

July 18, 1986

IN REPLY PLEASE
REFER TO OUR FILE

William J. Lavelle
Attorney at Law
2310 Grant Building
Pittsburgh, PA 15219

A-00102471, Folder 1, Am-M - Application of Pitt-Ohio Express, Inc.

Dear Sir:

The application of Pitt-Ohio Express, Inc. has been captioned as attached and will be submitted for review provided no protests are filed on or before August 11, 1986. 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 July 19, 1986.

Very truly yours,

David Ehrhart
Supervisor - Application Section
Bureau of Transportation

DE:RP:nm
cc: Applicant
26 & A.V.R.R.
Pittsburgh, PA 15222

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
JUL 21 1986
ENTRY No. *12*

A-00102471, Folder 1, Am-M PITT-OHIO EXPRESS, INC. (26th & A.V.R.R., Pittsburgh, Allegheny County, Pennsylvania 15222), a corporation of the Commonwealth of Pennsylvania, inter alia - property, except commodities in bulk and household goods and office furniture in use, for G. C. Murphy Company, between points in Pennsylvania: SO AS TO PERMIT the transportation of wearing apparel, from the facilities of the Women's Division of Crystal Brands, Inc., located in the township of Aston, Delaware County, to points in Pennsylvania, and vice versa. Attorney: William J. Lavelle, 2310 Grant Building, Pittsburgh, Pennsylvania 15219.

PENNSYLVANIA
PUBLIC UTILITY COMMISSION

SERVICE OF NOTICE OF MOTOR CARRIER APPLICATIONS

DATE

SERVICE

JUL 19 1986

BUREAU OF TRANSPORTATION
COMMON CARRIER

JULY 1986

A-00102471

F. 1

Am-M

Application of Pitt-Ohio Express, 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, property, except commodities in bulk and household goods and office furniture in use, for G. C. Murphy Company, between points in Pennsylvania: SO AS TO PERMIT the transportation of wearing apparel, from the facilities of the Women's Division of Crystal Brands, Inc., located in the township of Aston, Delaware County, to points in Pennsylvania, and vice versa.

FW:np
7/3/86

Application received: 6/25/86

Application docketed: 7/2/86

NH

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
JUL 21 1986
ENTRY No. *[Signature]*

AUG 11 1986

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.

LAW OFFICES OF
GRAF, KNUPP & ANDREWS, P. C.

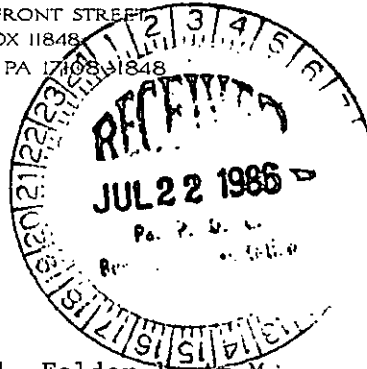
ROBERT EWING KNUPP (1932-1976)
CHRISTIAN V. GRAF
ROBERT L. KNUPP
FREDERICK W. ANDREWS
ROBERT D. KODAK
DAVID H. RADCLIFF
WILLIAM J. FULTON
KEVIN R. DERR

CAMERON MANSION
407 NORTH FRONT STREET
P. O. BOX 11848
HARRISBURG, PA 17108-1848

OF COUNSEL
JOHN E. FULLERTON

717/238-7151
717/236-9318

WEST HANOVER TOWNSHIP OFFICE
7171 ALLENTOWN BOULEVARD
HARRISBURG, PA 17112
717/657-2858



July 21, 1986
File: 644.200

RE: PITT-OHIO EXPRESS, INC., A. 102471, Folder 1, Am-M -
Protest of Central Storage & Transfer Co. of Harrisburg

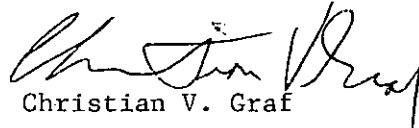
Jerry Rich, Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, Pennsylvania 17120

RECEIVED
FILE JUL 22 1986
SECRETARY'S OFFICE
Public Utility Commission

Dear Mr. Rich:

On behalf of Central Storage & Transfer Co. of Harrisburg, I enclose the original and one copy of a protest to the above-captioned application. Copies are being forwarded to applicant, applicant's attorney and to protestant.

Very truly yours,


Christian V. Graf

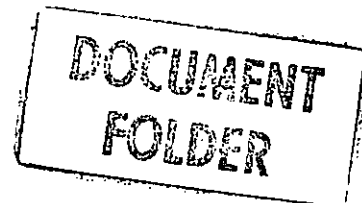
CVG:tcr
Enclosure

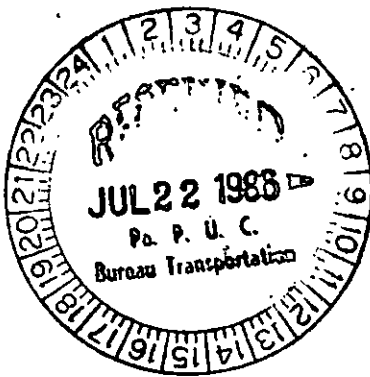
cc: Pitt-Ohio Express, Inc.
26th and A.V.R.R.
Pittsburgh, Pennsylvania 15222

William J. Lavelle, Esquire
2310 Grant Building
Pittsburgh, Pennsylvania 15219

Richard S. Apple, President
Central Storage & Transfer Co. of Harrisburg
P.O. Box 2821
Harrisburg, Pennsylvania 17105

David H. Radcliff, Esquire





RECEIVED

JUL 22 1986

SECRETARY'S OFFICE
Public Utility Commission

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY
COMMISSION

In Re: A-00102471, Folder 1, Am-M. PITT-OHIO EXPRESS, INC. (26th & A.V.R.R., Pittsburgh, Allegheny County, Pa. 15222), a corporation of the Commonwealth of Pennsylvania, inter alia - property, except commodities in bulk and household goods and office furniture in use, for G. C. Murphy Company, between points in Pennsylvania: SO AS TO PERMIT the transportation of wearing apparel, from the facilities of the Women's Division of Crystal Brands, Inc., located in the township of Aston, Delaware County, to points in Pennsylvania, and vice versa.

Applicant's attorney: William J. Lavelle, Esquire
2310 Grant Building
Pittsburgh, Pennsylvania 15219

Pennsylvania Bulletin reference: July 19, 1986, page 2693.

FILE

PROTEST OF
CENTRAL STORAGE & TRANSFER CO. OF HARRISBURG
A. 82019

1. The name, address and telephone number of protestant are:

CENTRAL STORAGE & TRANSFER CO. OF HARRISBURG
P.O. Box 2821
Harrisburg, Pennsylvania 17105
Telephone: A.C. 717, 233-5821

2. The names, address and telephone number of protestant's attorneys are:

GRAF, KNUPP & ANDREWS, P.C.
Christian V. Graf, Esquire
David H. Radcliff, Esquire
407 North Front Street
Harrisburg, Pennsylvania 17101
Telephone: A.C. 717, 236-9318

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
JUL 24 1986
ENTR? No. *11*

3. Protestant possesses authority at A. 82019, Folder 2, Am-R, copy attached as Exhibit A; and Folder 2, Am-T, copy attached as Exhibit B. Thereunder protestant can provide service from Aston, Delaware County, to points in Pennsylvania on and east of U.S. Highway 219, and to Allegheny County.

4. Pursuant to Sec. 333(c) of the Public Utility Code, protestant requests applicant or its counsel to furnish it with the list of names and addresses and company names and addresses of the witnesses that it intends to call.

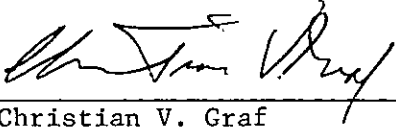
5. Protestant knows of no amendment which will satisfy its interest in this proceeding, but is willing to discuss the same with applicant's attorney.

WHEREFORE, absent an appropriate amendment, Protestant prays the instant application may be dismissed.

AND IT WILL EVER PRAY.

