposed transportation, but the applicant intends to keep these to a minimum.

As proof of its financial fitness, Pioneer enters a balance sheet as of December 31, 1984, showing total current assets of \$96,184.92 and total assets of \$104,633.58; equipment obligations of \$5,930.56 and stockholders' equity of \$98,703.02. Pioneer's profit and loss statement for December 31, 1984, reflects revenue of \$14,414.15 and total expenses of \$13,644.53, for a net profit before taxes of \$769.62.

A verified statement of support has been entered by Earl C. Skiles, traffic manager for National Rolling Mills, Inc., of East Whiteland Township, Chester County, a manufacturer of cold rolled steel. In 1984, National Rolling Mills shipped approximately 192 outbound loads of metal, special metal fabrications and assemblies, suspended ceiling systems, etc. from its Chester County facility to various points in Pennsylvania including Philadelphia, Pittsburgh, Lancaster, York and Hazelton. Inbound, the company received steel from steel producers throughout Pennsylvania. In addition, National purchases from steel brokers materials which might be warehoused anywhere in the Commonwealth. Frequently, the shipper will send commodities for processing from its Chester County plant to various points in Pennsylvania and said items are returned upon completion. The applicant will be tendered three to five loads weekly by the shipper, primarily in truckload shipments. Kulp & Gordon, Inc. presently provides service for this shipper, but it has limited equipment and its terminal is ten miles away. The applicant's terminal is only one half mile away, making it convenient for this shipper. National will continue to use Kulp & Gordon, Inc., in addition to Pioneer.

John S. Eshbach, purchasing manager of High Steel Service Center, Inc., sets forth the following information in his verified statement of support. This shipper is located in Lancaster and is a steel service center. It requires transportation of steel coils and plates from various steel mills in Pennsylvania located at such points as Pittsburgh, Irvin, Homestead, Fairless Hills, to its Lancaster plant. There is no necessity for outbound traffic since High Steel handles such transportation with its own equipment. Truckload service on inbound shipments is desired and the shipper anticipates that approximately five to ten truckloads weekly will be made available to Pioneer. Presently, carriers are selected by the steel mills, but High Steel now wishes to designate the applicant as its preferred carrier because of the close proximity of the applicant's terminal facilities to its plant.

#### DISCUSSION AND FINDINGS

The applicant herein, Pioneer Transport, Inc. seeks initial entry as a common carrier in order to serve two specific shippers from their respective facilities to points in Pennsylvania and vice versa in the transportation of metal products. National Rolling Mills, Inc. cites a requirement for both inbound and outbound traffic and intends to offer the applicant a substantial portion of its cargo. High Steel Service Center, Inc., however, sets forth a need for inbound cargo only and states it will provide its own transportation for outbound shipments. Accordingly, any authority hereinafter granted will limit service for High Steel Service Center to inbound movements, and delete the vice versa from the description.

After reviewing the evidence contained in the record, we believe the applicant has demonstrated that a need exists for the proposed service, as limited.

The applicant is affiliated with Falcon Transport, Inc. a company which provides interstate service. The applicant will share mutual terminal facilities with Falcon and it appears that most functions will be managed in concert with this company. All equipment is leased from owner-operators by Falcon and the applicant plans to likewise lease its fleet. Should the instant application be approved by the Commission, the applicant will negotiate with owner-operators, long-term leases for equipment pertinent to the subject transportation. Pioneer is reminded that 52 Pa. Code §31.32(c)(5) cites the following limitation on leasing:

(5) Limitation On Leasing. The number of pieces of powered equipment leased by a motor carrier for operation in its certificated Commonwealth intrastate service shall not, at any time, exceed the number of pieces of powered equipment owned by that motor carrier and operating in its certificated Commonwealth intrastate service. For purposes of this paragraph, the following shall be considered to be neither leased or owned:

(1) Leased equipment if the minimum duration of the lease is for a term of at least 120 days or if the lease has been continuously in force for a period of at least 120 days.

The applicant appears to have the requisite fitness to perform the proposed service. It has terminal facilities available and the experience and resources necessary to provide the subject transportation.

We find:

1. A necessity has been demonstrated for both inbound and outbound service for National Rolling Mills, Inc.

2. High Steel Service Center, Inc. sets forth a need for inbound transportation only.

3. The applicant has the requisite fitness to perform the transportation proposed herein, as limited.

4. Approval of the application, as limited, will be an accommodation and convenience to the public; THEREFORE,

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

- (1) To transport, as a Class D carrier, metal, special metal fabrications and assemblies, suspended ceiling systems, and automobile frames for National Rolling Mills, Inc., from its facilities located in the township of East Whiteland, Chester County, to points in Pennsylvania, and vice versa;
- (2) To transport, as a Class D carrier, metal, including iron, steel, aluminum and copper, metal products; and materials, supplies and equipment used in the manufacture or distribution of such commodities, for High Steel Service Center, Inc., from points in Pennsylvania to its facilities located in the city of Lancaster, Lancaster County;

both of the above-stated rights subject to the following condition:

Provided that no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles.

IT IS FURTHER ORDERED: That the application in all other respects be denied for lack of proof of necessity.

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 Pennsylvania Public Utility Code and the rules and regulations of the Commission relating 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 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.

