

September 30, 1988

IN REPLY PLEASE  
REFER TO OUR FILE

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

In re: A-00102471, F. 1, Am-AC - 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 October 24, 1988. 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 October 1, 1988.

Very truly yours,

David Ehrhart  
Supervisor - Application Section  
Bureau of Transportation

DE:RP:11

cc: Applicant  
26th and A.V.R.R.  
Pittsburgh, PA 15222

DOCUMENT  
FOLDER

DOCKETED  
APPLICATION DOCKET  
OCT 31988  
ENTRY No. *SR*

A-00102471, Folder 1, Am-AC PITT-OHIO EXPRESS, INC. (26th and A.V.R.R., Pittsburgh, Allegheny County, PA 15222), a corporation of the Commonwealth of Pennsylvania, inter alia - 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: SO AS TO PERMIT the transportation of property (except commodities in bulk and household goods and office furniture in use), for Thomas Industries, Inc., from its facilities located in the borough of Middletown, Dauphin County, to points in Pennsylvania, and vice versa. Attorney: William J. Lavelle, 2310 Grant Building, Pittsburgh, PA 15219.

PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

SERVICE OF NOTICE OF MOTOR CARRIER APPLICATIONS

DATE \_\_\_\_\_

SERVICE \_\_\_\_\_

OCT - 1 1988

BUREAU OF TRANSPORTATION  
COMMON CARRIER  
SEPTEMBER 1988

A-00102471  
F. 1  
Am-AC

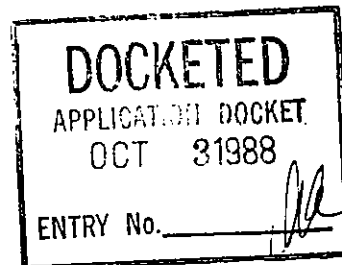
Application of Pitt-Ohio Express, Inc., a corporation of the Commonwealth of Pennsylvania, for amendment to its common carrier certificate, which grants the right, inter alia, to transport, by motor vehicle, property for H. J. Heinz Company, U.S.A., between points in Pennsylvania; subject to the following condition: That no right, power or privilege is granted to transport commodities in bulk: SO AS TO PERMIT the transportation of property (except commodities in bulk and household goods and office furniture in use), for Thomas Industries, Inc., from its facilities located in the borough of Middletown, Dauphin County, to points in Pennsylvania, and vice versa.

LM:11  
9/15/88

Application received: 8/29/88  
Application docketed: 9/14/88

NH

DOCUMENT  
FOLDER



OCT 24 1988

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.

# PENNSYLVANIA PUBLIC UTILITY COMMISSION



## RECEIPT

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

Pitt-Ohio Express, Inc.  
26th & A.V.R.R.  
Pittsburgh, PA 15222

Date October 17, 1988

RECEIVED  
FOLDER

CR 131107 A

DOCKETED  
OCT 19 1988

In re application of Pitt-Ohio Express, Inc.  
A-00102471, F.1, Am-AC.....\$125.00

Revenue account 001780-017601-102 (ck)  
ck 8718 Checks \$125.00 Currency \_\_\_\_\_  
Utility account 50:26

C. Joseph Meisinger  
For Department of Revenue



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

October 28, 1988

IN REPLY PLEASE  
REFER TO OUR FILE

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

In re: A-00102471, F. 1, Am-AC - Pitt-Ohio Express, Inc.

Dear Sir:

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

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

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

You are being granted an initial thirty (30) days in which to file the verified statements. The statements are due on or before NOVEMBER 28, 1988.

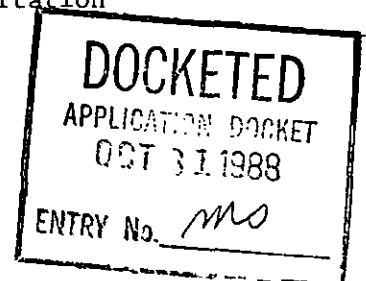
If additional time is required, it may be requested by telephone but should be followed in writing, with the reasons for the extension stated.