CENTRAL STORAGE & TRANSFER CO. OF HARRISBURG

By: _____


Christian V. Graf
Its Attorney

July 21, 1986

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held March 2, 1983

Commissioners Present:

Susan M. Shanaman, Chairman
Michael Johnson
James H. Cawley
Linda C. Taliaferro
Clifford L. Jones

Application of Central Storage & Transfer Co. of Harrisburg, 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, property from points in the city and county of Philadelphia, to points in the counties of Lackawanna and Luzerne, and vice versa; subject to the following conditions: That no right, power or privilege is granted to transport commodities in bulk; that no right, power or privilege is granted to transport household goods in use; and that no right, power or privilege is granted to transport property which, because of size or weight, requires special equipment such as winch trucks, winch tractors, pole and extendible trailers or carry-alls: SO AS TO PERMIT the transportation of property (except household goods in use; commodities in bulk; commodities which, because of size or weight require the use of special equipment) from points in the counties of Philadelphia, Delaware, Bucks, Montgomery, Chester, Northampton, Lehigh, Berks, Monroe, Carbon, Schuylkill, Wyoming, Lackawanna, Luzerne, Columbia, Montour, Union, Northumberland, Snyder, Mifflin, Juniata, Perry, Franklin, Cumberland, Adams, York, Lancaster, Lebanon and Dauphin, to points in the county of Allegheny, and vice versa.

A-00082019
F. 2
Am-R

Christian V. Graf for Central Storage & Transfer Co. of Harrisburg.

O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed November 30, 1981. Public notice of the application was given in the Pennsylvania Bulletin of January 16, 1982. Protests were filed by Preston Trucking Company, Inc., Ryder Truck Lines, Inc., McCormick Dray Line, Inc., and A-P-A Transport Corp. Preston Trucking Company, Inc. and McCormick Dray Line, Inc. withdrew their opposition upon reconsideration. The remaining protests of Ryder Truck Lines, Inc. and A-P-A Transport Corp. were withdrawn predicated upon the Commission's acceptance of a restrictive amendment which prohibits the transportation of any shipment weighing less than 10,000 pounds.

The now unopposed application, as amended, is certified to the Commission for its decision without hearing. The record consists of verified statements entered by the applicant and 47 supporting shippers.

Richard S. Apple, vice president of Central Storage & Transfer Co. of Harrisburg (applicant or Central), set forth in his verified statement that he is familiar with the authorities, facilities and operations of the company and is authorized to enter a verified statement. The company has agreed to restrict its proposed operations to the transportation of shipments weighing more than 10,000 pounds. For the purposes of this restriction it is understood that a shipment is a quantity of freight received from one consignor at one location at one origin point on one day destined to one consignee at one location at one destination point.

Central now operates extensively in Pennsylvania. All eastern counties in the application are to some degree served by the applicant. For example, the applicant may now serve all points between the counties of Franklin, Cumberland, Adams, York, Lancaster, Lebanon and Dauphin. It may provide service from these counties to all the other eastern Pennsylvania counties covered by the application, and vice versa. Additionally, it can provide service from Philadelphia county to the counties of Lackawanna and Luzerne and vice versa and may provide service from the counties of Delaware, Bucks, Montgomery and Chester to the counties of Monroe, Carbon, Schuylkill, Wyoming, Lackawanna, Luzerne, Columbia, Montour, Union, Snyder, Mifflin and Juniata and vice versa. The primary purpose of the instant application is to enable Central to render more complete service for its regular customers.

Central operates from a single Pennsylvania terminal in Harrisburg, Dauphin County. This location houses its general offices, has three separate warehouse buildings, a maintenance garage and cross dock terminal building. The cross dock building has 66 doors for the unloading and loading of trailers. The maintenance facility is equipped to handle all maintenance on company vehicles. The terminal has a two

way radio system to reach all of its power units. New radio towers are being installed so that the applicant will have 100% radio coverage of its operating territory. The company operates a statewide WATS line and accepts collect calls from shippers. A sophisticated computer billing system is in place. Currently, the central fleet is comprised of 70 tractors and 167 trailers. Six straight trucks, five converter dollies, 17 maintenance vehicles and 13 automobiles are in the applicant's fleet as well.

All of the supporting shippers in this proceeding are now served by the applicant. A traffic study for the months of August and September 1982 reveal that 1,185 shipments weighing 1,093,869 pounds and producing revenue of \$59,820 were transported from or to the supporting shippers. Although this is not all the traffic handled by Central it gives some idea of the volume in this territory. As a result of this past service Central is familiar with the requirements of the customers. Should the instant application be approved Central will handle shipments weighing 10,000 pounds or more from any point in the origin area to any point in Allegheny County and vice versa. It will handle multiple delivery traffic. Overnight service is expected. Timed deliveries will be made when requested.

As evidence of its financial capacity to assume the additional service proposed, the applicant entered its income statement and balance sheet as of June 30, 1982. Central reports total current assets of \$1,970,855, total assets of \$5,606,647, total current liabilities of \$1,310,361, and total liabilities of \$2,340,066. Operating revenue of \$4,642,208 produced an operating income of \$10,657 after deduction of operating expenses.

Following is a representative sampling of the shipper support for the instant application.

Fred E. Kessler, II, manager of domestic transportation for Alloy Rod Division, Hanover, York County, set forth in his verified statement that the company manufactures welding rods and bars. It ships nearly 3,000,000 pounds annually to Allegheny County. From Hanover it ships to such points as Glenshaw, Pittsburgh, Warrendale, Duquesne and McKees Rocks. From Warrendale it ships to Shippensburg, York, Harrisburg and Chambersburg. The service now provided by Central is very good and desires Central's service to Allegheny County and vice versa.

Joe Cerski, warehouse supervisor and traffic manager for R & H Manufacturing Company, set forth in his verified statement that the company ships finished machine parts outbound and receives inbound raw castings and bars. It has from two to five shipments per month outbound and receives three shipment per month inbound. Traffic originates at Edwardsville, Luzerne County, destined to such points as Pittsburgh, McKees Rocks, Carnegie and Duquesne. Inbound shipments originate at

Pittsburgh. The shipper desires to use Central to and from Allegheny County, combined with current service.

William R. Chunco, traffic manager for Mid-Atlantic Color Printing Corp., set forth in his verified statement that the company prints and distributes newspaper supplements. It has several shipments per month moving from York to Murphy Mart stores in Allegheny County. The company has experienced delays in transit which it hopes the availability of Central will correct.

Philip Moscovitz, supervisor of shipping and receiving for ASGCO Manufacturing, Inc., set forth in his verified statement that the company ships conveyor belts and hosing from Allentown to such points as Pittsburgh, Braddock, Duquesne and Frazier. The company has six shipments per month. The service of Central is now used and has been excellent. It is anticipated that Central will provide quicker delivery time to Allegheny county.

Cathy Halloway, traffic coordinator for Cornell Iron Works, Inc., set forth in her verified statement that the company manufactures industrial rolling doors, grills and shutters. It ships from Mountaintop, Luzerne County, to points in and around Pittsburgh, Allegheny County. Approximately five shipments per month move to Allegheny County, 50% of which could be tendered to Central. The shipper had used Jones Motor, but now needs a replacement for discontinued service. Central offers good transit time within its area of operation and similar services expected to Allegheny County.

Steve Justice, shipper for MAFCO, set forth in his verified statement that the company ships steel pipe fittings from Kimberton, Chester County, to points in Allegheny County. From one to five shipments move each month. MAFCO desires improved service and Central's currently authorized service has been very good.

James Camut, manager of distribution services for San Georgio-Skinner, set forth in his verified statement that the shipper has the requirement for the movement of from 12 to 25 truckloads per month of pasta and noodles to Allegheny County. The pasta and noodles will move from Lebanon to the Pittsburgh area. San Georgio-Skinner has had difficulty receiving equipment when needed and Central's service has been very good. Due to past experiences it is anticipated that the availability of Central will improve service to Allegheny County.

Melvin J. Wagner, traffic manager for Caloric/Modern Maid Corp., set forth that the shipper has the monthly requirement for the movement of from 40 to 60 shipments of household appliances outbound from Topton, Berks County, to Pittsburgh and surrounding communities. Approximately six of these shipments are over 10,000 pounds and are pertinent to the instant application. Caloric/Modern Maid Corp. has had

difficulty finding carriers to provide consistent prompt pickup and delivery.

