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May 10, 1989

Re: Pitt-Ohio Express, Inc.  
Docket No. A-00102471, F. 1, Am-AB  
Our File 2691-44

RECEIVED

MAY 12 1989

SECRETARY'S OFFICE  
Public Utility Commission

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

Dear Mr. Rich:

We enclose for filing with the Commission the signed original and two copies of Petition to Reopen Proceeding and Tendered Verified Statements in connection with the above-captioned proceeding.

Please acknowledge receipt and filing of the enclosed on the duplicate copy of this letter of transmittal and return it to the undersigned in the self-addressed, stamped envelope provided.

Sincerely yours,

VUONO, LAVELLE & GRAY

*William J. Lavelle*  
William J. Lavelle

pz  
Enclosure  
cc: Pitt-Ohio Express, Inc.



BEFORE THE  
**Pennsylvania Public Utility Commission**

**RECEIVED**

**MAY 12 1989**

SECRETARY'S OFFICE  
Public Utility Commission

DOCKET NO. A-00102471, F. 1, AM-AB

PITT-OHIO EXPRESS, INC.

PETITION TO REOPEN PROCEEDING AND  
TENDERED VERIFIED STATEMENTS

**DOCKETED**

**MAY 17 1989**

WILLIAM J. LAVELLE, ESQ.  
Attorney for Applicant

**DOCUMENT  
FOLDER**

Of Counsel:  
VUONO, LAVELLE & GRAY  
2310 Grant Building  
Pittsburgh, Pennsylvania 15219

Dated:.. May 10, 1989

Before the  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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DOCKET NO. A-00102471, F. 1, Am-AB  
PITT-OHIO EXPRESS, INC.

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PETITION TO REOPEN PROCEEDING AND  
TENDERED VERIFIED STATEMENTS

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I. STATEMENT OF THE CASE

By application published in the Pennsylvania Bulletin on September 24, 1988, as amended, Pitt-Ohio Express, Inc. (Applicant or Pitt-Ohio) seeks motor common carrier authority as follows:

To transport, as a Class D carrier, property (except commodities in bulk and household goods and office furniture in use), for Wagner Division, Cooper Industries, Inc., from its facilities located in the township of Upper Macungie, Lehigh County, the Borough of Boyerstown, Berks County, and the Borough of Weatherly, Carbon County, to points in Pennsylvania, and vice versa.

Subject to the following condition:

That the service authorized herein is restricted to the transportation of shipments weighing less than 10,000 pounds.

A protest was filed to the above application by West Motor Freight, Inc. As a result of the restrictive amendment, the protest of West Motor Freight, Inc. was withdrawn and the application was referred to the Technical Review Section for further processing.

Applicant's verified statement was completed prior to November 29, 1988. Due to circumstances beyond its control, Pitt-Ohio was unable to obtain the verified statement of the supporting shipper within a reasonable period of time. As a result, by letter of counsel dated March 16, 1989, the Commission was advised that Pitt-Ohio was withdrawing the application.

Subsequently, on or about April 10, 1989, the supporting shipper advised Applicant of its desire to support the application and made available the information necessary to prepare its verified statement. The statement of the shipper was prepared and sent to the shipper witness for review and signature. The signed statement was received by Applicant's counsel from the shipper on May 9, 1989.

Applicant now files its Petition to Reopen the Proceeding and to reinstate the application so that the tendered verified statements may be considered and the application granted, as amended.

## II. PETITION TO REOPEN

This application was published in the Pennsylvania Bulletin on September 24, 1988. It is limited to service for one company, namely, Wagner Division of Cooper Industries, Inc. A single protest was filed to the application by West Motor Freight, Inc. After negotiation, the protest of West Motor Freight, Inc. was withdrawn by letter dated November 16, 1988 as a result of the application being amended by letter dated November 11, 1988 so as to restrict service to the transportation of shipments weighing less than 10,000 pounds.

Applicant's own verified statement was completed prior to November 29, 1988. Efforts to obtain the information to prepare the verified statement of the supporting shipper, whose witness is based in Tullahoma, TN, were begun on November 11, 1988.

The Commission initially designated January 12, 1989 as the due date for filing verified statements. Applicant obtained two extensions of time for filing the verified statements. When it appeared that the information would not be forthcoming from the supporting shipper within a reasonable period of time, Applicant voluntarily notified the Commission by letter dated March 16, 1989 that it was withdrawing the application.

On or about April 10, 1989, Applicant was advised that the shipper would, in fact, support the application and shortly after the necessary information was received, a draft of the shipper's verified statement was prepared and returned to the witness for review and signature. The signed verified statement was received

by Applicant's counsel on May 9, 1989. Under the circumstances, Pitt-Ohio requests that the Commission reopen this proceeding and reinstate the application.

Title 52 Pa. Code §5.571(a) provides that at any time after the record is closed but before a final decision is issued, a participant may file a petition to reopen the proceeding for purpose of taking additional evidence. Applicant understands that the Commission closed the record in this case on or about March 24, 1989 prior to the taking of any evidence. The Commission has issued no order or final decision in this proceeding. Therefore, Applicant submits that the application is governed by §5.571 of the Commission's Regulations and is properly the subject of a petition for reopening.

Section 5.571(d) of the Pennsylvania Code provides that the Commission may reopen a proceeding for the reception of further evidence if there is reason to believe that conditions of fact or of law have so changed as to require, or that the public interest requires, the reopening of the proceeding. The public interest, as represented by the supporting shipper which needs the Applicant's service, requires that the proceeding be reopened. Furthermore, the conditions have changed during the last few weeks to the extent that the shipper has been able to provide the information necessary to prepare a verified statement. Finally, since there is no opposition to the application which is limited to service for a single shipper, no other party will be prejudiced in any way by the reopening of this proceeding.

In view of these circumstances, and for the reasons set forth herein, Applicant respectfully requests that the proceeding be reopened and the application reinstated so that the tendered verified statements of the Applicant and supporting shipper may be considered and the application processed to a conclusion on the basis of the evidence submitted.

III. VERIFIED STATEMENT OF ROBERT F. HAMMEL  
ON BEHALF OF APPLICANT

1. Legal Name and Domicile of Applicant.

The applicant, Pitt-Ohio Express, Inc., is a Pennsylvania corporation. Its principal place of business is located at 26th and A.V.R.R., Pittsburgh, PA 15222.

2. Identity and Qualifications of Witness.

My name is Robert F. Hammel. I am the Secretary-Treasurer of Pitt-Ohio Express, Inc. My business address is the same as that of the company.

I have held this position with the Applicant since it was incorporated approximately eight years ago. I am actively involved in the day-to-day operations of the Applicant and I am completely familiar with its overall operations, facilities, equipment and authority. I have been authorized to present this statement to the Commission in support of the company's application at Docket No. A-00102471, F. 1, Am-AB.

3. Authority Sought.

By this application, Pitt-Ohio originally sought common carrier authority as follows:

To transport, as a Class D carrier, property (except commodities in bulk and household goods and office furniture in use), for Wagner Division, Cooper Industries, Inc., from its facilities located in the township of Upper Macungie, Lehigh County, the Borough of Boyerstown, Berks County, and the Borough of Weatherly, Carbon County, to points in Pennsylvania, and vice versa.



The application has been amended to include the following restriction:

That the service authorized herein is restricted to the transportation of shipments weighing less than 10,000 pounds.

4. General Scope of Current Authorized Operations.

Pitt-Ohio is currently authorized by this Commission to conduct operations in Pennsylvania as a motor common carrier under authority at Docket No. A-00102471 and various amendments thereto. There is attached hereto as Appendix 1 a summary of the permanent operating authority presently held by the Applicant.

In addition, Applicant is authorized by the Interstate Commerce Commission to transport general commodities (except Classes A and B explosives, household goods as defined by the Commission and commodities in bulk), between points in 18 eastern states and the District of Columbia at Docket No. MC-30136 (Sub-No. 2). The authority extends from Massachusetts in the northeast to Wisconsin and Missouri in the west, and as far south as North Carolina. Under this authority Applicant is authorized to provide service between all points in Pennsylvania on an interstate basis.

Approval of this application will result in duplicating authority only insofar as the applicant is presently authorized to provide service from the shipper's facilities located in the township of Upper Macungie, Lehigh County, the Borough of Boyerstown, Berks County, and the Borough of Weatherly, Carbon County, to points in that part of Pennsylvania located on and west of

U.S. Highway 219, and vice versa. That service is permitted under the grants at Folder 1, Am-I and Folder 1, Am-J, subject to certain conditions. With respect to service to or from points on and west of U.S. Highway 219, approval of this application will eliminate the applicability of certain of the restrictions.

Applicant has no objection to a restriction in any grant of authority which would prohibit the severance of any duplicating authority. However, it requests that no reduction in the territory be made to compensate for the possible duplicating authority since there are restrictions being eliminated and it will be more readily understood by the supporting shipper and other interested parties if the authority to serve the shipper is self-contained in a single grant.

Approval of the application will not result in any dual operations since Pitt-Ohio does not hold any contract carrier authority from the Commission.

#### 5. Pertinent Terminal Facilities and Communications Network.

Applicant's main office is located at 26th and A.V.R.R., Pittsburgh, PA. At this location it has in addition to its office a 26-door general freight terminal. There is also a large parking area for vehicles.