Questions about your application may be directed to me by telephoning 717-787-4386.

Very truly yours,

*Lawrence Keener-Farley*

Lawrence Keener-Farley, Esq.  
Technical Review Section  
Bureau of Transportation



10  
elf

LAW OFFICES

**VUONO, LAVELLE & GRAY**

2310 GRANT BUILDING

PITTSBURGH, PA. 15219

JOHN A. VUONO  
WILLIAM J. LAVELLE  
WILLIAM A. GRAY  
MARK T. VUONO  
RICHARD R. WILSON  
DENNIS J. KUSTURISS

November 23, 1988



Re: Pitt-Ohio Express, Inc.  
Docket No. A-00102471, F. 1, Am-AC  
Thomas Industries, Inc.  
Our File 2691-42

**RECEIVED**

**NOV 28 1988**

**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 Applicant's Verified Statement in the above captioned case.

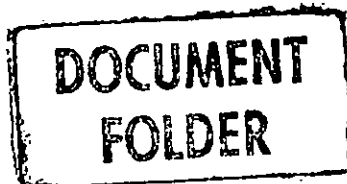
Please acknowledge receipt and filing of the enclosed on the duplicate copy of this letter of transmittal and return it to the undersigned in the stamped, self-addressed envelope provided for that purpose.

Sincerely yours,

VUONO, LAVELLE & GRAY

*William J. Lavelle*  
William J. Lavelle

pz  
Enclosures  
cc: Pitt-Ohio Express, Inc.



RECEIVED

NOV 28 1988

BEFORE THE  
**Pennsylvania Public Utility Commission** SECRETARY'S OFFICE  
Public Utility Commission

DOCKET NO. A-00102471, F. 1, Am-AC

PITT-OHIO EXPRESS, INC.



APPLICANT'S VERIFIED STATEMENTS

WILLIAM J. LAVELLE, ESQ.  
Attorney for Applicant

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

Due Date: November 28, 1988

**DOCUMENT  
FOLDER**

**DOCKETED**  
APPLICANT'S BOOKLET  
NOV 28 1988  
ENTRY No. *MS*

Before the  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

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

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APPLICANT'S VERIFIED STATEMENTS

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I. STATEMENT OF THE CASE

By application published in the Pennsylvania Bulletin on October 1, 1988, 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 Thomas Industries, Inc., from its facilities located in the borough of Middletown, Dauphin County, to points in Pennsylvania, and vice versa.

No protests were filed to the application which has now been assigned to the Technical Review Section for handling without an oral hearing. Applicant now submits its verified statements in support of the application and requests that it be granted in its entirety.



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

1. Legal Name and Domicile of Supporting Shipper.

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-AC.

3. Authority Sought.

By this application, Pitt-Ohio seeks 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 Thomas Industries, Inc., from its facilities located in the borough of Middletown, Dauphin County, to points in Pennsylvania, and vice versa.

The application has not been amended.

#### 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 not result in any duplicating authority except from the shipper's facilities in Middletown, Dauphin County, to points on and west of U.S. Highway 219, or vice versa. That service is authorized under the Folder 1, Am-J certificate with the exception of Allegheny County. The service is authorized as to Allegheny County under the Folder 1, Am-I certificate.

Applicant requests that no reduction in the territory be made to compensate for this duplicating authority in any grant made in this proceeding since it would be more easily understood

by the supporting shipper and other interested parties if the authority to serve the supporting shipper is self-contained in a single grant. Applicant has no objection to a restriction in any grant of authority which would prohibit the severance of the duplicating authority from any other authority held by the Applicant.

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 Harrisburg terminal would be used to serve the shipper's facilities in Middletown. It is a 14-door cross-dock terminal which operates five days a week and has 14 full-time employees, including eight drivers.