Lori Bowen, shipper for Union Environmental, set forth in her verified statement that the company ships steel doors, grills, compactors, bailers, rodding bands, reels and spare parts from Old Forge, Lackawanna County, to Pittsburgh, Allegheny County. Four shipments move each month and improved transit time is desired.

Robert L. Neidig, shipper for Howmet Corp., set forth in his verified statement that the company ships aluminum siding from Harrisburg, Dauphin County, to Pittsburgh, Allegheny County. 60,000 pounds move each year and all of this traffic would be tendered to Central upon approval of the application. Howmet seeks improved service and replacement for the discontinued service of Motor Freight Express.

Frederick Stern, materials manager for International Consumer Disposable Industries, Inc., set forth in his statement that the company manufactures and distributes disposable sanitary products. It ships from King of Prussia, Montgomery County, to Pittsburgh. It has a shipment totaling more than 10,000 pounds once a month. The company desires improved delivery time to Allegheny County.

Jayson Dilcher, traffic manager for Martin Sprocket & Geer, Inc., set forth in his verified statement that the company ships geers, sprockets and screw conveyor parts from Danielsville, Northampton County, to Allegheny County. The company has two shipments per month over 10,000 pounds. The company is seeking a carrier for improved pickups and improved transit time.

Bernard Rash, warehouse manager for McJunkin, Inc., set forth in his verified statement that the company ships valves and pipe fittings from Chester, Delaware County, to Pittsburgh and surrounding communities. There is one truckload shipment every several months. Motor Freight Express had been used in the past, but that service is no longer available. Central is desired as a replacement for this discontinued service.

Robert L. Manley, traffic manager for Intelligencer Printing Co., set forth in his verified statement that the company prints brochures, pamphlets, inserts and periodicals. It has approximately three shipments per year to Allegheny County from Lancaster. The company desires improved transit time for shipments to Allegheny County.

DISCUSSION AND FINDINGS

Central now provides extensive service within the eastern counties subject in this application. All 47 shippers supporting the application receive service from the applicant and now desire Central's availability to meet their needs to Allegheny County and vice versa. The 47 shippers have facilities in the counties of Lackawanna, Luzerne,

Schuylkill, Northampton, Lehigh, Berks, Dauphin, Lebanon, Lancaster, York, Bucks, Montgomery, Delaware and Chester. Although not all of 29 counties in the eastern territory are shipper represented, we determine the support entered is characteristic of the entire territory. Nearly all the shippers seek improved pickup and delivery and improved transit time to Allegheny County. Central is offering overnight service to its supporting shippers and based on prior service most of the shippers expect overnight service is possible to Allegheny County.

We have no question that the applicant has the experience to provide service. The applicant's large fleet appears suitable to provide service. Since the applicant is limited to transporting only shipments exceeding 10,000 pounds, it is unlikely a terminal would be required in Allegheny County, however, Central has the financial capacity to establish facilities there should that become necessary.

We find:

1. The applicant has the fitness, equipment and experience necessary to render the proposed service, as amended.
2. Approval of the application will aid the supporting shippers in meeting their transportation requirements to and from Allegheny County.
3. Approval of the application, as amended, is an accommodation and convenience to the public; THEREFORE,

IT IS ORDERED: That the application, as amended, be and is hereby approved, and the certificate issued July 12, 1955, as amended, be further amended to include the following right:

To transport, as a Class D carrier, property from points in the counties of Philadelphia, Delaware, Bucks, Montgomery, Chester, Northampton, Lehigh, Berks, Monroe, Carbon, Schuylkill, Wyoming, Lackawanna, Luzerne, Columbia, Montour, Union, Northumberland, Snyder, Mifflin, Juniata, Perry, Franklin, Cumberland, Adams, York, Lancaster, Lebanon and Dauphin, to points in the county of Allegheny, and vice versa.

subject to the following conditions:

That no right, power or privilege is granted to transport household goods in use, commodities in bulk, and commodities which because of size or weight require the use of special equipment.

That no right, power or privilege is granted to transport any shipment weighing less than 10,000 pounds; a shipment here defined as a quantity of freight received from one consignor at one location at one origin point on one day destined to one consignee at one location at one destination point.

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 the applicant shall not engage in any transportation granted herein until it shall have complied with the requirements of the Pennsylvania Public Utility Law and the rules and regulations of the Commission relating 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 service of this order, complied with the requirements hereinbefore set forth, the application shall be dismissed without further proceedings.

BY THE COMMISSION,

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

Jerry Rich
Secretary

(SEAL)

ORDER ADOPTED: March 2, 1983

ORDER ENTERED: MAR 7 1983

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held August 27, 1984

Commissioners Present:

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

Application of Central Storage & Transfer Co. of Harrisburg, 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, property from points in the counties of Philadelphia, Delaware, Bucks, Montgomery, Chester, Northampton, Lehigh, Berks, Monroe, Carbon, Schuylkill, Wyoming, Lackawanna, Luzerne, Columbia, Montour, Union, Northumberland, Snyder, Mifflin, Juniata, Perry, Franklin, Cumberland, Adams, York, Lancaster, Lebanon and Dauphin, to points in the county of Allegheny, and vice versa; subject to the following condition: That no right, power or privilege is granted to transport household goods in use, commodities in bulk, and commodities which, because of size or weight, require the use of special equipment; and That no right, power or privilege is granted to transport any shipment weighing less than 10,000 pounds; a shipment here defined as a quantity of freight received from one consignor at one location at one origin point on one day destined to one consignee at one location at one destination point: SO AS TO PERMIT the transportation of property (except household goods in use, commodities in bulk and commodities which, because of size or weight, require the use of special equipment) between points in that part of Pennsylvania on and east of U.S. Highway 219.

A-00082019
F. 2
Am-I

Graf, Knupp & Andrews, P.C. by Christian V. Graf for the applicant.
Zane R. Johnsonbaugh for the protestant, Ward Trucking Corp.
John Steel for the protestant, Marty's Express, Inc.
Liederbach, Rossi, Hahn, Casey & Foy by William H. R. Casey for the
protestant, Hatboro Delivery Service, Inc.
McNees, Wallace & Nurick by William A. Chesnutt for the protestants,
Gilchrist Trucking, Inc. and Northeast Delivery, Inc.
Charles Kulp, Jr. for the protestant, Kulp & Gordon Motor Freight.

O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed November 25, 1983. Public notice of the application was given in the Pennsylvania Bulletin of February 4, 1984. Protests to the application were filed by Ward Trucking Corp., Marty's Express, Inc., Hatboro Delivery Service, Inc., Gilchrist Trucking, Inc., Northeast Delivery, Inc. and Kulp & Gordon Motor Freight. Upon reconsideration, all protests were withdrawn without amendment.

The application is now unopposed and the record is certified to the Commission for its decision without an oral hearing. The record consists of verified statements submitted by the applicant and 31 supporting shippers.

Richard S. Apple, president, stockholder and director of Central Storage & Transfer Co. of Harrisburg (Central Storage or applicant), P.O. Box 2821, Harrisburg, Dauphin County, sets forth in support of the pending application that he is fully knowledgeable of the authorities, facilities and operations of the applicant and is authorized to provide the following information. The applicant is affiliated with Pyramid Lines, Inc., a Pennsylvania corporation. The two companies have separate offices, maintain separate books, have separate employees, separate equipment and separate bank accounts. Pyramid Lines, Inc., currently holds no authority from the Commission, but has two applications pending at A-00105387. Pyramid Lines does hold interstate operating authority and engages primarily in the transportation of truckload traffic.

Central Storage operates from a single Pennsylvania terminal located at 3500 Industrial Road, Harrisburg, Dauphin County. At the facility are located general offices, three major warehouses, maintenance garage and a crossdock terminal. The terminal has 66 doors which are equipped with freight handlers and forklifts. The terminal also has an in-floor automated track system. Dispatchers are located in the terminal building to facilitate operations.

All equipment dispatched from the terminal every morning with the equipment returning to the terminal at the end of the business day. At the terminal, is a two-way radio system which is capable of reaching all of the power units in the applicant's present operating area. The terminal also is equipped with WATS lines and the applicant does accept collect calls from shippers.

Central Storage has installed a computer system with software specifically designed for its motor carrier operations. This computer assists in maintaining traffic surveys and analysis comparisons, rate studies and other information that permits the applicant to have available information at a moment's notice.