BY THE COMMISSION,

  
Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: August 28, 1985

ORDER ENTERED: SEP 06 1985



PENNSYLVANIA  
PUBLIC UTILITY COMMISSION  
Harrisburg, PA 17120

Public Meeting held - January 29, 1987

Commissioners Present:

Linda C. Taliaferro, Chairman  
Frank Fischl  
Bill Shane

Application of Pioneer Transport, Inc., a corporation of the Commonwealth of Pennsylvania, for amendment to its common carrier certificate which grants the right, inter alia, to transport by motor vehicle, metal, including iron, steel, aluminum and copper, metal products; and materials, supplies and equipment used in the manufacture or distribution of such commodities, for High Steel Service Center, Inc., from points in Pennsylvania to its facilities in the city of Lancaster, Lancaster County; subject to the following condition: Provided that no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles: SO AS TO PERMIT the transportation of roofing products and materials, including large rolls of rubber roofing, materials and accessories requiring mechanical loading and side unloading on construction sites, for Firestone Building Products Company, a Division of Firestone Tire and Rubber Company, from its distribution center and warehouse located in the township of Manheim, Lancaster County, to points in Pennsylvania, and vice versa; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles.

A-00105837

F. 1

Am-A

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Spitler and Kilgore, by Calvin D. Spitler for the applicant.

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O R D E R

BY THE COMMISSION:

This matter comes before the Commission by an application filed on May 5, 1986, and published in the Pennsylvania Bulletin of May 24, 1986. There are no protests and the record is now certified to the Commission for its decision without oral hearing. Verified statements were submitted by the applicant and the shipper.

John L. Friant, in his capacity as president of Pioneer Transport, Inc. (Pioneer or applicant), has entered a verified statement in which he sets forth, inter alia, that the corporation is domiciled at 543 Strasburg Pike, Lancaster, Lancaster County, and that it now seeks authority in addition to that which it already holds at Folder 1. Our records reveal that Pioneer is affiliated with Falcon Transport, Inc., which holds interstate authority in 48 states. Two of the officers of Pioneer, John L. Friant, president, and David H. Maurer, secretary-treasurer, are major stockholders of Falcon.

Pioneer has full service terminal facilities available to it at Malvern, Chester County; Lancaster; and Murrysville, Westmoreland County. The business of both Pioneer and Falcon are conducted from these facilities where Pioneer's Pennsylvania operation is combined with Falcon's 48 state ICC operation. Communications are conducted via normal telephone lines and a WATS line.

The applicant operates with equipment leased from owner-operators under permanent lease arrangements. There are 17 tractors and 22 trailers stationed in Murrysville; 23 tractors and 23 trailers at Malvern; and eight tractors and six trailers at Lancaster. The applicant is familiar with the prescribed safety regulations and has access to a full-time safety director employed by Falcon.

An unaudited balance sheet indicates that as of June 30, 1986, the applicant had current assets of \$95,618, total assets of \$97,708, with current liabilities of \$3,685 and total liabilities of \$5,504, leaving stockholders' equity of \$92,204. An unaudited profit and loss statement discloses that during the six month period ending June 30, 1986, the applicant realized a net profit of \$3,366 from operating income of \$17,954.

William J. Hickey, manager of physical distribution for Firestone Building Products Company, a Division of Firestone Tire and Rubber Company, has entered a supporting verified statement. As pertinent here, a facility is maintained in Manheim Township, Lancaster County, from which roofing products and related materials are shipped throughout all of Pennsylvania. The products include rubber roofing and materials and supplies used in the installation thereof, consisting of hardware, cement, tools, etc.

It is anticipated that two to three truckloads per month will be made available to the applicant. Volume shipments will require the use of flatbed trailers. Mechanical loading and side unloading is required at construction sites. Representative points of destination include Allentown, Altoona, Erie, Gettysburg, Harrisburg, Hazleton, Johnstown, Lebanon, Lewistown, New Castle, Philadelphia, Pittsburgh, Reading, Somerset, State College, Wilkes-Barre, Williamsport and York. Although it has been less than specific concerning points of origin, the shipper states it does have need for service of a vice versa nature back into the Manheim Township facility.

#### DISCUSSION AND FINDINGS

Pioneer Transport seeks to amend its common carrier certificate so that it will have the right to transport roofing products and materials for Firestone Building Products Company, from its distribution center and warehouse located in Manheim Township, Lancaster County, to points in Pennsylvania, and vice versa, conditioned so that no right shall be granted to transport commodities in bulk, in tank or hopper-type vehicles. No one has protested the application.

The shipper has been convincing in its need for transportation services on a statewide basis from its Manheim Township facility. We are further convinced that the applicant is well qualified to render the required service. Although the shipper has shown a rather shallow need for service on a vice versa basis, it has alluded to having shipments in the reverse direction. We notice that all services to be supplied by the applicant will be for the supporting shipper only, and in such instances, a more liberal approach is generally taken in terms of our requirements for establishing public need.

We find:

1. That a public need for the proposed service does exist.
2. That the applicant is fit, ready, willing and able to render the service proposed.
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 January 3, 1986, be amended to include the following right:

To transport, as a Class D carrier, roofing products and materials, including large rolls of rubber roofing, materials and accessories requiring mechanical loading and side unloading on construction sites, for Firestone Building Products Company, a Division of Firestone Tire and Rubber Company, from its distribution center and warehouse located in the township of Manheim, Lancaster County, to points in Pennsylvania, and vice versa;

subject to the following condition:

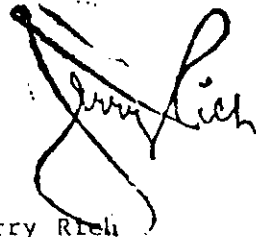
That no right, power or privilege is granted to transport commodities in bulk, in tank or hopper-type vehicles.