This terminal is used as a break-bulk facility for line-haul traffic and as the hub for pickup and delivery operations in western Pennsylvania, northern West Virginia and eastern Ohio. About 55 vehicles are presently assigned to the Pittsburgh terminal which is also the location of the company's central dispatch system.

Within Pennsylvania, Pitt-Ohio also has terminals in Harrisburg, Oaks (Philadelphia) and Allentown. The shipper's facilities would be served by the terminal in Allentown. That is a 12-door facility which has 14 employees, including nine drivers. It is open for business five days a week.

To the extent necessary, the terminals at Harrisburg and Oaks would also be used to serve the shipper. The Harrisburg terminal is a 14-door, cross-dock terminal which operates five days a week. It has 14 full-time employees, including eight drivers. At Oaks, Pitt-Ohio has a 24-door, cross-dock terminal which has a staff of 25 employees, including 14 drivers. It is also open for business five days a week.

Applicant's terminals are connected by a direct telephone line. A toll-free telephone number is provided to customers. Pitt-Ohio maintains contact with its drivers by having them check in periodically each day to obtain instructions for new pickup orders, changes in itineraries, and other pertinent information. This pertains both to drivers assigned to pickup and delivery runs in a local area as well as line-haul drivers. Applicant's operations insofar as volume or truckload shipments are concerned is set up on a direct dispatch system in order to facilitate the providing of equipment and service to customers. After delivery of a large shipment, drivers are instructed to call the main office for instructions concerning the pickup of other loads in the immediate vicinity if prior arrangements have not already been made.

## 6. Pertinent Equipment.

Attached to my statement as Appendix 2 is a current list of the equipment operated by Pitt-Ohio which it either owns or leases from Freight Equipment Leasing, Inc., an affiliated company, or from Martera, Inc., an equipment leasing company which is owned by other members of my immediate family. The equipment consists of 94 straight trucks, most of which are 20 feet in length (pages 1-5), 207 closed van trailers ranging up to 48 feet in length (pages 6-15), five Dolly trailers (page 16) and 89 tractors (pages 17-21).

Applicant also leases from independent owner-operators approximately six-eight tractors and flatbed trailers at any one time.

## 7. Applicant's Affiliation With Other Carriers.

The officers and directors of Applicant also have an interest in the affairs of Hammel's Express, Inc. (Hammel's).

### A. Pitt-Ohio Express, Inc.

I and my two brothers, Charles L. Hammel, III and Kenneth W. Hammel, each own one-third of the stock of Hammel Enterprises, Inc. Hammel Enterprises, Inc. is the sole shareholder of Pitt-Ohio Express, Inc., the Applicant. Charles L. Hammel, III is the President and a director of both Hammel Enterprises and Pitt-Ohio Express, Inc. Kenneth W. Hammel is a Vice President and director of both companies. I am a Vice President and director of Hammel Enterprises and the Secretary-Treasurer and a director of Pitt-Ohio Express. Robert E. Taylor, who is not a

shareholder, is the Secretary-Treasurer and a director of Hammel Enterprises and the Assistant Secretary of Pitt-Ohio Express.

B. Hammel's Express, Inc.

I and my two brothers each own 19.3% of the issued and outstanding stock of Hammel's which is a motor common carrier that holds authority from this Commission at Docket No. A-00088995. Each of us are directors of Hammel's. Each of us are also Vice Presidents of Hammel's and I am the Secretary. The remaining stock of Hammel's is owned by my father, who also serves as the President-Treasurer and a director of Hammel's.

The affiliation between Applicant and Hammel's is therefore based on the fact that I and my two brothers are officers and directors of both the Applicant and Hammel's Express, Inc. In addition, we each have a direct minority ownership interest in Hammel's Express and we each have an indirect one-third ownership interest in the Applicant.

8. Safety Program.

Applicant maintains a complete safety program which is conducted in compliance with the safety regulations of the Pennsylvania Department of Transportation, the Federal Department of Transportation, the Pennsylvania Public Utility Commission and the Interstate Commerce Commission. Under this program all drivers are investigated and thoroughly examined prior to employment. Before a driver is allowed to take charge of the road equipment, he must successfully demonstrate his ability to operate safely such equipment. During the time of his employment

he is periodically given safety instructions that require him to meet certain high standards of operation. The program also includes safety meetings at which films are shown and discussions conducted concerning the safe operation of equipment. Safety awards are given for accident-free driving as an incentive to safe driving.

Pitt-Ohio has implemented a preventive maintenance program which requires the checking and servicing of equipment on a regular basis. At the end of each day, each driver turns in an equipment report describing any defects which are repaired during the evening. No truck is dispatched until the defect has been fully corrected. Every outbound trailer is checked by mechanics prior to departure for tires, lights, brakes, etc.

Each vehicle is given a routine service check every 12,000 miles to insure that it is safe to operate and to avoid possible breakdowns while on the road. The company operates its own maintenance facility in Pittsburgh and employs five mechanics.

#### 9. Financial Data.

There is attached to my statement as Appendix 3 the financial statements of Pitt-Ohio for the twelve months ended December 31, 1988. The balance sheet portion of the financial statement shows that the total shareholders' equity at the end of 1988 was \$3,315,751. The total current assets exceed total current liabilities by almost \$2,593,529. The company is able to meet all of its obligations as they come due.

By comparison with 1987, the company's revenues increased by \$6,390,053. On a gross revenue of \$23,240,281, the company had a net income after provision for federal and state income taxes of \$1,502,678. It is apparent that the financial condition of the company is steadily increasing at a rapid rate. Pitt-Ohio is financially able to provide the proposed additional service for the supporting shipper without any difficulty.

10. Type of Service Currently Provided to the Supporting Shipper.

Pitt-Ohio is currently handling traffic for the account of Wagner Division of Cooper Industries, Inc., on an interstate basis in connection with shipments moving to or from points beyond Pennsylvania. The type of service now available and which will continue to be available in the future is described in the following section.

11. Type of Service to be Offered.

As a motor carrier of general property, Pitt-Ohio offers a full range of services. It handles all sizes of shipments from the smallest LTL to full truckloads although it does specialize in the transportation of less-than-truckload shipments. About 95% of the shipments handled weigh less than 10,000 pounds, and 40% weigh less than 1,000 pounds. The limitation of service for the supporting shipper to the handling of shipments weighing less than 10,000 pounds will not in any way undermine the caliber of service Pitt-Ohio is able to provide. Shipments of that size will fit into our operations without any difficulty.

Service is generally available on a five day per week basis during normal business hours. However, a shipper can arrange for service at other time such as in the evening, weekends and holidays, by contacting the company's central dispatch office in Pittsburgh or the company's local representatives assigned to the other terminals.

Less-than-truckload shipments are transported in the usual fashion from origin to destination, utilizing intermediate terminals as necessary. Pitt-Ohio will spot equipment at the facilities used by the supporting shipper as well as other locations in Pennsylvania. Once the trailers have been loaded and Pitt-Ohio notified, it will immediately dispatch a road tractor to pick up the loaded trailer and move it to destination. It is anticipated that shipments will be delivered on either an overnight or second day basis to any point in Pennsylvania.



PITT-OHIO EXPRESS, INC.  
OPERATING AUTHORITY  
DOCKET NO. A-102471

LEAD CERTIFICATE

To transport, as a Class D carrier, such commodities as are dealt in by retail shoe stores, from the distribution facility of Kinney Service Corp., in the township of Hampden, Cumberland County, to points in the counties of Allegheny, Beaver, Butler, Lawrence, Armstrong, Westmoreland, Fayette and Washington.

FOLDER 1, AM-A

To transport, as a Class D carrier, property, from the facilities of USCO Distribution Services, Inc., located in the borough of McKees Rocks, Allegheny County, to points in Pennsylvania, and vice versa;

subject to the following conditions:

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

FOLDER 1, AM-B

To transport, as a Class D carrier, property between points in the counties of Allegheny, Armstrong, Beaver, Butler, Clarion, Crawford, Erie, Fayette, Greene, Indiana, Lawrence, Mercer, Venango, Washington and Westmoreland;

subject to the following conditions:

1. That no right, power or privilege is granted to transport commodities in bulk.
2. That no right, power or privilege is granted to transport household goods and office furniture in use.
3. That no right, power or privilege is granted to transport commodities which because of their size or weight require special handling or the use of special equipment.
4. That no right, power or privilege is granted to transport iron and steel and iron and steel articles and refractories in single shipments weighing more than 24,000 pounds.

5. That no right, power or privilege is granted to transport iron and steel and iron and steel articles and refractories in single shipments weighing more than 10,000 pounds to, from or between points in Beaver County.
6. That no right, power or privilege is granted to transport money, bullion, securities and other valuables, including checks in process and proof work.
7. That no right, power or privilege is granted to provide service from points in Allegheny County to points in the counties of Armstrong, Butler, Clarion, Greene and Indiana and vice versa.

FOLDER 1, AM-C

To transport, as a Class D carrier, property for H. J. Heinz Company, U.S.A., between points in Pennsylvania;

subject to the following condition:

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

FOLDER 1, AM-D

To transport, as a Class D carrier, property, for Union Carbide Corporation, from the Pennsylvania terminal facilities of Pitt-Ohio Express, Inc., to points in Pennsylvania, and vice versa;

subject to the following conditions:

1. The above transportation is limited to shipments having a prior or subsequent movement in private carriage.
2. That no right, power or privilege is granted to transport property in bulk.
3. That no right, power or privilege is granted to transport household goods.