Central Storage currently has available to provide the proposed transportation 63 tractors and 144 trailers. The trailers consist of 136 vans, four flatbeds, and four refrigerated vans. The applicant does not anticipate a need for additional equipment to provide the proposed service.

The supporting shippers will be provided with truckload service although the applicant is primarily an LTL carrier. The applicant will provide transportation for multiple deliveries; overnight service unless special service is requested; jobsite deliveries when requested; transportation of commodities requiring refrigeration control while in transit; C.O.D. shipments and Order Notify shipments. When volume warrants, the applicant will make regular pick-ups every day without requiring the shipper to call the terminal for service.

The unaudited balance sheet of Central Storage indicates that as of May 31, 1984, it had total current assets of \$2,264,025, total assets of \$5,963,678, total current liabilities of \$1,204,409, long-term debt of \$491,501 and retained earnings of \$3,783,396. The income statement for the first five months of 1984 sets forth that from total operating income of \$3,459,334, the applicant generated a net income of \$129,943.

Melvin J. Wagner, traffic manager of Caloric/Modern Maid Corp., 403 Main Street, Topton, Berks County, sets forth in support of the pending application that the shipper is a manufacturer of kitchen household appliances, which ships three to five shipments daily outbound and receives inbound shipments totalling three to four per week. Shipments will originate at its facilities in Topton, and will be destined for such points as Media, Aston, Bethlehem, Macungie, Fort Washington, Doylestown, Philadelphia, West Chester, Lansdale, Pottsville, Johnstown and State College. Inbound origins will include Berwyn, Fort Washington and Cornwell Heights and will be destined for the facilities in Topton.

The shipper requires a carrier that can provide overnight service with limited handling of these shipments since the commodities to be shipped are fragile. The applicant is currently providing service pursuant to its intrastate authority.

Robert D. Houd... shipping supervisor for Easte Foundary Co., Sprig & Schaeffer Streets, Boyertown, Berks County, states in support of the pending application that the shipper is a cast iron foundary producing pipe fittings, soil pipes and heaters. From the Boyertown facility, it ships six times per month with shipments destined to such points as Clearfield, Philadelphia, Pottstown and Allentown. It needs a carrier that can provide overnight service with limited handling.

Eleanor Feltenberger, traffic clerk of Flavored Nuts, Box 100, Pennsylvania Avenue, Tyrone, Blair County, states in support of the pending application that the supporting shipper is engaged in the manufacture of candy-coated peanuts which it distributes from its Tyrone facility to such points in Pennsylvania as Altoona, Lewistown, Huntingdon, State College, Bradford and Lock Haven. It ships approximately two to three shipments to the area of application. The shipper is currently utilizing the applicant and the additional authority will permit the shipper to consolidate all of its shipments to all points in Pennsylvania, thus removing congestion at its dock.

Jon L. Nase, warehouse manager for G. H. Brown, Second & Chestnut, Perkasie, Bucks County, states that G. H. Brown is a wholesale distributor of automotive finishing products from the Perkasie facility to such points in Pennsylvania as Allentown, Easton, Reading, Wilkes-Barre and Scranton. It is anticipated that the applicant will be utilized on a daily basis for two to three shipments. It is supporting the applicant for overnight service because the applicant has the experience to provide the transportation proposed.

Shawn Plunkett, warehouse manager for Brownell, Inc., 4667 Somerton Road, Trevoze, Bucks County, sets forth that the shipper is a distribution center for electrical supplies. Its daily shipments range from 200 to 10,000 pounds per day. From Trevoze, it ships to such points as Easton, Bridgeport, Lock Haven, Bethlehem, Macungie, Wyoming, Honesdale, Athens, Pottstown, Bechtelsville, Sterling, Johnstown, Bethel and Allentown. Inbound to its facilities, it receives shipments from Reading, Valley Forge, West Chester, Lionville, and King of Prussia. The shipper is currently using Central Storage to and from the areas it is currently authorized and a grant of authority as sought will permit the applicant to consolidate shipments.

Peter B. Locke, manager of traffic and purchasing for Silverline Manufacturing Co., Inc., P.O. Box A, Lansford, Carbon County, states that as a manufacturer of aluminum pigments used in the paint and coatings industries, it ships 10 times per week to points in the application area. An average shipment weighs 1,500 pounds and is shipped from Lansford to such points as Reading, Allentown, Easton, Scranton and Wilkes-Barre. Inbound shipments will originate at Allentown, Scranton and Reading and will be destined for Lansford.

Don Gibson, traffic manager for Commercial Printing, Inc., 1224 North Atherro, P.O. Box 156, State College, Centre County, states that it is a major printer for numerous customers located at such points

as Altoona, State Coll , Johnstown, Lock Haven, Miffl town, Bradford, Montrose and Shamokin. Daily, it has two to three shipments destined for points in the application area with the shipments ranging from 200 to 10,000 pounds. Inbound to its State College facility, it receives shipments from Altoona, Lewistown, State College and Johnstown. The shipper is currently utilizing Central Storage to and from the areas it is currently authorized to serve and the additional authority will permit the shipper to consolidate all its shipments to and from the application area.

Larry Hess, traffic manager for Jostens American Yearbook, 401 Science Park, State College, Centre County, states in support of the pending application that as a manufacturer of yearbooks for colleges, high schools, junior high schools and elementary schools, it ships from State College to such points as Altoona, Lewistown, Mifflintown, Bradford, Huntingdon, Towanda, Honesdale, State College, Selinsgrove, Milton, Lewisburg, Milroy, Williamsport and Shamokin. Inbound, it has shipments moving from Altoona, State College, Huntingdon and Lewistown. Its traffic totals approximately 200 to 10,000 pounds daily both inbound and outbound. It is supporting Central Storage due to its need for a carrier that can provide overnight service.

Jerry Tye, assistant manager of traffic for Lasko Metal Products, Inc., 820 Lincoln Avenue, West Chester, Chester County, states that the shipper is a manufacturer of electrical ceiling and window fans which it ships from West Chester to such points as Warminster, Levittown, Norristown, Philadelphia, Reading, Allentown, Quakertown, Coatesville, Honesdale, Bethlehem and Pottstown. Daily, it ships from 200 to 10,000 pounds and it anticipates utilizing the applicant on a daily basis for between five and 15 shipments. It supports Central Storage due to its need for a carrier that can provide overnight service.

Ron Vought, shipping supervisor for Dana Corporation, Ninth and Oak Streets, Berwick, Columbia County, states that the supporting shipper is a manufacturer of truck and trailer leaf springs and trailer suspensions. From Berwick, it ships to Clearfield and Scranton. Its average shipments weigh approximately 5,000 pounds and it ships one to two shipments per month to points in the application area.

George Dorman, warehouse manager for Matthias Paper, 360 Penn Street, Yeadon, Delaware County, states that it anticipates tendering the applicant two to three shipments per week from Yeadon that are destined to King of Prussia, Reading, College Park, and Philadelphia. It is supporting Central Storage due to its need for a carrier that will provide overnight service.

Ronald L. Moore, general manager of Laubach Saw Equipment Corp., U.S. Route 22 West, P.O. Box 145, Thompsettown, Juniata County, states that the shipper is a distributor of Stihl chainsaws, industrial products and Kubota pumps and generators. From its Thompsettown facility, it ships to such points as Altoona, Lewistown, Huntingdon, Wellsboro, Bradford, Donnelle, Montrose and Milford. It is supporting the applicant due to its need for a carrier that can provide overnight service.

Donald Staine, owner of Du Mor, Box 142, Mifflintown, Juniata County, states that he is a manufacturer of steel and wood playground equipment. He ships two to three shipments per week and these shipments range in weight from 200 to 10,000 pounds. From Mifflintown, he ships to Williamsport, Montoursville, Selinsgrove, Shamokin, State College, Huntingdon, Altoona, Tyrone and Lock Haven. Inbound shipments originate at Altoona, State College and Selinsgrove. The applicant is currently being utilized pursuant to its current authority and the proposed area of operation would be beneficial to the shipper.