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 the 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 applicant, 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 horizontal line.

Jerry Rich  
Secretary

(SEAL)

ORDER ADOPTED: January 29, 1987

ORDER ENTERED: FEB 05 1987

PIONEER TRANSPORT, INC.  
543 Strasburg Pike  
Lancaster, PA 17602

## EQUIPMENT LIST

<u>Trailer No.</u>	<u>Year</u>	<u>Make</u>	<u>Type</u>	<u>Serial No.</u>	<u>License No.</u>
13-129A	1978	Gindy	F42	65402	PA TJ3222
13-172A	1964	Fruehauf	F40	51432	NJ 864SW
28-020A	1974	Fontaine	F40	21248	PA TB22076
28-021A	1971	Ravens	F40	70106	NJ 423TDD
28-021B	1980	Transcraft	F40	C14887	NJ 114TJM
28-032A	1971	Ravens	F40	71324	PA TL16767
28-032B	1969	Fruehauf	F40	536602	PA TH15516
28-037B	1986	Trnsgbl	F40	002257	PA TN41352
28-047A	1974	Ravens	F40	741212	PA TA73792
28-052A	1970	Ravens	F40	70277	PA TB31955
28-060A	1973	Fruehauf	F40	444910	PA TL17028
28-061A	1979	Trlmb1	F40	V32904	PA TE15413
28-066A	1980	Ravens	F40	80718	ME 551768
28-066B	1971	City	F40	161101	ME 556967
28-079A	1969	Trlmb1	F40	B30914	PA TM69888
28-079B	1970	Fontaine	F40	B80625	
28-080A	1972	Trailco	F40	8734	PA TD20719
28-081A	1979	Ravens		79671	PA TB82529
51-001A	1971	Fruehauf	V45	386016	ME 698581
51-001B	1972	Gindy	V45	B86173	ME B60632
51-001C	1969	Strick	V45	121735	ME B60631
51-002A	1972	Trlmb1	V45	J30120	ME C37106
51-002B	1976	Monon	V45	28349	PA TM79738
51-003A	1974	Fruehauf	V45	203997	PA TM90113
51-004A	1976	Budd	V45	28369E	PA TN91892
51-004B	1978	Fruehauf		654263	PA
51-008A	1974	Trlmb1	V45	K97811	PA
51-008B	1974	Trlmb1	V45	K97862	PA
51-010A	1978	Budd	V45	66603E	ME C84085
51-015A	1973	Strick		156841	DE
54-001A	1984	Reitnour	F42	000111	PA TA64863
54-002A	1986	Dorsey	F46	021476	PA TL92721
54-003A	1979	Fruehauf	F42	335329	PA TL67745
54-004A	1972	Fruehauf	F40	218320	PA TN23873
54-005A	1981	Dorsey	F42	154471	PA TH10868
54-009A	1979	Fruehauf	F42	500288	PA TM10587
54-010A	1985	Transcraft	F45	026166	PA TL59231
54-011A	1986	Theurer	F45	208443	PA TN31635
54-013A	1974	Frye	F40	150970	ME B15227
54-014A	1986	Transcraft	F46	027890	PA TL38257
54-015A	1985	Trlmb1		002671	PA TM17399
54-016A	1979	Dorsey	F40	143864	PA TN68024

13 - Malvern

28 - Irwin

51 - Milton

54 - Harrisburg

PIONEER TRANSPORT, INC.  
 543 Strasburg Pike  
 Lancaster, PA 17602

EQUIPMENT LIST

<u>Lease No.</u>	<u>Tractor Year</u>	<u>Tractor Make</u>	<u>Tractor Serial No.</u>	<u>Tractor License No.</u>
13-129	1972	Mack	T25522	PA CM20746
13-172	1974	Ford	06635	DE C54754
28-020	1974	Frtlnr	085737	PA AA35862
28-021	1975	White	102181	NJ XNN25F
28-032	1968	Kenworth	205498	PA CJ77009
28-037	1970	Ford	H12932	PA CT41320
28-047	1975	IHC	A13311	OH 15GG66
28-052	1978	Mack	T17670	PA CJ72824
28-060	1975	Ford	V77801	PA 63276CD
28-061	1974	White	085699	PA AA40102
28-066	1972	Kenworth	126792	OH 16JU45
28-079	1975	GMC	593663	PA 22749CJ
28-080	1972	Kenworth	44838J	PA AA55738
51-001	1979	Kenworth	78416K	OH 19095
51-002	1979	GMC	579643	OH 17T480
51-003	1981	Frtlnr	024817	OH 14EL85
51-004	1979	Mack	ST1780	PA
51-007	1979	Mack	T14162	OH 16NG20
51-010	1973	Dia Reo	600552	PA AA52501
51-011	1980	IHC	A10771	PA
51-015	1977	Peterbilt	85394N	DE
54-001	1977	GMC	584847	PA AA44875
54-002	1973	IHC	523198	PA AA42618
54-003	1973	Dia Reo	598721	FL Temp.
54-004	1973	White	077910	PA AA48415
54-005	1979	IHC	Q12347	PA 57503CB
54-009	1979	Ford	EK5197	NJ XD34KH
54-101	1973	Chevrolet	190003	AA42458
54-011	1974	Kenworth	137811	NJ XG26TL
54-013	1971	White	054123	MD FE5981
54-014	1980	Frtlnr	180342	PA AA47954
54-015	1979	Kenworth	71761K	PA AA56508
54-016	1978	Frtlnr	135174	OH