FOLDER 1, AM-F

To transport, as a Class D carrier, property, except commodities in bulk and household goods and office furniture in use, for G. C. Murphy Company between points in Pennsylvania.

FOLDER 1, AM-H

To transport, as a Class D carrier, property for Sherwin-Davis, Inc., from its facilities in the county of Allegheny, to points in Pennsylvania, and vice versa.

subject to the following conditions:

1. That no right, power or privilege is granted to transport commodities in bulk.
2. That no right, power or privilege is granted to transport household goods and office furniture, in use.

FOLDER 1, AM-I

To transport, as a Class D carrier, property, from points in the county of Allegheny to other points in Pennsylvania beyond the county of Allegheny, and vice versa.

subject to the following conditions:

1. That no right, power or privilege is granted to transport household goods in use.
2. That no right, power or privilege is granted to transport commodities in bulk.
3. That no right, power or privilege is granted to transport shipments of iron or steel and iron or steel articles weighing in excess of ten thousand (10,000) pounds.
4. That no right, power or privilege is granted to transport commodities which, because of size or weight, require the use of special equipment or special handling.
5. That no right, power or privilege is granted to transport property for Hershey Foods Corp. and its subsidiaries, H. B. Reese, Co., San Giorgio Macaroni, Inc., and Y & S Candies, Inc., from the township of Derry, Dauphin County, the city of Lebanon and the township of North Cornwall, Lebanon County, and the township of East Hempfield, Lancaster County, to points in Pennsylvania, and vice versa.
6. That no right, power or privilege is granted to transport property from points in Allegheny County to points within an airline distance of twenty-five (25) miles of the City-County Building in the city of Pittsburgh, and vice versa.

7. That no right, power or privilege is granted to transport property from points in the county of Allegheny to points in the counties of Indiana, Clearfield, Cambria, Blair, Huntingdon, Somerset, Bedford, Lebanon, Berks, Lancaster, Beaver, Crawford, Erie, Fayette, Lawrence, Mercer, Venango, Washington and Westmoreland, and vice versa.
8. That no right, power or privilege is granted to transport limestone and limestone products for J. E. Baker Company, from its plant in the township of West Manchester, York County, and for the Thomasville Stone and Lime Company, from its plant in the township of Jackson, York County.
9. That no right, power or privilege is granted to transport property, from the facilities of American Home Foods Division of American Home Products Corp. located in the township of Turbot and the borough of Milton, Northumberland County, to points in Pennsylvania, and vice versa.
10. That no right, power or privilege is granted to transport motion picture films and accessories, dry ice, newspapers, magazines, and meat, meat products, meat by-products, dairy products, articles distributed by meat packing houses and such commodities as are used by meat packers in the conduct of their business.
11. That no right, power or privilege is granted to transport frozen and perishable foods, fresh fruits and vegetables, perishable non-food commodities in temperature controlled vehicles, from points in Allegheny County to points within 150 miles of the limits of Allegheny County.
12. That no right, power or privilege is granted to provide service (a) to or from the facilities of Dauphin Distribution Services Company in Cumberland County and Exhibitors Service Company in Allegheny County; (b) for Specialty Ladyfingers, Inc. to or from Perry County; (c) for Standard Brands, Inc., Armour and Company, Swift and Company, The Best Foods, Inc., Fairmont Creamery Company, Grennan Bakery Company, Seven Baker Brothers Company, and Highway Express Lines, Inc.; (d) for the Commonwealth of Pennsylvania to or from the Rockview Penitentiary in the County of Centre; (e) for Sears, Roebuck & Company and Montgomery Ward and Company in connection with the transportation of catalogs from the City of Pittsburgh.

FOLDER 1, AM-J

1. To transport, as a Class D carrier, property from points in that part of Pennsylvania on and west of U.S. Highway Route 219 (except points in Allegheny County) to points in that part of Pennsylvania on and east of U.S. Highway Route 15, and vice versa; with the right to interchange property with Class A, Class B and Class D carriers so authorized;
2. To transport, as a Class D carrier, property from points in Allegheny County to points in the counties of Lebanon, Berks and Lancaster, and vice versa; with the right to interchange property with Class A, Class B and Class D carriers so authorized;

With rights number 1 and 2 subject to the following conditions:

- A. That no right, power or privilege is granted to transport household goods and office furniture in use, property in bulk, property which because of size or weight requires the use of special equipment, or commodities in vehicles equipped with mechanical refrigeration;
  - B. That no right, power or privilege is granted to transport (a) property to or from points in the boroughs of Exeter and West Pittston and the city of Wilkes-Barre, Luzerne County, (b) property to or from the facilities of American Home Foods Division of American Home Products Corporation located in the township of Turbot and the borough of Milton, Northumberland County, (c) such merchandise, as is dealt in by wholesale, retail and chain grocery and food business houses to or from points in York County, and (d) limestone, limestone products or fertilizer from points in York County;
3. To transport, as a Class D carrier, glassware, from the borough of South Connellsville, Fayette County, to points within one hundred fifty (150) miles of the limits of the said borough, with the right to return damaged, refused or rejected merchandise.

With right number 3 subject to the following conditions:

- A. That no right, power or privilege is granted to transport glassware from the borough of South Connellsville, Fayette County, to the borough of Latrobe, Westmoreland County, or to the villages of Schenley and Aladdin, Armstrong County.
- B. That no right, power or privilege is granted to transport glassware from the borough of South Connellsville, Fayette County, to points in Pennsylvania east of U.S. Highway Route 219, except to the city of Altoona, Blair County.

FOLDER 1, AM-K

To transport, as a Class D carrier, property (except commodities in bulk, and household goods and office furniture in use) for E. I. DuPont de Nemours and Company, from points in the county of Allegheny, to points in the counties of Bedford, Blair, Cambria, Clearfield, Huntingdon, Indiana and Somerset.

FOLDER 1, AM-L

To transport, as a Class D carrier, property (except commodities in bulk and household goods and office furniture in use) for Midland-Ross Corporation, from points in the county of Allegheny to points in the counties of Indiana, Clearfield, Cambria, Blair, Huntingdon, Somerset and Bedford, and vice versa.

FOLDER 1, AM-M

To transport, as a Class D carrier, wearing apparel and related accessories, for Crystal Brands, Inc. (Women's Apparel Group) from its facilities located in the township of Aston, Delaware County, to points in Pennsylvania, and vice versa

Subject to the following conditions:

1. That no right, power or privilege is granted to transport property to or from points in the counties of Bradford, Columbia, Lackawanna and Luzerne.
2. That no right, power or privilege is granted to transport property between cutting, sewing, assembling and manufacturing plants.

FOLDER 1, AM-N

To transport, as a Class D carrier, such commodities as are dealt in by retail shoe stores, for Kinney Service Corp., from the distribution facilities of Kinney Service Corp. located in the township of Hampden, Cumberland County, to points in the counties of Blair, Clarion, Clearfield and Indiana, and vice versa.

To transport, as a Class D carrier, such commodities as are dealt in by retail shoe stores, for Kinney Service Corp., from points in the counties of Allegheny, Beaver, Butler, Lawrence, Armstrong, Westmoreland, Fayette and Washington, to the distribution facilities of Kinney Service Corp. located in the township of Hampden, Cumberland County.

FOLDER 1, AM-O

To transport, as a Class D carrier, property for Atlantic-Pacific Automotive Company located on the boundaries of the borough of Mechanicsburg and the township of Silver Spring, Cumberland County, to points in Pennsylvania, and vice versa.

Subject to the following condition:

That no right, power or privilege is granted to transport property to or from points in the counties of Bradford, Columbia, Lackawanna and Luzerne.

FOLDER 1, AM-Q

To transport, as a Class D carrier, property, for McCreary Tire & Rubber Co., from its facilities located in the borough of Indiana, Indiana County, to points in Pennsylvania, and vice versa.

To transport, as a Class D carrier, property, for Pittsburgh Corning Corporation, from its facilities located in the borough of Port Allegheny, McKean County, to points in Pennsylvania, and vice versa.

With both of the above rights subject to the following conditions:

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

FOLDER 1, AM-R

To transport, as a Class D carrier, property for Triangle Auto Spring Company from its facilities located in the city of DuBois, Clearfield County, to points in Pennsylvania, and vice versa.

Subject to the following conditions:

1. That no right, power or privilege is granted to transport commodities in bulk, or household goods and office furniture, in use.
2. That no right, power or privilege is granted to transport property from the facilities of Bethlehem Steel Corporation located in Cambria County to the facilities of Triangle Auto Spring Company located in the city of DuBois, Clearfield County.

FOLDER 1, AM-S

To transport, as a Class D carrier, property, for Kaufmann's, from its facilities located in the city of Pittsburgh, Allegheny County, to points in Pennsylvania, and vice versa.

Subject to the following conditions:

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

FOLDER 1, AM-T

To transport, as a Class D carrier, property, for Glidden Coatings & Resins, Division of SCM Corporation from its facilities located in the city of Reading, Berks County, to points in Pennsylvania, and vice versa.

Subject to the following conditions:

1. That no right, power or privilege is granted to transport household goods and office furniture in use.
2. That no right, power or privilege is granted to transport commodities in bulk.