Ruth Salidis, office manager of Arley Wholesalers, Inc., North South Road, Scranton, Lackawanna County, sets forth in support of the pending application that the shipper is a wholesaler of floor coverings and building materials. From Scranton, it ships to Sunbury, Danville, Lewisburg, Milton and Clearfield. It seeks a carrier that can provide overnight service and the proposed service will permit the applicant to handle all of its traffic.

Harlan B. Weidmon, warehouse manager for Glesco, Inc., 613 Prince Street, Lancaster, Lancaster County, sets forth in support of the pending application that as a distributor of rack and shelf systems for industrial and warehouse use, it ships to various points in Pennsylvania including Clearfield, Johnstown and Mansfield. It anticipates tendering the applicant shipments two to three times per week with shipments weighing approximately 1,000 to 2,000 pounds.

Patrick B. Sheehan, sales manager of Eagle Graphics, 2600 Cumberland, P.O. Box 73, Lebanon, Lebanon County, states that it will ship from Lebanon to such points as Laporte, Dushore, Emporium and Johnstown. On a daily basis to the application area, it ships approximately 200 to 2,000 pound shipments. These shipments will be comprised of business forms which it prints for distribution to distributors and jobbers. It is seeking a carrier that can provide overnight service with limited handling.

David L. Rubright, warehouse supervisor for Dick Blick East, 702 Broad Street, Emmaus, Lehigh County, sets forth that as a distributor of art supplies, it would utilize the applicant on a daily basis for five to 10 shipments per day averaging 300 to 1,000 pounds per shipment. This traffic will originate at Emmaus and will be destined for such points as Philadelphia, West Chester, Lansdale, Montgomeryville, Pottsville, Schuylkill Haven, East Stroudsburg, Doylestown, Warminster, Bryn Mawr, Chester, Boothwyn, Marcus Hook, Folsom, Reading, Pottstown and Bethel. The shipper seeks a carrier that will provide it with overnight service.

Gail Senese, traffic manager of James Eagen Sons Company, 200 West Eighth Street, Wyoming, Luzerne County, sets forth that as a manufacturer of flights and feed screws, it ships approximately two to three times per week to points such as Berwick, Johnstown, Orwinstown and Scranton. A carrier is sought that will provide consistent overnight service and prompt pick-ups.

Thomas Kretch, president of Pride Furniture Health Care, 71 South Main, Pittston, Luzerne County, states that he will utilize the applicant to transport therapeutic apparatus from Pittston to such points as Pottsville, Johnstown and DuBois. The additional area will benefit the shipper as it will reduce the number of carriers necessary to handle its traffic.

Neil Robbins, vice president of Modern Transparent Manufacturing Co., 530 Exeter Avenue, West Pittston, Luzerne County, states that the shipper is a manufacturer of plastic bags for use in the food industry and for manufacturing applications. It is anticipating tendering the applicant all of its traffic moving from West Pittston to such points as Woolrich and Forest City. It is satisfied with the service currently being provided by the applicant.

Anne Cosale, supervisor of purchasing and traffic for Chemcoat, Old Montoursville Road, R.D. 3, Montoursville, Lycoming County, states that the shipper is a manufacturer of paint and wood lacquers which it ships from Montoursville to such points as Scranton, Wilkes-Barre, Dunmore and Bedford. It ships approximately two to three times per month with shipments ranging from 6,000 to 10,000 pounds. It is seeking a carrier that can provide expeditious transportation.

Richard Sayman, warehouse and shipping supervisor for Tetley, Inc., Reach Road, P.O. Box 3337, Williamsport, Lycoming County, states in support of the pending application that the shipper is a tea packer and manufacturer of tea bags. It anticipates tendering the applicant three shipments per week averaging 1,000 pounds per shipment. This traffic will originate in Williamsport and will be destined for such points as Scranton, Wilkes-Barre, Clearfield, DuBois, Johnstown and Bedford.

Gary Pry, traffic manager for James F. Havice Co., R.D. 4, Box 46A, Lewistown, Mifflin County, states that the shipper is a wholesale distributor of various products other than food which it ships to food retailers, drugstores and quick stops. This traffic averages 200 to 10,000 pounds on a daily inbound and outbound basis. Shipments originating at Lewistown are destined for such points as Altoona, Huntingdon, State College, Mifflintown, Bradford, Lock Haven and Wellsboro. Inbound its traffic originates at Altoona, Johnstown and Lock Haven. A grant of authority as sought will permit the shipper to consolidate all of its traffic to and from this part of Pennsylvania, which will result in the elimination of congestion on its dock.

James Mascavage, shipping manager for Olympic Reconditioning Co., Inc., 140 Second Street, Stroudsburg, Monroe County, states that the shipper is in the business of reconditioning athletic equipment for schools and colleges. It anticipates utilizing the applicant two to three times per week for shipments averaging 1,000 to 1,500 pounds each. Possible destinations for its traffic include any point in Pennsylvania that has a school or college. All transportation will involve two-way movements. A carrier is sought that will provide overnight and second-day service.

Howard T. Fur., warehouse manager for Martin Smith, Inc., 1690 Republic Road, Huntington Valley, Montgomery County, states that shipments moving from Huntington Valley will be comprised of copper tubing and plumbing supplies and will be destined for such points as Reading, Valley Forge, King of Prussia, Allentown, Bethlehem, Easton, Quakertown and Blue Bell. Shipments average 300 to 10,000 pounds and it is anticipated that the applicant will be utilized two to three times per week. The shipper seeks a carrier that will provide transportation to construction sites on an overnight basis.

Dale Darcas, operations manager for United Tire & Rubber Co. Ltd., 2590 Industry Lane, Norristown, Montgomery County, sets forth that the shipper is a wholesale and retail distribution center for passenger and heavy equipment tires. It anticipates utilizing the applicant two to three times per week with up to five shipments per use. Shipments average 100 to 1,000 pounds. From Norristown, it ships to McConnellsburg, West Chester, Everett, Allentown, Easton, Philadelphia, Media, Towanda and Montrose. Inbound, it has traffic originating at Milford, Clarks Summit, Wellsboro, Doylestown and Chester. A carrier is sought that will provide overnight service with limited handling of shipments.

Jayson H. Dilsher, warehouse supervisor for Martin Sprocket & Gear, Inc., Box 138, Delps Road, Danielsville, Northampton County, states that the shipper is a manufacturer of steel sprockets and gears. From Danielsville, it will ship to such points as Philadelphia, Pottstown, Pottsville, Lansdale, Montgomeryville and West Chester.

Sam Miller, shipping and receiving manager for C. H. Reed, Inc., South Gate Plaza, Milton, Northumberland County, states that the shipper is a distributor of industrial supplies and compressor sales and service. Shipments average 200 to 1,600 pounds and it is anticipated that the applicant will be utilized two to three times each month. From Milton, shipments move to Mayfield and Pittston Township. The applicant is currently providing inbound service and the availability of the applicant to also provide outbound service would be highly beneficial.

Karen Fitzpatrick, traffic manager for Peter Frasse, Inc., 3911 Wissahickon Avenue, Philadelphia, Philadelphia County, states that the shipper is an iron and steel distribution service serving the mid-atlantic states. The applicant is currently being utilized pursuant to its current authority and it is anticipated that under the proposed authority, the applicant would be utilized from Philadelphia to such points as Philadelphia, West Chester, Coatesville, Quakertown, East Greenville, Bethlehem, Allentown, Easton, Doylestown, Langhorne, Phoenixville, Pottstown, Reading, Robesonia, Clearfield, Kutztown, Nazareth, Johnstown and Altoona. The shipper requires that the applicant provide overnight service and late pick-ups.

Ruth DeBrewer, traffic manager for Graff Valve Fitting, 700 West Tabor, Philadelphia, Philadelphia County, states in support of the application that the shipper is a manufacturer's representative and distributor for valves, fittings and flanges. The shipper expects to tender the applicant one to three shipments per day totalling approximately 2,000 pounds. Shipments will move from Philadelphia to such points as King of Prussia, Reading, Philadelphia, Chester, West Chester, Allentown and Quakertown. A carrier is sought that will provide reliable overnight service.

John Jay Balulis, traffic manager for GII Corporation, Mirawal Products, Pottsville & Commerce, Port Carbon, Schuylkill County, states that the shipper is a manufacturer and distributor of building materials, interiors, exteriors and wall panels. From Port Carbon, the applicant will be utilized to handle shipments moving to Scranton, Wilkes-Barre, Hazleton, Berwick, Allentown, Clearfield and DuBois. The shipper requires a carrier that can provide it with reliable overnight service.