13 - Malvern  
 28 - Irwin  
 51 - Milton  
 54 - Harrisburg

PIONEER TRANSPORT, INC.  
Balance Sheet  
January 31, 1986

ASSETS

Current Assets:

Cash	\$ 5,655.17
Accounts Receivable	4,628.39
Advances to Officers	<u>83,543.63</u>
Total Current Assets	93,827.19

Equipment

Service Cars	6,800.00	
Furniture & Fixtures	<u>5,429.35</u>	
	12,229.35	
Less Accum. Depreciation	<u>11,517.06</u>	712.29

Total Assets	\$ <u>94,534.48</u>
--------------	---------------------

LIABILITIES

*Current Liabilities*

Accrued Commission	160.82	
Accounts Payable	1,437.27	
Accrued Insurance	<u>296.76</u>	\$ 1,894.85
Long Term Debt Due Within One Year		1,739.64
Total Current Liabilities		3,634.49
Long Term Debt (exclusive of Current Portion)		804.39
Total Liabilities		4,438.88

STOCKHOLDER'S EQUITY

Common Stock \$10.00 Par Value

Authorized	10,000	
Issued & Outstanding	4,700	47,000.00
Retained Earnings		43,100.60
Total Liabilities & Stockholder's Equity		\$ <u>94,539.48</u>



PIONEER TRANSPORT, INC.  
Profit & Loss Statement  
January 31, 1986

Operating Revenue	\$ 6,347.90
Expenses:	
Operating Supplies & Expense	- - -
Commission	507.82
General & Admin. Expense	24.00
Insurance	296.76
Depreciation	- - -
Purchased Transportation	<u>4,760.95</u>
Total Operating Expense	5,589.53
Interest Expense	<u>37.12</u>
Total Expenses	5,626.65
Net Profit Before Taxes	721.25

VERIFIED STATEMENT

OF

MARION ROWEN

TRAFFIC MANAGER

EDGEComb METALS COMPANY

RECEIVED

AUG 27 1987

SECRETARYS OFFICE  
Public Utility Commission

I. Legal name and domicile of supporting party or firm

The name of the supporting firm is Edgecomb Metals Company with a business address of 555 State Road, Bensalem, Pennsylvania 19020.

II. Identity and qualifications of person making statement for supporting party or firm

My name is Marion Rowen. I am the Traffic Manager for Edgecomb Metals Company. I have been with the company over 36 years and am familiar with its transportation needs. I am both qualified and authorized to make this statement in support of the application filed herein.

III. General description of supporting party or organization

Edgecomb Metals Company is engaged in processing steel and aluminum. We process and shape these metals into such things as plates, sheets, bars, coils and tubing wire. We deliver to customers who then either make parts out of the metal or otherwise make a finished product. We have plants located at Bensalem, PA, as well as 42 Memory Lane, York, Pennsylvania 17402.

IV. Volume and frequency of intended use

The volumes for which we require transportation services fluctuates with the ups and downs in the metal market generally. One week we may need several truckloads transported and then the next week none at all. When the market is up, however, we need transportation services as quickly as possible. Besides the market fluctuations, the transportation needs are not otherwise seasonal.

V. Specific or representative origins and destinations

The transportation involves the pick up of processed steel and aluminum from our plant in Bensalem, Pennsylvania, as well as our other plant at York,

Pennsylvania, and delivering to customers' facilities in such representative locations in Pennsylvania as Williamsport, Pittsburgh, York, the entire commercial area in and around Philadelphia, Wilkes-Barre, Scranton and Altoona.

In addition, we need transportation inbound of raw steel and aluminum that is processed at our two plants. These inbound loads originate at the same or similar locations.

VI. Type of service required

Because the processed metal is bulky and heavy, flatbed equipment is required. This equipment must be equipped with tarps to cover the metal so as to protect it from the extremes of weather. On occasion, we need flatbed equipment equipped with portable sides.

The majority of our needs are truckload in character going to one destination. Occasionally we may need LTL services with multiple stops en route to a final destination. As I noted earlier, the metal market fluctuates drastically. When the market is up, however, our customers need our deliveries literally "yesterday." That is because the production schedules at their facilities must be kept and they need the processed metals to supply their production lines. Therefore, it is imperative that we have motor carrier services available so as to expedite deliveries to our customers.

VII. Similar applications supported

None

VIII. Other pertinent information

We are now using the motor carrier services of Mawson & Mawson, as well as Cooke Transport for Pennsylvania intrastate services. We have experienced difficulty in obtaining intrastate services presently and in the past in that not many carriers have both the specialized equipment and proper authority to haul our commodity. We must compete with other shippers for this specialized equipment making it difficult if not impossible at times to obtain services.