FOLDER 1, AM-V

To transport, as a Class D carrier, property, for S.L. Abrasives, Inc., from its facilities in the township of North Middleton, Cumberland County and the borough of Parkesburg, Chester County, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

1. That no right, power or privilege is granted to transport household goods and office furniture in use.
2. That no right, power or privilege is granted to transport commodities in bulk.



FOLDER 1, AM-W

To transport, as a Class D carrier, property for McGraw-Edison Power Systems, from its facilities in the borough of Canonsburg, Washington County, the township of Upper Macungie, Lehigh County, and the borough of East Stroudsburg, Monroe 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 and household goods and office furniture in use.

FOLDER 1, AM-X

To transport, as a Class D carrier, property for Mitchell Sports U.S.A., Inc., from its facilities in the city of Harrisburg, Dauphin 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 and household goods and office furniture in use.

FOLDER 1, AM-Y

To transport, as a Class D carrier, property for The Glidden Company, from its facilities in the city of Reading, Berks County, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

That no right, power or privilege is granted to transport commodities in bulk and household goods and office furniture in use.

FOLDER 1, Am-Z

To transport, as a Class D carrier, property for McConway & Torley Corp., from its facilities in the city of Pittsburgh, Allegheny County and the borough of Kutztown, Berks County, to points in Pennsylvania, and vice versa;

Subject to the following conditions:

That no right, power or privilege is granted to transport commodities in bulk, and household goods and office furniture in use.

That no right, power or privilege is granted to transport shipments on flatbed trailers, except (a) from the borough of St. Mary's and the township of Bensinger, Elk County; (b) from points in the townships of Bensalem, Bristol, Lower Southampton, Middletown, Upper Southampton and Warminster, and the boroughs of Bristol, Hulmeville, Ivyland, Langhorne, Langhorne Manor, Morrisville, Penndel and Tullytown, all in Bucks County; (c) refractories, refractory products or materials, equipment and supplies used in the manufacture and installation of refractories and refractory products to or from the city of Pittsburgh, Allegheny County; (d) property from or to the Pennsylvania facilities of Reynolds Manufacturing Company; Amsat Corporation, MonCo Products, Inc.; Freeport Brick Company; Associated Ceramics and Freeport Brick Company; Associated Ceramics and Technology; Solar Refractories; Dlubak Studios, Inc.; Hussey Metal Division, Copper Range Company; A. P. Green Refractories Company; Jones and Laughlin Steel Corporation; Bethlehem Steel Corporation; H. H. Robertson Company; Amax, Inc., Climax Molybdenum Corp.; MolyCorp, Inc.; General Electric Corporation; Sperry-New Holland Division of Rand Corp; Zurn Industry Corp.; Copes Vulcan Company; Thalheimer Bros., Inc.; and Owens Corning Fiberglass Corporation; (e) property having a prior or subsequent movement by water from points in Allegheny County; and (f) property from or to points in the counties of Adams, Cambria, Cumberland, Dauphin, Franklin, Lancaster, Lebanon and Somerset.

FOLDER 1, AM-AC

To transport, as a Class D carrier, property, for Thomas Industries, Inc., from its facilities located in the borough of Middletown, Dauphin 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 or household goods and office furniture, in use.

APPENDIX 2

PITT-OHIO EXPRESS, INC.

EQUIPMENT LIST

STRAIGHT TRUCKS

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	42	1978	MERCEDES BENZ	34403012396620	8,300.
MARTERA	44	1979	MERCEDES BENZ	34403012454829	7,600.
MARTERA	45	1981	MERCEDES BENZ	1MBZA24BxBN559276	6,000.
MARTERA	47	1978	MERCEDES BENZ	34403012381014	20,100.
MARTERA	48	1979	MERCEDES BENZ	34403012442447	19,367.
MARTERA	49	1979	MERCEDES BENZ	34403012409764	19,367.
MARTERA	54	1979	MERCEDES BENZ	34403012442468	19,367.
MARTERA	55	1979	MERCEDES BENZ	34403012432735	19,367.
MARTERA	56	1979	MERCEDES BENZ	34403012432744	19,367.
MARTERA	57	1979	MERCEDES BENZ	34403012442456	19,367.
MARTERA	58	1979	MERCEDES BENZ	34403012427573	19,367.
MARTERA	59	1979	MERCEDES BENZ	34403012450581	19,367.
MARTERA	60	1979	MERCEDES BENZ	34403012450638	19,367.
FEL	62	1978	MERCEDES BENZ	34403012394632	7,500.
FEL	63	1978	MERCEDES BENZ	34403012395301	7,500.
FEL	65	1980	MERCEDES BENZ	1MBZA24B2AN512225	8,000.
FEL	66	1978	MERCEDES BENZ	34403012394911	7,500.
FEL	67	1978	MERCEDES BENZ	34403012395302	7,500.
FEL	68	1978	MERCEDES BENZ	34403012394460	7,500.
FEL	69	1979	MERCEDES BENZ	34403312441474	7,500.

STRAIGHT TRUCKS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	70	1979	MERCEDES BENZ	34530012453141	11,500.
MARTERA	73	1980	MERCEDES BENZ	37602412513030	7,500.
MARTERA	74	1980	MERCEDES BENZ	37602412513056	7,500.
FEL	76	1985	MERCEDES BENZ	1MBZB77A1FN676070	28,139.
FEL	77	1985	MERCEDES BENZ	1MBZB77A3FN676071	28,139.
FEL	78	1985	MERCEDES BENZ	1MBZB77A7FN676073	28,139.
FEL	79	1985	MERCEDES BENZ	1MBZB77A9FN676074	28,139.
FEL	80	1985	MERCEDES BENZ	1MBZB77A5FN676072	28,139.
FEL	81	1986	MERCEDES BENZ	1MBZB83A5GN708905	28,994.
FEL	82	1986	MERCEDES BENZ	1MBZB83A7GN708906	28,994.
FEL	83	1986	MERCEDES BENZ	1MBZB83A5GN708928	28,994.
FEL	85	1986	MERCEDES BENZ	1MBZB83A8GN708929	28,994.
FEL	86	1986	MERCEDES BENZ	1MBZB83A1GN710330	28,994.
FEL	87	1986	MERCEDES BENZ	1MBZB83A8GN710332	28,994.
FEL	88	1986	MERCEDES BENZ	1MBAB83A3GN710331	28,994.
FEL	89	1986	MERCEDES BENZ	1MBZB83A9GN708907	28,994.

STRAIGHT TRUCKS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	105	1987	MERCEDES BENZ	1MBZB83A7HN744421	29,037.
FEL	106	1987	MERCEDES BENZ	1MBZB83A9HN744422	29,037.
FEL	107	1987	MERCEDES BENZ	1MBZB83A0HN744423	29,037.
FEL	108	1987	MERCEDES BENZ	1MBZB83A2HN744424	29,037.
FEL	109	1987	MERCEDES BENZ	1MBZB83A4HN744425	29,037.
FEL	110	1987	MERCEDES BENZ	1MBZB83AXHN747054	29,037.
FEL	111	1987	MERCEDES BENZ	1MBZB83A1HN747055	29,037.
FEL	112	1987	MERCEDES BENZ	1MBZB83A3HN747056	29,037.
FEL	113	1987	MERCEDES BENZ	1MBZB83A5HN747057	29,037.
FEL	114	1987	MERCEDES BENZ	1MBZB83A7HN747058	29,037.
FEL	115	1987	MERCEDES BENZ	1MBZB83A1HN746469	29,037.
FEL	116	1987	MERCEDES BENZ	1MBZB83AXHN746468	29,037.
FEL	117	1987	MERCEDES BENZ	1MBZB83A8HN746470	29,037.
FEL	118	1987	MERCEDES BENZ	1MBZB83A8HN746467	29,037.
FEL	119	1987	MERCEDES BENZ	1MBZB83A6HN746466	29,037.
FEL	120	1988	MERCEDES BENZ	1MBZB83A0JN760353	29,536.
FEL	121	1988	MERCEDES BENZ	1MBZB83A4JN760355	29,536.
FEL	122	1988	MERCEDES BENZ	1MBZB83A2JN760354	29,536.
FEL	123	1988	MERCEDES BENZ	1MBZB83A8JN760357	29,536.
FEL	124	1988	MERCEDES BENZ	1MBZB83A6JN760356	29,536.
FEL	125	1988	MERCEDES BENZ	1MBZB83A8JN748094	29,536.
FEL	126	1988	MERCEDES BENZ	1MBZB83A0JN748090	29,536.