The Oaks and Allentown terminals would be used to the extent necessary to handle freight moving to or from the eastern part of Pennsylvania, whereas the Pittsburgh terminal would be used, if necessary, to serve the western part of the state. 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 concerning 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, 1987. The balance sheet portion of the financial statement shows that the total shareholders' equity at the end of 1987 was \$1,814,381. The total current assets exceed total current liabilities by almost \$1,342,023. The company is able to meet all of its obligations as they come due.

By comparison with 1986, the company's revenues increased by \$3,245,363. On a gross revenue of \$16,850,228, the company had a net income after provision for federal and state income taxes of \$572,165. 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 Thomas Industries, Inc. within the scope of its present authority, as defined in Section 4 above, as well as in connection with interstate shipments moving to or from points beyond Pennsylvania. During the first ten months of 1988, Pitt-Ohio handled six intrastate shipments for Thomas. The shipments ranged in weight from 22 pounds to 717 pounds. 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.

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 Harrisburg, Oaks or Allentown terminals.

Less-than-truckload shipments are transported in the usual fashion to the destination. Pitt-Ohio handles both truckload and



less-than-truckload shipments of the supporting shipper, regardless of size. 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.

APPENDIX 1

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.

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	15,086
MARTERA	T669	1986	FRUEHAUF	011606	15,086
MARTERA	T670	1986	FRUEHAUF	011602	15,086
MARTERA	T671	1986	FRUEHAUF	011607	15,086
MARTERA	T672	1986	FRUEHAUF	011610	15,086
MARTERA	T673	1986	FRUEHAUF	011609	15,086
MARTEPA	T674	1986	FRUEHAUF	011604	15,086
MARTERA	T675	1986	FRUEHAUF	011605	15,086
MARTERA	T676	1986	FRUEHAUF	011608	15,086
MARTERA	T677	1986	FRUEHAUF	011603	15,086
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.

BALANCE SHEET - UNAUDITED

AS OF DECEMBER 31, 1987

ASSETS

CURRENT ASSETS

Cash In Bank	\$ 202,239
Temporary Cash Investments	255,405
Notes Receivable	88,365
Accounts Receivable - Customers	1,635,430
Accounts Receivable - Other	154,514
Accounts Receivable - Intercompany	4,760
Material & Supplies	112,117
Prepaid Items	<u>168,881</u>

TOTAL CURRENT ASSETS

\$ 2,621,711

FIXED ASSETS AT COST

Revenue Equipment	None
Service Cars	106,692
Leasehold Improvements & Office Equipment	<u>497,912</u>
	604,604
Less: Depreciation Taken	<u>164,439</u>

TOTAL FIXED ASSETS

440,165

OTHER ASSETS

Note Receivable	122,145
Intangible Property	93,771
Franchises & Organization Costs	<u>214,443</u>
	430,359
Less: Allowance for Amortization	<u>124,418</u>

TOTAL OTHER ASSETS

305,941

TOTAL ASSETS

\$ 3,367,817



PITT-OHIO EXPRESS, INC.

BALANCE SHEET - UNAUDITED

AS OF DECEMBER 31, 1987

LIABILITIES AND SHAREHOLDERS' EQUITY

CURRENT LIABILITIES

Notes Payable - Bank	\$	None
Notes Payable - Other		35,564
Equipment Obligations		None
Accounts Payable - Intercompany		185,795
Accounts Payable		621,820
Interline Accounts Payable		282
Payroll Deductions		32,575
Accrued Salaries & Wages		174,209
Accrued Profit Sharing		155,442
C.O.D.'s Payable		149
Accrued Taxes		117,126
Other Accrued Liabilities		55,308
Federal & State Income Taxes	(	<u>98,582)</u>

TOTAL CURRENT LIABILITIES

\$ 1,279,688

LONG-TERM DEBT

Notes Payable	50,904
Equipment Obligations	<u>None</u>

TOTAL LONG-TERM DEBT

50,904

DEFERRED INCOME TAXES

172,844

SHAREHOLDERS' EQUITY

Common Stock - 1,000 Shares	1,000
Paid In Capital	49,000
Retained Earnings	<u>1,814,381</u>

TOTAL SHAREHOLDERS' EQUITY

1,864,381

TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY

\$ 3,367,817

PITT-OHIO EXPRESS, INC.