DISCUSSION AND FINDINGS

Central Storage seeks an amendment to its certificate of public convenience which will authorize it to transport property between points in that portion of the Commonwealth that is located east of U.S. Highway 219. This area encompasses approximately two thirds of the entire state. The applicant has excluded from transportation the commodities of household goods in use, commodities in bulk and commodities which, because of size or weight, require the use of special equipment.

The applicant in this proceeding has been engaged in Pennsylvania intrastate transportation since 1955. The applicant is providing transportation pursuant to a variety of Class A, B, C and D authorities. From its Harrisburg terminal, Central Storage operates in the southeastern and central counties of the Commonwealth. Central Storage is also authorized to provide transportation from 29 eastern counties to points in Allegheny County, and vice versa.

Central Storage, under its current authority, is operating in almost all of the counties that comprise the area east of U.S. Highway 219. These authorities, however, do not permit the applicant to provide the transportation desired and supported by the 31 supporting witnesses. The authorities limit the applicant to providing transportation of an outbound nature, from only a few counties, and this transportation is further fragmented by restrictive amendments. A grant of authority as sought, will result in extensive duplication of the applicant's present authority.

Although the applicant only operates from a single terminal located in Harrisburg, it is evident that the applicant is active in the majority of the counties comprising the application area. With its radio-equipped vehicles and specialized computer system, we are of the opinion that Central Storage should have no difficulty in meeting the needs of the shipping public in the expanded area of operations, proposed by the instant application.

The 31 supporting shippers in this proceeding have expressed a need for a carrier that is willing to transport less-than-truckload freight in an expeditious manner. Those shippers that are utilizing the applicant in either interstate or intrastate commerce, have indicated that they have found the applicant highly capable. After review of the evidence presented by these witnesses as to origins and destinations, we find that although the evidence presented does not indicate a need for service from or to each of the counties comprising the area proposed, the evidence as a whole supports the authority sought herein.

We find:

1. That the applicant is fit, willing and able to provide the proposed transportation.
2. That the applicant has demonstrated that a public need exists for the proposed service.
3. That approval of the application will be an accommodation and convenience to the public; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved, and that the certificate issued to the applicant on July 12, 1955, as amended, be further amended to include the following right:

To transport, as a Class D carrier, property, between points in Pennsylvania on and east of U.S. Highway 219.

subject to the following conditions:

That no right, power or privilege is granted to transport household goods in use.

That no right, power or privilege is granted to transport commodities in bulk.

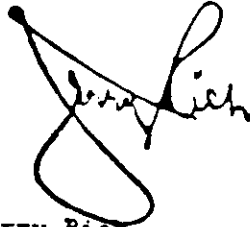
That no right, power or privilege is granted to transport commodities which, because of size or weight, require the use of special equipment.

IT IS FURTHER ORDERED: That the applicant shall not engage in any transportation granted herein, until it shall have complied with requirements of the Public Utility Code and the rules and regulations of this 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 cursive script, appearing to read "Jerry Rich". The signature is written in black ink and is positioned above the typed name.

Jerry Rich
Secretary

(SEAL)

ORDER ADOPTED: August 27, 1984

ORDER ENTERED: SEP 4 1984

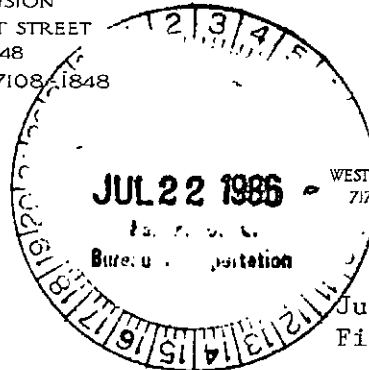
LAW OFFICES OF
GRAF, KNUPP & ANDREWS, P. C.

ROBERT EWING KNUPP (1932-1976)
CHRISTIAN V. GRAF
ROBERT L. KNUPP
FREDERICK W. ANDREWS
ROBERT D. KODAK
DAVID H. RADCLIFF
WILLIAM J. FULTON
KEVIN R. DERR

CAMERON MANSION
407 NORTH FRONT STREET
P. O. BOX 11848
HARRISBURG, PA 17108-1848

OF COUNSEL
JOHN E. FULLERTON

717/238-7151
717/236-9318



WEST HANOVER TOWNSHIP OFFICE
717 ALLENTOWN BOULEVARD
HARRISBURG, PA 17112
717/657-2858

July 21, 1986
File: 644.201

RE: PITT-OHIO EXPRESS, INC., A. 102471, Folder 1, Am-M -
Protest of Pyramid Lines, Inc.

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

Dear Mr. Rich:

On behalf of Pyramid Lines, Inc., I enclose the original and one copy of a protest to the above-captioned application. Copies are being forwarded to applicant, applicant's attorney and to protestant.

Very truly yours,


Christian V. Graf

CVG:tcr
Enclosures

cc: Pitt-Ohio Express, Inc.
26th & A.V.R.R.
Pittsburgh, Pennsylvania 15219

William J. Lavelle, Esquire
2310 Grant Building
Pittsburgh, Pennsylvania 15219

Richard S. Apple, President
Pyramid Lines, Inc.
4101 North Sixth Street
Harrisburg, Pennsylvania 17110

David H. Radcliff, Esquire



RECEIVED

JUL 22 1986

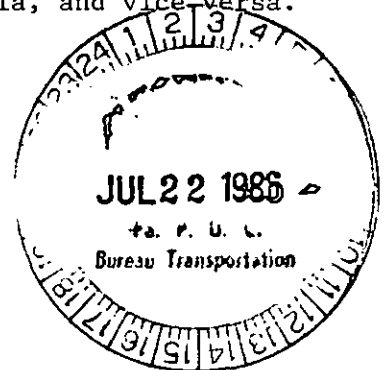
BEFORE THE
PENNSYLVANIA PUBLIC UTILITY
COMMISSION

SECRETARY'S OFFICE
Public Utility Commission

In Re: A-00102471, Folder 1, Am-M. PITT-OHIO EXPRESS, INC. (26th & A.V.R.R., Pittsburgh, Allegheny County, Pa. 15222), a corporation of the Commonwealth of Pennsylvania, inter alia - property, except commodities in bulk and household goods and office furniture in use, for G. C. Murphy Company, between points in Pennsylvania: SO AS TO PERMIT the transportation of wearing apparel, from the facilities of the Women's Division of Crystal Brands, Inc., located in the township of Aston, Delaware County, to points in Pennsylvania, and vice versa.

Applicant's attorney: William J. Lavelle, Esquire
2310 Grant Building
Pittsburgh, Pennsylvania 15219

Pennsylvania Bulletin reference: July 19, 1986, page 2693.



PROTEST OF
PYRAMID LINES, INC.
A. 105387

FILE

1. The name, address and telephone number of protestant are:

PYRAMID LINES, INC.
4101 North Sixth Street
Harrisburg, Pennsylvania 17110
Telephone: A.C. 717, 234-1967

2. The names, address and telephone number of protestant's attorneys are:

GRAF, KNUPP & ANDREWS, P.C.
Christian V. Graf, Esquire
David H. Radcliff, Esquire
407 North Front Street
Harrisburg, Pennsylvania 17101
Telephone: A.C. 717, 236-9318

DOCUMENT
FOLDER

DOCKETED
APPLICATION DOCKET
JUL 24 1986
ENTRY No. *ll*

3. Protestant possesses authority at A. 105387, copy attached as Exhibit A. Thereunder protestant may provide all of the service sought on shipments weighing more than 10,000 pounds.

4. Pursuant to Sec. 333(c) of the Public Utility Code, protestant requests applicant or its counsel to furnish it with the list of names and addresses and company names and addresses of the witnesses that it intends to call.

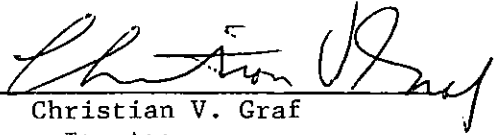
5. Protestant knows of no amendment which will satisfy its interest in this proceeding, but is willing to discuss the same with applicant's attorney.