STRAIGHT TRUCKS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	127	1988	MERCEDES BENZ	1MBZB83A2JN748091	29,536
FEL	128	1988	MERCEDES BENZ	1MBZB83A4JN748092	29,536
FEL	129	1988	MERCEDES BENZ	1MBZB83A1JN748583	29,536
FEL	130	1988	MERCEDES BENZ	1MBZB83A6JN748093	29,536
FEL	131	1988	MERCEDES BENZ	1MBZB83AXJN748582	29,536
FEL	132	1988	MERCEDES BENZ	1MBZB83A8JN748581	29,536
FEL	133	1988	MERCEDES BENZ	1MBZB83A3JN748584	29,536
FEL	134	1988	MERCEDES BENZ	1MBZB83A9JN748556	29,536
FEL	135	1988	MERCEDES BENZ	1MBZB83A6JN754220	29,936
FEL	136	1988	MERCEDES BENZ	1MBZB83A3JN755261	29,936
FEL	137	1988	MERCEDES BENZ	1MBZB83A5JN755262	29,936
FEL	138	1988	MERCEDES BENZ	1MBZB83A2JN760810	29,936
FEL	139	1988	MERCEDES BENZ	1MBZB83A4JN760811	29,936
FEL	140	1988	MERCEDES BENZ	1MBZB83A6JN760812	29,936
FEL	141	1988	MERCEDES BENZ	1MBZB83A2JN760855	29,936
FEL	142	1988	MERCEDES BENZ	1MBZB83A4JN760856	29,536
FEL	143	1988	MERCEDES BENZ	1MBZB83A6JN760857	29,936
FEL	144	1988	MERCEDES BENZ	1MBZB83A3JN754225	29,936
FEL	145	1989	MERCEDES BENZ	1MBZB83A5JN761031	29,936
FEL	146	1989	MERCEDES BENZ	1MBZB83A2JN761021	29,936
FEL	147	1989	MERCEDES BENZ	1MBZB83A4JN761022	29,936

STRAIGHT TRUCKS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	148	1989	MERCEDES BENZ	1MBZB83A3JN761030	29,936
FEL	149	1989	MERCEDES BENZ	1MBZB83A7JN761029	29,936
FEL	200	1982	MACK	VG6M111B5CB015361	24,500
FEL	201	1982	MACK	VG6M111B0CB015591	24,500
FEL	202	1982	MACK	VG6M111B0CB015381	24,500
FEL	203	1983	MACK	VG6M111B1CB015406	24,500
FEL	204	1982	MACK	VG6M111B9CB015413	24,500
FEL	205	1984	MACK	VG6M111B0EB019692	22,800
FEL	206	1984	MACK	VG6M111B7EB019723	22,800
FEL	208	1982	MACK	VG6M111B2CB014104	13,500
FEL	209	1982	MACK	014104	13,500
FEL	211	1985	MACK	VG6M111B9FB023287	22,255
FEL	212	1985	MACK	VG6M111B0FB023288	22,255
FEL	213	1985	MACK	VG6M111B2FB023292	22,255
FEL	214	1985	MACK	VG6M111B9FB023323	22,255

TRAILERS

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T26	1978	STRICK	219482	7,775
PITT-OHIO	T325	1973	STOUGHTON	732661	2,850
MARTERA	T327	1974	STRICK	233338	4,600
MARTERA	T328	1979	STRICK	233336	4,600
MARTERA	T329	1979	STRICK	233333	4,600
MARTERA	T330	1979	STRICK	233339	4,600
MARTERA	T331	1979	STRICK	233332	4,600
MARTERA	T332	1979	STRICK	233337	4,700
MARTERA	T333	1988	FRUEHAUF	1H2V02810JB042406	10,212
MARTERA	T334	1988	FRUEHAUF	1H2V02812JB042410	10,212
MARTERA	T335	1988	FRUEHAUF	1H2V02817JB042404	10,212
MARTERA	T336	1988	FRUEHAUF	1H2V02819JB042405	10,212
FEL	T400	1972	FRUEHAUF	MEN261002	3,500
FEL	T401	1972	FRUEHAUF	MEP298801	2,800
FEL	T480	1983	FRUEHAUF	1H2V0482XDH046601	12,849
FEL	T481	1980	STRICK	230821	8,500
FEL	T483	1978	STRICK	222706	8,500
FEL	T484	1983	FRUEHAUF	1H2V04821DH046602	12,849
FEL	T485	1980	STRICK	7420226826	8,500
MARTERA	T507	1971	FRUEHAUF	297546	4,342



TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T508	1971	FRUEHAUF	297545	4,343.
MARTERA	T509	1972	FRUEHAUF	362979	4,809.
MARTERA	T510	1973	TRAILMOBILE	K30269	5,500.
MARTERA	T520	1979	FRUEHAUF	665410	10,941.
MARTERA	T522	1979	FRUEHAUF	665404	10,600.
MARTERA	T524	1979	FRUEHAUF	665403	10,600.
MARTERA	T526	1979	FRUEHAUF	665406	10,941.
MARTERA	T528	1980	STRICK	235927	10,645.
MARTERA	T530	1980	STRICK	235928	10,645.
MARTERA	T600	1982	FRUEHAUF	56708	12,895.
MARTERA	T601	1982	FRUEHAUF	56709	12,895.
MARTERA	T602	1982	FREUHAUF	56710	12,420.
MARTERA	T603	1982	FREUHAUF	56711	12,895.
MARTERA	T604	1982	FRUEHAUF	56712	12,420.
FEL	T605	1982	FRUEHAUF	1H2V04524BH056736	12,895.
FEL	T606	1982	FRUEHAUF	1H2V04526BH056737	12,895.
FEL	T607	1982	FRUEHAUF	1H2V04528BH056738	12,895.
FEL	T608	1982	FRUEHAUF	1H2V0452XBH056739	12,895.
FEL	T609	1982	FRUEHAUF	1H2V04526BH056740	12,895.
FEL	T610	1978	FRUEHAUF	MEZ582118	6,000
MARTERA	T611	1978	FRUEHAUF	521347	5,500

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T612	1978	FRUEHAUF	521327	5,500.
MARTERA	T615	1977	HOBBS	477949	7,177.
MARTERA	T616	1977	HOBBS	779850	7,177.
MARTERA	T618	1978	STRICK	210855	7,500.
MARTERA	T620	1979	STRICK	222668	7,500.
MARTERA	T621	1977	HOBBS	779841	7,125.
MARTERA	T622	1980	STRICK	244013	8,200.
FEL	T624	1977	STRICK	215424	7,300.
FEL	T625	1978	STRICK	223563	8,300.
MARTERA	T627	1979	FRUEHAUF	670137	6,750.
MARTERA	T628	1979	FRUEHAUF	670115	6,750.
MARTERA	T629	1977	FRUEHAUF	582874	3,750.
MARTERA	T630	1977	FRUEHAUF	582848	3,750.
MARTERA	T631	1977	FRUEHAUF	582801	3,750.
MARTERA	T632	1974	FRUEHAUF	430874	3,000.
MARTERA	T634	1979	GREAT DANE	B13129	7,500.
MARTERA	T635	1979	GREAT DANE	N13072	7,500.
MARTERA	T636	1979	GREAT DANE	B11200	7,500.
MARTERA	T637	1979	GREAT DANE	B11183	7,500.
MARTERA	T638	1977	GREAT DANE	034656	4,500.
MARTERA	T640	1976	STRICK	207752	4,228.

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T641	1976	STRICK	207753	4,228.
MARTERA	T642	1974	STRICK	171964	4,228.
MARTERA	T643	1977	FRUEHAUF	564045	4,228.
MARTERA	T644	1977	FRUEHAUF	564040	4,228.
MARTERA	T645	1977	FRUEHAUF	665402	4,228.
MARTERA	T646	1982	FRUEHAUF	46513	4,228.
MARTERA	T647	1982	FRUEHAUF	059311	4,228.
MARTERA	T648	1979	FRUEHAUF	83906	6,750.
MARTERA	T649	1979	FRUEHAUF	83913	7,700.
MARTERA	T650	1979	FRUEHAUF	83924	6,750.
MARTERA	T651	1979	FRUEHAUF	839100	7,850.
MARTERA	T652	1979	FRUEHAUF	683917	7,850.
MARTERA	T653	1979	FRUEHAUF	83904	7,850.
MARTERA	T654	1979	STRICK	214299	7,000.
MARTERA	T655	1979	STRICK	222544	7,000.
MARTERA	T656	1979	FRUEHAUF	232630	6,800.
MARTERA	T657	1979	STRICK	242747	6,100.
MARTERA	T659	1979	STRICK	242804	6,500.
MARTERA	T660	1979	STRICK	244871	6,800.
MARTERA	T662	1979	STRICK	232635	6,800.
MARTERA	T663	1982	FRUEHAUF	021039	8,300.

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T665	1980	STRICK	456719	6,500
MARTERA	T666	1980	STRICK	456716	5,600
FEL	T667	1977	FRUEHAUF	CHV247197	4,500
MARTERA	T668	1986	FRUEHAUF	011601	15,080
MARTERA	T669	1986	FRUEHAUF	011606	15,080
MARTERA	T670	1986	FRUEHAUF	011602	15,080
MARTERA	T671	1986	FRUEHAUF	011607	15,080
MARTERA	T672	1986	FRUEHAUF	011610	15,080
MARTERA	T673	1986	FRUEHAUF	011609	15,080
MARTERA	T674	1986	FRUEHAUF	011604	15,080
MARTERA	T675	1986	FRUEHAUF	011605	15,080
MARTERA	T676	1986	FRUEHAUF	011608	15,080
MARTERA	T677	1986	FRUEHAUF	011603	15,080
MARTERA	T678	1987	FRUEHAUF	008101	14,000
MARTERA	T679	1987	FRUEHAUF	008102	14,000
MARTERA	T680	1987	FRUEHAUF	008103	14,000
MARTERA	T681	1987	FRUEHAUF	008104	14,000
MARTERA	T682	1987	FRUEHAUF	008106	14,000
MARTERA	T683	1987	FRUEHAUF	008107	14,000
MARTERA	T684	1987	FRUEHAUF	008108	14,000
MARTERA	T685	1987	FRUEHAUF	008105	14,000