STATEMENT OF INCOME AND RETAINED EARNINGS - UNAUDITED

YEAR ENDED DECEMBER 31, 1987

INCOME

Freight Revenue	\$ 16,662,563
Other Fees & Charges	<u>187,665</u>

TOTAL REVENUE

\$ 16,850,228

EXPENSES

Salaries - Officers	585,000
Salaries & Wages	6,086,078
Other Fringes	1,448,194
Operating Supplies & Expenses	2,073,633
General Supplies & Expenses	534,921
Operating Taxes & Licenses	469,585
Insurance	727,775
Communications & Utilities	293,644
Depreciation & Amortization	615,957
Equipment Rents & Purchased Transportation	2,522,900
Building & Office Equipment Rents	344,012
Miscellaneous Expenses	<u>171,421</u>

TOTAL EXPENSES

15,873,120

NET OPERATING REVENUE

977,108

OTHER INCOME & EXPENSE

Dividend Income	20,738
Rental Income	6,000
Interest Income	33,174
Interest Expense	<u>( 94,971)</u>

TOTAL OTHER INCOME & EXPENSE

( 35,059)

NET PROFIT BEFORE INCOME TAXES

942,049

Federal & State Income Taxes

369,884

NET INCOME

572,165

RETAINED EARNINGS - BEGINNING OF YEAR

2,070,912

Stock Dividend	( 787,381)
Officers' Life Insurance Premiums	( 17,045)
Prior Period Adjustment	679
Non-deductible Expense	<u>( 24,949)</u>

RETAINED EARNINGS - END OF YEAR

\$ 1,814,381



III. VERIFIED STATEMENT OF DONALD S. VARSHINE  
FOR THOMAS INDUSTRIES, INC.

1. Legal Name and Domicile of Supporting Shipper.

Thomas Industries, Inc. has its main office at 7400 Lagrange Road, Louisville, KY 402222. Insofar as this application is concerned, it has a distribution facility located in the Borough of Middletown, Dauphin County, PA.

2. Identity and Qualifications of Witness.

My name is Donald S. Varshine. My business is 7400 Lagrange Road, Louisville, KY 40222.

I am the Director of Distribution and Customer Services for Thomas Industries, Inc. I am responsible for all of the company's transportation programs. This includes making certain that there is dependable intrastate motor carrier service available at our facilities in Middletown. I am familiar with the company's transportation requirements in Pennsylvania and I 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-AC.

3. General Description of Supporting Shipper.

Thomas Industries is a manufacturer of lighting products. These consist of lighting fixtures, lamps, track lighting, post lamps, mirrors and fans.

The company operates a distribution center in the Borough of Middletown, Dauphin County. The center is open for business five days a week and normally ships and receives freight by motor carrier between the hours of 8:00 a.m. and 5:00 p.m.

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

Thomas Industries pays the freight charges on all outbound shipments from the Middletown distribution center. It therefore has the right to and in fact does route all outbound shipments. Approximately 95% of those shipments weigh between 250 pounds and 1,000 pounds.

The various lighting fixtures are shipped from Middletown to electrical distributors and lighting showrooms throughout Pennsylvania. These customers include large department stores, specialty stores which deal exclusively in lighting fixtures and related items, and building supply and home improvement type centers which have electrical fixture departments.

Daily shipments are made from the Middletown facility to points in Pennsylvania. On an annual basis I would estimate that there are approximately 900 intrastate Pennsylvania shipments which weigh a collective 600,000 pounds. Shipments are made to all of the major cities such as Pittsburgh, Philadelphia, Harrisburg, Altoona, Lancaster, Erie and Scranton, and to many smaller towns throughout the state.