WHEREFORE, absent an appropriate amendment protestant prays the instant application may be dismissed.

AND IT WILL EVER PRAY.

PYRAMID LINES, INC.

By: _____


Christian V. Graf
Its Attorney

July 21, 1986

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held April 25, 1985

Commissioners Present:

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

Application of Pyramid Lines, Inc.,
a corporation of the Commonwealth
of Pennsylvania, for the right to
begin to transport, as a common
carrier, by motor vehicle, property
(except commodities in bulk, house-
hold goods in use, commodities which
because of size or weight require the
use of special equipment or permits
from the Department of Transportation
and mobile homes) between points in
Pennsylvania: provided that no right,
power or privilege is granted to
perform transportation of any shipment
weighing less than 10,000 pounds
except where the shipment fills the
visible cubic capacity of the trailer.

A-00105387

Christian V. Graf for Pyramid Lines, Inc.

O R D E R

BY THE COMMISSION:

This matter comes before the Commission on an application filed March 24, 1984. Public notice of the application was given in the Pennsylvania Bulletin of April 7, 1984. Protests were filed by Warren C. Sauers Co., Inc.; A. Duie Pyle, Inc.; ATSL, Inc.; Sparks, Inc.; Peter Del Grande, Inc., t/d/b/a James Gallagher Trucking; National Retail Transportation, Inc.; Gilchrist Trucking, Inc.; Northeast Delivery, Inc.; Kulp & Gordon, Inc.; Robert L. Evans, Jr., Inc.; North Penn Transfer, Inc.; Bob Young Trucking, Inc.; P. Liedika Trucking, Inc.; Brocious Trucking, Inc.; Newcomer Trucking, Inc.; G.C. Hemphill Trucking, Inc.; Hardinger Transfer Co., Inc.; W.H. Christie & Sons, Inc.; and Herzog Trucking Company, Inc.

EXHIBIT A

The protests of A. Duie Pyle, Inc.; Gilchrist Trucking, Inc.; Northeast Delivery, Inc.; and Herzog Trucking Company, Inc., were withdrawn upon reconsideration. The remaining protests were withdrawn predicated upon the Commission's acceptance of a restrictive amendment dated October 25, 1985 and later corrected November 1, 1985. The applicant has agreed that no right, power or privilege is sought to perform transportation for Brockway Glass Company, Inc., from points in the counties of Jefferson, Clearfield and Washington; for Classic Industries from points in Westmoreland County; for National Can Corp., from Clearfield County; for Glenshaw Glass, Inc., from Allegheny County; for Owens-Illinois, Inc. from points in the counties of Clearfield and Jefferson; for Pennzoil, Inc., from Venango County; and for James River Corp. from Northampton County. The applicant has further agreed to exclude transportation from the facilities of Sewell Plastics, Inc. in Westmoreland County; from Climax-Molybdenum Corporation in Washington County; for Gimbel's, Inc. and Strawbridge & Clothier, Inc.; for Amax, Inc., from Washington, Allegheny and Lawrence Counties; and for Moly Corp. from Washington County. Pyramid has agreed to exclude the transportation of hanging garments and iron and steel on flatbed vehicles. It will not provide transportation between points west of U.S. Highway Route 219 and from points in the counties of Erie, McKean and Clarion.

The now unopposed application as amended is certified to the Commission for its decision without oral hearing. The record consists of verified statements entered by the applicant and 14 supporting shippers.

Richard S. Apple president and 49 per cent shareholder of stock in Pyramid Lines, Inc., set forth in his verified statement that he is familiar with the authority, facilities and operations of the company; is familiar with the scope of the application and is the person qualified to enter a verified statement.

Pyramid is affiliated with Central Storage & Transfer Co. of Harrisburg. A. Joseph Garner holds 51 per cent of the Pyramid stock and is director and vice president of Pyramid. Mr. Garner owns 85 per cent of the stock in Central Storage & Transfer Co. of Harrisburg and is chairman of that board of directors. Richard S. Apple owns 15 per cent of the stock of Central Storage and is the president and a director. These corporations, however, have different terminals, different equipment, different employees, different accounts and slightly different operations inasmuch as Pyramid seeks to offer primarily truckload service while Central is basically a less-than-truckload carrier. For information, the matter of common control was favorably decided by the Interstate Commerce Commission in its decision at MC-F-15400 dated December 8, 1983.

Pyramid has recently been granted rights by the Commission to transport property having a prior movement as part of pool distribution from the Harrisburg, Dauphin County truck terminal of Central Storage & Transfer of Harrisburg to points in Pennsylvania; and property from the warehouse facilities of Central Storage & Transfer Co. of Harrisburg, from Harrisburg to points in Pennsylvania, provided that the transportation of property is from bona fide storage in the said warehouse facilities

on which a warehouse receipt has been issued. Authority now held as granted by the Commission is subject to several restrictive conditions.

Pyramid operates a terminal at North Sixth Street in the city of Harrisburg. At this terminal it maintains a central dispatch office and office for general business purposes. Pyramid has a fleet of 35 tractors ten of which are company owned, and 66 trailers all of which are owned by Pyramid. It does not appear any additional equipment will be needed to provide the proposed service initially. Should additional equipment be required Pyramid is in a position to acquire it. All equipment is maintained on a regular basis and is safety inspected.

Upon approval of the instant application, Pyramid will handle any item of property except those excluded by the amendment. Service will be on shipments over 10,000 pounds, except when the shipment fills the visible cubic capacity of the trailer. Service will be available on flatbeds, vans, vans equipped with mechanical refrigeration and high cube vans. Service will be provided between any two points in Pennsylvania, except those points which has been excluded by the amendment. It is anticipated that basic service will be overnight. Where pallets are involved, a pallet exchange program will be offered. On volume shipments, equipment will be spotted to meet the needs of the shippers. Multiple deliveries in transit will be offered limited to three plus final delivery. Job site deliveries will be provided and it is expected the vehicles will operate on a seven day basis, however, normal deliveries will be made five days per week.

As evidence of its financial capacity to render the proposed service, Pyramid entered its balance sheet dated November 30, 1984. Pyramid reports total current assets of \$240,346, total assets of \$801,633.90, total current liabilities of \$189,786.38.

David Lee Clark, corporate manager of transportation and material handling for the Alling and Cory Co., Rochester, New York, set forth in a verified statement that the supporting party is a distributor of paper and packaging products. It is based throughout New York state, Pennsylvania, Ohio, West Virginia, Connecticut, Maryland and Texas.

The shipper expects to use the applicant on a daily basis to serve vendors, customers and separate divisions. It expects that it will have traffic ranging from 10,000 pounds to 48,000 pounds per trailer. Representative origins for traffic include Erie, Pittsburgh, Philadelphia, Camp Hill, Bensalem, Lock Haven, Southampton, Allentown, Fogelsville, York, West Conshohocken, Scranton, Wilkes-Barre, State College and Laola. The shipper has provided a list of Pennsylvania destinations which are representative of points throughout the Commonwealth.

Dale G. Salyers, senior rate analyst of James River Corporation of Virginia, Richmond, Virginia, set forth in his verified statement that James River Corporation of Virginia and its subsidiaries are engaged in the manufacture and distribution of paper products, plastic items and related articles. It is expected the applicant would be requested to

handle two to three truckloads per week from either Chambersburg, Franklin County or Southampton, Bucks County, to points in Pennsylvania. James River requires a carrier which will handle multiple stop off shipments. James River is familiar with the Pyramid service on an interstate basis and desires to have that service available in Pennsylvania.

Hazel Krier, traffic director for R.T. French Co., Rochester, New York, set forth in her verified statement that the applicant would be used to transport one or two truckloads of grocery foodstuffs from the French facility in Langhorne, Bucks County to points in Pennsylvania. Dry van service is required.

Dave Fromm, traffic director for Boscov's Department Stores, Inc., Reading, Berks County, set forth in his verified statement that the applicant would be used to transport freight of all kinds to the Reading store in Berks County from such points as Pittsburgh, York, Altoona, New Castle, Easton, Harrisburg, and Erie. One to three truckloads are expected each month.