Therefore, we need additional motor carrier services available and for that reason, we look forward to obtaining applicant's services. We respectfully request the early approval of this application.

Respectfully submitted,

Marion Rowen

VERIFICATION

COUNTY OF Bucks

STATE OF Pennsylvania

Marion Rowen, Traffic Manager, Edgecomb Metals Company, being duly sworn, states that she has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

Marion Rowen  
Marion Rowen

The above statement was subscribed and sworn to before me this 11TH day of AUGUST, 1987.

Kenneth W. Potts  
Notary Public

KENNETH W. POTTS, Notary Public  
Bensalem Twp., Bucks Co.  
My Commission Expires August 27, 1987

My Commission expires: August 27, 1987

(SEAL)

VERIFIED STATEMENT

RECEIVED

OF

AUG 27 1987

JAMES A. FRITCHEY

SECRETARYS OFFICE  
Public Utility Commission

SUPERVISOR - FREIGHT AND TRAFFIC

PENNSYLVANIA POWER AND LIGHT CO.

I. Legal name and domicile of supporting firm

The name of the supporting firm is Pennsylvania Power and Light Co., with a business address of 2 North 9th Street, Allentown, Pennsylvania 18101.

II. Identity and qualifications of person making statement for supporting firm

My name is James A. Fritchey. I am the Supervisor, Freight and Traffic, for the Pennsylvania Power and Light Company. My responsibilities include overall supervision of our transportation requirements. I am qualified and authorized to make this statement in support of the application filed herein by Pioneer Transport, Inc.

III. General description of supporting organization

Pennsylvania Power and Light Co. is a power company regulated by the Pennsylvania Public Utility Commission. Our general offices are in Allentown, Pennsylvania. We operate six major power plants throughout the state and 20-30 storeroom locations, the majority of which are in the northeastern section of Pennsylvania. We operate nuclear power plants, coal and oil operated power plants and hydropower plants.

The type of commodities we require transportation for include transformers, protective clothing, pole-line hardware, lights, poles, structural steel forms - literally any commodity that is electrically related equipment.

IV. Volume and frequency of intended use

Our needs vary during the year. Our busiest time is between March through September and October when most of the construction and repairs to power plants are being conducted. This is also the time when more work in the field is done.

Therefore, we might require applicant's services for 4 or 5 shipments one week, and then not need the services again for several weeks. Or, the need may continue uninterrupted. I might say, however, that as the need arises, it is usually needed in a real hurry and we must have motor carrier services available immediately.

V. Specific or representative origins and destinations

As I mentioned earlier, we have 20-30 storeroom locations throughout Pennsylvania including Allentown, Wilkes-Barre, Harrisburg, Lancaster and Hazelton. We service an area including Scranton, south as far as Telford, go over into Lancaster to the Maryland line, the City of York, Harrisburg out as far as Carlisle, north up to Lock Haven and Williamsport.

As I mentioned before, we have plants located in Berwick, Washingtonville, Shamoken Dam, Yorkhaven, Holtwood and Martins Creek.

VI. Type of service required

The majority of our freight is truckload although at times we do require less-than-truckload services of between 7,000 - 10,000 pounds. Because of the size of some of our equipment, i.e. transformers, both flatbed and van trailers are required.

Because we are an electric utility, emergency situations are bound to happen. When this occurs, I need equipment immediately to ensure that repairs are completed as quickly as possible. This becomes critical when power outages are involved.

It is for this reason we have quite a few carriers that we presently use, as well as several brokers we call when services are needed. Examples of the brokers include Westgate Transportation, Quaker Transportation and Tucker Company. Examples of the carriers we use include Daily Express, David Graham Trucking, Belue Trucking, Home Transportation, Miller Trucking, Bob Young Truck Company and Kreitz Motor Express. When one carrier does not have equipment available, we call another.

Of course, because we are a P.U.C. regulated utility, we must carefully weigh costs, and one cost that must be kept to a minimum includes transportation services. Unfortunately, if I call six carriers, I will get six different rates. I need to have the best job for the best price and this can be a difficult task.

VII. Similar applications supported

We have recently supported an application for Roberts Express which was mainly a courier service type of application.

VIII. Any other information deemed pertinent

Because we have a cost containment policy, I must have as many carriers available to serve our needs as possible. Only in this way can I obtain the best service at the lowest price. Also, the more carriers we can call upon at the time of an emergency situation such as a power failure, the better, since we must be able to respond to the needs of the general public by restoring power as soon as possible. At times this is accomplished by moving major equipment from one location to another to restore power to normal. For this reason, we would request the early approval of this application.

Respectfully submitted,

James Fritchey



VERIFICATION

COUNTY OF Lehigh  
STATE OF Pennsylvania

James A. Fritchey, Supervisor - Freight and Traffic, Pennsylvania Power and Light Co., being duly sworn, states that he has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

James A. Fritchey  
James A. Fritchey

The above statement was subscribed and sworn to before me this 7<sup>th</sup> day of August, 1987.

Francine A. Greenzweig  
Notary Public

My Commission expires: October 29, 1990

FRANCINE A. GREENZWEIG, Notary Public  
Allentown, Lehigh County, Pa.  
My Commission Expires Oct. 29, 1990

(SEAL)

VERIFIED STATEMENT

OF

GEORGE YOUNG

TRAFFIC MANAGER

BUTLER MANUFACTURING CO., INC.