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T686	1987	FRUEHAUF	008109	14,000
MARTERA	T687	1987	FRUEHAUF	008110	14,000
MARTERA	T688	1987	FRUEHAUF	017402	14,000
MARTERA	T689	1987	FRUEHAUF	017405	14,000
MARTERA	T690	1987	FRUEHAUF	017401	14,000
MARTERA	T691	1987	FRUEHAUF	017403	14,000
MARTERA	T692	1987	FRUEHAUF	017409	14,000
MARTERA	T693	1987	FRUEHAUF	017408	14,000
MARTERA	T694	1987	FRUEHAUF	017404	14,000
MARTERA	T695	1987	FRUEHAUF	017407	14,000
MARTERA	T696	1987	FRUEHAUF	017410	14,000
MARTERA	T697	1987	FRUEHAUF	017406	14,000
MARTERA	T698	1988	FRUEHAUF	010101	13,383
MARTERA	T699	1988	FRUEHAUF	010103	13,383
MARTERA	T700	1988	FRUEHAUF	010102	13,383
MARTERA	T701	1988	FRUEHAUF	010106	13,383
MARTERA	T702	1988	FRUEHAUF	010105	13,383
MARTERA	T703	1988	FRUEHAUF	010104	13,383
MARTERA	T704	1988	FRUEHAUF	010107	13,383
MARTERA	T705	1988	FRUEHAUF	010108	13,383
MARTERA	T706	1988	FRUEHAUF	010109	13,383

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T707	1988	FRUEHAUF	010110	13,383.
MARTERA	T708	1988	FRUEHAUF	010112	13,383.
MARTERA	T709	1988	FRUEHAUF	010111	13,383.
MARTERA	T710	1988	FRUEHAUF	010113	13,383.
MARTERA	T711	1988	FRUEHAUF	010114	13,383.
MARTERA	T712	1988	FRUEHAUF	010115	13,383.
MARTERA	T713	1988	FRUEHAUF	010116	13,383.
MARTERA	T714	1988	FRUEHAUF	010117	13,383.
MARTERA	T715	1988	FRUEHAUF	010118	13,383.
MARTERA	T716	1988	FRUEHAUF	010119	13,383.
MARTERA	T717	1988	FRUEHAUF	015002	14,297
MARTERA	T718	1988	FRUEHAUF	010120	13,383
MARTERA	T719	1988	FRUEHAUF	015008	14,297
MARTERA	T720	1988	FRUEHAUF	015001	14,297
MARTERA	T721	1988	FRUEHAUF	015003	14,297
MARTERA	T722	1988	FRUEHAUF	015004	14,297
MARTERA	T723	1988	FRUEHAUF	015005	14,297
MARTERA	T724	1988	FRUEHAUF	015006	14,297
MARTERA	T725	1988	FRUEHAUF	015007	14,297
MARTERA	T726	1988	FRUEHAUF	015009	14,297
MARTERA	T727	1988	FRUEHAUF	015010	14,297

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T728	1988	FRUEHAUF	019101	14,297
MARTERA	T729	1988	FRUEHAUF	019102	14,297
MARTERA	T730	1988	FRUEHAUF	019103	14,297
MARTERA	T731	1988	FRUEHAUF	019104	14,297
MARTERA	T732	1988	FRUEHAUF	019105	14,297
MARTERA	T733	1988	FRUEHAUF	019106	14,297
MARTERA	T734	1988	FRUEHAUF	019107	14,297
MARTERA	T735	1988	FRUEHAUF	019108	14,297
MARTERA	T736	1988	FRUEHAUF	019109	14,297
MARTERA	T737	1988	FRUEHAUF	019110	14,297
MARTERA	T738	1988	FRUEHAUF	1H2V94527JB024901	14,297
MARTERA	T739	1988	FRUEHAUF	1H2V04529JB024902	14,297
MARTERA	T740	1988	FRUEHAUF	1H2V04520JB024903	14,297
MARTERA	T741	1988	FRUEHAUF	1H2V04522JB024904	14,297
MARTERA	T742	1988	FRUEHAUF	1H2V04524JB024905	14,297
MARTERA	T743	1988	FRUEHAUF	1H2V04526JB024906	14,297
MARTERA	T744	1988	FRUEHAUF	1H2V04528JB024907	14,297
MARTERA	T745	1988	FRUEHAUF	1H2V0452XJB024908	14,297
MARTERA	T746	1988	FRUEHAUF	1H2V04521JB024909	14,297
MARTERA	T747	1988	FRUEHAUF	1H2V04528JB024910	14,297
MARTERA	T748	1988	FRUEHAUF	1H2V04527JB035204	14,297

TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T749	1988	FRUEHAUF	1H2V04529JB035205	14,297
MARTERA	T750	1988	FRUEHAUF	1H2V04525JB035203	14,297
MARTERA	T751	1988	FRUEHAUF	1H2V04521JB035201	14,297
MARTERA	T752	1988	FRUEHAUF	1H2V04523JB035202	14,297
MARTERA	T753	1988	FRUEHAUF	1H2V04522JB035207	14,297
MARTERA	T754	1988	FRUEHAUF	1H2V04520JB035206	14,297
MARTERA	T755	1988	FRUEHAUF	1H2V04522JB035210	14,297
MARTERA	T756	1988	FRUEHAUF	1H2V04524JB035208	14,297
MARTERA	T757	1988	FRUEHAUF	1H2V04526JB035209	14,297
MARTERA	T758	1988	FRUEHAUF	1H2V0452XKB005602	14,297
MARTERA	T759	1988	FRUEHAUF	1H2V04521KB005603	14,297
MARTERA	T760	1988	FRUEHAUF	1H2V04523KB005604	14,297
MARTERA	T761	1988	FRUEHAUF	1H2V04527KB005606	14,297
MARTERA	T762	1989	FRUEHAUF	1H2V04528KB005601	14,972
MARTERA	T763	1989	FRUEHAUF	1H2V04529KB005607	14,972
MARTERA	T764	1989	FRUEHAUF	1H2V04520KB005608	14,972
MARTERA	T765	1989	FRUEHAUF	1H2V04525KB005605	14,972
MARTERA	T766	1989	FRUEHAUF	1H2V04529KB005610	14,972
MARTERA	T767	1989	FRUEHAUF	1H2V04522KB005609	14,972
MARTERA	T768	1989	FRUEHAUF	1H2V04527KB010501	14,998
MARTERA	T769	1989	FRUEHAUF	1H2V04529KB010502	14,998



TRAILERS CONT.

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	T770	1989	FRUEHAUF	1H2V04520KB010503	14,998.
MARTERA	T771	1989	FRUEHAUF	1H2V04522KB010504	14,998.
MARTERA	T772	1989	FRUEHAUF	1H2V04524KB010505	14,998.
MARTERA	T773	1989	FRUEHAUF	1H2V04526KB010506	14,998.
MARTERA	T774	1989	FRUEHAUF	1H2V04528KB010507	14,998.
MARTERA	T775	1989	FRUEHAUF	1H2V0452XKB010508	14,998.
MARTERA	T776	1989	FRUEHAUF	1H2V0452AKB010509	14,998.
MARTERA	T777	1989	FRUEHAUF	1H2V04528KB010510	14,998.
MARTERA	T778	1989	FRUEHAUF	1H2V0452XKB010511	14,998.
MARTERA	T780	1989	FRUEHAUF	1H2V04523KB010513	14,998.
MARTERA	T782	1989	FRUEHAUF	1H2V04527KB010515	14,998.
MARTERA	T784	1989	FRUEHAUF	1H2V04520KB010517	14,998.
MARTERA	T787	1989	FRUEHAUF	1H2V04520KB010520	14,998.
MARTERA	T788	1989	FRUEHAUF	1H2V04522KB010521	14,998.
MARTERA	T792	1989	FRUEHAUF	1H2V045XKB010525	14,998.
MARTERA	T796	1989	FRUEHAUF	1H2V04527KB010529	14,998.
MARTERA	T797	1989	FRUEHAUF	1H2V04523KB010530	14,998.
MARTERA	T798	1989	FRUEHAUF	1H2V04525KB010531	14,998.
MARTERA	T799	1989	FRUEHAUF	1H2V04527KB010532	14,998.

DOLLY TRAILERS

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	TD1	1988	FRUEHAUF	1H2E0061XJB042503	4,094.
MARTERA	TD2	1988	FRUEHAUF	1H2E00616JB042501	4,094.
MARTERA	TD3	1988	FRUEHAUF	1H2E00611JB042504	4,094.
MARTERA	TD4	1988	FRUEHAUF	1H2E00618JB042502	4,094.
MARTERA	TD5	1988	FRUEHAUF	1H2E00613JB042505	4,094.

TRACTORS

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
MARTERA	D1	1973	GMC	605741	11,200.
FEL	D6	1981	MACK	2M2W128Y78C16586	42,000.
FEL	D7	1981	MACK	2M2W128Y98C016587	42,000.
MARTERA	D8	1978	MACK	U686T4213	19,500.
FEL	D9	1978	MACK	U686T4214	19,500.
FEL	D10	1983	MACK	2M2N166YXDC087709	41,000.
FEL	D12	1983	MACK	2M2N166Y6DC087710	41,000.
FEL	D14	1983	MACK	2M2N166Y8DC087711	41,000.
FEL	D15	1983	MACK	2M2N166Y3DC087714	41,920.
FEL	D16	1983	MACK	1M2N166BODA087683	41,920.
FEL	D17	1983	MACK	1M2N166B2DA087684	41,920.
FEL	D18	1983	MACK	1M2N166C3DA087606	41,920.
FEL	D19	1983	MACK	1M2N166C5DA087607	41,920.
FEL	D20	1983	MACK	2M2N166Y5DC087715	41,000.
FEL	D21	1984	MACK	1M2N185X7EA088386	44,800.
FEL	D22	1984	MACK	1M2N185X9EA088387	44,800.