Inbound shipments consist of merchandise being returned from customers located at any point in the state. All of those return shipments are less-than-truckload in size and range generally from 50 pounds to 1,050 pounds in weight. Annually Middletown would receive inbound approximately 50 such return shipments.

#### 5. Type of Services Required.

Due to the limited dock space at the Middletown distribution center, carriers are given scheduled times at which to make pickups. Some of our customers, for the same reason, receive deliveries by appointment only. The carrier must therefore be willing and able to provide a scheduled pickup and scheduled delivery service on a regular basis.

Since the Middletown center is located approximately in the middle of the state, we would expect to receive overnight service as a general rule to any point in the state. Occasionally, we would ask the carrier to provide service on a stop-off basis if we had shipments ready for pickup that were moving to a number of locations in the same general vicinity.

Some of the lighting fixtures are made essentially of glass and therefore the carrier that handles those shipments must take extra precaution to make certain that the merchandise is not damaged in transit. Thomas Industries packs the fixtures in cartons so as to prevent damage, but those precautions can be undermined by a carrier that does not exercise care in handling the products.

#### 6. Similar Applications Supported.

Within the last two years, Thomas Industries has not supported any similar application.

7. Other Pertinent Information.

Prior to my association with Thomas Industries, I was employed by a large manufacturer and was located in western Pennsylvania. That company used the services of Pitt-Ohio Express and I am therefore familiar with its operations and the type of service it provides. In my opinion, the company gives excellent service to its customers and if this application were approved, the Middletown facility would be directed to designate Pitt-Ohio Express as the carrier to transport all of its inbound and outbound shipments.

By comparison, the Middletown facility has had some difficulty in the past in shipping its products. One of the problems is that there are very few, if any, carriers that actively service the entire state of Pennsylvania. Secondly, there have been instances when shipments have been delivered after the scheduled time and this has resulted in some customer dissatisfaction.

Thomas Industries is supporting this application in order to have a carrier available that can handle shipments to and from any point in Pennsylvania. Pitt-Ohio Express also has interstate authority to serve the Middletown plant and in the future it could comingle interstate and Pennsylvania intrastate shipments. This would be a definite benefit due to the limited dock space available at the distribution center. We believe a single carrier such as Pitt-Ohio Express, holding statewide authority, could relieve the dock congestion at Middletown and improve the

present service. In my opinion, Pitt-Ohio has always been a service oriented carrier and if we have that type of carrier making deliveries to our customers, it will only serve to enhance our image and competitive position.

For these reasons, Thomas Industries requests that the Commission approve this application of Pitt-Ohio Express, Inc.



AFFIDAVIT

STATE OF *Kentucky* )  
COUNTY OF *Jefferson* ) ss:

Donald S. Varshine, being duly sworn according to law, deposes and says that he has read the foregoing statement, knows the contents thereof, and that the same is true as stated.

*Donald S. Varshine*  
\_\_\_\_\_  
Donald S. Varshine

Sworn to and subscribed  
before me this 21<sup>st</sup> day  
of November, 1988.

*Linda B. Telford*  
\_\_\_\_\_  
Notary Public

My commission expires: *March 2, 1989*

..

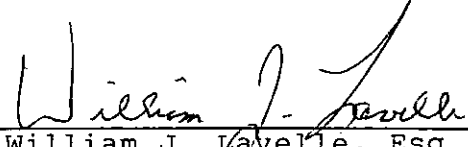
IV. CONCLUSION

For the reasons set forth in the preceding verified statements, Applicant requests that the application be granted in its entirety.

Respectfully requested,

VUONO, LAVELLE & GRAY

By:

  
\_\_\_\_\_  
William J. Lavelle, Esq.  
Attorney for Applicant

VUONO, LAVELLE & GRAY  
2310 Grant Building  
Pittsburgh, PA 15219  
(412) 471-1800

Due Date: November 28, 1988