I. Legal name and domicile of supporting firm

The name of the supporting firm is Butler Manufacturing Co., Inc., a Pennsylvania Corporation, with a business address of 400 North Weaver Street, Annville, Pennsylvania 17003.

II. Identity and qualifications of person making statement for supporting party or firm

or firm  
My name is George Young. I am the Traffic Manager for Butler Manufacturing Co., Inc. and have been with the company over 10 years. As Traffic Manager I am responsible for the overall supervision of our transportation requirements. I am both qualified and authorized to make this statement in support of the application filed herein by Pioneer Transport, Inc.

III. General description of supporting organization

Butler Manufacturing Co., Inc. manufactures pre-engineered steel and metal buildings of all sizes. We have jobsite locations all over Pennsylvania as well as points beyond Pennsylvania where our disassembled buildings are delivered.

IV. Volume and frequency of intended use

Our business is somewhat seasonal in that we follow the construction season which is May through December. During this period our transportation requirements are more voluminous than during winter months. We are supporting applicant as a back up carrier to our primary carriers which IS Daily Express. We get good service from this carrier, but there are times when we need a second motor carrier available. In the past, we used McCormick Draylenes as our backup carrier, but this carrier is not presently soliciting our freight and will frequently refuse freight offered to it. We need a backup carrier and feel at this point the best solution

is to support applicant to assume this position.

V. Specific or representative origins and destinations

As I mentioned before, our metal buildings are delivered to job site locations. These will shift and change on a day to day basis. Suffice it to say we may need delivery to cities and towns and all points in between throughout the State of Pennsylvania.

VI. Type of service required

We require outbound services using flatbed trailers to carry the rather large pieces and vans carrying the smaller pieces. The smaller pieces are generally less-than-truckload volumes. For the most part, one truckload goes to one destination. It is imperative that the motor carrier arrive at the job site when and as scheduled. This is because the necessary cranes are on site to unload the large pieces that comprise our metal buildings. If the motor carrier does not arrive when scheduled, penalties are charged.

VII. Similar applications supported

We have not supported any similar applications.

VIII. Other information deemed pertinent

As I noted previously, it is important that we have back up motor carrier services in place when needed. Otherwise, we are competing with other shippers for the use of the specialized equipment (flatbed trailers) that are needed to transport the rather large pieces of our buildings. Our busy season coincides with the busy season of many other companies.

We are supporting applicant so as to supplement the motor carrier services of Daily Express. Applicant operates both van and flatbed trailers. It is also situated in a location convenient for quick response to our calls for service. We therefore request the early approval of this application.

Respectfully submitted,

George Young

VERIFICATION

COUNTY OF Lebanon  
STATE OF Penna.

George Young, Traffic Manager, Butler Manufacturing Co., Inc., being duly sworn, states that he has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

George Young  
George Young

The above statement was subscribed and sworn to before me this 12 day of August, 1987.

Kim D. Moyer  
Notary Public

My Commission expires: 8/8/88

Annick Township, Lebanon Co.

(SEAL)

VERIFIED STATEMENT

OF

JOSEPH KUHN

TRAFFIC ADMINISTRATOR

METROPOLITAN EDISON COMPANY

RECEIVED

AUG 27 1987

SECRETARYS OFFICE  
Public Utility Commission

I. Legal name and domicile of party or firm

The name of the supporting shipper is Metropolitan Edison Company, a Pennsylvania corporation, with a business address of P. O. Box 16001, Reading, PA 19640-0001.

II. Identity and qualifications of person making statement

My name is Joseph Kuhn. I am the Traffic Administrator for the Metropolitan Edison Company. I have been with the company over 10 years and my responsibilities entail and my area of expertise includes our transportation requirements. I am both qualified and authorized to make this statement in support of the application filed by Pioneer Transport, Inc.

III. General description of supporting party and/or operations

Metropolitan Edison Company is an electric utility company supplying power needs for the Reading, Pennsylvania area, as well as surrounding suburbs. Most of the transportation services we need involve the inbound movement of materials such as wire cable, transformers, turbines, boiler tubes, etc.

IV. Volume and frequency of intended use

We will utilize applicant to the extent it has equipment available at the time service is required. We are supporting applicant as a back up carrier to the services we now receive from carriers as set forth below. There are times when we may utilize applicant for several truckloads a week, and at other times we may go several weeks without using them at all.

V. Specific or representative origins and destinations

As I stated above, the majority of the services we require are inbound to our facility. It is conceivable that we will have loads coming inbound from any point within the state, although in the Northwest corner of Pennsylvania we do not have much activity. Representative points from which we have inbound loads include Pittsburgh, Harrisburg and Philadelphia, The small amount of outbound loads we have may also go out to points throughout the entire state.

VI. Type of service required

The type of service we require are truckload and less-than-truckload services that will usually originate with our suppliers and come directly to our plant. We require the motor carriers we use to be competitively priced yet willing and able to offer an expedited service. In some instances, the loads must be rushed in a matter of hours, when power is out and/or repairs to utility lines are required and we need the proper materials and supplies. At such times, we must have dependable and reliable services or the carrier will not be used again. Even for routine loads, however, we look to the motor carriers that serve us to provide an efficient and economical service.

VII. Similar applications supported

We have supported Friedman's Express, Inc. for P.U.C. authority in the past several years.