TRACTORS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	D25	1978	MACK	R685ST73680	22,800.
FEL	D26	1984	MACK	1M2N185X1EA088383	48,375.
FEL	D27	1984	MACK	1M2N185X3EA088384	48,375.
FEL	D28	1984	MACK	1M2N185X3EA088385	48,375
FEL	D29	1984	MACK	1M2N185X3EA090359	44,800
FEL	D30	1984	MACK	1M2N185X3EA090360	44,800
FEL	D31	1984	MACK	1M2N185X1EA090361	44,800
FEL	D32	1984	MACK	1M2N185X3EA090362	44,800
FEL	D33	1984	MACK	1M2N185X5EA090363	44,800
FEL	D34	1984	MACK	98599	48,500
FEL	D35	1985	MACK	98600	48,500
FEL	D36	1985	MACK	98601	48,500
FEL	D37	1986	MACK	1M2N185Y7GA003493	47,159
FEL	D38	1986	MACK	1M2N185Y9GA003494	47,159
FEL	D39	1986	MACK	1M2N179Y5GA004002	53,241
FEL	D40	1986	MACK	1M2N179Y9GA004004	53,241
FEL	D41	1986	MACK	1M2N185X2GA004008	47,159
FEL	D42	1986	MACK	1M2N185X0GA004007	47,159
FEL	D43	1986	MACK	1M2N179Y2GA004006	53,241

TRACTORS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	D44	1986	MACK	1M2N179Y7GA004003	53,241
FEL	D45	1986	MACK	1M2N179Y8GA005239	53,251
FEL	D46	1986	MACK	1M2N179Y4GA005240	53,251
FEL	D47	1986	MACK	1M2N179Y4GA005190	53,251
FEL	D48	1986	MACK	1M2N179Y6GA005191	53,251
FEL	D49	1986	MACK	1M2N179Y8GA005192	53,251
FEL	D50	1984	MACK	1M2N179Y9EA090802	32,380
FEL	D51	1986	MACK	1M2N185X2GA005241	47,159
FEL	D52	1984	MACK	1M2N179Y5EA086696	32,380
FEL	D53	1984	MACK	1M2N179Y0EA091420	32,380
FEL	D54	1984	MACK	1M2N179Y7EA086697	32,380
FEL	D55	1986	MACK	1M2N185X6GA005243	47,159
FEL	D56	1986	MACK	1M2N185X8GA005244	47,159
FEL	D57	1986	MACK	1M2N185X4GA005242	47,159
FEL	D58	1986	MACK	1M2N185XXGA005245	47,159
FEL	D59	1987	MACK	1M2N179Y6HA006505	53,241
FEL	D60	1987	MACK	1M2N179Y8HA006506	53,241
FEL	D61	1987	MACK	1M2N179Y0HA008671	53,241
FEL	D62	1987	MACK	1M2N179Y2HA008672	53,241
FEL	D63	1987	MACK	1M2N179Y2HA008672	53,241

TRACTORS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	D64	1987	MACK	1M2N179Y9HA008670	53,241.
FEL	D65	1987	MACK	1M2N179Y9HA008667	53,241.
FEL	D66	1987	MACK	1M2N179Y0HA008668	53,241.
FEL	D67	1988	MACK	1M2N185XXJW009662	47,195.
FEL	D68	1988	MACK	1M2N185X8JW009661	47,195.
FEL	D69	1984	MACK	1M2N179Y8EA093545	31,000.
FEL	D70	1984	MACK	1M2N179Y7EA090801	32,380
FEL	D71	1984	MACK	1M2N179Y6EA090806	32,380
FEL	D72	1988	MACK	1M2N278Y0JW005230	42,330
FEL	D73	1988	MACK	1M2N278Y0JW005231	42,330
FEL	D74	1988	MACK	1M2N277Y7JW005551	53,241
FEL	D75	1988	MACK	1M2N277Y9JW005552	48,026
FEL	D76	1988	MACK	1M2N277Y0JW005553	47,996
FEL	D77	1988	MACK	1M2N277Y2JW005554	53,241
FEL	D78	1988	MACK	1M2N277Y8JW005784	53,241
FEL	D79	1988	MACK	1M2N277YXJW005785	53,241
FEL	D80	1988	MACK	1M2N277Y1JW005786	47,891
FEL	D81	1988	MACK	1M2N277Y3JW005787	47,891
FEL	D82	1989	MACK	1M2N278X9KW008104	47,159
FEL	D83	1989	MACK	1M2N278X0KW008105	47,159
FEL	D84	1989	MACK	1M2N278X2KW008106	47,159

TRACTORS CONTINUED

<u>OWNER</u>	<u>UNIT NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>SERIAL NUMBER</u>	<u>COST</u>
FEL	D85	1989	MACK	1M2N277Y5KW008093	54,053.
FEL	D86	1989	MACK	1M2N277Y7KW008094	54,053.
FEL	D87	1989	MACK	1M2N277Y0KW008096	54,053.
FEL	D88	1989	MACK	1M2N278X4KW008107	54,053.
FEL	D89	1989	MACK	1M2N278X6KW008108	54,053.
FEL	D90	1989	MACK	1M2N277Y9KW008095	54,053.
FEL	D91	1989	MACK	2M2N277Y5KC008641	55,731.
FEL	D92	1989	MACK	2M2N277Y7KC008642	55,731.
FEL	D93	1989	MACK	2M2N277Y9KC008643	55,731.
FEL	D94	1989	MACK	2M2N277Y0KC008644	55,731.
FEL	D95	1989	MACK	2M2N277Y2KC008645	55,731.
FEL	D96	1989	MACK	2M2N277Y4KC008646	55,731.
FEL	D97	1989	MACK	2M2N277Y6KC008647	55,731.

APPENDIX 3

PITT-OHIO EXPRESS, INC.

COMPARATIVE BALANCE SHEET - UNAUDITED

<u>ASSETS</u>	<u>December 31,</u>	
	<u>1988</u>	<u>1987</u>
<u>CURRENT ASSETS</u>		
Cash In Bank	\$ 163,579	\$ 202,239
Temporary Cash Investments	1,199,702	255,405
Notes Receivable	283,047	88,365
Accounts Receivable - Customers	2,349,640	1,635,430
Accounts Receivable - Other	73,932	154,514
Accounts Receivable - Intercompany	91,825	4,760
Material & Supplies	134,131	112,117
Prepaid Items	249,903	168,881
<u>TOTAL CURRENT ASSETS</u>	<u>4,545,759</u>	<u>2,621,711</u>
<u>FIXED ASSETS AT COST</u>		
Office Equipment	406,605	254,122
Miscellaneous & Dock Equipment	183,526	142,450
Service Cars	122,523	106,692
Leasehold Improvements	241,209	101,340
	<u>953,863</u>	<u>604,604</u>
Less: Depreciation Taken	302,296	164,439
<u>TOTAL FIXED ASSETS</u>	<u>651,567</u>	<u>440,165</u>
<u>OTHER ASSETS</u>		
Note Receivable	305,427	122,145
Intangible Property	104,236	93,771
Franchises & Organization Costs	231,318	214,443
	<u>640,981</u>	<u>430,359</u>
Less: Allowance for Amortization	144,443	124,418
<u>TOTAL OTHER ASSETS</u>	<u>496,538</u>	<u>305,941</u>
<u>TOTAL ASSETS</u>	<u>\$ 5,693,864</u>	<u>\$ 3,367,817</u>



PITT-OHIO EXPRESS, INC.

COMPARATIVE BALANCE SHEET - UNAUDITED

<u>LIABILITIES AND SHAREHOLDERS' EQUITY</u>	<u>December 31,</u>	
	<u>1988</u>	<u>1987</u>
<u>CURRENT LIABILITIES</u>		
Notes Payable - Bank	\$ None	\$ None
Notes Payable - Other	None	35,564
Equipment Obligations	None	None
Accounts Payable - Intercompany	170,495	185,795
Accounts Payable	582,436	621,820
Interline Accounts Payable	None	282
Payroll Deductions	92,967	32,575
Accrued Salaries & Wages	111,532	174,209
Accrued Profit Sharing	306,486	155,442
C.O.D.'s Payable	None	149
Accrued Taxes	75,167	117,126
Other Accrued Liabilities	162,726	55,308
Federal & State Income Taxes	450,421	( 98,582)
<u>TOTAL CURRENT LIABILITIES</u>	<u>1,952,230</u>	<u>1,279,688</u>
<u>LONG-TERM DEBT</u>		
Notes Payable	None	50,904
Equipment Obligations	None	None
<u>TOTAL LONG-TERM DEBT</u>	<u>None</u>	<u>50,904</u>
<u>DEFERRED INCOME TAXES</u>	<u>425,883</u>	<u>172,844</u>
<u>SHAREHOLDERS' EQUITY</u>		
Common Stock - 1,000 Shares	1,000	1,000
Paid In Capital	49,000	49,000
Retained Earnings	3,265,751	1,814,381
<u>TOTAL SHAREHOLDERS' EQUITY</u>	<u>3,315,751</u>	<u>1,864,381</u>
<u>TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY</u>	<u>\$ 5,693,864</u>	<u>\$ 3,367,817</u>

PITT-OHIO EXPRESS, INC.