Patrick D. McGrady, manager of distribution, Carlisle Syntec Systems, Carlisle, Cumberland County, set forth in his verified statement that the company is a manufacturer and distributor of single ply rubber roofing membrane and accessories used in the construction industry. March through November the applicant would be used to transport one to two truckloads per day. During low volume times during the months of January, February and December approximately three truckloads per week would be tendered. Traffic originates in Carlisle, Cumberland County, destined to virtually any point in the Commonwealth. Carlisle Syntec desires truckload service requiring flatbed equipment for job site delivery.

Anthony Gioia, plant manager for V. LaRosa and Sons, Inc., Warminster, Bucks County, set forth in his verified statement that the company is a manufacturer of spaghetti, egg noodles and macaroni products. It requires full trailer service six to eight times a month for transportation from Warminster, Bucks County to such points as York, Altoona, Williamsport, Pittsburgh, Erie, Philadelphia, Hatfield, Fogelsville, Wilkes-Barre, Scranton and Mechanicsburg.

John R. Frederick, corporate traffic manger for Dart Container Corporation, set forth in his verified statement that the company is a manufacturer and distributor of plastic food related articles and containers. It has an average of two Pennsylvania truckload movements each week. Service originates in Leola, Lancaster County, destined to such points as Altoona, Pittsburgh, Harrisburg, Northumberland and Wilkes-Barre.

David Menicucci, traffic manager for J.P. Linette, Inc., Womelsdorf, Berks County, set forth in his verified statement that Linette is a manufacturer and distributor of candy. It requires service from Womelsdorf, Berks County, to such points as DuBois, Pittsburgh, Northumberland and Wilkes-Barre. Service would be required in refrigerated trailers during warm weather.

Gary A. Hurst, traffic supervisor for Appleton Papers, Inc., at its Camp Hill plant, Cumberland County, set forth in his verified statement that Appleton is a producer of paper and non-paper products including carbonless paper, non-impact printing paper, graphic art products and converter grades. Truckloads originate at Camp Hill, Cumberland County and terminate throughout Pennsylvania. Representative destinations include York, Dillsburg, Mount Joy, Lancaster, Philadelphia, Hazelton, Erie, Pittsburgh, Scranton and Muncie. It is expected that 15 to 20 loads per month would be involved with the instant application.

Thomas Kutzer, responsible for publishing, Olivetti Supplies, Inc., Middletown, Dauphin County, set forth in his verified statement that Olivetti is a manufacturer of cartridges for office product machines. On an average basis two full truckloads per week would move from Philadelphia and Harrisburg destined to such points as Scranton, Philadelphia, Allentown, State College and Harrisburg.

Sean Plunkett, traffic manager of Brown Ell Co., Trevoze, Bucks County, set forth in his verified statement that the company is a distributor for electrical supplies. The applicant may be used from one to two times per week for transportation from Trevoze, Bucks County to points in Pennsylvania.

Ruth DeBrewer, traffic manager Graff Valve & Fitting, Philadelphia, set forth in her verified statement that the company is a valve and fitting distribution center. It requires daily service from Philadelphia to such points as Scranton, Red Lion, Reading, Hazleton, Sharon, Port Allegheny, Greensburg, Butler, Erie, Altoona, Pittsburgh, Warren, Bradford, Wilkes-Barre, Lancaster and York.

John Wooten, traffic manager for Pierce Philips, Inc., Camp Hill, Cumberland County, set forth in his verified statement that the company is a distributor of household appliances and air conditioners. It requires truckload service four times per month from Camp Hill, Cumberland County, to such points as Philadelphia, Eynon and Camp Hill.

DISCUSSION AND FINDINGS

The applicant has filed an amended application which seeks to permit property service between points in Pennsylvania for shipments weighing more than 10,000 pounds or which fill the cubic capacity of a trailer even though the shipment may be less than 10,000 pounds. The requested authority excludes commodities in bulk, and household goods in use, heavy hauler commodities and mobile homes. By stipulation the applicant has agreed to exclude service between points west of U.S. Highway Route 219 and from points in the counties of Erie, McKean and Clarion. Several additional shipper and commodity exclusions have been applied.

The applicant is now certificated to provide service from the facilities of Central Storage & Transfer Co. of Harrisburg. The applicant has a fleet of vehicles suitable to provide the proposed service and appears to have the financial capacity.

As our capsulization of the shipper's statements reveal the shippers have need for the transportation of a wide ranging variety of goods so that a property description is appropriate with the exceptions entered by the applicant.

Fourteen shippers entering verified statements have supported the application. With the exception of one shipper, a need for service is stated based on traffic moving to and from facilities in the counties of Franklin, Cumberland, Dauphin, Lancaster, Berks, Northampton, Bucks and Philadelphia. This territory may be characterized as southeastern Pennsylvania. One shipper, Alling and Cory Co., set forth it is a distributor of paper and packaging products with a need for service originating in the counties of Erie, Allegheny, Philadelphia, Cumberland, Bucks, Clinton, Lehigh, York, Montgomery, Lackawanna, Luzerne, Centre and Lancaster.

It is our conclusion that the applicant has failed to support the amended application for service between points in Pennsylvania. Pyramid has is not offered evidence which would support a service permitting transportation between any two points in the Commonwealth. It has, however, provided evidence which permits a grant of authority to allow operations between points in Pennsylvania in and south of the counties of Franklin, Perry, Dauphin, Schuylkill, Carbon and Monroe and from points in this territory to points in Pennsylvania and vice versa. An additional grant of authority to permit the applicant to serve the Alling and Coring Co. is included here to specifically meet that shipper's stated needs.

Approval of the application as indicated above will make unnecessary the restrictive stipulation that no right be granted to provide service between points west of U.S. Highway Route 219.

We find:

1. The applicant has the equipment, experience and fitness necessary to render the proposed service, as amended as further limited.
2. The applicant has failed to provide evidence that approval of the application, as amended, is necessary for the accommodation and convenience of the public.
3. The applicant has supported a grant of authority between points in a specified territory in southeastern Pennsylvania and from points in that territory to points in Pennsylvania and vice versa.
4. The applicant has established a specific grant of authority to serve the Alling and Cory Co. is necessary for the accommodation and convenience of that shipper.
5. Approval of the application, as amended, as further limited is an accommodation and convenience to the public; THEREFORE,

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

To transport, as a Class D carrier, property for the Alling and Cory Co., between points in Pennsylvania.

To transport, as a Class D carrier, property between points in and south of the counties of Franklin, Perry, Dauphin, Schuylkill, Carbon, and Monroe, and from points in the said territory to other points in Pennsylvania, and vice versa.

both rights above subject to the following conditions

That no right, power or privilege is granted to perform transportation for any shipment weighing less than 10,000 pounds except where the shipment fills the visible cubic capacity of the trailer.

That no right, power or privilege is granted to transport commodities in bulk, household goods in use, commodities which because of size or weight require the use of special equipment or permits issued by the Department of Transportation, mobile homes, hanging garments and iron and steel on flatbed vehicles.

That no right, power or privilege is granted to perform transportation for Brockway Glass Company, Inc., from points in the counties of Jefferson, Clearfield and Washington; for Classic Industries from points in the county of Westmoreland; for National Can Corp., from points in the county of Clearfield; for Glenshaw Glass, Inc., from the county of Allegheny; for Owens-Illinois, Inc., from points in the counties of Clearfield and Jefferson; for Pennzoil, Inc., from points in the county of Venango; for James River Corporation of Virginia, from points in Northampton County; from the facilities of Sewell Plastics, Inc., in the county of Westmoreland; from Climax-Molybdenum Corporation in the county of Washington; for Gimbels, Inc., and Strawbridge & Clothier, Inc.; for Amax, Inc., from points in the counties of Washington, Allegheny and Lawrence; and for Moly Corp., from points in the county of Washington.

That no right, power or privilege is granted to provide service from points in the counties of Erie, McKean and Clarion.

IT IS FURTHER ORDERED: That the application be is hereby denied in all other respects 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 Public Utility Code and the rules and regulations of the Commission relating to the filing and acceptance of evidence of insurance and a tariff establishing just and reasonable rates, a certificate issue.

IT IS FURTHER ORDERED: That in the event said applicant has not, on or before sixty (60) days from the date of service of the 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: April 25, 1985

ORDER ENTERED: APR 30 1985