VIII. Any other information deemed pertinent

We are supporting applicant herein as a backup carrier to the several other motor carriers we now utilize. These are Daily Express, Inc., David Graham Trucking, Mawson & Mawson Trucking and Robins Trucking. We are not dissatisfied with these motor carriers, rather we feel it is advantageous to have several motor carriers with the requisite authority available to serve our transportation

needs. It is for this reason we are supporting the applicant. It is respectfully requested that this application be approved as soon as possible.

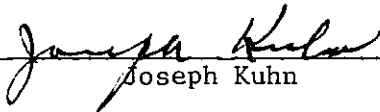
Respectfully submitted,

Joseph Kuhn

VERIFICATION

COUNTY OF BERKS  
STATE OF PENNSYLVANIA

Joseph Kuhn, Traffic Administrator, Metropolitan Edison Company, being duly sworn, states that he has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

  
\_\_\_\_\_  
Joseph Kuhn

The above statement was subscribed and sworn to before me this 12<sup>th</sup>  
day of August, 1987.

NOTARY PUBLIC  
Muhlenberg Township, Berks County, Pa.  
My Commission Expires August 15, 1989

  
\_\_\_\_\_  
Notary Public

My Commission expires: \_\_\_\_\_

(SEAL)



VERIFIED STATEMENT

OF

STEVEN PAVENSKI

SHIPPING MANAGER

O'SULLIVAN CORPORATION

RECEIVED

AUG 27 1987

SECRETARYS OFFICE  
Public Utility Commission

I. Legal name and domicile of supporting party or firm

The name of the supporting firm is O'Sullivan Corporation with a business address of 1501 Willow Street, Lebanon, Pennsylvania 17042.

II. Identity and qualifications of person making statement

My name is Steven Pavenski. I am the Shipping Manager for O'Sullivan Corporation. I have been with the company over 9 years. As Shipping Manager, I am familiar with the company's transportation needs. I am both qualified and authorized to make this statement in support of the application filed herein by Pioneer Transport, Inc.

III. General description of supporting organization

O'Sullivan Corporation manufactures sheet vinyl used for the construction of notebook covers, looseleaf binders, checkbook covers, etc. We have customers throughout the State of Pennsylvania.

IV. Volume and frequency of intended use

Because of the nature of our business, no particular season is busier than another. We would utilize applicant's services as a back up carrier to the other motor carrier we presently use in Pennsylvania intrastate operations. The volumes we offer applicant would vary, depending upon the availability of equipment, but at the very least we would utilize its motor carrier services for several less-than-truckload shipments per month. Probably more.

V. Specific or representative origins and/or destinations

Outbound loads go out from our plant in Lebanon, PA to points throughout Pennsylvania. Representative points include Pittsburgh, Philadelphia and

Huntington. Inbound loads originate at the points from which we deliver back to our plant in Lebanon, Pennsylvania. That is because the outbound loads consist of the plastic film used by our customers to construct various types of notebooks and other covers. The inbound loads consist of the scraps and trim left over after the binders are constructed. These scraps are then reused by us in our operations.

VI. Type of service required

For the most part, our Pennsylvania intrastate operations consist of less-than-truckload services. As I mentioned before, we are presently using New Penn as our primary carrier for these intrastate services. Applicant would serve as a back up carrier supplementing these services. For larger LTL shipments, multiple deliveries and pickups for return to Lebanon are required.

VII. Similar applications supported

None in recent years.

VIII. Other information deemed pertinent

We have an occasional need for emergency services when a customer is frantically calling for additional quantities of the vinyl film. When this occurs, we strive to accommodate the customer. This is an example of a time when it would be particularly helpful to have the services of applicant available. It presently operates a terminal in Lebanon, and would be in a good position to help us out by responding quickly to our call for service. Therefore, we respectfully request the immediate approval of this application.

Respectfully submitted,

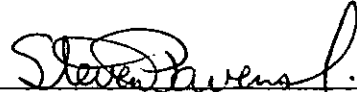
Steven Pavenski

VERIFICATION

COUNTY OF Lancaster

STATE OF Pennsylvania

Steven Pavenski, Shipping Manager, O'Sullivan Corporation, being duly sworn, states that he has read the foregoing statement and knows the contents thereof, and that the same are true as stated.

  
\_\_\_\_\_  
Steven Pavenski

The above statement was subscribed and sworn to before me this 24<sup>th</sup> day of August, 1987.

  
\_\_\_\_\_  
Notary Public

My Commission expires: 3/25/89

(SEAL)

# PENNSYLVANIA PUBLIC UTILITY COMMISSION



## RECEIPT

The addressee named hereunder has paid Pennsylvania Public Utility Commission for the following bill, subject to final collection of check or money order tendered for such payment.

Pioneer Transport, Inc.  
543 Strasburg Pike  
Lancaster, PA 17602

Date August 26, 1987

CR 125801 A

DOCKETED  
AUG 27 1987

In re application of Pioneer Transport, Inc.  
A-00105837 F.1, Am-C.....\$125.00

*A-105837 F.1 Am-C*

DOCUMENT  
FOLDER

ck 378 Revenue account 001780-017601-102 (ck)  
Checks \$125.00 Currency \_\_\_\_\_  
Utility account 50126

C. Joseph Meisinger  
For Department of Revenue

# PENNSYLVANIA PUBLIC UTILITY COMMISSION



## RECEIPT

The addressee named hereunder has paid Pennsylvania Public Utility Commission for the following bill, subject to final collection of check or money order tendered for such payment.