COMPARATIVE STATEMENT OF INCOME AND RETAINED EARNINGS - UNAUDITED

	<u>December 31,</u>	
	<u>1988</u>	<u>1987</u>
<u>INCOME</u>		
Freight Revenue	\$ 22,994,136	\$ 16,662,563
Other Fees & Charges	<u>246,145</u>	<u>187,665</u>
<u>TOTAL REVENUE</u>	<u>23,240,281</u>	<u>16,850,228</u>
<u>EXPENSES</u>		
Salaries - Officers	853,900	585,000
Salaries & Wages	8,459,808	6,086,078
Other Fringes	1,957,345	1,448,194
Operating Supplies & Expenses	2,504,211	2,073,633
General Supplies & Expenses	728,005	534,921
Operating Taxes & Licenses	560,094	469,585
Insurance	941,391	727,775
Communications & Utilities	440,124	293,644
Depreciation & Amortization	157,882	615,957
Equipment Rents & Purchased Transportation	3,443,975	2,522,900
Building & Office Equipment Rents	372,344	344,012
Miscellaneous Expenses	<u>293,973</u>	<u>171,421</u>
<u>TOTAL EXPENSES</u>	<u>20,713,052</u>	<u>15,873,120</u>
<u>NET OPERATING REVENUE</u>	<u>2,527,229</u>	<u>977,108</u>
<u>OTHER INCOME &amp; EXPENSES</u>		
Dividend Income	6,547	20,738
Rental Income	6,000	6,000
Interest Income	49,331	33,174
Miscellaneous Income (Loss)	( 34,755)	None
Interest Expense	<u>( 4,501)</u>	<u>( 94,971)</u>
<u>TOTAL OTHER INCOME &amp; EXPENSES</u>	<u>22,622</u>	<u>( 35,059)</u>
<u>NET PROFIT BEFORE INCOME TAXES</u>	<u>2,549,851</u>	<u>942,049</u>
Federal & State Income Taxes	<u>1,047,173</u>	<u>369,884</u>
<u>NET INCOME</u>	<u>1,502,678</u>	<u>572,165</u>
<u>RETAINED EARNINGS - BEGINNING OF YEAR</u>	<u>1,814,381</u>	<u>2,070,912</u>
Stock Dividend	None	( 787,381)
Officers' Life Insurance Premiums - Net	13,919	( 17,045)
Prior Period Adjustment	( 37,145)	679
Non-deductible Expense	<u>( 28,082)</u>	<u>( 24,949)</u>
<u>RETAINED EARNINGS - END OF YEAR</u>	<u>\$ 3,265,751</u>	<u>\$ 1,814,381</u>

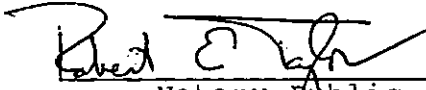
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COMMONWEALTH OF PENNSYLVANIA     )  
  ) ss:  
COUNTY OF *ALLEGHENY*            )

Robert F. Hammel, being duly sworn according to law, deposes and says that he has read the foregoing statement, and the contents thereof are true and correct to the best of his knowledge and belief.

  
Robert F. Hammel

Sworn to and subscribed  
before me this 15<sup>th</sup> day  
of May, 1989.

  
Notary Public

My commission expires:

NOTARIAL SEAL  
ROBERT E. TAYLOR, NOTARY PUBLIC  
PITTSBURGH, ALLEGHENY COUNTY  
MY COMMISSION EXPIRES JUNE 29, 1991

Member, Pennsylvania Association of Notaries

IV. VERIFIED STATEMENT OF JOHN HODGES FOR  
WAGNER DIVISION, COOPER INDUSTRIES, INC.

1. Legal Name and Domicile of Supporting Shipper.

Wagner Division, Cooper Industries, Inc., has an office at Parham Boulevard, Tullahoma, TN 37388. It also has facilities in Berks and Carbon Counties, PA which are the subject of this application.

2. Identity and Qualifications of Witness.

My name is John Hodges. I am the Fleet Supervisor for Wagner Division, Cooper Industries, Inc. My address is Parham Boulevard, Tullahoma, TN 37388.

I have been employed by the company for 35 years and have held the position of Fleet Supervisor for 13 years. My duties include the routing of freight to and from our various manufacturing facilities and selection of carriers to provide transportation service. I am familiar with the transportation requirements of our plants in Pennsylvania and have been authorized to submit this statement to the Pennsylvania Public Utility Commission in support of the application of Pitt-Ohio Express, Inc. at Docket No. A-00102471, F. 1, Am-AB.

3. General Description of Supporting Shipper.

Wagner is a manufacturer and distributor of auto brake and lighting products. It has a plant at Boyertown, Berks County which produces automobile headlights. It has another plant at Weatherly, Carbon County, which manufactures automobile headlights and automobile reflector lenses.

Both plants ship five days per week between the general hours of 7:00 a.m. and 4:30 p.m.

The Boyertown plant receives inbound a variety of commodities including glass tubes, adhesives, epoxy, wire, stampings, and solder. The Weatherly plant receives inbound reflector lenses. The outbound commodities from each plant are as described above.

4. Volume and Frequency of Intended Use, and Representative Origins and Destinations.

All inbound shipments to both plants are less-than-truckload in size. The shipments inbound to Boyertown range between 156 pounds and 240 pounds. The shipments inbound to the Weatherly plant range between 180 pounds and 5,440 pounds. The Boyertown plant receives inbound shipments from such Pennsylvania origins as Philadelphia, Lancaster and Ambler. Inbound shipments to the Weatherly plant are received from such points as Harrisburg, Fort Washington, Philadelphia and Boyertown.

With respect to outbound shipments, approximately 66% of the shipments from Boyertown are less-than-truckload in size. The LTL shipments range in weight from 120 pounds to 12,000 pounds. The balance of the outbound shipments move in truckload quantities each weighing approximately 23,000 pounds.

The Boyertown plant makes shipments to such points as Sharon Hill, Hamburg, Philadelphia and Weatherly.

All of the shipments from the Weatherly plant are less-than-truckload in size. They range in weight from 100

pounds to 3,350 pounds. Those outbound shipments from Weatherly move to a variety of points including Reading, Harrisburg, Philadelphia, Fort Washington, Pottstown and Boyertown.

5. Type of Service Required.

Both plants require scheduled pickup and delivery service with respect to both inbound and outbound shipments. The personnel in our plants are scheduled so as to be available for dock work when the trucks have to be loaded and unloaded. The carriers we use are therefore expected to be available for loading at certain times in connection with outbound shipments and they are expected to make deliveries at regular times for the unloading of inbound shipments. Some of our customers have similar situations and therefore the carrier must be equally responsive to their needs.

We look for carriers to provide an overnight service within Pennsylvania. All of our shipments are transported in closed van trailers.

6. Similar Applications Supported.

Within the last two years, Wagner has not supported any other similar application.

7. Other Pertinent Information.

In the past we have used a variety of carriers and have occasionally had difficulty with late deliveries and excessive time in transit. We have used the applicant's service on intrastate Pennsylvania shipments for approximately eight months

within the scope of its present authority and that service has been very good. With approval of this application, we would expect to receive a more efficient service since we will be able to co-load to a greater extent interstate and intrastate freight with Pitt-Ohio Express and will be able to use its service to and from the entire state of Pennsylvania rather than just a portion of it as at present.

For the reasons set forth in this statement, Wagner requests that the Commission grant the application as soon as possible.

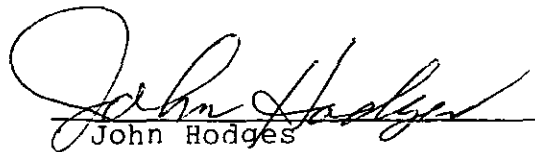
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STATE OF TENNESSEE

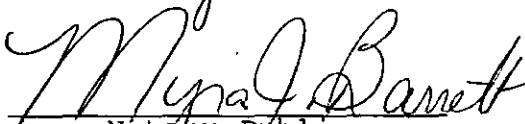
COUNTY OF

)  
) ss:  
)

John Hodges, being duly sworn according to law, deposes and says that he has read the foregoing statement, and the contents thereof are true and correct to the best of his knowledge and belief.

  
John Hodges

Sworn to and subscribed  
before me this 2<sup>nd</sup> day  
of May, 1989.

  
Notary Public

My commission expires: 7-22-90

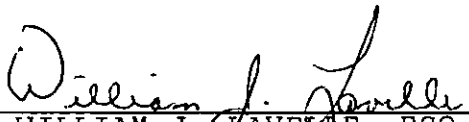


V. CONCLUSION

For the reasons set forth above, Applicant respectfully requests that the Commission reopen the proceeding and reinstate the application, and also accept and consider the tendered verified statements of the Applicant and supporting shipper. Ultimately, Applicant requests that the application be granted in its entirety, as amended.

Respectfully submitted,

VUONO, LAVELLE & GRAY

By:   
WILLIAM J. LAVELLE, ESQ.  
Attorney for Applicant

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(412) 471-1800

Dated: May 10, 1989

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