**Pioneer Transport; Inc.**  
543 Strasburg Pike  
Lancaster, PA 17602

August 26, 1987  
Date \_\_\_\_\_

**CR 125809 A**

**DOCUMENT  
FOLDER**

**DOCKETED**  
**AUG 28 1987**

In re application of Pioneer Transport, Inc.  
A-00105837, P.1, Am-C.....\$75.00

Revenue account 001780-017601-102 (ck)  
**ck 379**      **\$75.00**      Currency \_\_\_\_\_  
Checks \_\_\_\_\_  
Utility account 50.26

**C. Joseph Meisinger**  
\_\_\_\_\_  
For Department of Revenue



COMMONWEALTH OF PENNSYLVANIA  
 PENNSYLVANIA PUBLIC UTILITY COMMISSION  
 BUREAU OF TRANSPORTATION  
 P. O. BOX 3265, HARRISBURG, PA. 17120

September 11, 1987

IN REPLY PLEASE REFER TO OUR FILE R-16

A-00105837, F. 1, Am-C

DOCKETED  
  
 OCT 13 1987

Pioneer Transport, Inc.  
 543 Strasburg Pike  
 Lancaster, PA 17602  
 Attn: Ray Weygand, Jr.

Re: Freight - PA PUC No. 3

TARIFF OR SUPPLEMENT RETURNED FOR THE FOLLOWING REASONS:

- Tariff is less than four pages and cannot be supplemented.
- Effective supplement(s) pages exceed 50% of original tariff pages.
- Omitted or not proper  Certificate No. A- 00105837, F. 1, Am-C
- Permit No. A- \_\_\_\_\_  Folder No. (s) \_\_\_\_\_
- Designated improperly: should be (See NOTE) Pa. P.U.C. No. \_\_\_\_\_
- cancels (See NOTE) Pa. P.U.C. No. \_\_\_\_\_

DOCUMENT  
 FOLDER

N <input type="checkbox"/> Aero O <input type="checkbox"/> Airport Transfer T <input type="checkbox"/> Call or Demand E <input type="checkbox"/> Contract	<input type="checkbox"/> Experimental <input type="checkbox"/> Express <input type="checkbox"/> Freight <input type="checkbox"/> Group and Party	<input type="checkbox"/> Limousine <input type="checkbox"/> Paratransit <input type="checkbox"/> Scheduled Route <input type="checkbox"/> _____
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- Designated improperly; should be Supplement No. \_\_\_\_\_  
 to (See NOTE) Pa. P.U.C. No. \_\_\_\_\_  
 cancels Supplement No. (s) \_\_\_\_\_
- Designate; Supplement No. (s) \_\_\_\_\_ contain all changes.
- Carrier name not properly designated or proper.
- ~~XXXX~~ Operating authority  omitted ~~XXXX~~ not complete or proper.
- Restriction(s) to operating authority  omitted  not complete or proper.
- ~~XXXX~~ New authority may be filed on one day's notice. Specify; issued under authority of Pa. Code, Title 52, Section 23.42; under effective date.
- Temporary Authority, designate; (Temporary Issue) directly under the Pa. P.U.C. No. \_\_\_\_\_

- Issued on \_\_\_\_\_ day's notice under authority of Special Permission No. \_\_\_\_\_.  
Specify; under effective date.
- Filing requires 30-day statutory notice.
- List of changes  required  not proper (Applies only for Passenger Tariffs).
- Symbols required for  (A) increase  (C) change or addition  (R) reduction.
- Explanation of abbreviations, reference marks and symbols not provided.
- Refers to Agency Publication(s). Power of attorney(s) required.
- Rule to determine mileage must be stated.
- Rule for advance reservations must be stated.
- Rates not provided for all  commodities  points, contained in operating authority.
- Page numbers not designated.
- Financial justification for proposed increases required by Pa. Code,  Title 52, Section 23.67 not provided. (Freight Tariffs)  Title 52, Section 23.63 and 23.64 not provided. (Passenger Tariffs)
- Tariff submitted is not acceptable. Adoption supplements must be provided, refer to instructions in our letter dated \_\_\_\_\_.
- Contract carrier  requires separate tariff for each shipper.
- Contract(s) must accompany tariff(s).  reductions require 60 days' statutory notice.
- When filing is resubmitted, change issued and effective dates. Use current dates, do not backdate. Show issued date two (2) days after mailing.
- Rates are provided for  commodities  points, not contained in operating authority.
- Other reasons:

See enclosed corrected Title Page.

Very truly yours,

Douglas A. Pike, Sr.  
Tariff Section



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

September 24, 1987

IN REPLY PLEASE  
REFER TO OUR FILE

Calvin D. Spitler  
Attorney at Law  
522 South Eighth Street  
P.O. Box 1188  
Lebanon, PA 17042

In re: A-00105837, F. 1, Am-C

Application of Pioneer Transport, Inc.

Dear Mr. Spitler:

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 October 26, 1987.

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 Richard H. White.

Very truly yours,

By Richard H. White  
For Peter S. Marzolf, Supervisor  
Technical Review Section  
Bureau of Transportation

